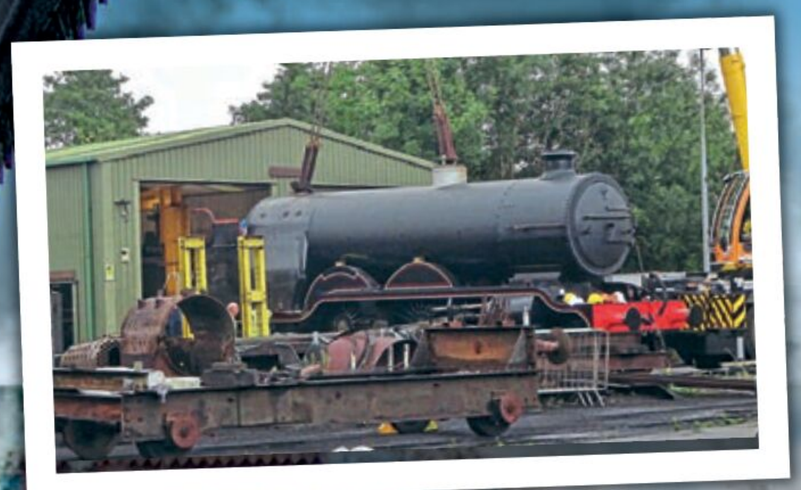
SPA VALLEY CELEBRATES 25 YEARS ■ PEAK RAIL GALA HITS NEW HEIGHTS

ISSUE 297 September 2 – September 30, 2022

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE



Beachy Head gets its boiler!

CELEBRATING FORTY YEARS OF PRESERVED DELTICS

■ COMMUTER TRAINS FOR WORTH VALLEY BID ■ NENE VALLEY GETS A NEW 'OLD' STATION ■ DIDCOT LAUNCHES DREADNOUGHT OVERHAUL ■ THREE GUESTS JOIN *HAGLEY HALL* FOR SEVERN VALLEY GALA ■ EXCLUSIVE A4 GRESLEY WITH TEAKS TRIPS

Hattons

• MODEL MONEY •

SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

GET A FREE VALUATION ON YOUR COLLECTION

We purchase a wide variety of brands, including:

HORNBY · BACHMANN EUROPE Plc · dapol · HELJAN · GAUGEMASTER · PECO · KATO PRECISION RAILROAD MODELS · Lima · GRAHAM FARISH by BACHMANN · MAINLINE RAILWAYS · OXFORD RAIL · ViTrains models

Take our 60 second quiz and immediately learn if we can make an offer on your collection!
www.HattonsModelMoney.com/quiz

Get cash for your items in just four easy steps...

1 List

Prepare & submit a list of your items online or send spreadsheets, documents or photographs to us via our website.

2 Offer

Our expert staff will review your list and create your bespoke valuation.

3 Send

Once the offer is accepted, send your items to us.

4 Pay

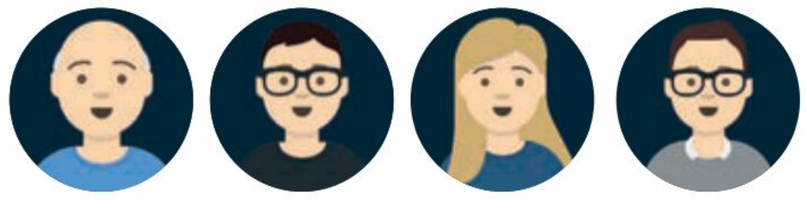
Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal**.

Call us on: 0151 305 1755
Opening times: Mon to Sun 10am to 1pm / 2pm - 5pm

Email us at: preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ

Get in touch with our friendly team...



Find out more at www.hattonsmodelmoney.com

On Monday, August 22, newly-overhauled Severn Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* was pulled out of Kidderminster TMD with its freshly-applied paint gleaming as it prepares for test running in the days ahead in readiness for the September 15-18 autumn steam gala (News, page 10). KENNY FELSTEAD

EDITORIAL
Editor Robin Jones
rjones@mortons.co.uk
Staff writer Owen Hayward
OHayward@mortons.co.uk
Senior contributors
Geoff Courtney, John Titlow
Contributors
Hugh Dougherty, Tim Hobman, Pete Kelly, Roger Melton
Designer Tim Pipes
Production editor
Lucy Wood
Publisher Tim Hartley
Editorial address
Heritage Railway magazine, Mortons Media Ltd, PO Box 99, Horncastle, Lincs LN9 6LZ
Website
www.heritagerailway.co.uk

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

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

DISTRIBUTION & PRINTING
Distribution
Marketforce (UK) Ltd, 3rd Floor, 161 Marsh Wall, London E14 9AP
0203 787 9001
Printing
Acorn Web Offset Ltd, Normanton, West Yorkshire.

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

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

SUBSCRIPTION
Full subscription rates (but see page 30 for offer): (12 months 13 issues, inc post and packing) – UK £59.80. Export rates are also available – see page 30 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.
Enquires: subscriptions@mortons.co.uk

EDITORIAL CONTRIBUTIONS
Contributions to this magazine should be clearly typed and ideally sent by email. Photographs, which should be clearly marked with the contributor's name and address, are submitted at the owner's risk. Mortons Media Group Ltd cannot be held responsible for loss or damage, however caused. All postal submissions must include an appropriate SAE for the return of all material. Opinions expressed in this magazine are not necessarily those of the editor or his staff.

© Mortons Media Group Ltd.

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

ISSN No 1466-3560

Published
Every four weeks on a Friday.
Advertising deadline
September 15, 2022
Next issue on sale
September 30, 2022

MORTONS MEDIA GROUP LTD
Independent publishers since 1885

Just ask!
Having trouble finding a copy of this magazine?

recycle
When you have finished with this magazine please recycle it.

Heritage must be treated as a precious commodity

BACK in the days of the tail end of UK steam in the 1960s, the wholesale Beeching closures had left the UK littered with redundant railway buildings, most of them with no track to ever link them again.

The car had long been crowned king by then, and while there were those who wistfully longed in vain for their local railway to return, most accepted the march of progress and accepted the eradication of station buildings, engine sheds, signalboxes, footbridges, and water columns as they made way for modern developments as the inevitable march of progress.

In three years' time, we will be celebrating the 200th anniversary of the Stockton & Darlington Railway, which gave the concept of a steam-hauled public railway to the rest of the world and shrank it in the process. One message will again sound loud and clear: the seeds of the social and economic patterns of our 21st century way of life were sown by one of the greatest fruits of the Industrial Revolution, namely the railway concept.

Yet what will those towns and villages that have allowed their railway buildings to be swept into oblivion have to show for it?

Historic railway buildings are markers to the past and historically guided modern settlements just as much as castles, manor houses, market halls and churches. To eradicate them is to lose sight of local heritage.

In recent times, Highways England, the Government's road agency, has with much justification come in for criticism for its policy of infilling redundant railway bridges, thankfully halted in its tracks for the time being. However, I cannot shower sufficient praise on Highways England for its willingness to find a purposeful new home for a historic and largely forgotten set of station buildings that have not seen a train since 1929. Long buried deep in a cutting by a thick belt of mature trees that render it barely visible from passing cars, Wansford Road station in Cambridgeshire stands in the way of plans to turn the busy A47 which passes behind it into a dual carriageway next year.

Maybe 20 or even 10 years ago, planners might automatically assume that the straightforward and only way to proceed is to flatten the boarded-up building without a second thought. However, that approach – it now seems in this case – does not hold true today.

The agency has a plan to take the yellowstone buildings down brick by brick and spend £200,000 on relocating it to the Peterborough terminus of what else but the Nene Valley Railway, a few miles to the east. Wansford Road will again hear the sounds of steam whistles and also act as a gateway to the adjacent Railworld Wildlife Haven, while doing much to keep a classic piece of Victorian heritage in the locality.

I sincerely hope that this very enlightened move will act as a springboard to fresh national policies regarding the way that all historic buildings, not just survivors from the railway age, are treated everywhere. I would like to see an automatic legal obligation placed on all developers to ascertain the true value of structures they wish to remove and to show that they have undertaken detailed consultations with the communities whose heritage would stand to lose out.

I'm sure that many buildings like Wansford Road station would find a willing home among our myriad of heritage railways and museums, and so well done to the Nene Valley and Railworld, too.

Robin Jones Editor

CONTENTS

ISSUE 297
September 2, 2022 – September 30, 2022

News

Headline News 6
- Bright Atlantic *Beachy Head* sees boiler lifted into frames
- Keighley & Worth Valley to become a commuter line at last?
- Mid-Norfolk answers KESR SOS with Class 33 loan
- Retired diesel traction replaces electric on Southend Pier railway
- *Gresley* and teak trips for Moorsline

News 10
- BR Standards to take centre stage at autumn galas
- Green light for NRM's Central Hall
- Didcot launches £180k bid to restore GWR Dreadnought coach
- *Russell* returns to Rhyd Ddu
- New lease signals a fresh start for Alford Valley
- Rallying call from KESR's new general manager, Robin Coombes
- Penrhyn pair back in a quarry at Threlkeld annual gala
- Talyllyn celebrates contributions of its female volunteers
- Barry DMU put up for sale

Main Line News 56
- £75k to connect new Darlington works to main line
- DB Cargo to operate 'Aberdonian' and test new P2
- Steam Dreams plans nine-day Irish tour for May 2023

With Full Regulator 64
Don Benn looks at two runs over the Fells, a very rare run with No. 35007, and high-speed runs with Class 47 locos from 1976 and 1987.

CONTENTS: **Fifty-four years to the day since steam haulage ended on BR, LMS 4-6-0 No. 46115 *Scots Guardsman* approaches Selside on the climb from Horton in Ribblesdale to Ribblehead on the afternoon on August 11 with West Coast Railways' 'The Dalesman' from York to Carlisle and return.** EDWARD BOBROWSKI
COVER: **Bound for Birmingham Snow Hill, WR 4-6-0 No. 7029 *Clun Castle* passes through Moor Street station with empty coaching stock for Vintage Trains' 'The Shakespeare Express' on August 21, 2022.** JOHN TITLOW

Regulars

Subscribe Today 30
Centre 54
LMS 4-6-0 No. 46115 *Scots Guardsman* crosses the River Aire at Fairburn on the 'Scarborough Spa Express'. ALAN WEAVER

Main Line Itinerary 62
Steam and heritage diesel railtours.
Railwayana 70
Geoff Courtney's regular column.
Platform 88
Where your views matter most.
Off the Shelf 96
Latest book and DVD releases.
Up & Running 98
Guide to railways running in the autumn.
The Month Ahead 106

Features

The Spa Treatment
Running for just over five miles across the Kent and East Sussex border and through an area of outstanding natural beauty, the Spa Valley Railway was perhaps something of a dark horse in terms of heritage lines. Now a major player on the scene, Owen Hayward looks at what the railway has to offer as it celebrates its 25th anniversary.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

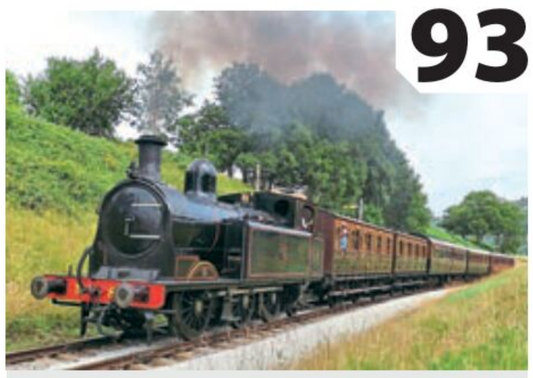
74

Forty years of Deltic preservation
On August 20, 1982, two of British Railways' Class 55 locomotives were handed over to the Deltic Preservation Society. Owen Hayward casts an eye over the class, its preservation history, and the DPS celebrations in the Cotswolds.

82

Year of the 'Terrier'
Ten survivors, seven railways or museums, two countries – 2022 marks 150 years since the LBSCR A1 0-6-0T Terrier locomotives entered service. Owen Hayward looks at the celebrations that have taken place so far, including the fated Bluebell Railway event.

Worth Valley vintage five-coach first!
Rodney Towers experienced the exquisite elegance of the Keighley & Worth Valley's showpiece coaches as the line ran its first five-coach vintage set to mark the centenary of the merger of the Lancashire & Yorkshire Railway and LNWR.



93

Models

Model News 80
Highlights from the model sector, including Bachmann's reveal of its incoming SECR 'Dance Hall'.

PRE-ORDER ISSUE 298

No need to pop to the shops in four weeks' time... simply order your next *HR* from **mrtns.uk/pre-order-hr** or call **01507 529529.**

SCAN ME WITH YOUR PHONE CAMERA!

SUBSCRIBE FROM JUST £45*

*THAT'S JUST **£3.46 AN ISSUE** IF YOU PAY BY DIRECT DEBIT EVERY 12 MONTHS

See page 30

Find the latest news, images and discussion online only at:

Like us facebook.com/heritagerailway

Follow us @HeritageRailMag

Connect with us heritage-railway-magazine

Beachy Head gets its boiler!

By Owen Hayward

THE construction of the new LBSCR H2 express passenger 4-4-2 Brighton Atlantic No. 32424 *Beachy Head* took a significant step forward on August 16 when the boiler was at long last craned into the frames – its shape giving a tantalising taster of what is very soon to come.

The mobile crane arrived on site at Sheffield Park at about 8am ready for the lift, and the rolling chassis had been moved outside Atlantic House building in preparation.

Adjustments were found to be required when, with the boiler just inches from its final position, some clashes became evident that necessitated it being lifted out again, alterations made, and then repositioned.

The process was completed by the early afternoon, with the newly-combined front end back in the shed as the crane departed at 2.30pm.

The boiler cladding sheets will now be completed and the final assembly started, with hopes that the locomotive will be complete and ready for service in the latter part of 2023.

There was speculation that the new *Beachy Head* will be on static display at the Bluebell's October 14-16 Giants of Steam gala.

More testing

BRPS chairman Paul Churchman said: "The boiler lift is a significant moment in the progress of *Beachy Head* and it shows the skill and meticulous planning that the team have.

"There is still a lot to do and the team is focussed on ensuring the project progresses but at a pace whereby nothing is compromised.

"As a new-build engine, when we get to the completion stages there will be significant testing that has to be undertaken as well."

The boiler has already passed an out-of-frames hydraulic test but has not yet had a fire lit to allow further work to be carried out and preserve as much of the boiler ticket as possible.

Once the work on *Beachy Head* has been completed and the locomotive available for traffic, the group's attention will next turn to

For the first time since the original *Beachy Head* was withdrawn in April 1958 and subsequently scrapped, the shape of an LBSCR H2 Atlantic locomotive came together at Sheffield Park on August 16. JOHN SANDYS/BRPS

GWR Dukedog No. 9017 *Earl Of Berkley*, which last steamed in 2011, having had to be withdrawn with a number of boiler and mechanical faults.

"Indeed, two of the team have undertaken overhauls on this locomotive before, principally Keith Stuart, who was workshop manager at Sheffield Park for a number years before retiring," added Paul.

"This, though, is in the distance and everyone is focused on getting *Beachy Head* into traffic."

Once *Beachy Head* leaves the Atlantic House to move into the main workshops for commissioning, the *Earl* will take its place, with a

Will Keighley & Worth Valley become a commuter line at last?

By Robin Jones

A BID to upgrade the Keighley & Worth Valley Railway to a major transport hub offering daily commuter trains has been launched by Bradford Council.

The mooted £5 million scheme is among a £19 million package of bids made by the council for Keighley under the Government's Levelling Up funding.

It would involve upgrading the signalling along the five-mile line, along with two tracks and overhauling the line's DMU fleet, while creating a dedicated storage and maintenance facility for them at the former Great Northern junction.

KWVR chairman Matt Stroh said that with changing passenger expectations and demands, and the increasing pressure on coal supplies, the railway is seeking to increase its operational flexibility – and the Levelling Up bid could do just that.

The line's DMUs are historic in their own right, he said, and having direct access to a maintenance facility, with both road and rail access, would be a major step forward.

"The game-changing Levelling Up funding would provide the foundation for the railway's second half-century of operation," said Matt.

It would open the door for the line to respond to local people's demand for an increased service between Oxenhope and Keighley, he added.

Unlike most of today's heritage railways, the branch was originally saved not so much by enthusiasts but by residents who wanted to stop BR from closing it.

People power

On January 24, 1962, almost four weeks after BR ran the last passenger train, a meeting was called at the Keighley Temperance Hall, from which a committee emerged to explore the possibilities of local people taking over the line.

A second meeting at the Temperance Hall on March 1, called by Bradford-born University of Hull graduate Bob Cryer and attended by more than 100 people, led to the formation of the KWVR Preservation Society and a provisional committee was set up with him as chairman. By the end of 1962 there were 266 members.

The society sought to buy the line outright, lease access into Keighley station, and operate a regular public service. Its primary aim was not to preserve steam locomotives but to save the railway that had served their towns and villages so well for so long and reintroduce regular services. It was hoped that the freight services on the branch could be saved and timetabled diesel trains could run for local people on weekdays, with steam-hauled services operated by volunteers at weekends.

August 1963 saw BR issue a threat to begin lifting the track if no progress was made on lodging a bid to buy the line. However, hopes were raised following a meeting with BR officials at York on October 4 that year.

It was in December 1966 that the BR board finally approved the sale of the branch.

The revivalists paid off the £45,000 in six-monthly instalments with interest over the following 25 years, the final payment being made in 1992.

KWVR broke new ground and blazed trails for others to emulate, not least of all the purchase of the branch from BR.

Indeed, the KWVR is unique in that it is still the only heritage line to have bought, rather than leased, the entire length of its original branch, including the operational main line connection at Keighley.

When the branch reopened in June 1968, it was as a heritage railway and not a commuter line.

However, a study funded by the Worth Valley Joint Transport

Keighley & Worth Valley Railway history was made on August 2 when Class 144 'Pacer' DMU No. 144011 entered revenue-earning service on the line. Seen at Ingrow station, the unit, immaculately restored to its Metro Train (West Yorkshire Passenger Transport Executive) livery, operated alongside the steam service throughout the day, having been rostered at late notice in place of the expected Class 101 DMU. BEN BUCKI

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

provisional aim for completion in late 2028 or early 2029, assuming that no major setbacks are discovered.

Change of plan

It had previously been mooted that it would instead look at overhauling the LSWR Adams radial 4-4-2T No. 30583, but concerns were raised that the poor condition of the locomotive may result in slower progress, with the railway currently trying to overcome a motive power shortage.

The six H2s were designed when Douglas Earle Marsh was LBSCR Locomotive Superintendent, and were built at Brighton Works in 1911-12.

In October 2000, the Bluebell Railway made an announcement about its intention to reconstruct a replica of SR/BR period *Beachy Head*, and assembled many components including a GNR Atlantic boiler and an LBSCR tender chassis.

➜ The day before the Atlantic's boiler lift, that of LBSCR A1 'Terrier' 0-6-0T No. 72 *Fenchurch* was also lifted into the frames of that locomotive as part of the overhaul, which missed the target of the Bluebell's July Terrier event (see feature, pages 82-85).

Committee in 2010 suggested that the KWVR could run four commuter services in the morning and again in the evening.

Matt said at the time that any future commuter service would need to fit with the heritage operation: "We have built too much up over the years to give up the preservation side of things."

'Wonderful asset'

Bradford Council leader Coun Susan Hinchcliffe said: "Keighley remains a great place for businesses to grow and invest.

"The district is the UK's number-one Levelling Up opportunity and we have put in a significant amount of time and money into this bid to ensure that it is compelling and competitive.

"The KWVR is a wonderful asset to the district and we all know how much time and effort the volunteers have put in over the years to make it so.

"We are therefore putting forward this proposal to the Government which we think could transform it into an enhanced rail transport hub, offering workers a fast and efficient commute into the town."

The outcome of the bid will be announced in the autumn.

➜ Worth Valley vintage five-coach first – see feature, pages 93-95.

Running in temporary wartime black livery, No. 4498 returned to the main line following overhaul on May 21 with a Sir Nigel Gresley Locomotive Trust members special. It headed from Crewe to Carlisle and back via Carnforth. DAVID KIPPAX/SNGLT

Ride behind *Sir Nigel Gresley* in teak coaches on Moorsline autumn specials

By Robin Jones

EXCLUSIVE journeys on the North Yorkshire Moors Railway are being booked to mark the eagerly-awaited return of record-holding LNER A4 Pacific No. 4498 *Sir Nigel Gresley* after an overhaul lasting seven years.

Tickets can now be purchased for pre-booked journeys behind the steam icon in matching teak carriages restored by the LNER Coach Association.

The specials run on October 3-5 and 10-12, departing from Grosmont to Pickering at 9.30am, 12.30pm and 3.30pm, costing £51 return for adults. Children travel free.

A compartment ticket for up to a maximum of six people can be bought for £204.

Limited edition souvenirs

As part of the ticket, each fare-paying passenger will receive a limited edition gift bag featuring a *Sir Nigel Gresley* enamel badge, NYMR guidebook, and pen, as well as some local Lottie Shaw biscuits.

On arrival at Pickering, visitors will have 15 minutes to take photographs. Furthermore, a limited number of tickets will be available on the day to visit the locomotive footplate via the unique corridor tender, originally used for footplate crews to change shifts without the need to stop.

Sir Nigel Gresley Locomotive Trust chairman Nigel Wilson said: "We are delighted to be visiting the NYMR this autumn and hope passengers will enjoy the exclusive experience of travelling behind the only operational class A4 Pacific."

NYMR CEO Chris Price added: "The whole NYMR team is incredibly proud to be able to facilitate this journey and can't wait to welcome passengers along to the event marking 85 years since the locomotive originally entered service in November 1937."

Emerging from Doncaster Works as the 100th Gresley Pacific built by the LNER, No. 4498 entered service following a naming ceremony at Marylebone station on November 26 that year. It was mainly based at King's Cross, with a spell at Grantham during the Second World War, and was briefly renumbered as No. 7 before becoming No. 60007 when the LNER merged into BR.

On June 3, 1956, *Sir Nigel Gresley* hauled the Royal Train from King's Cross to York with The Queen on board.

Official record

The Stephenson Locomotive Society Special of May 23, 1959, was the first train in the UK with a booked or advertised schedule of more than 100mph.

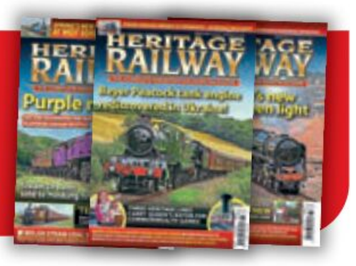
During that trip, No. 60007 set the official postwar speed record for steam traction of 112mph.

The LNER Coach Association (LNERCA) was formed in 1980 with the objective of obtaining, restoring, and operating a collection of ex-LNER and/or constituent companies' vehicles. For more information, visit lnerca.org

➜ To purchase tickets, visit nymr.co.uk/sir-nigel-gresley

➜ GCR Standard Five and Taff Vale 02 for Moorsline gala – see News, page 38.

SUBSCRIBE TODAY!
VISIT WWW.CLASSICMAGAZINES.CO.UK/HRDPS FOR MORE INFO



Mid-Norfolk answers KESR's SOS with Class 33 diesel loan

By Geoff Courtney

Reporting for duty: Class 33 No. 33202 at Tenterden Town station on August 13 prior to heading its first train after its arrival on the KESR to help out with summer services following the railway's decision to suspend steam haulage. CAROLINE WARNE

AN SOS – Save Our Services – issued by the Kent & East Sussex Railway as the mid-August heatwave continued was answered by the Mid-Norfolk Railway with the offer of a Class 33 diesel.

Staff and volunteers at the KESR became concerned after switching to diesel-hauled trains to eliminate the threat of a spark from a steam locomotive starting a lineside fire, but as a heritage line based on steam, diesel motive power was in short supply in what was the railway's peak month.

Fortune, however, smiled on the Tenterden-based railway thanks to three KESR volunteers who were 75 miles away assisting another heritage line, the Epping & Ongar Railway, using their track maintenance machinery on heavy infrastructure work.

During a casual conversation about locomotive availability, Jamie Douglas and his fellow volunteers were told that the Mid-Norfolk Railway may be able to loan a diesel, and within days a hire was agreed and Class 33 Bo-Bo No. 33202 arrived in Kent from Dereham and started passenger operations on August 13.

KESR operations manager Peter Salmon said: "It was a huge relief given the weather forecast and meant we had another diesel to ensure we could deliver services in our peak month of operation in the main season.

"The continuing period of extreme fire risk meant it would have been irresponsible to operate our usual steam service."

Explaining how it was possible to put the Class 33 to work so soon, he said: "Testing, commissioning, and crew familiarisation were all undertaken, and with a number of our volunteers already competent for this type of diesel locomotive, we were able to put it into service very quickly. The loan is an impressive example of how co-operation between railways helps overcome challenges."

No. 33202, which carries the name *Dennis G. Robinson* after the owner's father, was built by the Birmingham Railway Carriage & Wagon Co in February 1962 as D6587 and allocated to Hither Green (73C) before being transferred the following year to the Hastings shed of St Leonards (73D).

It returned to Hither Green in 1967 and was renumbered under the TOPS system in 1973.

It was then withdrawn in 2007 after a service life of 45 years.

The locomotive, which will remain on the KESR until next month, is no stranger to the area, for when based at St Leonards it would often work on the Tonbridge-Hastings line, which the original KESR (that ran from 1900 to 1954) joined at Robertsbridge.

While at the KESR it will share duties with D9526, a Class 14 'Teddy bear' 0-6-0 on long-term loan from the West Somerset Railway as a stand-in for fellow Class 14 D9504, which is currently undergoing overhaul.

Retired Southend Pier diesels are recalled – to replace the new electrics!

By Owen Hayward

DESPITE only entering public service in April this year, the Southend Pier Railway has temporarily withdrawn its new electric units following continuing technical issues.

Accordingly, one of the redundant full-length diesel units has temporarily returned to replace its own replacement!

In April, one of the two new electric units – *MP Sir David Amess,* named in memory of the Southend MP who was murdered last October – developed a fault which saw passengers trapped inside when the doors failed to open.

Since then further issues have plagued both this unit and the second one that had yet to complete testing – leading to the reintroduction of one of the 1986 diesel units they were brought in to replace.

The exact nature of the issues currently facing the new trains has not been disclosed.

Coun Carole Mulroney, Southend-on-Sea Borough Council's cabinet member for environment, culture and tourism, said: "Our officers are workinag hard with the manufacturers to make sure that all issues are identified and fixed, with more on-site tests planned over the next few weeks, so that both trains can run safely and reliably in the future."

Introduced as part of a £3.2 million project to create an eco-friendly railway, the first unit has not been in service since the end of April, with the diesel unit drafted in from August 10 to operate a half-hourly service.

One of Southend Pier's retired diesel trains, seen here arriving at the shore end station, has been pressed back into service while one of the newly-introduced electric replacement (left) is stored out of service. OWEN HAYWARD

The second of the two retired diesel units has seen several of its carriages converted for use as shelters at the Pier Head station.

The temporary service led to long queues, with priority given first to those who had pre-booked tickets or visitors who had mobility issues. A pier railway spokesman said: "We apologise for any inconvenience caused and are awaiting further reports for a more definitive timescale on the completion of any remedial work."

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Not all steam-hauled main line charters have been forced to switch completely to diesel traction. On Sunday, August 21, LMS Princess Coronation Pacific No. 62133 *Duchess of Sutherland* heads through Exminster with the Railway Touring Company's 1Z34 8.12am 'The Royal Duchy' from Bristol Temple Meads to Par and return. On the rear was Class 47 No. 47813 for hauling the Plymouth to Par section. DAVID HUNT

Steam gives way to diesel as UK temperatures soar

By Robin Jones

HERITAGE railways and main line charter operators have been forced into major changes to their summer operations because of freak temperatures which have dramatically increased the risk of lineside fires caused by stray sparks from steam locomotives.

Two lineside fires were started by cinders from steam engines on the North Yorkshire Moors Railway on August 9, just three days after a steam ban on the line was lifted following rainfall. North Yorkshire Fire and Rescue Service recorded the incidents at 6.27pm at Goathland and 9.47am at Sleights. Two days later, fire crews tackled three more lineside fires.

A statement from NYMR CEO Chris Price said: "In these unprecedented times, the NYMR is trying to keep its business open to protect livelihoods and its very existence post Covid-19.

"There is no doubt that we are considerably less sustainable running our trains with diesel locomotives.

Precautions

"A decision was made following the recent rain to run a limited steam service to meet the wants of our customers while mitigating the risk by employing a third-party fire service company to patrol the most vulnerable areas of our lineside.

"We apologise to those impacted and have made the decision to totally remove steam from our timetable until further notice. The heritage railway is doing everything it can to fully cooperate with the emergency services, taking every precaution to ensure the safety of both staff and passengers, which is always our priority.

"We would like to thank the North Yorkshire Fire & Rescue Service and our local gamekeepers for all their assistance."

The Swanage Railway announced that it would switch to diesel haulage "until further notice" following a large fire near the embankment at Corfe Castle at about 4.30pm on August 6. The fire spread to neighbouring fields and was quickly spotted from miles away as smoke billowed across the landscape.

The North Norfolk Railway postponed its August 27-29 steam gala due to fire risk. A statement said: "Although we have resumed operating steam trains, a number of precautions are still in place. This includes limiting the size of trains so engines do not work hard and emit sparks from the chimney, running at reduced speed if necessary.

"This means that while it is possible to operate our standard services, we cannot be certain that the right conditions will prevail to enable an intensive timetable to operate as planned."

The gala will now take place on October 8/9.

The Mid-Norfolk Railway switched to diesel-only services on August 13/14 for a second time. A heat-related track defect meant that it was unable to run trains to Thuxton and Wymondham on August 14, but still ran between Dereham, Yaxham and Thuxton.

Elsewhere, firefighters used about 70,000 litres of water to extinguish a blaze in a field next to the Isle of Man Steam Railway line near Port Soderick on August 8 and 9.

Back in use

A preserved fire engine that had been used as part of an exhibition at Bressingham Steam and Gardens was used to extinguish a massive blaze which broke out at about 4pm on August 11. A tree caught fire and then the blaze spread to a low-hanging power cable, causing a giant explosion. The fire then engulfed a row of 40ft-tall fir trees. Firefighters arrived to find staff led by duty manager Tadzik Kaznowski tackling the blaze themselves in the heritage engine. By luck, the retired Norfolk Fire Service truck had been left behind by Norfolk Fire Museum the previous week as part of a fundraising event.

Bressingham's narrow gauge line then switched to diesel haulage for the immediate future as a precaution.

The Tanfield Railway replaced its scheduled steam-hauled trains with a diesel on Sunday, August 14. However, unlike most other heritage railways, it used a diesel older than the steam locomotive it was replacing.

Armstrong Whitworth 0-4-0DE D22 of 1933 *Reyrolles No. 2*, one of a small series of experimental engines built as one of the earliest attempts to replace steam with less labour-intensive diesels, is now the oldest

Left to right are secondman Antony Walker and driver George Ridley with *Reyrolles No. 2*, the oldest working diesel electric in the world, built in Newcastle during 1933. TR

regularly working diesel electric locomotive in the world. It worked for electrical component manufacturer A Reyrolle in Hebburn and a Newcastle scrapyard before being preserved at Tanfield. It replaced RSH 0-4-0ST No.7409 of 1948 *Sir Cecil A. Cochrane* on scheduled passenger services. The steam locomotive was instead placed on display.

Tanfield chairman Richard Charlton said: "The response was overwhelmingly positive, with passengers understanding our logic and appreciating the rare chance to travel with such an historically important vehicle."

A statement from Network Rail issued on August 21 said: "We still have restrictions in place on Central and West Coast South, though each service on these routes is being risk assessed to allow customers to run if possible. As such, today's service on Central ran with diesel supported steam."

Tour the Severn Valley's revamped engine shed and diesel depot for free

WITH all the upgrade works at Bridgnorth Shed completed, the opportunity has arisen for the Seven Valley Railway to open its doors and give a glimpse behind the scenes with tours to areas that are normally out of bounds to the general public.

Members of the SVR team will be on hand to guide visitors around Bridgnorth Shed and boiler shop and also the award-winning Kidderminster Diesel Depot during the Heritage Open Days on September 10/11.

At Bridgnorth, the engineering works, the boiler shop and the new workshop will be open following completion of the Roof and Crane Project. Recently-restored GWR 4-6-0 No. 4930 *Hagley Hall* will be on display.

It will be possible at the Kidderminster depot to see the pit and an overhead crane, as well as various locomotives undergoing works.

All tours are free and will take about an hour. Places must be booked in advance at www.tinyurl.com/svropendays. A £25 service will be operating between Bridgnorth and Kidderminster.

The lighting under test and floor complete, Bridgnorth shed is now ready to be handed back on August 8 after completion of its major upgrade works. JOHN TITLOW

Hagley Hall will star alongside Minehead mogul at big SVR gala

By John Titlow

THE Severn Valley Railway's September 15-18 autumn steam gala, considered to be one of the highlights of the heritage sector calendar, will see the welcome return of flagship GWR 4-6-0 No. 4930 *Hagley Hall* after a 36-year absence and £1.4 million overhaul.

The locomotive has a special local connection with the SVR because Hagley Hall (the building) is nearby, and No. 4930 hauled the official reopening train into Kidderminster Town station on July 30, 1984.

An ambitious gala timetable has been drawn up but with some differences to previous years. Due to the current coal situation, a decision has been made to 'rest' overnight running as it is essential to conserve coal stocks for the all-important Christmas trains (see News, page 43).

Guest stars

Visiting guest locomotives are 'Black Five' No. 45231 *The Sherwood Forester* courtesy of Locomotive Services Ltd at Crewe, a regular visitor having hauled main line specials into Bridgnorth.

BR green-liveried mogul No. 9351 from the West Somerset Railway returns for its second visit, its first having been in 2005. No. 9351 was converted from GWR 2-6-2T No. 5193 to a 2-6-0 on the WSR in 2004 but in original condition was shedded at nearby Stourbridge Junction shed.

Hunslet 0-6-0ST No. 1873 *Jessie,* visiting courtesy of the Pontypool & Blaenavon Railway, completes the trio of star guests and offers a stark contrast in both size and livery to *Hagley Hall*, with the tank engine wearing plain black with wasp stripe ends.

Another visitor will be 15in gauge 0-6-0T *Anne* from the Perrygrove Railway in the Forest of Dean, significant in that it is painted purple and will match No. 70 *Elizabeth II* (aka Bulleid West Country No. 34053 *Taw Valley*). Narrow gauge track will be laid at the Engine House in Highley for it to run on.

One disappointment is that LBSCR 'Terrier' 0-6-0T No. 70 *Poplar* will not make it, having bent its connecting rods and which will not be repaired in time (see feature, pages 82-85).

The regular SVR stalwarts will be in attendance alongside the visitors: GWR 3-8-0 No. 2857, Ivatt 2-6-0 No. 43106, WR 0-6-0PT No. 1501, and BR Standard 4MT No. 75069 presently face south, while GWR pannier No. 7714, No. 4930 and No. 70 *Elizabeth II* are facing north. No. 45231 is scheduled face north and operate out of Bridgnorth and No. 9351 face south from Bewdley.

Regular performers for many years, Nos. 2857 and 1501 will be making their last gala appearances due to their boiler tickets expiring.

It has not been an easy task to work out the intensive timetable because certain operating constraints were imposed. There is no access from the down yard at Bewdley to the Kidderminster line, no operating water column at Highley, which is essential for the smaller tank locos on locals and freights, no access to Platform 3 at Bewdley, and no facility to cross the Main & Loop lines at Kidderminster. Despite this, a schedule of eight train sets with nine locomotive diagrams over 16 hours has been compiled.

BR Standard 4MT 2-6-4T No. 80097 heads the 11.55am service from Bury (Bolton Street) out of Ramsbottom on August 8. KEVIN WHITEHURST

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Severn Valley Railway-based GWR 2-8-0 No. 2857 passes mogul No. 9351 during its recent visit to the West Somerset Railway. TOM CLARKE/SVR

Services include the return of goods trains, this time from Arley yard to Kidderminster. Two local trains will run between Bridgnorth to Hampton Loade and Kidderminster to Highley, and the usual full-line trains utilising the Great Western set, Gresley teaks, Midland rake and the BR Mk.1 red and cream set.

More on offer

Other attractions include No. 43106 shunting goods trains at Highley, Arley and Kidderminster, GWR 2-6-0 No. 7325 on display at Kidderminster with footplate visits, trade stalls at Kidderminster, and Kidderminster Railway Museum Railart.

A vintage bus service between Bridgnorth Station and Eardington Halt will run on the Friday and Saturday.

Services will start at 8am, running up to midnight on the Friday and Saturday. There will be breakfast trains and daily pie and mash trains in LNER carriage No. 7960 and also the regular on-train dining options.

Gala tickets are on sale now, with a daily rover for Friday and Saturday costing £34.20 in advance and £38 on the day, with a £2 reduction for Thursday and Sunday, and multi-day tickets offering significant savings. The details are available online at svr.co.uk

Locomotive Services launches electric charters to London

JEREMY Hosking's Locomotive Services Limited has launched a new Fridays-only charter service from Euston to Manchester Piccadilly as a surprise alterative to Avanti West Coast.

LSL, renowned for its heritage charters, began running the new Locomotive Intercity Limited first class only service in August, using refurbished Class 90 electric No. 90001 *Royal Scot* and reconditioned air-conditioned Mk.3 coaches with three-abreast seating, tables, power points and large windows.

Two trips each day have been run, one non-stop from Crewe at 2.29pm to Euston, arriving at 4.12pm, and back from Euston to Manchester Piccadilly departing at 5.27pm, calling at Birmingham International, Birmingham New Street, Wolverhampton, Stafford, Crewe & Wilmslow, before arriving at 8.45pm. Tickets cost £75 each way and can be booked at https://inter-city.co.uk/trips-tours/

LSL bid for two vacant slots left unused on Fridays after Avanti West Coast experienced a shortage of drivers because of industrial action. LSL may also bid on a few others if this service proves to be popular and if other slots become available.

Passengers can travel 'in comfort and style without the stress of normal rail services', said LSL.

Meanwhile, due to the extremely dry weather recently and restrictions on the use of steam locomotives on the main line, LSL took the opportunity to return BR Standard Class 7 Pacific No. 70000 *Britannia* and Bulleid West Country 4-6-2

Locomotive Services Limited's inaugural Intercity 'Friday Charter', the 1Z40 Crewe to Euston, propelled by Class 90 No. 90001 *Royal Scot*, passes Nuneaton, on time, on August 19. GRAHAM NUTTALL

No. 34046 *Braunton*, which had been temporarily based at Bishops Lydeard on the West Somerset Railway for the summer, to their home base at on August 17 for boiler washouts and routine maintenance.

There are two further Saphos Trains' 'English Riviera Express' trips scheduled this year, to Kingswear on September 3 and 10. Yet another locomotive taking an enforced rest at Southhall is LMS 'Black Five' No. 45231 *The Sherwood Forester* after the cancellation of Steam Dreams' 'Royal Windsor Express' trains. The locomotive will instead be appearing at the Severn Valley Railway's September 15-18 autumn steam gala.

Work continues at Crewe on recently-acquired B1 4-6-0 No. 63106 *Mayflower,* with the fitting of the air pump and its reservoir tank. This is not a simple task because brackets and mountings essential for their support are being designed and manufactured from scratch. No pattern exists as air pumps were never fitted to the B1s.

Upcoming autumn galas are all set to be Standard affairs

By Owen Hayward

AS the autumn gala season approaches, the line-up on at least two railways will have a decidedly Standard flavour.

The Great Central Railway's September 29 to October 2 event will see BR Standard classes 2MT and 5MT in operation.

It is hoped that the weekend will mark the return to service of BR 2-6-0 Class 2MT No. 78019 after completing its most recent overhaul, potentially presenting an opportunity to see two BR 2MT tender locomotives operating together, with classmate No. 78018 also based on the line. Three 2-6-0 Class 2 tender locomotives, together with LMS Ivatt Class 2 No. 46521, is set to be running following its summer visit to the Gloucestershire Warwickshire Railway and also in its final gala appearance before it is withdrawn for its own overhaul.

Visiting Ivatt 2-6-2T No. 41312, which will be appearing courtesy of the Mid-Hants Railway and in the wake of its visit to the Somerset and Dorset Railway Heritage Trust at Midsomer Norton, was the precursor to the BR-built 2MT tank engines which were introduced between July 1953 and June 1957 that saw modifications to the Ivatt design, including a reduced cab and standardised fittings.

Also in operation will be resident Standard 9F No. 92214 and 4-6-0 5MT No. 73156, the latter having only just returned from appearing at the North Yorkshire Moors Railway gala the weekend before.

'Best efforts'

In return for the hire of the 5MT, the NYMR will be sending resident J27 No. 65984 to Loughborough to join in the gala there, following a period out of traffic for boiler work that saw it miss its planned holiday on the Kent & East Sussex Railway. A KESR statement said: "We are sad to confirm that it has not been possible to arrange the planned visit by the J27 from the North Eastern Locomotive Preservation Group to the KESR this summer, following the discovery of a number of broken firebox stays in June.

"Despite the best efforts of the NELPG engineering team, the stay replacement and the necessary insurance and hydraulic steam tests could not be completed in time to allow for a long enough stay at the K&ESR to justify the considerable costs of transporting it to Kent before it is needed back on the NYMR for commitments in September.

"This has, of course, been a great disappointment to all parties – the NELPG trustees and its members, the management of the K&ESR, and, in particular, the KESR members who have raised crucial funds to enable the much-anticipated visit to take place."

Both parties were hopeful that the visit of the locomotive to Kent can be rearranged for the summer of 2023.

Meanwhile, the GCR 5MT will continue its autumn tour with a visit to the Bluebell Railway for the October 14-16 Giants of Steam gala. This year, the railway is celebrating the contribution of Robert Riddles to postwar steam locomotion, namely overseeing the design on the BR Standard classes of locomotives.

No. 73156 will join the Bluebell's resident 5MT, No. 73082 *Camelot*, presenting what may be the first working together of two BR Standard 5MTs in the heritage era. Standard 4MT 2-6-4T No. 80151 is expected to be in service alongside Maunsell Q 0-6-0 No. 30541 and visiting WR 4-6-0 No. 6989 *Wightwick Hall*. As we went to press, an additional visiting locomotive was set to be announced.

Elsewhere, the first visitor announced for the West Somerset Railway's September 29-October 2 gala is Stewart Robinson's 4MT 2-6-4T No. 80078, which has never visited the line before.

Nene Valley given new old station!

By Robin Jones

Boarded up and abandoned: Wansford Road station as it is now. NATIONAL HIGHWAYS

A COUNTRY station which closed 93 years ago and has just escaped demolition as part of a road widening scheme is to be given a new lease of life at the Nene Valley Railway's Peterborough terminus.

Built midway between the villages of Sutton, Wansford, and Upton to the west of Peterborough, Wansford Road station served the Stamford & Sibson branch of the Stamford & Essendine Railway which opened in 1867.

The station was also on the busy turnpike road used by carrier carts which later became the A47 and had a busy set of cattle pens that were used for loading sheep on trains bound for the market at Stamford.

The very rural line was said to have suffered badly from the effects of the 1926 general strike. Locally the line had become known as the 'bread and onion line' due to the cargo it frequently carried. After it failed to attract passengers from a more established service that was already operating between Stamford and Peterborough, it closed in 1929.

With the tracks lifted, the station became a private residence for decades. Situated in a deep cutting due to the growth of mature trees, it slowly became obscured from the view of passing traffic on Sutton Heath Road, which runs alongside from the A47 towards Southorpe. It was eventually boarded up and abandoned.

Site search

When National Highways drew up plans in recent years to turn the busy two-lane A4 between Wansford and Sutton into a dual carriageway, it was realised that the station lay in the way – and so a project was launched to save the station and stop it hitting the buffers for the final time. Anyone who could offer the station a future on another site was invited to apply to do so.

In June, Sutton farmer and campaigner Robbie Reid offered an alternative relocation site for the station on part of his land on the other side of the proposed dual carriageway.

He then encouraged villagers to stage a protest by means of a summer solstice walk a mile from the local church to the station site, demanding that the buildings stayed in the parish where they had been for 160 years.

The other application was a joint venture from the NVR and the Railworld Wildlife Haven next door to its Peterborough terminus.

The submitted applications were independently judged by Historic England and Peterborough Council – and the NVR awarded the future use of the building.

Under the plans, the station will be carefully dismantled stone by stone before being transported to the NVR, where it will be rebuilt as a gateway for people as they enter the heritage railway and the adjacent Railworld Wildlife Haven.

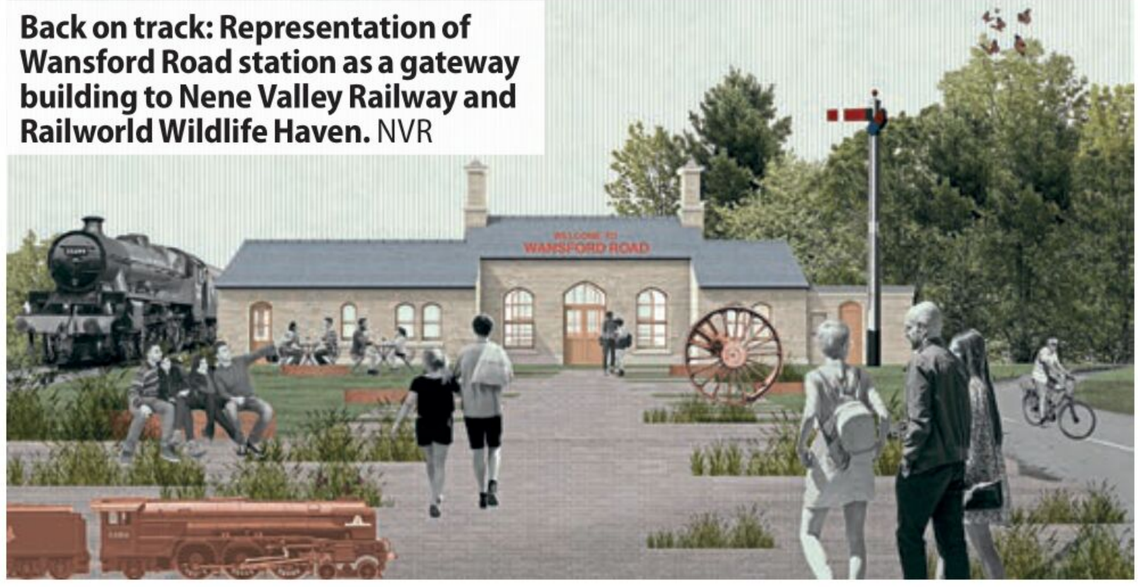
National Highways has allocated more than £200,000 for the deconstruction, moving, and reconstruction of the station as part of its designated funding programme. So in what could be described as a return journey for the station, Wansford Road will again see rail passengers pass through its doors as they board trains on the NVR – which operates on the same line the station formerly served as part of the branch line to Stamford via Ufford Bridge and Barnack.

Chris Griffin, National Highways' programme lead in the East Region, said: "Breathing life into the old Wansford Road station building, which has remained unused for a number of years, was something we wanted to do as soon as we knew it was in the path of the A47 road upgrade.

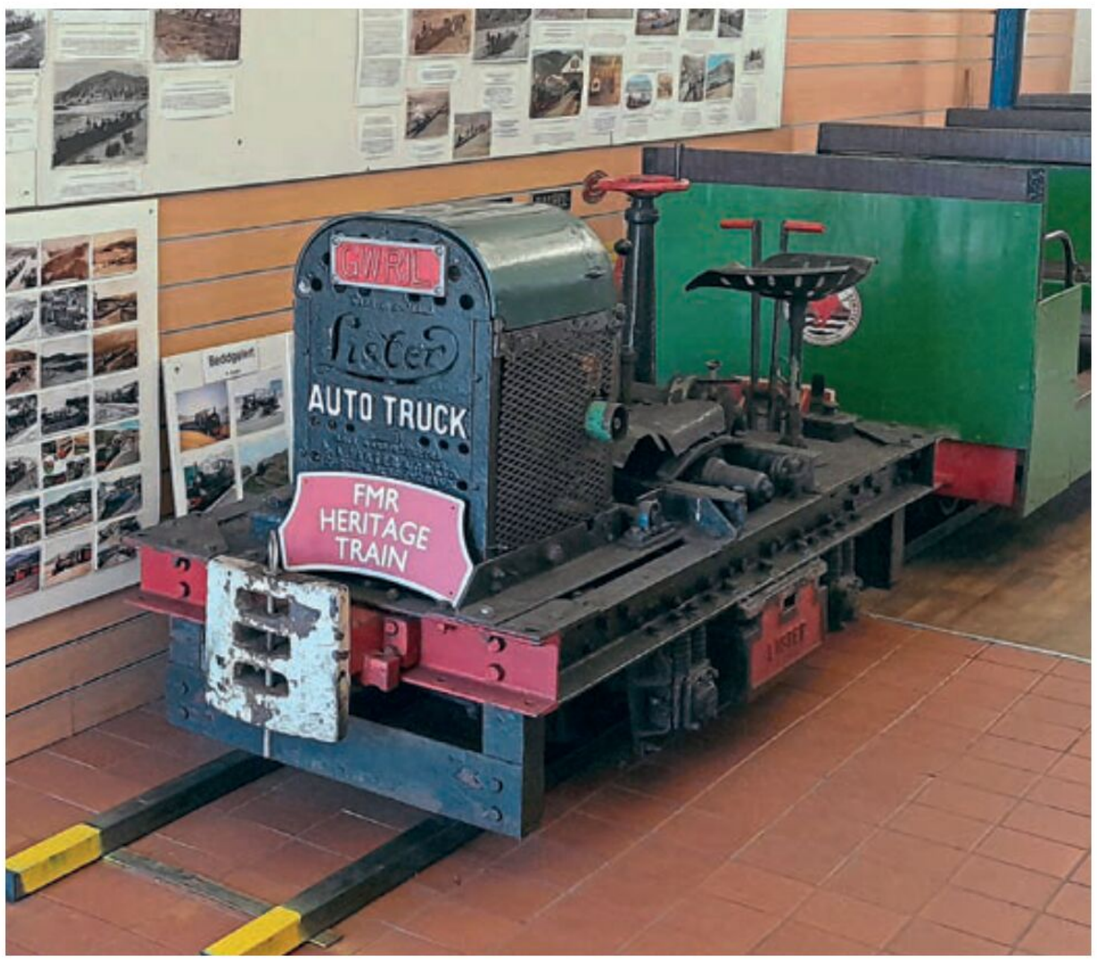
Bringing history to life

NVR chairman Mike Kerfoot said: "Our volunteers work to help cherish railway heritage from our past and preserve that for future generations to learn and enjoy. The opportunity to bring history to life and return Wansford Road station to the railway it was a former part of is wonderful.

"The station closed in 1929 and we aim to have it back in business and fulfilling its function as part of a working railway ahead of the centenary since the last ticket was sold and someone stepped from the platform for the very last time."



Back on track: Representation of Wansford Road station as a gateway building to Nene Valley Railway and Railworld Wildlife Haven. NVR



Lister Autotruck-based 0-4-0DM *Gwril*. FR

Fairbourne buys diesels *Gwril* and *Charlotte*

By Roger Melton

THE Fairbourne Railway has recently acquired two diesel locomotives.

In recent years the otherwise 12¼in gauge railway has reinstated about half a mile of 15in gauge line by dual-gauging it from the Fairbourne terminus and almost to the crossing at the intersection of Beach Road and Penrhyn Drive. However, it has not had any 15in gauge stock to run on it, other than guest engines brought in for gala events.

Recently, however, the opportunity arose to purchase a former Fairbourne 15in gauge diesel locomotive, a Lister Autotruck-based 0-4-0DM *Gwril*, No. R20886 of 1943, powered by a single-cylinder 6hp JAP engine and fitted with a cab by the then owner John Wilkin's company, Wilkins & Mitchell.

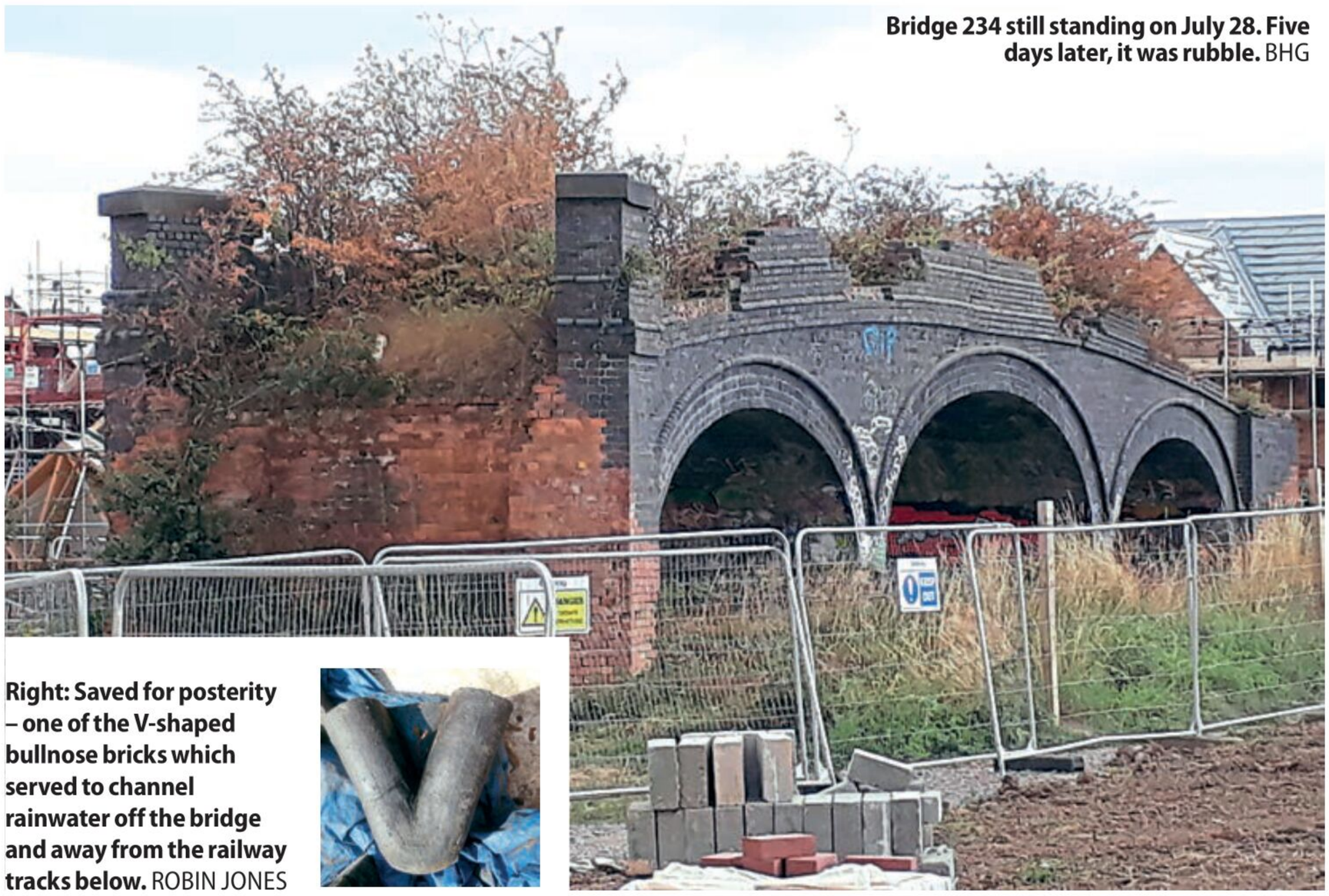
Bought for the Fairbourne in 1947, together with its very similar sister locomotive *Whippit Quick*, it formed the backbone of early services alongside Basset-Lowke 4-4-2 *Count Louis*.

The railway has also acquired a former Fairbourne 15in gauge bogie open coach from the Wilkins era which, together with 4w open coach No. 6, owned by the Fairbourne Railway Preservation Society, will give a train that can run on the dual gauge demonstration on 'high days and holidays' when staff are available. Track alterations at Fairbourne station

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Bridge 234 demolished – but historic brickwork saved

By Robin Jones



Bridge 234 still standing on July 28. Five days later, it was rubble. BHG

Right: Saved for posterity – one of the V-shaped bullnose bricks which served to channel rainwater off the bridge and away from the railway tracks below. ROBIN JONES

DESPITE a five-year campaign by local people to save the Midland & Great Northern Joint Railway's Bridge 234 in Bourne, Lincolnshire, the classic 1892-built three-arch structure that had been left in the middle of a new housing development was demolished early on August 2.

As reported in issue 294, the Planning Inspectorate upheld an appeal by Bellway Homes (Eastern) against an overwhelming majority decision by members of South Kesteven District Council's planning committee on September 16 last year to refuse consent for a 'pocket park' to be developed on and around the bridge site on the basis that the developer's plans did not go far enough to preserve its heritage. Hoeever, as a result of the Planning Inspectorate decision, the bridge could legally be removed.

Last year, local MP Gareth Davies welcomed Bellway's plans to use recycled bricks from the bridge to create features in a piazza for the pocket park.

Unique design

The Staffordshire blue bricks reclaimed from the demolished bridge will now be used for that purpose. The bridge dates from 1892, when it was built also using handmade red bricks from an adjacent brickworks and claypit.

A distinctive feature of the bridge design was a series of grooves cut into the rows of the blue bricks immediately above the elliptical arches. The grooves ingeniously served to channel rainwater away from the tracks below, and came together in V-shaped bullnose bricks.

I wrote to Bellway asking if the company might be prepared to release some of the historic bricks for preservation purposes and to my delight, the firm agreed.

Accordingly, I drove on to the building site with my trailer. With the assistance of the helpful site manager, I loaded an assortment of the bricks into it and a few days later delivered them to GNR Rippingale station, which closed to passengers in 1930 and goods in 1964. Those bricks will now form the first part of the new Bourne History Group Collection and have gone on display.

As reported in issue 288, station owner, barrister, and bridge campaigner Marc Maitland is establishing an invitation-only railway heritage centre inside the goods shed.

Steve Giullari, founder and chairman of the history group, approached Bourne Skip Hire, which removed much of the rubble from the site at the time of the demolition, and the firm agreed to take pieces of the bridge, that had been part of one its pillars, to Rippingale.

'Stark reminder'

As reported last issue, Marc has obtained one of the original Bridge 234 number plates at a recent auction and now plans to fix it to a pillar made of bricks from the bridge.

About 30 campaigners who failed to save the bridge held a peaceful farewell march on July 22 through the Elsea Park estate to a public spot from where the bridge could be seen beyond the site's security fencing. Steve remains upbeat despite the loss of the bridge – the last significant railway-built structure in Bourne that was once a four-way junction. He said that the campaign was successful in that it highlighted the vulnerability of historic buildings.

"Don't let something you treasure end up like Bridge 234 – act now," he said. "Bridge 234 in its present state will forever be a stark reminder of what happens to heritage if one is too slow to act. The bridge will be on display at some point in the future at Rippingale station. The Bourne history group will continue to fight for the survival of local heritage and if anyone wants any help in its fight for heritage please do not hesitate to contact me, Steve Giullari, at bournehistory@hotmail.com"

have allowed the dual gauge track to be extended into the former shop building, which is located on the site of the 15in gauge engine shed and is now the railway's museum, allowing *Gwril* and its short train to be on display as museum pieces when not in use.

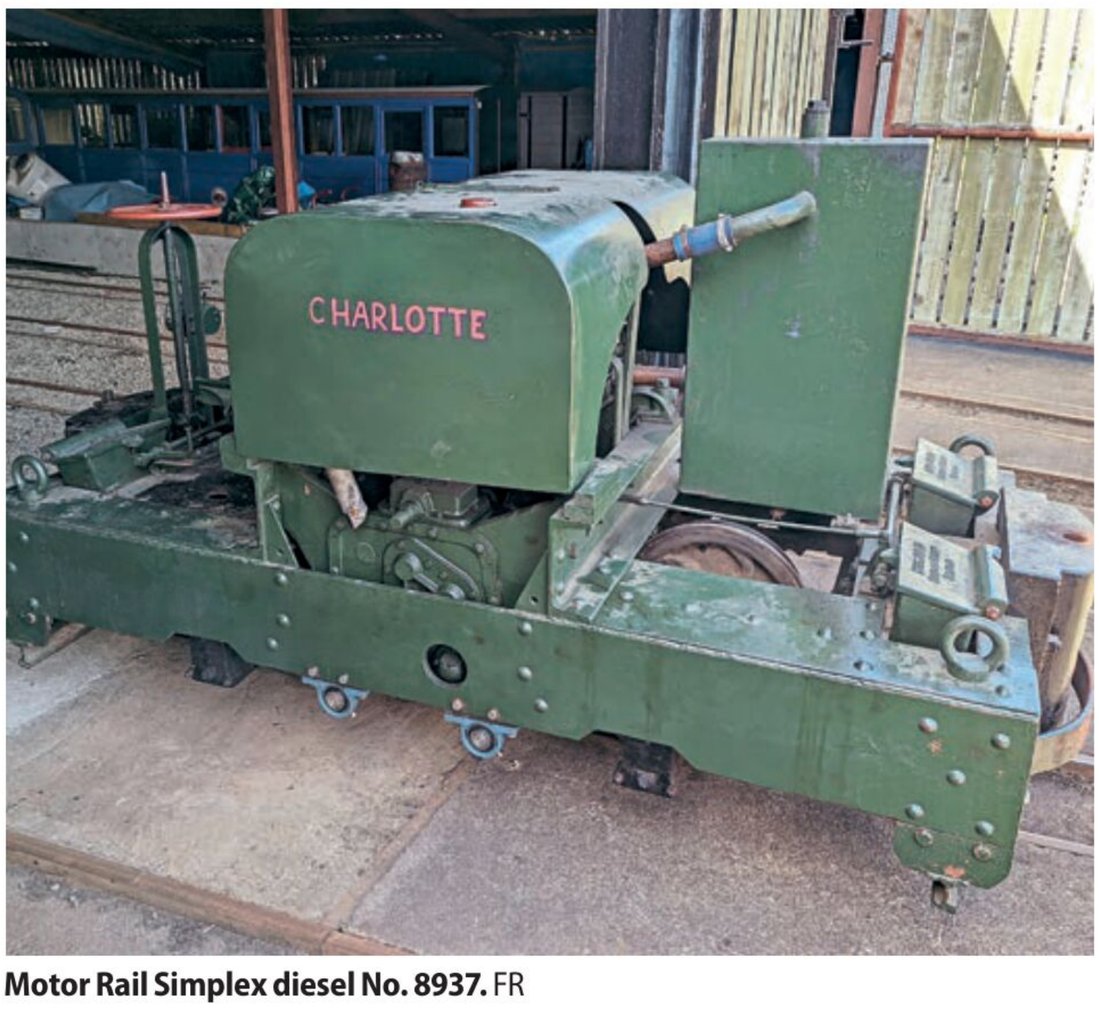
The last locomotive to be acquired by the railway was a modern 2ft gauge Hunslet 0-4-0DM last used on a tunnelling contract in the Far East and entering service at Fairbourne in 2009 after regauging, to 12¼in gauge. Since then it has been in constant use both as a shunter and on passenger services, to the point where its wheel tyres are now badly worn and in need of replacement.

Faced with the likelihood of it being out of service for some time while new tyres are sourced and fitted, the railway has taken the opportunity to acquire from its private owner Motor Rail Simplex diesel No. 8937 *Charlotte*, a 20/28hp version built to 2ft gauge, and have it regauged to 12¼in. It has now entered service as a shunter and permanent way locomotive.

Elsewhere, in the Fairbourne workshops, the long-awaited overhaul of David Curwen-built 0-6-4T *Beddgelert* has begun, with it completely stripped to its component parts. It is said to be very worn in mechanical terms, but the boiler is thought to be in very good condition.

It has been dispatched to the Ffestiniog Railway's Boston Lodge Works, which is to undertake the necessary repairs, and a new stainless steel water tank is to be built by contractors.

The railway is running an appeal for funds to help pay for the overhaul costs. Donations are invited at: Fairbourne Railway, Beach Road, Fairbourne, Gwynedd LL38 2EX.



Motor Rail Simplex diesel No. 8937. FR

IN BRIEF

➜ **THE Welshpool & Llanfair Light Railway's September 2-4 steam gala will be celebration of the many different types of transport that have travelled down and alongside the railway, including visiting locomotives, vintage cars, traction engines and Routemaster bus trips. In the display sheds at Welshpool, a wide range of model railways will be on show.**

➜ NORTH Yorkshire Fire and Rescue Service was called to the funicular railway at Nicholas Cliff in Scarborough to rescue 27 people stuck in a carriage. A spokesman said the fire crews used rope rescue kit during the incident on August 19.

➜ **BEHIND-the-scenes tours will be on offer during the Mid-Hants Railway's September 10-11 open weekend. At Ropley, visitors can discover the engineering hub and see the current restoration projects in the yard, engineering shed, and carriage shop viewing gallery. The miniature railway will also be running. At Medstead & Four Marks, the goods shed will be open for the Delivering the Goods exhibition. The weekend will also feature unlimited train travel for visitors.**

➜ THIS year's Great British Model Railway Show will take place at the British Motor Museum in Gaydon on October 29/30 with up to 36 layouts, 10 modelling demonstrations, and 30 specialist traders. Sponsor Hornby Hobbies will display pre-production samples of the latest models. Purchasers of pre-paid tickets can access the show from 9.30am on both days and save money. A free courtesy bus runs from Leamington Spa station on the Saturday. For full details, visit https://gbmrs.com

➜ **THE North Yorkshire Moors Railway has decided to use a legacy from supporter Clifford Luff to restart the overhaul BR Standard 4MT 2-6-4T No. 80135. Tenders are being sought for a replacement inner firebox as well as a complete boiler overhaul.**

More heritage stock moves to safety in the Ukraine

By Bill Parker

A preserved PD2 draisine now stored safely at Korostiv. KRM

FOLLOWING urgent advice from the Ukraine government, which has moved its own railway rolling stock away from the border with Russia's ally Belarus, fearing further invasions from the north, the volunteers of the Korostiv Railway Museum have had to do likewise.

They were storing three diesel locomotives, a trolley, and other artefacts at a narrow gauge site in Antonivka, all of which have been urgently loaded onto lorries and moved to their little base in the Carpathian mountains, which has now become grossly overcrowded.

I visited Korostiv in July, a beautiful site surrounded by wooded hills. Originally the location of a forestry railway, removed many years ago, it offers the potential for a lovely ride up into the hills.

However, the small reconstructed site, gradually being extended, is now packed with the rest of the collection – other than the little steam engine saved from the Russians (as described in issue 293) that is now being dismantled in Ternopil, 125 miles to the east. Ukraine, like many former Soviet republics, has no tradition of volunteering and the idea of preserving a narrow gauge railway is incomprehensible to many locals.

However, assisted by an Austrian, Wolfram Wendelin, over many years, a group of enthusiasts have started a tourist line from scratch.

Just like so many British lines, they started by trying to save whatever they could, long before they had a line to run stock on. Fortunately they had somewhere to take their collection to – even if it's now somewhat overcrowded, and once they have paid for the transport they have to build new track and some kind of protective shelter.

The positive side is that Korostiv is in the countryside, a popular tourist area but with few problems of vandalism or theft, but winters are cold and harsh in the Carpathians.

These people are doing what it takes to save these objects, some of which have survived through at least one world war only, to find themselves in the middle of another major conflict.

A bird's eye view of the Korostiv preservation site. KRM

King Edward I steams in Somerset – with an eye on returning to the main line

By Owen Hayward

A GWR King 4-6-0 may soon be back on the main line following the successful in-frames steam test of No. 6024 *King Edward I* at the West Somerset Railway's Minehead works on August 4.

Built in June 1930, the King last steamed in April 2012, after which work commenced in earnest on its latest overhaul. The boiler was sent to Ian Riley's workshops for contract work to be undertaken along with the wheelsets; the driving wheels also paid a visit to the South Devon Railway for re-tyring and turning at Buckfastleigh.

New cylinders were required, but more recently various heavily worn brake components, including the hangers and main brake shaft, have been rebushed and new bronze bearings fitted to the latter.

On Thursday, August 4, the fire was lit and boiler brought up to pressure, with the result being the announcement of it passing its steam test and the overhaul moving into the final stages.

It comes nearly three years after the hydraulic and out-of-frames steam test were undertaken in November 2019.

"The cold and hot steam tests were passed with flying colours," said 6024 Preservation Society Ltd press officer Dave Fuszard. "There is still work to be done on the electrics and the finishing touches to the air-braking system."

Built at Swindon Works, No. 6024 was allocated to Plymouth Laira for most of its working life, transferring to Old Oak Common in March 1959 and finally Cardiff Canton in 1962, from where it was withdrawn during that year. It was originally set to go for scrapping at Briton Ferry at Neath, but the class was not allowed West of Cardiff and so it ended up at Woodham's in Barry, from where it was saved in 1974.

A target for completion has been set for the autumn. Plans for running-in had yet to be announced as we went to press; though No. 6024 will be available for main line charters, no outings had been confirmed either.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Trago Mills line holds its first grand steam gala

THE Bickington Steam Railway at Trago Mills retail and family fun park near Newton Abbot held its first-ever grand steam gala over August 20/21.

The 10¼in gauge railway was originally located at a Suffolk wildlife park but was relocated to Trago Mills in 1988. In 2006 the 1½mile line was extended by half a mile and an additional terminus, Riverside, was built at the car park, Trago Central station being located at the fun park. The line runs through woodland and loops around lakes and the fun park.

***Norfolk Pioneer* and 1991-built resident 2-6-4 No. 24 *Sandy River* climb the approach to Riverside.** JAMES HAMILTON

Special guests

The two guest locomotives for the inaugural event were Exmoor Steam railway-built 2-42 No. 297 *Pendragon,* now resident at then Astbury Light Railway, Glebe Farm, near Congleton, and Wells & Walsingham Light Railway 2-6-0 No. 4 *Norfolk Pioneer*.

Built by the railway's chief engineer, Tony Martin, and constructed around the former boiler of WWLR resident *Norfolk Hero*, it was completed in 2011 and is used mainly for private running.

Bickington Steam Railway resident 2-6-0 *Alice*, built by Simkins & Vere in 1984, was making its first public appearance since undergoing a three-year overhaul.

Right: Resident *Alice* in its new red livery at Riverside terminus station. JAMES HAMILTON

Imported Hungarian USATC trio on offer at Ruddington

THREE unrestored USATC S160 2-8-0s that were imported from Hungary in varying states of repair and are currently sited at the Nottingham Transport Heritage Centre, Ruddington, are being offered for sale by owner Mike Fairburn.

No. 1631 is the most compete of the trio, with the cylinder block attached to the frame, and carries an ex-Hungarian boiler that is fully tubed and believed to be in an essentially sound condition. The boiler will require replacement of small tubes, flues, and superheater elements as part of a full overhaul.

The locomotive is mechanically complete other than one return crank, two eccentric rods, and two union links. Components that would be replaced in an overhaul, such as pistons, valve pistons, and valve sleeves are required, but all retained components such as cylinder and valve covers are present. Principle boiler fittings are present, including manifold with integral shut off valve, whistle, injector steam valves and some other valves, quick start valves, injectors, and clack valves. It has a pair of Nathan mechanical lubricators.

There are a pair of cab sides and a tender chassis with bogies and a tank that may be repairable.

The principal components of No. 2138 are present, including frame, cylinders, wheels pony truck, tender frame, and bogies. The cylinder block is not mounted on the frame, having come from another locomotive, while the boiler had latterly served as a stationary steam plant, having been converted to saturated configuration and the regulator removed.

The boiler is still fitted with tubes. There is a manifold with integral stop valve, injector steam valves and some other valves including injector bodies, and a superheater header.

The intermediate and leading coupling rods are present, along with some valve gear components, some brake rigging, wheelsets, spring gear, and axleboxes, and a pair of mechanical lubricators, possibly of Hungarian origin.

The third locomotive comprises a collection of principle components that could form the basis of a reconstruction. It is believed to be No. 2364; this identification is cast into doubt by authoritative sources believed to have been involved in import of the locomotive to the UK.

Present are the frame, cylinders (not mounted), wheels and pony truck wheelset, boiler, the tender frame, and some spring gear.

Anyone who is interested in any or all three locomotives is invited email mikefairburn57@live.co.uk for more information.

Bernard Cribbins in The Railway Children movie in 1970. STUDIO CANAL/IMAGE UK LTD

'Right away, Mr Perks!'

THE Keighley & Worth Valley Railway has paid tribute to actor Bernard Cribbins, one of the stars of the 1970 big screen movie version of Edith A Nesbit's classic The Railway Children, who died aged 93 on July 27. Bernard's acting career spanned seven decades and also included Carry On films, Doctor Who, and narration of The Wombles.

On July 30, the railway placed a wreath on the smokebox door of its USATC S160 2-8-0 No. 5820 *Big Jim* in his honour. In The Railway Children, Bernard starred as porter Mr Perks.

Graham Mitchell, was a newly-qualified volunteer guard on the line at the time of the filming, playing the guard on the Old Gentleman's Train, He later became the line's chairman, and described Bernard as a "national treasure."

He said: "It was an honour and a privilege to have worked with him on Oakworth station. He was a man of great warmth and charm whose quips and ad-libs in that film have been repeated and enjoyed many, many times by several generations of KWVR volunteers."

Bernard returned to the railway in the 1980s to present a half-hour Great Days Out programme for the BBC, in which he rode in the Old Gentleman's carriage.

In a statement, his agent, Gavin Barker Associates, said: "Bernard's contribution to British entertainment is without question.

"He was unique, typifying the best of his generation, and will be greatly missed by all who had the pleasure of knowing and working with him."

Bernard lost his wife of 66 years, Gill, last year.

PRE-ORDER ISSUE 298

No need to pop to the shops in four weeks' time... simply order your next *HR* from **mrtns.uk/pre-order-hr** or call **01507 529529.**

SCAN ME WITH YOUR PHONE CAMERA!

Farewells said to the man who rebuilt the Fairbourne Railway

By Roger Melton

JOHN Ellerton, the entrepreneur who purchased the Fairbourne Railway in 1984 and converted it from 15in to 12 ¼in gauge, has died.

He came to Fairbourne after building another 12 ¼in gauge line in France, the Reseau Guerledan, which opened in 1978 but closed just a year later, leaving him with four virtually brand-new steam engines and a fleet of newly-built carriages.

Apart from a single season when the 15in gauge stock was used – 'smartened' by dressing it up in a US-style, with trains 'attacked' by parties of marauding cowboys and Indians – the track was regauged to make use of the 12¼in gauge stock and dispose of the 15in gauge items.

Happily, most of the 15in gauge collection survived.

John threw himself into rebuilding the railway, providing it with a cafe at Penrhyn Point to replace the railway wagon previously used there and various new buildings at Fairbourne, including an indoor butterfly safari that was a big hit with visitors but was hopelessly uneconomic to run.

The revived railway went on to be awarded a Prince of Wales Award in 1986 for these developments.

Other novelties included sections of track laid on concrete beds and a pneumatically operated signalling system, but in later years most of these innovations were removed.

In retrospect it is clear that John's interest lay in building the railway rather than running it and eventually he left to do other things.

Sadly, his plans for other 12 ¼in lines in the Lea Valley Country Park, near London, the Elan Valley, and even one in the West Indies all came to nothing.

Little was heard of him in Fairbourne following his departure, but there were rumours that he was building his own light aeroplane, causing some raised eyebrows when it was recalled that his favourite building tool was an explosive nail gun, capable of firing nails through walls!

The plane was finished and gained an airworthiness certificate, and he went on to set a British record time for flying from Land's End to John O' Groats in a home-built plane.

In later years he preferred to be known as John de Frayssinet, and was renowned for his large scenic freelance model based on the Lynton & Barnstaple Railway.

He also wrote several books describing the modelling techniques he had developed for it.

Marking a heritage-era world-first at Skegness

THE world's first heritage railway to be built on a greenfield site by enthusiasts has been celebrating its 60th anniversary – two years late.

It was on the August 27, 1960 that the first trains ran on the original site of the 2ft gauge Lincolnshire Coast Light Railway in North Sea Lane, Humberston, near Cleethorpes, carrying passengers and their luggage from a station near the local bus terminus to Humberston Beach station, on the edge of the Humberston Fitties holiday camp.

The enthusiasts who built the line rented a strip of land from the former Grimsby Rural District Council and bought a selection of First World War battlefield rails, wagons, two ambulance vans and a 1926 Motor-Rail Simplex diesel, which had become redundant on the Nocton Estates Railway – a 23-mile system running across Nocton Fen, near Bardney.

The LCLR immediately became very popular until a combination of cheap foreign package holidays, the aftermath of the miners' strike on its core passengers' ability to take holidays, and an unsympathetic local authority forced its closure in 1985.

However, it was relocated to the developing Skegness Water Leisure Park in Walls Lane, Ingoldmells, where it reopened in 2009.

As the line prepared to celebrate its 60th anniversary in 2020, traditional signwriter Tim Fry, from Martin Dales, near Woodhall Spa, made a commemorative headboard inscribed '1960 – 2020'. However, no trains could run that year because of the pandemic and instead the LCLR arranged to place the headboard on one of its services on August 27. The second heritage railway to be built by enthusiasts on a greenfield site was in 1963, when the Ocean Beach Railway opened at Dunedin, New Zealand.

LCLR Historic Vehicles Trust trustees Tim Drury (left) and Geoff Hankin place the headboard on Simplex 4wDM No.5 *Major J.A. Robins R.E.* at Walls Lane station. LCLR

***Drumboe* on display at Donegal Railway Heritage Centre. The next step is to restore the boiler to steaming condition.** HUGH DOUGHERTY

Drumboe officially welcomed back home at Donegal Town

By Hugh Dougherty

COUNTY Donegal Railways 2-6-4T *Drumboe,* which returned in triumph to Donegal in October 2021 after restoration by Heritage Engineering Ireland at Whitehead, was officially welcomed home on August 18.

Patsy McGonagle, of the Donegal Local Development Company, the principal funder of the £100,000 project, cut a tape on the locomotive's footplate to officially declare it open to visitors.

Built by Naysmth Wilson in 1907, *Drumboe* won its place in history and in the heritage centre by hauling the last passenger train on the CDR on December 31, 1959.

The appeal to bring the engine home to Donegal was kicked off by a generous donation from Thailand-based businessman Graham Forbes, grandson of Henry Forbes, the legendary CDR manager from 1910 to 1943. Graham was patched by video link into the ceremony, which was attended by Pauric Kennedy, the Donegal Town Mayor, councillors, funders, heritage centre staff, and members. Graham told a delighted audience: "I was delighted to help bring *Drumboe* home to Donegal. My grandfather would be proud to see the locomotive so well restored at Donegal station today. I hope we will see her return to steaming condition in due course."

Centre manager Niall McCaughan said: "The completion of the *Drumboe* Project, which includes restoration, transport to Donegal, the building of a platform and canopy, and provision of information material, is just one step on our journey of restoring *Drumboe* fully to working order and steaming over a stretch of CDR line.

"We are working hard to identify where that site will be, as it is our aim to run Donegal narrow gauge trains once again to ensure that this great railway is not forgotten."

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

23 - 25 SEPTEMBER

SET IN THE HISTORIC LOCATION OF BRITAIN'S OLDEST STANDARD GAUGE PASSENGER-CARRYING STEAM RAILWAY

90 SUSSEX BEERS
RANGE OF PERRY AND CIDER
CRAFT BEER TAKEOVER IN THE BESSEMER ARMS
RANGE OF CATERING OUTLETS
LIVE MUSIC ALL WEEKEND

REGULAR BUS SERVICES HAYWARDS HEATH TO SHEFFIELD PARK STATION
REGULAR STEAM SHUTTLE SERVICES TO EAST GRINSTEAD STATION

DISCOUNTED ENTRY FOR CAMRA MEMBERS

www.bluebell-railway.com

Peak Rail gala hits new heights

More than 2000 visitors turned out for Peak Rail's hugely successful August 12-14 mixed traction gala.

By Robin Jones

SIX locomotives ran in what was Peak Rail's first gala event since 2019, before the pandemic took hold.

Three belonged to the Waterman Railway Heritage Trust, including 1962-built Class 47 D1501, which made its Peak Rail debut following its permanent relocation in June from the East Lancashire Railway, where it had run since 1993.

Also in action was the trust's Class 25 D7659, which returned to traffic on October 12 last year after having been out of action for 23 years.

In 1966, D7659 became the last locomotive to be built by Beyer Peacock at Gorton Works in Manchester and in 1998 became the first to be bought by Pete Waterman.

It arrived at Rowsley South in 2017 and its subsequent overhaul was led by the trust's engineer, Martyn Adshead.

The third of the trust's locomotives in action was 1928-built GWR prairie No. 5553, which was bought by the group from Barry scrapyard in 1990 following its withdrawal by BR in 1962.

Joining the gala roster was Class 44 D8 *Penyghent,* which was withdrawn from service in November 1980 and has been owned by the North Notts Loco Group since 1986.

Visiting from the Chasewater Railway was Bagnall 0-4-0ST No. 2648 of 1941, which was built for the Ministry of Supply and later sold to the Dunlop Rubber Company on Erdington, where it arrived in August 1965 and was given fleet No. 6.

It was preserved in November 1971 and was stored for many years at Hinckley soft drinks firm Hunts before arriving at the Battlefield Line in 1983. It was restored to steam there and entered regular service before being sold to a longstanding Chasewater member. There, it was eventually repainted from NCB blue livery to its green Dunlop No. 6 colours following a major overhaul.

Also seeing gala action was Robert Stephenson & Hawthorns 0-4-0ST No. 7063 of 1942 No.15 *Eustace Forth*, which was supplied to Dunston Power Station in Gateshead.

Saved by the Hexham Rolling Stock Group, it first went to the North Yorkshire Moors Railway and then to the National Railway Museum, where it played the role of Percy in Thomas the Tank Engine events.

After spells at the Foxfield and Northampton & Lamport railways, it

With the 19th century Grade II-listed Riber Castle country house in the background, GWR prairie No. 5553 leaves Matlock on August 14. ALAN WEAVER

Above: RSH 0-4-0ST No. 7063 of 1942 No.15 *Eustace Forth* builds up a head of steam with Class 25 D7659 parked on the right. ROBERT BATTY

Left: With the sun beating down at its highest point, creating beams in the haze left by the exhaust of GWR prairie No. 5553, signalman John Elliot exchanges the single line token. ALAN WEAVER

Size isn't everything? Visiting Bagnall Dunlop No. 6 passes a diesel service headed by Class 44 D8 *Penyghent* at Darley Dale on August 14. ALAN WEAVER

The morning goods service headed by GWR 2-6-2T No. 5553 on August 14. The locomotive was scheduled to visit the Northampton & Lamport Railway for its August 27-29 gala, which was due to see the debut of some of the Ironstone Project iron ore wagons. ALAN WEAVER

The Ashover Light Railway Society's 1957-built Ruston & Hornsby 4wDM shunter No. 85051 in action at Rowsley South. CHRIS GEE

Above: Heritage Shunters Trust locomotives in action at Rowsley South on August 13. CHRIS GEE

moved to Peak Rail, its current home in 2020.

On the Saturday and Sunday of the event, the Ashover Light Railway and Heritage Shunters Trust at Rowsley South both ran their own mini galas.

Recently-appointed Peak Rail general manager Mark Sealey said it was the first time that a gala had been held on the Friday, but that the Saturday and Sunday proved extremely popular and that this boded well for the future development of the line as talks with Network Rail about running regular services into Matlock again continue, as reported.

Left: Class 47 D1501 and Peak D8 *Penyghent* with the 1.30pm Rowsley South to Matlock service arrive at Darley Dale on August 13. TOM MCATEE

Thornbury Castle sold to 'Night Owl' project – and may be a Star

By Robin Jones

CONTROVERSY has flared over the sale of unrestored WR 4-6-0 No. 7027 *Thornbury Castle* for use as a donor locomotive for the two schemes to recreate extinct locomotive classes.

In the 50 years since it became the 23rd steam locomotive to be bought from Barry scrapyard, in its case as a source of spares for other locomotives at what was then known as Birmingham Railway Museum, No. 7027 has had several owners but has never been restored to running order.

Now the current private owner has agreed to sell it to Great Western Society's 4709 Project group – which wants to use its GWR No. 8 boiler in its scheme to build the 10th example of George Jackson Churchward's heavy freight 'Night Owl' 47XX 2-8-0s.

The project team is currently using another ex-Barry locomotive, GWR 2-8-0 No. 2861, as a parts donor. It now plans to mount the boiler from No. 2861 on the chassis of *Thornbury Castle* to recreate and operate a 1930s-era Star class express 4-6-0.

The GWR converted 15 of its 73 Stars to Castles, and the mooted course of action would be a retro-conversion. However, the plan has been criticised by West Somerset Railway plc chairman Jonathan Jones-Pratt, the previous owner of *Thornbury Castle*, who said that he sold the locomotive thinking that it would be restored by the buyer in its own identity at Loughborough on the Great Central Railway, where it is currently stored.

He has now offered to buy No. 7027 back from the 4709 Project and set up a Thornbury Castle Society to oversee its restoration at the GCR. He has contacted GCR acting general manager Richard Patching in a bid to discuss the possibility.

"I have no personal interest in long-term ownership of the loco, although I will offer a shareholding of course, but my offer is to financially support and secure the loco in the short term," said Jonathan. "My view is that to do nothing is a crying shame. We need to respect those who have the passion to see No. 7027 run again."

A GCR spokesman said that neither the railway nor the private seller of No. 7027 were prepared to comment on the matter.

Authentic

The 4079 Project's Richard Croucher said: "Given the promise of a 'new' Star, our intention is to recreate and operate it to complement Lode Star's 1930s-era design.

"The Star will feature authentic dished extension frames and fully external steam pipes. We are also planning the conversion in such a way that it can be easily reverted, while retaining and preserving as many original parts of *Thornbury Castle* as possible.

"Should a No. 7 or No. 8 boiler become available, it would then be relatively straightforward to steam as *Thornbury Castle* again, clearly demonstrating Swindon's foresight in express locomotive design.

"We believe this is the most realistic chance of completing No. 4709 in a reasonable timescale, that *Thornbury Castle* has of running again, while also adding a 1930s-era Star class to the GWR stable."

The acquisition of the No. 8 boiler offers a huge saving for the 4709 Project. Estimates suggest that a new 47XX-standard No. 7 boiler would cost more than £800,000 to fabricate and take up to five years to complete.

Richard said: "Informally we've spoken to a number of possible contractors who have intimated their preference for a steel firebox, while at the GWS we'd prefer a copper unit. The downside to steel would be the need for a redesign of the entire firebox, with the inevitable delays and re-design approval that would cause. We also know that the life expectancy will be shortened, while its maintenance costs will be proportionally higher.

The boiler of *Thornbury Castle* at Loughborough on the Great Central Railway.
4709 PROJECT

"Thornbury's boiler (No. 7615) was built at Swindon in 1949. It has a copper firebox which we believe was replaced in 1959; an initial survey shows it to be in a surprisingly good condition. It will need thickness testing, all stays hammer testing, and then the scale cleaned out for a better visual exam.

"With the opportunity to acquire No. 7027's No. 8 boiler for 4709, the project leaps forward to a point where we now have almost all of the major components required to build our Churchward 47XX 2-8-0. We hope to inspect the boiler later this year, overhaul it, and then see it installed in 4709's frames before too long."

He said that on No. 4709, the slightly smaller-dimensioned No. 8 boiler from the Castle would not be possible to spot, being a matter of only a few inches in the barrel diameter. "It's hardly a stumbling block and will be indistinguishable from a standard No. 7 boiler. Remember, we would still have had to lower the centreline of the No. 7 boiler by a similar amount to clear the Network Rail loading gauge.

"Back in the early 1920s, the GWR planned to use the No. 7 boiler for a number of other classes, including the Saint and 28XX, all of which then carried the No. 1 boiler. I think we'll see something similar happening here."

The nine 47XXs, built between 1919 and 1923, were mainly intended to haul overnight food trains into 1920s London from the West, South West and Midlands but quickly found use on freight duties across the GWR network.

Latterly, their reliability, power and route availability saw them hauling holiday passenger services with great success.

Following the recent delivery of the two fully-machined new cylinder castings together with the new cylinder and valve covers to Tyseley Locomotive Works, the next stage of building No. 4709 is the current assembly of the pair as a single block, which will be installed in the refurbished donor extension frames from GWR 2-6-2T No. 4115.

Reassembly

Once they are fitted and the whole front end assembly is be offered up to the main frames for optical alignment, wheeling No. 4709 will be the next major job, with overhaul of the axle boxes and fitting the new springs that are already on order. The pony truck assembly is being reassembled and will be ready to be placed under the front end, said Richard.

Outshopped from Swindon in August 1949, *Thornbury Castle* was first allocated to Plymouth (Laira) and moved to Old Oak Common in January 1951, working many named expresses out of Paddington, and being a regular performer on 'The Bristolian'. In May 1960 it moved to Worcester and headed the 'Cathedrals Express' to London. After its final general overhaul at Swindon in August 1963, it was transferred to Reading where it was used as station pilot and was withdrawn that December, arriving at Dai Woodham's scrapyard the following May.

No. 7027 was bought by pop mogul Pete Waterman in October 1994 and moved to Crewe Heritage Centre awaiting restoration. It was later taken to Peak Rail. In 2016, Jonathan bought the locomotive with the aim of restoring it to working order and moved it to the former Westland Helicopter works at Weston-super-Mare. A blow came in February 2019 with the theft of motion parts while it was being transferred to the SWR's Williton Works.

WR 4-6-0 No. 7027 *Thornbury Castle* at Weston-super-Mare on July 18, 2017.
JACK BOSKETT

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Visiting from the Bo'ness & Kinneil Railway, Caledonian Raiway McIntosh Class 439 0-4-4T No. 419 strides confidently away from the Battlefield Line, Shackerstone, on freshly relaid and tamped track, with the 11am service from Shackerstone to Shenton on August 7. During the closed season, the railway excavated nearly a quarter of a mile of waterlogged track at Shackerstone and installed a new subbase layer, drains, membranes, and ballast. GRAHAM NUTTALL

Industrial heritage £20k grant made for society's restoration of *Caernarvon*

THE Worcester Locomotive Society has been awarded £20,000 from the Association for Industrial Archaeology towards the restoration of Kitson 0-6-0ST locomotive No. 5474 of 1934 Stewarts & Lloyds No. 47 *Carnarvon*.

The society hopes to start the restoration of the boiler and the reassembly of the chassis, and was awaiting final quotes for the work as *Heritage Railway* closed for press.

The locomotive worked from new in Stewarts & Lloyds's ironstone quarries at Corby, hauling iron ore to the blast furnaces. It was one of several Stewarts & Lloyds locomotives which, as a tribute to the Welsh wife of the owner of the company, carried the names of towns in the principality.

Carnarvon spent its entire 35-year working life at Corby and was bought in running order by the Worcester Locomotive Society in 1969. It first went to the nascent Severn Valley Railway, where it spent the winter of 1969/1970 hauling works trains. No. 47 moved to the former Bulmers Railway Centre in Hereford in 1970.

During the oil crisis of 1973, it was used to shunt trains of cider apples in place of the usual diesels and accordingly it appeared on national TV under the story of 'steam to the rescue'.

It last steamed at Bulmers in 1989 and four years later moved to the South Devon Railway. It was cosmetically restored in 2010 and placed on static display at Totnes Littlehempston (now Riverside) station. In May 2015, it was dismantled at Buckfastleigh for its overhaul to start.

***Carnarvon* in the cosmetic repaint into its Corby green livery carried out several years ago, before it was stripped for overhaul.** WLS

The society was hoping to soon place the contract for replacement axlebox bronze crowns, the motion overhaul and rewheeling the locomotive to a rolling chassis with a local contractor. When the overhaul is complete, it is intended to base *Caernarvon* on the SDR, from where it will be available for hire.

➜ **Anyone interested in donating towards returning *Caernarvon* to steam can send a cheque, payable to Worcester Locomotive Society Limited, to: c/o 84 Hallow Road, Worcester WR2 6BY.**

Invergarry museum's 'shopping list' to make a start on service trains

By Hugh Dougherty

THE Invergarry & Fort Augustus Railway Museum has issued a rolling stock 'shopping list' to allow regular trains to begin running at its restored station in the Highlands.

On the want list are a BR Mk.1 corridor composite and a Mk.1 buffet or mini-buffet, although the museum would consider similar LMS or LNER versions, while the hunt is also on for ballast hopper and a box van, ideally LMS or LNER, though a BR version would also be welcome.

A small diesel shunter or similar to help out the line's existing Ruston 88DS 4wDM is also wanted to haul the passenger coaches, as well as providing the motive power for a permanent way train.

If the passenger coaches can be sourced, the line will be able to operate its first services with an on-site catering facility to help boost visitor numbers and further make Invergarry station a must-see attraction for Great Glen tourists and railway enthusiasts alike.

Director and trustee Christopher Ellis said: "As a small organisation with limited resources, we are keen to hear from the owners of engines or rolling stock that they are unable to operate at their present locations and who might be interested in relocating the items here.

"We are looking for 'runners' that could be made serviceable with the minimum of expense and anyone who'd like to discuss the idea will be very welcome to contact me at invergarrystation@gmail.com as a first step.

"Any relocation will be subject to the standard Heritage Railway Association agreement, modified to allow for local circumstances."

The museum is currently relaying sidings and applying for a grant to allow a carriage shed to go ahead, while the permanent way train will come into its own as there are plans to lease or asset transfer a half-mile extension over the original trackbed from Forest Scotland.

The new sidings and carriage shed will be alongside the restored station building and appear on the museum's development plan, published in 2019 but delayed by the Coved-19 shutdown.

The fully operational Invergarry station resident and privately-owned 1947-built 88DS 4wDM shunter would be used for the venue's first heritage-era passenger trains if coaches can be sourced. New sidings will be laid to the left of the running line.
INVERGARRY RAILWAY MUSEUM TRUST

Green light for NRM's Central Hall

By Robin Jones

THE controversial scheme to 'join' the two halves of the National Railway Museum and reinforce its position as the greatest venue of its kind in the world has been approved.

City of York Council's planning committee approved the museum's reserved matters application for the proposed rotunda-style Central Hall at its meeting on August 4.

It will act as a new welcome space and gallery, located between the museum's existing Great Hall and Station Hall. Linking the existing museum buildings for the first time, it will be a cornerstone of Vision 2025 and herald the start of work on the city's York Central development of the 45-hectare regeneration site in a partnership with Network Rail, Homes England, City of York Council and the museum.

The development will feature a Railway Futures Gallery showcasing innovations in rail technology, house a café overlooking the new museum square, a shop, flexible event space, and new visitor facilities. It also includes Wonderlab: The Bramall Gallery, an interactive area aimed at inspiring children to think like engineers through experience, interactivity, and play.

As previously reported, residents and some councillors have objected to the scheme because it involves blocking up Leeman Road, which currently divides the museum, and depriving about 4000 users of a 24/7 direct route into the city centre.

The proposed new Central Hall which will join the two halves of the National Railway Museum for the first time. FEILDEN FOWLES

Construction underway

A final decision was again deferred by the planning committee 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 to replace the roadway.

However, it is a condition of the Stopping Up Order for Leeman Road that it will not be blocked until the alternative highway routes around the museum – about 400 yards long for pedestrians, cycle and vehicles – are in place. Construction is already underway on routes.

Until they are completed, however, residents will be able to walk through the museum itself only during opening hours.

The scheme was again criticised at the August 4 meeting on the basis that it removes the only route that is direct and always available for residents.

Despite the objections, the final approval was carried on a knife-edge majority of just one member. Following a four-hour discussion, committee chairman Coun Chris Cullwick used his deciding vote to give the go-ahead to the scheme.

NRM director Judith McNicol said: "This approval will allow the museum to realise its potential as the 'world's railway museum' by improving our offer, welcoming more visitors, and helping us to inspire the next generation of engineers and problem-solvers.

"The museum aims to be the cultural heart of York Central and this decision brings us a step closer to realising that ambition.

"We remain on track for opening Central Hall in the autumn of 2025, in time for the museum's 50-year anniversary.

"As we move towards construction, we will continue to engage with residents and visitors to ensure that the world-class museum we are creating can act as a true community resource for our evolving neighbourhood.

'Green' design

Sustainability is at the heart of the Central Hall design, with environmentally-friendly design principles and materials in keeping with York's railway history and the surrounding area.

Feilden Fowles designed Central Hall and Montagu Evans acted as heritage consultant, while the contractor Graham has been appointed to deliver pre-construction services for the new building,

Graham strategic projects director Neil McFarlane said: "We understand the significance of this project for the Science Museum Group and recognise its aspirations for Central Hall to become the gateway to the transformed museum."

Oldest surviving Midland Railway locomotive No. 158A makes a three-year move to Barrow Hill

By Robin Jones

MIDLAND Railway Class 156 2-4-0 No. 158A has moved on loan to Barrow Hill roundhouse for static display for three years.

The loan was agreed between the Barrow Hill engine Shed Society and owner the National Railway Museum.

A long-time resident of the Midland Railway – Butterley, No.158A travelled to Barrow Hill on August 4 from the Locomotion museum in Shildon, where the engine had been receiving conservation work and asbestos remediation. It was displayed as part of Barrow Hill's August 26-28 150+2 Celebration Gala.

The locomotive was built in Derby in 1866 to a design by Matthew Kirtley for express passenger workings to King's Cross, the London terminus of the MR until St Pancras was built. Rebuilt several times and renumbered 20002 in LMS ownership, the locomotive ended 81 years' service as station pilot at Nottingham in 1947, after working suburban stopping services for several years. Following its withdrawal, it was repainted in the pre-1907 MR livery and kept at Derby Works for many years.

It appeared at the Stephenson Centenary Celebrations, Chesterfield, in 1948 and was a static exhibit during the centenary celebrations for Birmingham New Street station in 1954.

In March 1965 it joined the National Collection of locomotives in store at the old engine shed at Hellifield, where it stayed until August 1967. It was moved to the Midland shed at Leicester and was displayed the following year at Leicester, after which it was preserved at Derby Locomotive Works until moving to Butterley in 1975. There, it was placed on display in the Matthew Kirtley Exhibition Hall at Swanwick Junction.

No. 158A has now joined three other National Collection locomotives already on static display at Barrow Hill: Midland Railway compound 4-4-0 No. 1000, GER J17 0-6-0 No. 1217, and GCR 'Director' 4-4-0 No. 506 *Butler Henderson*.

On the move: Class 156 2-4-0 No.158A moves out of the Locomotion museum at Shildon on August 4 after undergoing conservation work. NRM

Barrow Hill general manager Mervyn Allcock said: "I'm proud to see No. 158A arrive and it fits very well in the roundhouse."

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

An artist's impression of Wonderlab: The Bramall Gallery at the National Railway Museum in York. NRM

Steve Messam's work, Portico, on display at the York Art Gallery, will be at the heart of the new Wonderlab attraction. STEVE MESSAM

NRM's ground-breaking Wonderlab gallery is on track for opening in 2023

BUILDING work on the National Railway Museum's new ground-breaking interactive Wonderlab: The Bramall Gallery has begun with the aim of opening it to the public in May.

Elmwood Projects has been appointed as the main contractor for the base building of the 1500sqm Wonderlab. The firm, a specialist fit-out contractor operating predominantly in the museum, heritage and commercial sectors, has delivered high-profile projects at venues including the British Museum, the V&A London, and Dundee and National Museums Scotland.

The gallery will be packed with 18 interactive exhibits on an engineering theme and two specially-commissioned art installations, one of which will be designed by Pippa Hale, in a partnership announced in November 2021.

County Durham-based artist Steve Messam has been unveiled as the creator of the second artwork. His site-specific and 'bigger than a house' installations have appeared at cultural and historic sites around the world.

His piece Portico was shortlisted for a 2022 Aesthetica Art Prize and is now on display at the York Art Gallery as part of that exhibition.

Portico will feature at the heart of the new Wonderlab gallery, where visitors will be able to get up close with the piece and think about the engineering behind the artwork. Steve said: "I'm thrilled that the NRM has commissioned me to create a new installation in the Wonderlab gallery. It will aid the museum's vision of inspiring the next generation of engineers by allowing visitors to walk through and see first-hand how the work is able to stand tall at the heart of Wonderlab."

NRM lead interactive gallery curator Rose Mockford said: "We are delighted that building work has begun, marking an exciting milestone.

"Steve's work is held in high regard and to have our own individual Messam installation in our Wonderlab is a real privilege."

The design for Wonderlab has been shortlisted for a World Architecture Festival award. The engaging and open-plan design, drawn up by architects De Matos Ryan, has been shortlisted in the Future Projects – Culture category, with a winner to be announced at the WAF Gala in December.

The gallery's major funding partner, the Liz and Terry Bramall Foundation, pledged £2.5 milion towards it creation in March 2022. Wonderlab has also been funded by the Friends of the National Railway Museum, Royal Commission for the Exhibition of 1851, and The Holbeck Charitable Trust. The NRM is also seeking additional funding to further Wonderlab and its wider Vision 2025 projects.

➜ To find out more about Wonderlab: The Bramall Gallery and other Vision 2025 projects, visit www.railwaymuseum.org.uk/2025

Sir Keith Park's Devon show

SOUTHERN Locomotive Ltd's 4-6-2 Bulleid Pacific No. 34053 *Sir Keith Park* was set to appear at the Great Dorset Steam Fair, which took place between August 25 and August 29, in a joint venture between SLL and haulage firm Allelys.

Having recently had superheaters and other components removed at Tunbridge Wells West on the Spa Valley, where the Bulleid is currently based, it was planned for the front half to depart on a lorry and travel via the five-day show to appear as a heavy haulage load for the road engines.

It then continued on to the Swanage Railway, where it now awaits the departure of Manston from Herston works, with which it will swap places to allow the overhaul to continue.

New chairman appointed to Isle of Wight railway

DIRECTOR Peter Taylor has been appointed as the new chairman of the Isle of Wight Steam Railway, taking over from Peter Conway, who has retired from the board following 21 years of service.

Islander Peter has a lifelong passion for steam and first joined the Wight Locomotive Society as a teenager in 1967, regularly participating in working parties at Newport station prior to the move to Havenstreet in 1971. In recent years, he volunteered in the rolling stock department and qualified as a locomotive driver in 2017.

His career saw him work for local bus companies before he followed a path into traffic and transportation engineering with the Isle of Wight County Council.

He took early retirement from a senior role in 2011 and has served as one of the railway's directors since 2013.

He also owns a 1927-built steam road roller which makes regular appearances at the line's annual steam fair and is currently completing the restoration of a 1923 traction engine.

He said: "I feel very honoured to become the railway's chairman, and look forward to continuing the excellent progress made by my predecessors."

New Isle of Wight Steam Railway chairman Peter Taylor. IOWSR

➜ The railway has recently been awarded a Travellers' Choice Award from TripAdvisor.

Grant aid for *Nancy*'s air brake work

THE 3ft gauge Cavan & Leitrim Railway has been awarded €9,950 by the Irish Government to provide Avonside 0-6-0T No. 3024 of 1908 *No. 1 Nancy* with an air brake so it can be used on public services.

The award was one of series of small grants for local and regional museums announced by Catherine Martin, Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media.

She said: "Local and regional museums are an extremely important resource for accessing culture and heritage in towns and villages across the country. I am delighted to be able to offer them support through the Regional Museum Exhibitions Scheme." *Nancy* was restored to running order by Alan Keef Ltd in Ross-on-Wye.

A tribute to Quainton Road founder Roy Miller 1931-2022

By Phil Marsh

ROY Miller has gone, in his own words, "to that great engine shed in the sky".

He was a man of many parts but all were connected to and by railway preservation, going back to the London Railway Preservation Society (LRPS), formed in 1962. They remitted Roy and his lifelong friend and fellow preservationist Peter Clarke to look for a railway site to set up a preservation centre with a decent length of running line.

These two, who also formed The Ivatt Trust, looked at sites including Buntingford and associated branch lines which closed in 1965. They decided that Quainton Road on the Metropolitan & GC Joint line – which had just lost its passenger traffic at around the same time, with the line closing at Calvert four miles further north – was the place to set up a heritage railway centre. It was also hoped that the new Quainton Railway Society would be allowed by BR to operate steam services seven miles to Aylesbury along the freight line.

Roy told the author that after long and tedious negotiations in the 1980s, BR agreed – so long as the locomotive was crewed by BR once the boiler pressure hit 100psi. He thought this ridiculous, given it was a single line with a maximum permitted speed of 30mph, so the plan was shelved.

However, he did get his wish of main line steam driving when, as a founder member of the Steam on the Met organising committee, helping to organise the first event in 1989 celebrating the Chesham branch centenary, he drove Quainton's Metropolitan Railway E class 0-4-4T No. 1, with the London Transport electric locomotive No.12 *Sarah Siddons* also used. That, and the following Steam on the Met/Underground events over the next few decades are a fitting legacy to Roy, who remained on the organising team throughout.

The Buckinghamshire Railway Centre, where the author first met Roy in the 1980s, is perhaps his largest legacy. Among his many roles was being one of the first 'authorised' Fat Controllers at 'Thomas' events, and he was the secretary when the centre opened in 1969.

This location was selected as it was not far from Chesham, where Roy lived and went to school on Ivatt tank-hauled services, and it provided enough space for the LRPS collection. It had a goods yard and was adjacent to a former Ministry of Agriculture Food and Fisheries 'buffer depot' with five Nissan Huts and a sizeable brick-built store. This was looked on as a future asset, offering covered accommodation for LRPS artefacts.

Roy's skills at the fore

Once it had fallen out of use, Roy drew up plans to convert units to rail use and, with the help of a £50,000 Heritage Lottery Grant, turned them into a museum. Using electrical engineering skills gained with British Thompson Houston and construction skills learned with Cementation (which built the Kariba Dam in Africa), he made conversion plans with deep foundations, laying railway tracks into the depot's main building.

This was only made possible after another huge achievement by Roy; he paved the way for the BRC to become an accredited museum, opening up further funding and displaying material from the NRM.

His skills again came into play when LNWR Rewley Road station from Oxford was relocated to Quainton Road in 1999/2000 and Roy designed the traverser, which is used to change exhibits housed in that station.

Roy shows off the Ivatt painting at Havenstreet. PHIL MARSH

Roy Miller in the buffer depot at the Buckinghamshire Railway Centre with the late Sir William McAlpine on May 20, 1999. PHIL MARSH

Roy (left) hands over the Ivatts to the Isle of Wight Steam Railway at Havenstreet with lifelong friend Peter Clarke and the line's Peter Vail on June 6, 2009. PHIL MARSH

New to the island: The three Ivatts at Havenstreet on June 6, 2009. PHIL MARSH

The Ivatt Trust was formed with the aim to buy one of the Ivatt locomotives Roy and Peter travelled to and from school behind on the Chesham branch. BR suggested that there were better ones at Nine Elms and they duly purchased 2-6-2T No. 41298. They also purchased sister engine No. 41313 and the tender version No. 46447 from Barry as a spares source.

These three locomotives remained under cover at Quainton for decades with little apparent restoration progress, with the Ivatt Trust's annual general meeting quietly taking place on one of the footplates accompanied by tea and cake. Roy claimed that the floorboards on No. 41298 were made of re-used packing crates borrowed from his workplace!

Many offers of help to overhaul these engines in financial and physical terms were made but always politely declined. The Ivatt Trust decided to gift the locomotives, including former Stewarts & Lloyds ironstone quarries Hunslet Austerity 0-6-0ST No. 3850 of 1958 *Juno*, to the Isle of Wight Steam Railway. The handover ceremony was held on June 6, 2009, to which the author was invited.

The pair were presented with a painting of their Ivatts in steam at Havenstreet, something many who knew them quietly thought they would never see.

However, they did so on an emotional day in May 2018 thanks to the IOWSR engineering team, making it possible with Roy's name is inscribed in the cab of No. 41313.

Over lunch at Havenstreet that day, Roy and Peter explained that BR had planned to replace the LSWR O2 0-4-4Ts with Ivatt tanks before this was superseded by electrifying the line in 1967. So, perhaps the Ivatt Trust, in conjunction with the IoWSR have created history that never happened! Another first for preservation? And not content with gifting the locomotives to Havenstreet, Roy also designed their wheeldrop.

Roy Bruce Miller, it was an honour to know you. There aren't many preservationists who will leave, or have left, such an amazing railway legacy. And genuinely I never heard a cross word from him!

➜ **Roy passed away on April 5.**

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

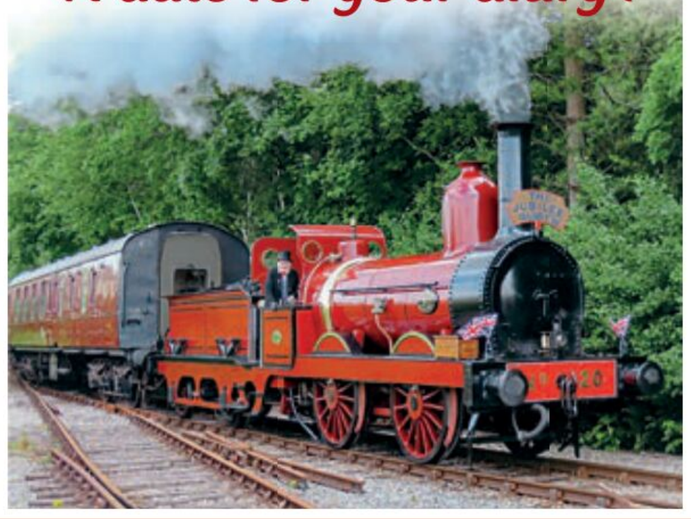
RIBBLE STEAM
RAILWAY AND MUSEUM

Pug will be operating every Saturday in September and also at the Steam Gala, 1st and 2nd October. FR20, the oldest operational standard gauge steam engine will be running on 10th September and at the Steam Gala along with the three resident steam locos.

Subject to changes.

Lancashire and Yorkshire Railway 'Pug' No.19 will be revisiting the Ribble Steam Railway and Museum in September and early October (for the Autumn Steam Gala). The recently restored locomotive built at Horwich works in 1910 spent many years as part of the museum collection but now is a special opportunity to see this local veteran in action in the coming weeks.

'A date for your diary'.



For more details of upcoming events visit www.ribblesteam.org.uk or telephone 01772 728800

SALES RAILWAYANA www.railwayana.org

RAILWAYANA AUCTIONS

0% Commission Rate for Vendors

BRISTOL TEMPLE MEADS

FOLKESTONE JUNCTION

Next Auction September 26th – October 2nd 2022

Call us on 01306 502044 / 07973 409235

Above: The body of No. 3299 stands in the carriage shed jacking area on May 12, with the underframe and bogies removed and the bottom rail or the body supported on wooden beams.

Left: Dreadnought No. 3299 as it first arrived at Totnes in 1964 after David Rouse arranged its preservation. GWS

Didcot launches £180k bid to restore Dreadnought as new

By Robin Jones

A £180,000 appeal has been launched by the Great Western Society to rebuild one of the most important but yet unrestored carriages in the heritage sector – the sole survivor of George Jackson Churchward's revolutionary GWR 'Dreadnought'.

No. 3299, a third-class example built by the Birmingham Railway Carriage & Wagon company in 1905, was acquired by the society in 1964. It was initially stored at its former base on the Totnes Quay branch and has been at Didcot Railway Centre since December 1967 but has yet to run in traffic there.

When Churchward was appointed as GWR Chief Mechanical Engineer in 1902 he set about modernising the Swindon empire's locomotives and rolling stock.

His first major change in coach building came about with the 1904 introduction of the Dreadnoughts carriage to replace the dated 50ft clerestory coaches.

The stripping of the underframe of the Dreadnought on May 24 revealed the Cambrian Railways origin of one of the axlebox covers. GWS

Cleaning the underframe of No. 3299 on May 18. GWS

The Dreadnoughts were 70 feet long, nine feet and six inches wide, had external doors only at the ends and in the centre of the coach, and could carry up to 72 passengers compared to the clerestories' maximum of 48. It was the first GWR coach design to exploit the loading gauge to the maximum. The width and extreme body profile of the Dreadnoughts meant that the doors had to be recessed, so that the handles and grab irons did not foul the loading gauge and so that the doors could be made flat for easier hanging, resulting in their distinctive appearance.

The side corridor unusually changes sides halfway along the coach, possibly with the intention of better weight distribution.

Naval nickname

Their nickname came from *HMS Dreadnought*, a 527ft long battleship also built to a revolutionary design around the same time, and which entered service in 1906.

The Dreadnoughts were unpopular with staff and passengers, and only saw a few years' service on the 'Cornish Riviera Limited' before being replaced and relegated to less-glamorous traffic.

No. 3299 was built in 1905 as part of the last batch of Dreadnoughts as a spare coach to fill in for maintenance on the main sets and to bolster summer holiday capacity.

After being withdrawn from passenger use in 1951, it was used at Newquay as a dormitory for summer service catering staff. It was bought by GWS member David Rouse, who gifted it to the society.

The scale and extent of the work needed to restore No. 3299 has resulted in it being sidelined into the far reaches of the Didcot carriage shed for several decades – until now.

The quality of recent restorations carried out by Didcot's carriage and wagon department, especially on Victorian carriages, has shown that the team has the required capability and skills to tackle the Dreadnought – and create the ideal coach to be hauled by the society's award-winning new-build Saint 4-6-0 No. 2999 *Lady of Legend*.

The starting point for the restoration of Dreadnought No.3299. On March 17, it was run on to Didcot's traverser en route to an area where a test lift of the bogies could be undertaken. GWS

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Unique GWR Pacific No. 111 *The Great Bear* hauling a train of which the first three vehicles are Dreadnoughts. No. 111 was the first 4-6-2 to run on a UK railway. GWS

Accordingly, exploratory and preparatory work has been carried out in order to compile a proper restoration plan. Much exterior panelling has been removed to survey the condition of the timber framework beneath it.

"Considering that the coach stood in the open at Newquay for many years providing sleeping accommodation for dining car crews – and then fulfilled the same function at Didcot for more than another 20 years, it has survived remarkably well," said the society's carriage and wagon manager Mick Howse. "The timber bottom rail, cant rail, waist rail, gangway ends, and doors all require extensive repairs or renewal, as does at least the top layer of the floor boarding.

"There is evidence of accident damage to one corner of the coach which will have to be addressed.

"Although the internal bulkhead, corridor screens and compartment doors are intact, the compartments themselves were stripped out when the coach was converted for the sleeping accommodation, so the interiors will need to be fully rebuilt from scratch, including the manufacture of period upholstery and many fixtures and fittings.

"New window frames and droplights will also need to be made throughout and be glazed with safety glass to meet current safety standards.

"The coach will have to be rewired completely, the steam heating system overhauled, and the body sides fully repanelled inside and out, with new gangways fitted, plus roof repairs yet to be assessed."

Appeal fund

To raise the money to overhaul No. 3299, the society has set up the Edwardian Carriage Fund and has appealed for donations.

If for any reason the Dreadnought project is unable to proceed, money in the fund will be made available for use in other projects, which could include the restoration of the society's two Churchward Toplights, Nos. 3963 and 1159.

➜ To donate to the Edwardian Carriage Fund, visit didcotrailwaycentre.org.uk or send a cheque or postal order made payable to Great Western Society Ltd to: Richard Croucher, Dreadnought Appeal co-ordinator, Great Western Society Limited, Didcot Railway Centre, Didcot, Oxfordshire OX11 7NJ.

Alternatively, make a bank transfer to The Co-operative Bank (sort code 08-92-99, account number 65459434) for the credit of Great Western Society Limited.

New resident 'first' at Blaenavon's biggest-ever September steam gala

A LOCOMOTIVE which has never hauled a public passenger train has joined the Pontypool & Blaenavon Railway fleet.

Hudswell Clarke 0-6-0T No. 1857 of 1952 will also appear in the line's September 9-11 annual steam gala, along with five other locomotives – making it the biggest event of its type ever staged there.

No. 1857 was built for the National Coal Board and was employed at NCB Gawber Colliery at Barnsley. It remained there until closure in 1987, following a merger with nearby Woolley Colliery.

It was first preserved by the Coventry Steam Railway Centre, which was started in 1986. It spent several years on the Swindon and Cricklade Railway and completed a heavy overhaul by Ryan Pope and his team at Williton shed on the West Somerset Railway, where it returned to steam in April.

No. 1857 arrived at Blaenavon on August 8 and began testing and running in shortly afterwards, in readiness for hauling its historic first passenger train at the gala.

A deal has also been agreed with owners Martin and Nicola Atkins for the locomotive to remain at Blaenavon for the foreseeable future.

It will run alongside fellow guest GWR pannier No. 7714 from the Severn Valley Railway.

Built in 1930, No. 7714 spent most of its working life at Birkenhead. Withdrawn from main line duties in 1959, it sold to the National Coal Board for further use at Penallta Colliery near Ystrad Mynach in Glamorgan, just 10 miles away from Blaenavon.

Hudswell Clarke 0-6-0T No. 1857 of 1952 delivered to its new home, the Pontypool & Blaenavon Railway, on August 8. PBR

Hunslet Austerity 0-6-0ST No.3839 of 1956 *Wimblebury*, which has been on loan from the Foxfield Railway for much of this year, will be joined by Barclay 0-4-0ST No. 1385 of 1914 *Rosyth No.1*, Hunslet 0-6-0ST No. 1873 of 1937 *Jessie* and Barclay 0-4-0ST No. 1219 of 1910 *Caledonian Works*, from the WSR.

An extensive timetable includes all available locomotives, with trains running from 10.30am to 4.30pm each day. There will be demonstration freight services and Saturday evening runs, including a fish and chip special and a sunset beer excursion. Both the railway's GWR saloons will be in traffic.

Restoration of 4-6-0 that lost identity to be commemorated 50 years on

EXCLUSIVE

By Geoff Courtney

THE owners of an ex-Barry preserved locomotive and the volunteers who helped restore the 4-6-0 exactly 50 years ago are to commemorate the golden jubilee with a trip on the North Yorkshire Moors Railway, where the engine found a home after being saved.

Built at Eastleigh in July 1936, the SR Class S15 entered traffic as No. 841, was renumbered 30841 by BR on Nationalisation in 1948, and was withdrawn from the West London shed of Feltham (70B) in January 1964 and sold to Woodham Brothers.

After languishing at the scrapyard for eight years it was rescued by the Essex Locomotive Society in 1972 and relocated to the Stour Valley Railway Preservation Society at Chappel & Wakes Colne station, where its restoration started in September that year.

It was returned to steam in 1974 numbered 841 and named *Greene King* after the local brewery, took part the following year in the 150 cavalcade at Shildon in County Durham, and after a spell at the Nene Valley Railway moved in 1978 to the North Yorkshire Moors Railway, where it operated for a number of years.

A long-term major overhaul began in 1994, resulting in the locomotive losing its identity. During the work the 4-6-0's frames were found to be out of alignment, and the decision was made to utilise the frames from another Essex Locomotive Society S15, No. 30825, that was also at the NYMR and had already been partly cannibalised.

Traditionally, steam locomotives are numbered from their frames – rather like rebuilt classic cars are identified by their chassis number – and so when No. 30841 returned to service it carried No. 825, even though the boiler, tender, and many, if not most, other parts were from No. 30841, and it has stayed in that guise ever since.

In effect No. 30841 has been scrapped, with the original out-of-alignment frames now being in undergrowth near the NYMR shed at Grosmont. Despite its demise, the shareholders and some of the surviving volunteers who worked on the 4-6-0 remember it with affection, hence the decision to commemorate on September 17 the start of its post-Barry restoration, almost exactly 50 years ago to the day.

Special headboard

Nigel Crisp, one of No. 30841's Essex Locomotive Society shareholders, told *Heritage Railway* a carriage would be hired on a Grosmont-Pickering train that day, and he expected about 45 people with connections to the locomotive's early days to be on board.

In a twist of fortune, the train will be headed by No. 825, which will carry a specially-commissioned Southern-style headboard bearing the legend: 'Remembering those who worked on 841 50 years since leaving Barry.'

One of the passengers will be railway artist Malcolm Root, part of a group of volunteers who worked on No. 30841 when it arrived at Chappel & Wakes Colne station in September 1972.

In a small team that included his brother Richard and friend David Gomer, Malcolm, a fellow of the Guild of Railway Artists, was involved with painting, including the inside of the tender, the lining and lettering,

Near the end: Southern Railway Class S15 No. 30841 approaches Seaton Junction on August 3, 1963. The 4-6-0 is well-worn but withdrawal is only five months away, while the station itself was to close in fewer than three years. On the right bedside the Seaton Junction running-in board is a Southern Railway 'passengers must not cross the line here' sign, bringing a pre-Nationalisation reminder to the station. Memories of the S15's rescue from Barry scrapyard and its subsequent restoration will be recalled on September 17, exactly 50 years after the overhaul started. TRANSPORT TREASURY/PETER GRAY

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

REMEMBERING THOSE WHO WORKED ON 841

50 YEARS

SINCE LEAVING BARRY

Above: The Southern-style headboard that S15 No. 825 will carry on a North Yorkshire Moors Railway train on September 17, when Essex Locomotive Society officials and volunteers who helped return classmate No. 841 to steam commemorate the start of the restoration 50 years ago and also remember those who worked on the S15 but have now passed away.

Left: Southern Railway S15 No. 841, carrying the name *Greene King*, looks resplendent at the Shildon 150 cavalcade in August 1975, following its rescue from Barry scrapyard three years earlier by the Essex Locomotive Society.
TOM BOUSTEAD

and other non-mechanical restoration.

"I lived, as I still do, at Halstead, only a few miles from Chappel, and as a railway enthusiast offered to help with the overhaul," he said. "None of us had engineering knowledge but we pitched in and thoroughly enjoyed it.

"The idea of commemorating those days of 50 years ago, and remembering fellow volunteers and others who helped save the engine who have now passed away, is a marvellous gesture.

"I, my wife Meryl, Richard, and David, look forward to joining the train on September 17 and reliving what was a very happy time."

Severn Valley's 'Stove R' restoration is now complete and open to visitors

By John Titlow

FOLLOWING the completion of its long-running restoration, LMS 'Stove R' six-wheeled parcels/guards brake van BGZ No. 2886 is now welcoming visitors at the Severn Valley Railway.

One of a type designed by William Stanier, No. 2886 was built in 1932 at Wolverton carriage works, complete with corridor connections. Under the LMS, the type's code was CR or Stove R if fitted and under BR, BGZ. They carried such items as cash, whisky and mail. The nickname 'Stove R' comes from when a coal stove was fitted in the 1940s to keep the guard warm.

BGZs had many uses during their long life, but part of their downfall was that they were useful for storage and were therefore mistreated. They lasted on BR as late as the 1980s, but received serious abuse following vandalism after storage, windows being the first to go.

No. 2886 was preserved in 1970 as BR No. 32919, going to the then Dart Valley Railway, where it was repainted. However, it was not needed at the time so was moved by rail to the Severn Valley Railway two years later.

In 1973 it travelled to an open day at British Rail Engineering's Litchurch Lane Carriage Works in Derby behind 'Black Five' 4-6-0 No. 45110. It also managed two runs on the SVR as a brake that year.

Up to 1976 it served as a temporary bar car based at Bridgnorth, selling bottled brown ale, lemonade and plain crisps – thus becoming the SVR's first bar/buffet. It needed extensive panel repairs by then.

That year, the then owner took it to Highley and stripped off the panels on one side, returning the following year to remove the other side.

No. 2886 then sat covered with a tarpaulin for several years until the 4150 Fund was looking for a suitable support vehicle for storage of parts and it was sold to the group. The 'Stove R' moved to Bewdley for replacement panelling, which was never completed. By 1998, it had once again reverted to storage use.

Exterior view of BGZ No. 2886 at Kidderminster on April 3. JOHN TITLOW

Steve Downs, of Bridgnorth's carriage and wagon department, took up its cause. He bought it from the 4150 Fund and moved it to Bridgnorth, where it spent the next few years hidden under a tarpaulin north of the station.

In 2008, ownership was passed to the Severn Valley Railway Rolling Stock Trust, now the SVR Charitable Trust, so that the BGZ's restoration could receive additional funding.

The vehicle is one of only two original examples to be preserved so the decision was made to restore it to as-built in LMS livery. Around six to eight Stove Rs are preserved.

It is unusual by having a cement floor, as the others had wooden floors. Sadly, the stove was stolen in 1998 but that was not original in this vehicle.

The overhaul restarted in 2010 with the objective of it joining the dining train as a reception vehicle but this did not happen – but maybe that is one for the future.

The same year it was awarded £9,251 of funding by PRISM, the Preservation of Industrial and Scientific Material, to cover the cost of materials for rebuilding the bodyshell during the first year of the works.

As with most historic vehicles, rebuilds are not straightforward and donor parts, such as the roof beads, doors and locks, came from the now-demolished body of coach No. 33002 at Didcot.

By 2015 the overhaul was well underway by Hugh McQuade and the Bridgnorth team. With the internal works completed, a move was made to Kidderminster Carriage Works for bogie and mechanical works and exterior painting by Ronan O'Brien.

In 2018, No. 2886 was completed in LMS fully lined livery, and in April 2019 it appeared on public display for the first time at the Open House Weekend at Kidderminster.

However, plans were scuppered by the Covid-19 pandemic. The original intention was for the coach to host a mobile exhibition for the repairs to Falling Sands Viaduct, but it became impossible for it to perform this role due to lockdowns.

The National Lottery Heritage Lottery Fund grant for the project was extended to give the exhibition a longer life and now, in addition to showing the important role the Severn Valley Railway played in opening up trade routes for the region, the 'Stove R' now also tells the story of building the railway.

Part one of the new exhibition is inside No. 2886 at Kidderminster and part two is in the Engine House at Highley.

The BGZ is open most operating days and it is worth looking at the high standard of restoration of this historic vehicle, which now plays a worthy role in railway preservation.

Its final duty before use for the exhibition was over the Christmas period, when it served as a present store at Bridgnorth for the 2021 Christmas services.

Left: Interior view of BGZ 2886 showing the high quality of its restoration and the exhibition about the construction of the Severn Valley Railway.
JOHN TITLOW

Right: The electrical control panel of BGZ No. 2886.
JOHN TITLOW

Pay just £3.46 per edition

Narrow gauge icon Hunslet No. 901 of 1906 *Russell* crosses Pont Croesor on its positioning move from Dinas on the Welsh Highland Railway back to its base at the Welsh Highland Heritage Railway at Gelert's Farm on July 31, as the end of a special weekend held on the WHR to mark the centenary of the launch of passenger services on the original line. CHRIS PARRY

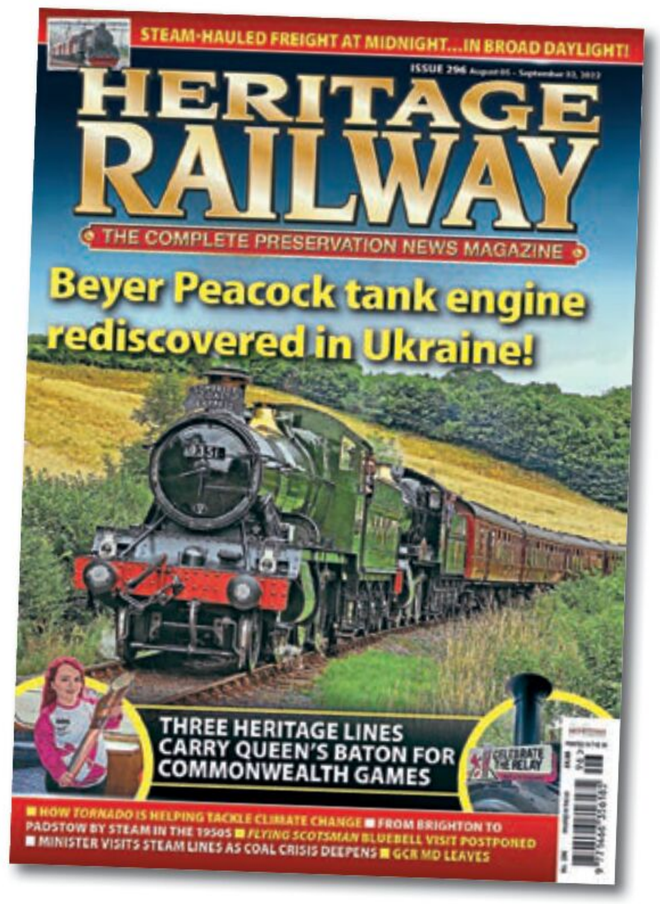
GREAT REASONS TO SUBSCRIBE

- Free UK delivery to your door or instant download to your digital device.
- Save money on shop prices.
- Never miss an issue.
- Receive your issue before it goes on sale in the shops.

VISIT www.classicmagazines.co.uk/hrdps

When you take out a subscription to *Heritage Railway*

That's a 28% saving when you pay by Direct Debit



13 print issues for £45 Direct debit (28% saving)

1 year credit/debit card for **£47**

2 years credit/debit card for **£90**

6 digital issues for £18.99 credit/debit card

13 issues credit/debit card for **£34.99**

Call our customer services team on:
01507 529529
Lines open:
Monday to Friday 8.30am-5pm

Offer Expires: September 30, 2022

TERMS & CONDITIONS:
Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk. Subscriptions will start with the next available issue. Offer closes September 30, 2022. Direct debit payments will continue at the price you paid, on this offer unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms.

or PHONE 01507 529529 QUOTE REF: HRDPS

Collaboration makes the *Russell* dream come true

The handshake that demonstrates the collaboration between the Ffestiniog & Welsh Highland Railway and the Welsh Highland Heritage Railway. The Ffestiniog's pilotman, John Shawe (right), congratulates the WHHR's Mark Seale (centre) and fireman Myles Jones, still beaming from firing *Russell's* first-ever passenger train to Rhyd Du over the rebuilt Welsh Highland. ALEX ALDER

Full steam ahead as *Russell* depart Dinas station at the start of the Welsh Highland Railway centenary weekend. CHRIS PARRY

By Alex Alder

REBUILDING the entire Welsh Highland Railway (and adding a bit more to the north) is undoubtedly one of preservation's greatest accomplishments – but in this crowning achievement, the jewel was missing.

In the 11 years since the full reopening of the WHR, the line's only-surviving original locomotive, Hunslet 2-6-2T No. 901 of 1906 *Russell,* was notably absent, restricted by the lack of an access agreement, even though it was rail connected and operating at the Welsh Highland Heritage Railway at Porthmadog.

Today's Ffestiniog Railway is now rich in wonderful heritage recreations, with beautifully-lined carriages in many recreated liveries, and soon there will be no less than seven working locomotives in heritage format, when the new-build double Fairlie *James Spooner* is completed.

However, the rich WHR narrow-gauge heritage just stopped where the Welsh Highland Heritage Railway's track from its Gelert's Farm base ran out, and it could only watch as the more modern trains headed by imported South African Railway NGG16 articulated Garratts run past to Caernarfon, seemingly waiting for the day.

In 2000, *Russell* visited the northern section of the rebuilt WHR, then known as the Welsh Highland Railway (Caernarfon), and operated trains on the occasion of the official reopening of the line between Dinas and Waunfawr.

On November 25, 2018, *Russell* made some test runs from Gelert's Farm to Beddgelert – the first time it had been there since 1937 – hauling replica North Wales Narrow Gauge Railways carriage No. 9 and the WHHR's ex-Vale of Rheidol brake van. The train constituted a gauging and inspection operation under the auspices of WHHR and Festiniog & Welsh Highland Railway engineering and operating staff. Hopes began to rise, but in March 2020, Covid-19 changed everything.

Momentous occasion

So, Saturday, July 30 was a long-anticipated and truly momentous occasion as *Russell* finally took a train of passengers from Dinas to Rhyd Ddu for the first time in 86 years. It was the first day of a special weekend gala event to mark the centenary of passenger services on the original WHR.

The train itself was another incredible achievement – a complete and authentic passenger train of the original WHR, complete with the Pickering Guards coach recently completed at Boston Lodge Works. The train was also air-braked as per the original Welsh Highland, unlike the 'modern' vacuum-braked Ff&WHR stock.

Russell and the first authentic Welsh Highland train since 1936 attracted a large crowd at Dinas. Though the train looked right at home, it was surreal to see 2-6-2T *Russell* built in 1906, alongside a 2-6-2T built in 2010! The much-revered Lynton and Barnstaple replica *Lyd* gave footplate rides.

The train was full, *Russell* had four coaches, the sander was full, but with light rain, the rails on the steep gradients to the foothills of Snowdon would be wet and slippery.

Russell left promptly at 9.20am, rolling the heavy train out of Dinas with ease. But on the sharp curve and steep climb out of Dinas, it began to slip almost immediately.

Welsh Highland history tells us stories of trains coming to a stand through difficult conditions. However, on this grand occasion, even with a crew less familiar to working the engine hard, it found its feet and was quickly barking loudly toward the hills.

Russell was right at home. It stopped at every Welsh Highland station and as if by habit, even one that had not been rebuilt, namely Betws Garmon! The station ruins contrasted hugely with the recreated train, reminding us that we were witnessing a once-impossible dream now coming true.

Photographers lined all the classic vantage points on the route, and it brought passengers into Rhyd Ddu right on time.

George England 0-4-0STT No. 4 *Palmerston* which, built in 1863, is 43 years older than *Russell,* rounds the curves at Betws Garmon on July. 31. CHRIS PARRY

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

***Russell* and its train approach Snowdon Rangers on July 30.** CHRIS PARRY

The train was a perfect recreation of a journey in 1922, when it initially ran only from Dinas to Rhyd Ddu over the refurbished track of the former North Wales Narrow Gauge Railways, a year before opening throughout of the newly built line to the Ffestiniog at Portmadog in 1923.

The honour of working *Russell* to Rhyd Ddu fell to WHHR driver Mark Seale, fireman Myles Jones, with Ff&WR Pilotman John Shawe. On arrival at Rhyd Ddu fireman Myles said: "I'm used to 10mph; at 20mph it's a lively experience!"

'Really proud'

Driver Mark added: "It's exciting! For a narrow gauge engine, carrying passengers makes a difference. But we knew the engine was capable on the journey up here earlier in the week. Today the engine has more in reserve; we were cruising through Waunfawr and Tryfan – the engine was made for the job!

"We are really proud of what we've achieved. The valve gear has been rebuilt because we wanted the valve timing spot-on".

John Shawe, who had spent the previous day driving Hunslet 2-4-0STT *Blanche* on the Ffestiniog, said: "By comparison, *Russell* is much more of a main line engine!"

Another heritage train representing the Ffestiniog's original operation on the Welsh Highland also made the journey, behind England 0-4-0STT *Palmerston*. A century since its opening, the Welsh Highland was back again in authentic form.

The gala took place from Dinas to Rhyd Ddu, omitting the section of line from Rhyd Ddu to Portmadoc, the iconic Aberglaslyn Pass, and the most challenging section of line through the forest above Beddgelert with its 1-in-45 reverse curves. How long to wait before we see *Russell* with passengers on the most impressive parts of the line? Less than year! June 23-25, 2023 will celebrate 100 years since the opening of the original Welsh Highland throughout with a gala at the southern end of the line.

This gala was a great example of collaboration by two different groups, coupled with volunteer labour and generous donations to enable a historic achievement. Incredibly, other Welsh Highland recreations that were once impossible are tantalisingly close – but only if donations are made.

At the Vale of Rheidol Railway's workshops in Aberystwyth, First World War Baldwin 10-12-D 4-6-0T No. 794 is all but ready. Just £20,000 is needed to complete its pipework and couplings before we can see it run on the Welsh Highland again. To donate, visit www.whr.co.uk/appeals/baldwin-rebuild/

Then we have the Gowrie Locomotive Trust in Derbyshire, where the frames of replica 0-6-4T *Gowrie* are already being erected. A generous match-funding offer means that only £10,000 needs to be raised for the wheels to be machined and the cab, tanks and bunker material delivered – work that costs a total of £21,000. Donations are urgently required to secure the match-funding; see www.gowrielocomotivetrust.com/matching-funding-2022

Thirdly, there's the recreation of pioneering Ffestiniog Railway 0-4-0TT *Mountaineer*, one of the first pair of the line's locomotives which was built in 1863. It will finally enable us to understand just what these pioneering engines were like in original form, 143 years after original was scrapped in 1879. For more details, visit www.1863mountaineerloco.co.uk/sponsorship.html

Lastly, at Boston Lodge, an all-volunteer replica WHR Ashbury brake coach emerges slowly.

The triumphant return of *Russell* to the Welsh Highland hopefully invites more authentic WHR trains in the near future. All we could wish for is a replica *Beddgelert* 0-6-4ST, the largest of the Welsh Hunslets, and of course *Moel Tryfan* – the 0-6-4T scrapped by the Ffestiniog pioneer revivalists who could never have dreamed of the completed FfWHR with so many recreated engines and coaches.

Today we really are living the dream, with more to look forward to very soon.

No. 4 *Palmerston* crosses Plas y Nant Bridge on July 30. CHRIS PARRY

New 25-year lease signals a fresh start for Alford Valley

By Robin Jones

THE Alford Valley Community Railway have signed a new 25-year lease with Aberdeenshire Council on the 2ft gauge line, with the aim of reopening it after five years of closure.

The group now has the keys to station, engine shed, and 1.5-mile line next to Grampian Transport Museum and will pay rent of just £1 a year.

AVCR secretary Yvonne Buckingham said: "This is fantastic news and we can now start the hard work of physically bringing this much-loved and treasured attraction back to life. We would like to express our appreciation for the support received from Grampian Transport Museum Trust, Alford Golf Club, and Donside Community Council."

The group announced that a benefactor has purchased the majority of the line's rolling stock so Lister 4wDM No. 3198 of 1930 *Hamewith*, Alan Keef steam outline 0-4-0T No. 63 of 2001 *James Gordon*, and the carriages will be returned to service.

A second benefactor has bought former Seven Trent Water Simplex 28hp 0-4-0 diesel with renovated engine *The Bra'Lass,* which is now on permanent loan as a back-up for *James Gordon*.

Yvonne added: "AVCR is extremely grateful to these individuals for their ongoing support.

"Finally we would like to express our sincere gratitude to the community of Alford and the surrounding areas for their unshakable faith in the project."

Months in the planning

An ownership transfer request to the council was approved in January after months of drawing up plans to renovate and reopen the station, engine shed, and turntable and to lay a new track up to the terminus at Haughton Park.

In July last year, the AVCR was one of 14 local projects aimed at improving communities and places across Aberdeenshire which shared more than £2 million in new funding to help drive economic recovery, improve town centres, and support regeneration activity.

In May, the railway was given £10,000 by the National Lottery Community Fund towards the refurbishment of the station building, which the group sees as its springboard project as it will pave the way for income generation for the first time since 2017.

Kate Still, the National Lottery Community Fund Scotland chairman, said: "This project delivered by Alford Valley Community Railway Ltd is a great example of community activity in action, showing just what can be achieved when people come together for a common cause or to help others."

The original Alford Valley Railway opened in 1859 as the Great North of Scotland Railway's 16-mile branch from Kintore. The line closed to passengers on December 31, 1949, and goods service ended exactly 16 years later, on December 31, 1965.

Local enthusiast James Gordon built the current line using salvaged equipment from the New Pitsligo peat moss railway and opened it in 1980. It originally ran for nearly two miles from Haughton Park station through Murray Park Woods, and in 1984, another line opened from Alford station to Haughton Park, after which the original Murray Park Woods line was closed.

Get involved

The current station building is on the site of the original granite structure which was demolished after BR closed the line. The passenger platform is the original, while the granite carriage shed of the original line is now used by the AVR.

The line closed in 2017, apparently permanently, due to concerns about the track's condition. However, the AVCR was formed with the aim of reopening it as a local attraction.

➜ For details about future AVCR activities, events, membership and volunteering, visit www.avcr.org.uk

Steam outline locomotive *James Gordon* in service on the Alford Valley Railway in 2010. KAREN BRYAN/CREATIVE COMMONS

Members of the Alford Valley Community Railway celebrate the new 25-year lease on the line with Aberdeenshire Council. AVCR

Best 'Black Five' on course for 2023

THE overhaul of Peter Best's LMS 'Black Five' No. 44806 is now well advanced, with work on the boiler all but complete at Ian Riley's Heywood works and an initial hydraulic test expected in late August.

At Grosmont on the North Yorkshire Moors Railway, the frames have been rewheeled, following inspection and attention to the axleboxes, and the valve gear is being refitted. The cab has been rebuilt and has been refitted to the frames, which are reaching the point of being able to accept the overhauled boiler.

If all goes to plan, the locomotive should be ready to enter traffic in 2023, replacing BR Standard 4MT 2-6-0 No. 76079, which will be withdrawn for its 10-year overhaul. No. 44806 will be equipped for running on the Esk Valley line and take No. 76079's place in the pool of locomotives used to run to Whitby.

Middleton pioneer diesels event postponed until spring next year

THE Middleton Railway has been forced to cancel its 90 Years of the Diesel event on September 10/11.

In addition to 1932-built LMS 0-6-09DM No. 7051, two of the planned stars of the event were Hudswell Clarke 0-4-0DM *Mary*, which dates from 1932, and 1929-built Kerr Stuart 6wDM No. 4421 *Rom River* from the Foxfield Railway. Both needed some mechanical work before they could appear at the event but it was not possible to complete them to a standard where their appearance could be guaranteed.

The event has been postponed until spring 2023 under the heading '90 Plus'. However, a different kind of event will be held on the line on September 10/11, featuring steam and diesel locomotives from the Middleton Railway Trust's own collection.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Help get *Quarryman* running on La'al Ratty again

AN APPEAL to restore the sole-surviving locomotive from the days when the Ravenglass & Eskdale Railway still hauled quarry traffic has been launched.

As a first step, the Ravenglass Railway Museum wants to raise £5000 to overhaul 1926-built Muir-Hill four-wheeled petrol and tractor vaporising oil locomotive *Quarryman*.

In an age when industry rather than tourism was the lifeblood of the Lakeland railway, more robust engines were needed to carry the heavy loads of stone from Beckfoot Quarry down to the Murthwaite Stone Crushing Plant.

With its simple Fordson tractor design, more commonly used in agricultural machinery, *Quarryman* took over when the ageing steam engines of the day struggled with the heavy loads from the quarry.

Quarryman proved so effective that two similar engines were ordered by the railway company in 1929 and used on the railway until 1953 when the quarry closed, after which *Quarryman* diversified into other areas of operation and was regularly used for trackwork as well as the occasional passenger train.

Quarryman needs essential works to restore it to a condition where it can once again be demonstrated to the public on the RER.

***Quarryman* shortly after its arrival at the railway in the mid-1920s.** RRM

***Quarryman* in its home at the Ravenglass Railway Museum.** RRM

When it was eventually withdrawn from service in 1982, a restoration brought it as close to its original 1926 condition as possible. With assistance from volunteers, it remained in a useable condition for occasional operations.

A test run in 2017 resulted in damage to the engine block but thanks to spares being readily available, a replacement engine was soon acquired and fitted. However, a recent initial inspection indicated that the clutch on the locomotive has seized and will need dismantling. There are also issues with deterioration of the fuel tank lining.

The appeal has been launched in the wake of the museum's three-year campaign to overhaul 1912-built Bassett Lowke 4-4-2 *Synolda* for use at special events. Work on building a new tender is now progressing.

The museum's Claire Winter-Moore said: "We are thrilled that the *Synolda* fundraising campaign was such a success and would like to say thank-you to everyone who contributed. We hope our next project captures the imagination of the public once more as we look to bring another one of our lovely locos back to life.

"*Quarryman* is very special– not only does it represent the start of the agricultural revolution when internal combustion was becoming more widespread, but on a more local level it also helped keep the railway running at a difficult point in its history. During the Second World War, when there were no passenger services, *Quarryman* helped keep the stone traffic moving, making it the only source of revenue for the railway at that time. It's possible that without *Quarryman* and its partners, the railway may not have survived."

➜ A JustGiving page – www.justgiving.com/campaign/quarrymanappeal – has been launched and will feature regular project updates.

One of oldest steam nameplates to go under auction hammer

By Geoff Courtney

ONE of the oldest steam locomotive nameplates ever to appear at auction will be going under the hammer at a Great Northern Railwayana sale on October 1.

It is from LNWR Newton class 2-4-0 No. 1488 *Murdock*, which was built at Crewe in May 1866 (works No. 928) to the design of locomotive superintendent John Ramsbottom and withdrawn in November 1888.

Built between 1866-73 for express passenger work on the challenging Lancaster-Carlisle section of the WCML, these locomotives had 6ft 9in driving wheels, a tractive effort of 10,190lb-ft, and weighed just under 29 tons. The first 76 of the 96-strong class were constructed without cabs, although these were subsequently added.

Name game: The 156-year-old nameplate *Murdock*, from LNWR Newton class 2-4-0 No. 1488, that will be going under the hammer on October 1. The plate, which is also engraved with LNWR identification and 'Crewe Works May 1866,' is one of the oldest ever to appear at auction. GREAT NORTHERN RAILWAYANA

Tax rules

IN LNWR parlance, the Newton class engines were 'renewed' or rebuilt from 1887, but this was a paper exercise and in fact were replaced by new engines that utilised very few parts of the original engines. This was down to tax rules that classed a rebuild as a repair and therefore allowed the full cost to be offset against tax, whereas a new locomotive was capital expenditure, of which only part could be offset.

This led to the new locomotives, which were designed by Ramsbottom's successor Francis Webb, being given the same numbers and names as the replaced Newton class engines, although they were classified the Improved Precedent class, which earned the nickname 'Jumbos.'

Thus the new No. 1488 – Crewe Work's No. 3052 built in November 1888 – was also named *Murdock,* and was fitted with the original's nameplates dating from 1866.

On Grouping it became LMS No. 5014 and was withdrawn in April 1932, a year before the class became extinct, with the exception of No. 790 (LMS No. 5031) *Hardwicke*, now part of the National Collection.

Great Northern's Dave Robinson said: "This is an exciting plate and an astonishing survivor. To my knowledge it has never previously come up for auction, and as one of the oldest to ever come onto the market I genuinely feel honoured to sell it. It is also notable for having been carried by two different express locomotives."

The two engines were named after William Murdoch, who was born in Old Cumnock, Ayrshire, in August 1754, the third of seven children.

In 1777, aged 23, he walked the 300 miles to Birmingham to seek a job with a fellow Scot, the legendary steam engineer James Watt, who ran a manufacturing business in partnership with Englishman Matthew Boulton.

Innovator

William's pilgrimage was successful, and he was offered work in the company's foundry, making patterns for the casting of machine parts.

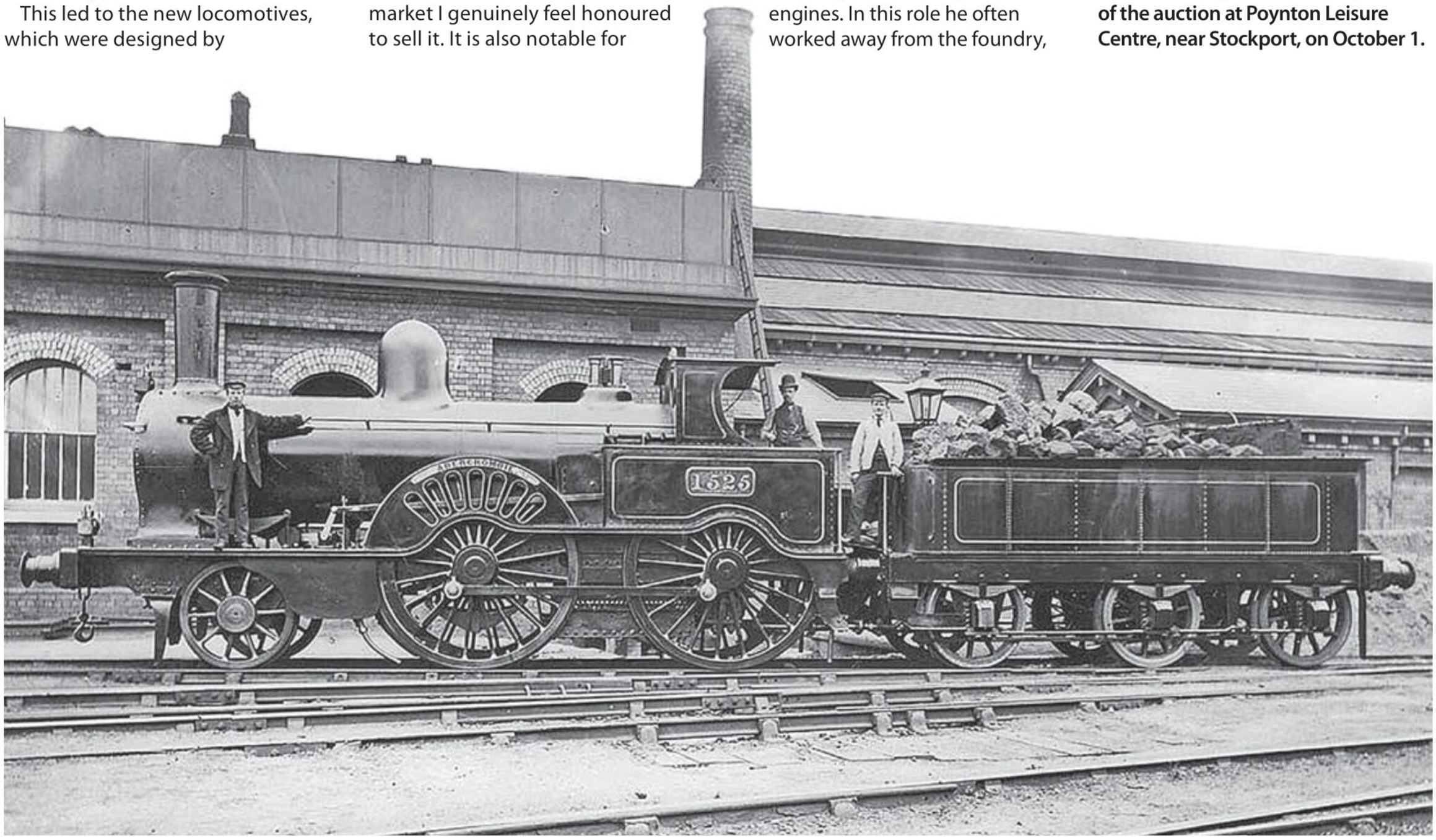
Having settled in England, he anglicised his surname to Murdock, and made such an impression on his employers that he progressed to fitting and erecting steam engines. In this role he often worked away from the foundry, and from 1782 to 1798 he lived in the Cornish town of Redruth, erecting, maintaining and repairing Boulton & Watt steam engines used in pumping water out of tin mines.

Murdock had a fertile and innovative mind, and in 1784 he demonstrated in his living room in Redruth one of his own inventions, a 1ft high working model of a three-wheeled road steam carriage incorporating an engine and a boiler – complete with safety valve – mounted between two large rear wheels with a tiller at the front steering a small wheel.

This was the first recorded public demonstration in Britain of steam locomotion in action but he failed to progress the invention, although it is thought he may have built a full-size version. He also invented the oscillating cylinder steam engine, and is credited with inventing gas lighting; in 1792 his home in Redruth became the first domestic residence in the world to be lit by gas.

In 1798 Murdock returned to Birmingham, where he had a large house built, and in 1810 was made a partner in Boulton & Watt. He retired in 1830 and died in Handsworth, Birmingham, in November 1839, at the age of 85.

➜ **See Geoff Courtney's railwayana column on pages 70-71 for a preview of the auction at Poynton Leisure Centre, near Stockport, on October 1.**



Victorian steam: The footplate crew of LNWR Newton class No. 1525 *Abercrombie* poses for the camera at Birmingham's Monument Lane depot in 1877. The 2-4-0 was built in November 1866, six months after classmate No. 1488 *Murdock*. CREATIVE COMMONS

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Tweeddale is on line for newest heritage railway

By Hugh Dougherty

TWEEDDALE is on track to enjoy the sights and sounds of Scotland's newest heritage railway thanks to a group of local enthusiasts. They have been working away behind the scenes for the last five years, restoring 2ft 6in gauge locomotives, rolling stock, and track in their workshop near Broughton in the Scottish borders.

Tweeddale Heritage Railway group founder member Jim O'Neill said: "We are now working towards a £200,000 scheme to open an initial 650 metres of former branch line at a location we cannot yet reveal as negotiations are in progress with the landowner.

"When we do open, and we plan to start laying track in March 2023, we will be the only narrow gauge railway in the Scottish borders, as well as Scotland's newest heritage railway.

"We are currently working closely with South of Scotland Enterprise, which is seeking out suitable grants for us. Tweedale Heritage Railway will also be applying for charitable status in the near future."

Work is underway on the group's three 0-4-0s. *Christine*, a Motorail U Class of 1970, originally ran in Ireland before being acquired by Wm Sinclair & Co to work on its then newly-opened peat works at Cadence Moor, near East Kilbride. The locomotive was rebuilt by RS Byers of Carlisle and had no engine or functioning hydraulics and no drive train when it came to Tweeddale, but all have now been rebuilt by the group. *Christine* will be ready to run on the new line, with front and rear endplates currently being replaced and new couplings being fitted.

Planning permission

Barclay No. 562 of 1971 *Rachel* worked from new with ICI at Ardeer. Also rebuilt by Byers for Cadence Moor operations, it was bought by a dealer in Norfolk after Wm Sinclair sold off all of its locomotives in 2016.

Hunslet DM No. 2017 of 1939, a jackshaft-drive locomotive that formerly ran at RNAD Broughton Moor is now being stripped down for a full mechanical overhaul and restoration.

Planning permission will be sought for the railway and, once underway, the location of the new line will be revealed and a public meeting will be called. Jim believes it is important to integrate with the local community right from the start of a project that will bring trains back to a long-abandoned standard gauge railway in narrow gauge form, reflecting local industrial and railway heritage.

***Christine* cosmetically restored and on display outside the Newlands Centre, Romano Bridge, in 2018 to publicise a railway exhibition run at the centre by the group.** THR

The railway will also be 'green' to reflect expectations of the age in which it will open. Jim said: "Right from the start, we will ensure that the new line is as environmentally-friendly as possible, using bio-fuel for the locomotives and solar panels for our electricity.

"We want to be as near carbon neutral as possible, and believe that this is important for heritage railways, and especially one being built now.

"We also plan to make the site eco-friendly by planting hedging, tress and wildflower areas, as well as 'dead' hedges, bug hotels and ponds so we will offer a pleasant and informative day out for a family or school party, and boost local amenities and tourism in a new way. The fact that we're just half an hour away from most of Edinburgh is a big plus for us, with Glasgow about an hour away."

The group currently has 12 items of ex-peat railway bogie and flat wagons, with rail, mostly from Sinclair-owned peat field lines, several sets of points and some sleepers, all stockpiled for laying at the current Broughton workshop and shed. Plans are underway to build at least two carriages using the underframes acquired to run on the line.

Volunteers welcome

Jim said: "We are excited at the thought of running trains on our narrow gauge line. We are a small group and working very hard towards our target date of March 2023.

"Extra volunteers would be very welcome and we'd love to hear from anyone who would like to help create a new heritage line. Please get in touch with me on 07511733089 or at info@tweeddaleheritagerailway.co.uk if you'd like to help."

Broughton is just 12 miles away from the tourist honeypot of Peebles. It was formerly on the standard gauge Symington, Biggar & Broughton Railway, opened in 1860, and extended to Peebles in 1864.

Passenger traffic at one time included its crack train under the Caledonian Railway, 'The Tinto Express', with carriages for both Glasgow and Edinburgh.

It ceased passenger operations in 1950, with goods trains serving an abattoir at Broughton and continuing until 1966, after which the line was lifted.

Above: The Hunslet has a lot of work underway to return the jack-shaft drive engine to working order. THR

Left: The group's shed and workshop at Broughton, with *Rachel* at the left outside and Hunslet DM No. 2017 of 1939 looking out of the doors. Plenty of stockpiled rail can be seen at the site. THR

New Corris No. 10 needs £20k for last lap – as boiler passes pressure test

THE boiler of new-build Corris Railway Hughes Falcon 0-4-2T No. 10 passed its hydraulic pressure test at Alan Keef Ltd's workshops at Lea, near Ross-on-Wye, in July.

The boiler was constructed by Israel Newton and Sons, then based in Bradford in 2012, and before being taken to Alan Keef in August 2020 it had been displayed at Maespoeth Junction on the CR as part of the fundraising appeal towards the overall £400,000 cost of building the locomotive, a replica of the line's original Nos. 1-3 that were built in Loughborough.

Further progress has been made on the project, with the mounting of the control springs for the pony truck and work beginning on fitting the smokebox. With the boiler out of the frames for the hydraulic test it was possible to look to mounting the ashpan, made by Keef from a wooden pattern constructed by a Corris volunteer. Meanwhile, volunteer work continued on the construction of the saddle tank.

While it is planned to steam No. 10 at as part of Alan Keef's annual open day on September 24, more work needs to be done in order for it to enter service in 2023, including fitting the buffers and sanding gear and painting, followed by delivery to Maespoeth Junction locoshed. This final work is estimated to cost £48,000, with the Corris still needing to raise £20,000. Next year will mark the 140th anniversary of the introduction of CR steam services.

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

‘Time to step out into the light’ – rallying call by new KESR boss

By Geoff Courtney

THE newly-appointed general manager of the Kent & East Sussex Railway has issued a rallying call to members, staff, and volunteers, saying that the railway has “for far too long” been in the shadow of some of the bigger heritage lines and that it is “time to step out into the light.”

Robin Coombes was speaking after his appointment in succession to Shaun Dewey, who retired in July after seven years at the helm. He has brought with him more than 30 years of experience in the railway and heritage tourism sectors, latterly as company secretary for Tyseley-based Vintage Trains.

He started his career in the 1980s as a British Rail architect and project manager, following which he moved into marketing for a number of BR networks prior to joining the National Welsh Omnibus Co. His next move took him to international heritage tourism consultancy Eres, where one of his projects was a 50-year masterplan for the Welsh History Museum.

From there it was back to the railway industry in 2014 as independent review chairman of the West Somerset Railway Association, and a full-time PhD into governance and sustainability from 2016 saw him assisting the rail regulator Office of Rail & Road, which adopted his ‘12 tablets for good governance.’

The manager now arriving: Robin Coombes soaks up the atmosphere at the Kent & East Sussex Railway station of Tenterden Town, having been appointed general manager in succession to Shaun Dewey. RHIAIN DAVIES

His most recent role has been as a research fellow working on two heritage rail projects, at Birmingham University for the reopening of the Jamaican state railway, and Northumbria University to establish the Heritage Rail Knowledge Network.

Describing his appointment, which he took up on August 15, as a “dream come true,” Robin told *Heritage Railway*: “To walk in the footsteps of one of the railway giants, Col Stephens, is a privilege and a great responsibility, and is a legacy I will be taking very seriously. The KESR, as the original light railway, holds a very special place in both railway and preservation history.

‘Untapped potential’

“I believe the KESR has untapped potential. It has for far too long been in the shadow of some of the bigger heritage railways.

“We may not be the longest or have the most visitors, but we can be the best-run, the most welcoming – the benchmark that others are measured against. It is time for the KESR to step out into the light.”

Of Colonel Holman F Stephens, dubbed the ‘King of light railways’, whose empire included the original KESR, Robin said: “I don’t think we will go far wrong by following the role model of Col Stephens. He was innovative, believed in audits and taut management, and was widely admired and respected by both staff and his peers.

“I am sure he would have embraced every modern management technique if it meant a better, more efficient and effective railway. He was not afraid of change, but not for change’s sake, and totally believed in the value of the light railway to help rural prosperity.

“The 21st century successor of the original light railway can have the same beneficial impact on the wellbeing of its people and the communities it serves.”

KESR chairman Simon Marsh said: “We are delighted that Robin has joined us and are excited what this means for the future of the railway. He comes with a wealth of experience in the heritage railway sector and more widely. I am confident he will successfully lead the KESR through all the challenges we face as a heritage operator and take us to the next level in our development.”

GCR Standard Five and Taff Vale 02 for Moorsline gala

RECENTLY restored LNER A4 Pacific No. 60007 *Sir Nigel Gresley* will be joined by two guest locomotives for the North Yorkshire Moors Railway’s September 22-25 autumn steam gala.

BR Standard 5MT 4-6-0 No. 73156 will be visiting from the Great General Railway, where its restoration was completed in October 2017 when it ran for the first time since withdrawal by BR on October 24, 1967.The sole-surviving BR Standard built at Doncaster Works, it was bought from Barry scrapyard in November 1985 by the Bolton Steam Locomotive Co Ltd and was first based at the East Lancashire Railway.

Also appearing alongside the home fleet will be Taff Vale Railway 02 0-6-2T No. 85 from the Keighley and Worth Valley Railway, which worked at the Lambton, Hetton & Joicey Colliery. It will run alongside home-based Kitson 0-6-2T No. 29, which also worked at the colliery. No. 60007 will run it its temporary wartime black livery.

The gala will feature a beer festival at Goathland and Levisham stations, which will showcase a selection of real ales and ciders from local breweries. Levisham station will stage shunting train demonstrations, with Cockerill 0-4-0VBT *Lucy* in operation. There will also be a working display of vintage stationary engines. Visitors to Grosmont engine shed will see some of the restoration projects currently taking place. The Goathland model railway layout will help raise funds to restore WD 2-10-0 No. 3672 *Dame Vera Lynn,* while Pickering Station will host an array of trade stalls.

Discounted four-day gala tickets are available for £126, with two-day and three-day options available. Adult single day tickets are £45. For more details, visit nymr.co.uk/steam-gala

BR Standard 5Mt 4-6-09 No. 73156 nears Kinchley Lane with a van train. ANDREW JEFFERY/NYMR

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Steam and diesel: Two BR eras are on display in a quiet corner of the Stratford shed and locomotive works complex in East London on June 5, 1958. Representing the days of steam is 1947-built B1 class 4-6-0 No. 61226 of Parkeston (30F), looking smart after having been in the works for two months for a general overhaul that included a new boiler. In the background is 04 class 0-6-0 diesel shunter No. 11121, which was built in 1955, renumbered D2215 in 1960, and spent it entire career at Stratford before being withdrawn in 1969. Memories of working at Stratford will be recalled at a reunion of former footplatemen at Mangapps Railway Museum on September 24. TRANSPORT TREASURY/RC RILEY

Banter, memories, and tea on menu at Mangapps

By Geoff Courtney

A COMBINATION of banter, memories, train rides and lots of tea-drinking will be at the heart of a meeting of former footplatemen at Mangapps Railway Museum in Essex on September 24.

The occasion will be the fourth annual reunion of ex-Stratford men, organised by Dave Brennand, a volunteer at the museum near Burnham-on-Crouch who retired in 2013 after a 40-year career at the East London depot.

"The bond between footplatemen all over the UK is something very special and rare among former work colleagues," ex-driver Dave told *Heritage Railway*. "Indeed, many of us are far more than colleagues – we have become good friends, spanning several decades.

"The long tradition of Stratford depot's drivers and secondmen lingers on in the form of a big annual gathering, a monthly meeting, and another event every other month, but we have this insatiable need to mix and share our memories 20 years on from the closure of one of the finest locomotive depots.

"I am sure thousands of *Heritage Railway* readers will have visited the shed and works that was Stratford in its heyday during the 1950s, 1960s and 1970s."

Calendar fixture

Dave said that, unlike the other venues used by the ex-Stratford men's regular meetings, Mangapps didn't have a beer and spirits licence. However, referring to the museum's extensive display of railwayana – one of the finest private collections in the country – he added: "In compensation it has many thousands of artefacts from our rich railway heritage, and, on the day of our visit, train rides until our hearts are content or the tea runs out!"

Mangapps' boss John Jolly said: "The reunion started as a one-off, with a handful of ex 30A/SF drivers attending, but has now become a fixture in our calendar, with more attendees each year.

"We have at our museum many reminders of the old Stratford and the traditional railways of the area, and it is a considerable pleasure to welcome the human element of this once great depot, besides being a wonderful opportunity to learn what it was really like to work there."

Mangapps is a working museum with a ¾-mile standard gauge line that has a station at each end. It is known among preservation circles for its collection of ex-BR diesels, including two Class 31s, Nos 31105 (D5523), which will be heading trains at the reunion, and No. 31233 (D5660).

Many artefacts

Others are Class 47 No. 47579 *James Nightall G.C.* (D1778), five Class 03 shunters and a Class 04, while the stable also includes four industrial steam locomotives, three industrial diesels, and more than 80 carriages and wagons. The museum has undergone a £1 million expansion that comprised the construction of a three-road 150ft-long carriage shed, a 60ft extension to the locomotive shed, and a five-road 80ft extension to the museum itself.

World's first volunteer-led railway proudly unveils a Red Wheel award

THE Talyllyn Railway, the world's first railway to be preserved and run by volunteers, celebrated receiving a National Transport Trust Red Wheel award on July 26.

AM Mabon ap Gwynfor, the local Member of the Welsh Senedd, performed its unveiling and said how much the railway meant to the local economy and on the pride he and everyone else feels about this Red Wheel.

TR chairman David Ventry said: "We are honoured to be recognised by the National Transport Trust for the work that our original pioneers put into the railway, paving the way for the successful heritage railway movement we enjoy today."

National Transport Trust chairman Stuart Wilkinson said: "We are very pleased to have a Red Wheel here where railway preservation began all those years ago. The dedication of those pioneers in saving this railway is very evidently still here at the Talyllyn, and at the many other preserved lines that have followed."

The trust created the Red Wheel scheme to recognise and commemorate the most significant sites of historical importance to UK transport heritage in the United Kingdom. The Talyllyn unveiling brings the total to 150 in Wales, Scotland, and England.

At the unveiling of the Red Wheel are (left to right): David Mitchell, president of the Talyllyn Railway Preservation Society; Stuart Wilkinson, chairman of the National Transport Trust; Coun Elwyn Jones, the chairman of Gwynedd Council; Coun Eileen Jones, the Mayor of Tywyn and chairman of Tywyn Town Council; AM Mabon ap Gwynfor, the local Member of the Welsh Senedd; TR general manager Stuart Williams; and TR company chairman David Ventry. NTT

Penrhyn pair back together in a quarry – after 60 years!

By Robin Jones

TWO former Penrhyn Quarry locomotives have worked together for the first time in more than six decades when they starred in the Threlkeld Quarry and Mining Museum's July 30-31 gala and a 30742 Charters event the day before.

Statfold Barn Railway-based Avonside 0-4-0T No. 2067 of 1933 *Marchlyn* was joined by Martyn Ashworth's Avonside 0-4-0T No. 2066 of 1933 *Ogwen* for the three days at the Cumbrian 2ft gauge line.

Marchlyn and *Ogwen* had been supplied new to Durham County Water Board and were used in the construction of Burnhope Reservoir, after which they were sold to the Penrhyn Slate Quarries near Bethesda.

Steam ceased to operate at the huge complex in North Wales on January 15, 1965, after which it closed and the pair were among six of its locomotives purchased by American antiques dealer Mr CB Anette and shipped to the USA. He sold *Marchlyn* at an auction to the Lake Winnepesaukah in Rossville, Georgia, where it went on static display for 45 years before being repatriated in May 2011 and restored to working order at Statfold by the summer of 2012.

Sisters in steam together yet again: Not even decades in exile across the Atlantic Ocean can keep them apart! DAVE WILSON

Ogwen was one of three locomotives bought at the auction by Indiana businessman Tony Hulman, who wanted them for display in a new museum but it never came to fruition.

Ogwen ended up being stored in a stable on the Hulman family estate in Terre Haute, Indiana, until it was repatriated in 2012.

Martyn restored *Ogwen* to full working order by October 2021 and it made its debut into traffic at the Moseley Railway Trust's Apedale Valley Light Railway that same month.

Marchlyn and *Ogwen* were reunited at Statfold's March 19/20 Enthusiast Weekend: Last Days of Penrhyn Steam event, which saw a total of 14 locomotives in steam.

The July 29 photographic charter was the tenth that has been run to support the quarry museum's railway annual gala, and the sixth by 30742 Charters.

The pair ran alongside home-based Bagnall 0-4-0ST No. 2135 of 1925 *Sir Tom*.

***Marchlyn* slides through the Threkeld Quarry Railway station with the tipple wagons as *Ogwyn* rests on shed.** ANDREW DENNISON

Bagnall 0-4-0ST *Sir Tom* blows smoke rings at it climbs the new extension which is being built. DAVE WILSON

DMU for sale as Barry Tourist Railway looks towards an Easter 2023 return

By Owen Hayward

BARRY Tourist Railway, which until recently operated a two-mile stretch of line on Barry Island, has announced that it intends to reopen and resume running services in time for Easter 2023.

Following developments of the South Wales Metro, the freehold of the five-road Barry locomotive shed, which dates from 1886, was sold to Transport for Wales for additional storage and maintenance facilities. Yet TfW was keen to retain the heritage railway's presence and it was offered new premises in the exhibition shed and sidings at Plymouth Road.

However, the new site has a much reduced capacity and so the BTR (owned by Cambrian Transport) has undertaken a review of its rolling stock collection.

"While this is regretted, the railway will still retain an interesting selection of trains" said spokesman John Buxton. "The circumstances, however, do allow another heritage railway the opportunity to acquire our unique DMU *Iris II* – a very interesting two-car set."

Described as being in excellent condition, the Class 101 DMU has been kept undercover in the Barry depot for the last 13 years. *Iris II* is formed of power cars Nos. 977963 and 977964 that were rebuilt by BR in 1989 at Cardiff Cathays workshops, being reconfigured for departmental use. This included the installation of generators, air conditioning and on-board workshop facilities. When bought directly from Network Rail in 2007, the BTR extensively refurbished and retro-fitted the two trailers for passenger-carrying once again.

The interior emulates features that BR would have installed had the vehicles operated for longer on the main line than they actually did. It retains the air conditioning and electric heating, and has been fitted with Mk.2 and Mk.3-style seating and carpets. Offers over £30,000 are invited, with details available from John at john.buxton@cambriantransport.com or 07595 023749.Spare parts are also available at an additional cost.

TfW is currently renewing track while BTR volunteers and staff relocate operations to Plymouth Road. The railway is also set to be granted running rights to the platforms at both Waterfront 'goodshed' and Gladstone Bridge.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Last four Irish-built wagons saved by Downpatrick

The newly acquired ballast wagons out on the Downpatrick line for the first time. DCDR

THE Downpatrick & County Down Railway has saved four examples of the last type of wagons ever to be built in Ireland.

Three of the wagons are ballast hoppers and the fourth is a special brake van with an underfloor plough fitted that spreads stone to where it is needed. All four wagons were supplied by Iarnród Éireann (Irish Rail).

DCDR chairman Robert Gardiner said: "These are destined to help our permanent way gang keep our track up to standard, as well as help rehabilitate the currently mothballed 'south line' beyond Magnus's Grave.

"This acquisition demonstrates our commitment to maintaining our track to the best standard possible, as well as ultimately being used to increase the journey length by giving us better tools for maintenance and expansion."

"The wagons give much higher capacity than our trusty 'Daisy Dumper' or ballast regulator, though these still have their place for smaller and more precise jobs.

'Impressive' sight

"We are very impressed with the condition of these wagons and they will need little work to bring them into service – certainly the sight of ballast being ploughed will be pretty impressive. As well as being useful tools, we hope these might become interesting exhibits in their own right."

These hoppers were built by CIÉ and Parsons Ltd in the 1970s and ran all across the Irish Rail network until their withdrawal in 2013. All new rolling stock now comes in from overseas suppliers.

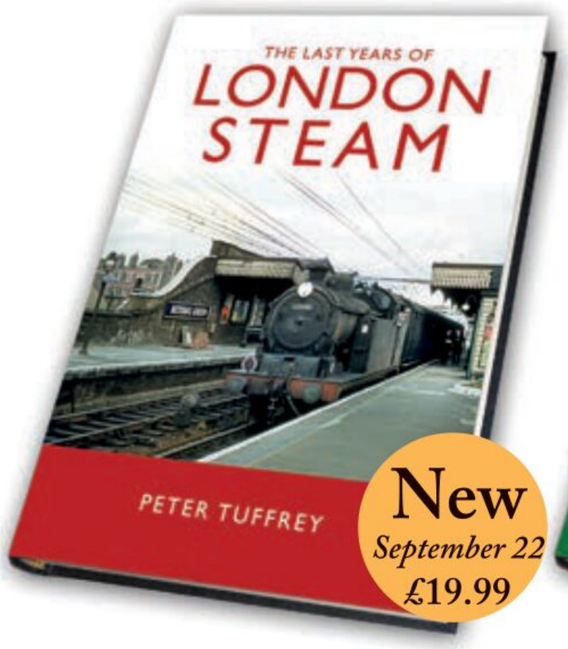
The wagons were parked up in Dublin's North Wall yard for the last nine years until they were finally sanctioned for scrap. Seizing a rate opportunity, the DCDR asked if it could have several of the best ones.

Iarnród Éireann chief executive Jim Meade said: "As custodians of the railway, we are acutely aware of the importance of rail heritage. It was a pleasure to work with the DCDR, which has now taken ownership of three ballast wagons and a ballast plough, and we look forward to seeing their use by the team in Downpatrick for many years to come."

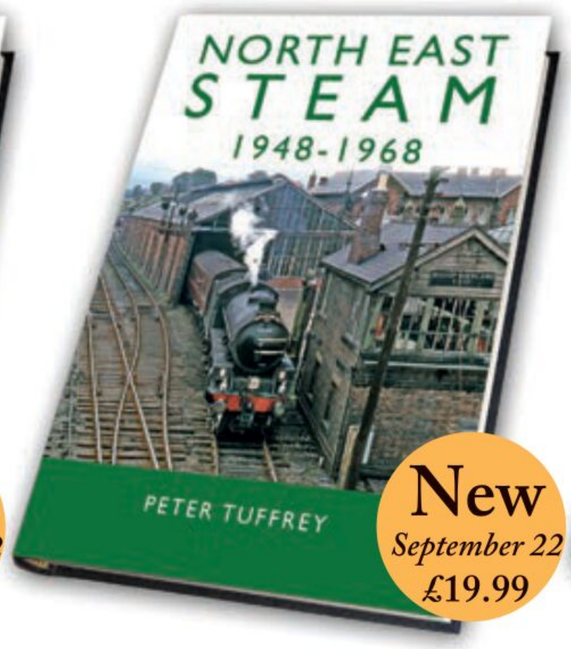
Irish Railway Models helped sponsor the cost of transporting the wagons. Director Patrick Conboy said: "These unassuming items of rolling stock have a special place in the hearts of everyone here at Irish Railway Models, as scale models of these wagons were the first products we ever brought to market and started a journey that has since seen the company expand into the British market with our Accurascale brand."

Beautifully produced hardback books with excellent photography throughout.

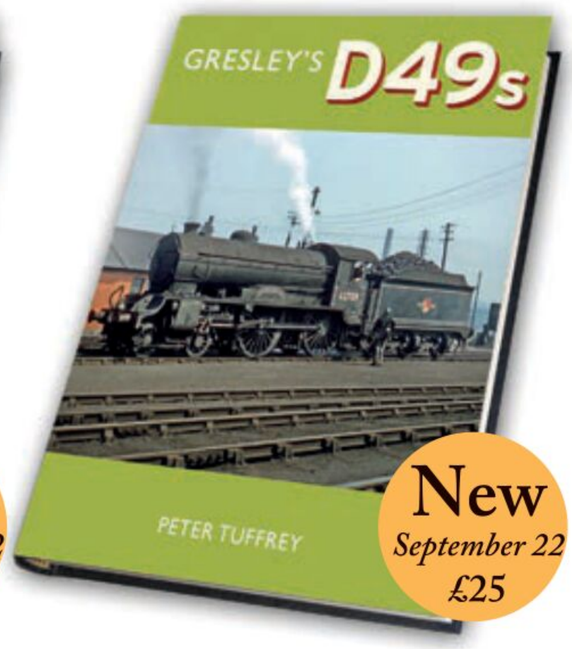
Free UK delivery. PLUS: Save £2.50 per book when you spend over £21. (coupon code PDX5)



THE LAST YEARS OF LONDON STEAM
by Peter Tuffrey
Includesd the great termini – King's Cross, Euston, Marylebone, Paddington, Liverpool Street, Waterloo and Victoria – whilst looking at local stations, junctions and general points from the lineside. And major sheds in the capital – Nine Elms, Old Oak Common, Neasden, Willesden, Bricklayers Arms, Stratford, etc.



NORTH EAST STEAM 1948–1968
by Peter Tuffrey
Whether on the East Coast Main Line, local branches or industrial tracks, there was much of interest for the railway enthusiast. Bishop Auckland, Darlington, Durham, Gateshead, Middlesbrough, Newcastle, Sunderland, and Stockton. Ashington Colliery, Lambton Colliery, Pallion Shipyard, etc.



GRESLEY'S D49S
by Peter Tuffrey
Introduced by the LNER for intermediate passenger trains, in service between 1927 and 1961. Designed by world-renowned locomotive designer Sir Nigel Gresley. The D49s were employed in the North East of England and Scotland and the engines are pictured at a number of locations in these areas, such as stations, sheds, from the lineside, as well as workshops.

178x246mm page size – £19.99
RAILWAYS AND THE DALES
SCOTTISH STEAM 1948–1967
EAST MIDLANDS STEAM 1950-1966
PIERCING THE PENNINES
SOUTHERN STEAM 1948-1967
THE LAST YEARS OF NORTH WEST STEAM
THE LAST YEARS OF WEST MIDLANDS STEAM
YORKSHIRE STEAM 1948-1967
SPECIAL OFFERS
LONDON MIDLAND STEAM 1948-1966 £14.99
THE GOLDEN AGE OF YORKSHIRE RAILWAYS £12.99
THE LAST YEARS OF YORKSHIRE STEAM £12.99
WESTERN STEAM1948-1966 £14.99
215x273mm page size
THE GLORIOUS YEARS OF THE LNER £27.50
GRESLEY'S A4s £27.50
GRESLEY'S B17s £22.50
JOHN RYAN's EXPRESS £25
THOMPSON'S B1s £25
SPECIAL OFFERS
BR STANDARD PACIFICS ~~£25~~ £15
GRESLEY'S A3s ~~£25~~ £15
GRESLEY'S V2s ~~£25~~ £15
PEPPERCORN'S PACIFICS ~~£25~~ £15

Call **01274 735056** or visit **www.gnbooks.co.uk** GREAT NORTHERN
Great Northern Books, PO Box 1380, Bradford BD5 5FB
Join us on Facebook @glorioussteam

Glasgow-built steam locomotive for city's disused low-level station

by Robin Jones

STEAM could make a permanent comeback to Glasgow Central – as the focal point of the station's long-disused low-level platform.

The platform, which opened in 1896 and has been derelict for nearly 60 years, has for several years been included in popular behind-the-scenes tours of Scotland's busiest station.

The Scottish Railway Preservation Society has been discussing the loan of Neilson 0-4-0ST No. 2203 of 1876 *Kelton Fell* for display at the platform in a bid to recreate the atmosphere of its early years. The locomotive, which was built at Hyde Park Works in Springburn, has for many years been displayed inside the Museum of Scottish Railways in Bo'ness.

As part of a refurbishment programme, the Victorian Platform – which has for long been considered to be the highlight of the tours – has been cleared of refuse. It is hoped to relay track using wooden sleepers from the Levenmouth line in Fife, which is being rebuilt.

Special effects

With the locomotive installed on the track, the empty platform that lies beneath the current low-level station would be returned to the ambience of the Victorian era through the use of gas-effect lighting, and steam and sound effects, and projections and holograms of people in period dress.

The low-level line, which was also used by coal trains, was described as "sombre, sulphurous and Plutonian" by the author C Hamilton Ellis in 1938.

A 1930 passenger carriage built by the London, Midland and Scottish railway company for suburban services such as in Glasgow may also be loaned by the museum for display after cosmetic restoration.

Station museum curator and tour guide Jackie Ogilvie said: "This will take it from being a tour to an immersive experience and really bring the stories we tell to life."

Kelton Fell was supplied new to Lanarkshire firm William Baird & Co for the Rowrah & Kelton Fell Railway, which served its iron ore mines in Cumberland. Neilson sold another four locomotives of this design to the Caledonian Railway, which found them so useful that between 1885 and 1908 it built 34 more to a virtually-unchanged design.

When the ore was worked out in 1914, the locomotive was transferred to Baird's Scottish coal mines, where it lost its name and was numbered 13. Ownership passed to the National Coal Board and the locomotive then worked at Auchengeich, Cardowan, Blantyre and Canderigg Collieries in Lanarkshire before ending its working life at Gartshore 9/11 pits in March 1968. The year it was donated by the NCB to the SRPS, which restored it cosmetically to as-new condition.

The Railway Heritage Trust has also indicated that it may provide grant aid for the platform project.

Museum of Scottish Railways director Dr Becky Peacock said: "It's not about 100% historical accuracy, but about displaying something to bring the Victorian Platform to life for the general visitor.

"The platform already has the wow factor, but this would add that bit extra to the visitor experience."

Neilson 0-4-0ST No. 2203 of 1876 *Kelton Fell* on display in the Museum of Scottish Railways on the Bo'ness & Kinneil Railway. ROBIN JONES

Competition

The low-level platforms were originally a two-island separate station, added to serve the underground Glasgow Central Railway. It opened on August 10, 1896. The Glasgow Central Railway was taken over by the Caledonian Railway in 1890.

Services through the low-level station were hit by competition with the extensive Glasgow Corporation tram system well before their withdrawal on October 3, 1964 under the Beeching Axe. The trams were replaced by buses by 1962.

In 1979, part of the low-level line was electrified and the station was reopened as the Argyle Line of the Glasgow suburban railway network.

It consisted of a single-island platform, numbered as Platforms 14 and 15, later renumbered to 16 and 17 respectively when the project to re-signal and add two additional platforms to the higher level took place in 2008.

The 90-minute tours of the station several times a week began in November 2014, and also include visits to the roof, the catacombs, vaults, as well as the disused low-level platforms.

Percy Peckett? SDRT *Kilmersdon* returns to steam after swift overhaul

JUST over a year after it commenced, the overhaul of 0-4-0ST Peckett No. 1788 *Kilmersdon* has been completed at Ropley by the engineering team on the Mid-Hants Railway – just in time for it to debut at the railway's Thomas event as *Percy*!

Arriving at the MHR last March, the Somerset & Dorset Railway Trust owners announced last June that the Peckett would be overhauled under contract at Ropley, with work including fitting new tyres, fabricating a new blast pipe, and welding new plates on to the outer firebox wrapper.

All the fittings have been overhauled and the boiler retubed, with an out of frames steam test undertaken and passed during the weekend ending July 22. Reassembly followed and was completed so fast that a week later, on July 29, the locomotive was moving around the yard under its own steam.

Following a stage two boiler examination with the inspector on August 2, it was announced that *Kilmersdon* had passed, and it was out and about on test around the station the next day.

Turned out in a plain green livery, reflecting what it would have worn when in industrial use at Kilmersdon colliery, the first public duties for the newly-overhauled saddle tank was to appear as *Percy* over the MHR's Day Out With Thomas' week, which ran between August 6-14, for which it shunted wagons around the yard during live entertainment shows.

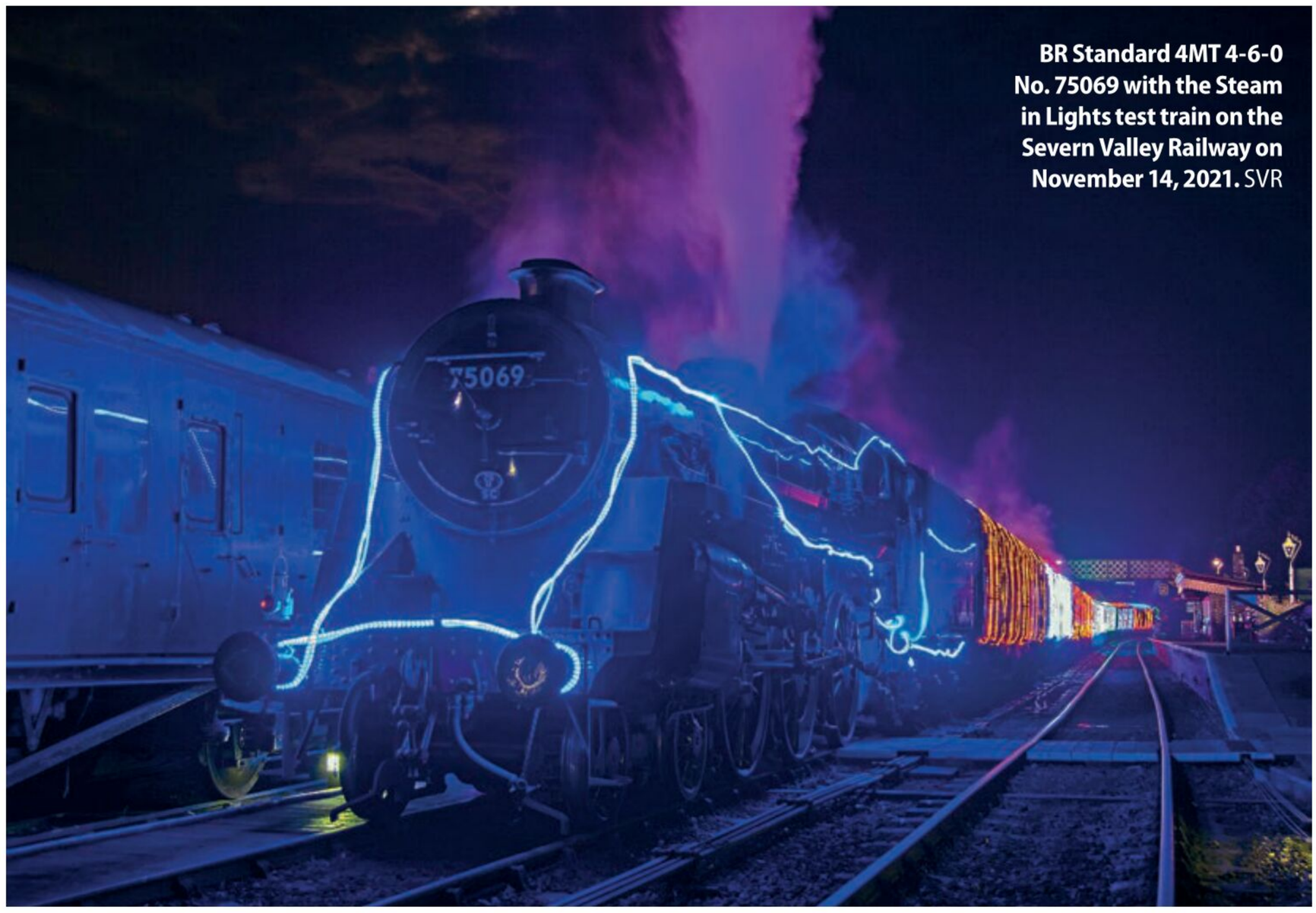
Ahead of its debut as *Percy* for the MHR's Day out With Thomas week, *Kilmerson* sits at Ropley station during one of the test runs following completion of its overhaul. WILL STRATFORD/MHR

In the days following the Thomas event, and with a self-imposed steam ban on the main service still present following the continued hot weather and tinder-like lineside conditions, *Kilmersdon* was used for brake van rides around Ropley to allow passengers to enjoy some form of operating steam presence.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Double delights for Severn Valley festive season

By Robin Jones



BR Standard 4MT 4-6-0 No. 75069 with the Steam in Lights test train on the Severn Valley Railway on November 14, 2021. SVR

THE Severn Valley Railway is to start its festive season specials in November, with two different and high-profile family events again on offer.

It has promised that this year's Steam in Lights illuminated event will be bigger and more spectacular than before, with a new theme for 2022, even more stunning light displays, and improved on-board music and narration.

At Bridgnorth station, the grand entrance of the train heralds the start of a journey 'around the world', passing a variety of magical dioramas that can only be seen from the carriage windows.

Visitors are accompanied by on-board music and a voiceover, with sound systems hidden in each private compartment. On the return journey, the SVR will bring a festive musical party to the train, with glow sticks provided for each group.

To ensure groups can create memories together, tickets are purchasable as private compartments or reserved tables. The trains will run on dates until December 23.

Famous narrator

Furthermore, the magical Enchanted Express is returning to the line, with award-winning actress Dame Julie Walters reprising her role as narrator.

This event, which runs every weekend from November 26 until Christmas Eve, is inspired by the classic festive tale Twas The Night Before Christmas and promises an interactive experience with live characters on board.

Passengers will be accompanied by narration from Dame Julie alongside enchanting music as they are transported from Bridgnorth to Highley. Father Christmas and his friends will visit each compartment to interact with children and pose for photographs. Each child will receive a festive gift, and youngsters of all ages are encouraged to wear their pyjamas as they're whisked away on a festive adventure.

This year the railway has worked with Bridgnorth-based ReachOut Arts on an exclusive Enchanted Express hardback book featuring hand-painted illustrations, and each compartment will receive a copy on arrival.

More to come

SVR events manager Lewis Maddox said: "Alongside Santa Trains from Kidderminster and Steam in Lights in the evenings from Bridgnorth, we've got a really exciting range of Christmas events and experiences this festive season – look out for announcements soon about our carol trains and festive dining!

"We are really upping the magical feeling of our Steam in Lights trains. There's a whole new theme to the experience and we are keeping the details under wraps because we don't want to spoil the surprise!

"What we can guarantee is a journey across the globe, which you'll only be able to see from the train – and it won't just be on land either!"

➜ For more information, visit www.svr.co.uk or telephone 01562 757900.

Girl Power 'rewrites' the Brunel legend with £62,000 grant funding

By Robin Jones

GWR engineer Isambard Kingdom Brunel and his father Marc Brunel have long been immortalised as iconic figures of Victorian engineering.

Isambard also had an older sister, Sophia, who was said to be a promising engineer in her own right, but because of general attitudes towards women which prevailed in her day and indeed for long afterwards, she was at the time was dismissed by figures such as Lord Armstrong as "Brunel in petticoats."

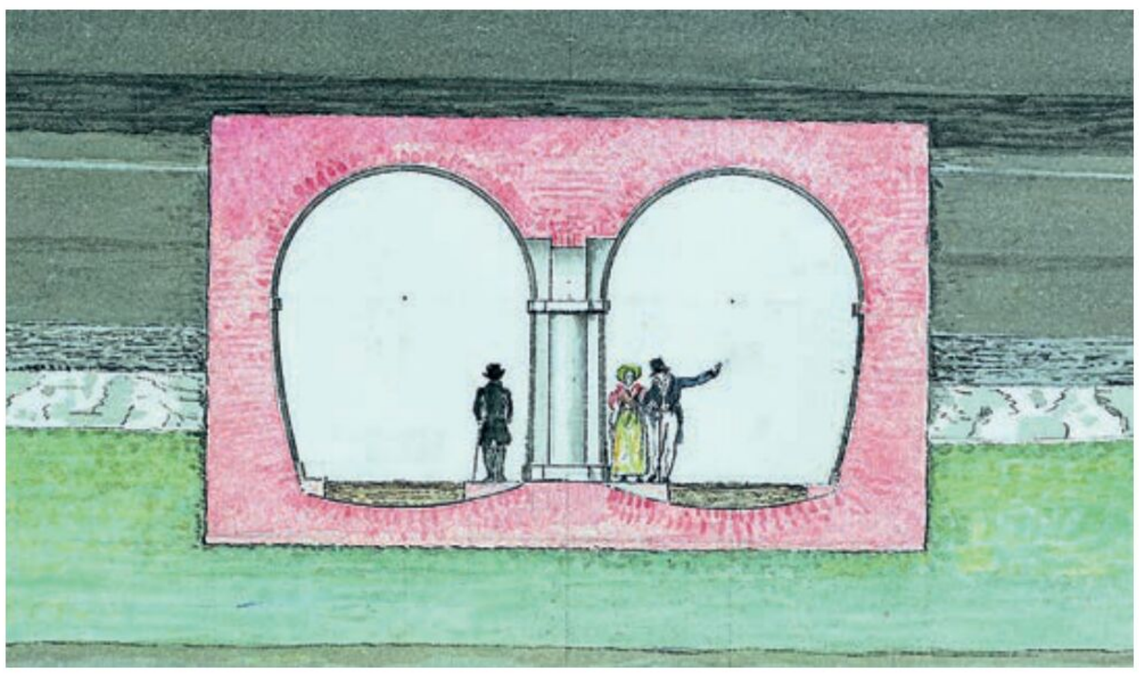
Accordingly, she was never given the opportunity to become an engineer in her own right.

Sophia's much-downplayed talents will now be placed centre stage by the Brunel Museum in Rotherhithe in a new programme to support young women in engineering, following a £62,000 grant from the Esmée Fairbairn Collections Fund.

The museum's project, 'Sophia's Story,' is aimed at overturning the male domination of engineering; just 12% of engineers are women.

Its plan is to develop engagement with young women and girls aged under 15 both within and outside school settings using a collection of engineering drawings,

The museum said that instead of encouraging young women to build their confidence, the project will focus on delivering sessions tackling gender stereotypes to co-educational schools, with the intention to help boys recognise bias and work to overcome it. Sessions will be offered free to local schools in the first year.



Part of a watercolour by Marc Brunel dated 1835, which is thought to show his daughter, Sophia, and her husband, Benjamin Hawes, in the Thames Tunnel. BRUNEL MUSEUM

The programme also hopes to improve representation of female engineers, targeting young women in the early years of secondary school at a point where they are able to choose science, technology, engineering, and mathematics (STEM) related GCSEs.

The museum, which is located at the southern portal of Marc Brunel's Thames Tunnel, will run an afterschool club in support of the Southwark Cultural Strategy.

The Esmée Fairbairn Collections Fund is run by the Museums Association, financing projects that develop collections to achieve social impact. Since its launch in 2011, it has awarded grants of more than £11 million to 162 projects.

Ladies first on Talyllyn anniversary special

By Robin Jones

THE Talyllyn Railway has run a special train to celebrate the contribution made by its women volunteers since it became the world's first preserved line in 1951.

On Saturday, July 30, the 'Talyllyn Women' special, headed by Kerr Stuart 0-4-2ST No. 4 *Edward Thomas,* travelled up the valley for cakes and celebrations at Abergynolwyn.

The crew comprised driver Rachel Palfreyman and fireman Christine Homer, who became the first all-woman Talyllyn locomotive crew in 1995. The train was guarded by Louisa Warren, who started volunteering in 1975 and qualified as a guard in 1985.

Since the Talyllyn Railway Preservation Society started the railway preservation movement in 1951, women have played an active role. During the early days, Sonia, wife of founder Tom Rolt, helped run the Tywyn Wharf office, and Barbara, wife of locomotive engineer David Curwen, worked as a guard.

Many other members' wives and girlfriends helped by serving refreshments, carrying out track maintenance, painting, and cleaning.

More than 1300 years!

Now it is not unusual for TR trains to be crewed by women at either end or sometimes both. They also work as controllers, blockmen, and station assistants along the way. Women also volunteer in most of the other non-operational areas of the railway, too.

Earlier this year, long-standing volunteers Barbara Fuller and Sarah Thomas realised that they had both reached 50 years volunteering in various capacities, and they wondered then how many years other women had contributed between them. They decided that a special train would be the most appropriate way to celebrate the ladies' efforts and achievements!

Barbara and Sarah asked the women volunteers to let them know how many years they had worked on the railway. The target to reach more than 1000 volunteering years represented by the guests on the train; this was comfortably exceeded, and when added to those years submitted by women who could not attend, amounted to 1300!

Long-service awards

All who were present on the celebratory occasion received a specially designed enamel 'Talyllyn Women' badge. As part of the event, the Mayor of Tywyn, Coun Eileen Jones, presented some of the volunteers with their long-service awards.

A TR statement said: "The pioneering women of the railway's early days created a legacy of enablement to all those who followed them, inspiring confidence in their abilities and giving them the skills to utilise in their future careers, as well as their work on the railway.

"This event highlighted these achievements by ensuring all women feel valued for their volunteering work on the Talyllyn Railway and once again, the Talyllyn has led the way!"

Above: Rachel Palfreyman driving the 'Talyllyn Women' celebration train. GRAHAM THOMAS
Inset above: The headboard made for the special by Sarah Freeman. BARBARA FULLER
Left: The 'Talyllyn Women' train crew in front of No. 4 *Edward Thomas* at Tywyn Wharf station. Left to right are Barbara Fuller, Rachael Palfreyman, Christine Homer, Louisa Warren and Sarah Freeman. PHIL TUGWELL
Below: Guests who rode on the 'Talyllyn' Women celebration train on July 30. PHIL TUGWELL

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

With DB Schenker driver Wayne Thompsaon driving, LMS 'Black Five' 4-6-0 No. 45231 hauls the 8.45am Steam Dreams trip from London Victoria past Campbell Road bridge at Eastleigh on July 14. DON BENN

Second Hythe Pier carriage restored – now for the King's!

THE Hythe Pier Heritage Association returned a second restored carriage back into service just in time for its Centenary Celebration on July 23/24.

The project took almost a year with the bodywork being carried out by volunteers from the Hythe (Men's) Shed (at the Pier) and the undercarriage by engineers from Blue Funnel Ferries.

Some of the original timber was able to be retained but the bodywork needed new frames, new skins, and replacement glass and electrics.

All of the seating and door furniture was reused after cleaning up.

Built by the Baguley Car Company under Drewry Cars order No. 1048 (also known as carriage 1), the carriage arrived in at the 2ft gauge pier tramway in June 1922 at a cost of £375, entering service without ceremony towards the end of July.

Good as new: Hythe Pier Railway carriage 2 following its restoration by volunteers. ALAN TITHERIDGE

Next up in the HPHA restoration programme is Drewry Cars No. 1327 (carriage 2) – the first driving carriage that arrived in May 1923 and transported King George VI along the pier during a visit prior to D-Day in May 1944.

Youngest volunteer Matthew handles his first ever train

THE youngest volunteer on the Lincolnshire Coast Light Railway, 18-year-old Matthew Forman-Clark, has just qualified as a passenger train guard and handled his first services on August 6.

The railway – the first heritage railway in the world to be both built and operated by enthusiasts when it opened at its original site at Humberston, south of Cleethorpes on August 27, 1960 – has for the first time begun offering three-days-a-week services in August on its line within the Skegness Water Leisure Park in Ingoldmells (on Mondays, Wednesdays and Saturdays).

Matthew, a student at Boston College, who lives in nearby Skegness, began volunteering on his 18th birthday – the youngest age that anyone can volunteer at, helping to prepare Peckett 0-6-0ST No. 1008 of 1903 *Jurassic* for service and working on renovation and maintenance of the track and carriages and wagons.

Richard Shepherd, chairman of the line's Historic Vehicles Trust, said: "All of us involved with the railway congratulate Matthew on passing his guard's exam and are impressed to see his smart turn-out for his first duties. He is an indispensable part of our small tam of volunteers who keep our heritage trains on the rails. We are more used to seeing him in a boiler suit with a smattering of soot from cleaning out *Jurassic*'s boiler tubes and smokebox.

"We hope many younger volunteers will follow in his footsteps to ensure the railway can continue in the future."

Matthew stands in front of Peckett *Jurassic* with platform assistant Chris Bates (left) and stationmaster Calvin Roberts as driver Jim Smith looks on from the cab. LCLR

New carriages for Poole Park line arrive

TESTING of new carriages has begun on the closed 10¼-in Poole Park Railway.

The line, founded in 1949 by Southern Miniature Railways Ltd, has been closed since a mass walk-out of volunteers from the Friends of Poole Park in 2018. In July the previous year, the Friends group was awarded a 30-year conversion by the then Poole Borough Council to run the railway.

Bournemouth, Christchurch and Poole Council has pledged to reopen it and received a grant from the Parks Foundation for the purpose. A set of all-new carriages was delivered in early August and the council has secured the use of a temporary locomotive while awaiting the arrival of its permanent electric one later this year. The council must now undergo testing and qualification, overseen by an industry certification body, prior to the training of officers and volunteers to run the line.

Accordingly, no date for the reopening has yet been set.

Dining trains are back on the Severn Valley

AFTER an absence of more than two years due to the Covid-19 pandemic, on-train dining returned to the Severn Valley Railway on August 3.

Departing from Kidderminster station on Wednesday, Friday, and Sunday lunchtimes, a bigger-than-ever choice of services are on offer, with a first-class menu created by the railway's in-house executive head chef Lucy Kelly on board the luxuriously appointed 1930s dining carriage.

"I've focused the three-course menu very much on local and regional produce," she said. "I'm proud to present this handcrafted menu and to be showcasing it in such a unique setting on the railway."

Diners are served with a starter and main course along the 16-mile route to Bridgnorth, where there is a short stopover with time to explore. Desserts and coffee will be served during the return journey. The SVR also offers on-train afternoon teas.

For more details, visit www.svr.co.uk

IN BRIEF

Revamped Darjeeling Himalayan workshop could become a tourist attraction

INDIAN Railways is planning to refurbish the British-built Darjeeling Himalayan Railway's workshop at Tindharia, with the potential for turning it into an added tourist attraction for the locality.

The country's railway ministry has sanctioned almost £415,000 for revamping the workshop.

The 2ft gauge mountain railway system was declared a World Heritage Site by UNESCO in December 1999.

Sabyasachi De, chief public relations officer of Northeast Frontier Railways, said: "We have chalked out an initial plan to revamp the workshop.

"The initial fund will be spent on the installation of new machines, upgrade of the electric works, and some other infrastructure. Everything will be done keeping the heritage value intact."

The works, which dates from 1913, currently employs 82 staff, including 68 technical workers.

Great Western Brick Show is back once again at STEAM

THE Great Western Brick Show will mark its 20th anniversary by returning to Swindon's STEAM museum between 10am and 5pm on October 1/2.

Appearing at the event this year is an 180 sq ft Lego model of the historic Swindon Works buildings created by Paul Robinson, complete with GWR station and signalbox, locomotives and track, the weighbridge, and a section of A Shop.

Tickets must be booked in advance at www.steam-museum.org.uk

Meanwhile, Lego has revealed a new special Hogwart's Express collector's edition – a model of the classic steam engine and Platform 9¾, as well as 20 miniature figures of characters from the Warner Bros films. The set retails at £429.99.

Miniature line reopens two months after vandal attack

BOLTON'S Moss Bank Park Miniature Railway has reopened to the public two months after a vandal attack.

About £20,000 worth of damage was caused in the incident, carried out by around10 youngsters on June 3. The mile-long track was reduced to 20ft. It occurred shortly after the railway started running following Covid-19 lockdowns.

A national appeal was launched for funds to repair the damage, and several groups contributed. Southport Model Engineering Club, for example, held a special fundraising day and collected £370.

Temporary track has been used to restart services.

Police were still investigating the vandalism incident.

Mountaineer hauled across the Cob for fundraising appeal

By Robin Jones

A TEAM of young Ffestiniog & Welsh Highland Railway volunteers have embarked on a fundraising bid to get Alco 2-6-2T *Mountaineer* back into traffic.

They launched their new campaign to 'Rebuild the Alco' by getting sponsored to pull the First World War veteran from Boston Lodge Works across the Cob to Porthmadog Harbour station Platform 1.

The restoration of No. 57156 of 1916 will largely take place at Glan y Pwll workshops, which requires some restoration work itself before any on the engine can take place.

The railway intends to invest in a new insulated roof on the workshop building, as well as other upgrades to the site. Once this is complete, the team will look to start the process of restoring the Alco.

The locomotive was built for the War Department and later saw use in France to help with the postwar rebuilding efforts.

In the 1960s it was purchased by enthusiast John Ransom and brought over to the UK.

After a few years running in London, it was decided to hand the locomotive to the Ffestiniog Railway, where it arrived in 1967 and quickly became an important member of the fleet.

Alco 2-6-2T *Mountaineer* in action on the Ffestiniog Railway in 2004. ROGER DIMMICK/FF&WHR

Much rebuilt to improve its usefulness, *Mountaineer* saw regular use on the Ffestiniog and Welsh Highland railways until February 2006 when it was withdrawn for an overhaul. Since then, it has been stored under cover, awaiting the time and resources required for a rebuild.

The locomotive was named in 1969 after an earlier *Mountaineer*, one of the FR's original George England engines, and the nameplates are replicas of the originals.

The bell from the original *Mountaineer* also survives and is fitted to the Alco on special occasions.

The pull across the Cob by 20 volunteers was due to be held on Saturday, August 27 between 7am and 8.45am.

A challenge to guess how long it took the volunteers was set up, with the closest to the time winning a set of five pieces of Alco merchandise, including a cap, badge, sweatshirt, hoodie, a print of the locomotive, polo shirt, and T-shirt.

Each ticket cost £12.65, with all proceeds going towards the 'Rebuild the Alco' fund, held by the Ffestiniog Railway Society.

The merchandise can also be bought separately.

Class 40 cab arrives at Cynheidre

THE trailer-mounted cab of Class 40 No. 40088 has become the latest exhibit at the Llanelli & Mynydd Mawr Railway's Cynheidre base.

Until recently, the cab was used for promotional purposes by the Class 40 Preservation Society.

It will remain mounted on its trailer and it is intended that it will serve a similar purpose for the railway in visiting several promotional events in the area.

The South Wales Cab Yard at the railway is developing an interactive attraction comprising a variety of locomotive and multiple unit cabs alongside the operational line. The cabs are available for inspection during regular open days and events. You can even visit the cab of several, including No. 40088.

Funds from the sale of the cab, which was based at Bury until May, will go towards the ongoing restoration of the Class 40 Preservation Society's locomotives.

The cab of Class 40 No. 40088 and its interior. LMMR

Meanwhile, the railway been awarded a £1907.67 grant from The Coalfields Regeneration Trust to provide solar lighting throughout the site. Railway spokesman David Mee said: "This funding from the Coalfields Regeneration Trust is a great help in developing a safe environment for our visitors and volunteers and is one more step towards making the LMMR a first-class destination and attraction for the local community."

Visit www.llanellirailway.co.uk

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Class 47s Nos. 47105 and 47376 line up alongside visiting Deltic No. 55019 *Royal Highland Fusilier* with its 'Flying Scotsman' headboard outside Toddington shed. JACK BOSKETT

East Coast visitor makes for 'record-breaking' diesel gala at Toddington

THE Gloucestershire Warwickshire Steam Railway's July 29-31 diesel gala proved a winner – largely thanks to its special guest.

Class 55 No. 55019 *Royal Highland Fusilier* became the first Deltic in history to run over the Stratford-upon-Avon to Cheltenham route, and it operated alongside the six home fleet diesels during the event that attracted more than 1500 ticketholders. The gala continued the line's upward trend in attendance in terms of ticket volume, but also held costs down.

Over the three days, the seven locomotives ran slightly over 1000 miles without any issues, and the daily 45-minute interval timetable ran perfectly to time throughout.

Event organiser Peter Smith said: "It could be a record-breaker in terms of income for the railway at a diesel gala, and that's so important as we emerge from lockdowns and face rising costs, particularly fuel.

"We have been overwhelmed with positive comments from visitors, ranging from the good value for money (just £27 for an advance purchase) to the fantastic, well-behaved and friendly atmosphere all through the weekend, and the superb condition of the locomotives.

"The event started on the Thursday evening with a line-up of locomotives in Toddington Yard, which recreated a typical BR 'big diesel depot' scene straight from the late 1970s, with Classes 20, 24, 37, 45 and 55 lined up in BR blue, generating a real pre-event buzz on social media.

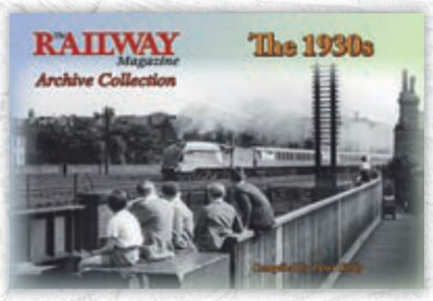
"Every opportunity was taken between turns during the gala for Class 20 No. 20137 to position itself nose to nose with No. 20228 and preview the sight of two Class 20s which will next year become a regular sight on the railway, hopefully making their debut at the 2023 gala."

➜ **The line subsequently hosted the Deltic Celebration Weekend on August 19-21, with No. 55009 *Alycidon* appearing to mark the 40th anniversary of Deltic preservation. Find out more by reading Owen Hayward's special feature on pages 74-79 of this issue.**

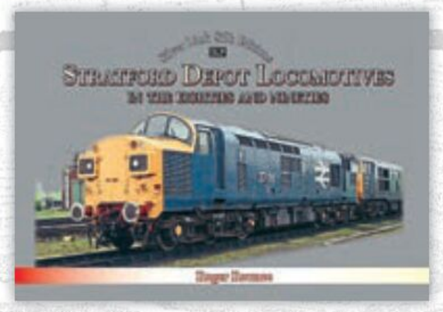
One the four surviving Class 24 Sulzer locomotives, privately-owned No. 5081 heads a service train at Toddington. JACK BOSKETT

HERITAGE RAILWAY

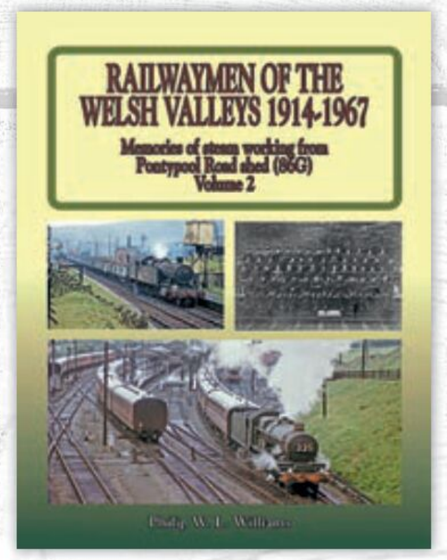
BOOK CORNER



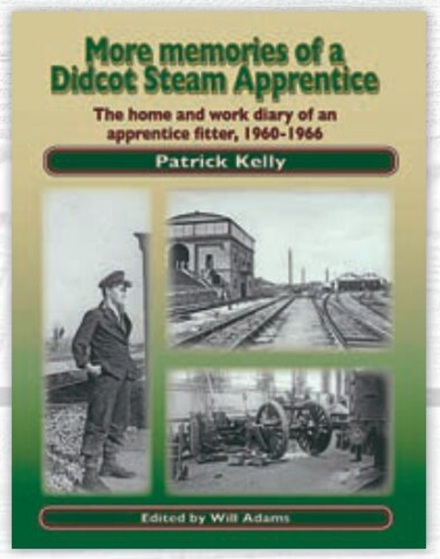
Peter Kelly
£7.99 - Quote 15514



Roger Rounce
£30.00 - Quote 15069



Philip W. L. Williams
£35.00 - Quote 15518



Patrick Kelly
£30.00 - Quote 15549

Order your copy today, visit
www.mortonsbooks.co.uk
Or call **01507 529529** and quote the five-digit number

MORTONS BOOKS
WANT TO HEAR ABOUT OUR LATEST BOOKS?

JOIN OUR BOOK CLUB!
AND GET **10% OFF** YOUR FIRST ORDER!

www.mortonsbooks.co.uk/newsletter

To view the privacy policy for Mortons Media Group, please visit www.mortons.co.uk/privacy

THE SPA TREATMENT

Running for just over five miles across the Kent and East Sussex border and through an area of outstanding natural beauty, the Spa Valley Railway was perhaps something of a dark horse in terms of heritage lines. Now a major player on the scene, **Owen Hayward** looks at what the railway has to offer as it celebrates its 25th anniversary.

The south of England offers plenty of heritage lines, and some of the biggest names in the sector to boot. But whereas the likes of the Bluebell or Kent and East Sussex railways may have been the average enthusiast's first choice, the Spa Valley Railway – based in Tunbridge Wells in Kent – has leapt to the front and centre of everyone's attention, during the last few years in particular.

To all intents and purposes, the railway runs between two termini on the same road but travels out in a semi-circular route via Groombridge and through the Outstanding Area of Natural Beauty of the High Weald to offer a scenic, relaxed and enjoyable ride between the historic spa town of Royal Tunbridge Wells and rural Eridge.

Go West

Its operating base at Tunbridge Wells West dates back to 1866 when the London Brighton & South Coast Railway opened the station to compete with the South Eastern Railway's Tunbridge Wells Central, which had opened in 1852. Originally two separate entities, a freight link was constructed between the stations just a year later, but rail passengers had to wait a further decade before they could travel between the two stations.

The LBSCR station at Tunbridge Wells West was, when opened, intended to be the terminus of a branch from East Grinstead, coming in via Ashurst and Groombridge from the West. By 1868, the line at Groombridge also split to go south to Uckfield via Eridge via what later became Birchden Junction when a through route to Ashurst bypassing Groombridge was built.

The two stations of Tunbridge Wells remain within easy walking distance of one another, with the main line one being served by trains from London Charing Cross going to and from Hastings. The route between takes in The Pantiles, a Georgian colonnade now incorporating a variety of unique shops, restaurants and hotels, with a bandstand for summer music.

The journey towards Groombridge passes High Rocks, set in the shadow of sandstone rock outcrops that were once the bed of a great glacier. The adjacent inn is a popular venue for wedding ceremonies and other functions, though this does mean that the halt is not always open, so it is worth checking the railway's website if you intend to alight or join the train here. A peek over the road bridge walls reveals remnants of the original halt that once stood here.

The line into Groombridge station skirts the edge of the original site, a housing estate now occupying the majority of this. The station building and part of the platform remains in situ but is set back from the running line; a new platform was constructed for the re-routed trackbed. Groombridge had no less than three platforms in its heyday, plus sidings, a goods shed and signalbox. A new 'box was built at Groombridge as late as 1958, replacing the previous station and junction boxes, but it lasted for only 11 years at the closure of the Ashurst spur of the junction here.

From the station you can reach Groombridge Place, a moated manor house built on the footprint of a castle first constructed in the early 13th century. It was visited by Sir Arthur Conan Doyle, who went on to set one of his Sherlock Holmes novels, The Valley of Fear, here, in which the manor was referred to as Birlstone Manor. Here too can be found award-winning gardens and The Enchanted Forest, explorable on foot or by boat. A perfect destination for families, it offers outdoor play areas, birds of prey displays and more.

Harrison's Rocks is also a short walk away. Another stretch of sandstone crag, it is a popular destination with boulderers and rock climbers who can often be spotted attempting to scale the faces.

A short while after departure from Groombridge, the line meets up and runs parallel to the London Bridge to Uckfield main line, which it follows past Forge Farm, sited on what was once Birchden forge, before reaching Eridge station. The direct main line interchange offers another easy way for those travelling from London to reach the railway by public transport.

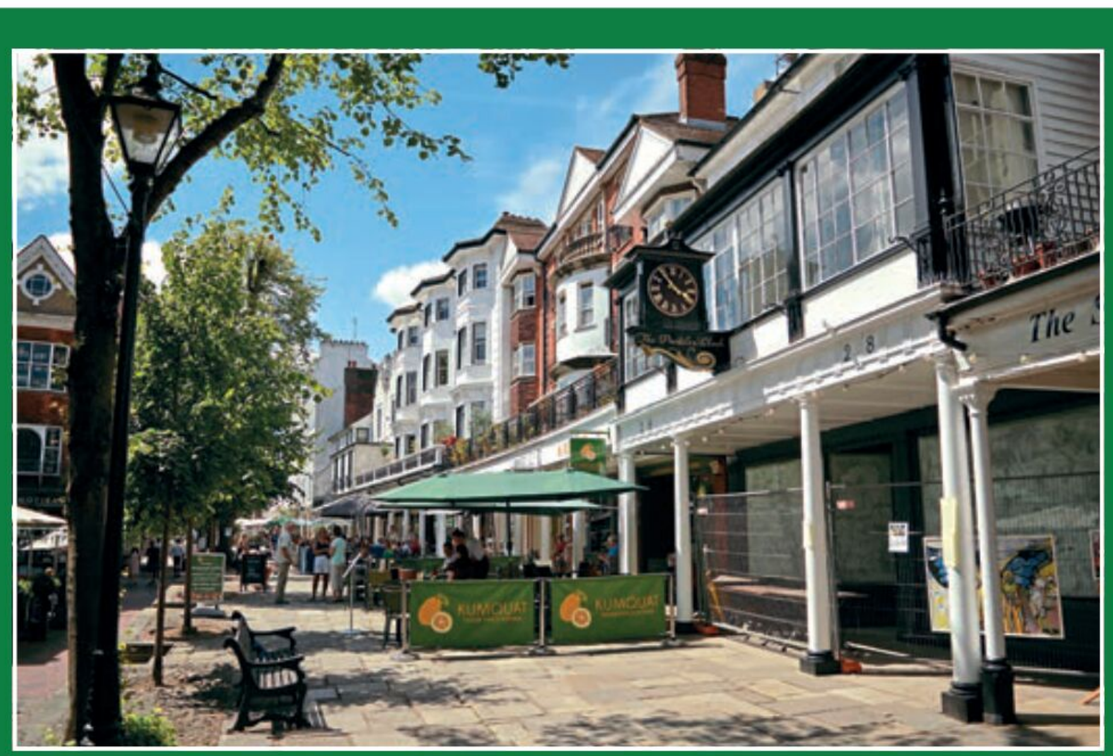
One thing that also remains in the Spa Valley Railway's favour is the network of public footpaths following the railway from end to end, meaning you can ride from one end of the line to the other and walk back – and you are never too far from a great viewpoint from which to see the line and wave at passing trains.

Closure and preservation

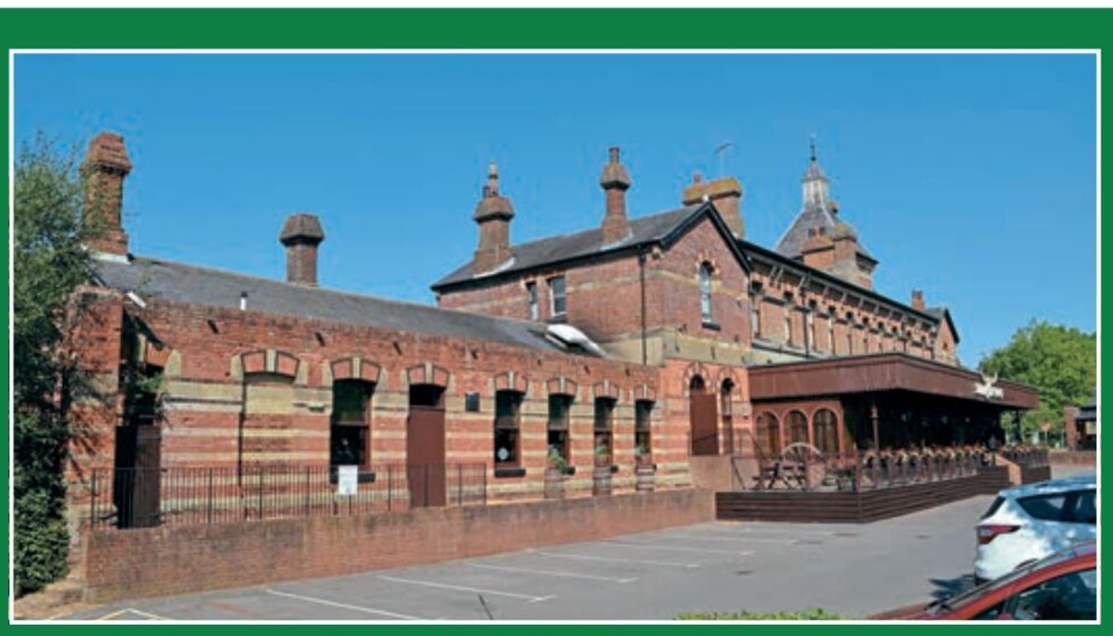
BR's first proposal to close the Wealden route came in 1963, with many of the local routes around it succumbing to the axe. By 1982, it was claimed that £750,000 would be needed to upgrade the infrastructure that could not be justified, despite carrying 200,000 passengers a year. Closure would also see the removal of Grove Junction, where the branch connected with the London to Hastings line to continue into the 'Central' station and thus save a substantial sum on the electrification scheme being implemented at the time.

The final day of passenger traffic was July 6, 1985, and the last train was the 11.10pm departure from Uckfield. David Staines, one of the railway's volunteers, was present for the occasion and recalls: "It was a gorgeous afternoon but everyone was conscious of not only history passing, but also the effect on the local community, many of who had worked on the railway.

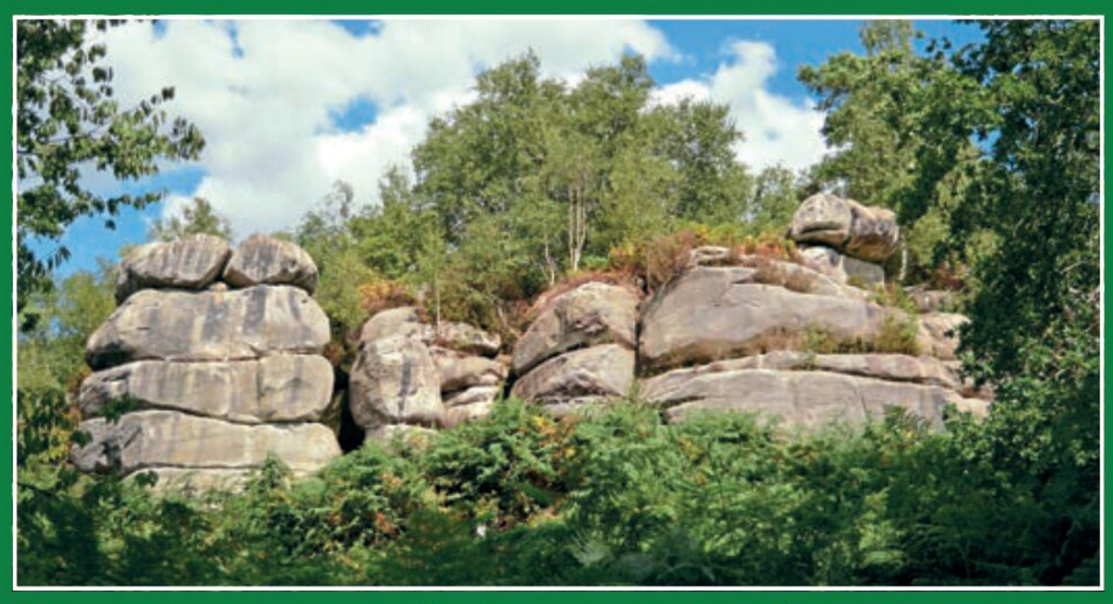
In April this year, the railway ran its most successful enthusiast event to date when Caledonian Railway Nos. 419 and 828 were brought together for the first time outside of Scotland. Carrying more than 2700 passengers between two weekends, the pair are seen passing the oast houses of Forge Farm with the final train of No. 419's visit on Sunday, April 10.
OWEN HAYWARD



The Pantiles , the Georgian-era colonnade in Tunbridge Wells.



The original station building at Tunbridge Wells West, now a restaurant, is across the road from the heritage line's terminus.



Outcrops of sandstone rocks like this can be seen from the passing trains and are popular destinations for boulderers and climbers.

The inn at High Rocks Halt is another popular destination for visitors, shrouded in natural growth and with a garden overlooking the heritage line.
ALL PHOTOS: OWEN HAYWARD

When worlds collide: Class 207 DEMU No. 1317, which operated the line in BR days, meets its modern replacement at Eridge on July 13. PHIL BARNES

The railway's recognition increased quite noticeably when it was announced that it had partnered with Southern Locomotives Limited to become a new base for SR Bulleid Pacific No. 34053 *Sir Keith Park,* which emerges from Fairview Lane bridge as it departs High Rocks Halt on September 12, 2020. OWEN HAYWARD

"The Huntsman pub at Groombridge was rammed and people came out to see the final trains. The inspector on board had instructed the driver not to give a fanfare on the horn as was customary on these occasions, but unfortunately for him people had got into the intermediate cabs of the two EMUs and were giving regular blasts in his place.

"Detonators were placed by the signalboxes and Eridge and Birchden Junction; the sound at the latter was very atmospheric, with the noise ricocheting off the adjacent rock faces and bouncing around the valley. There were also some on the approach to Tunbridge Wells West; the local constabulary received a lot of calls that night from concerned residents worriedly reporting the sound of gunfire!"

A team of track workers were waiting at Grove Junction to remove the connection as the last train went through. The 'West' station remained connected from the Groombridge direction and was used for stabling units for several more years.

A group that had lost a judicial review challenging the closure of the line established the Tunbridge Wells and Eridge Railway Society (with the humorous acronym of TWERPS) with intentions of starting a heritage service based out of the engine shed at the 'West' station, proposals for which were met favourably by both Members of Parliament and the Wealden District Council.

There were numerous risks to the line at this point, with a planning application for light industrial units at Groombridge threatening the severance of the route to Eridge. These were successfully objected and a right of way for the railway was preserved. Unfortunately, the situation was not so good at Tunbridge Wells, where plans formulated that left no room for the railway on the former station site before TWERPS was formed.

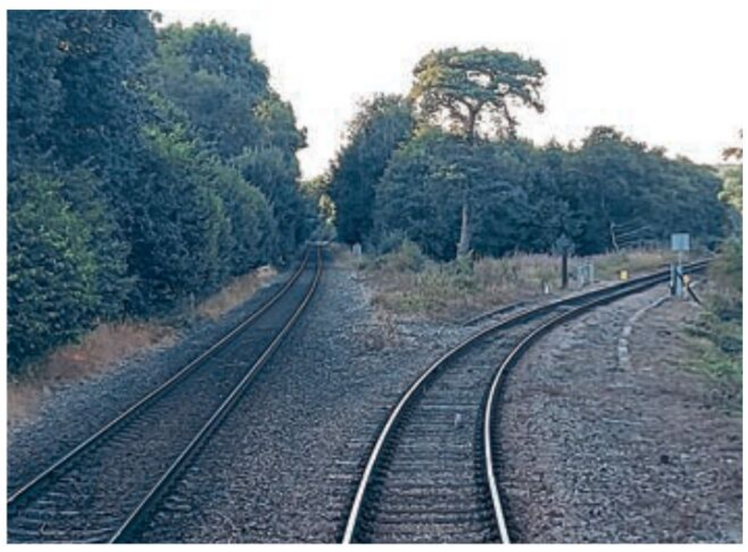
A public inquiry was forced through, with an inspector recommending that the locomotive shed be included in a conservation zone, stating that the site offered an opportunity for the railway to become a tourist attraction. The former goods yard went on to become the location of a new Sainsbury's store and the station building mostly gutted to be converted for use as a restaurant.

In June 1988, BR, wanting to prioritise the removal of Birchden Junction, issued an ultimatum: pay a deposit within two months or lose the track as, although not concerned with lifting all this to Tunbridge Wells, it saw the most economical way of doing so would be by rail and thus would be needed to be undertaken before the branch was severed.

On July 12 a £40,000 sum was accepted by BR, which not only rescinded its threat but also agreed to retain one of the two tracks between Birchden Junction and Eridge. It also kept a platform, buildings and infrastructure available at Eridge for future heritage operations – a commitment upheld for more than 20 years that enabled the preservation railway to finally extend its operations there on March 8, 2011.

The only downside for this provision was that the society had to accept a reduced proportion of land at Groombridge.

With the opening of Sainsbury's at the 'West' in August 1990, the society relaid track along the newly-built platform to offer demonstration rides to the public, carrying a total of 660 people on the day in the cab of a Drewry shunting locomotive.



Above: Birchden Junction, where the heritage and main lines meet, can be seen from the top of the adjacent Harrison Rocks. Visiting GER Y14 No. 564 and 16in Hunslet *Ring Haw* triple-head with resident RSH No. 62 *Ugly* with an Eridge-bound service at the December 2019 Winter Steam Up. OWEN HAYWARD

Left: A driver's eye view of Birchden Junction, with the line to London going left and the heritage line curving right. OWEN HAYWARD

Although the Light Railway Order was granted in June 1963, the society was still raising funds to purchase the line. The track between Broadwater Lane Bridge (the first bridge out of the station towards Groombridge) and Birchden Junction was finally secured when BR halved the asking price and Tunbridge Wells Borough Council offered significant financial support.

The railway also benefitted from the relocation of the North Downs Steam Railway at its then-base at Stone, near Dartford, to Tunbridge Wells in 1996. On May 6 that year, RSH 0-6-0T No. 7846 *North Downs* became the first steam engine to operate on the line as a heritage concern for an open day at the 'West'. Running over the first ¾-miles of line was granted later that year, with the first services run on December 21 and more than 2500 people carried during an eight-day festive period.

A new loop was required at Groombridge to allow locomotives to run round here; the completion of this in 1997 saw the Spa Valley Railway run its first passenger-carrying trips to the station on August 23, and it is from this date the railway has set its 25th anniversary celebrations against.

The railway today

The engine shed that forms the railway's base at Tunbridge Wells West dates from 1891 and was mostly built on top of a sequence of brick arches.

Land in the area at the time was at a premium and the level site of the station had already been mostly used up, leaving a heavily sloped plot where the shed was to be sited.

In British Railways' days it was coded 75F, becoming a subshed to the larger depot at Brighton. It is a unique survivor too, in that it is the only former LBSCR locomotive shed still fulfilling its original purpose.

Class 207 Nos. 1317 & 1311 arrive at Groombridge with an up Eridge-Tunbridge Wells Central working on the last day. Despite the enthusiastic window hanging, the ladies with the dog and suitcase are evidence that there was still 'ordinary' custom to be had right up to the end. DAVID STAINES/SPA VALLEY

Forty years after it ran the last trains through here, Class 207 No. 1317 departs from Groombridge once more. The platform is new, with the old station building located just beyond the road bridge. OWEN HAYWARD

Inside now can be found many of the railway's active restoration projects and overhauls, such as the resident LMS 'Jinty' No. 47493 that was built in 1927 by Vulcan Foundry Ltd with the more unusual screw reverser as opposed to the conventional lever type.

When the railway is operating, a walking route through the shed is opened up, allowing visitors to witness first-hand the projects taking place and locomotives that are stored within.

The Spa Valley has always done well in securing ex-main line locomotives to supplement what is mostly an industrial home fleet but, as head of steam engineering Matt Dives observes, this is not necessarily practical.

"I want us to avoid the situation we currently have with being 100% reliant on the hire market" he said. "It's not sustainable with that much money going out of the railway – money we could have used on the home fleet.

"My ambition is to put the steam fleet on stable footing for the long term. Initially the plan will see at least two home engines operating, supplemented by a hire locomotive when required, and an overhaul to provide a third."

In 2020, a partnership with Southern Locomotives Limited that saw Bulleid Pacific No. 34053 *Sir Keith Park* become based on the line completely changed how the Spa Valley Railway is perceived and opened up opportunities for locomotives that may once have been unobtainable for the 100% volunteer-run organisation.

Compare the December 2019 Winter Warm Up with the record breaker Scottish Steam Up in May this year, which brought two operational Caledonian Railway locomotives together for the first time outside of Scotland, and the difference is clear for all to see.

The latter weekend attracted visitors from as far flung places as the tip of Scotland, with comments from visitors over the weekend highlighting the preference of attending a Spa Valley gala over those of some of its nearby competitors, with whom close working relationships are of course maintained.

The railway's diesel galas are renowned for their showstopper multi-header finales, with the final train of the weekend headed by anywhere up to six locomotives!

For the summer gala this year, which took place on August 12-14, the railway hired Class 73/1 No. 73141 *Charlotte* (courtesy of GBRF), Class 24 D5045 *Phil Southern* (from the East Lancashire Railway) and Class 25 D7612 (owned by South Devon Diesel Traction).

Perhaps of most significant interest in the railway's collection is the Class 207 DEMU No. 1317 – one of the two units that operated some of the last (although not the very last) BR trains on the final day back in 1985. It presently runs in a two-car consist, though a centre coach is being refurbished to return it to three-car formation.

Enthusiasts aside, the railway also runs various child-centric events and an impressive beer festival as part of its annual calendar, all of which attract healthy crowds and prove regular commercial successes.

In 2021 the railway also ran its first 'Polar Express' train tides, the demand for which was overwhelming and saw a total of 32,678 passengers carried on 106 services over 22 days with up to six departures per day – the most the railway had ever undertaken in one block since it reopened in 1997. Such was the success that the experience is being repeated this year.

Securing the future

"When the preservation society started, it had small aspirations of just running a steam service with a locomotive and coaches," David Staines explained.

"It morphed considerably for those expectations – and that's all down to the management."

It goes without saying that the management has the future of the railway firmly at heart. Commercial manager Jonnie Pay is also all too aware of the challenges that both the current market and the running of a heritage line present.

"I think our biggest ongoing challenge is that the area in which we are based has a lot of other attractions, so we are all after a similar sort of market in terms of visitors," he said.

The site of Tunbridge Wells West before the preservation movement took over... JON NYE/SPA VALLEY

...Compared with the view today, showing just how far things have come. OWEN HAYWARD

Where else can the majority of a railway's active rolling stock projects be seen under cover in one place? The shed at Tunbridge Wells is often abuzz with volunteers at work on the vehicles stored within. OWEN HAYWARD

Visiting class 25 D7612 sets off towards Eridge as DEMU No. 1317 waits in the siding. The remains of the former Ashurst spur can be seen off to the right, until recently used for storage but now being reclaimed by nature following the landowners requesting its return. OWEN HAYWARD

The finale of the Summer Diesel Gala on August 14 saw the six operating locomotives head the train to Eridge together, led by GBRF-owned visiting class 73/1 No. 73141 *Charlotte*. SIMON BAKER

"That in itself is a challenge in the respect of getting people through the door. Long-term, I would say our plans are the development of what we already have and building better facilities for the visitors and our engineering teams to try and bring more work in-house and update what we already have.

"The biggest challenge to date was the extension to Eridge. While railways had extended in the past, they hadn't done it on the main line railway like we had to, and no precedent had been set before us in terms of running parallel to the main line."

One of the long-terms aims is to reinstate the track in Platform 3 at Eridge, thus creating the ability to run round stock here.

Until recently, the trackbed was obscured by access steps from the car park to the station platform. Earlier this year work was carried out by Network Rail contractors to install a disability-friendly ramp as part of its 'Access for All' scheme here. Though the access route will still be required, there is potential for the track to be relaid in future – though this, as ever, is dependent on successful fundraising and discussions with relevant parties.

"I'm just so grateful that people had the determination over the years to preserve our railway," Jonnie added.

"They have not just done this, but they have also given hundreds of thousands of people joy over the years and those who volunteer with us the pleasure of a hobby.

"Looking forward to big events and going to Spa Valley is something I love to do and it is an escape from the harsh realities of life when you're steaming through the countryside of plodding along on a 1960s diesel engine."

David Staines' informative and in-depth railway guidebook, and the 25th anniversary 128-page publication called A Journey in Pictures Along the Spa Valley Railway, can be obtained from the railway's shops, priced at £2.50 and £25 respectively. HR

In July 2021, SR 0-6-0 Terrier No. 2678 *Knowle* visited for the Summer Steam Up. With its short train of two Mk.1 coaches, it cuts a striking image against the modern Class 171 unit that is about to overtake it at Forge Farm Crossing. OWEN HAYWARD

No. 2890 *Douglas* approaches Lealands, bound for Tunbridge Wells West. OWEN HAYWARD

46115

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

LMS 4-6-0 No. 46115 *Scotsman Guardsman* crosses the River Aire at Fairburn, just after Castleford in Yorkshire, on West Coast Railways' outward 'Scarborough Spa Express' from Carnforth on August 4. ALAN WEAVER

£75k appeal made by *Tornado* builder for new works rail link

By Robin Jones

THE A1 Steam Locomotive Trust has launched an urgent £75,000 appeal for track materials to enable its new £4.5 million purpose-built works in Darlington to be rail connected.

The locomotive works is being developed inside Darlington Borough Council's Railway Heritage Quarter, which will be a focal point for the Stockton & Darlington Railway bicentennial celebrations in 2025.

The trust has agreed to contribute to the project to ensure that the site has a main line rail connection, running track, inspection pits, and other facilities.

Initially the trust is raising funds for the running line, allowing movement around the site and live steam rides.

Furthermore, it is asking supporters to join 'The P-Way Gang', with a target of raising £75,000 for track materials.

"The legacy of this initiative will live on to futureproof new-build steam in Darlington and ensure that Darlington Railway Heritage Quart functions as a live steam destination for the UK, as well as a national and international visitor centre," said a statement.

Join the club

Last year the trust acquired a large consignment of sleepers, which are being stored at Ferryhill awaiting transfer to Darlington. Another 375 sleepers from Nexus were delivered this summer. The trust has also negotiated with Network Rail to buy about 1900 yards of track from the Northumberland Line Project renewal programme at a favourable price.

Donations to the trust's contribution to the project are needed now because contractor Willmott Dixon will be laying the rails into the floor build imminently. The trust said that any contributions are welcome, but for full club membership, the minimum donation is £500, with £750 sponsoring a full 60ft rail, with the donor's name going next to that section on the track plan displayed in the new building.

An artist's impression of the new home for The A1 Steam Locomotive Trust. A1SLT

"Our contribution to the overall scheme will ensure a long-term home for the trust at a peppercorn rent for many, many years to come," the statement continued.

The trust is currently based at the nearby former Hopetown Carriage Works, where new Gresley P2 2-8-2 No. 2007 *Princes of Wales* is rapidly taking shape.

➜ **To donate to The P-Way Gang, or for more information, visit www.a1steam.com/tornado/support-us/a-new-home-for-the-trust**

The restored canopy at Frinton-on-Sea. NETWORK RAIL

Period-feel heritage canopy restored at Frinton-on-Sea

IN A move to recapture the heritage feel of the period railway station at the Essex resort, Greater Anglian has recently restored the canopy in line with the original look and colour scheme from when the station was built in 1867. This work has included the installation of daggerboards along the canopy edge to the original design, replacement of downpipes and gutters to more traditional-looking versions, and a repaint of the cast iron support columns.

Frinton-on-Sea station, on the Walton-on-the-Naze branch from Colchester, was opened by the Tendring Hundred Railway and until 2007 was just called Frinton. In partnership with the Frinton and Walton Heritage Trust, both Greater Anglia and the Railway Heritage Trust, which was set up in 1985 by BR to assist with the preservation and upkeep of listed building and structures, have made use of old photographs to recreate the look of the original station.

Trust executive director Tim Hedley-Jones said: "We are especially pleased with the reinstatement of daggerboards to the canopy at this historic Victorian station. This project demonstrated excellent co-operation."Unti berio. Sed

Tornado will not return to action this year, says trust

THE A1 Steam Locomotive Trust, the builder and owner of Peppercorn Pacific No. 60163 *Tornado*, has announced that the locomotive will not return to action until 2023 due to its over-running major overhaul.

Accordingly, it will miss the trust's last four 'Aberdonia' trips it was due to haul.

A trust statement said: "From the start of the overhaul we have looked forward to *Tornado* being back in steam this summer.

"However, as each layer of the onion was peeled back, we have uncovered more components in need of refurbishment and have also faced significant supply chain delays.

"Each of these factors have extended the timescale of the work, and for those eager to see *Tornado* in action this autumn, it is with regret that we must now disappoint further. We share this frustration.

'Wear and tear'

"After running more than 130,000 miles since first steaming in 2008, it was inevitable that this new-build locomotive would at some stage start to exhibit signs of wear and tear.

"During the overhaul we have undertaken work on frames, cylinders, new tyres and various sub-assemblies. Additionally, there has been a requirement to refurbish *Tornado*'s existing boiler as the first of the new boilers had been delayed due to the effects of Covid-19 on German industry.

"At the same time, we have also been preparing for the fitment of ETCS (European Train Control System, for in-cab signalling) funded by the East Coast Digital Programme.

"It is also fair to say that the work on the ETCS preparations has also taken longer than anticipated and consumed more resources than anyone expected, although this latter aspect does not affect the trust financially."

New tyres have been fitted to the A1's driving wheels by South Devon Railway (Engineering) at Buckfastleigh and they have recently been delivered back to Locomotive Maintenance Services in Loughborough, where the overhaul is taking place. However, the boiler repairs have taken longer than expected, and many smaller items requiring additional attention before refitment have also taken up the overhaul team's time.

Significant landmarks

While not running on the national network, *Tornado* is also unable to earn its keep through ticket sales. However, the trust is aiming to have No. 60163 back for a full running season in 2023, which will mark 15 years since the locomotive was completed – and also the centenary of the LNER.

It is planned to have *Tornado* undertake test runs at the Great Central Railway in January, prior to undertaking main line tests with its ETCS equipment fully fitted.

In February, *Tornado* will visit the Network Rail test centre for ETCS dynamic testing before beginning a full year of railtour duties, details of which were due to be announced in September.

The statement added: "Naturally, we are hugely disappointed that we will not see the locomotive running this year, but it was always planned for it to be in the works for ETCS fitment from October to January.

"However, we will be in a stronger position as we head into 2023 and a memorable year for the trust."

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

LMS Jubilee 4-6-0 No. 45596 *Bahamas* passing through the North Downs at Otford at the head of 1Z82, the Railway Touring Company's 'The Kentish Belle' from London Victoria to Faversham and return on August 4. PETER HOLLANDS

Diesels no deterrent for 'Shakespeare Express' customers

By Robin Jones and Tim Hobman

DIESEL traction employed in place of steam locomotives because of the heatwave has not deterred the public from riding on this summer's 'Shakespeare Express.'

Tyseley-based Vintage Trains has used heritage diesels on all but one of its summer Sunday Birmingham to Stratford-upon-Avon trips, when the freak dry spell precluded the use of flagship WR 4-6-0 No. 7029 *Clun Castle*.

"This has not deterred record bookings," said a VT spokesman. "Sunday, August 7 saw a record 123 diners travelling in our Pullman carriages and enjoying a full English breakfast, Sunday lunch, and afternoon tea. Furthermore, new Breakfast Express and Afternoon Tea Express experience offerings have proved to be very popular!

Elsewhere, many main line tour operators announced a switch to diesel or electric traction after several weeks of little or no rainfall have left the lineside tinder-dry and risking fire damage to adjacent properties.

West Coast Railways' 'Jacobite', on the West Highland Extension, remains consistently steam-hauled but almost all other railtours over the summer are affected. While disappointing for steam fans, tour operators have asked for understanding as they attempt to maintain a service under difficult circumstances.

Route change

Another change in the programme for the 24th 'Shakespeare Express' season has been the route itself. The route traditionally heads south via the North Warwickshire Line through Shirley, Earlswood and Henley-in Arden, and back via Hatton Junction and Dorridge.

Because of engineering works on the North Warwickshire Line, this year the trip has been travelling in both directions via Dorridge.

Furthermore, theatrical trains have continued on the 'Shakespeare Express', with the Mad Hatter's Tea Party proving popular with families. Passengers have enjoyed the story of Alice in Wonderland with an afternoon tea party while travelling on a return trip from Stratford over two weekends. More details are available at www.vintagetrains.co.uk

Meanwhile, the Vintage Trains Charitable Trust has acquired Class 37 No. 37240 from Neil Boden and it will now be added to Tyseley's operational fleet. Currently in Transrail grey livery, it will be repainted in original BR green livery.

The locomotive is expected to arrive at Tyseley during the autumn and then be available for immediate service, both as a support locomotive for express steam train operation and for hauling charters in its own right.

Built in 1964 at Vulcan Foundry, Newton-le-Willows, the English Electric Type 3, originally numbered D6940, was acquired by the Llangollen Diesel Group, which took delivery of it in 2002. Arriving at the Llangollen Railway in stripped condition, a rapid overhaul saw it return to traffic in 2003.

Main line potential

In December 2018, No. 37240 was sold to Neil at Boden Rail enginering Ltd, where a full overhaul potentially to main line condition was planned.

The acquisition of a further main line diesel will enable Vintage Trains to expand its main line operations and provide more resilience, said a spokesman.

The acquisition, which increases VT's operating diesel fleet to three, including Class 47 D1733 and Class 08 No. 13029, will not affect steam operations or potential future restorations of steam locomotives, he said.

Class 20s Nos. 20142 and 20189 head Vintage Trains' 'Jolly Fisherman' charter from Tyseley via Coleshill Parkway, Nuneaton, Leicester and East Midlands Parkway through Heckington en route to Skegness on August 12. THOMAS WOOLLEY

DB Cargo is set to operate 'The Aberdonian' charter and test new P2

By Robin Jones

THE A1 Steam Locomotive Trust and DB Cargo UK Ltd has signed a three- year agreement to operate steam hauled-charter trains in the UK.

Commencing in 2023 and to run for an initial three-year period with options for further extensions, the agreement will see DB Cargo UK operate 'The Aberdonian' charter services to Aberdeen from Edinburgh and Glasgow, behind Peppercorn A1 No. 60163 *Tornado*.

The agreement also allows for other charter train operations between the partners across the network from Cornwall to the north of Scotland.

'Core operation'

Additionally, when completed, the trust's new Gresley P2 2-8-2 No. 2007 *Prince of Wales*, the seventh example of Britain's most powerful express steam locomotive, will be covered for the initial testing and commissioning under the agreement.

Trust chairman Steve Davies MBE said: "This agreement protects our core operation while allowing flexibility with other routes and operators. It also recognises the key activity that will follow completion of P2 *Prince of Wales* in about two years' time."

Richard Corser, DB Cargo UK account manager, special trains, said: "DB Cargo UK is pleased to continue our relationship with the A1SLT and will be undertaking significant training to ensure the success of this agreement.

"We successfully helped test and commission *Tornado* in 2008 and look forward to undertaking the same tasks for new-build steam locomotive *Prince of Wales*."

The 'Aberdonian' series of trains launched in 2019, starting from Edinburgh.

The initial tours were immediately successful and 'The Clyde Aberdonian' between Glasgow and Aberdeen began in 2021.

The dates and booking information for 2023 are available to view online at www.21stcenturysteam.co.uk

September becomes a boom time for railtours

By John Titlow

SEPTEMBER is set to be a bumper month for railtours, starting with six on the 1st, four on the 2nd and seven on the 5th.

Every day throughout the month, a tour operates, with Saturdays the busiest; seven are taking place on the 10th, 11 on the 17th, and 10 on the 24th.

Saturday, September 3 is unprecedented, with no less than 12 specials running to various destinations covering most of the country, from the north to the south. A complete variety of motive power is being used, with six steam, four diesels, one electric unit and one DEMU. All the regular railtour companies are out, with the addition of the London Transport Museum making use of its beautifully-restored Art Deco-style 1938 stock running between Amersham and Watford.

Three returns take place at 10.46am, 12.46pm and 2.46pm, with a 3.56pm Amersham to Harrow-on-the-Hill trip at the end of the day, and all repeated on the following day, September 4.

UK Railtours' 'Vectis Venturer' uses the Hastings DEMU set, starting at Tonbridge. Heading north, it follows its old stomping ground into London before turning south through Guildford to Portsmouth for a six-hour break before returning via the same route.

Five steam locomotives are in use on six trains of the day. Pathfinder Tours has Bulleid Battle of Britain 4-6-2 No. 34067 *Tangmere* on its 'Cumbrian Fells Express' from Carnforth to Carlisle over Shap returning via the Settle and Carlisle line. West Coast Railways will run its daily 'Jacobite' with two returns from Fort William to Mallaig on the West Highland Extension behind a 'Black Five'. Saphos continues with its steam-hauled season of the 'English Riviera Express' between Taunton and Kingswear with either BR Class 7 Standard Pacific No. 70000 *Britannia* or West Country 4-6-2 No. 34046 *Braunton*.

Vintage Trains has its flagship WR 4-6-0 No. 7029 *Clun Castle* departing Tyseley with the 'Vectis Venturer' to Chester, Llandudno Junction and return. The Railway Touring Company will make use of LMS Princess Coronation 4-6-2 No. 6233 *Duchess of Sutherland* from Norwich, also to Chester; the timings were not released as we closed for press so it is uncertain if the two locos will be there at the same time.

On the diesel front, Belmond will use a Class 67 on its Victoria to Hastings jaunt following the failure of Bulleid Merchant Navy Pacific No. 35028 *Clan Line* due to the discovery of cracks in the thermic syphons which are part of the boiler, and which saw it withdrawn from Belmond's British Pullman trip on July 22. The Branch Line Society will be using a pair of Class 37s on 'The Garston Growler' for a two-day tour around northern England, starting at Lancaster (see separate story).

Northern Belle will be running one of its tours to the Dartmouth Steam Railway with either a Class 47 or 57 diesel; this time they run from Birmingham via Cheltenham and Gloucester to Paignton, allowing time for a return journey to Kingswear. The return journey is via the same route. Statesman Rail starts at Milton Keynes with its 'Settle to Carlisle & Coastal Statesman' for a journey north to Carlisle, then returning by the Cumbrian coast, hauled by two Class 47s.

It is difficult to remember such a busy day for railtours but one that should satisfy all pockets and enthusiasts.

Branch Line Society's two-day Class 37 fundraising tour

THE Branch Line Society announced a charity tour under the name of 'The Tower Tractors' in aid of Martin House Hospice over the weekend of September 3/ 4.

It will start from Lancaster on the Saturday as 'The Garston Growler' and make several loops of the North West, taking in such highlights as Preston Up & Down Goods, Tuebrook Sidings, Garston Chord, Garston Through Sidings, Ditton Reception No. 3, Stafford Royal Mail Terminal, Arpley Shunting Neck, and 'The Hole' at Warrington.

The second day, as 'The Ribble Ranger', will see a start from Blackpool North, with highlights including Blackpool South locomotive-hauled, Blackburn King Street loop, Colne branch locomotive-hauled, Blackburn Up and Down Goods, Clitheroe to Hellifield (part of 'DalesRail'), Hellifield DGL, the Keighley and Worth Valley Railway's Network Rail connection and Neville Hill depot.

Although for members only, the tour will see the West Coast Railway Class 37s visit a variety of locations over the two days.

Chester and Llandudno SRPS trip is rearranged

By Tim Hobman

THE Scottish Railway Preservation Society was pressing ahead with its Settle and Carlisle trip but postponed its tour to Chester and Llandudno due to potential main line strike action.

On Saturday, September 3, the SRPS was scheduled to host a tour from Linlithgow, picking up at Edinburgh Waverley, Kirknewton, Lockerbie and Carlisle. The tour will be diesel-hauled to Carlisle, where it is planned that steam will take charge of the train over the Settle and Carlisle line.

Heading south along the Eden Valley to Appleby, the tour will then make the climb to Ais Gill summit and continue through Settle to Hellifield and then on to Blackburn and Preston, before heading north through Lancaster to Carnforth, where the steam locomotive will leave the train. Diesel traction will complete the home leg of the tour over Shap summit and Penrith to Carlisle, setting down passengers at the outward pick-up points to Linlithgow.

The tour to Chester and Llandudno, which had been scheduled for Saturday, August 20, has a new date of Saturday, September 17.

This tour will start at Glenrothes with Thornton, picking up at Kirkcaldy, Dalgety Bay, Edinburgh Waverley, Kirknewton, Lockerbie and Carlisle, before taking the West Coast Main Line over Beattock and Shap summits through Lancaster and Preston to rural Cheshire and along the North Wales Coast.

Diesel-hauled throughout, passengers have the opportunity to visit Chester and take in the sights of the medieval city centre or stay on the train to enjoy two hours in Llandudno before returning home via the same route.

For further details of SRPS tours, visit www.srps.org.uk/railtours/programme.htm

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

On July 30, BR Standard 7MT Pacific No.70000 *Britannia* passes Cockwood Harbour with Saphos Trains' 'English Riviera Express' returning from Kingswear to Kettering, with *Britannia* heading the train as far as Taunton. Class 47 No. 47614 has been added to the front of the train due to fire risk in the dry conditions of the heatwave. Approaching in the opposite direction is a 'Voyager' diesel unit consisting of units Nos. 220003 and 220013 and operated by Cross Country Trains, forming 1V58, the 10.05am from Edinburgh to Penzance. JOHN LABRUM

West Country *Wadebridge* overhaul starts

Bulleid West Country light Pacific No. 34007 *Wadebridge* and Class 37 No. 37324 arrive at Ropley on the evening on August 22, 2015. OWEN HAYWARD

UNREBUILT West Country light Pacific No 34007 *Wadebridge* has entered overhaul – with the aim of achieving a main line certificate after being out of traffic since its boiler ticket expired in 2016.

Currently based at the Mid-Hants Railway, work will be divided between the Watercress Line's works at Ropley and Riley & Son Locomotive Engineers Ltd in Heywood. Engineers at Ropley have already partially dismantled the locomotive, with the chassis and boiler transported to Heywood on August 9.

The focus for Riley and Son will be repairs to the boiler and overhaul of the frames, motion, brakes, springs and cylinders, with turning of the wheels also undertaken. The most challenging part of the overhaul will be a replacement of the inside cylinder.

Simultaneously, the team at the MHR will work on refurbishing boiler and cab fittings, copper pipework, cladding, and the tender. Once all parts are reunited at Ropley, the team there will reassemble and test the locomotive before painting and return to service.

Wadebridge (34007) Locomotive Ltd group chairman Stephen Evans thanked generous Swiss benefactor Alex Choremi, who has made a contribution to kick-start this fast-track overhaul.

It is hoped that No. 34007 will return to traffic in four years' time, 2026, with the overhaul being designed and implemented to keep the option of main line operation open, as well as the continued use of the locomotive on heritage railways.

Newly-announced Pathfinder trips include rare tracks tour

By John Titlow

TWO new tours have been recently announced by Pathfinder Railtours, taking it towards the all-important Christmas period.

The 'Cotswold Caper' on October 29 features "three very choice bits of track." Motive power will be two Class 37 diesels throughout with only seven carriages; the short train is essential for it to fit into the loops and sidings rarely visited by passenger trains.

The train will be top-and-tailed, but double-heading will take place from Gloucester to Burton upon Trent.

The highlight has to be the Honda factory branch that opened in 2008 and closed in 2021. It carried very little traffic at all and no passenger trains.

Starting at Burton at 6.30am, the requested route is Barnt Green, then the Down Bromsgrove Loop, Cheltenham Spa, Stroud, Swindon Reception, Up Swindon Goods Loop, South Marston Euroterminal NR Limit, Challow Up Relief, Foxhall Curve, Down Kennington Goods Loop, Hinksey Yard, Oxford Down Through, Banbury Platform 1, Up Aynho Goods Loop, Oxford (reverse), Wolvercote Jn, Moreton-in-Marsh, Moreton-in-Marsh Down Refuge Siding, Norton Jn, Henwick Turnback Siding (Reverse), Cheltenham Spa, Gloucester (reverse), and then back at 10pm.

The 'Whistling Geordie' on November 12 is a very recent addition. Class 40 No. 40145/ D345 returns for an inaugural run with Pathfinders Railtours to Newcastle from Burton. The joining stations are Tamworth, Birmingham New Street, Sandwell & Dudley, Wolverhampton, Stafford, Crewe, and Warrington Bank Quay.

A Class 47 or 57 will haul the Riviera Trains Mk.1 set from Burton to Crewe, where No. 40145 will take over to Newcastle. The train will then work to York, passing through Hartlepool returning via Hexham and Penrith, down the West Coast Main Line.

Right: Class 33s Nos. 33025-33029 pass Ladywood near Droitwich with Pathfinder Tours' 'Dorset Coast Explorer' from Burton upon Trent to Weymouth on August 8. JACK BOSKETT/ PT

The August 6 'Dorset Coast Explorer' with two Class 33s ran fully booked and was considered a very good day out. The attraction here were the 33s and Mk.1 coaches on their old stomping ground between Bournemouth and Weymouth, rekindling memories of 1960s trains prior to electrification. It was Pathfinder's first tour with the Class 33s since 2008.

Waiting list

On September 3, the 'Cumbrian Fells Express', behind Bulleid Pacific No. 34067 *Tangmere,* is fully booked with a waiting list. Times have changed slightly, with an earlier start from Bristol Temple Meads at 5.35am, picking up at Bristol Parkway, Cam and Dursley, Cheltenham Spa, Worcester Parkway, Birmingham New Street, Stafford, Crewe, and Preston behind either a Class 47 or 57. *Tangmere* takes over at Carnforth for a run northbound over Shap, with the return via Settle to Preston, where steam comes off and a diesel returns the train to Bristol, arriving at 11.25pm.

Limited spaces are available for the 'Cambrian Coast Express' on September 9. At the time of going to press, the timings were unchanged, with the tour starting from Cardiff at 7am and running via Newport and Welsh Marches to Shrewsbury behind a DB Cargo diesel locomotive outward and return, picking up en route. From Shrewsbury, two Network Rail Class 97/3s (37s) take over for a run over Talerddig to Machynlleth before crossing the wooden viaduct over the Afon Mawddach estuary into Barmouth. The return journey is via the same outward route. Options are available at Minffordd and Portmeirion, Porthmadog and Pwllheli.

There are no changes at present to the October 15 jaunt behind two West Coast Railways' Class 37s over the Settle and Carlisle line, returning via Shap. Premier dining has limited seats, and space is still available in first and standard classes. The train starts at Newport at 5.45am, picking up at Bristol Parkway, Cam and Dursley, Cheltenham Spa, Worcester Parkway, Bromsgrove, Birmingham New Street, and Stafford, returning to Newport at 11.30pm.

Across the Thames

An interesting variation to the September 24 'Canterbury Ventura' tour from Burton to Margate will now see two Class 33s double-head the majority of the journey with Mk.1 carriages in tow.

Departure from Burton is at 6am, picking up at Northfield, Worcester Parkway, Cheltenham Spa, Stroud, Kemble, Swindon, and Kensington Olympia before running through London and crossing the River Thames towards the destination of Canterbury and Margate.

The return will be via a different route from Ashford, and from the London area a Class 47 will take over, returning the train to Burton at 11.15pm.

Strikes affect main line tours

THE ongoing issue of strike action over pay is having a knock-on effect on railtours, with several cancelled. The dates for strike action throughout August have caused major disruptions to the national network.

Saturday, August 13 saw drivers from nine companies go on strike, which caused minimal disruption to railtours. However, tours on Saturday, August 20 had the most cancellations as signalling and track maintenance workers planned to strike across 14 companies, involving some 20,000 Network Rail employees. Accordingly, seven of the tours planned for this date by various companies were cancelled,

Union leaders rejected a 4% pay rise offered by Network Rail and are demanding a rise more in line with inflation, which stands at about 10%.

Okehampton café to open next month

THE newly refurbished café at Okehampton station was set to open in September, when it is planned to hold a celebratory evet.

While the cafe is being refurbished, the Dartmoor Railway Association has been running a tea and coffee stall on the opposite platform in order to provide passengers on the new Dartmoor Line services with refreshments.

The café is set to be run by Leanne Knight and her team from the Amazing Brownie Bakers under its original name, the Bulleid Buffet, when it reopens in early autumn.

The station reopened last November after being closed to regular main line traffic for 49 years, and in later times became the headquarters of the heritage Dartmoor Railway.

The reopening of the line to regular services has been so successful that following a track upgrade, hourly trains are now running between Exeter and Okehampton.

The café refurbishment is part of Okehampton station's renewal, which will also include the opening of a Dartmoor Railway Association shop and a Platform 3 waiting room.

Okehampton Town Council and West Devon Borough Council are supporting a second bid for funding to construct a new Okehampton Parkway station on the eastern side of the town as part of the Government's Levelling Up scheme.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Bulleid Battle of Britain Pacific No. 34067 *Tangmere* hauled the Northern Belle over Shap summit on August 17. The trip was a steam circular from Lincoln Central to Carlisle via Copy Pit and Shap, the return working being via the Settle and Carlisle line. Class 47 No. 47815 provided assistance at the rear. PAUL BERRY

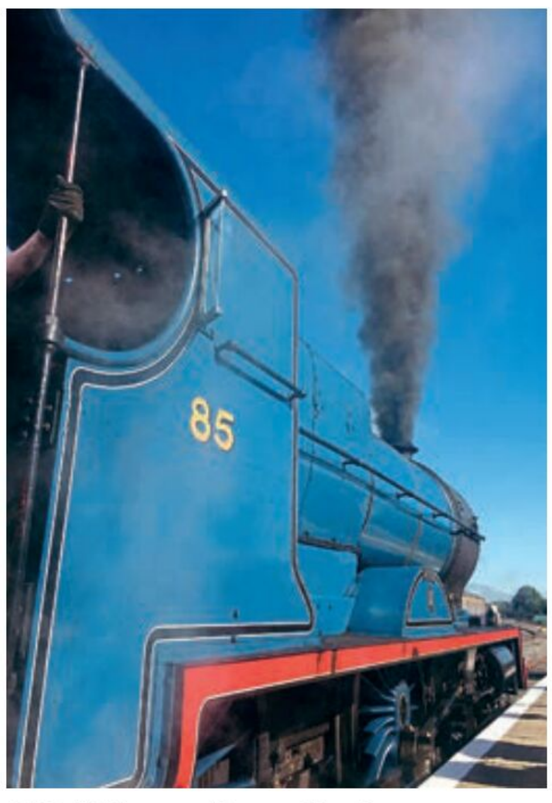
Steam Dreams announces 2023 date for nine-day Emerald Isle Explorer tour

By Tim Hobman

STEAM Dreams has advertised its next 'explorer' tour, which will take place between Wednesday, May 3 and Thursday, May 11, 2023 – in the form of a nine-day trip of a lifetime tour of Ireland.

Beginning in Dublin, tour participants will spend the evening in the city before dinner and an overnight stay at their designated hotel.

The second day will see passengers board a steam-hauled train and head west towards Athlone on the banks of the River Shannon.



GNR(I) V 4-4-0 No. 85 *Merlin*. STEAM DREAMS

From there, the tour continues to Galway, where the afternoon and evening can be spent enjoying the 18th century city centre before transfer to hotels. There will be a further day in Galway with optional excursions to Aran Island, the Cliffs of Moher, and Kylemore Abbey.

On the fourth day, the tour leaves Galway and travels south to Limerick, where guests will enjoy two hours before continuing on via Limerick Junction and Mallow to Killarney.

The next three days will be spent in Killarney, with optional trips to Tralee and a team-hauled excursion to Cork.

The seventh day will see an opportunity for a photograph or two at Tipperary, and then a stop at Waterford to visit the famous House of Waterford and the Crystal Café.

The train will then continue to Kilkenny for the overnight stop. The next day passengers will have the opportunity to look around Kilkenny, with it cathedral, castle and distillery to explore, or take an optional tour to Wexford by train.

The final day will see a coach transfer from Kilkenny to Wexford and then a journey north along the coastal route back to Dublin.

Motive power will be provided by the Railway Preservation Society of Ireland, and for the majority of the tour it will be headed by GNR(I) V 4-4-0 No. 85 *Merlin,* joined by S 4-4-0 No. 171 *Slieve Gullion*. The coaching stock will consist of 1960s Craven carriages and a wood-panelled bar car, all built to the slightly larger 5ft 3in gauge.

Steam Dreams is also offering a steam-hauled journey to the Lake District between Tuesday, September 27 and Friday, September 30 this year. The outward journey from London will take the West Coast Main Line before picking up the Settle and Carlisle line. The train will then head for Oxenholme for guests to transfer by coach to hotels in the Lake District National Park.

The second and third days are ones of leisure in the Lakes, where guests can please themselves or have the option of an organised tour to the Lakeside & Haverthwaite Railway or the Ravenglass & Eskdale Railway.

Alternatively, there will be options to visit other attractions such as Beatrix Potter's house, Wordworth's house, Holker Hall, or Brantwood House, or take in a lake cruise.

The final day will involve a leisurely steam-hauled return journey to London, stopping on the way back at a city yet to be confirmed.

For further details on both trips, visit www.steamdreams.co.uk

Branch Line Society's autumnal trip to seaside at Whitby

THE Whitby Endeavour Tour, hosted by the Branch Line Society, is planned for Saturday, October 22, with Class 50 No. 50008 *Thunderer* and a Loram Class 37 in top-and-tail formation.

The tour will start from Derby and head via Chesterfield, Sheffield, and Doncaster to York, before picking up the Middlesborough to Battersby line.

There will be a photographic stop at Battersby before heading to Grosmont and Whitby. Passengers will have the option of a 90-minute break in Whitby or, having alighted at Grosmont, a visit to the North Yorkshire Moors Railway before the return trip to Derby.

Further information can be found at https://branchline.uk/current-fixtures.php

Network bid to relocate native newt species

AN industry first has seen Network Rail's Eastern Region granted a special licence to safely relocate the UK's largest native newt species – protecting it from vital engineering work.

The industry-leading initiative will see specialists build new and largescale habitats for great crested newts to move to when crucial railway upgrades disrupt their existing homes.

This balance will allow the amphibians to thrive in a safe environment and in turn reduce any delays to engineering work.

The licence was granted by Natural England following a successful trial on the Midland Main Line upgrade last year. It has now been extended to the entire Eastern Region.

A great crested newt swimming. NR

Usually found in grassland, scrub, ponds, and woodland, the great crested newt is a protected species. They can be affected by essential improvement, maintenance or safety-related work on the railway. This brand-new licence will allow teams within the Eastern region to relocate newts where necessary, keeping them out of harm's way, and in the process helping to create acres of vibrant new ponds and habitats.

Eastern Region environmental manager Hamish Critchell-Ward said: "This is a significant win for sustainability across the region. Our lineside habitats are valuable assets that need management and protection in order to improve biodiversity and create an environmentally-friendly railway that's fit for future generations.

"This licence will help us strike the balance between helping lineside wildlife to thrive while allowing essential railway upgrade work to get underway."

Like us facebook.com/heritagerailway

Follow us @HeritageRailMag

September

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

03 'The Vectis Venturer'
Tonbridge, Portsmouth, and return.
DEMU: 1001. UKRT

03 'The Cumbrian Fells Express'
Bristol Temple Meads, Carlisle, and return. Steam-hauled between Preston and Carlisle.
Loco: 34067 *Tangmere* PT

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

06 Southend to Portsmouth
Shoeburyness, Portsmouth, and return. Steam-hauled between West London and Portsmouth.
Loco: 45231 *Sherwood Forester*. SD

07 'The Welsh Marches Express'
Poole, Shrewsbury, and return. Steam-hauled between Bristol Temple Meads and Shrewsbury.
Loco: TBA. ST

08 'The Swanage Belle'
London Victoria, Swanage, and return. Diesel-hauled from Swanage to Southampton.
Loco: 45596 *Bahamas*. RTC

08 'The Dalesman'
York, Carlisle, and return.
Loco: TBA. WCR

10 'The Settle to Carlisle & Jorvik Pullman'
Perth, York, and return.
Loco: 43046 + 43055 (HST). MP

10 'The English Riviera Express'
Shrewsbury, Kingswear, and return. Steam-hauled between Taunton and Kingswear.
Loco: TBA. ST

10 'The Coast to Coast Express'
Liverpool Lime Street, Scarborough, and return.
Diesel-hauled from Milford Loop to Liverpool Lime Street.
Loco: TBA. RTC

10 'The Mersey Explorer'
Birmingham New Street, Liverpool, and return.
Loco: 7029 *Clun Castle*. VT

11 'The Royal Duchy'
Bristol Temple Meads, Par, and return. Diesel-hauled from Plymouth to Par.
Loco: 6233 *Duchess of Sutherland*. RTC.

13 'The Bristol Forty'
Lancaster, Bristol Temple Meads, and return. Steam-hauled from Bristol Temple Meads to Crewe.
Locos: Steam: TBA. Diesel: D213 *Andania*. ST

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.

LSL's Midland Blue Pullman HSTs Nos. 43046 and 43047 approaching Dawlish station in the summer evening sun on August 13, working the 4.05pm Penzance to Eastleigh 'Cornish Coastal Pullman'. THOMAS MILLS

14 'Belmond British Pullman'
London Victoria, Bath Spa, and return.
Loco: 35028 *Clan Line*. BEL

17-19 'Lord of the Isles Pullman'
Paignton, Inverness, Kyle of Lochalsh, and return. Three-day tour.
Loco: 43046 + 43055 (HST). MP

17 'The Coast to Coast Forty'
Holyhead, Scarborough, and return.
Loco: Class 40 TBC. IC

17 Northern Belle
Liverpool Lime Street, Carlisle, and return. Steam-hauled from Carnforth (outward) and to Preston (return).
Loco: 34067 *Tangmere*. NB

17 'Settle & Carlisle Anniversary Railtour'
Carlisle, York, and return.
Loco: 46115 *Scots Guardsman*. S&C Railway Development Company

18 'Sussex Coast Afternoon Tour'
Chichester, Littlehampton, and return. Diesel-hauled from Littlehampton to Southampton. **Loco: 34046 *Braunton*. SD**

18 'The Plymouth Flyer'
Bristol Temple Meads, Plymouth, and return.
Loco: 6233 *Duchess of Sutherland*. RTC

20 'The Dalesman'
Chester, Carlisle, and return. Steam-hauled between Hellifield, York and Carnforth. **Loco: TBA. WCR**

21 'The Ayrliner'
Crewe, Ayr, and return.
Locos: Class 47 and 2x Class 20 TBC. IC

22 'The Dalesman'
York, Carlisle, and return. Steam-hauled between Hellifield, York and Carnforth.
Loco: TBA. WCR

24 'The Deltic Delight,
Wolverhampton, Newcastle, and return.
Loco: Class 55 TBC. IC

24 Northern Belle
Telford Central, Carlisle, and return. Steam-hauled between Carnforth, Carlisle and Hellifield.
Loco: 34067 *Tangmere*. NB.

24 'The Cumbrian Mountaineer Express'
Tyseley Locomotive Works, Carlisle, and return.
Loco: 7029 *Clun Castle*. VT

25 'The Peaks Express'
Preston, Chesterfield, and return with circular tour from Chesterfield. Steam-hauled throughout.
Loco: TBA. RTC

27 'The Pendle Dalesman'
Lancaster, Carlisle, and return.
Loco: 35018 *British India Line*.

27 'London to the Lake District'
London Euston to Oxenholme.
Loco: 34046 *Braunton*. SD

28 'Ben Nevis & Lochaber Pullman'
Darlington, Fort William, and return.
Loco: 43046 + 43055 (HST). MP

30 'The Lake District to London'
Oxenholme to London Euston. Diesel-hauled to Chester.
Loco: 34046 *Braunton*. SD

30 'Golden Arrow 50th Anniversary'
London Victoria, Canterbury, and return.
Loco: 35028 *Clan Line*. BEL

October

01 'The Lune Rivers Trust'
Carnforth, York, and return. Steam-hauled throughout.
Loco: TBA. WCR

02 Inverness
Linlithgow, Inverness, and return.
Loco: 37 403 *Isle of Mull*. SRPS

02 'The Dalesman'
York, Carlisle, and return.
Steam-hauled between Hellifield, York and Carnforth.
Loco: TBA. WCR

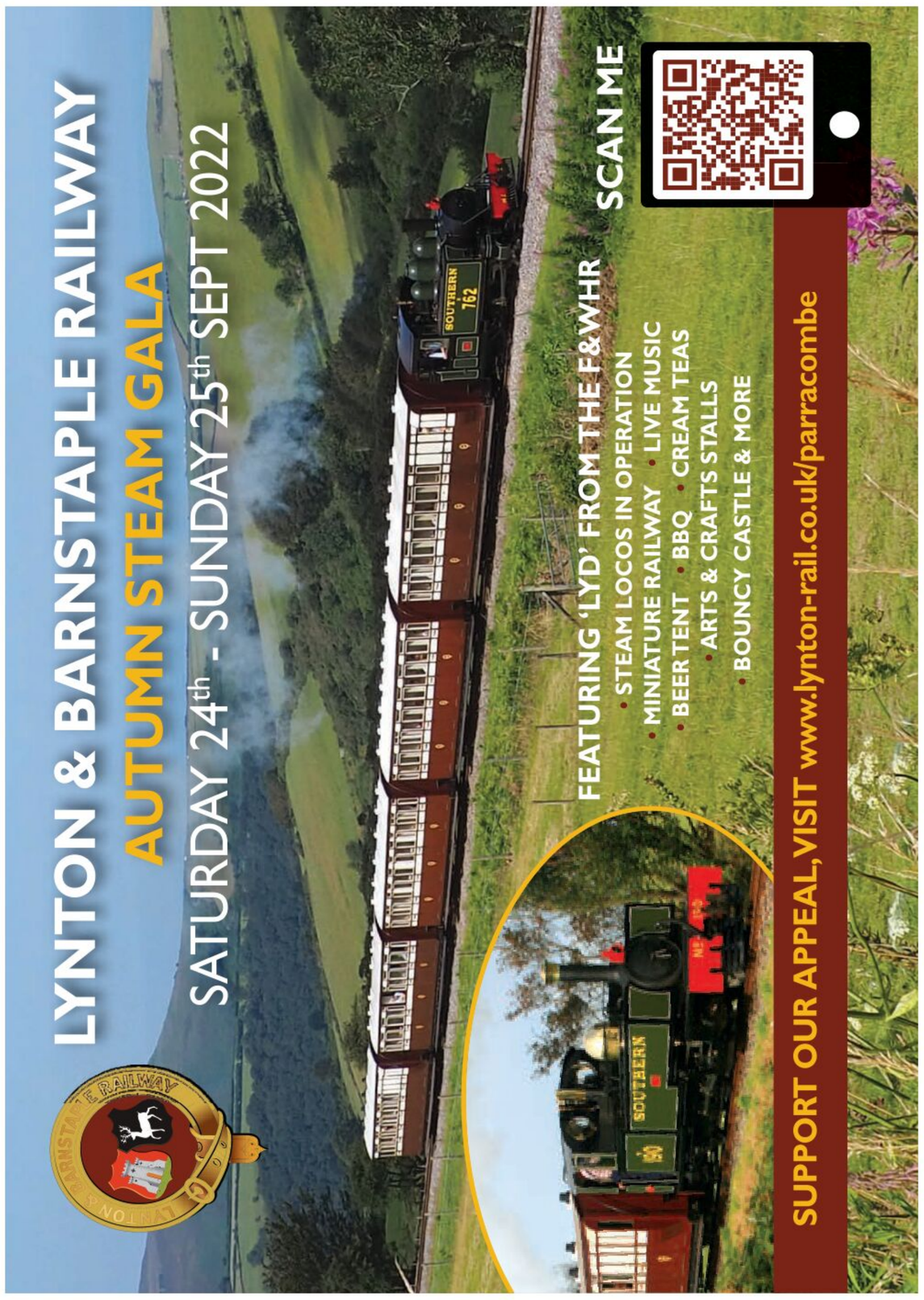
Regular Steam

Daily until October 28
'The Jacobite'
Fort William, Mallaig, and return.
Loco: 44871, 45212 or 45407 *The Lancashire Fusilier*. WCR

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

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

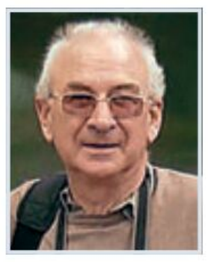

LYNTON & BARNSTAPLE RAILWAY
AUTUMN STEAM GALA
SATURDAY 24th - SUNDAY 25th SEPT 2022
FEATURING 'LYD' FROM THE F&WHR
• STEAM LOCOS IN OPERATION
• MINIATURE RAILWAY • LIVE MUSIC
• BEER TENT • BBQ • CREAM TEAS
• ARTS & CRAFTS STALLS
• BOUNCY CASTLE & MORE
SCAN ME
SUPPORT OUR APPEAL, VISIT www.lynton-rail.co.uk/parracombe

KIRKLEES
LIGHT RAILWAY
STEAM & DIESEL GALA WEEKEND
WITH NORTHERN CHIEF FROM RH&DR AND COUNT LOUIS
10 & 11 September 2022
Book tickets online at www.whistlestopvalley.co.uk
WHISTLESTOP VALLEY Home of the Kirklees Light Railway
PARK MILL WAY | CLAYTON WEST | WEST YORKSHIRE HD8 9XJ
01484 865727 | INFO@WHISTLESTOPVALLEY.CO.UK
WHISTLESTOPVALLEY.CO.UK

MIDLANDS MODEL ENGINEERING EXHIBITION
THE SHOW FOR MODEL ENGINEERS
THURSDAY 13th to SUNDAY 16th OCTOBER 2022
Thursday - Saturday 10.00am - 4.30pm
Sunday 10.00am – 4.00pm
WARWICKSHIRE EVENT CENTRE
...more than just an exhibition - it's an experience...
Meet nearly 30 clubs & societies. See nearly 1,000 models. Learn from the experts in the workshops. Buy from up to 50 specialists suppliers.
BOOK TICKETS NOW ONLINE AT
www.midlandsmodelengineering.co.uk
SPONSORED BY
THE MAGAZINE FOR MODEL ENGINEERS
ENGINEERING in Miniature
EXHIBITION LINK BUS
from Leamington Spa Railway Station (not Sunday).
FREE PARKING
Ample parking for over 2,000 vehicles. Sat Nav CV31 1FE.
Tickets can be purchased in advance via our website or purchased on the day of your visit from the ticket office. If purchasing on the day please ensure you have the correct change ready or pay by card.
TICKET PRICES
£11.00 Adult
£10.00 Senior Citizen (65+ yrs)
£5.00 Child (5-14)
Meridienne Exhibitions cannot process any telephone bookings. If you have event specific enquiries, please call 01926 614101. Meridienne Exhibitions Ltd will continue to monitor and act on advice from the Government. Please make sure you visit our website for the latest information prior to your visit.
Meridienne Exhibitions LTD

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn looks at the two runs over the Fells – No. 46115 *Scots Guardsman* over Grayrigg and Shap in 2014 and No. 70000 *Britannia* going south over Ais Gill in 2019– plus a very rare run with No. 35007 *Aberdeen Commonwealth* from Brighton to Victoria in 1964 and two high speed runs with Brush Type 4 Class 47 diesels from 1976 and 1987.

THE recent long spell of hot weather, with little or no rain in the south, in July and August continues as I write this – with little or no 'pure' steam for the timing fraternity. An exception was the Railway Touring Company's 'Cumbrian Mountain Express' behind No. 35018 *British India Line* in the then-wet North West on August 6.

DUE to the reduction of train services on all three Train Operating Companies which I need to use to get to the 'CMEs', I wasn't on this, and though my correspondent Graham Southway has kindly sent me details, I have gone back a few years to look at a couple of runs not previously reported in my column.

And so early in the morning of Saturday, February 22, 2014, we joined a group of bleary-eyed fellow excursionists on the platform at Watford Junction to see No. 86 259 arrive with its 11 coaches. On a cold and clear morning (a miracle in itself in that winter of record rainfall), we settled into our seats in the nice warm train as the steam-age electric

TABLE ONE: CARNFORTH TO CARLISLE

Date	Saturday, February 22, 2014
Train	07.08 Euston to Carlisle
Loco	LM Class 7 4-6-0 No. 46115 *Scots Guardsman*
Load	12 coaches, 437½ tons tare, 475 tons gross
Driver	Gordon Hodgson
Fireman	Chris Holmes
Recorder	Don Benn gps
Position	Sixth coach
Weather	Sunny periods and showers, strong SW wind

	miles	sched	mins	secs	speed
Carnforth DGL	0.00	0.00	00	00	¾ late
MP 7	1.01		03	55	34/35½
MP 8½	2.51		06	31	34
MP 9½	3.51		08	13	37
Burton and Holme	4.61		09	46	57½/63½
Milnthorpe	7.44		12	24	61½
Hincaster Junction	9.41		14	34	53
Oxenholme	13.12	19.00	18	58	44/46
Hay Fell	16.41		23	40	41½
Lambrigg	18.21		26	14	39½
Grayrigg Summit	20.01		28	06	35
Low Gill	21.61		31	39	53
Dillicar	24.01		33	50	61/59
Tebay	26.18	35.00	35	59	61½
MP 33	27.01		36	52	55½
MP 34	28.01		37	58	45½
MP 35	29.01		39	24	37½
Scout Green	29.13		39	39	36
MP 36	30.01		41	09	32
MP 37	31.01		43	04	30½
Shap Summit MP 37¼	31.26		43	33	32
MP 37½	31.51		44	01	34
Shap Old Station	33.59		46	54	59½
Harrisons Sidings	35.54		48	56	47* tsr
Thrimby Grange	37.01		50	16	68½
Clifton	41.01		53	31	77
Eden Valley Junction	41.77		54	26	76
Penrith	45.21	54.00	57	19	48* tsr
Plumpton	50.07		62	03	75
Calthwaite	52.33		63	40	77½
Southwaite	55.61		66	31	74*/76½
Wreay	58.15		68	25	75½
Carlisle	63.11	72.00	74	24	

net time 72 minutes
* brakes or speed restriction

No. 46115 at MP37 on the climb to Shap Summit with the CME on February 22, 2014.
SANDY SMEATON

No. 70000 *Britannia* after arrival at Crewe on the 3.45pm from Carlisle on July 17, 2019. SANDY SMEATON

TABLE TWO: APPLEBY TO HELLIFIELD

Date	Wednesday, July 17, 2019
Train	15.45 Carlisle to Crewe
Loco	BR Std Class 7P No. 70000 *Britannia*
Load	11 coaches, 383 tons tare 410 tons gross
Driver	P Sheridan
Fireman	J Cooper
Inspector	B Hart
Recorder	A. Smeaton
Position	Tenth coach
Weather	Warm and fine but with some drizzle

	miles	sched	mins	secs	speed
Appleby	0.00	0.00	00	00	R/T
MP 276	1.35		03	25	49½/59
MP 275	2.35		04	30	57
MP 274	3.35		05	35	51½
MP 273	4.35		06	51	45
Griseburn	5.35		08	15	39½
MP 271	6.35		09	44	41
Crosby Garrett	7.60		11	27	46½
MP 269	8.35		12	23	53½
MP 268	9.35		13	38	47½
MP 267	10.35		14	54	42½
Kirkby Stephen	10.79	15.00	15	31	41½
MP 266	11.35		16	19	43
MP 265	12.35		17	46	40
MP 264	13.35		19	20	37½
Mallerstang	14.35		20	49	43½
MP 262	15.35		22	17	38
MP 261	16.35		23	57	34½
MP 260	17.35		25	43	33
Ais Gill	17.60	25.00	26	09	37½
Hellifield	46.00	60.00	63	18	

locomotive whisked us north at high speed.

Soon the buffet car attendants came through, offering very welcome bacon rolls. We eagerly consumed ours as by now we had been on the go for nearly four hours. For once I had a window seat on the right side for the mileposts, so I would not need to find a suitable place to stand and set up my GPS.

After picking up many more passengers at various stops en route, we pulled into the down goods loop at Carnforth a couple of minutes adrift. Here our worthy Class 86 was replaced by Royal Scot Class 7 4-6-0 No. 46115 *Scots Guardsman* plus its support coach, bringing the train up to 12 coaches of heavy mainly Mk.1 stock with a tare weight of 437½ tons tare or 475 tons gross as the train was completely full. This is a very big load for a Class 7 engine to take unaided over Grayrigg and Shap. The previous week the same engine had coped well but before that, Class 6 Jubilee No. 45699 had struggled somewhat. The train is very tightly timed on to Carlisle to fit in with the high speed service trains and would be more suited to a Class 8 engine, though I was very pleased to have No. 46115 as my last run with this engine had been in July 1965.

Over the Fells

We were away nearly four minutes down, being held for a late running Euston to Glasgow express to pass. Perfect, I thought, as we should now have a clear run and we were not late enough to be looped to stay out of the way of the following Pendolino. It was now a blustery day with rain showers and I wondered how Gordon Hodgson and Chris Holmes would cope with this big load over Grayrigg and Shap. Table One shows the excellent performance that No. 46115 turned in, especially the climb to Shap summit, which was top drawer. Right from the start driver Gordon Hodgson showed that the engine was master of the job and we passed Oxenholme spot on the schedule after speed got up into the 60s before hitting the long 1-in-131 and 1-in-106 climb to Grayrigg summit, topped at a good 35mph. Then I wondered whether there were problems up front as we ambled along through the Lune Gorge with speed just reaching a mile a minute. Perhaps the locomotive wasn't steaming too well and the crew was harbouring steam for Shap. Tebay was passed at just 61½mph and I wondered if this was a prelude to a struggle up the hill but no, No. 46115 was opened up nicely and we hit the 1-in-75 at Milepost 33 at just over 55mph, falling steadily to 36 at Scout Green. I was sitting six coaches back and even so the beautiful three-cylinder roar from *Scots Guardsman* became very evident as speed dropped slowly to 32mph at Milepost 36 and then to a minimum of 30.7 before an even greater effort was made – with the decibel level increased again – as we actually accelerated to 32mph at the top of the 1-in-75. I calculate that this wonderful climb had required about 1700 to 1730 equivalent drawbar horsepower (edbh) over the final couple of miles, which is very high for a Class 7 steam locomotive.

> "...the booked time of 58 minutes demanded a crisp pace among the service trains on a line that even then was a busy route."

Sandy Smeaton's superb image portrays the final moments of the climb more than any words can. The previous week the speed at the summit with the same engine and load was 23mph after passing Tebay at 71mph, which rather puts our climb into context. A fast run down to Carlisle with a couple of minor checks saw us arrive six minutes late, having dropped just two minutes overall on the impossibly tight booking, which is now normally 76 or 77 minutes.

Some years later, on Wednesday July 17, 2019, Sandy was on a Crewe Carlisle special behind No. 70000 *Britannia,* and Table Two shows the first part of the return run on the 3.45pm Carlisle to Crewe.

Sandy writes: "On the return trip was driver Pete Sheridan, fireman Jim Cooper, and Inspector Bob Hart. The start was punctual and the booked three-minute operational stop at Petteril Bridge Juncxtion was not required.

"Appleby was reached in 44½ minutes, 1½ within the schedule.

"After watering, the restart was on time. A maximum of 59 was reached after Ormside, falling to 39½ at Griseburn. At the top of the easier gradient to Crosby Garrett, speed recovered to 53½, falling to 41½ at Kirkby Stephen, after which the engine was not pushed – probably to avoid slipping in the damp conditions. After 43½ at Mallerstang, the minimum before Ais Gill Summit was 33."

Rare run

Moving back to 1964 now, Table Three shows a very rare steam run from Brighton to Victoria behind Merchant Navy Pacific No. 35007 *Aberdeen Commonwealth*. Bulleid light Pacifics were no strangers to Brighton or the Brighton main line as until about 1963 they worked west from Brighton to Bournemouth and north via Lewes and Oxted to Victoria, plus Victoria to Newhaven on the boat trains, but the Class 8s were very rarely if ever seen.

Alan Rawlings was on the 1964 run and describes the day: "The impact of Beeching was felt across the nation's railways but perhaps more than one might have expected in the populated areas of the south. Sussex was one such example, where it was decided that the county only needed a coastal route and a couple of through lines from the coast to London. Consequently, a number of railtours were arranged at different times to cover the network of lines due for closure that used to criss-cross the county and its neighbours.

"One such trip was the 'Midhurst Belle' in October 1964. This visited the former line through Cranleigh (that is now, ironically, a sizeable area of population), Midhurst, and via Littlehampton, the short Kemp Town branch at Brighton that lost its passenger service in the 1930s but at the time retained occasional freight traffic. The selected motive power was diverse, to say the least, comprising a S15, USA tank, and Q class. But the best was saved for last with a return to London from Brighton non-stop behind No. 35007 *Aberdeen Commonwealth*.

"Not only was this unusual, but the booked time of 58 minutes demanded a crisp pace among the service trains on a line that even then was a busy route. The Brighton to Victoria line is a switchback that modern traction takes in its stride. However, in a remarkably consistent engineering achievement it was originally constructed with the three main summits at Clayton Tunnel, Balcombe, and the Quarry line at Merstham, approached from both south and north on a ruling grade of 1-in-264.

"The tour itself was restricted to eight vehicles and so the load was hardly a challenge for an 8P, but the timings were tight and a right time departure gave Driver Finch of 73A a clear path ahead. The climb to Clayton Tunnel was steady but we then swept down the other side, touching 80 in the dip beyond Wivelsfield before cresting Balcombe at 61 and then hurrying towards Gatwick and the third climb to Quarry Tunnel. By Gatwick we were three up on schedule and just inside even time, although this pace would not be possible to maintain as we approached the suburbs. Nevertheless, Merchant 7 had a clear road throughout and London was reached in well under the hour. A rare non-stop run for steam on one of the classic main line routes in the south."

TABLE THREE: BRIGHTON TO VICTORIA

Date Sunday, October 18, 1964
Train The Midhurst Belle
Loco MN Class 4-6-2 No. 35007 *Aberdeen Commonwealth*
Load Eight coaches, 260 tons tare 280 tns gross
Driver Finch, Stewarts Lane
Recorder Alan Rawlings
Weather Fine and warm, light east breeze

	miles	sched	mins	secs	speed
Brighton	0.00	0.00	00	00	R/T
Preston Patk	1.31		03	15	39
Clayton Tunnel S	4.73		07	04	53
Hassocks	7.00		09	33	74
Burgess Hill	9.16		11	14	77
Wivelsfield	9.96		11	53	79/80
Haywards Heath	12.84	16.30	14	11	72
Balcombe	16.74		17	34	68
Balcombe Tunnel SB	18.88		19	37	61
Three Bridges	21.31	25.00	21	45	71
Gatwick Airport	23.94		24	01	72
Horley	24.83		24	44	70
Salfords	27.13		26	53	57
Earlswood	28.96	32.00	29	04	49*/52
Start Lane SB	33.80		33	54	58/66
Coulsdon North	35.83	39.00	35	59	51*
Purley	37.28		37	32	58
Puley Oaks	38.21		38	32	59
South Croydon	39.37		39	50	52
East Croydon	40.30		41	31	28*
Windmill Bdge Jct	40.80	45.00	42	30	36
Selhurst	41.43		43	14	52
Thornton Heath	42.15		44	01	57
Norbury	43.42		45	19	57
Streatham Common	44.23		46	15	48
Balham Jct	45.97	51.00	48	28	47
Balham	46.19		48	50	47
Wandsworth Common	46.74		49	29	45
Clapham Junction	48.10		51	05	42*
Battersea Park	49.53		53	09	44
Victoria	50.73	58.00	56	09	1¾ early

*brakes or speed restriction

May 23, 1974: D1759 on the 1815 Paddington to Worcester approaching Ealing Broadway. DON BENN

TABLE FOUR: PADDINGTON TO BRISTOL PARKWAY

Date Wednesday, December 1, 1976
Train 06.42 Paddington to Swansea
Loco Brush Type 4 2,650 hp DL No. 47.499
Load Eight Mk.2C coaches, 269 tons tare 280 tons gross
Recorder Don Benn with stop watch
Weather Cold and damp

	miles	sched	mins	secs	speed
Paddington	0.00	0.00	00	00	R/T
Westbourne Park	1.25		03	27	47½
Acton	4.25		05	58	75
Ealing Broadway	5.70		07	00	80
West Ealing	6.50		07	37	84
Hanwell	7.35		08	12	86
Southall	9.10		09	21	90
Hayes	10.90		10	32	92
West Drayton	13.25		11	59	95
Iver	14.75		12	55	98
Langley	16.20		13	48	100
Slough	18.45		15	08	101
Burnham	20.95		16	40	100
Taplow	22.45		17	36	98
Maidenhead	24.25		18	42	95/6* sigs
Twyford	31.00		26	00	68
Sonning SB	34.00		28	10	80
Reading	35.83	28.00	30	28	
	0.00	0.00	00	00	4¾ late
Tilehurst	2.65		03	45	71
Pangbourne	5.55		05	57	86½
Goring	8.75		08	05	93
Cholsey	12.45		10	24	97
Didcot	17.10		13	17	98
MP 55	19.00		14	28	98
Wantage Road	24.40		17	52	95
MP 63	27.00		19	28	94
Challow	27.80		19	58	96
Uffington	30.50		21	44	98
Shrivenham	35.50		24	53	92
MP 73	37.00		25	48	93/4* sigs
Swindon	41.30	29.00	31	08	
	0.00	0.00	00	00	7¾ late
MP 80	2.70		03	50	70½/81
Wootton Bassett Jct	5.60		06	24	64*
MP 86	8.70		08	35	87
Brinkworth	9.70		09	19	92
Little Somerford	12.45		10	57	100
MP 92	14.70		12	19	96
MP 94	16.70		13	38	92
MP 96	18.70		14	56	90/91
MP 98	20.70		16	16	90/88
Badminton	22.70		17	38	90
MP 104	26.70		20	07	98
Chopping Sodbury	27.25		20	29	101
MP 106	28.70		21	19	100
MP 108	30.70		22	36	92*
Winterbourne	32.55		23	54	95
Bristol Parkway	34.75	26.00	25	42	7½ late

Net times; Paddington to Reading: 27 mins; Reading to Swindon: 30 mins
start-to-stop averages Paddington to Reading: 70.56mph
Reading to Swindon: 79.60mph
Swindon to Bristol Parkway: 81.13mph
* brakes or speed restriction

High Speed Class 47s

For some time I have wanted to put into print some of my many runs behind the long-lived Brush Class 47 diesels. These were cursed when they first appeared on the Southern to help steam through its final years and I now do not like them being attached to the rear of steam-hauled trains for whatever reason, but in their own right they are my favourite class of heritage diesel traction. For this column I have picked a very good run with a 47 standing in for an HST and an extraordinary high-speed run on the Southern. Table Four shows No. 47499 on eight coaches for 280 tons standing in for a High Speed Train on the 6.42am Paddington to Swansea on a cold and damp Wednesday, December 1, 1976.

I made a number of visits to South Wales in the 1970s to see the remaining steam locomotives at work in the collieries. My journey started on the 5.24am Orpington to Charing Cross and then across to Paddington for the 6.42am to Swansea. The running was excellent throughout but spoiled as far as Swindon by checks, the one at Tywford from a van train and approaching Swindon by an up train, though the Class 47 would have struggled to keep time to Parkway including station stops. I think the driver was holding back to 100mph at times and a check on averages confirms the accuracy of my stopwatch work in the dark and drizzle. The table shows net times and start-to-stop averages. The very fast start to pass Acton at 75mph is particularly worthy of note.

We were on time at Swansea. From there, South Wales Transport bus service 101 got me to Pontardulais for 40 pence and I walked to Graig Merthyr Colliery, arriving at about 11am. Here were four 0-6-0STs but only one was working, which was 1944-built Bagnall 2758. Hunslet 3846 (1956) was out of use and Robert Stephenson Hawthorn No. 7170 from 1944 (ex 71516) was a new arrival but also out of use. Finally Hunslet No. 3770 *Norma,* built in 1944, was under repair in the small shed. At 12.20pm, No. 2758 worked a trip from the exchange sidings up to the colliery and then took a loaded train back at 12.45pm. I then adjourned to the local public house with the engine crew for much-needed refreshment, during which the enginemen invited me to accompany them on their afternoon shift. Unfortunately I politely declined as I had heard steam working in the next colliery, Brynlliw, and I wanted to visit it during the afternoon.

Last trip

So I caught South Wales Transport Bus Service 105 for the short journey to find Peckett 0-6-0ST No. 2114, built in 1950 for this colliery, in steam at 2pm. I had heard four trips from the exchange sidings while at Pontardulais but all was quiet, and as dusk fell and the rain fell heavily I wondered if my luck was out. But no, at 3.15pm the little Peckett ran down to the exchange sidings and returned 10 minutes later struggling uphill with a train of empties. There was enough light to get a couple of shots before I called it a day and caught the bus back to Swansea for the 5.05pm HST to London and home. This was to be my last visit to South Wales for steam, which finished soon afterwards.

Finally, Table Five shows the detail of the highest speed I recorded with a Class 47 – 107mph, just

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

No. 35007 arriving at Woking on the 1pm Waterloo to Plymouth on October 26, 1963. DON BENN

October 4, 1986: An unidentified Class 47 on the 10.45am Dover Western Docks to Liverpool Lime Street approaching Paddock Wood at close to 100mph. DON BENN

"A rare non-stop run for steam on one of the classic main line routes in the south."

On December 1, 1976 Peckett 0-6-0 ST No. 2114 slips violently in the pouring rain and near dark with empties at Brynlliw Grovesend. DON BENN

TABLE FIVE: ASHFORD TO TONBRIDGE

Date	Monday, August 31, 1987
Train	17.54 Dover Western Docks to Manchester Piccadilly
Loco	Brush Type 4, 2,650 hp DL No. 47.613
Load	Seven Mk.2 coaches and a bogie van, 280 tons gross
Recorder	Don Benn with stopwatch from fourth coach
Weather	Fine and warm, light east breeze

	miles	sched	mins	secs	speed
Ashford	0.00		00	00	
Chart Siding (site)	2.11		03	05	66
Pluckley	5.67		05	43	92
MP 49	7.11		06	37	94
MP 46	10.11		08	28	104
Headcorn	10.86		08	55	105
MP 43	13.11		10	11	107
Staplehurst	14.25		10	51	103
Marden	16.72		12	16	101
MP 38	18.11		13	05	102
MP 36	20.11		14	19	97/95
Paddock Wood	21.29		15	03	98
MP 33	23.11		16	11	96
MP 31	25.11		17	32	78*
			sigs		14*
Tonbridge	26.59		20	34	

net time 19¾ mins
Start-to-stop average: 77.57mph (Net 80.78mph)
Average speed Pluckely to Paddock Wood: 100.45mph
Average speed MP46 to MP38: 103.97mph
*brakes or speed restriction

west of Headcorn. As with many good runs, this extraordinary performance came as a complete surprise as anything much above the line limit of 90mph was pretty rare, although I had previously timed 99mph at Staplehurst going down. It was a fine summer evening and the low glare from the western sun made the mileposts even more difficult to pick up than usual, but there was no doubt about our rapid progress – as borne out by the averages between various passing points. We were four late away from Ashford but only managed to pick up a minute on the very fast timing for this train. Net time would have been under 20 minutes which, at that time, was unprecedented. We had gained two minutes and 27 seconds to passing Paddock Wood. There was a slight easing at MP43 and power was shut off for a few seconds before Paddock Wood. The 107 max was my top speed with a Class 47, although I had quite a number of excesses over their rated maximum speed of 95, including a 104 at Radlett on the MML, of which more in a future column.

Grateful thanks to Sandy and Alan for their contributions and to all my correspondents. HR

Christmas Eve 1986 and No. 47 500 approaches Paddock Wood on the 10.45am Dover Western Docks to Liverpool Lime Street. DON BENN

You could WIN a great railway read

Here at Heritage Railway we've got some superb books which must be won... these top railway titles could be yours.

1ST PRIZE –
The Railway – British Track Since 1804, by Andrew Dow
I Tried To Run A Little Railway, by Gordon Rushton
Lives On The Line, by David Maidment

2ND PRIZE –
East Yorkshire Railway Stations, by Peter Tuffrey
Ayrshire's Last Days of Colliery Steam, by Tom Heavyside

3RD PRIZE -
Scottish Ivatt Class ZMT 2-6-0s. A Pictorial Album, by Iain A H Smith

Y	V	V	B	H	X	N	T	D	H	E	T	S	V	E
W	R	D	W	Z	J	W	V	R	G	M	L	G	A	E
S	T	E	K	C	I	T	L	A	O	O	F	E	D	R
X	B	O	H	C	Z	L	T	V	E	D	G	Y	D	F
Y	B	H	E	S	B	N	B	V	W	E	M	C	S	W
A	Y	J	M	J	I	G	I	Z	V	L	A	W	X	Y
W	X	A	A	V	N	F	S	I	W	U	L	E	Z	Z
T	A	L	L	E	R	S	T	O	N	E	T	N	A	F
Q	R	L	P	H	Y	O	B	U	T	N	O	B	P	K
S	C	A	E	K	M	S	D	C	O	O	N	D	U	U
B	H	O	I	O	Z	M	I	A	G	R	H	P	O	B
X	H	F	C	N	Y	Z	N	I	M	M	T	P	I	Q
R	R	O	H	L	Q	B	S	B	M	A	E	T	S	P
R	L	M	A	L	L	A	R	D	C	R	T	I	Z	N
N	P	I	B	W	U	N	Z	J	X	L	K	J	N	V

Just to the right you'll see our wordsearch grid... and beneath that are 10 questions. Simply look through the adverts on the opposite page (69) and there you'll find the answers to those questions.

Mark those answers on the grid – they could be written forwards or backwards, horizontally or vertically.

Once completed please send the answer form (photocopies are accepted) to Heritage Railway, Wordsearch Competition, Mortons Media Group Ltd, PO Box 99, Horncastle, Lincolnshire LN9 6JZ.

Closing date is October 17, 2022.

The winners will be chosen at random and contacted.

Name:

Address:

Postcode:

Tel:

Email:

1. Use nationalrail.com to buy?
2. What village is at Bekonscot?
3. Entry to this signal box is?
4. Where is this original prisoner of war camp?
5. This old station house is a holiday accommodation where in North Yorkshire?
6. How many carriages does Railholiday have available?
7. Graiglwyd Springs is North Wales' premier what?
8. Whose trains run on Britain's mainline railway?
9. How many times were they lucky?
10. With membership you can access 12,000 what?

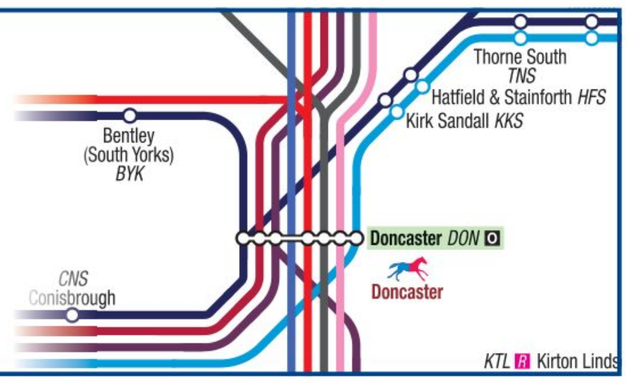
■ There are no cash alternatives available.
The winners will be the first names drawn at random from those who answer the wordsearch correctly.
Terms and conditions apply.
To view the privacy policy of MMG Ltd (publisher of Heritage Railway) please visit *www.mortons.co.uk/privacy*

1

nationalrail.com

for the best in split tickets, first or standard

railmap.org.uk
for the network map



4

EDEN CAMP
MODERN HISTORY MUSEUM

Step back in time to an original prisoner of war camp, and experience the sights, sounds and smells of a life gone by!

Now with new displays, new experiences, and new vehicles!

MALTON, YO17 6RT – 01653 697777 – www.edencamp.co.uk – FB/TW/IG: @edencamp

2

Bekonscot Model Village & Railway

Open 7 days a week 10am-5.30pm until October 30
Beaconsfield, Buckinghamshire, HP9 2PL

E: info@bekonscot.co.uk
T: 01494672919 W: www.bekonscot.co.uk

5

Self-catering holiday accommodation

THE OLD STATION

The Old Station, Allerston, North Yorkshire

This former station ticket office has been carefully renovated and converted into a spacious two bedroomed cottage, each with a walk-in shower. Lounge and dining area contains several restored period features. There is a wood burning stove in the original fireplace and underfloor heating throughout. Kitchen includes freezer, dishwasher and washer dryer.

Contact 01723 859024 • www.theoldstationallerston.co.uk

3

VISIT ST ALBANS SOUTH SIGNAL BOX!

130 years old in 2022 and still in its original position

Fully restored with surrounding garden full of signalling artefacts
Come and operate the levers and ring the bells
See our website for details of location and regular public openings

Free entry
(donations gratefully accepted)

10/11th September Open Weekend

www.sigbox.co.uk

6

Trackside views, Victorian splendour, cosy charm, close to beaches, dog friendly, fully accessible, woodburning stove, countryside vistas, day trips by train, woodland walks... Which carriage will you choose?

Your Cornish Railholiday awaits!

At Railholiday we've got something for everyone. Five carriages in two locations; St Germans, on the stunning Rame Peninsula and Hayle, in West Cornwall.

www.Railholiday.co.uk - 07776 261192

£25 off if you come by train. Short breaks available all year.

7

GRAIGLWYDSPRINGS
North Wales' Premier Trout Fishery

www.graiglwydsprings.co.uk
01492 622338

Grailwyd Springs Trout Fishery
located near Conwy, Graiglwyd Rd,
Penmaenmawr, Gwynedd LL34 6ER
Email: graiglwyd_springs@hotmail.co.uk

Graiglwyd Spring Trout Fishery, located in the village of Penmaenmawr near Conwy.

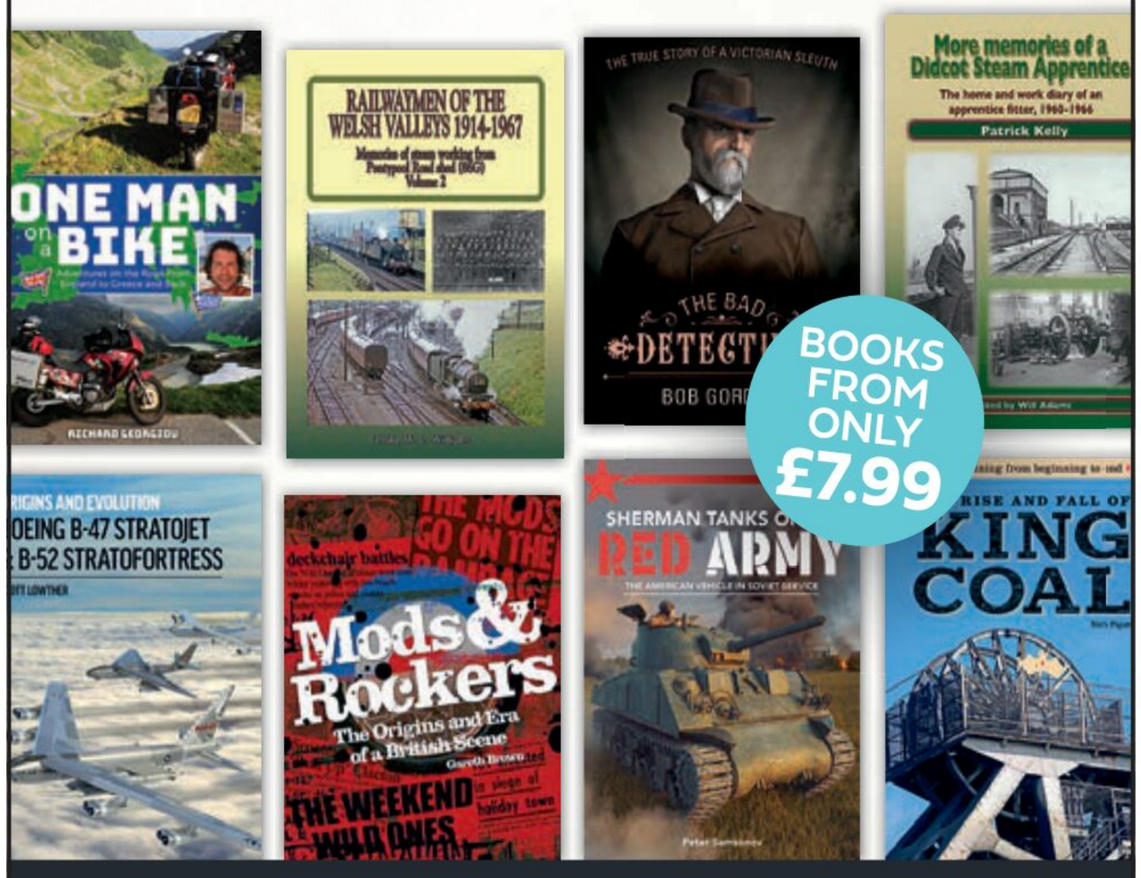
This well established Troutmaster Fishery has gained a national reputation for excellence in fly fishing and is open throughout the year.

Come and stay in our spacious ***holiday cottages*** for weekend breaks or angling holidays for fly anglers. We especially offer some good deals in September to December.

MORTONS BOOKS

WE HAVE A READ FOR EVERY INTEREST

HERE'S A SELECTION OF OUR FANTASTIC BOOKS AVAILABLE TO ORDER



ORDER NOW: www.mortonsbooks.co.uk

WANT TO HEAR ABOUT OUR LATEST BOOKS? –

JOIN OUR BOOK CLUB!

AND RECEIVE 10% OFF YOUR ORDER!

VISIT: www.mortonsbooks.co.uk/newsletter

To view the privacy policy for Mortons Media Group, please visit www.mortons.co.uk/privacy

8

VINTAGE TRAINS LIMITED

Running express steam trains on Britain's mainline railway

www.vintagetrains.co.uk

9

NEW BOOK SOON COMING OUT

Twice Lucky No One Dead

Safety reporting issues on track a true account.

https://twiceluckynoonedead.co.uk

10

The **Lancashire & Yorkshire Railway** ***Society***

Partners in excellence with the National Railway Museum

Model the LYR

Each year our 900 plus members receive
3 LYR Focus • 4 Magazines
• **Plus Access** to 12000 Photo's
1100 Drawings, Information service

Membership £36 annually, International members £47

Join online lyrs.org.uk

Ken Carter Membership Officer 11 Waveney Close Arnold, Nottingham NG5 6QH

Enamel signs will be the target at Railwayana Sales' internet auction

STATION totem and target signs and a ferry direction sign are among the enamel highlights in an internet and telephone auction being held by Railwayana Sales from September 26 to October 2.

Among the totems are BR(W) Bristol Temple Meads, BR(S) Folkestone Junction and BR(M) Windermere, while the SR targets include Mortlake, making its auction debut, and Richmond. The ferry sign, also from the SR, directs passengers to the 'ferry-boat,' and although its origins are not recorded, the auction house's Chris France suggests it may be from Lymington Pier station, the terminus of the 5½-mile branch line from Brockenhurst, for services to the Isle of Wight.

A bilingual rules, regulations and conditions notice concerning quarrymen's trains will also feature in the week-long auction. It is from Dinorwic Quarries Railway, which opened with horse-drawn trains in 1824 on a seven-mile 2ft gauge line from the eponymous 700-acre slate quarry in Caernarvonshire to the port of Y Felinheli (Port Dinorwic). It was replaced by a 4ft gauge railway on a different trackbed in March 1843 that also used horse power until November 1848, when steam haulage was introduced.

The railway, which operated mainly purpose-built Hunslet engines, closed in November 1961, eight years before the quarry itself. At that time it employed 350 workers, a far cry from the 3000 it employed at its height in the late-19th century, when it was the second largest slate quarry in the world.

The notice is dated August 1895 and signed by W W Vivian, director and general manager.

Railwayana Auction Calendar

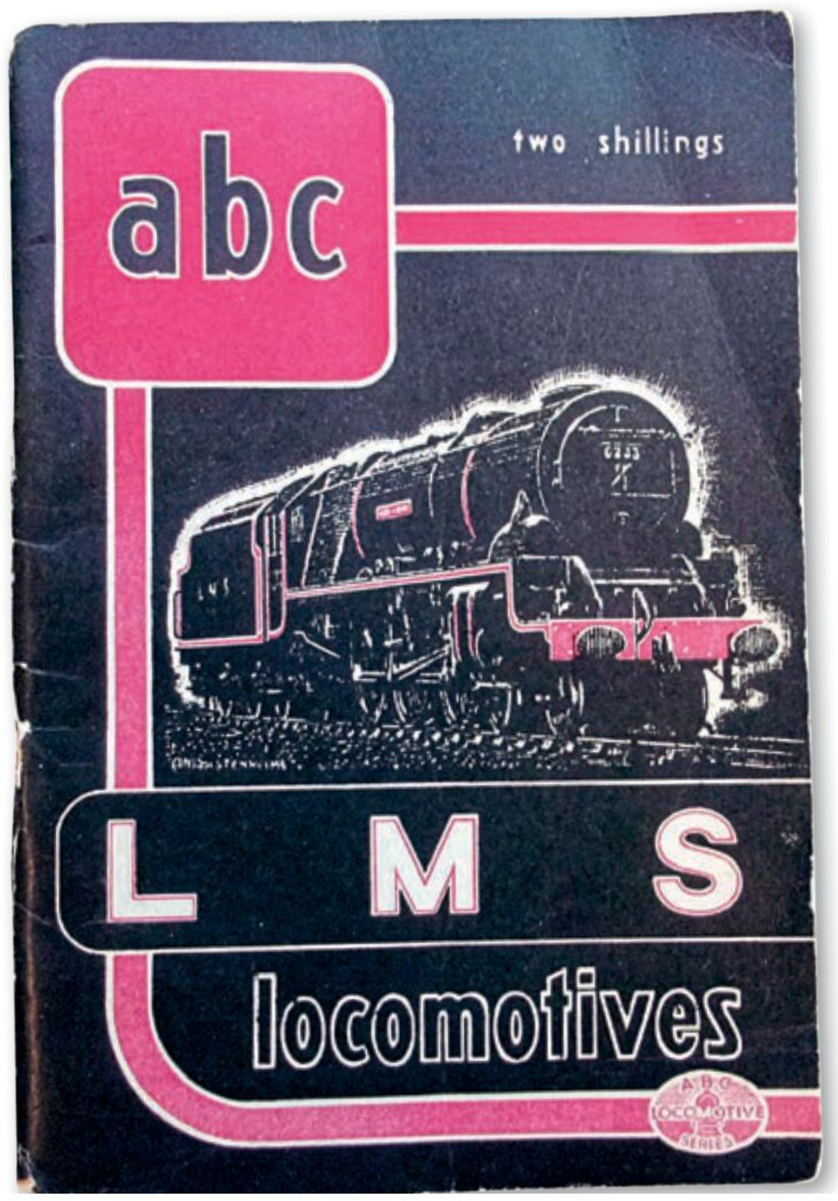
■ September 3
Great Central Railwayana
■ September 17
Thirsk Railwayana
September 23
Vectis *(model trains)*
■ September 26-October 2
Railwayana Sales
■ October 1
Great Northern Railwayana

Pre-Grouping takes on Big Four at GNRA sale

TWO nameplates will represent the pre-Grouping era and a third the days of the Big Four in Great Northern's October 1 saleroom auction.

The sale, as reported in *Heritage Railway* issue 295, will bring the curtain down on Ian Wright's 35 years on the railwayana rostrum.

As featured in this issue's news pages, the pack is being led by 156-year-old nameplate *Murdock* from LNWR Newton class No. 1488, a veteran 2-4-0 built at Crewe in 1866 and withdrawn in November 1888. The second pre-Grouping survivor is *Peacock*, from a GWR Bulldog 4-4-0 that emerged from Swindon in December 1909 numbered 3740, became No. 3450 in 1912, and was withdrawn by BR from Wrexham's Croes Newydd shed (84J) in December 1949.



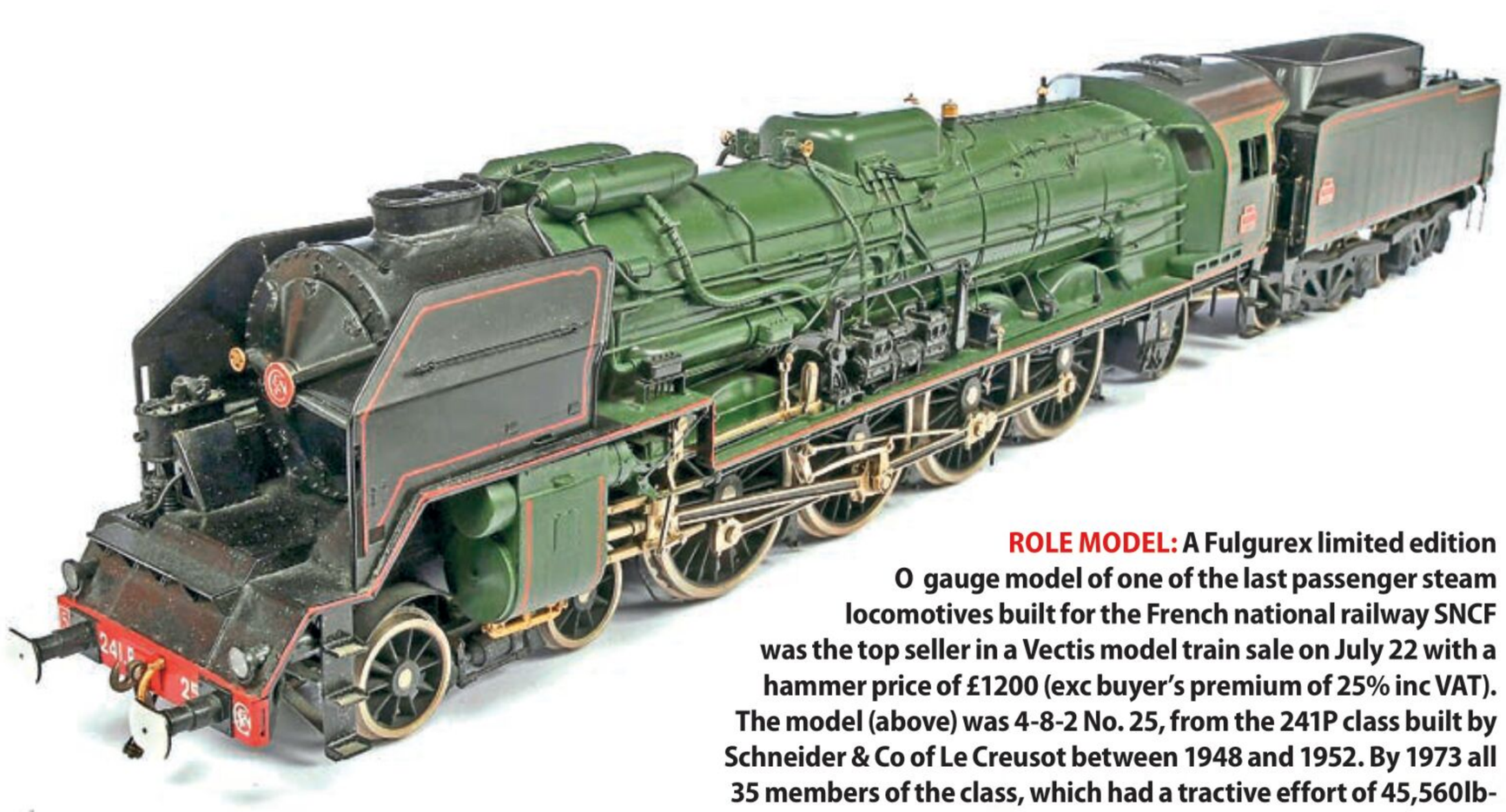
The Big Four contender is *Manton Grange*, from No. 6822, a January 1937 Swindon product that ended its career of nearly 28 years in September 1964 when a resident of Bristol Barrow Road (82E).

One of the 4-6-0's cabside numberplates will also be going under Ian's hammer, and in the same category there is Southern Railway 2038 from another pre-Grouping locomotive, *Portland Bill*, one of five in the LBSCR H1 Atlantic class designed by D Earle Marsh. This 4-4-2 was built by Kitson & Co in December 1909 and withdrawn as No. 32038 from Bricklayers Arms (73B) in July 1951.

There are steam memories too, with an early Ian Allan ABC and a headboard from 'The Royal Highlander' overnight sleeper express. The former, which lists the immediate pre-Nationalisation LMS stock of November 1947, features on its cover an A N Wolstenholme drawing of Princess Coronation No. 6233 *Duchess of Sutherland* in black lined livery and devoid of smoke deflectors, which were fitted to the Pacific in August 1946.

'The Royal Highlander' was launched by the LMS in 1927 and ran from London Euston to Aberdeen and Inverness. It was the longest-distance through train in the UK, had the longest travel time of nearly 14 hours, and was often hauled by a Princess Coronation locomotive. It last ran in 1988.

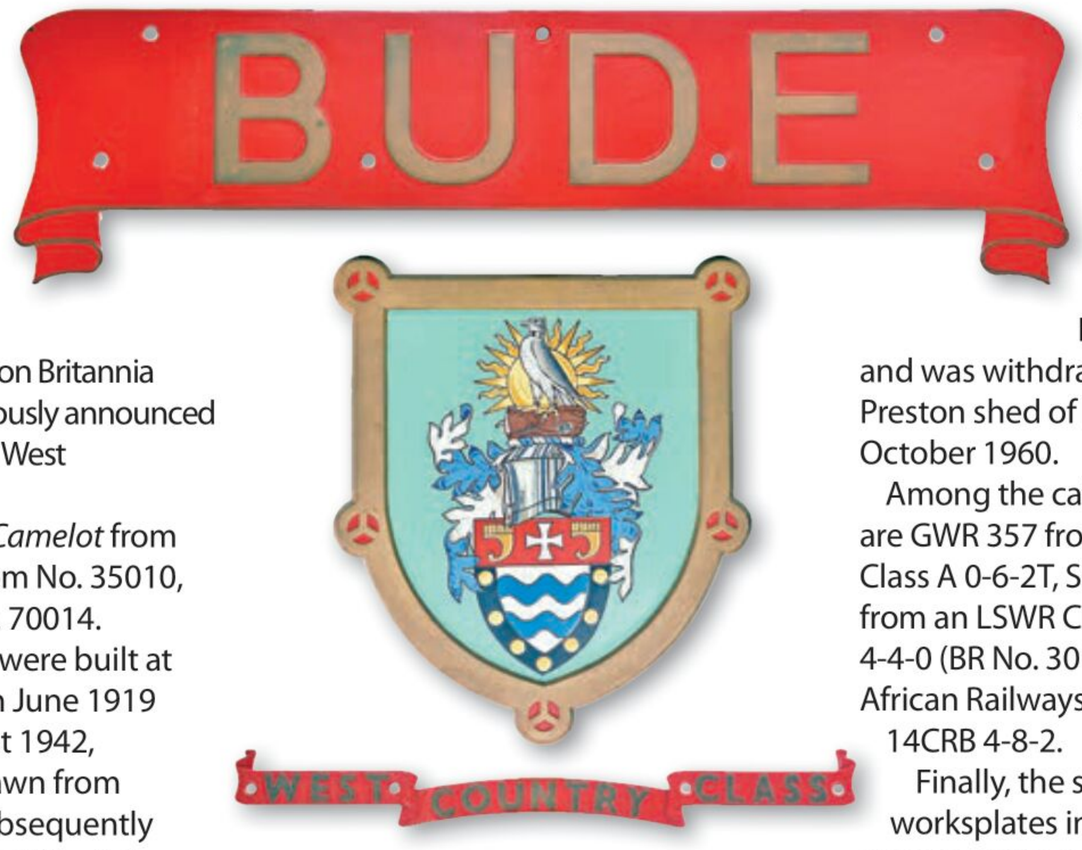
The auction is being held at Poynton Leisure Centre from 10am.



ROLE MODEL: A Fulgurex limited edition O gauge model of one of the last passenger steam locomotives built for the French national railway SNCF was the top seller in a Vectis model train sale on July 22 with a hammer price of £1200 (exc buyer's premium of 25% inc VAT). The model (above) was 4-8-2 No. 25, from the 241P class built by Schneider & Co of Le Creusot between 1948 and 1952. By 1973 all 35 members of the class, which had a tractive effort of 45,560lb-ft, had been withdrawn, but four survived into preservation.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Southern spectacular provides a platform for GCRA nameplate line-up



GREAT Central's September 3 quarterly auction has become something of a Southern nameplate spectacular following the late addition of King Arthur, Merchant Navy and Southern Region Britannia nameplates to the previously announced Isle of Wight, School and West Country plates.

The newcomers are *Camelot* from No. 30742, *Blue Star* from No. 35010, and *Iron Duke* from No. 70014. Nos. 30742 and 35010 were built at Eastleigh, the former in June 1919 and the latter in August 1942, and both were withdrawn from Bournemouth (71B, subsequently 70F), the King Arthur 4-6-0 in February 1957 and the Merchant Navy Pacific, which was saved for preservation, in September 1966.

No. 70014 was a June 1951 Crewe product allocated to Stewarts Lane (73A) in its early days for working the prestigious London Victoria-Dover 'Golden Arrow' express. It ended its days in December 1967 when allocated to Carlisle Kingmoor (12A).

This trio of new arrivals joins previously announced *Shanklin*, *Malvern* and *Bude* (with town badge and West Country Class scroll), from SR Nos. W20, 30929 and 34006, as reported in last month's column, so reinforcing the southern platform on which the auction will be based.

Other recent nameplate additions are *East Anglian* (LNER B17 class 4-6-0 No. 61659, built at Darlington in June 1936 and withdrawn from Lowestoft (32C) in March 1960), *Bulwark* from D441/50041, a Co-Co Class 50 diesel built by English Electric in October 1968 for operating on the WCML, and *Nandi* from East African Railways' 29 Class 2-8-2 No. 2924, built at the North British Glasgow works in 1955 (works No. 27439).

The smokebox numberplates from both Nos. 70014 and 2924 will also be going under the hammer, while another in this category is 52429 from a Lancashire & Yorkshire Railway Class 11/LMS Class 3F 0-6-0 that emerged from Horwich in April 1901 and was withdrawn by BR from the Preston shed of Lostock Hall (24C) in October 1960.

Among the cabside numberplates are GWR 357 from a Taff Vale Railway Class A 0-6-2T, Southern Railway 119 from an LSWR Class T9 'Greyhound' 4-4-0 (BR No. 30119), and South African Railways 1893 from a Class 14CRB 4-8-2.

Finally, the selection of worksplates include three Victorian representatives: an 1893 Neilson & Co Glasgow plate from LSWR A12 class 0-4-2 No. 646, a Dübs & Co of 1897 from another LSWR locomotive, 700 class No. 689 /BR No. 30689, and a Neilson Reid & Co from 1900-built SECR Class C 0-6-0 No. 688/BR No. 31688.

Also reported in last month's column, the live online auction includes nameplates *Corfe Castle*, *Harrington Hall* and *Hopton Grange* from GWR Nos. 5034, 5982 and 6865 respectively, and pre-Grouping pair *Cornubia* (GWR No. 3255, later 3254 and finally 9054), and *Saddleback* (LNWR No. 845/LMS No. 5391).

Proceedings start at 10am.

It's time to take a look at the general railwayana scene

SUCH A-list celebrities as nameplates, worksplates, or other locomotive items, and indeed B-listers like the increasingly-popular totems, understandably grab the headlines in railwayana circles – but there is a plethora of artefacts that may be of limited interest or even little value that have nevertheless given their owners pleasure over the years.

They will be found in the leading auction houses' general railwayana sales, which have a dedicated following, and one such is GW Railwayana's timed auction scheduled to run from October 2-16. Among the 400 lots will be shed and wagonplates, handlamps, signalling equipment, photographs, badges, watches and paperwork, and there is also a selection of North Eastern Railway doorplates, including 'weigh office.'

A timed auction is one in which online bids may be made in a defined period and finish in timed blocks.

Swapmeet £550 model sells again for £16,000

AN O gauge model of a Standard 2-6-2T bought at a swapmeet in May 1989 for £550 went under the hammer for £16,000 in a collectables auction at Tennants of Leyburn, North Yorkshire, on July 27.

Made by James Stanley Beeson, it was modelled on No. 82007, a Class 3MT built at Swindon in May 1952 and withdrawn from Bristol Barrow Road (82E) in June 1964 after a mere 12 years in service, during which it was allocated to no fewer than 11 different Western Region sheds.

Willesden-born Beeson (1906-90) was recognised as one of the UK's most skilful model locomotive makers and in some circles is said to be one of the greatest ever in not only this country, but the world.

Renowned as a perfectionist, he made models on commission for private collectors and also in batches of six or 12 for such leading model companies as Bassett-Lowke and Exley, which sold them under their own names.

He also supplied models for Hollywood and British films, including Alfred Hitchcock's 1938 classic thriller The Lady Vanishes. The price quoted for the model excludes buyer's premium of 22% (inc VAT).

Essex auction shows Eastern promise

TWO Eastern Region totem signs and an LNER seatback nameplate were among the stars in a sale of antiques and collectables held by Stacey's of Rayleigh, Essex, on July 19.

The totems, Mistley and Wrabness, each sold for £950. Both stations, which are still open today, are on the 11-mile branch line that runs from Manningtree on the Colchester-Ipswich main line to Harwich Town and was opened in August 1854.

The seatback, whose realisation of £950 matched the two leading totems, was a Harwich (Parkeston Quay) plate, another station on the line which opened under that name but was renamed Harwich International in 1995.

The station was the location of a four-road locomotive shed built by the Great Eastern Railway in 1883 and closed by BR in January 1961 when coded 30F. Prices exclude buyer's premium of 25% (inc VAT).

Saleroom or live online sales only? The debate continues

MY comments in last month's column about the debate over saleroom or online-only railwayana auctions has led to an interesting response from John Jolly, the boss of Mangapps Railway Museum and an active and respected collector.

His typically forthright and well-argued thoughts on the subject are in this issue's Platform column of readers' letters, but can be summed up as: "Initially I couldn't get on with live online-only auctions but now I'm a convert."

As the owner of one of the country's finest private railwayana collections, John's views deserve being aired and are of interest whatever side of the fence collectors sit on. Read the letter and email *Heritage Railway* editor, Robin Jones, at rjones@mortons.co.uk, if you have any views on the debate.

Like us facebook.com/heritagerailway

RAILS OF SHEFFIELD

railsofsheffield.com

HORNBY MODEL RAILWAY Awards 2019 | HORNBY MODEL RAILWAY Awards 2018

RETAILER OF THE YEAR!

TOP GUARANTEED PRICES PAID

WE VALUE YOUR

PRE-OWNED & SECOND HAND

MODEL COLLECTION **VERY HIGHLY!!**

ALL BRANDS FOR CASH

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION.
DECEASED ESTATES - EX SHOP STOCK A SPECIALITY. FAST SERVICE WITH COMPLETE DISCRETION ASSURED. **ANY DISTANCE.**
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

LOCOS - WAGONS - DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS
TRACK-WORK - CONTROLLERS - ACCESSORIES - RAILWAYANA - AND MORE

CONTACT US
get in touch by email, phone or post with your list of items

STEP 01

WE MAKE AN OFFER
our friendly, experienced staff review your list and make an honest valuation and offer

STEP 02

BRING, SEND OR COLLECT
either visit the shop, send us your items, or for larger collections we will arrange collection for you

STEP 03

PAYMENT MADE!
we confirm the offer and make a fast, secure payment via your choice of payment method

STEP 04

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: HERITAGE21

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

info@railsofsheffield.com | railsofsheffield | railsofsheffield | railssheffield | railsofsheffield

Corporate Partners of RAILWAY MUSEUM

Full steam ahead to get that special day on track

Have you ever considered combining one of the most important days of your life with your passion for railways?

Perhaps marriage is on the horizon for a close friend or family member?

Enjoying the big day at a heritage line can make a great occasion even more special for everyone involved.

As covid restrictions disappear and we return to some semblance of normality, many heritage railways and museums have reintroduced weddings and bespoke receptions to the services they can offer. Whether you're simply after a reception venue, or want the whole experience organised for you including the wedding service itself, there's a whole variety on offer.

Preserved railways offer a wonderful and memorable backdrop and ample opportunities for special pictures to mark your day.

As well as a memorable experience you will also help towards financing those vital restoration and overhaul projects, so everyone wins!

The advertisers on this page would love to help take some of the pressure off your big day and help provide a lifetime of memories for the special people in your life.

Fairy-tale Weddings
at FAWLEY HILL

A fabulously unique country estate near Henley-on-Thames

A perfect venue for your weddings, we will work with you to ensure your event is truly memorable.

Contact Lady McAlpine our experienced wedding organiser

01491 571373

www.fawleyhill.co.uk

RHEILFFORDD TALYLLYN RAILWAY

A TALYLLYN WEDDING

...perfect for your big day

What could be more romantic than being transported to your wedding on a vintage steam-hauled train through beautiful Southern Snowdonia?

At the Talyllyn Railway we can make this a reality with packages tailor-made to your requirements

Cost from £1,200 including*: exclusive hire of the train | your favourite engine and carriages decorated with ribbons | souvenir tickets and headboard | beautifully decorated room at Abergynolwyn station for the ceremony | photographic stops

**For an additional cost we can provide a formal meal or buffet for around 60 people.*

Please contact us for bookings and more information

01654 710472

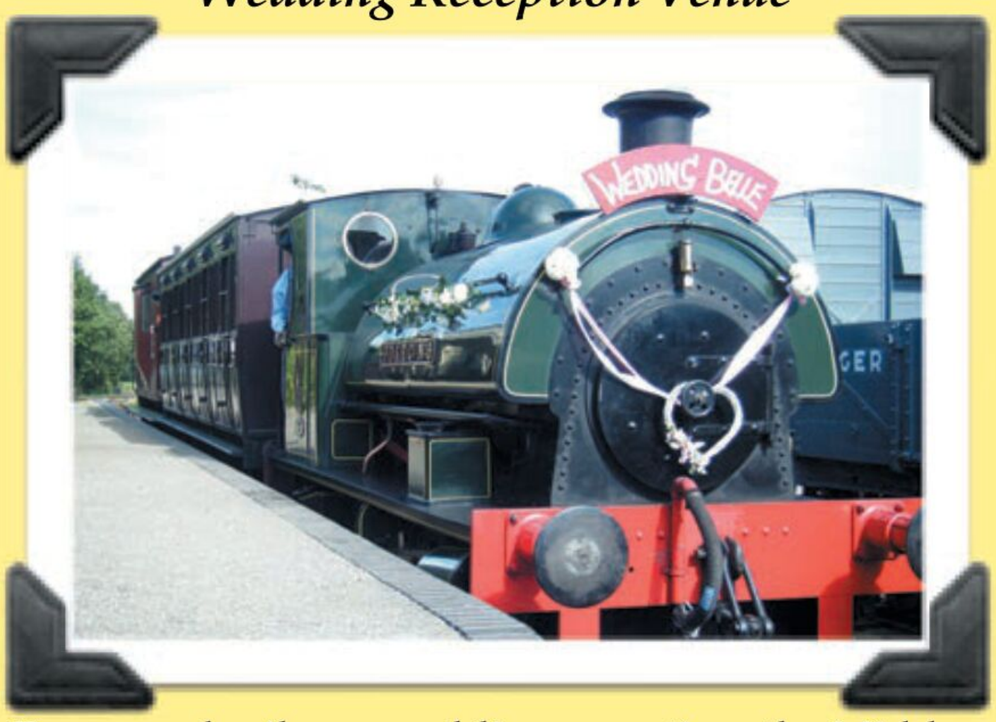
enquiries@talyllyn.co.uk | www.talyllyn.co.uk

Gorsaf Wharf Station, Tywyn LL36 9EY

Photography ©Barbara Fuller

MID-SUFFOLK LIGHT RAILWAY

Suffolk's only standard gauge heritage Wedding Reception Venue



For a rural railway wedding reception, the Middy is a great choice, you would have exclusive use of the railway for the day, including steam hauled train rides. Available Tuesdays to Saturdays, the line would be closed to the public for the day and is all yours to organise as you wish. Arrangements and decorating stations, loco, train and marquee can all be managed the day before the reception.

We are fully licensed for playing live or recorded music and the sale of alcohol and there is a large free car park for guests.

For full details email: events@mslr.org.uk

Brockford Station, Wetheringsett, Suffolk IP14 5PW

FORTY YEARS OF DELTIC PRESERVATION

On August 20, 1982, two of British Railways' Class 55 locomotives were handed over to the Deltic Preservation Society. With the affection towards this particular class being something truly unique, **Owen Hayward** casts an eye over the class, its preservation history, and the DPS's celebrations in the Cotswolds.

When a small group of enthusiasts came together to form the Deltic Preservation Society in 1977, they could perhaps have only dreamed of ending up with two examples of the class, let alone three. However, such was the support for their dream and their fundraising success at the start that the society was able to purchase two Deltics straight from BR – and operational ones at that!

The class was introduced in the summer of 1961 with 22 examples built and entering traffic by the following year. They were, of course, a major part of the BR Modernisation Plan for ousting steam, with the Deltics going on to become synonymous with the East Coast Main Line, replacing more than double their number in Pacific steam locomotives.

The production batch of the Deltics owes its success to that of the prototype DP1, which was rather fittingly named *DELTIC* after the Napier Deltic engines used within. Built by English Electric, the firm had taken over engine builder D Napier & Son on the instruction of Ministry of Aircraft Production. EE managing director Sir George Nelson and his son (also George) looked into the possibility of using Napier's Deltic engine in a new locomotive, it having been used at that point in ships. The two 18-cylinder engines were downrated from the 1750hp of the marine engines used in minesweepers to 1650hp, generating a combined output of 3300hp, which reduced the stress on the engines and thus increased both the service life and length of time between overhauls.

The design of the prototype was reminiscent of American diesel locomotives owing to the high 'Bulldog'-style nose with small, set-back windows behind them. EE planned to offer the design for export and therefore a large headlight was also fitted.

Seen passing at Winchcombe, The Deltic Preservation Society's Class 55 No.s 55009 *Alycidon* and 55019 *Royal Highland Fusilier* took over the Gloucestershire Warwickshire Railway for the day on August 19, 2022. JACK BOSKETT

No. 55015 *Tulyar* carrying the 'Flying Scotsman Farewell' Class 55 swansong tour headboard at Barrow Hill on September 15, 2011. DPS

Rejection to success

DP1 entered service in 1955, generally operating fast freight workings between London and Liverpool, but was quickly withdrawn for modifications and re-entered service in 1956 when it was tested over the Settle to Carlisle line during August and September. Despite later apparent success, DP1 was rejected by BR's London Midland Region's chief mechanical and electrical engineer, J F Harrison, who believed the high-speed engines were unsuitable for railway applications.

In 1957, DP1 was tested on the Eastern Region as the EE Type 4 locomotives were lacking sufficient power. DP1 promised not only this and the speed that the East Coast Main Line required, but also delivered within the 20-ton axle load limit. BR was so impressed with the trials that an order for 22 production versions was placed in March 1958.

DP1 ran until November 24, 1960, when a severe oil leak in one of the engines was discovered. Despite being sent to EE works at Newton-le-Willows the next day, repairs

were not sanctioned; with 450,000 service miles clocked up, it was officially withdrawn in March 1961. A plan to repair and export to Canada fell through, so it was donated to the Science Museum Group in April 1963. It is now on display at NRM's Shildon outpost.

The production batch was little different from DP1 mechanically speaking, although the engines installed are different to those in DP1 (one of the reasons that restoration of the prototype has never been attempted) but had aesthetic changes, resulting in the now-recognised appearance of the class. Introduction was not smooth; drivers complained of defects including draughty doors that would not close, slippery cab and engine room floors, boiler and oil pressure switch problems, and noise. There were reports of Deltics taken off their trains and replaced by A3s, A4s or V2s – the very locomotives they were phasing out.

BR threatened to withdraw acceptance certificates, meaning that EE would not get paid. These issues were subsequently dealt with relatively quickly.

Time is called

Despite their success on the ECML, by the 1970s BR was introducing HSTs on the route and the Deltics took on secondary duties, such as semi-fast services between King's Cross and York, and Trans-Pennine services to Liverpool Lime Street. In the late 1970s a withdrawal programme was formulated and the first withdrawals came in January 1980.

Before its withdrawal, the NRM had claimed No. 55002 *King's Own Yorkshire Light Infantry* for the National Collection owing to its Yorkshire regimental association. This move temporarily prevented the breaking up of No. 55005 *The Prince of Wales's Own Regiment of Yorkshire,* which was insurance should No. 55002 meet with mishap during its final months. No. 55002 ran to York light engine under its own power on February 27, 1982, following a spectacular open day at Doncaster Works that saw more than 8000 visitors see the withdrawn locomotives scattered about the yard.

The final scheduled Deltic-hauled service was the 4.30pm Aberdeen-York on December 31, 1981, departing from Edinburgh Waverly behind No. 55019 *Royal Highland Fusilier* and arriving in York shortly before midnight. An enthusiast charter named 'Deltic Scotsman Farewell' on January 2, 1982 from King's Cross to Edinburgh and return was the BR-operated Deltic train, running with

Former DPS chairman David Carter (left) receives the keys to the society's locomotives from the CMEE of BR Eastern region, Mr J A Sourbut (right), at the ceremony at Doncaster Works on August 20, 1982, marking the start of Deltic preservation with the society. DPS

Above: The pinnacle of Deltic preservation? The six surviving BR locomotives with prototype DP1 *DELTIC* outside Shildon for 'The Magnificent Seven' event on October 8, 2011.
ROBIN JONES

Right: Ready to depart King's Cross for York, D9009 *Alycidon* hauled the first DPS main line operation on May 22, 1999.
DPS/PAUL GILDERSLEVE

No. 55008 *The Green Howards* passes through Peterborough with a King's Cross-Newcastle service on July 3, 1974. One restored cab of this locomotive survives as a portable demonstrator unit.
PHIL SANGWELL/CREATIVE COMMONS

Nos. 55015 *Tulyar* on the outward journey and 55022 *Royal Scots Grey* for the return – it even made The News at Ten that evening. Withdrawn locomotives were taken to Doncaster Works for stripping and scrapping, with the scrap line becoming a major draw for enthusiasts.

By this point, enthusiasts had come together and were raising funds to bid for one of these iconic East Coast locomotives. On August 20, 1982, No.s 55009 *Alycidon* and 55019 were formally handed over by BR to the DPS in a ceremony held at Doncaster Works. Following this, both locomotives were hauled to the North Yorkshire Moors Railway by rail and entered service there immediately.

A private buyer by the name of Peter Sansom bought No. 55015, taking this to the then-named Midland Railway Centre at Butterley and later selling this on to the DPS in 1986.

Another two were purchased by the Deltic 9000 Fund – the first of the production Deltics, No. 55022 *Royal Scots Grey,* for operation and No. 55016 *Gordon Highlander* initially as a source of spares. No. 55022 became the first of its class to haul a main line charter train on the national network since withdrawal, with the 'Deltic Deliverance' running from Edinburgh to King's Cross. The tour was unfortunately cut short when a stop to investigate dragging brakes at Berwick-upon-Tweed was overshadowed by the realisation that the oil in the collector drum had caught fire, with flames exiting through the roof!

In early 1998 the DPS announced it was negotiating with Venice Simplon Orient Express to return the class to main line for use on the northern-based Pullman operation set to commence the next year. Two of the

locomotives were certified for running on Railtrack lines – Nos. 55019 and 55009, with the latter completing an eight-year overhaul in 1998 at ICI Wilton, described as one of the most comprehensive overhauls carried out on any preserved diesel to date.

Today the DPS has a dedicated depot building at Barrow Hill. Constructed in 2003, it is the society's main base for work on its fleet and is where *Tulyar*'s overhaul is presently being undertaken. In the same year the society was also granted charitable status in recognition of the commitment to educate the public about the achievements of the Deltic locomotives in BR history.

VSOE operation was short-lived with a change of operating company in October 2000, though the two locomotives continued to operate charter specials on the main line for several more years. After a nine-year break, No. 55009 returned to main line operations in July 2012, used on charter work or for moving locomotives to preserved railways, but in March 2019 however it suffered a major failure that damaged all six traction motors and one main generator.

After more than three years out of service, the locomotive moved again under its own power on April 25 this year at the Great Central Railway, where it then proceeded to undertake many miles of running in before being released for GCR traffic again – just in time for the steam ban the railway faced during the hot weather spell.

To mark the 40th anniversary of the preservation of the first Deltics, the Gloucestershire Warwickshire Railway was chosen to host a double Deltic running day on August 19, which brought Nos. 55009 and 55019 together in the Cotswolds thanks to Allelys Haulage Firm. The lure of these two classmates running together drew out enthusiasts from far and wide. The lineside packed with photographers, and nearly every seat and window on every train that day was occupied.

The finale double-header departing Toddington for a round trip of the line was a definite sight to behold in the golden evening sun. A pairing like this is as much a rarity now as it was in BR days, with only about 20 double-headed Deltic services believed to have run during their main line service career.

The future

Enjoying these machines is one thing but keeping them running is another, as DPS chairman Murray Brown is only all too aware.

"We are very much looking at conservation as much as preservation – one of the power units in *Alycidon* in particular has clocked up more than 9000 engine hours," he tells me. "BR aimed for 7000 before overhauling them back then. The big problem we face though is how do we get a Napier unit overhauled these days? We are looking at various ways that this could be carried out financially and practically, be that through contractors and grants or other fundraising avenues. Then, of course, in this age of environmental awareness, we must be conscious of the emissions and how me may look at cleaning those – the white smoke that enthusiasts love as a Deltic opens up is all well and good for show, but could it one day lead to us facing operating limitations on environmental grounds? Conscious of this, we've started to work with Derby University, looking into ways we can clean up fuel and emissions."

No.s D9009 and 55019 and NRM-owned D9002 line up at Horsted Keynes on the Bluebell Railway on October 6, 2017. PAUL GILDERSLEVE/DPS

Shortly after being sold to the DPS by Peter Sansom, No. 55015 *Tulyar* stands at Butterley on June 28, 1986. PAUL GILDERSLEVE/DPS

Currently approaching the end of a 25-year overhaul, D9015 *Tulyar* will reappear in BR two-tone green when it emerges from the DPS depot at Barrow Hill. DPS

The DPS is paying close attention to main line companies trialling Hydrotreated Vegetable Oil, a paraffinic bio-based fuel originating from many vegetable oils and animal fats that (according to some suppliers) can reduce up to 90% of net CO2 emissions.

The only reported significant effect is a slight loss of top end power at full throttle – a compromise that the society is happy to make if it means continued operation is possible.

Another way could be looking at installing an oil-removing system from the exhausts.

Meanwhile, the success of the high engine hours could well be down to regular Spectrographic Analysis, which looks at the levels (parts per million) of various substances in oil samples, making it easy to spot any drastic changes that could signify imminent failures, such as cracked cylinder liners – something the DPS has yet to encounter

With a headboard commemorating the 'Deltic Scotsman Farewell' tour that ran between London and Edinburgh 40 years before to the day, No. 55019 arrives at Leicester North on the Great Central Railway on January 2, 2022. PAUL GILDERSLEVE/DPS

Inside the DPS depot at Barrow Hill on April 3, 2022, with D9009 and D9015. PAUL GILDERSLEVE/DPS

despite BR reporting this somewhat regularly. "Perhaps this is down to us religiously barring the engine over one full turn before start-up," Murray explains, adding: "BR did not do this sort of prep as frequently as we do. By successfully barring the engine over, not only do you prime the oil, but it also proves that there is no coolant in the system, thus negating such a failure."

"Like every society, we are also aware of the need to attract young people to ensure survival. Youngsters these days don't necessarily choose this way of life, so how do we attract them?

"We've had very good relations with Siemens, giving tutorials to its apprentices, so we are keen to expand on that. One important aspect of growing will be how the society is known outside the enthusiast sector, for which we have joined Rail Forum (a national industry body whose services include representing members' views to key policy makers in government). We do have some younger members, of course, and our social media presence in particular has taken off thanks to them."

As with any locomotive-owning group, raising funds is vital. The DPS was invited to join the Heritage Compass organisation, which helps and advises charities on such matters as planning, fundraising, and governance. Help even came from the A1 Steam Locomotive Trust, which recommended appeals with 'smaller, achievable targets' rather than off-putting large-figure amounts.

It also launched the DPS Friends to thank regular donors, with special trips offered in return for the financial support they offer. This alone brings in about £20,000 per year.

Main line operations of course remain a crucial desire for the DPS. With *Alycidon* as the only main line faring locomotive at the moment, its prolonged spell out of service over the last three years has seen an estimated £100,000 lost in revenue. After its brief visit to the GWSR for the anniversary running weekend, it moved on to the Severn Valley Railway, where it will headline the Autumn Diesel Bash between September 29 and October 2, and it is also planned to undertake commissioning runs towards a return to main line acceptance.

"We are working with Technical Construction Ltd for these tests, which will see test runs take place during the time on the Seven Valley, with possibly a test run with the help of the Class 50 Alliance providing a locomotive for insurance.

"We are also in talks with West Coast Railway for a possible loaded test run with its stock.

"There's a strong desire from not just DPS members to see our locomotives back on the main line but tour operators too, with several already having contacted us expressing interest."

The value of the lost revenue means that the DPS will also look to getting No. 55019 recertified for the main line, too.

"That way, we always have a spare and it safeguards our revenue-earning opportunities," Murray explains.

The society's third Deltic – No. 55015 *Tulyar* – is approaching the end of a quarter-century long overhaul that has seen new batteries bought, bodywork repairs undertaken, and extensive rewiring.

The bogies are due to go back underneath

At the close of the 40th anniversary running day on the GWSR, Nos 55009 *Alycidon* and 55019 *Royal Highland Fusilier* double-headed a round trip of the line, seen here departing Cheltenham Racecourse. JACK BOSKETT

it very soon and the two power units are ready to be lowered in, and there is a strong likelihood that a start-up will take place towards the end of the year.

"It's very exciting as it will be the first time in DPS history that all three Deltics will be operational under our ownership," Murray said. "It's been a long time coming but the job was worth doing right. Inside is immaculate, and the outside, when complete in as-built two-tone green, should be too.

"What is perhaps interesting to see is that diesel events are now attracting more people and are proving more profitable than steam events in some cases. Our visit to the Bluebell Railway in 2017 is a fine example of that and we have even been invited back there next year.

"Deltics seem to attract a surprising loyalty. Given that we have had them in preservation twice as long as BR did, it's a privilege to still be able to roll up to an event and enjoy one."

The other Deltics

Nos. 55022 and 55016 are now owned by Locomotive Services Limited, with the former having been undergoing overhaul at the firm's Crewe depot. It was previously expected to haul the 'Deltic Delight' railtour on August 26 but owing to how close cut the completion of the work was looking to be, the decision was taken to postpone the trip so as to avoid any last-minute disappointment.

This has been rescheduled to September 24 and the return journey passes Winwick Junction – near the birthplace of the Deltics.

No. 55016 is presently stored within the One-to-One collection building at Margate. HR

Deltic in miniature

DELTIC MODELS are not a new concept, with Bachmann having released DP1 in 00 gauge during 2007 in partnership with the NRM. The production Class 55 model was introduced some time in about 2003 and has benefitted from updates since then.

On November 24, 2018, Accurascale announced it would produce the Class 55 as its first 00 gauge locomotive that would incorporate a long list of detail variations from their first days in service through to current preservation conditions. This included headcode panel arrangements, windscreen wiper arrangements, cab air vents, horn positioning, cast and fabricated bogies, high intensity lights, and much, much more.

The firm visited the DPS base at Barrow Hill to extensively survey 55009 and 55015 during research for producing the CADs, keen to push the boundaries for its models as far as possible. It also partnered with German manufacturer Electronic Solutions Ulm (ESU) and the DPS to record a complete new sound catalogue of No. 55019 during its visit to the Spa Valley Railway in 2018 to ensure that DCC sound versions of the new model would replicate the real thing.

The models boast a die cast alloy metal chassis for space for the speaker without compromising on excellent traction, a five-pole motor with two flywheels, metal helical gearbox for maximum performance and slow speed running, a fully detailed lighting pack that includes engine room lights, provision for regauging to P4 and EM gauges, and more.

The models arrived with the firm on June 8 this year, with the majority of the 17 versions offered having sold out long beforehand – in fact, by the end of that month, only limited numbers of three versions could be ordered following cancelled or changed orders.

In addition to the manufacturer's general releases, the DPS commissioned six exclusive models that covered five running numbers of the preserved examples.

Rails of Sheffield also commissioned an exclusive batch of models that included No. 55019 *Royal Highland Fusilier* in BR two-tone green.

Fran Burke, of Accurascale, said: "We have been blown away with the success of our first Accurascale locomotive, seeing the Deltics sell out in record time when they landed in stock.

"We felt our ambitious programme of doing all 22 Deltics in one production run would make a bold statement, and our desire to cover the numerous detail variants of these East Coast icons in both their BR and preservation careers has proven popular with modellers and Deltic enthusiasts alike.

"Demand for run two has been unprecedented, as have premiums on well-known auction sites, so we are working hard on firming up details on production run two, which will be revealed soon. It will see the models available through our wider retail network for the first time and contain a rather popular and special Accurascale Exclusive model or two, which will delight modellers, collectors, and enthusiasts alike."

May I have this dance?

SOUTH Eastern modellers are in for a treat with the August announcements from Bachmann revealing the firm's planned release date of the SECR Dance Hall brake van which has already reached the decorated sample stage.

These imposing vehicles have been highly requested and are the first ready-to-run version being offered with three variations to choose from, two of which have the running number of a preserved version that can found on the Whitwell and Reepham railway in Norfolk.

Available in either SECR grey as No. 11902 or in SR engineering olive as No. DS 55466, they will no doubt compliment well the growing range of SECR locomotive and rolling stock releases that have hit the market over the last few years. Two other running numbers are offered, with one each in either SR brown with red ends or early BR grey liveries.

Interior detailing has been included, visible through the glazed end windows, with a guards stove, seating and desk all present.

RRP is set at £49.95, with delivery anticipated to be in the autumn.

Sonic Models and Rails of Sheffield partner up

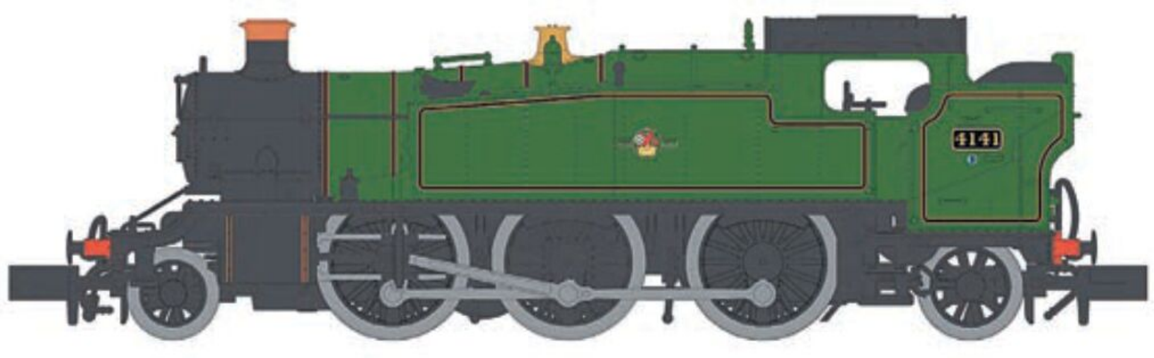
RAILS of Sheffield has become an exclusive retailer for Sonic Model's latest N gauge announcement of the GWR 2-6-2T 5101/61XX class Large Prairie models.

With eight variations incorporating five different liveries to choose from, the model will feature a detailed back head in the cab and a similar drive mechanism to the firm's previous GWR 56XX and upcoming LNER J50 models. A six-pin DCC decoder socket will arranged so that a chip will be largely hidden in normal use. An early engineering sample had been received as this issue of *Heritage Railway* went to press, with decorated samples due to be arriving imminently.

Release is expected to be in late 2022 or early 2023.

Five preserved examples are included in the range:

- No. 5164 in Great Western green
- No. 4144 in British Railways green
- No. 6106 in GWR green



- No. 5199 in BR black with early crest
- No. 4141 in BR lined green with late crest

Models are priced at £129.95 and can be pre-ordered with a £30 deposit at railsofsheffield.com

Spa Valley model weekend returns

Following the success of the first event last year, the Spa Valley Railway's Model Railway Weekend returns to Tunbridge Wells over the weekend of September 24/25. The perfect opportunity to enjoy trains both large and small, there will be layouts and trade stands located in the 1886 engine shed at Tunbridge Wells West, and both Groombridge and Eridge stations.

An additional attraction in the form of brake van rides will also be on offer at Tunbridge Well West to ticketholders throughout the weekend.

Tickets can be bought on the day or in advance online at spavalleyrailway.co.uk. Combined travel and exhibition or exhibition-only tickets are offered.

PRE-ORDER ISSUE 298

No need to pop to the shops in four weeks' time... simply order your next *HR* from **mrtns.uk/pre-order-hr** or call **01507 529529.**

SCAN ME WITH YOUR PHONE CAMERA!

N gauge for latest Navigation society commission

THE latest wagon commission from the General Steam Navigation Locomotive Restoration Society has been announced as an N gauge 7 plank design, as the society continues to raise funds for the overhaul of the Merchant Navy locomotive, which is located at Blunsdon on the Swindon and Cricklade Railway.

Continuing the co-operation between the GSNLRS and the Medway Queen Preservation Society (a GSN shipping company vessel), it follows the success of previous limited edition wagons, with funds supporting both societies.

The open wagon comes with 'General Steam Navigation, Blunsdon & Gillingham Pier' lettering, reflecting the locations of the two societies, and is numbered 22 to signify the year. Two versions are available, in either green or black. Priced at £12.40 each, they can be purchased from the GSN website at 35011gsn.co.uk/online-shop.html

BR Class 02 approaches from Heljan

SET for release in early 2023, Heljan has revealed the livery artwork for its O gauge BR class 02 0-4-0DH shunters, which includes the preserved No. D2860 residing at the National Railway Museum in York.

One of a class of 20 built by the Yorkshire Engine company, the first 10 were for service in areas of restricted loading gauge and curvature, which was why the cab door was at the rear, leading to a railed veranda behind the cab. The Heljan model will boast switchable cab and marker lights and full interior cab detail, with a 21-pin DCC decoder interface. SRP is £349 for unweathered versions.

Send your model news to staff writer **Owen Hayward** on **OHayward@mortons.co.uk@mortons.co.uk**

Redcar Models & Hobbies

Stocking a wide range of '00' railways
by Bachmann, Hornby, Peco and Gaugemaster

Also Model Kits and Diecasts and all other modelling accessories
FREE PARKING FOR THE FIRST HOUR

130 High Street,
Redcar,
Cleveland

T: 01642 494 912 E: andrewnpaton@ntlworld.com

Orwell Model Railways

Ipswich Model Railway Centre

48-52 Tomline Road, Ipswich, Suffolk IP3 8DB 01473 724578
Opening times Monday to Friday 10am to 4pm, Saturday 10am to 1pm,
with Late Night Opening until 6pm on Wednesday

enquiries@orwellmodelrailways.co.uk www.orwellmodelrailways.co.uk

Kent Garden Railways

16mm and G Scale Specialists

LGB * Accucraft * Peco * Piko * Bachmann * Roundhouse * Pola * USA Trains and more

Great Stocks of OO, HO & N

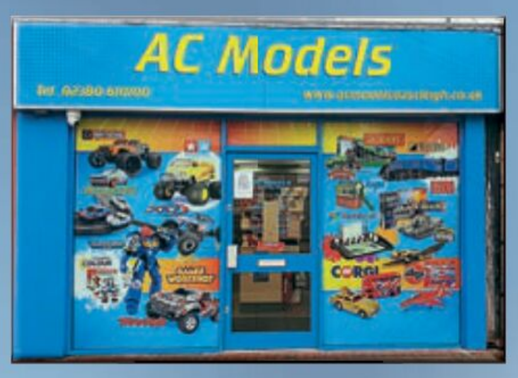
We have large stocks from the leading manufacturers

Hornby * Bachmann * Peco * Gaugemaster * Metcalfe * Heljan * Graham Farish * Dapol * Woodland Scenics * Kato * Walthers * Kadee * Expo * Noch * Oxford Diecast * Kestrel Atlas * Broadway * Parkside * Ratio * Wills * Modelscene * Minitrains and more

68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH
Tel 01689 891668 email sales@kgrmodels.com www.kgrmodels.com
Internet, telephone and exhibition sales only.

AC Models

www.acmodelseastleigh.co.uk



Stockists of Bachmann, Graham Farish, Hornby, Peco, Scalextric and much more for all of your modelling needs.

Find us on Ebay ACModels2 & Amazon ACModelseastleigh

Gift Vouchers Available

www.acmodelseastleigh.co.uk

Now Open - New R/C Department

Opening times Mon-Tue-Thurs-Fri & Sat 10am-4pm, closed Wed & Sun

ON-STREET PARKING OUTSIDE THE SHOP

9 High Street, Eastleigh, Hants SO50 5LF
Tel: 02380 610100
E: info@acmodelseastleigh.co.uk

LOCOMOTION MODELS

L&NWR LOCO SETS A PRECEDENT

EXCLUSIVE MODELS

NOW AVAILABLE
FOR IMMEDIATE DELIVERY

DCC READY £220.00
(plus postage)

London & North Western Railway Improved Precedent Class 2-4-0 No. 790 'Hardwicke' is part of The National Collection and is currently on display at Locomotion, Shildon.

IN PARTNERSHIP WITH RAILS LIMITED and BACHMANN BRANCH-LINE

Some accessory parts may require fitting by customer.

VISIT LOCOMOTIONMODELS.COM FOR FURTHER DETAILS

MODELS FEATURED ARE **00 GAUGE / 1:76 SCALE**

FIND US ON:

The National Collection in Miniature

YEAR OF THE TERRIER

Ten survivors, seven railways or museums, two countries – 2022 marks 150 years since the LBSCR A1 0-6-0T Terrier locomotives entered service. **Owen Hayward** looks at the celebrations that have taken place so far.

Merchant Navies, Bulleid Pacifics and Battle of Britain locomotive classes may well be the icons of the Southern region and certainly are gala crowd-pullers. Indeed, having one of these locomotives based on your line can change your fortunes, as it has the Spa Valley Railway (see pages 48-53). But behind every fleet of large locomotives are the tank engines, which, back in their heyday, often worked away without being given a second glance.

This year is the 150th anniversary of the introduction of perhaps one of the most popular classes of small engine that is also one of the most important to standard gauge heritage railways – the LBSCR A1/A1X 0-6-0T 'Terrier' class. The first six were built in 1872 to a design by LBSCR locomotive superintendent William Stroudley, who had perceived a need for a small range of standard engines to haul commuter trains on heavily congested lines in south and south east London.

All bark, no bite

Known for a distinctive bark that led to their affectionate nickname, a total of 50 were built between 1872 and 1880, with 17 being modified with new boilers, extended smokeboxes and the removal of condensing gear to become the A1X. The earliest examples withdrawn were in 1898, but the final examples lasted on the deteriorating Hayling Island branch until it closed 1963. Ten have been preserved, including one which was exported to the Canadian Railway Museum.

To celebrate the sesquicentennial anniversary of these adored machines, events are planned and some have already taken place at heritage lines in the south of England. Over The Queen's Platinum Jubilee weekend of June 2-5, the Kent and East Sussex Railway's 'Best of British' celebrations saw it officially launch No. 70 *Poplar* back into traffic following an extensive overhaul. Turned out in improved engine green (a livery it hadn't worn for more than 120 years), *Poplar* was run in tandem with classmate and KESR Rolvenden shedmate No. 78 *Knowle*, currently operating as SR No. 2678.

Terrier Trust chairman Tom White said: "Without doubt, the true character of these lively Victorian Terrier locomotives can only be experienced when they are seen in steam doing what they were built for – pulling passenger trains. The K&ESR's jubilee weekend gave 150-year-old *Poplar* and its classmate No. 2678, which is a mere 142 years old, the chance to prove this. They double-headed a train of vintage carriages each day, making a fine sight and transporting us all back to the Victorian age. We are very grateful to the donors to our Terrier 150 Appeal who made this experience possible."

On June 15, No. 70 also returned to the area of East London from which it takes its name, paying a visit to the DLR depot in the shadow of the capital's financial district.

The Isle of Wight Steam Railway has also joined the celebrations with its own and currently only operational locomotive, No. 40 *Brighton* (currently as SR W11 *Newport*), partaking in heritage train days with the railway's push-pull carriages, Victorian four-wheelers stock, and southern region goods trains. There will also be a gala event over the weekend of September 17/18 to commemorate the 70th anniversary of the closure of the Ventnor West branch line, at which W11 will play a part in representing the class that was a common sight on the line until the 1940s.

Back on the mainland, the Bluebell Railway, which opened its doors to passengers in August 1960, is home to perhaps the most well-known 'Terriers' of all. With A1X No.55 *Stepney* as its flagship loco and No. 72 *Fenchurch* (famed for being the oldest working locomotive on British

W11 & No. 70 approach Horsted House Farm crossing with the 9.45 from Sheffield Park on July 29. NICK GILLIAM

A 10¼in gauge terrier operated at Sheffield Park during the Bluebell's 'Terrier' celebrations. On the wagon adjacent sits the boiler for No. 72 with miniature model of the same locomotive in a more completed condition. OWEN HAYWARD

Seeing quadruple: An impromptu lineup in the shed of all four Terriers after service finished on July 30. *Fenchurch* and *Stepney* are on the left, *Newport* centre and the failed *Poplar* on the right. OWEN HAYWARD

Railways upon its retirement in 1964), they have become somewhat synonymous with the railway and many may argue that the Bluebell isn't 'the Bluebell' without one running.

Stepney is not only an icon for being written into The Railway Series stories of the Reverend Wilbert Awdry, with an entire book dedicated to the locomotive visiting the fictional Island of Sodor, but crucially it was also the engine that launched the railway's heritage services 62 years ago. There is much love for No. 55 and many hold a strong desire to see it return to steam, but to do so requires new cylinders, extensive boiler work, and potentially new frames. To all intents and purposes, it could amount to a completely new engine if (or when) it finds itself working next.

Fenchurch has fared slightly better. Although not the first of the class to be built, it was the first to enter traffic, and in late 2019 the railway took the decision to overhaul it with the view

W11 passes a lineside workers' hut at Rock Cutting with a short passenger set during a Jon Bowers charter on July 30. OWEN HAYWARD

A driver's eye view from the cab of W11 as it approaches Sharpthorne Tunnel on the Bluebell Railway. OWEN HAYWARD

Bluebell-based terriers Nos. 72 and 55 back-to-back in the engine shed providing an example of both A1 and A1X variants for comparison. Though it looks mostly complete, No. 72 is actually sans boiler. OWEN HAYWARD

On May 27, No. 70 *Poplar* was on test with the KESR vintage stock ahead of the Jubilee bank holiday return to traffic. ALAN CROTTY

Visiting from the Isle of Wight, W11 leads SECR 01 No. 65 and a set of three Maunsell carriages into Sheffield Park station on Sunday July 31. OWEN HAYWARD

At the end of July 29, No. 70 *Poplar* is towed by resident Class 09 D4106 away from Horsted Keynes bound for Sheffield Park. PHIL BARNES

of having it ready in time to partake in this year's celebrations. The boiler was worked on in-house, with a new outer firebox wrapper fitted, while the chassis went to Statfold Engineering for mechanical overhaul, which also saw new cylinders installed.

Much like No. 70, No. 72 is being returned to Stroudley in improved engine green, somewhat appropriate for the locomotive given that it was converted back from A1X to original A1 form during its 2001 overhaul. Having spent the most recent of its preserved years wearing LBSCR umber and running as No. 672, it will continue to stand out amid the pre and post-Grouping liveries that the Bluebell line boasts.

The railway's planned celebration, titled 'Fenchurch and Friends', was scheduled for July 29-31, and two visiting classmates (No. 70 from the KESR and W11 from IOWSR) were secured for what was set to be an exciting weekend of 'Terrier' running.

A series of unfortunate events

However, it seemed that the universe conspired against this particular weekend. Difficulties in obtaining raw materials and parts meant that the overhaul of No.72 has overrun, which consequently meant it was not ready in time to partake in its own birthday party. The boiler has had a successful hydraulic test, and the engine was assembled sans this for display in the shed alongside out-of-traffic No. 55, which had been extracted from its usual resting place at the public entrance to the Steamworks! Museum at the north end of the locomotive shed.

Visiting WR 4-6-0 Hall class No. 6989 *Wightwick Hall* was also stopped in the days before the weekend with a brake issue, and the iconic teak Chesham carriages required some running repairs that saw them removed from service.

That said, it looked like a fitting Southern Region atmosphere would be in full play, with the railway's Maunsell and Bulleid stock in use alongside BR(S) green Mk.1s hauled by SR 0-6-0 Q Class No. 541, BR 4MT 2-6-4T No. 80151, in addition to SECR 0-6-0 Class O1 No. 65 and the two Terriers.

July 29 was to see the two star guests running together, while the remaining two days were planned to see No. 70 on a short set working solo and W11 working in tandem with No. 65 on a second passenger set.

At 9.45am on Friday, July 29, Nos. 70 and W11 departed Sheffield Park with a train comprised of SECR 100-seater 3rd No. 1098 and Birdcage lavatory brake No. 1084 (plus SECR 01 No. 65 and three Maunsells on the rear as far as Horsted Keynes). The return trip to Kingscote went without issue. The following service, however, was not so successful.

After departing Sheffield Park at 12.30pm, the train was stopped at Horsted Keynes, No. 70 having experienced a mechanical failure on the big end that resulted in both connecting rods being severely bent. So soon after returning to steam itself, now No. 70 was back out of traffic. To enable it to be towed back to Sheffield Park by the resident class 09 shunter that evening, the crew had to get inside, and remove and then extract the damaged rods – all while the engine was stranded in Platform 3!

W11 became the only operating 'Terrier 'for the remainder of the weekend, being double-headed with No. 65 from the Friday evening and substituting for No. 70 on the

Nos. 70 *Poplar* and 2678 (78 *Knowle*) depart Wittersham Road with the 11.45 from Tenterden on June 2 during the KESR 'Best of British' Jubilee celebrations, which launched No. 70 back into public traffic after overhaul. NICK GILLIAM

Saturday morning Jon Bowers photographic charter. Despite the failure of one of the star attractions so early on, the weekend proved a draw. Visitors descended on the Sussex line to catch a glimpse of a Terrier at work on the branch once more, combined with the lure of an Isle of Wight Terrier on a rare visit away from its home.

IOWSR general manager Steve Backhouse said: "We were delighted that W11 *Newport* was able to support the Bluebell Railway's *Fenchurch*'s 150th birthday bash. There's a long history of the two railways working together to support special events."

Additional attractions included a 10¼inch ride on railway at Sheffield Park supplied by the South Downs Light Railway and Drummond Randall, which also ran with a live steam miniature Terrier locomotive. Further miniature locomotives were also on display, with the Atlantic House open for visitors to see the progress on Brighton Atlantic No. 32424 *Beachy Head* that could be as little as a year away from completion!

At Horsted Keynes, live music, a beer tent, vintage vehicles, and (on Sunday) a toy and collectors' fair could be found, offering plenty of entertainment away from the trains.

Both Nos. 70 and W11 departed Sheffield Park in the days following the weekend, with No. 70 returning to KESR for investigation into the cause of the failure and subsequent repairs. The overhaul of No. 72, meanwhile, continues at Sheffield Park and it is hoped that a return to steam is not be too far off.

Absent friends

Two more Terriers are set to join the operational rosters in the near future. The first of these is W8 *Freshwater* (LBSCR No. 46) on the IOWSR. Presently undergoing overhaul in Havenstreet workshops, once complete it will be turned out wearing the dark olive livery it wore prior to withdrawal. Mr Backhouses added: "We are looking forward to seeing W8 *Freshwater* joining W11 *Newport* in steam during 2023."

On the Spa Valley Railway, the overhaul of No. 50 *Sutton* (formerly *Whitechapel*) is also progressing, with a full fire grate procured in partnership with the IOWSR, which loaned the patterns for this. A complete grate has been cast, including side bars and spares, but a new pattern has also been made to allow plain firebars to be cast in lots of three, making future batches cost-effective. Already this has benefited other Terrier owners including the Bluebell, which has borrowed a set of side bars for *Fenchurch*.

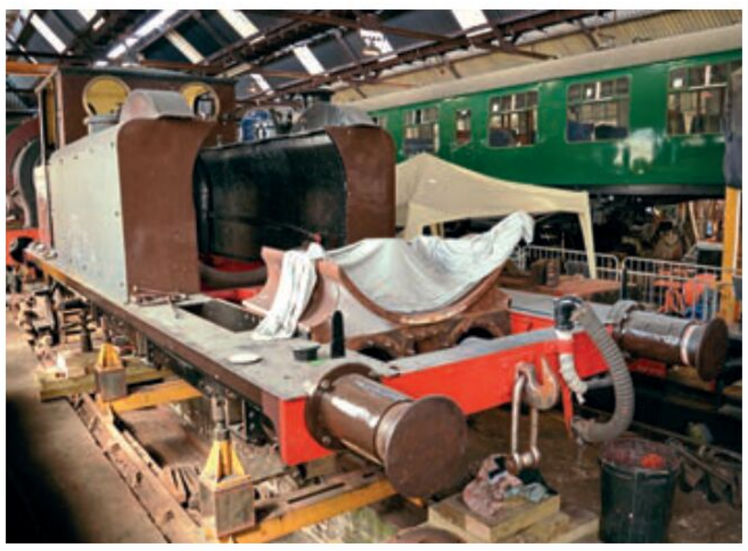
Patters have also been made for the new driver's air brake valve, a project also being jointly done with the IOWSR, which is set to fit its LBSCR E1 locomotive with air brakes to work with the Island's rolling stock. *Sutton*'s air pump has been overhauled already and is stored pending being refitted.

Sutton will be returning in LBSCR Marsh umber, the first coats of which are already visible.

Steam engineering manager Matt Dives said: "*Sutton* is the only LB&SCR steam engine in a former Brighton shed and therefore is another jewel in our crown and remains central to our plans.

"It will also serve as a perfect ambassador for our railway, visiting other heritage lines, and hopefully we can tie up with the London Borough of Sutton to offer something in that area too."

The remaining Terriers are No. 62 (SR 2662) *Martello,* based and operating at Bressingham Steam Museum and Gardens in Norfolk, No. 82 *Boxhill* on display at the National Railway Museum in York, and No. 54 *Waddon,* which was donated by British Railways and shipped to the Canada Railway Historical Association. It is housed at Exporail, near Montreal. HR



No. 50 *Sutton* inside the shed at Tunbridge Wells West on the Spa Valley Railway where it is currently undergoing overhaul. OWEN HAYWARD

29th-30th OCT

100+ DIFFERENT BEERS
10 INDIVIDUAL BREWERIES
2 SPECIAL BREWERY TRAINS
30 SPECIALIST CIDERS
GIN, WINE & PROSECCO
OVER 30 LIVE MUSIC ACTS

KEIGHLEY & WORTH VALLEY RAILWAY
BEER & MUSIC FESTIVAL
2022

5-MILE LONG BEER & MUSIC FESTIVAL AT THE KEIGHLEY AND WORTH VALLEY

THURSDAY 13TH OCTOBER *TO*
SUNDAY 16TH OCTOBER

TICKETS NOW ON SALE

Limited Weekend, Friday & Saturday Tickets

Save up to 10% on Event Weekend Rovers when you purchase in advance online

WWW.BEERANDMUSIC.CO.UK WORTH VALLEY

EPPING ONGAR RAILWAY

LT WEEKEND

1, 2 OCTOBER

EOR

www.eorailway.co.uk

BYGONES WEEKEND

7TH - 9TH OCTOBER 2022

Come along and enjoy a weekend of vintage Ffestiniog Railway trains

We'll be showcasing trains from significant eras of the Festiniog Railway Co., with extra themed trains operating - including gravity, slate and freight services. Passenger trains running from Porthmadog to Beddgelert, Blaenau Ffestiniog or Tan-y-Bwlch.

(More details will be added to our website as plans are finalised.)

Advance booking strongly recommended - buy tickets online..!

RHEILFFORDD FFESTINIOG • FFESTINIOG RAILWAY

www.festrail.co.uk 01766 516024 facebook.com/festrail

Apedale Valley Light Railway

September 17&18 Railway Gala

Six Steam locos in operation - "Stanhope", "Ogwen", "Edgar", Orenstein5662, Hudswell1238 and Hunslet 1215

Miniature railway, sheds open for visitors and sales stands!

1100- 4pm both days.

www.avlr.org.uk

Apedale Community Country Park, Loomer Road, Chesterton, Newcastle-under-Lyme ST5 7LB

Find us on: facebook

london transport museum

DEPOT OPEN DAYS
DEPOT UNLOCKED

Thursday 22 September – Sunday 25 September

Discover the transport treasures hidden in our Depot in Acton Town.

Book online in advance at **ltmuseum.co.uk**

MAYOR OF LONDON

Supported using public funding by ARTS COUNCIL ENGLAND

Registered charity number 1123122

STAR LETTER

Does closing down NRM workshop risk losing sight of technology?

A MAJOR British museum was once reputed to have thrown away a collection of ancient Greek tools because they weren't beautiful. A sad tale, but lack of awareness of technological heritage in museums is still with us even in institutions where it should be required.

The National Railway Museum had a well-equipped workshop with a viewing gallery where historic locomotives were restored and maintained. Large equipment included a crane, wheeldrop, and specialist machine tools for heavy repairs. Some, like a 1950s Elliott vertical slotting machine, came from York's carriage works, itself a link with the city's own rich railway manufacturing heritage. Most recently the workshop was used by the Sir Nigel Gresley Locomotive Trust to restore A4 No. 60007.

Visitors saw activities like machining, white metalling, and wheeling. Engines handled included *Flying Scotsman*, *Green Arrow*, *Duchess of Hamilton* and *City of Truro*. The workshop was popular.

A member of the Friends of the NRM who wishes to remain anonymous helps at its Museum Information Point. He says one of the questions asked most often is "What's happened to the workshop?", followed by "Why can't we go up on the gallery anymore?" Visitors enjoyed seeing authentic railway engineering.

Despite public interest, the workshop closed last year. Machinery was sold or scrapped. Instead, space will be occupied by Wonderlab: the Bramall Gallery, described as an interactive place that "will enable young people to learn about science and engineering through hands-on learning." It will cost about £5 million.

Writing in *Model Engineer*, Sir Peter Hendy, chairman of the NRM Advisory Board, asserted that the workshop had latterly been used mainly by external organisations with much of the equipment sitting redundant.

He claimed the new gallery will "inspire the next generation of engineers", adding that Wonderlab will include the crane and wheeldrop

A3 Pacific No. 60103 *Flying Scotsman* being painted in the National Railway Museum's workshop on February 17, 2016. ROBIN JONES

with new workshops, and an engine preparation facility provided elsewhere at the museum.

Leaving aside the point that redundant equipment makes up much museum content, it is a strange practice to close one workshop before ensuring other facilities are open. New facilities will lack former equipment, and the range of work will be severely limited. The wheeldrop and crane will be unusable in Wonderlab. Were they retained only because they were too expensive to remove?

Opportunity lost?

As for use mainly by external organisations, that is largely because the museum ran down its engineering side. Previously the museum had distinguished heads of engineering, including John Bellwood and Richard Gibbon OBE. It now lacks any engineers in the management team, ironic for a museum that concerns the development of railway engineering. How tempting to compare with unlamented Railtrack, the largest operator of engineering assets in Britain, lacking anyone with engineering expertise on the board.

Richard Swales, chief engineer for the Sir Nigel Gresley Locomotive Trust, notes in a personal view that "towards the end of the time in the workshop, it seemed that those in the lower ranks with any railway or engineering background were either pushed out or left of their own volition, having seen the direction that the place was going".

He added that restoration work at the NRM attracted volunteers: "Looking over the balcony, they could see what was going on." They had an opportunity, now lost, to see real railway engineering.

The trust set up a junior section, giving young people a chance to work on the engines. This had spin-off benefits; many have now obtained engineering jobs or apprenticeships. Richard wrote: "I can understand wanting to inspire children but why wreck the workshop to do so? It was already attracting young people into engineering through seeing the real thing. The fact that many of our junior volunteers have found places in engineering industry demonstrates that the fundamental engineering principals and practical skills involved in the restoration and maintenance of steam locomotives and other heritage vehicles are clearly found relevant by leading engineering companies. If the workshop had not been dismantled, the NRM would have been the ideal place to continue and build on this activity."

Whether Wonderlab will enthuse young people remains to be seen. Artist Pippa Hale has been commissioned to create a "headline installation" for the gallery to include a collection of interactive blocks. It bodes ill.

Richard added: "I cannot help feeling that the attraction of Wonderlab to the Science Museum Group is as much for potential to generate income as it is for its (doubtful) educational value."

Wonderlab charges are currently reported as likely to be £11 for adults, so is potentially a money-spinner for the museum.

'Profound knowledge'

Dr Ron Fitzgerald has experience of industrial museums, including setting up Leeds Armley Mills Industrial Museum. He notes that several major technical museums were set up by enthusiasts with a profound knowledge of their subject. Based on his experience, he doubts the value of interactive displays that Wonderlab is expected to offer. He argues that the best way to stimulate engineering interest in visitors of all ages is through full-sized objects on which good interpretative display can be built.

Museums are often concerned more with 'visitor services' than collections themselves. The National Maritime Museum is an example of a once-great museum reduced to a shadow of what it was. Curators are appointed for skills in 'visitor experience' rather than, apparently, knowledge or feeling for their subject.

Modern museum thinking appears insensitive to technology. Increasingly it seems museum curators are overwhelmingly from arts backgrounds and do not know the best way to interpret engineering technology for the public. Without a radical change of approach by the museum profession, further damage will follow.

Ron Fitzgerald argues that the best engineering collections are now run by amateurs, knowledgeable and enthusiastic about their subjects. National and local museums can learn from them – but will they?

Roger Backhouse, Upper Poppleton, York

Visitors long for pre-BR liveries – not just a day out

PAGE 19 of issue 296 illustrates the Keighley & Worth Valley proudly displaying its Lancashire and Yorkshire Railway stock of two six-wheel and two-bogie stock carriages, but what a let-down: the L&YR 0-6-0 Green Dragon is now in black, but instead of the red lining and the full name on the tender completing the 1890s train, it carries a BR label.

Just take a look at the original Victorian livery shown on the models in issue 294, page 81. It must be remembered that those who enjoy a day out on heritage railways don't just come for a ride – they are here for a trip back in time and it's why we put on a Victorian gala, a 1940s gala that requires the 'Big Four' liveries of the LNER, LMS, GWR, and Southern, not BR. BR comes into its own with a Giants of Steam gala, i.e., the 9Fs and so forth.

Derrick Martin, Hornchurch, Essex

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Signs of the times: A colourful display of totem station signs representing each of the six BR regions is a feature of Mangapps Railway Museum. Its boss, John Jolly, has become a convert to the advantages of online bidding at railwayana auctions. JOHN JOLLY/MANGAPPS RAILWAY MUSEUM

Mangapps boss is a convert to online-only railwayana auctions

AS an enthusiastic railwayana collector, I read with interest the thoughts of Geoff Courtney in last month's railwayana column about the pros and cons of live saleroom auctions compared with online-only sales.

I couldn't get on with online auctions to start with but have become a convert. For someone who can't get to most auctions, isn't comfortable with commission bidding, and is therefore restricted to telephone bidding with its uncertainties (such as will they accept telephone bids or will they get through?), online is the answer. Added to that, I have never been keen on travelling a long way, only to be outbid on the one lot I wanted!

There is no reason why auctions cannot be held in a saleroom with simultaneous online bidding, as was being done by GW Railwayana before the pandemic and also by most non-railwayana auction houses, but it only doubles their costs, which will inevitably have to be passed on.

I have discussed the matter with both GWRA and Great Central, and, as Geoff has written previously in his column, neither is rushing back to live venue sales. There is a lot of noise on the subject on social media, but as one of the auction houses is quoted in last month's column, it is not their job to organise what is for some attendees a purely social event.

No doubt market forces will decide the matter in the end.

John Jolly, Mangapps Railway Museum, Burnham-on-Crouch, Essex

When I saw a Ukrainian Beyer Peacock in steam

REGARDING Bill Parker's exclusive story in Headline News, issue 296, about the Beyer Peacock 0-6-0T preserved in Lviv, I photographed No. B-2157 in some sort of steam in the Ukraine on February 26, 2003 on a Dave Rodgers' Steam Loco Safari Tours trip. The location was Kolomyia – or Kolomyya, as you prefer – and in Cyrillic КОЛМБІЯ, 200km from Lviv and 60km from the Romanian border.

Raymond Schofield, email

Tank engine B-2137 in steam in a snowy Ukrainian February in 2003. RAYMOND SCHOFIELD

Start planning for 2023's wartime weekends now

REGARDING the debate about wartime weekends and 1940s events, I have participated in seven events so far – all of which were a different composition and only one being a railway and therefore a 1940s event. This was the Mid-Suffolk Light Railway as per the photograph in issue 295, page 94.

I drove all the way from Swindon to attend as I felt it deserved support from as many people as possible, and the large turnout proved the line right.

Events varied from full-scale battles to the "Village of Southwick" (a wartime headquarters) that was completely 1940s.

No modern cars/vans or other items to spoil the presentation and vast numbers of people turned up, proving that people do appreciate 1940s events as it is a massive part of our history and something that steam railways fit into nicely by setting the scene; just by a steam locomotive arriving at a station, you have turned the clock back. I also think we older people have a duty to provide this education for younger people while we can.

Although it would appear that the Heritage Railway Association did not send out an actual banning notice for wartime weekends, its guidance notes did not point out that 1940s weekends were perfectly possible and I am amazed that the loss of what must be hundreds of thousands of pounds can be dismissed so easily.

I am not at all sure why railway experts into the picture as this was not a railway technical problem but more a question of financial survival.

So, I feel that if it wants to help, the HRA should encourage people to have1940s events next year and start planning them now – everyone wins that way.

A final note of proof of public interest was that the Overlord show at Denmead (probably boosted by no Mid-Hants show) had a queue on the first day over two fields – an estimated 1200 people – which took well over an hour to shift.

Clive Thompson, Swindon

Let's all support the Barnums

THANK you Andrew Johnston for your article in issue 296 on travel on the 'Atlantic Coast Express' to the West Country. You really brought to life an era when train travel was something to be enjoyed rather than endured, as it has now become.

And how appropriate to read in the same edition what the GCR Rolling Stock Trust is achieving in restoring its Barnums – surely the epitome of civilised travel.

I do hope my fellow readers will contribute to the appeal; it is a cause well worth celebrating in my book.

NJ Bailey, Wroughton, Swindon.

➜ To support the appeal, visit https://gcr-rollingstocktrust.co.uk/donate, marking donations as the 'Barnum Restoration Club.'

Prior to its relocation to the Nottingham Transport Heritage Centre in Ruddington, 1910-built Great Central Railway Barnum coach No.228 in Hull's Alexandra Docks in the 1970s after being used tomato growing. It is currently the subject of an active restoration scheme, for which a £50,000 appeal has been launched. RICHARD W BEAMER/GCR ROLLING STOCK TRUST

SUBSCRIBE TODAY!
GREAT RATES – SEE PAGE 30

GREAT NORTHERN RAILWAYANA AUCTIONS

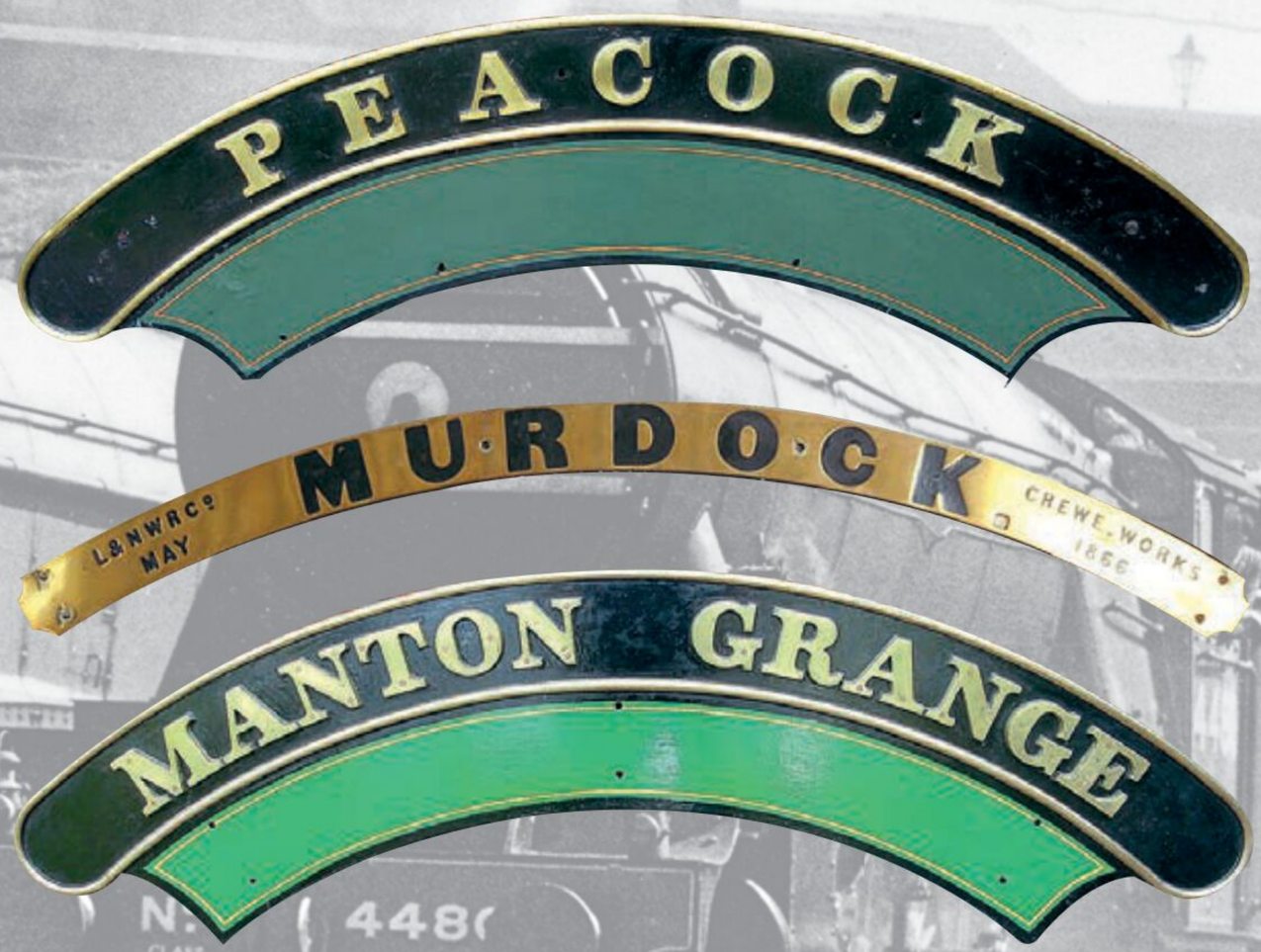
THE PREMIER AUCTION HOUSE

LIVE AUCTION OCTOBER 1st 2022

500 Lots of quality Railwayana going under the hammer at Poynton, Cheshire.

Auction starts at 10am, 200 + seats, trade stalls, refreshments, disabled access, help if needed.

Our auctioneer Mr Ian Wright will be conducting the proceedings for the last time as he is retiring after 30+ years, so please come along and wish him well.



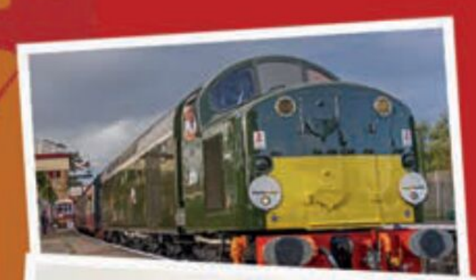
For details go to our website www.gnrauctions.co.uk or email: davidrobinson17@btconnect.com or David on 0161 209 6524 • 07802 553880

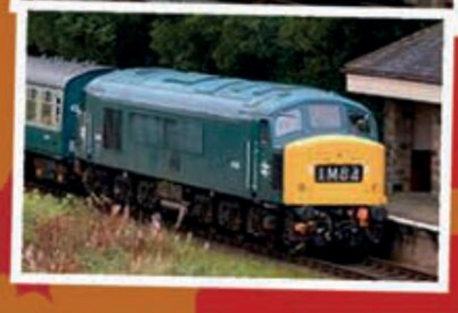
EAST LANCASHIRE RAILWAY

Presents

AUTUMN DIESEL GALA

16 - 17 SEPTEMBER 2022





Enjoy an intensive all diesel timetable featuring a host of fuelled up faves.

Join us for a combination of home fleet locomotives as well as a Beer Ex. Check website for latest information.

Award winning real ale venues at Bury and Rawtenstall Stations.

WWW.EASTLANCSRAILWAY.ORG.UK
0333 320 2830

EAST LANCASHIRE RAILWAY

Presents

Autumn Steam Gala

14 - 16 October 2022

All steam action featuring a host of locomotives including:

- Pug - 19
- GWR 5600 Class - 5643
- L&Y Saddletank - 752/51456
- LNWR Coal Tank - 1054
- L&Y Class 27 - 52322
- Southern, West Country Class 34092 "City of Wells"
- Standard 4 - 80097
- Plus a visiting locomotive to be announced!

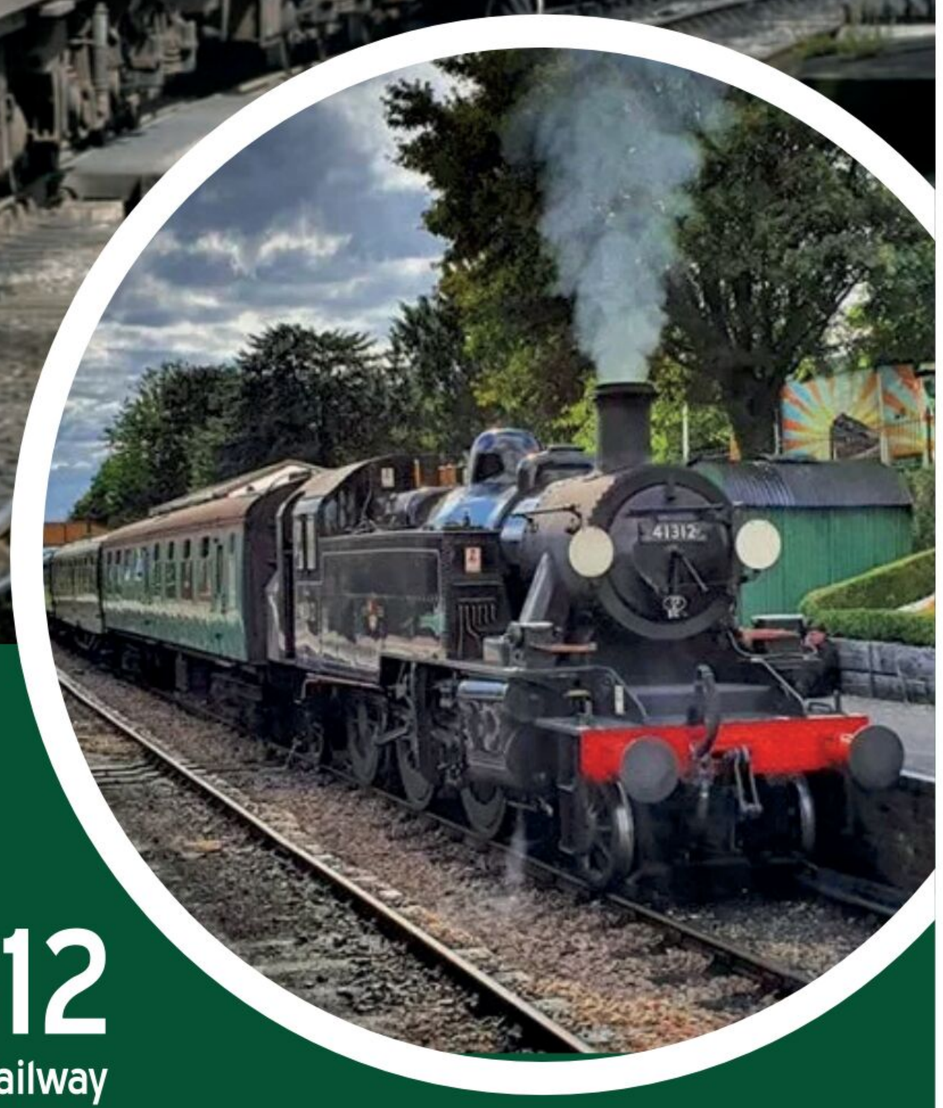
Thanks Liam Barnes and John Crawshaw for the pics.

All locos subject to availability

WWW.EASTLANCSRAILWAY.ORG.UK
0333 320 2830

Autumn Steam Gala

GREAT CENTRAL RAILWAY
LEICESTERSHIRE



With Special Guests

J27 65994 & Ivatt 2 41312

With thanks to NELPG & NYMR

With thanks to the Mid-Hants Railway

Alongside a selection of our Home Fleet

48305 68067 78018 78019 46521 73156 92214

78019 Appears subject to completion of overhaul. 46521 in its Final Gala Appearance before overhaul. All locos appear subject to contract, fitness to run and availability. Locos may change without prior notice.

29th September - 2nd October 2022

Full Details at GCRAILWAY.CO.UK

A WORLD OF MODELLING AT YOUR FINGERTIPS

GREAT OFFERS AVAILABLE ACROSS THE RANGE

SUBSCRIBE TODAY AND SAVE UP TO 34%

VISIT: WWW.CLASSICMAGAZINES.CO.UK/MODELLING22 CALL: 01507 529529

QUOTE: MODELLING22 EXPIRES: 31/12/22

THE RAILWAY HUB

The Railway Hub is a central point for all rail news past and present from *The Railway Magazine, Heritage Railway, Rail Express, Steam Days and Railways Illustrated*

Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

Includes a **FREE** easy to use app for on-the-go access

STEAM | DIESEL | ELECTRIC | MODELLING

www.therailwayhub.co.uk

The Railway Magazine | Heritage Railway | Rail Express | Steam Days | Railways Illustrated

The RAILWAY Magazine DIGITAL ARCHIVE

Access 120 years' worth of history from the nation's most authoritative and prestigious rail publication.

over

120 years | **1300** issues | **140,000** pages

ACTIVATE YOUR ACCESS TODAY

FROM AS LITTLE AS £6*

**This gets you three months' access to the Digital Archive. Magazine subscription rates start from £20 for six months.*

- FULLY SEARCHABLE CONTENTS
- KEEP SCRAPBOOKS OF YOUR FAVOURITE ARTICLES
- BONUS PREVIOUSLY UNPUBLISHED CONTENT
- MULTI-PLATFORM ACCESS

WWW.RAILWAYMAGAZINE.CO.UK/ARCHIVE

WORTH VALLEY VINTAGE FIVE-COACH FIRST!

World-famous as the setting for the two Railway Children films, the Keighley & Worth Valley Railway has developed a growing audience for its pre-Grouping summer vintage trains. **Rodney Towers,** reporting in words and pictures, experienced the exquisite elegance of these showpiece coaches as the line ran its first five-coach vintage set to mark the centenary of the merger of the Lancashire & Yorkshire Railway and LNWR.

The Keighley & Worth Valley Railway's summer operation of a vintage train for a limited number of Sundays during June and July has evolved into a very successful attraction.

The railway has been able to do this due to its close and ongoing cooperation with Lancashire and Yorkshire Railway Trust at Oxenhope and the Vintage Carriages Trust at Ingrow.

Over the years the vintage train has been a three or four-coach affair, made up from carriages of both organisations with one of the line's steam locomotives from a corresponding period.

All three organisations were in agreement to make 2022 a year with a difference to celebrate the amalgamation of the Lancashire & Yorkshire Railway with the LNWR in 1922.

To sit in and make a journey today aboard a restored railway carriage built more than 100 years ago is a memorable experience. Stepping aboard, you are immediately struck by the beautiful elegance, seating space and comfort of the upholstery – something entirely missing from the rigid, stiff-backed and featureless moulded plastic seats that have become the standard fitting in new-build carriages... it might be space-saving, weight-saving and functional, but just try riding in a restored First Class railway carriage

> "The end result would then be the largest vintage train ever to run on the KWVR and mark the significance of 2022 in this thoroughly commendable way."

of yesteryear and feel the difference! What matter then is a small additional cost to enjoy a one-off magical 'step back in time' behind an equally-nostalgic steam locomotive!

We, the British, are actually brilliant at recreating our past, assembling hugely enthusiastic teams of volunteers for all sorts of roles and taking the initiative in bringing museums to life. More specifically, we are looking after our railway heritage – an extraordinary engineering success story at which we were the spearhead some 150 years ago.

L&YR centenary year

This year is notable for being an appropriate time to acknowledge the 1922 merging of the L&YR with the LNWR, becoming Britain's fifth largest rail network, and to highlight some of the wonderful historical Lancashire and Yorkshire Railway Trust vehicles which have been successfully rescued, restored and preserved.

Earlier in the year the East Lancashire Railway held two gala events where three of the trust's locomotives were the star attractions. However, the KWVR has the L&YR carriage advantage, with the trust maintaining its unique collection of coaches at Oxenhope. Following extensive discussions between the three charitable

Taff Vale Railway 02 0-6-2T No.85 crossing Mytholmes Viaduct with the 3.15pm five-coach Vintage Train from Keighley on July 17.

The beautifully restored L&YR Club Coach No. 47 in the centre of the vintage train at Keighley.

Right: Interior elegance restored in the Lancashire & Yorkshire Railway 1880-built first class six-wheeler No. 279.

organisations, they mutually decided to make up a five-coach rake – four carriages from the Lancashire and Yorkshire Railway Trust and one carriage from Vintage Carriages Trust.

The end result would then be the largest vintage train ever to run on the KWVR and mark the significance of 2022 in this thoroughly commendable way.

On the first day, Sunday, June 19, the train was hauled by L&YR 'Ironclad' 0-6-0 No. 957, and on the last day, Sunday, July 17, the railway provided its 1899-built Taff Vale Railway 0-6-2T No. 85, yet again a locomotive of appropriate age. The train was made up as follows:

"The real historical gem of them all has to be No. 47, the Blackpool-Manchester Club Carriage."

- L&YR six-wheel five-compartment Third No. 1507, built c1882.
- L&YR six-wheel five-compartment First No. 279, built c.1880.
- L&YR Blackpool-Manchester Club Carriage No. 47, built 1912 (which features in the new The Railway Children Return movie as part of a military train behind the KWVR's USATC S160 2-8-0 No. 5820 *Big Jim*).
- L&YR Brake Third No. 1474, built 1910.
- Southern Railway Brake Third No. 3554, built July 1924 (often referred to as the Chatham coach because it is almost identical to pre-Grouping vehicles built by the South Eastern & Chatham Railway for boat train traffic to and from the London termini and Dover or Folkestone).

The tail-end Chatham coach is a VCT carriage of very unusual construction. It is now one of only two of this design in the heritage sector, the unusual but visually

Nick Helliwell, who drove locomotives in The Railway Children movie of 1970, with Taff Vale Railway 0-6-2T No. 85 on July 17.

Lancashire & Yorkshire Railway Brake Third No. 1474 in the four-coach L&YR rake.

The last vintage train of the season at Keighley: L&YR six-wheelers No. 279 (first class) and No. 1507 (third) at the front of the five-coach rake on July 17.

Driver Nick Helliwell asking for news about the time of departure of the vintage train.

Taff Vale Railway 02 0-6-2T No. 85 approaching Oakworth with the 1.35pm five-coach train from Keighley.

distinguishing feature being the vertical wood panelling beneath the waist-rail.

It is important to note that this series of 2022 vintage trains was the first occasion ever when all four Lancashire and Yorkshire Railway Trust carriages were made up together in one operational rake, collectively representing more than 500 years of railway service.

Operations on July 17 will be remembered for being in the middle of the hottest heatwave ever recorded in Britain. The ground everywhere was hard and dry, so unsurprising therefore that the last departure from Keighley to Oxenhope of the vintage train for the summer season was delayed by some two hours while a trackside fire was brought under control higher up the valley.

Of all four Lancashire and Yorkshire Railway Trust carriages in this rake, the most elegant, the most beautiful, and the real historical gem of them all has to be No. 47, the Blackpool-Manchester Club Carriage. This vehicle is a 'Club Class' replacement for L&YR's original 1895 carriage. A club carriage first made its appearance in 1895 on the LYR's Blackpool-Manchester services following an approach from first class season ticketholders.

In return for a guarantee that they would purchase a specified number of annual tickets, the regular travellers asked the railway to provide a carriage for their exclusive use and were charged a supplementary fee. Election by the club committee was mandatory and there were strict rules.

When British Airways introduced its concept of Club Class some years ago, it certainly set a new standard for business travel, as well as introducing price differentials. This concept subsequently became widely adopted in one form or another for business class travel generally.

A challenge is therefore set: was Club Class really some entirely new marketing concept initiated by some bright BA marketeer? Or had one of its marketing gurus quietly trawled through travel history and discovered that this was a concept first introduced by the L&YR as long ago as 1895?

Finally, Yorkshire's four leading carriage restoration organisations have now achieved surprise and is some cases operational firsts this year.

Stephen Middleton's Stately Trains, in association with the Embsay & Bolton Abbey Steam Railway, ran a Royal Train of five vintage carriages for the first time to mark The Queen's Platinum Jubilee celebrations.

The Lancashire and Yorkshire Trust, in association with the KWVR and the Vintage Carriages Trust, also assembled a vintage train made up of five appropriate carriages for the first time to mark the centenary of the L&YR/LNWR merger.

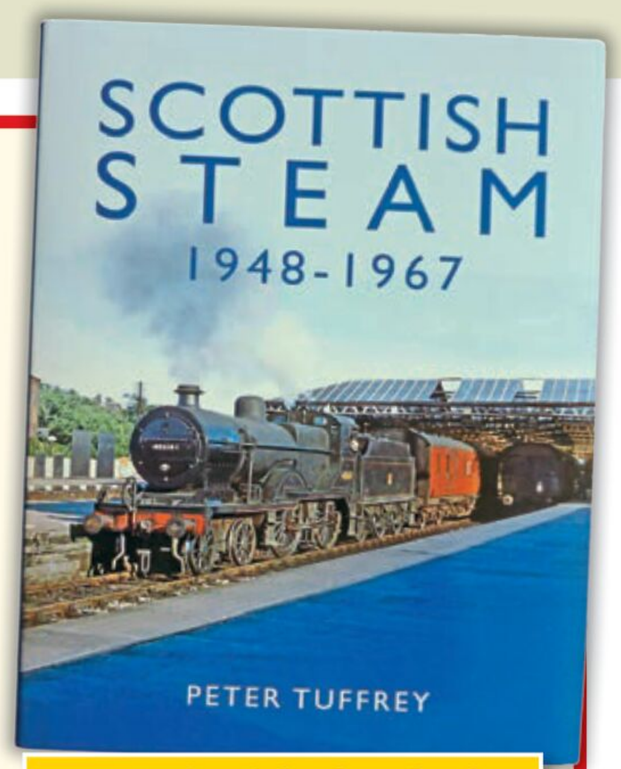
Now, as annouced in Headline News this issue, a set of teak carriages restored by the LNER Coach Association will be used for a series of exclusive trips behind LNER A4 Pacific No. 60007 *Sir Nigel Gresley* on the North Yorkshire Moors Railway in October. HR

With the trackside fire of July 17 now out, the train is cleared for final departure some two hours late.

The tail-end coach: The Vintage Carriages Trust's Brake Third Chatham coach No. 3554.

Scottish Steam 1948-1967

By Peter Tuffrey (hardback, Great Northern Books, 160pp, £19.99, ISBN 978-1-914227-21-9).



EDITOR'S CHOICE

FOR southern-based 1950s trainspotters, Scottish steam was as elusive as passing the O Level exams (no gentle let-downs with grades then, literally the brutality of simply pass or fail) or Essex winning the county cricket championship, writes Geoff Courtney.

Across the border in the land of caber tossing, riding the bounds, bagpipes, and ceilidhs were steam locomotives never to be underlined in our Combined Volumes. Former GWR engines allocated to faraway Welsh sheds could perhaps be seen at Swindon Works, while Eastern, London Midland, Southern, and even North Eastern region representatives weren't generally an insurmountable challenge.

Scottish locomotives were, however, different altogether, with the exceptions of a Haymarket (64B) Class A4 on 'The Elizabethan' into King's Cross or the rarity of a Polmadie (66A) Princess Coronation on a visit to Euston. That didn't stop us wishin' and hopin', as Dusty Springfield was to sing in 1964, but now we can at least pictorially savour what we were missing, thanks to this latest combination between Peter Tuffrey and Great Northern Books, their 19th joint venture.

Last month I reviewed another Great Northern publication, The Glorious Years of the LNER, and Peter has followed the style of that book by compiling each of the 250 black-and-white and colour photographs in the alphabetical order of where they were taken. Unsurprisingly, each starts at Aberdeen, but whereas the LNER book ends at York, Peter's journey's end is at Wick.

One of the mystiques of the Scottish railway scene to steam era teenage trainspotters was some of the names of the locomotive depots or their sub-sheds. Boat of Garten, for example – how much more intriguing than the names back home. Burntisland. Kipps. Yoker. Anstruther. Ballachulish. Readers of this new book can at least get a pictorial indication of two of those locations, Ballachulish and Kipps. The former has Class 2P 0-4-4T No 55263 at the station with a Connel Ferry train in 1957, and on Kipps shed (65E) there is the delightful sight of 1891-built Y9 class 0-4-0ST No. 68110, complete with wooden tender, in October 1961.

More familiar locations range from Aberdeen to Stirling, and Edinburgh and Glasgow to Inverness and Perth. Familiar too are some of the classes, including LMS, LNER, and Standard Pacifics, but one of the joys of the book is also the unheralded motive power that so often evaded the photographers' lenses.

Class Z5 0-4-2T No. 68192, for example, shunting in August 1950 at Aberdeen docks, Class 0F 0-4-0ST No. 56025, which was to be in service for 70 years, at St Rollox Works in Glasgow in late 1948 with 'British Railways' applied in large letters on its saddle tanks, or J36 class 0-6-0 No. 65234, another Victorian veteran numerically between Nos. 65233 *Plumer* and 65235 *Gough* but not graced with a name itself, in the unphotogenic but undeniably compelling setting of Riddochhill Colliery in West Lothian in August 1964.

Motive power depots large and small, busy city stations and rural outposts, locomotives of all sizes and eras from thoroughbreds to workhorses, and even scrapyard scenes all combine to remind north of the border enthusiasts how it used to be, and those of us south of the border what we missed.

PICTORIAL SPOTLIGHT ON STEAM MISSED BY SO MANY

The Sandstone Steam Railway – The Story Continues

By David Richardson (hardback, Sandstone Heritage Trust, www.sandstone-estates.com, 220pp, £29 including p&p).

THIS book is a fascinating history of how Sandstone has evolved over years into what has become a major world collection of 2ft gauge railways. However, it is not all about 2ft because, over time, 3ft 6in Cape Gauge locomotives and rolling stock have been transported and preserved there.

Sandstone Heritage Trust is a private preservation initiative established on a commercial arable farm growing wheat, maize and sunflowers covering 20,000 acres near Ficksburg in the Eastern Free State of South Africa. The farm is located under the Maluti Mountains along the Caledon River, the border with land-locked Lesotho.

It was bought by its present owner, a British-owned company, in 1995, and the sale included all tractors, harvesting and farm machinery, which was left in a time warp and became the catalyst of the collection driven by one man, Wilfred Mole.

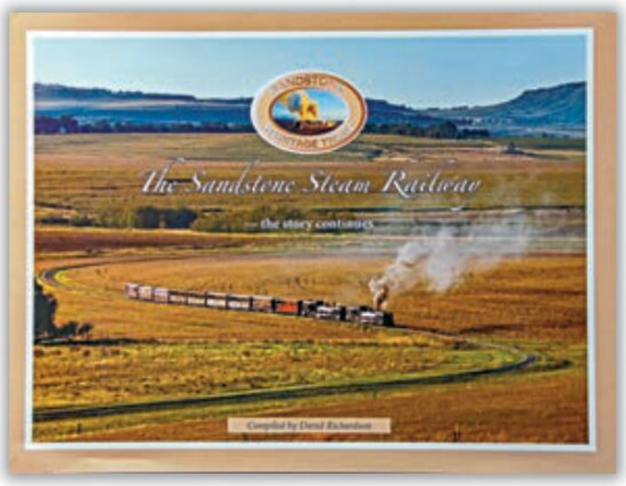
At that time there was never any mention of a railway. One year later a telephone call from Alan Clarke, of the Transnet Heritage Foundation, advised that a venture near Pietermaritzburg was being terminated and a considerable amount of rails and locomotives needed a home.

After transportation to Sandstone, NGG16 No. 153 became a weekend project for staff member Graham Strydom to return it to steam. Rails were laid and a railway was born.

The railway has expanded considerably over the years, with the collection branching out into tractors and farm machinery, buses, military vehicles, stationary and traction engines, and also oxen trains. Huge barns have been constructed to protect these important items from the weather.

This book is a major piece of work, not only describing how Sandstone became a railway, its locomotives, freight, and passenger stock, and where the collection came from throughout Southern Africa but also covers the complete variety of Sandstone's extensive collection. It goes into great detail, right down to the humble freight wagon, of which there are many.

Anyone with an interest in what can and should be preserved will find this volume eye-opening.



For those who have been to Sandstone it's a must.

ONE OF THE GREATEST NARROW GAUGE COLLECTIONS IN PROFILE

Railways in Cumbria

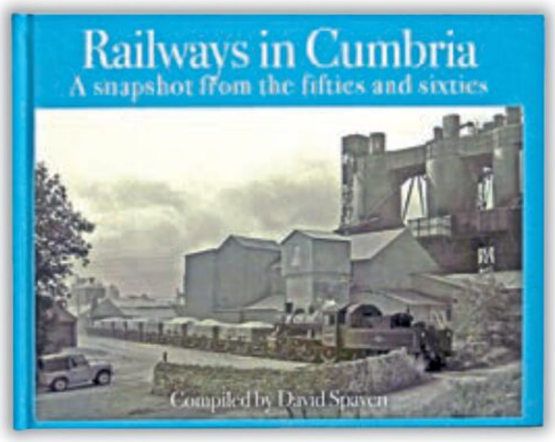
Compiled by David Spaven (hardback, Totem Publishing, 80pp, £13.50, ISBN 978-1-913893-20-0). Cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ.

THINK of Cumbria and images of lakes and mountains (from Scafell Pike at 3208ft downwards) will spring to mind, as will the Settle-Carlisle route and West Coast Main Line, writes Geoff Courtney.

There is, though, much more to the county from the railway perspective than just those two lines and interestingly, most of the Cumbrian network avoided being felled by Dr Beeching's axe.

Early doors we find ourselves with this new book at Carlisle station (with a Citadel suffix pre-1948), and images of Princess Coronation and A3 Pacifics, and even a 'Brit' on a S&C three-coach stopping train late in its life.

Then it is a pictorial journey to the Waverley route via such locations as Alston in 1956 – complete with a Triumph TR2 sports car, the Eden Valley lines, this time adorned by a Wolseley saloon, Windermere with Royal Scot No. 46143 *The South Staffordshire Regiment* in residence, Carnforth and another 'Brit,' No. 70003 beside the huge coaling



tower sadly devoid of its *John Bunyan* nameplates, and onward to Barrow and Workington.

The oldest of the 81 photographs dates back to 1939 and the most recent to 1970, but the majority is from the 1950s and 1960s, and thus from the last decades of steam to the early days of diesel traction.

Compiler David Spaven, an Edinburgh resident and for 20 years a campaigner for the reopening of the Borders Railway, says in his introduction that, even in today's rationalised railway world, Cumbria offered a microcosm of what the iron road does, adding: "The variety was all the greater in the heyday of the railway, shaped by a distinctive geography and major economic forces in the form of mass tourism and concentrated industrial development."

This book's subtitle is 'A snapshot from the Fifties and Sixties,' and those snapshots make interesting viewing of, as the compiler says, a great variety.

SNAPSHOTS OF CUMBRIAN STEAM VARIETY

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Lost Miniature Railways

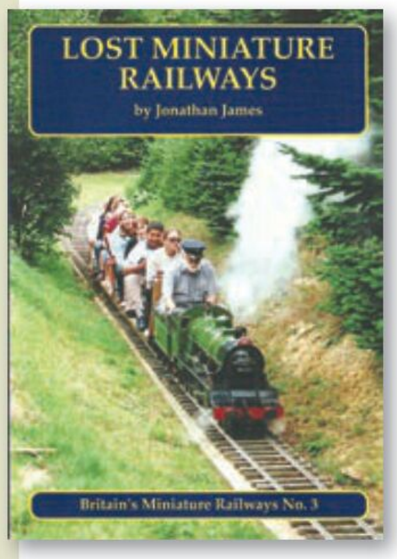
By Jonathan James (softback, Mainline & Maritime, 60pp, £12.95, ISBN 978-1-900340-67-0).

PART of Britain's Miniature Railways series of books, No. 3 concentrates mainly on the lost miniature lines of South East England, ranging from lines that opened and closed between 1949 and 2020.

The majority lost are both 7¼in and 10¼in gauge lines, although they range from 3½in to 18in. Most of the photographs are in colour, except for two of the Southend Miniature Railway taken in the 1930s.

Some of these lost lines were extensive, often with two and more stations and signals, even tunnels, and some had varied gauge as well. Some of the larger ones were at Ascot near to the racecourse, Birchley in Biddenden, and the Garden & Woodland Railway in Thame. While some only lasted for a few years, others ran for more than 50 to 60 years and, in the case of the Poole Park Railway, more than 70.

The author's favourite local miniature line was the 10¼in gauge Stonecot Hill, which ran in the grounds of the children's Queen Mary's Hospital in Carshalton. It opened in 1968 and expanded over the years, and it was extremely popular while the hospital remained open. Sadly, when most of the hospital closed in 1993, its days seemed numbered. Finally, when all facilities left the site, it closed in 1997. Needless to say, the area is now a housing estate.



Most of us will know of a lost miniature railway, possibly ones we rode on as children and have fond memories of. This book confirms the variety in both length and gauge and above all the fun they brought and still bring to children and adults, while there is sadness that many of these have gone forever.

There seems though to be resurgence in miniature railway numbers more recently, with many heritage lines introducing them as an additional attraction for visitors in their grounds in the last few years.

Perhaps that could be a title for No. 4 in the series: New Miniature Railways Since 2000.

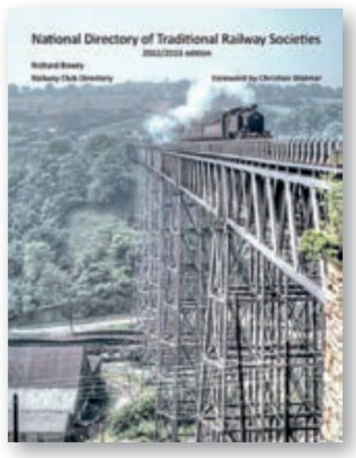
An enjoyable read, and the photographs reflect the atmosphere and pleasure that these once-busy lines offered visitors.

A MUST FOR THOSE WHO LOVE MINIATURE RAILWAYS

National Directory of Traditional Railway Societies 2022/23 edition

By Richard Bowry, foreword by Christian Wolmar (softback, Railway Club Directory, www.railwayclubdirectory.com, 250pp, £20 plus £3.50 p&p).

THIS volume pays homage to about 200 historical railway societies and national railway clubs, bringing them all together into one directory – something that has not been done before in such detail. It offers the reader a chance to look up their favourite, while also providing an opportunity to browse some of the varied and sometimes more obscure ones, which could help to attract new members.



While heritage lines are not included, many of the societies supporting these railways on a broader scale are listed; for example, the Narrow Gauge Society.

This extensive book has been compiled with much detail and attention. It is broken down into sections including national, specialised, historical, local, UK societies for railways overseas, and rail user groups, while also offering a directory of principal officers, and giving membership totals and details of each group's contact, together with photographs of their respective journals.

It offers a worthwhile insight into these groups with both large and small membership numbers, and it will particularly appeal to those who like a reference book to hand rather than having to trail the internet for such information.

For every book sold to a member of a club, £5 is donated back to that club.

A MINE OF INFORMATION FOR ANYONE INTERESTED IN SUPPORTING SOCIETIES

Ukrainian Steam Odyssey

DVD (Railfilms, www.telerail.co.uk or 01524 735774, 60 minutes, £25 plus p&p).

ONE of Britain's leading railway film producers, Nick Dodson, of Railfilms Ltd, has teamed up with American cameraman Bruce Anderson to raise money for humanitarian aid in Ukraine by producing a DVD of steam filmed in the early 21st century.

Most shots were of a main line rail tour in the depths of winter and features several classes of 5ft (Russian) gauge locomotives mainly of Russian origin. These include classes So 2-10-0, L 2-10-0, Su 2-6-2, Ye 2-10-0, E 0-10-0, FD 2-10-2 and double-headed P36s 4-8-4 brought over from Belarus especially. The 75mm narrow gauge Haivoron Railway appears in an interesting comparison with an Su running alongside.

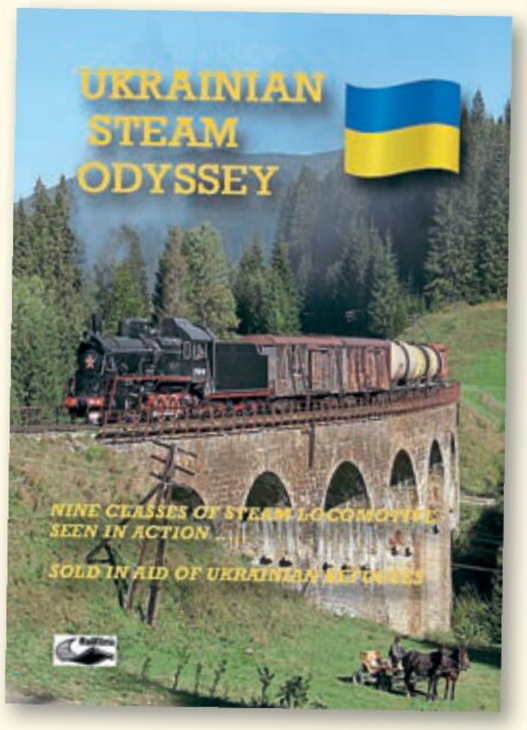
The sight and sound of these engines working in a beautiful winter landscape, set against snapshots of everyday life of the citizens of the country, is fascinating.

The choice of locations is excellent, particularly the scenic shots in the snowy Carpathian Mountains.

Presently, Ukraine Railways is playing its part to safely transport families who are fleeing this war-torn country to the safety of other European countries.

The aim is to raise £2000 from the sale of the DVD, with all profits going to the charity Barnardo's after tax and duplication costs. Everyone who worked on the production have waived their fees.

Not only do you get to help Barnardo's, but you also have a very well-shot video of what Ukraine had to offer railway enthusiast in peaceful times. Should anything be left of Ukraine's Railways infrastructure after Russia's aggression, it is hoped that we will once again enjoy railtours in this wonderful country.

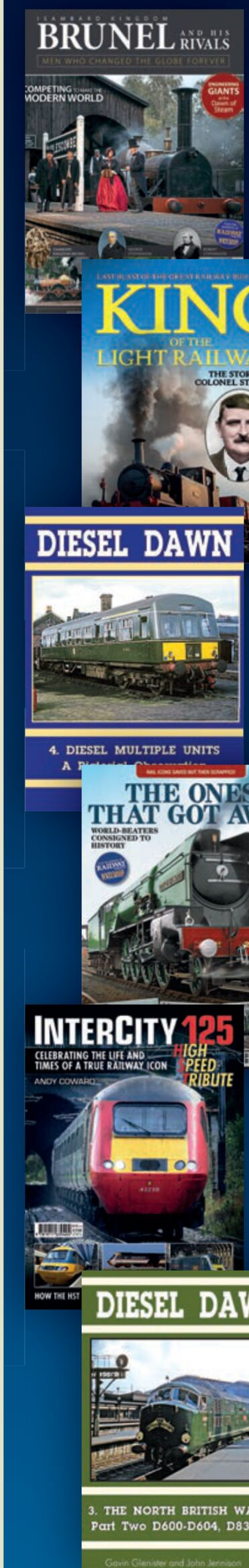


A preview can be watched at https://youtu.be/eNT6OMqH1yU

RARE INSIGHT TO RELIEVE SUFFERING

Great reads from £6.99!

132-page full colour, perfect bound bookazines



ORDER TODAY FROM CLASSIC MAGAZINES:

www.classicmagazines.co.uk/thebookshelf

CALL: 01507 529529

classic magazines

Also available at WHSmith

OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Amberley Museum
2ft gauge, ¼ mile. Arundel, West Sussex. Tel: 01798 831370. **Open: Weds-Suns.**

Bluebell Railway
Standard gauge, 11 miles. Sheffield Park, East Sussex TN22 2QL. Tel: 01825 720800. **Running: Tues – Suns + Sept 5.**

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254. **Running: Weds + Sept 4.**

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.**

Eastleigh Lakeside Railway
10¼in & 7¼in gauge, 1¼ miles. **Running: Daily until Oct 1.**

Exbury Gardens & Steam Railway
12¼in gauge, 1½ miles. Exbury, Southampton. Tel: 023 8089 1203. **Open: Daily until Oct 30.**

Hayling Light Railway
2ft gauge, one mile. Hayling Island, Hants. Tel: 07902 446340. **Running: Weds & W/Es.**

Hollycombe Steam in the Country
2ft gauge, 1½ miles. Liphook, Hants. Tel: 01428 724900. **Open: Suns until Oct 16.**

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204. **Running: Sats – Thurs.**

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155. **Running: Tues, Weds, W/Es.**

Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515. **Open: TBA.**

Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810. **Running: Weds, Thurs, W/Es + Sept 6.**

Mizens Railway
7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922. **Open: Suns until Sept 25.**

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 until Oct 2.**

Royal Victoria Railway
10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246. **Running: W/Es.**

Sittingbourne & Kemsley Light Railway
2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899. **Running: Suns + Sept 24.**

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141. **Running: W/Es.**

Volk's Electric Railway
2ft 8½in gauge, one mile. Brighton. **Running: Daily.**

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538. **Running: W/Es.**

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555. **Running: Tues - Thurs, W/Es.**

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 until Oct 30.**

Devon Railway Centre
2ft gauge, ½ mile. Bickleigh, Devon. Tel: 01884 855671. **Open: Thurs – Suns.**

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417. **Running: Weds, W/Es + Sept 8, 15.**

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752. **Running: Sept 25.**

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597. **Running: Thurs, Suns.**

Lappa Valley Railway
7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317. **Open: Daily until Oct 29.**

Quintessential Lynton & Barnstaple Railway: New-builds Manning Wardle 2-6-2T *Lyd* and Baldwin-type 2-4-2T *Lyn* storming up the 1-in-50 to Woody Bay in 2018, on the September 29 anniversary of the closure of the North Devon line in 1935, at the head of a fleet of rebuilt original L&B carriages. *Lyd*, which is based at the Ffestiniog & Welsh Highland Railway, will be returning to North Devon for the L&B's 2022 autumn gala on September 24/25. TONY NICHOLSON

Launceston Steam Railway
1ft 11½in gauge, 2 ½ miles. Launceston, Cornwall. Tel: 01566 775665 Running: Suns-Tues until Sept 20.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487. **Running: Tues – Thurs, W/Es.**

Moors Valley Railway
7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415. **Running: W/Es + Sept 5–9.**

North Dorset Railway
Standard gauge, 1200ft. Shillingstone, Blandford Forum, Dorset. Tel: 01258 860696. **Open: Weds, W/Es.**

Plym Valley Railway
Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078. **Running: Suns + Sept 3, 24.**

Seaton Tramway
2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375. **Running: Daily until Oct 30.**

Somerset & Dorset Railway
Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221 **Running: Suns + Sept 3, 17.**

South Devon Railway
Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370. **Running: Daily until Oct 30.**

Swanage Railway
Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800. **Running: Daily until Oct 2.**

Swindon & Cricklade Railway
Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615. **Running: W/Es.**

West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996. **Running: Tues – Thurs, W/Es + Sept 30.**

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420. **Open: Suns. Trains: Sept 4, 11, 18.**

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 until Oct 30.**

Colne Valley Railway
Standard gauge, ¾ mile. Castle Hedingham, Essex. Tel: 01787 461174. **Running: Suns + Sept 3, 17.**

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

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

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Open: Weds, W/Es.
Running: Oct 9.

Ferry Meadows Railway

10¼in gauge, ½ mile. Peterborough, Cambs. Tel: 01733 398 889.
Running: W/Es until Sept 25.

Mangapps Railway Museum

Standard gauge, ¾ mile.
Near Burnham-on-Crouch, Essex.
Tel: 01621 784898.
Open: W/Es.

Mid-Norfolk Railway

Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.
Running: Suns, Weds until Sept 25 + Sept 17, 23, 24, Oct 1.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.
Running: Suns.

Nene Valley Railway

Standard gauge, 7½ miles. Wansford, Peterborough, Cambs.
Tel: 01780 784444.
Running: W/E + Sept 30.

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,

BR Standard 4MT 4-6-0 No. 75014 waiting to depart Paignton Queen's Park station with a Dartmouth Steam Railway service to Kingswear on July 21. DSRRC

Norfolk. Tel: 01603 871694.
Open: Daily. 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 + Sept 3, 24.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon.Tel: 07979 055366
Running: Suns + Sept 17, 24.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067
Running: Suns + Sept 2, 3, Oct 1.

Didcot Railway Centre
Standard gauge. Didcot, Oxon.
Tel: 01235 817200.
Open: Weds, W/Es.
Running: W/Es + Sept 7, 14.

Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex. Tel: 01277 365200.
Running: W/Es.

Great Whipsnade Railway
2ft 6in gauge.
Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.
Running: Daily until Sept 30.

Hampton & Kempton Waterworks Railway
2ft gauge. Hanworth, Middlesex.
Tel: 01932 212235.
Running: Suns + Sept 17, 24.

Leighton Buzzard Railway
2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888
Running: Suns + Sept 17.

London Museum of Water & Steam
2ft gauge, 400 yards. Brentford, London.
Tel: 0208 568 4757.
Open: Weds-Suns.

MIDLANDS

Abbey Pumping Station
2ft gauge, ¼ mile. Corporation Road, Leicester, LE4 5PX. Tel: 0116 299 5111.
Open: Daily.
Running: Sept 3, Oct 1.

Amerton Railway
2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01889 271337.
Running: W/Es.

Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme, Staffs.
Tel: 0845 094 1953.
Running: W/Es.

Barrow Hill Roundhouse
Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.
Open: W/Es.

Battlefield Line
Standard gauge, five miles.
Shackerstone, Leics. Tel: 01827 880754.
Running: W/Es.

Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys).
Oswestry and Llynclys, Shropshire.
Tel: 01691 728131.
Running: W/Es + Sept 7.

Chasewater Railway
Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.
Running: W/Es.

Churnet Valley Railway
Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.
Running: Weds, W/Es.

Crich Tramway Village
Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321
Running: Sat – Thurs.

Dean Forest Railway
Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.
Running: Weds, W/Es.

Ecclesbourne Valley Railway
Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
Running: Tues, Thurs – Suns.

Echills Wood Railway
7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
Running: Suns + Sept 15 - 17.

Evesham Vale Railway
15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.
Running: W/Es.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Tel: 01782 396210.
Open: Suns. Running: Suns + Sept 3.

The Cholsey & Wallingford Railway recently ran passengers services behind its three Class 08s, D3074 *Unicorn* and D3030 *Lion*, which previously worked at the Guinness Park Royal brewery in London, hence the distinctive black livery with harp, and BR green-liveried D3190 *George Mason*. The railway's chairman, Dr Tony Stead, said that the triple-headed 08 service is now staged once a year due to popular demand by enthusiasts. PHIL WARRINGTON/CWR

Railway Museums

Beamish
The Living Museum of the North, County Durham. Open: Weds-Suns. Daily until 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 + Sept 16.
Tel: 01270 212130.

Donegal Railway Heritage Centre
Donegal. Open: Daily April-September.
Tel: 00353 (0) 749722655.

Head of Steam
North Road Station, Darlington.
Open: Daily until Oct 2.
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: Tues-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.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

The oldest operating Class 20 is set to return to traffic this September after a three-year hiatus for an engine rebuild. Owned by the Class 20 Locomotive Society, No. 20001 (D8001) completed an initial rebuild last summer but during testing a serious fault destroyed one of the new pistons and cylinder liners. Further damage was quickly averted by the engine being immediately stopped.

Delays in sourcing a replacement hampered progress, however, once this work was complete, a series of test runs was undertaken on the Epping Ongar Railway, where it is currently based, during July, with the locomotive being signed off as ready for traffic once more. During this extended downtime, the opportunity was also taken to repaint the locomotive from BR green with full yellow ends to the BR all-over green in which it first entered service 65 years ago.

Its official return to service was set to be for the EOR's September 17/18 autumn diesel gala, at which Class 14 D9520 will visit from the Mid-Norfolk Railway. Shunters Class 03 D2170 and 08 No. 08114 will operate brake van rides at North Weald each day, with the line's Wickham trolley also planned to be available for trips within station limits at Ongar. Society members are seen with No. 20001 at Blake Hall during a successful test run on July 23. CHRIS STEVENSON /C20LS

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es.

Great Central Railway
Standard gauge, eight miles. Loughborough, Leics LE11 1RW. Tel: 01509 632323. www.gcrailway.co.uk
Running: Weds, W/Es + Sept 8, 9, 29, 30.

Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es.

Northampton & Lamport Railway
Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.
Running: Sept 4, 11.

Northamptonshire Ironstone Railway
Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.
Running: Sept 4, 10, 11, 18.

Nottingham Heritage Railway
Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705.
Running: Closed UFN.

Peak Rail
Standard gauge, four miles. Matlock, Derbyshire. Tel: 01629 580381.
Running: Sats + TBA.

Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.
Running: Tues, Thurs, W/Es.

Rocks by Rail
Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.
Open: Tues & Thurs until Oct 11. Running: Sept 4, 18, Oct 2.

Leek & Rudyard Railway
10¼in gauge, 1½ miles. Leek, Staffs. Tel: 01538 269948.
Running: W/Es.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.
Running: Sept 3, 23–25.

Severn Valley Railway
Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.
Running: Weds-Suns.

Statfold Barn Railway
2ft gauge, one mile. Tamworth, Staffs B79 0BU. Tel: 01827 830389.
Running: Sept 10, 11.

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 + Sept 3, 10, 24.

Toddington Narrow Gauge Railway
2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
Running: Suns until Oct 9.

NORTH WEST

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs. Tel: 0333 320 2830.
Running: Weds-Suns until Oct 2.

Eden Valley Railway
Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.
Running: Suns until Oct 30.

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.

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 until Oct 3.

Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles. Near Ulverston, Cumbria. Tel: 01539 531594.
Running: Daily until Oct 30.

Manx Electric Railway and Snaefell Mountain Railway
3ft gauge, 17 miles (MER), 5½ miles (SMR). Douglas, Isle of Man. Tel: 01624 697473.
Running: Daily until Oct 2.

Ravenglass & Eskdale Railway
15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
Running: Daily until Oct 30.

Ribble Steam Railway
Standard gauge, 1½ miles. Preston, Lancs. Tel: 01772 728800.
Running: Sats + Oct 2.

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria. Tel: 01434 338212.
Running: W/Es until Sept 25.

Stainmore Railway
Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.
Open: Suns.

Threlkeld Quarry & Mining Museum
2ft gauge, ½ mile. Threlkeld, Cumbria. Tel: 01768 779747.
Open: Tues-Sun.

West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs. Tel: 01772 815881.
Running: Suns.

NORTH EAST

Aln Valley Railway
Standard gauge, 1½ miles. Alnwick, Northumberland. Tel: 0300 030 3311.
Running: W/Es.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe. Tel: 07889 297271.
Running: Sept 10, 17, 24.

Bowes Railway
Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.
Open: Thurs, Fris + Sept 24, 25.

Cleethorpes Coast Light Railway
15in gauge, two miles. Cleethorpes, North East Lincolnshire. Tel: 01472 604657.
Running: Daily until Oct 30.

Derwent Valley Light Railway
Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.
Open: Suns until Sept 25.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles. Embsay, North Yorks. Tel: 01756 795189.
Running: Sats – Weds.

Heatherslaw Light Railway
15in gauge, two miles. Ford Forge, Northumberland. Tel: 01890 820244.
Running: Daily until Oct 31.

Keighley & Worth Valley Railway
Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ. Tel: 01535 645214.
Running: W/Es + Sept 7, 14, 28.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs. Tel: 07407 500884.
Running: Sept 3.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
Running: Sept 10, 11, 17, 18.

Middleton Railway
Standard gauge, 1½ miles. Hunslet, Leeds. Tel: 0845 680 1758.
Running: W/Es until Oct 30.

Hunslet 0-4-2T No. 1859 of 1937 *Green Dragon* is pictured at Alston, the headquarters of the South Tynedale Railway, on July 31. Built for the Umtwalumi Valley Estate sugar plantation in South Africa, it returned to the UK in 1997. Following its subsequent conversion, the locomotive burns wood briquettes made from waste virgin sawdust, hence its name, which reflects its green credentials. GARETH EVANS

North Tyneside Railway
Standard gauge, two miles. North Shields.
Tel: 0191 277 7135.
Running: Sept 1, 4.

North Yorkshire Moors Railway
Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.
Running: Daily until Oct 30.

Scarborough North Bay Railway
20in gauge, 7/8 mile. Scarborough, North Yorks. Tel: 01723 368791.
Running: Daily until Oct 30.

Tanfield Railway
Standard gauge, three miles. Near Gateshead, Tyne & Wear.
Tel: 07508 092365.
Running: Suns until Sept 25 + Sept 24.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: Weds, Sats.

Wensleydale Railway
Standard gauge, 22 miles. Leeming Bar, North Yorkshire.
Tel: 01677 425805.
Running: Tues – Thurs, W/Es.

Whistlestop Valley Railway (Kirklees)
15in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: W/Es + Sept 5, 16, 19, 23, 26, 30.

Yorkshire Wolds Railway
Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
Open: Suns until Oct 30.

WALES

Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
Running: Tues – Thurs, W/Es + Sept 5, 12.

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: Tues – Thurs + Sept 5, 12.

Conwy Valley Railway Museum
7¼in and 15in gauge, ¾ mile. Betws-y-Coed station, Conwy. Tel: 01690 710568.
Open: Daily.

Corris Railway
2ft 3in gauge, ¾ mile. Corris, near Machynlleth. Tel: 01654 761701.
Running: Sats until Sept 24.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: Tues – Thurs, W/Es.

Ffestiniog Railway
2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.
Running: Daily.

Gwili Railway
Standard gauge, four miles. Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.
Running: Weds, Thurs, Suns.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Suns – Fris.

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile. Cynheidre, Carmarthenshire.
Tel: 07956 082305.
Running: Sept 10.

Llangollen Railway
Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.
Running: Weds – Suns.

Pontypool & Blaenavon Railway
Standard gauge, 3½ miles. Blaenavon, Torfaen. Tel: 01495 792263.
Running: W/Es until Sept 25 + Sept 9.

Rhyl Miniature Railway
15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
Running: W/Es until Sept 25.

Snowdon Mountain Railway
800mm gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.
Running: Daily until Oct 30.

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: Sept 3, 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: Tues – Thurs, Sats + Sept 4, 11.

Welsh Highland Railway
2ft gauge, 26 miles. Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Daily.

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: Tues – Thurs, W/Es.

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
Running: Tues, W/Es.

Caledonian Railway
Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.
Running: Sept 3, 4, 10.

Doon Valley Railway
Standard gauge.
Dunaskin, Ayrshire.
Running: Suns until Sept 25.

Keith & Dufftown Railway
Standard gauge, 11 miles.
Dufftown, Banffshire. Tel: 01340 821181.
Running: Fris-Suns until Oct 2.

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: Sept 4.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.
Running: Thurs – Suns + Sept 5, 12, 19.

IRELAND

Downpatrick & County Down Railway
5ft 3in gauge. Downpatrick, Co. Down.
Tel: 028 4461 5779.
Running: Sept 3.

Railway Preservation Society of Ireland
5ft 3in gauge. Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.
Open: Museum open Thurs to Sat.
Running: Sept 3, 10.

Pre-order Issue 298: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

DERBYSHIRE

Luxury Lodge Holidays in Derbyshire.
Home to many heritage railways.

Darwin Forest
LUXURY LODGE HOLIDAYS

Call 01629 732428 or visit www.darwinforest.co.uk

NORTH YORK MOORS

Self catering railway carriages

Five miles east of Pickering
Twelve miles from the coast

- *Each self contained carriage sleeps up to six*
- *Bed linen, towels etc included*
- *Heating & electricity included*

For full details visit www.theoldstationallerston.co.uk • Tel: 01723 859024

HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

To advertise contact Craig
01507 529537
camess@mortons.co.uk

Booking/advert copy deadline **Thurs. 15th September,**
On sale 30th September

Lilac Cottage, Grosmont

Self-Catering holiday cottage under new ownership since April 2021
Sleeps 4 in 2 double bedrooms.
Perfectly situated for visiting North Yorkshire Moors Steam Railway (only 150 yards from the station) and other attractions including a steam train ride to Whitby.
Open all year. Pets welcome.

Tel: 07549 407048
email: lilaccottage10@gmail.com
www.lilaccottagegrosmont.co.uk

HUNGATE COTTAGES

11 highly individual self catering cottages set in peaceful gardens, a short walk to Pickering Railway Station, the starting point of the North Yorkshire Moors Railway.

Tel 01751 476382 • Mob 07876 404152
Book online at **hungatecottages.co.uk**

www.heritagerailway.co.uk

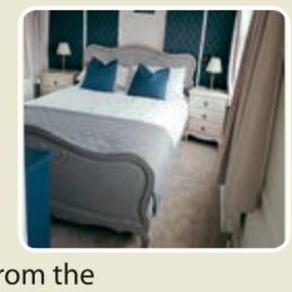
KENT & EAST SUSSEX

RAILWAY RETREATS

www.railwayretreats.co.uk
Tel: 07494 520867 / 01797 253850 • Email: bookings@railwayretreats.co.uk

MK1 Plum & Custard Sleeps 6

- Two double bedrooms • Bunk bedroom
- Family bathroom
- En-suite bathroom
- Open plan lounge and dining area
- Full kitchen with everything you need



The carriage also offers you a great view of the station, surrounding countryside and golden sunsets from the elevated glass balcony.

ICI Salt Van Sleeps 3

- En-Suite Shower Room
- Double glazed • Fridge • BBQ
- Individual Private Garden and Outdoor seating overlooking the railway and surrounding Rother Valley.

GWR TOAD Brake Van Sleeps 2

- Fitted kitchen/dining area
- Double bedroom
- Free Sat TV
- En suite shower room/WC
- Double glazed

The full fitted kitchen and balcony providing panoramic views of the station platform and Rother Valley

Guns & Roses Ammunition Wagon
Sleeps 2+2

- Double bedroom • Sofa bed • Shower room/WC
- Microwave • Fridge
- Barbecue • Individual garden
- Double glazed with great views of the station platform.

Emerald Express
Sleeps 5

- Two bedrooms
- Family Shower Room
- Full Kitchen
- Open Plan Lounge and dining area
- Elevated Balcony giving a great view of the K&ESR

CLASSIFIED

EXPRESS GOODS

Contact Craig Amess on 01507 529537 • camess@mortons.co.uk

BOOKS

Published 24 September

PRESTON TO LANCASTER

WEST COAST MAIN LINE

RECENT

LIVERPOOL TO RUNCORN
NEWMARKET TO HAUGHLEY AND LAXFIELD
CARLISLE TO BEATTOCK

Albums £18.95 + P&P MAIL ORDER

www.middletonpress.co.uk

126A Camelsdale Road,
Camelsdale, Haslemere, Surrey GU27 3RJ
T: 01730 813169 E: sales@middletonpress.co.uk

RAILWAY BOOKS

Rare and out of print
5,000+ to view at
www.nigelbirdbooks.co.uk
01974 821281

HERITAGE RAILWAY

Advert booking deadline for the next issue is Thursday, 15th September
Please call Craig on 01507 529537 or email camess@mortons.co.uk

Relocated to new premises in Matlock, visitors are welcome.
Please call or email in advance before travelling.

BILL HUDSON
TRANSPORT BOOKS

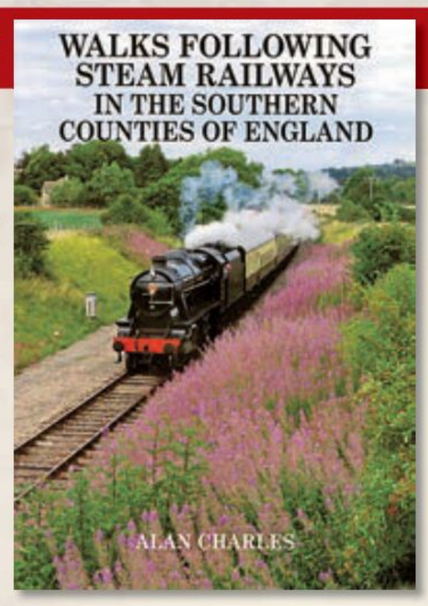
FAMILY RUN BUSINESS SELLING NEW AND SECOND HAND RAILWAY BOOKS
To view our stock please call or email in advance
www.billhudsontransportbooks.co.uk Call: 07921 833469

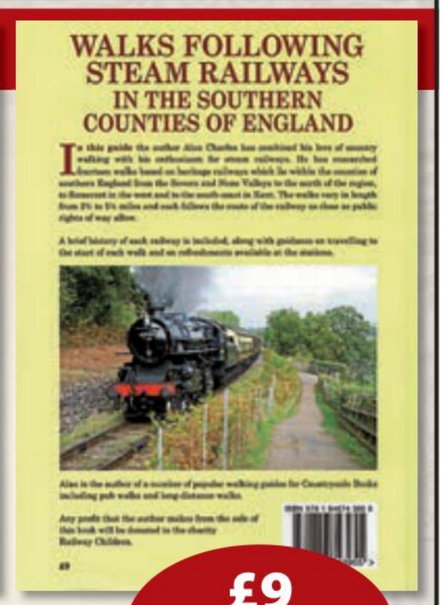
NICK TOZER
RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD
Free Railway Booksearch Service
155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ
Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
web: www.railwaybook.com email: nick@railwaybook.com

TO BUY COPIES

Write to
Alan Charles,
14 Chorleywood Bottom,
Chorleywood,
Hertfordshire
WD3 5JD
or Countryside Books,
35 Kingfisher Court,
Hambridge Road, Newbury RG14 5SJ
Email: mail@cramond14.plus.com





£9 FREE P&P

www.heritagerailway.co.uk

Martin Bott
Bookdealers Limited
@Treasure Chest Books - Felixstowe

Railway & Transport Books

As one of the UK's leading dealers in quality secondhand & antiquarian transport and related books, we are always interested in buying good quality collections – books, timetables, ephemera, photos, slides, negatives, posters etc., relating to Railways/Trams/Buses/Lorries/Shipping/Aviation.

UK, Irish & Overseas
(including foreign language titles).

We pay the top prices for quality material, will collect UK wide, and no collection is too big for us!

We have around 15,000 transport books in stock, many of which can be seen at our shop in Felixstowe (along with 30,000 other books).

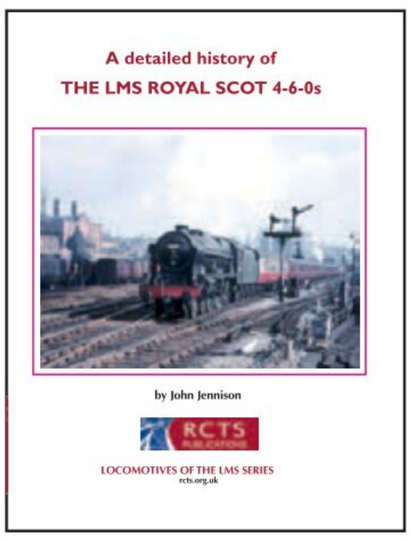
61 Cobbold Road, Felixstowe IP11 7BH
www.bottbooks.com
e: bottsbooks@btinternet.com t: 01394 270717

RCTS PUBLICATIONS

Our latest title in the LMS series is now available to enjoy.

It is presented in 264 pages, suitably illustrated with informative captions.
Size 270 x 210mm, hardback.

Priced at £29.50 plus p/p.



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.

Purchase via our website www.rcts.org.uk or alternatively by post from RCTS Sales, 16 Welby Close, Maidenhead SL6 3PY. Cheques payable to RAILWAY CORRESPONDENCE & TRAVEL SOCIETY.

For all orders please add £3.00 P/P.

"for membership and further information visit www.rcts.org.uk/join"

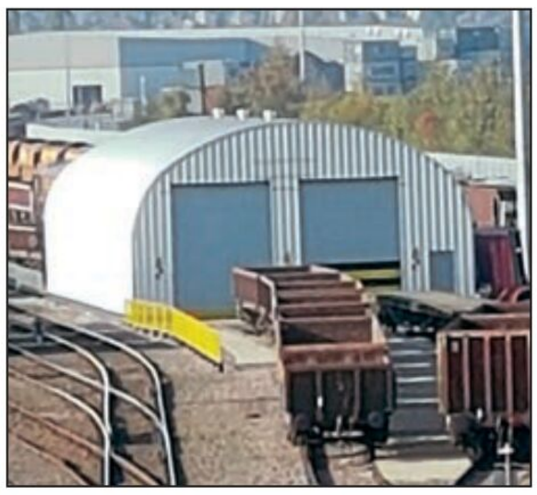
RCTS
THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- Extremely cost effective
- Workshops/Garaging/Storage
- Widths from 20ft to 70ft
- Unlimited Lengths
- Buildings to BS 5950
- Finance available



Tel: 01709 578333

BLUELINE BUILDINGS LIMITED
e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

FOR SALE

• PROCAST •

MANUFACTURERS OF HIGH QUALITY
RAILWAY REPRODUCTIONS
IN BRASS AND ALUMINIUM

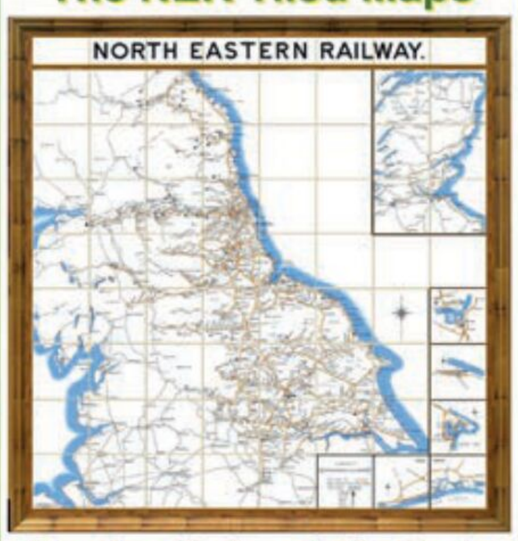
THE RANGE INCLUDES:-
Steam Locomotives
nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.

For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

www.phototransport.com
Quality Photographs of Railways, Ships and Aircraft
Please send £3.95 for our list/sample print
Please state which list you require
(cheques payable) to:- MR D SMITH
18 Shotley Close, Clacton-on-Sea
Essex CO16 7LJ
10% off orders over £50
(exc P&P)
DIGITAL DOWNLOADS NOW AVAILABLE
If you're looking for a good home for your treasured pictures then please email us mail@phototransport.com or write to us at the above address.

HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

The NER Tiled Maps



Handcrafted again by their original manufacturers
Full, threequarter and half sizes are now available from
The North Eastern Tile Company
4 Foundry Cottages, Wrelton, Pickering, YO188PF
01751 477216
www.northeasterntilecompany.co.uk

RAILWAYANA

BARRY JONES
Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.
Model railway items always sought.
28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

RESTORATION

SERVICES

Supergears
part of Swallownest Engineering Ltd.
- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurcroft
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

HAWKINS INSPECTION SERVICES LTD
- *Boiler inspections carried out to current regulations*
- *Annual inspections*
- *Repairs assessed & overseen*
- *AIBI Member*
- *Specialist in heritage plant, rivetted boilers, loco type boilers, air receivers workshop & loco*
- *Modern plant also catered for*

T: 01243 554623 M: 07872 903401
www.boiler-inspector.co.uk
office@boiler-inspector.co.uk

ENGINEERING

Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

For assistance please call us on: 0121 568 7575
Email: sales@jones-springs.co.uk

JONES SPRINGS (ENGINEERING) LTD.
Gladstone Street, Darlaston West Midlands WS10 8BE
T: 0121 568 7575 F: 0121 568 7692
E: sales@jones-springs.co.uk
www.jones-springs.co.uk

Reg. in England - Company No. 00520744

WANTED

Railway Lamps
Original Specifications
Repairs & Bespoke Design
New build or refurbs, eg Midland, GWR or any new lamp from photos. Brackets and columns etc.
01484 456 456
email: 456@metroheritage.com
www.gaslamps.co.uk

RAILWAY TICKETS
The older the better
British & overseas, travel & platform
Established collector purchases interesting collections
Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL
Tel: 01494 762952

WEB DIRECTORY

Mercian Models
Visit our website
www.modelrailways.tv
High quality locomotives and rolling stock 0, 1 and Narrow Gauge
1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT
Telephone: 01562 884800

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

Statfold Barn branches out into road transportation

By Robin Jones

THE private Statfold Barn Railway near Tamworth, in Staffordshire, has broadened its horizons beyond steel wheels – with the opening of a new road transport museum.

For many years, Graham and Carol Lee have been collecting transport heritage and developing a narrow gauge railway network alongside their farm and seed oil business.

For years, Statfold Barn's renowned treasures were known only to enthusiasts enthralled by the displays of locomotives that Graham rescued from around the world, restoring many of them to working order. However, in 2017, Graham set up a trust to oversee his collection and successfully open it up to a wider audience, with quality accessible facilities to attract the public.

The new museum aims to further that ambition. Housed in a large multi-functional covered space, one side of the new museum hall houses a display of Statfold's collection of steam traction engines and lorries. The other side is being developed in partnership with Transport Museum Wythall, home of the Wythall Miniature Railway (featured in issue 293), which previously provided free heritage bus links at Statfold events. Inside, touchscreen displays enable visitors to discover the exhibits' stories.

For the museum's opening day, five restored vehicles from TMW were on show inside, with two more vintage buses outside again providing free rides. It is planned that more interchanges of vehicles with TMW will take place on at least an annual basis.

Left: Dave Taylor, chairman of Transport Museum Wythall, and Graham Lee, chairman of the Statfold Barn trustees, with the Wythall Collection inside the new hall. DENIS CHICK/ TMW

Established in Wythall, Worcestershire, in the 1970s, TMW showcases the story of public transport in the City of Birmingham and across the greater West Midlands conurbation, and has a collection of 90 buses spanning a century.

TMW chairman Dave Taylor said: "We are proud to be working in partnership with the Statfold team in providing the public transport element of the exciting new museum and look forward to helping develop the displays in future years."

More developments underway include trails for younger visitors to the attraction, as well as a miniature railway to discover the locality's natural history.

'Double-decker' discovered in shed?

WHILE double-decker buses are commonplace in Britain, the same cannot be said of our train fleets, writes Gareth Evans.

Although they are no strangers in continental Europe and North America, the restrictive loading gauge of the United Kingdom's national rail network prevents the use of trains with two fully separated decks.

The only standard gauge double-deck trains to run on the national rail network in Britain were Bulleid's experimental 4DD electric multiple units for the newly nationalised Southern Railway's commuter route from Charing Cross to Dartford. Fortunately, two vehicles survive in preservation – although that is a separate story.

Well-known for its fine collection of steam locomotives, vintage carriages, and period stations, the Bluebell Railway is also home to something which may not be on the radar of enthusiasts. What is believed to be a hitherto unreported 'double-decker' was discovered inside the line's impressive carriage shed at Horsted Keynes on February 28.

It would appear it ticks the 'green' box as it is unpowered, so truly zero-emission. However, it seems the economics of operating the 'double-decker' do not 'stack up' – the payload is also, well, zero.

Wellwishers may therefore be relieved to know that there were not piles of these 'double-deckers' on site – only two.

As is so often the case on Next Stop, all it not quite as it seems… The system serves as a 'wheely' useful means of saving space – 'creating' valuable floor space.

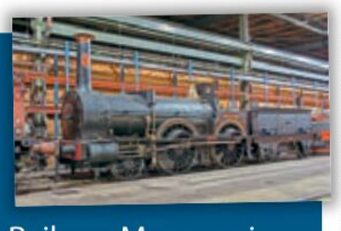
Right: A 'double-decker' or an efficient storage system? GARETH EVANS

NEXT ISSUE

Issue 298 out Sept 30

We report on the Severn Valley Railway's autumn steam gala with GWR No. 4930 *Hagley Hall* making its comeback after 36 years.

PLUS



THE SWEDISH NRM

Closed for six years, the Swedish Railway Museum is one of the best-kept railway secrets in Europe, even the world. John Titlow was given rare access and saw what is reputedly the oldest-working locomotive.

PRE-ORDER ISSUE 298

No need to pop to the shops in four weeks' time... simply order your next *HR* from **mrtns.uk/pre-order-hr** or call **01507 529529.**

SCAN ME WITH YOUR PHONE CAMERA!

TRANSPORT AUCTIONS *of* LONDON

TRANSPORT AUCTIONS *of* LONDON

The South of England's Specialist Auction House for

RAILWAYANA & TRANSPORT COLLECTABLES

Main-Line Rail, London Underground, Bus, Tram, Trolleybus

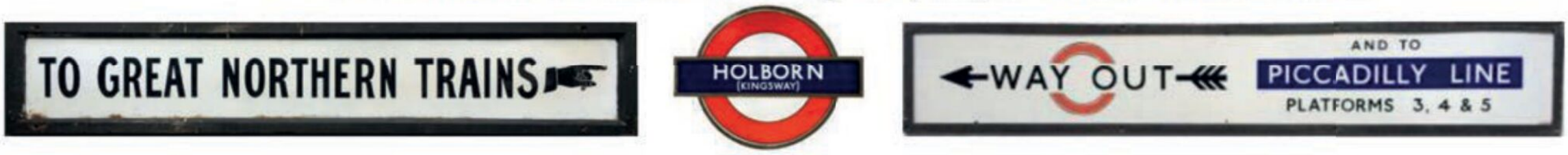
Totems, Targets, Nameplates, Worksplates, Shedplates, Posters,

Timetables, Cast-iron signs, Slides, Negatives & much more

Thinking of selling? Let TAL do all the work for you!

We are now welcoming entries for our Autumn sale

- 3 sales a year; online, telephone & postal bids
- Professional, efficient & expert service
- 3,800+ people receive our catalogues
- Free advice & valuations without obligation
- Top prices, average 90%+ lots sold
- Prompt payments to vendors
- Collections can be arranged (Subject to distance & value)



Sales: 29th October 2022, 25th February 2023

enquiries@transportauctionslondon.com

Tel: 01737 237505

www.transportauctionslondon.com

Also on Facebook and Twitter

Transport Auctions of London Ltd,
Registered Office: Hamilton House, 87-89 Bell Street, Reigate RH2 7AN
Registered in England & Wales. Company No. 9773357

Rail Holidays of the World

40 Escorted tours to choose from ~ here are just a few to whet your appetite!

UK

The Great Little Trains of North Wales ~ Departs 10 May 2023 - 11 days from £1,395pp
This tour takes in North Wales' famous narrow gauge railways – a total of 11 return journeys on wonderful preserved lines, all of which are historically important. They also operate in areas of outstanding natural beauty making this tour appealing to a wide range of interests.

Scotland in the Summer ~ Departs 1 June 2023 - 11 days from £2,155pp
An exciting mix of spectacular rail travel, ancient sites and stunning scenery blended into a memorable holiday. This popular rail tour aims to showcase the very best that the Scottish Highlands have to offer and does not disappoint.

Wales from North to South ~ Departs 14 September 2023 - 13 days from £2,450pp
Travel from Caernarfon to Cardiff, through the stunning Snowdonia National Park and down the wonderful west coast of Wales. We visit many of Wales' famous heritage railways, castles and museums along the way.

Europe

Southern Italy & Sicily ~ Departs 9 May 2023 - 13 days from £2,965pp
Forested mountains, unspoilt countryside and sparkling beaches abound. We combine pretty narrow gauge lines, great coastal train rides and stunning sightseeing. Time to explore Pompeii, Cosenza, Siricusa and Palermo.

Rhätischebahn Explorer ~ Departs 24 May 2023 -7 days from £1,785pp
A week's holiday devoted entirely to exploring Switzerland's famous Rhätischebahn (Rhaetian Railway) in the scenic mountainous canton of Graubünden, including rides on the Bernina Express and a Swiss Crocodile heritage train.

Lindau & Lake Constance ~ Departs 4 September 2023 - 9 days from £1,725pp
Lindau is a delightful German town situated at the north-eastern corner of Lake Constance and is close to both Switzerland and Austria, making it an ideal base for exploring the region by train. Includes excursions to Austria (Innsbruck) and Switzerland (Appenzell) and a Rhine river cruise from Schaffhausen to Stein am Rhein.

Worldwide

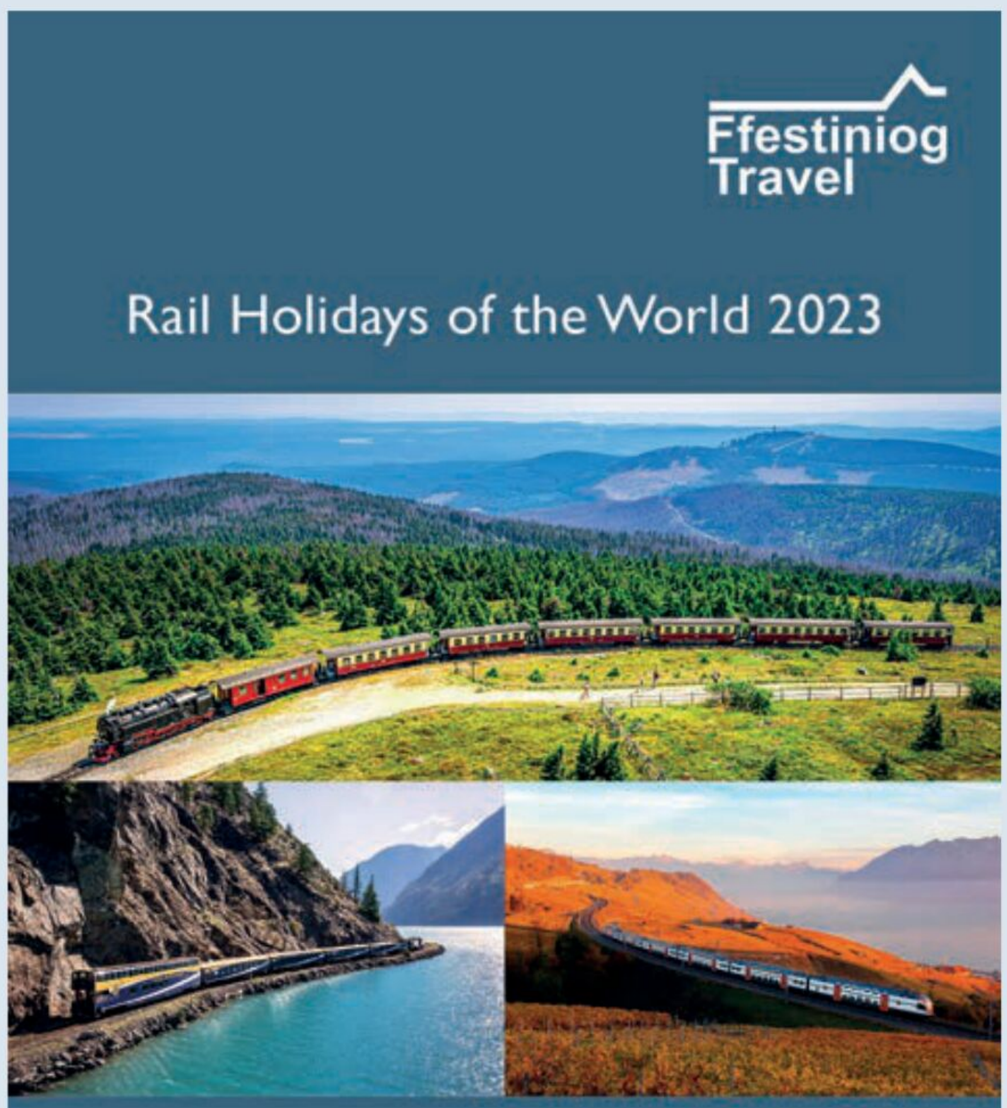
Indian Hill Railways ~ Departs 12 February 2023 - 19 Days from £6,250pp
We look forward to returning to India on this successful tour that rides the three most exceptional railways that served the former British Hill Stations. Engineering excellence, fierce gradients and stunning scenery make for a memorable tour.

Japan - Trains & Cherry Blossom ~ Departs 28 March 2023 - 19 days from £7,575pp
A revised version of this comprehensive tour taking in new lines and visiting new sites which Ffestiniog has not visited before. Old favourites are also included as we travel by steam train, tram and bullet train during Japan's famous cherry blossom season.

The Very Best of Australia ~ Departs 5 November 2023 - 24 days from £7,945pp
An exceptional tour that takes you to vibrant cities and tropical rainforests. Journey through remote plains in luxury on board The Ghan and wonder at the kaleidoscopic colours of the Great Barrier Reef on the Kuranda Scenic Railway. Stopovers in Singapore and Bangkok break up the travel and provide a taste of Asian culture.

Small & Traditional

Greece - Mountains & Myths ~ Departs 3 May 2023 - 13 days from £3,175pp
A new tour to the Greek mainland which, in true "Small and Traditional" style, includes rural village hospitality. In addition to visiting several of Greece's famous historic sites we will, of course, enjoy some scenic rail travel.



Order a 2023 brochure or view tours on our website
Book online at www.ffestiniogtravel.com to secure your seat with a small deposit refundable immediately if the tour is cancelled by us
01766 512400 * info@ffestiniogtravel.co.uk * www.ffestiniogtravel.com
Guidelines in Place so you can Travel with Confidence

Ffestiniog Travel

Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.