

HERITAGE SECTOR MOURNS OUR QUEEN

ISSUE 298 September 30-October 28, 2022

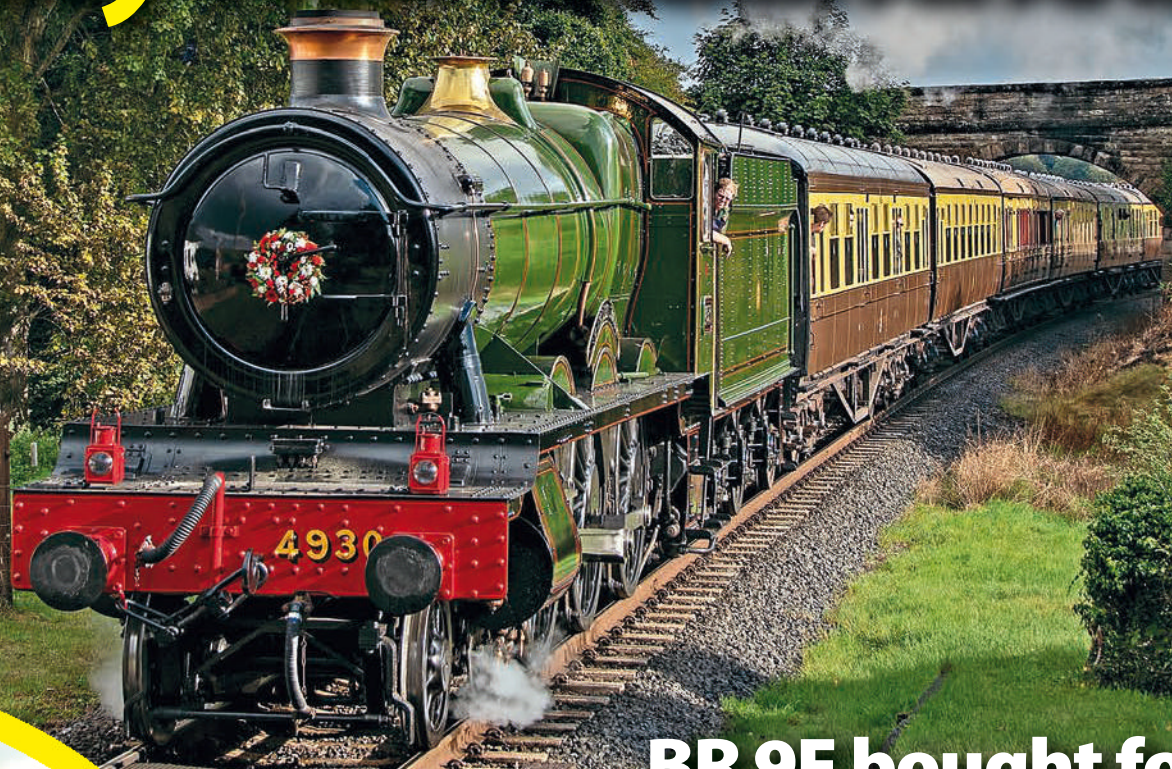
HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

BACK AFTER 36 YEARS

Severn Valley flagship

Hagley Hall relaunched



**BR 9F bought for
Midsomer Norton**

**EAST LANCASHIRE PLANS BIGGEST
L&YR LOCO GATHERING
AT AUTUMN STEAM GALA**



■ SEVERN VALLEY AUTUMN GALA IN PICTURES ■ BLUEBELL REVEALS ARDINGLY SITE PLANS ■ FLYING SCOTSMAN CENTENARY TO START WITH AUTUMN VISIT TO SWANAGE RAILWAY ■ OPERATIONAL HIGH SPEED TRAIN FOR PETERBOROUGH'S RAILWORLD

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Carrying a wreath in honour of The Queen, who died two days earlier, GWR 4-6-0 No.7029 *Clun Castle* climbs the 1-in-93 through Edge Hill cutting, Liverpool, with the Vintage Trains 'Mersey Explorer' railtour, returning to Birmingham on August 10. GRAHAM NUTTALL



The Queen visited Havenstreet station on May 19, 2004, where she was presented with a posy of flowers after arriving on an Isle of Wight Steam Railway special royal train. IOWSR
→ An extra tour for *Clun Castle* announced as *Heritage Railway* closed for press is 'The Merchant Venturer' from Solihull to Bath Christmas market or Bristol on December 6, picking up at Widney Manor, Dorridge, Warwick Parkway, and Banbury.

Thank you, ma'am, for 70 years' service

MAY I begin by expressing our deepest sympathies and condolences from the *Heritage Railway* team to the Royal Family for the loss of The Queen, a remarkable lady who served her country with unswerving duty and matchless dedication.

She is widely credited with providing a presence of stability from the years of postwar austerity through a richly evolutionary period of social and technological change that is unsurpassed in the proud history of our nation.

The Queen's reign spanned virtually the entire era of the volunteer-led preservation sector, the core subject to which this magazine is devoted. She came to the throne on February 6, 1952, just nine months after the Talylyn Railway revivalists ran their first train, at a distant time when steam locomotives were part and parcel of routine everyday life for the nation.

Social inclusion and greater affluence during her reign helped fuel the willingness of her subjects to give their spare time to saving and showcasing for the future generations multiple aspects of our past which had, for too long, been taken for granted – including, among many others, railway heritage. After all, as we will remind the world at the Stockton & Darlington Railway centenary celebrations in 2025, it was Britain that changed the globe forever through the gift of the steam locomotive.

"The Queen's reign spanned virtually the entire era of the volunteer-led preservation sector, the core subject to which this magazine is devoted."

In our sector, it was somewhat ironic that The Queen became the longest-reigning monarch in British history on Wednesday, September 9, 2015, when she officially opened the new £294 million Borders Railway, riding in a royal train largely comprising BR Mk.1 carriages supplied by the Scottish Railway Preservation Society – and hauled by LNER A4 streamlined Pacific No. 60009 *Union of South Africa*, a representative of the world's fastest class of steam locomotive – over the revived 30 ½-mile line from Edinburgh Waverley to Tweedbank. On that day, she had been on the throne for 63 years, seven months, and two days, surpassing the record set by Queen Victoria.

A national symbol of constancy and unity, her continuing popularity was apparent in this year's platinum jubilee events, many of our heritage lines joining in with their own celebrations.

We now welcome King Charles III to the throne to continue his mother's magnificent public service, especially from our vantage point, for he is recognised as a longstanding enthusiast who in 2009 officially launched A1 Pacific No. 60163 *Tornado* at York station, and who has had its follow-up new-build, Gresley P2 No. 2007 *Princes of Wales*, named after him, the title now having been passed to his son and heir, Prince William.

God save The King!

Robin Jones Editor

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Severn Valley autumn steam gala feels the effect of summer heat

Visiting engines and the first gala appearance since overhaul by flagship GWR 4-6-0 No. 4930 *Hagley Hall* drew crowds to the Severn Valley Railway's successful September 15-18 autumn steam gala. However, the summer's freak hot weather and its impact on lineside vegetation also took its toll on the event, reports John Titlow.



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COVER: With its second passenger working following the official relaunch, Severn Valley flagship GWR 4-6-0 No. 4930 *Hagley Hall* passes Crossing Cottage on September 9, a floral wreath worn on the smokebox in honour of The Queen, who died the day before. JOHN TITLOW



Barrow Hill 150 not out (plus two!)

For its overdue celebratory gala to mark a century and a half of Britain's sole-surviving rail-connected roundhouse, the Barrow Hill Engine Shed Society looked back 45 years to the day when its depot was still run by British Rail, reports Robin Jones.



The British engines at heart of Europe's 'best kept' secret

The Swedish Railway Museum at Gävle has been closed for five years as it undergoes renovation. With five Beyer Peacock locomotives amid its collection, John Titlow was granted rare viewing and photo access.

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Talylllyn Railway modellers will be delighted by Bachmann, as Kernow Model Centre and Isle of Wight commission new exclusives.

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A nation and its heritage railways united in grief

By Robin Jones

ALONG with the rest of the United Kingdom, the heritage railway sector was stunned by the death of The Queen, Elizabeth II, at Balmoral Castle on Thursday, September 8, at the age of 96. The president of the Heritage

Railway Association, Lord Faulkner of Worcester, said: "Everyone at the HRA, and within the heritage rail community as a whole, are deeply saddened by the news. Our thoughts are with the Royal Family at this traumatic time.

"The Queen has reigned throughout almost the entire

existence of the railway preservation movement and has continued the longstanding royal tradition of train travel. During that time she has met with many people in the heritage railway world, her warmth, compassion and engaging nature being universally admired."

monarchs in history.

Unprecedented scenes were witnessed as huge crowds flocked to London to pay their last respects.

As The Queen lay in state in Westminster Hall, grieving subjects formed a queue – which at one stage tailed back 10 miles – and were prepared to wait up to 24 hours to file past her coffin.

At the Kent & East Sussex Railway, members of the local community were invited to watch the funeral on

a large screen in Tenterden Town station's tearoom.

Meanwhile, Hunslet 0-6-0ST No. 3797

Northiam of 1953 bearing a wreath, waited in steam at the platform, along with a steam traction engine.

Both blew their whistles to mark the end of the

nationwide two-minute silence in tribute to the late monarch.

Afterwards, the line's recently-appointed general manager Robin Coombes laid the wreath from the engine at the foot of the Tenterden War Memorial.

Poignant

Due to a large influx of overseas visitors to the UNESCO Slate Landscape of Northwest Wales, the Ffestiniog & Welsh Highland Railways made extended efforts to accommodate them during the state funeral.

Departures were paused from 10.30am for several hours, during which time the flagship of the

Paying tribute

Within hours of the news of her death being announced, heritage railway venues big and small around the

country were making plans as to how best to reflect the huge respect for the monarch that had been clearly demonstrated during the platinum jubilee celebrations a little over two months before, marking her 70th year on the throne.

Staff at the Talylyn Railway, the world's first volunteer-run heritage line, made a memorial headboard on the day of The Queen's death, and a second headboard was made so that from September 10, both service trains could carry them. The tail lamps were fitted with black rosettes.

The headboards and rosettes were carried until Monday, September 19, the day of the state funeral.

Wreaths were carried on the smokebox doors of steam locomotives both on heritage railways and the main line as the nation embarked on 10 days of mourning to come to terms with its grief for one of the best-loved

"Trains already en route stopped for the silence and there was a rousing chorus of the National Anthem heard from the train as it went on its way."



The Queen signing the Royal Train acceptance book at Wolverton Works in 1976. PHIL MARSH COLLECTION



White discs with black edging and a wreath were carried by Isle of Wight Steam Railway's Hunslet 0-6-0ST No. W198 Royal Engineer on September 14. PHIL MARSH



Kent & East Sussex general manager Robin Coombes alongside Northiam at the end of the national two-minute silence on September 19. KESR



Kent & East Sussex staff and volunteers prepare to mark The Queen's state funeral at Tenterden Town station on Monday, September 19. KESR

fleet, double Fairlie *Merddin Emrys*, bedecked in ribbon as a tribute to The Queen, was placed in the sidings to provide a focal point for the national silence and the sounding of the Last Post.

Trains already en route stopped for the silence, and there was a rousing chorus of the National Anthem heard from the train as it went on its way, which included the line's carriage that had been named by The Queen.

A spokesman for the line said that the railway had already been heavily booked with coach party tours during the day and received many compliments from those who said the railway's approach was a way to pay respects while not leaving visitors stranded with no venue for the day.

Now, as the official period of mourning has ended, thoughts are turning to how the heritage sector will celebrate the coronation of King Charles III, set to take place in 2023.



Double Fairlie *Merddin Emrys* carrying a headboard honouring the memory of The Queen. FFWHR



The Dartmouth Steam Railway's GWR 2-8-0T No. 5239 *Goliath* is seen carrying a special headboard, black bands around the headlamps, and the Union flag. From the railway's southern terminus at Kingswear, you also see the Britannia Royal Naval College where Prince Philip and the then Princess Elizabeth had their first significant meeting when he was a naval cadet in July 1939. By the time they were aged in their 20s, their friendship had blossomed into love. DSRR



One of the rapidly produced headboards carried by Talyllyn Railway No. 3 *Sir Haydn*. LUKE RYAN/TR



On Friday, September 9, as the nation began coming to terms with the news from Balmoral, SECR 01 0-6-0 No. 65, heading the 'Golden Arrow' on the Bluebell Railway, carries black ribbons and Union flags as marks of respect. OWEN HAYWARD



A display of The Queen's royal insignia made by the Swanage Floral Group for the platinum jubilee in the summer has been relocated to the embankment opposite the platform at the town's station so it is more visible. ROBIN JONES



The Swanage Railway displayed posters of The Queen on its station noticeboards. ROBIN JONES

Celebrations as SVR's *Hagley Hall* is officially relaunched

Words and pictures by John Titlow

SEVERN Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* hauled its first passenger train in 36 years after being officially returned to traffic on September 9.

There were many unexpected delays towards the end of its £1.4 million overhaul, including Covid-19 and then the upgrade of Bridgnorth Shed works in the latter stages.

After No. 4930 returned to steam, a period of running in trials took place around the end of August, with several light engine full-line trips. Then, after overnight rain, two full-line return loaded test runs took place on August 25 and 26 using six Mk.1 carriages with a load of 204 tons.



No. 4930 at Kidderminster Town, coupled and ready for its first passenger train.



SVR chairman Mike Ball and founder member Columb Howell at Kidderminster Town station during the relaunch of *Hagley Hall*.

Testing times

Further setbacks occurred when it came to the final running in, the recent extremely dry weather having left vegetation tinder-dry, to the point where several lineside fires occurred.

Testing was to resume the following week but it was halted after one morning run on August 30 due to several lineside fires in the Eardington area. The railway then had to make the difficult decision to

resort to diesel power to keep trains running, thereby halting all steam workings, including the running in.

With time getting tight and heading towards the September 15-18 autumn steam gala, the decision was made to send No. 4930 to the Kidderminster TMD for painting by Ronan O'Brien. It emerged looking superb on September 22 but minus its safety valve bonnet and the covers around the main steam pipes

that feed the cylinders.

Hagley Hall was inside Bridgnorth shed to celebrate its reopening on September 7. Two days later, with the nameplates covered, it ran light engine to Kidderminster Town station in preparation for the big day where, upon arrival, it sat at the buffer stops on Platform 1.

No. 4930 cemented its role as the SVR's flagship engine in 1984, hauling the first passenger service

on the day that Kidderminster Town station was opened. About 250 invited guests gathered on the concourse on September 9, but the celebrations were muted due to the death of The Queen the previous day. The proceedings began with a minute's silence to honour her; due to her passing, Lord Cobham of Hagley Hall did not attend.

Speeches were made by SVR chairman Mike Ball, Paul Hobson, of

Bridgnorth Shed's £475k major upgrade is now complete

Words and pictures by John Titlow

THE relaunch of *Hagley Hall* marked a double Severn Valley celebration in three days – as the £475,000 major project to upgrade Bridgnorth Shed was officially completed.

After four months, the works on the roof and inside the shed are now finished, the last task for the contractors having been to complete the insulating and cladding on the western wall.

It had taken months of planning and emptying before the contractors moved in to start work in May, with the SVR Charitable Trust having to raise the necessary funding.

Before the heritage era, Bridgnorth did not have a locomotive shed. In the early days of preservation, the goods shed was originally used for locomotive maintenance, but it was far too small and unworkable.

The present shed is made up of two buildings, both re-erected by the SVR. The first came from Portskewett and was completed in 1977, and extended in 1979 utilising the BR diesel depot building from

Heaton Mersey, Stockport, that was purchased in 1972.

A frame lift and a wheel drop were installed later to assist overhauls.

A section of the Heaton Mersey building was partitioned off during the 1980s for a paint shop, and in 2009 roller shutter doors were fitted. Since then, little had been done until now.

The project has seen the total transformation of the locomotive shed. A new roof with translucent panels and new wall cladding are in place. State-of-the-art LED lighting will use a fraction of the energy previously consumed and will provide vastly improved illumination, very important in these energy conscious days.

A 6.3-tonne crane has been installed, which will make overhauls and maintenance of the SVR's steam locomotives much easier and more efficient. So far it has been used for setting up the shed machinery, making a considerable difference already.

In a separate follow-up appeal, £16,000 was raised to add an epoxy

resin coating to the shed floor.

The result is a lighter, brighter, and safer workplace for the railway's volunteers and staff.

As planned, Road 1 alongside the shed and Platform 2 have been removed due to the additional cladding and wider walls. Internally, Road 2 has been removed and turned into a working area, and all the machinery has been moved into their new positions.

The project was managed under the expert supervision of volunteer Antony Bartlam, a Bridgnorth-based professional structural engineer and project manager.

He alone put in more than 700 hours of work, and was supported by fellow volunteers Nick Yarwood, who is experienced in contracts and project programming, and Ben Wright, a qualified architect. Support also came from Chris Bond, Martin White and Richard Morris, senior leaders on the railway.

The works were designed to fit in between the spring and autumn steam galas and were completed one week early.



Volunteer project manager Antony Bartlam cuts the tape to reopen the shed on September 7.

Pre-planning was essential especially with the spiralling costs of materials. The insulation was bought and paid for before the Russians invaded Ukraine; this saved thousands of pounds and due to present shortages, they might not have been sourced. The estimated value of volunteer hours is £148,000, highlighting the importance of the volunteers and the ability of



With its first passenger train since its relaunch, GWR 4-6-0 No. 4930 *Hagley Hall* emerges from Bewdley Tunnel on September 9.

the Hagley Hall fund, SVR founder member Columb Howell, managing director Helen Smith, and the Rev Mike Kneen, of Hereford Cathedral.

'Vision and grit'

"The overhaul of *Hagley Hall* has truly been the stuff of dreams," said Mike. "Many people here today shared that dream. They had a vision and the grit to carry on with a project they cared

passionately about. "It's thanks to them that we are here to celebrate No. 4930's return to steam."

Columb Howell helped save the railway in the 1960s. Nearly 50 years ago he was one of a small team that rescued the rusting locomotive from Barry scrapyard. Its restoration was completed in 1979.

The nameplates were unveiled by Paul and Helen, after which the



Helen Smith and Paul Hobson unveil the nameplate at Kidderminster Town.



Hagley Hall is blessed at Kidderminster by the Rev Mike Kneen, a regular Severn Valley driver.

Rev Kneen, a SVR volunteer driver, blessed No. 4930 with water from the locomotive sprinkled with rosemary.

After running round, *Hagley Hall* set back onto its train of seven beautifully turned-out GWR carriages for the first of two inaugural return trips to Bridgnorth, the first departing at noon and the second at 4pm with a wreath on its smokebox door as a tribute to The Queen.

Despite having not completed its running in turns, it performed well on the day and the railway now looks forward to the next 10 years with it used on normal service trains.

Hagley Hall's next appearance was in the autumn gala – see feature, pages 44-49 –and it will also be in use over the Christmas period.

Visit Severn Valley Railway online at www.svr.co.uk to find out more.



A new working environment in Bridgnorth Shed with GWR 2-6-2T No. 4150, *Hagley Hall* and GWR 0-6-0ST No. 813 on view inside.

everyone to work together as a team with the employed staff.

On September 7, the charitable trust relaunched the shed back into full operation, with SVR managing director Helen Smith outlining the massive improvements it will bring.

At the ceremony, Martin White, head of traction and rolling stock, explained how the SVR managed to deliver the project on time

and on budget, despite spiralling costs. Volunteer project manager Antony Bartlam cut the tape while engineering team leader Will Marsh demonstrated the travelling crane.

Limited edition prints of the shed by artist Alan Reade were presented to key volunteers who worked on the project. A large number of significant donors were in attendance; just over 115 people donated £200,000.



Staff inside Bridgnorth Shed on September 7 at the official completion of its upgrade.

Ivatt 4MT 2-6-0 No. 43106 had the honour of being the first locomotive inside the revamped shed.

The evening ITV local news programme provided good coverage of the event, broadcasting interviews given by workers involved in the project, who spoke about their new working environment and how it has been considerably improved and what that means to them.

Now the shed is complete, attention turns to replace the worn-out rails in the shed yard. Funds are steadily coming in but with escalating material costs, more will be needed.

Donations can be made to Severn Valley Charitable Trust Ltd online at svrtrust.org.uk or by phoning 01562 757940. You can increase your donation by 25% through Gift Aid.

Awdry grant given to *Teddy*

THE overhaul of the boiler of Peckett Yorktown class 0-4-0ST No. 2012 of 1941 *Teddy*, one of the smallest standard gauge locomotives ever built, has been boosted with a grant from the Veronica Awdry Charitable Trust.

Veronica is the daughter of the late Reverend Wilbert Awdry, author of the Thomas the Tank Engine stories, and her trust was set up in 2005 to support charitable organisations and individuals, primarily in and around Devon. Funds donated come from the royalties received from the stories.

Teddy is named after the Reverend Teddy Boston, who was a close friend of Wilbert, and thus it is rather fitting that the trust has supported the overhaul of the 1941-built locomotive.

The £1500 grant will go towards the overhaul of the boiler, for which the contract was due to be awarded imminently, with stripping down planned to occur over the winter at Shackerstone where *Teddy* relocated to in June.

Great Central to close during March 2023

THE Great Central Railway is to shut for four weeks in March 2023 while the steel decks of the bridges immediately to the north and south of Quorn & Woodhouse station are replaced.

Both bridges have been subject to speed restrictions.

GCR interim general manager Richard Patching said: "This work will close the whole railway during that time. The loss of income will be considerable, besides the bridge reconstructions themselves. The bridges are being tackled together as the work will involve very specialist machines and cranes being transported to GCR and it would make no sense to do this twice over."

The refurbishment of the Loughborough locomotive shed, which has been in progress for more than three months, will continue until well into next year. "Regrettably, this project is now considerably more challenging and costly than had been understood previously," said Richard.



The two operational High Speed Train power cars that are to be based at the Railworld Wildlife Haven alongside the East Coast Main Line in Peterborough. CRAIG OWEN

Railworld receives two operational power cars

By Robin Jones

RAILWORLD Wildlife Haven in Peterborough is to become home to a pair of operational Class 43 HST power cars under the brand 125 Preservation.

In October, the group, headed by Craig Owen (owner of the Swedish railcars at the adjacent Nene Valley Railway), plans to move Nos. 43045 and 43060 and buffet car No. 40904 (the first-built HST production coach No. 40001) from storage at Long Marston to the Railworld site alongside the East Coast Main Line, where the class ran for nearly five decades and are therefore historically appropriate for the venue.

New link

The movement will be facilitated by the conclusion in September of a project to lay a new point to link the Nene Valley Railway's Peterborough terminus to all three Railworld sidings rather than just one, as has been the case for several years.

A small team of NVR & Railworld volunteers, as well as the NVR youth

group and two retired main line permanent way specialists, have designed and installed the new point.

Additionally the original point has been relaid and two of the three sidings partially resleepered.

The power cars are still certified to be towed in via Network Rail metals, and will be moved to Railworld via the NVR's Fletton loop.

Craig's ambition is to have the power cars recertified for use on the main line but base them at Railworld.

Two further HST coaches in storage at Ely will move to NVR to allow the short HST set to be occasionally operated on the heritage line. These two coaches are from the 1972 prototype Class 252 High Speed Diesel Train and are TF No. 41002 (currently 42357) and TS No. 42000 (currently 42355). The group also owns prototype TS No. 42002 (currently 42356) and DTF No. 77382 from No. 442401 at Eastleigh Works, as well as No. 41095 and 40711 in storage near the ECML in Northumberland.

Members of 125 Group and 125 Heritage members are helping with the project, which will hopefully see the power cars started before the end of this year. The 125 Group is currently operating from the Midland Railway – Butterley while the Nottingham Heritage Railway, the former Great Central Railway (Nottingham) where it is based, is not running. 125 Heritage is based at Colne Valley Railway in Essex.

Located on a landscaped former coal storage yard (on the north side of the River Nene) that once served Peterborough power station, the 15-acre Railworld Wildlife Haven is a charity which has a nature haven, a model railway and other exhibits.

It was founded by the late Reverend Richard Paten in 1985 as the Museum of World Railways (MWR), changing its name to Railworld in 1992.

Stock shunt

The 125 will be based at the Railworld entrance on the south side of the river, adjacent to the NVR's Peterborough station. Railworld and NVR are independent charities but work closely together on many projects, and many volunteers help both organisations. As we closed for press, Railworld volunteers were preparing to shunt the stock that currently occupies its sidings, including unrestored 1950-built Danish State Railways Pacific Vauclain compound No. 996, to clear space for the power cars.

The arrival is a second major boost for Railworld, following the announcement that National Highways is to fund the relocation of the Wansford Road station buildings on the Stamford & Sibson branch of the Stamford & Essendine Railway to the site, as reported last issue.

The station will be used as a gateway for visitors to both the Nene Valley Railway terminus and Railworld.



As seen on September 18, the newly completed point which links the Railworld sidings to the Nene Valley Railway, allowing the HST driving cars to be brought in by rail. ROBIN JONES

Insufficient bookings lead to new date for *Clun Castle's* 'S&C' journey

VINTAGE Trains has re-dated its September 24 'The Cumbrian Mountaineer Express' over the Settle and Carlisle line behind WR 4-6-0 No. 7029 *Clun Castle*.

The trip is now rescheduled to run on Saturday, April 22 as part of VT's programme of trains to celebrate the centenary of the introduction of the Castle class in 1923.

Michael Whitehouse, Vintage Trains' chairman, said: "We first advertised No. 7029 running over the S&C pre-pandemic and the train sold out in three days. On account of the pandemic, we first had to suspend operations and then run our trains with social distancing. The high costs of running the S&C train meant that we could not offer this during the social distancing period.

"The S&C trip costs about 30% more than a normal long-haul day out – say a 'Welsh Marches Express' or to Cardiff as examples – and about twice as much as a 'Shakespeare Express', which carries two sets of passengers on one set of costs. We cannot afford to run the S&C trip unless it is 'full'. We simply need a higher level of bookings for this very special train.

"The reasons why the costs are higher are because the locomotive has to go north the day before with

consequent additional costs of crew and coal; it has to do this as the day would be too long to run by steam from Tyseley-Carlisle-Tyseley, bearing in mind permitted speeds and water stops.

"Also, we need to hire route conductors in the north, and we need more coal than for other days out – and coal is much more expensive.

"Full for us means about £50,000 income for this trip, which pays all the costs and makes a maintenance contribution for the locomotive and carriages. Without a maintenance contribution, eventually we will not have a train to run."

Passengers have been asked if they wish to transfer to the new date or have a refund or move to another trip. The costs of the tickets for April 22 will remain the same.

"Bookings are open," added Michael. "We need to sell £20,000 more in tickets for 7029 to run this trip. We will try once more and further promote the tour within our proposed Castle centenary plans with several new tours, including double-headers, which we will announce as soon as we have cleared all the access to the network checks.

"If readers wish to see No. 7029 back on the S&C, then we request that they buy tickets to travel."



Great Central Railway-based Hudswell Clarke Austerity 0-6-0ST No. 68067 has gone on hire to the Llangollen Railway for several weeks while repairs are completed to GWR 2-8-0 No. 3802. This drone view sees 1943-built No. 68067 leaving Carrog on August 27. HOWARD PEARSON



LMS 4-6-0 No. 46115 *Scots Guardsman* heads the Settle & Carlisle Railway Development Company's 1270 30th anniversary steam special from Carlisle to York on September 17 through Shotlock, with Wild Boar Fell in the background. An early morning southbound steam excursion over the route has been a great rarity in the heritage era. DAVE WILSON

Standard mogul for the Bluebell's Giants weekend

THE second visitor for the Bluebell Railway's October 14-16 Giants of Steam weekend was announced as BR Standard 4MT 2-6-0 No. 76017 from the Mid-Hants Railway.

This year's event is being billed as a celebration of the work of BR Standards designer Robert Arthur Riddles. Born on May 23, 1892, Riddles joined the LNWR works at Crewe as a premium apprentice in 1909, completing his course in 1913 before serving with the Royal Engineers during the First World War, after which he returned to Crewe.

He volunteered as a driver during the nine-day general strike of May 1926, working trains from Crewe to Manchester and Carlisle, the practical knowledge of driving a locomotive he gained becoming invaluable aid to his design work.

The weekend will also see the first pairing of two BR 5MTs in preservation, when resident No. 73082 *Camelot* joins the Great Central Railway's No. 73156, while 4MT tank No. 80151 will complete the line-up of Standards.

Somerset & Dorset Trust buys a 9F for Midsomer Norton

By Robin Jones and Owen Hayward

THE Midsomer Norton-based Somerset & Dorset Heritage Railway Trust has agreed to buy a BR Standard 9F 2-10-0 – a locomotive type synonymous with the legendary trans-Mendip line.

The trust has been negotiating for a year with Keith Bottomley, who bought 1959-built No. 92207 from Dai Woodham's scrapyards at Barry in October 1986, naming it *Morning Star*.

Keith moved No. 92207 to the East Lancashire Railway to begin restoration and after 19 years took it to the Shillingstone station project, now the North Dorset Railway.

Restoration has recently been taking place at a private site near Poole.

The trust sees the restoration of No. 92207 as a long-term project and has set a 10-year timescale to complete the remaining work.

Railway star

Trust chairman Stephen Lacey said that the locomotive will become the "jewel in the crown" for the railway, and that the size of the challenge is not to be underestimated.

Completion of the restoration is estimated to cost more than £500,000, for which a dedicated appeal will be set up. About 75% of the parts required exist, although a new tender will be required.



On a September 16 photographic charter, Ivatt 2-6-2T No. 41312 heads away from Midsomer Norton South with a local freight service. NICK GILLIAM

No date has been set for the delivery of No. 92207 at Midsomer Norton, as suitable undercover and secure restoration facilities needed to be identified first.

Details of the purchase and restoration scheme were publicised to visitors to the trust's September 17/18 special event to mark the 60th anniversary of the most famous 9F, No. 92220 *Evening Star*, hauling the last 'Pines Express' from Manchester to Bournemouth over the Somerset & Dorset main line on September 8, 1960.

For 'The Pines Remembered' weekend, LMS 2-6-2T Ivatt 2MT No. 41312 was hired from the Mid-Hants Railway to recreate scenes from a bygone era. Members of its class had been based at Bath Green Park and could be seen hauling local services between Bath and Binegar, and Templecombe and Evercreech Junction. Often used as bankers for heavier trains, they could also be seen regularly passing through Midsomer Norton South station during the 1950s for this purpose.

Unlimited travel

In addition to the trains being operated by No. 41312, tickets also entitled passengers unlimited travel on a second train operating throughout the rest of the day. It was planned for No. 41312 to

haul services throughout, but due to a broken spring being discovered it was unable to operate on the Sunday, when it remained in light steam adjacent to the Down platform for visitors to view.

In its place, visiting Kitson 0-6-0ST No. 5459 *Austin No. 1* from the Llangollen Railway operated trains, having double-headed the last trips with the Ivatt the day before.

Photographic charters were hosted on the Thursday and Friday which saw No. 41312 recreate scenes of local passenger and freight services using the trust's restored fleet of box vans, Mk.1s, and a Southern Region PMV.

→ If you would like to support the project to restore No. 92207 at Midsomer Norton, visit sdjr.co.uk for more details and to download a donation form.



Back in steam after seven years is GWR 0-6-2T No. 6695. SCR

Marathon effort from dedicated team sees 6695 return to steam

GWR 0-6-2T No. 6695 passed its boiler test and made its first movements under its own steam since 2015 at the Swindon & Cricklade Railway on September 16.

Railway spokesman Alan Bott said: "The guys in the steam loco department have worked their socks off, with some even working

late into the night and taking leave from work to get this project completed.

"The sheer dedication of the team is faultless. Bring on the next project!"

Loading tests began on September 24/25, and an official launch event is planned for 2023.

Right: A smoke deflector, numberplate and nameplate from No. 92207 *Morning Star* displayed at Midsomer Norton South on September 17. JOSH BRINSFORD



Below: A sight not seen since 1966, an Ivatt Class 2 in the form of No. 41312 stands at Midsomer Norton South on September 16. NICK GILLIAM





Carrying a wreath for The Queen, Bullied West Country light Pacific No. 34046 *Braunton* climbs the 1-in-81 gradient from the River Hamble at Swanwick on September 18 with the return leg of the Steam Dreams trip from Chichester to Southampton, hauling nine Pullmans, a support coach and Class 47 D1935 on the rear, which was on but not working – a total of 500 tons.

DON BENN

Pathfinder Railtours adds one final trip for 2022 – and a Deltic main line return!

By John Titlow

PATHFINDER Railtours has one final addition to its 2022 calendar.

The December 3 'North Eastern Christmas Markets' special from Swindon to Newcastle starts at Swindon at 6.30am, picking up at Oxford at 7.15am, Banbury at 7.45am, Leamington Spa at 8.10am, Dorridge at 8.30am, Tamworth at 9.15am and Derby at 10am. Return is via the outward journey, arriving in Swindon at 11.20pm. Timings are designed to allow passengers the chance to visit one of three Christmas Markets: York, noon to 6pm; Durham 1.15pm to 4.45pm; and Newcastle after crossing the King Edward Bridge from 1.30pm to 4.30pm.

Motive power throughout will be by the Deltic Preservation Society's Class 55 D9009 *Alycidon* over part of its original East Coast Main Line stomping ground, and stock will be the Riviera Trains Mk.1 carriages.

It will be *Alycidon's* first main line tour since 2019, when it suffered a failure that damaged a main generator and all six traction motors. D9009 arrived at the Severn Valley on August 22 in readiness for the line's September 29 to October 2 diesel gala, while some further finishing off was to be carried out, including repairs to a flexible coupling and an out-of-true propshaft in the engine room.

DPS locomotive hire manager Mike Hallum-Rudd said: "To date D9009 has run over 1200 fault-free

miles – the electrics are all fine in that regard – and we are delighted to be returning to the main line this winter with Pathfinder Tours.

"Before then we have a light engine test to carry out, which we expect to be run up the West Coast Main Line, followed by a loaded test with West Coast Railways stock that could see us achieve 100mph on the return run. These should take place sometime during November."

Meanwhile, the appeal for the main line equipment for the DPS's other operational Deltic – No. 55019 *Royal Highland Fusilier* – is also going well, with just "the funding for installation now left to raise. The dream, though, would be to have all three of our locomotives main line certified."

No. 55019 is currently on the Gloucester Warwickshire Railway, where it is set to operate on October 9 and at the line's mixed traction weekend before it returns to Barrow Hill for winter maintenance.

D9015 *Tulyar* remains under overhaul at the society's Barrow Hill depot (see picture, page 53), with rapid progress made on painting and lighting circuit wiring. The overhauled bogies are expected to be returned underneath the locomotive during October, after which it will become mobile, enabling it to be moved outside for the power units to be lifted into place. If all goes to plan, a start-up by the year's end could very much be on the cards.

Bookings are coming in for

Pathfinder's 'Cotswold Caper' on October 29 that features some very unusual track. Motive power will be two Class 37 diesels throughout with only seven carriages because a 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 Honda factory branch will be the highlight, having had no passenger trains at all.

The 'Whistling Geordie' on November 12 will see Class 40 No. 40145/D345 return for an inaugural main line run to Newcastle from Burton. Initially, a Class 47 or 57 will take the Riviera Mk.1 set from Burton to Crewe, where No. 40145 will take over to Newcastle. The train will then work to York and Hartlepool before returning via Hexham and Penrith down the West Coast Main Line. Joining stations are Tamworth, Birmingham New Street, Sandwell and Dudley, Wolverhampton, Stafford, Crewe, and Warrington Bank Quay.

Spaces are still available for the October 15 run behind two West Coast Railway Class 37s over the Settle and Carlisle line, returning via Shap. Premier dining has very limited seats available but space is still free in first and standard classes. The train starts at Newport at 5.45pm picking up through the Midlands and returning to Newport at 11.30pm.

→ Booking for Christmas is now in full swing – Main Line News, page 56.

Weardale buys a Pacer from Wensleydale

THE Weardale Railway Trust has taken delivery of Class 142 'Pacer' No. 142078 after purchasing it from the Wensleydale Railway.

The 1987-built set (Nos. 55728 and 55774) was one of the last to be withdrawn by Northern after being based locally at Heaton Depot in Newcastle and kept in warm storage until it entered preservation in 2021. Both cars were delivered separately to Wolsingham Depot by Reid Freight on September 8.

No. 142078 has seen regular use operating Wensleydale passenger services up until the point of purchase. Its arrival at Weardale will help provide further resilience and flexibility to the services the railway can run, said a statement from the line.

Contractor dies on cliff railway

THE Health and Safety Executive has been carrying out an investigation into the death of an unnamed 79-year-old track maintenance contractor on Torbay's Babbacombe Cliff Railway.

Devon & Cornwall Police were called to an 'industrial incident' at the funicular railway at about 10.10am on September 4. The railway was closed, along with the beauty spot of Oddicombe beach, which it has served since it opened in 1926.

A statement from the railway said: "All of us are devastated by the death of a dearly loved engineer in a tragic accident unrelated to the operation of the railway."

"We are fully cooperating with the HSE and no further comment will be made."

The inquiry will determine if any breaches under the Health and Safety at Work Act have occurred.

HSE principal inspector Trevor Lowe said: "We will draw upon the evidence gathered so far to determine the cause of this tragic incident."

"During the investigation we will continue to keep in touch with the family of the deceased as we send them our deepest sympathies at this difficult time."

Cautious optimism after KESR trials eco-friendly coal substitute

By Geoff Courtney

THE Kent & East Sussex Railway has given a cautious assessment to the result of trials with an eco-friendly steam locomotive coal substitute that, if successful, would further the pioneering green credentials of the line.

Called Heritage Wildfire, the fuel is an ovoid coal substitute that has been specifically formulated for steam operations, and is said to be smokeless with minimal emissions and low levels of ash.

Deliveries from CPL of Killamarsh, Sheffield, arrived at the railway's Rolvenden depot on September 6 and Austerity 0-6-OST No. 75008 *Swiftsure* was given the task of testing the new fuel on passenger services the following day, with operations manager Pete Salmon at the controls to assess the locomotive's performance.

Another consideration is the consumption of the new fuel in relation to its cost to determine whether it can be a viable alternative to the coal imported from Colombia that is currently used by the railway.

After Pete cautiously pronounced the trials a success, KESR general manager Robin Coombes said: "It is early days so the jury is still out, but we very much hope that it could

offer a way for us to continue to reduce our dependence on imported coal while ensuring that we can continue to operate as a viable, living heritage railway.

"Alongside our efforts as a responsible business to continue to improve our sustainability credentials, we also need to ensure that future generations are able to understand the important role that coal played in Britain's history and to tell the story of a time when nothing that was made, moved or eaten was not, in some way, connected to coal."

Significant moves

The possibility of the railway adopting the new fuel follows two significant eco-friendly moves made last year, the first of which was announced during the overhaul of RU1987, a BR Mk.1 coach that is being restored as a kitchen car for use on the line's popular Wealden Pullman dining train. The coach was bought from the Bluebell Railway in 2002 as back-up for the train's regular kitchen car *Diana*, and was stored until 2019, when funds became available to start the £250,000 restoration.

It was originally planned to fit a large diesel generator to the coach to provide the power required by a kitchen car, but instead the railway



Test drive: Austerity 0-6-OST No. 75008 *Swiftsure* approaches Tenterden Town station light engine on September 7 prior to working the first Kent & East Sussex Railway passenger train using a new eco-friendly steam locomotive coal substitute. ALISON MILES

made a ground-breaking decision to make it battery-driven using the latest technology available, thus eliminating noise, vibration, and – importantly from an environmental aspect – combustion gas issues. This was followed six months later by a

decision to fuel its diesel fleet with a new biodiesel made from renewable and sustainable raw materials that releases just 195kg of greenhouse gas for every 1000 litres of diesel burned, compared with 3600kg for traditional diesel.

Class 10 D4067 outside the Great Central Railway's carriage and wagon works at Rothley on September 4, after being repainted into the National Coal Board livery it carried in the 1970s prior to preservation. ROBIN JONES



Rising costs 'could lead to the loss of heritage venues'

THE Severn Valley Railway is facing a 300% rise in material costs due to the war in Ukraine.

Most coal and pig iron used by the railway came from Russia and it must pay more for supplies, said managing director Helen Smith. The price of steam coal has more than doubled.

Helen said that heritage sites could close because of rising costs: "The pandemic has really left us in a difficult position and that, on top of a cost-of-living crisis, is making it

incredibly difficult to run heritage attractions of any kind.

"Who knew that most of the pig iron we use in this country comes from Russia. Our coal came from Russia pre-pandemic.

"All sorts of material costs have risen unbelievably – 300% – because of what's happening in Europe at the minute, so we're being hit at every kind of angle."

The invasion of Ukraine in February effectively ended exports from two major coal suppliers.

Walk-up passenger numbers halve during Moorsline's diesel summer

By Owen Hayward

THE demand for steam traction could not have been made clearer to the North Yorkshire Moors Railway management as it saw a drastic reduction in walk-up passenger numbers during its diesel-only services brought on by the summer heatwave.

Nine days of diesel-hauled services commenced on July 19 before steam was partially reintroduced with diesel assistance until August 10, when a lineside fire once again saw steam curtailed. During the July period, the number of passengers walking up to buy tickets on the door dropped by 50%, reasserting the stance that steam sells.

"The phrase 'run diesels, they'll come' – I'm sorry, that just isn't the case," said NYMR's CEO, Chris Price. "If you want a graphic demonstration, then we are it. We are talking a loss of thousands that will hurt us.

"We are not seen as interesting when we're not running steam. There is a following for diesels; there is a place for them and at times like this, when we can't run steam. But this really has shown that steam is still the big draw."

With summer steam bans not becoming an uncommon fixture in the heritage sector, railways across the UK will no doubt be considering how they can respond to such situations in future.

NYMR marketing manager Luke Hudman added: "We already have a number of mitigations in place to help us prevent lineside fires, such as smokebox spark arrestors and ashpan guards and sprinklers. We further mitigate this by adding diesel traction to either assist steam engines or replace them fully.

"We also have FireCon crews on duty to follow trains through at-risk areas, and work closely with resident landowners and authorities to monitor conditions."



Premier arriving at Llanfair Caereinion with the line's Salzkammergut Lokalbahn coaches while No.2 Zillertal waits alongside. CLIFF THOMAS

Community's 'coming together' for return of Welshpool's annual gala

THE Welshpool and Llanfair Light Railway held its first gala in three years over September 2-4.

With visiting Kerr Stuart 0-4-2ST No. 886 *Premier* from the Sittingbourne & Kemsley Light Railway in charge of shuttle services, the WLLR brought most of its fleet out for display across the railway, with resident steam locomotives Beyer Peacock 2-4-0T No. 1 *The Earl* and Austrian-built U Class 0-6-2T No. 2 *Zillertal* also in service on passenger trains alongside the visitor.

Being of 2ft 6in gauge, options for visiting locomotives are limited, with only the Sittingbourne, Great Whipsnade Zoo, and Statfold Barn railways running on the same gauge.

Nevertheless, *Premier* flew the flag well for its home base during its visit. Upon arrival in the days prior to the gala it had to undergo a coupling swap to enable it to run with the WLLR's rolling stock, a task that had to be reversed before returning to Kent.

Busy summer

Amid the displays of other locomotives was the rolling chassis with boiler of French-built 0-8-0T No. 10 *Sir Drefaldwyn*, which is undergoing overhaul. The tanks, cabs and bunker had been collected and taken offsite for sandblasting and the first coats of primer under contract.

General manager James Brett said: "After a three-year hiatus, it was great to have our traditional steam gala weekend back to round off the busy summer holiday period.

"This year our team focused on a wider transport theme, incorporating our own intensive timetable alongside visiting road steam vehicles, classic cars, vintage buses and bicycles.

"There was also an expanded model railway exhibition situated in the recently extended display sheds at our Welshpool station.

"Undoubtedly the star of the event was visiting locomotive *Premier*, which only returned to steam earlier

this year after a £150,000 overhaul conducted by SKLR volunteers."

During the event, *Premier* operated shuttles from Llanfair Caereinion to Cyfronydd and Castle Caereinion stations. It also ran the last full round trip of the line each day and hauled a demonstration goods train with the railway's restored wagon fleet each morning.

"We welcomed more than 800 visitors during the course of the event, with much of our railway community coming together for the first time after a difficult couple of years," James added.

"It created a busy but enjoyable atmosphere. Our team are already looking forward to planning for this event in 2023."



No. 1 *The Earl* departs from Welshpool Raven Square on September 2. CLIFF THOMAS



***Premier* heads a goods train at Llanfair Caereinion.** CLIFF THOMAS

West Somerset autumn gala is cancelled due to economic climate

THE West Somerset Railway cancelled its September 29 to October 2 autumn steam gala, which fell victim to the current precarious economic climate of rising coal bills and other energy costs.

The decision was taken after the numbers of advanced special ticket sales were disappointing. Furthermore, it had proved particularly difficult this year to arrange visits from suitable steam locomotives from other heritage railways, said a WSR statement.

The railway will instead run its full normal steam timetable on September 29 and October 1/2 with tickets at standard prices – and may welcome new resident WR pannier No. 9466 to its operational fleet.

Long-term future

No. 9466, owned by WSR plc chairman Jonathan Jones-Pratt, has been receiving attention in Williton Works for the last few months. Jonathan said: "While we are very sorry to take the decision to cancel the autumn gala, it reflects also our absolute determination to ensure that the railway continues to operate on a solid financial basis for the long-term future through these difficult times. The logic by summary is due to rising energy costs, a 100% increase in coal costs, increased transport costs, the economic situation and lack of suitable visiting engines.

"We wish to confirm commitment from the railway for our 2023 spring steam gala, which has already got an exciting format confirmed.

"Plans are well advanced for services and special events in 2023, and there will be many opportunities to see – and travel behind – interesting and exciting locomotives in the future. And it should be remembered that we have an outstanding home fleet of locomotives!

"This business decision is made to protect capital reserves and continue the sustainability of the railway."

Services will continue through October on Tuesdays, Wednesdays, Saturdays and Sundays before the line prepares for its Christmas season.

Moorsline welcomes back *Sir Nigel Gresley* after seven-year absence

By John Titlow

LNOR A4 Pacific No. 4498 *Sir Nigel Gresley* was back on the North Yorkshire Moors Railway on September 20, ready for the line's big autumn steam gala.

Owned by the Sir Nigel Gresley Locomotive Preservation Trust and operated by the A4 Locomotive Society on its behalf, it has been based at the NYMR since 1996 but was withdrawn for overhaul when its boiler ticket expired in September 2015.

As previously reported, No. 4498 was run in at the Severn Valley Railway following the completion of the long-running overhaul at Locomotive Services Limited in Crewe, and was officially relaunched into traffic at Kidderminster Town on April 21.

The A4 completed a successful test run from Crewe to Chester on September 19. However, the planned afternoon run was cancelled to prepare the locomotive for its run to the NYMR the following day due to an early start. It departed Crewe



Carrying 'The Elizabethan' headboard and a wreath for The Queen, whose state funeral was held the same day, LNER A4 Pacific No. 4498 *Sir Nigel Gresley* passess Beeston on its test run from Locomotive Services Limited's depot at Crewe to Chester in wet conditions on Monday, September 19, prior to its move to the North Yorkshire Moors Railway.

KEVIN WHITEHURST

at 3.24am and travelled with its support coach, arriving at Grosmont at 12.48pm.

The September 22-25 gala was scheduled to have up to 13 locomotives in steam.

Elsewhere, LSL's BR Standard Class 7 Pacific No. 70000 *Britannia*

completed the season's final two runs of the Saphos Trains 'English Riviera Express' trains in the West Country on September 3 and 10, and also the 'Welsh Marches Express' on September 7, and all ran well without issues.

Advertised as a double-header, the fully-booked 'Bristol Forty' on September 13 did not disappoint. Preparations started the day before, when 'Black Five' No. 45231 *The Sherwood Forester* ran non-stop from Southall to St Phillips Marsh, Bristol, and after a one-hour 22-minute break continued on to meet No. 70000 at Bishops Lydeard for an overnight rest.

The tour started at Lancaster at 6am behind Class D213 *Andania* for the run to Bristol Temple Meads, arriving one minute late.

Departure from Temple Meads was a minute late, with Nos. 70000 and

45231 heading via Cheltenham to Spetchley Loop for a break of little over 30 minutes.

From a standing start both locomotives powered their way up the two-mile 1-in 37 Lickey incline, and with 11 on and no diesel at the rear, they reached the summit doing 25mph. Upon returning to Crewe, a diesel took over for the return to Lancaster, arriving on time.

Meanwhile, at Crewe the continuing overhaul of LNER A2 4-6-2 No. 60532 *Blue Peter* has been delayed due to the fitting of the air pump and reservoir tank to LSL's recently acquired B1 No. 63106 *Mayflower*. This work is now in the final stages and is hoped to be completed by the end of September or early October, after which the B1 is expected to head south to Southall for railtour duties, with work resuming on the A2.

Back home:
LNOR A4 4-6-2
No. 4498 *Sir Nigel Gresley*
under the
coaling tower
at Grosmont
following
its arrival at
the North
Yorkshire
Moors Railway
on September
20. CAG
PHOTOGRAPHY



Autumn gala swansong for popular Churchward before overhaul withdrawal

THE Gloucestershire Warwickshire Railway's autumn mixed traffic gala will be a showcase of the railway's fleet as well as marking the final appearance of popular Churchward 2-8-0T No. 4270 before it is withdrawn for overhaul.

The October 29/30 event will also bring together two of the most powerful express locomotives, one steam and the other diesel. Class 55 Deltic No. 55019 *Royal Highland Fusilier* will fly the flag for diesel traction, while Merchant Navy Pacific No. 35006 *Peninsular & Oriental SN Co* will represent steam.

GWR's gala committee chairman Tom Wilson said: "This is shaping up to be an exciting event with a heady mix of steam and diesel. It also brings together locomotives

that worked on the east, west and south coasts, Scotland, and Western region together in the Cotswolds."

The boiler certificate of No. 4270 was due to expire a few weeks before the event but was expected to gain a short extension to allow it to partake in the showcase.

Also appearing will be WR 4-6-0s Nos. 7820 *Dinmore Manor* and 7903 *Foremarke Hall*, resulting in all four of the currently operational steam locomotives running together for one last time for the foreseeable future.

It was expected that either resident class 47 No. 47105 or Class 37 No. 37225 will be turned out, maybe joined by Class 20 No. 20228 and green-liveried Class 37 D6948 if work on them is completed in time.

There will be demonstration freight trains and brake van rides, with non-stop runs and double-heading all working to an intensive timetable, promising an action-packed weekend.

Behind-the-scenes tours of the Wincombe carriage and wagon department and Toddington's David Page shed will give a rare opportunity to see three GWR 2-8-0 tender locomotives undergoing restoration or overhaul: Nos. 3850 and 2807, and 2874, which is being restored from ex-Barry scrapyard condition.

Footplate rides will be offered on steam and, for the first time, on diesels. There will be a free bus link between the GWR's Cheltenham Racecourse and the main line

Cheltenham Spa stations. Gala tickets and more information about the event can be found online at www.gwsr.com

→ Meanwhile, the Deltic Preservation Society's appeal for the main line equipment for No. 55019 is going well, with just "the funding for installation now left to raise," said a spokesman. "The dream, though, would be to have all three of our locomotives main line certified." In addition to the gala, No. 55019 is also set to operate on the GWR October 9.

Sister D9015 *Tulyar* remains under overhaul at the society's Barrow Hill depot (see picture, page 53). The overhauled bogies are expected to be returned underneath the locomotive during October.



JOB OPPORTUNITIES at Bachmann Europe

Are you an Engineer with a passion for railways? Would you like to join a team of railway loving colleagues, whilst getting paid to research trains? If you answered yes to any of the above then keep reading as we might have the perfect opportunity for you!

PROJECT ENGINEER

We have an exciting and interesting opportunity for a hardworking and self-motivated **Project Engineer** to join our Research & Development team, to help us to develop our award winning model railway products using the latest electro/mechanical technology.

You will be expected to be able to start and follow through multiple new projects to completion while working to deadlines and liaising on a day-to-day basis, both with the other members of the R&D team in the UK and our parent company's engineering team based in Hong Kong.

The successful candidate must have the ability to research, analyse and compile detailed technical briefs and have strong communication skills - both written and verbal. Experience using **Autocad** or **Solidworks** is a key requirement.

For a typical project you will be required to:

- Compile a brief historical overview of the prototype
- Source and interpret original engineering drawings
- Arrange site visits to survey full-size prototypes
- Liaise with third-party experts, museums & heritage groups
- Produce free-hand sketches of undocumented features
- Create 2D or 3D CAD files of key design elements to assist our Hong Kong based engineering team
- Analyse and review the completed engineering design
- Evaluate and report on prototype testing
- Liaise with the Artwork team with product decoration requirements



A clear understanding of die-cast metal and plastic manufacturing techniques and materials will be beneficial. An interest in railway modelling particularly in N Scale or an association with the railway industry would be seen as an advantage.

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Above: Holt town centre is today a tourist magnet, with vibrant shops, artists' galleries and places to eat out – but lies almost a mile from the nearest station of the same name. ROBIN JONES

Left: Holt station on August 8, 1965, nearly eight months after the BR last train ran through, with grass growing through the tracks. EDWARD LAWRENCE/MCT

MP backs growing calls for railway's return into Holt

By Robin Jones

PLANS to extend public transport and heritage rail services into the North Norfolk town of Holt have won the backing of the local MP.

The Melton Constable Trust wants to reconnect the town, now a popular tourist destination in its own right, to the national network.

The trust's aim is to facilitate a modern public transport service to and from Norwich via Sheringham while also extending heritage services into Holt, adding an influx of visitors without exacerbating its current shortage of peak-period car parking spaces.

The original Holt station, which dates from the arrival of the Eastern & Midlands Railway into the town in 1884, closed to passengers on April 6, 1964, and freight on December 28 that year. In 1965, Central Norfolk Enterprises, which later became the North Norfolk Railway, tried to purchase the trackbed into Holt from the east, but this was blocked by Norfolk County Council, which wanted it for the A148 Holt bypass scheme.

The heritage railway currently terminates at its own Holt station, which opened in 1988, in High Kelling, about a mile from the town, with the bypass now occupying part of the original trackbed.

'Phenomenal'

Public interest has increased following the successful purchase of key sections of trackbed that could otherwise have been lost to development. The plan is to lay track from the NNR's Holt station westwards alongside the bypass, on the north side of which is a substantial margin of land – and avoiding any crossing of the A148 as was considered at earlier stage.

Extensive detailed measurement has established that there is sufficient

room alongside the road to construct the line, initially to a position near the original Holt station site.

Holt Town Council has already confirmed its support and at a recent meeting North Norfolk MP Duncan Baker and representatives of county, district, and town councils expressed their enthusiasm for the proposed extension.

"It would be absolutely phenomenal and I will be more than supportive to see plans progress," said Mr Baker.

Much professional work has already been done on this scheme. Consulting engineer WS Atkins produced a preliminary study some years ago and a highly experienced railway civil engineer has created the necessary cross-sections that demonstrate there is space to accommodate the requirements of both rail and road authorities.

Discussions with Norfolk County Council and the Office of Rail and Road have indicated that a series of investigations and surveys will be required to secure the necessary agreements and provide the foundation for a Transport and Works Order application.

A level crossing over the Old Cromer Road, now a minor route, will be needed and will require careful consideration.

The next phases of investigation and planning will necessitate the commissioning of further professional assistance. Trust chairman Trevor Bailey said: "This is a true community project. Our ever-increasing group of supporters have already put their hands in their pockets on a regular basis to get us to this point.

"We are seeking fresh support to enable us to employ the professional skills needed to research and plan the next stages. That is what will satisfy the requirements of NCC and the ORR."

Future plans

The trust's second priority is the restoration of rail services to Fakenham, after making significant progress in recent years with the purchase of a substantial section of trackbed and two bridges to the south of the town, which lost Fakenham West station in 1959 and Fakenham East in 1964.

A successful National Lottery Heritage Fund application enabled remedial work to be undertaken on both bridges, together with activities in partnership with community groups.

The trust's Derek Haynes said: "Restoring a railway service into Holt is the first of two achievable and prioritised

projects. Public transport will be improved for those who need to travel for work, education and leisure between Holt and Norwich. It will ease the chronic traffic and parking problems in Holt, and it may well be possible to provide a park and ride service. Further, it will increase the appeal of heritage services by allowing easy access by tourists. For all of these reasons this project has the unanimous support of Holt Town Council and others whose views will be very important in ensuring that this is successful.

"The second achievable project is to add to the trust-owned trackbed in Fakenham (which includes the railway bridge across the River Wensum), and work towards securing the trackbed through Great Ryburgh and to County School station to link with the Mid-Norfolk Railway.

"Support is gaining momentum, as it is becoming increasingly recognised that expanding both public transport and heritage train services in North Norfolk will provide major benefits to its people, businesses, and the environment."

→ Details of how to make donations or support the Holt extension project can be obtained from the 'Join us' section on <https://norfolk-orbital-railway.co.uk>



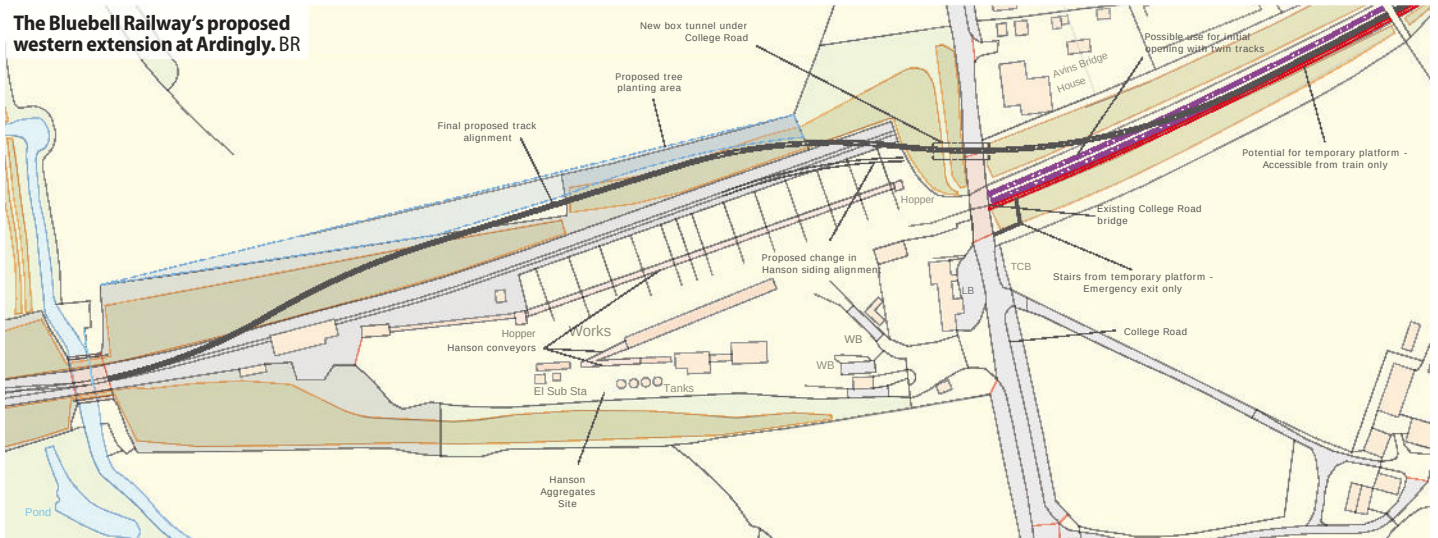
The fence being erected on the border of the land that Melton Constable Trust acquired at High Kelling in October 2021. MCT



Left: Holt Mayor Rodney Smith (left) and Eric Vardy, county councillor for Holt (right), join MP Duncan Baker in looking at a model of the extension plans.

DAVID BILL

The Bluebell Railway's proposed western extension at Ardingly. BR



Making tracks to Ardingly? Bluebell proposals for westward extension are revealed at consultation

By Owen Hayward

PLANS for the Bluebell Railway's proposed westward extension along the Ardingly branch were on display at a public consultation on September 9/10 as the railway prepares to lodge its planning applications with Mid Sussex District Council.

The proposals have been carefully investigated, considered and developed over the last decade, which have had to include drawings for reinstating the railway bridge over Station Approach at Horsted Keynes and a route around the existing Hanson's aggregates depot at Ardingly.

Richard Beckwith, who has been leading the project over the last 10 years, said: "Since we started in 2012, there has been much investigation and work required before we could reach this point, such as ecology and noise reports, as well as the reinstatement of the Station Road bridge that was demolished many years ago to allow West Sussex County Council to realign the road beneath.

"The plans for the new bridge here will see it built up from the original foundations to accommodate a single track owing to half a pier width having been lost. The bridge will utilise two spans that once carried the Malvern to Ashchurch branch over the M50 and which are stored at Horsted Keynes, ready for modifications to suit."

New tunnel

At Ardingly, careful thought has had to be given owing to the aggregates depot site that has taken over part of the old trackbed, therefore obstructing a direct link to the Network Rail line. Though a route through this was considered, it was rejected due to the extent of the impact it would have on the company's operations. The proposals show the line deviating from the original trackbed to the east of the road overbridge, with a

new box tunnel constructed to allow the line to run below College Road and around the Hanson's site before easing back in and connecting to the main line on the west side.

As for a station, presently the plans are for a temporary platform that can only be accessed by train, save for an emergency access staircase down from the country road. Part of the reason for this is that although Ardingly village is a short walk away, the 50mph road above the line is without pavement and parking, so accessing such a station would not be easy for starting journeys here and hence WSCC would not want a new station here.

Plans made available to view in person over September 9/10 showed that a possible first phase of the project would be to extend to Ardingly without joining the NR metals. In order to get trains running sooner, a temporary platform will be situated immediately east of the

bridge. The extension would then only operate with a shuttle service and at present the drawings show two temporary tracks that could accommodate a run-round facility for locomotives, or perhaps a multiple unit of some sort that the Bluebell would need to acquire.

The connection to the Haywards Heath line would then come as a later second phase, potentially allowing the required fundraising to be broken up into more achievable independent amounts.

More opportunities

In terms of other operational benefits, the through link could very well open options for railtour excursions to use the link, meaning that Horsted Keynes could become a functioning junction station once more.

Other options suggested by Bluebell volunteers have included using the branch for driver experience courses, contract filming work, and training

services which at the moment have to be worked in around existing passenger services, and usually happen when the railway is closed to the public. The proposal is still subject to modifications at the request of those approving the plans, but it is also dependent on the Bluebell Railway's board of directors giving it the green light.

"The public consultation held in Ardingly's Hapstead Hall drew out a lot of people with valuable feedback," Richard added. "It would seem that many see it as a good scheme and would enjoy seeing trains again. It also allowed us the chance to dispel some of the myths about the project with the local community."

The application was due to be lodged with the local council by the end of October. If approved, it would move to the Secretary of State for the necessary Transport and Works orders, which would provide the powers to carry out the project.



August Bank Holiday on the Wythall Miniature Railway saw a Ffestiniog Railway theme with a 7¼in gauge third-size model of Hunslet 2-4-0STT *Blanche* in charge of the trains. This model, built in 2008, belongs to member Frank Abbott. The Penrhyn Quarry main line locomotive's livery represents its working on the Penrhyn Railway in the 1950-1960 period, running with a tender to accommodate the driver. *Blanche* was operating at the railway's Transport Museum Wythall home alongside sister locomotives and the vintage bus fleet, the site (feature, issue 293) seeing a record 1000 visitors on the Monday alone. DENIS CHICK

Drone technology and solar power to cut energy costs of heritage lines

By Owen Hayward and Robin Jones

AS energy prices continue to soar, railways are seeking ways to mitigate the financial hit they will face without having to resort to raising prices in already financially uncertain times – and the use of solar energy is now being explored.

In its own bid to reduce bills to zero, the Emsay & Bolton Abbey Steam Railway called upon the services of Networx3 UAV, a specialist inspection and surveyor which utilise drone technology, to help.

With its electricity bill expected to treble from £30,000 to £90,000 per year, bosses at the 134-year-old railway brought in the firm to perform a survey of the engine shed and determine whether electricity-generating solar panels could be fitted to the roof, potentially reducing bills to zero.

In less than an hour, Networx3 UAV managing director and commercial drone pilot Ian Ashworth was able to give the solar panels project the green light.

Hi-tech survey

He undertook a comprehensive bird's eye survey using the company's £28,000 Matrice 210 V2 RTK, which uses broadcast quality video, thermal imaging, and high definition cameras that are capable of picking up an image the size of a postage stamp from over a kilometre away. Ian said: "Our crystal-clear eye-in-the-sky drone footage has

meant there's no need for scaffolding and cherry-pickers to access the roofs and survey them – that's a big saving in terms of time and cost.

"Drones can get to places which are awkward, inaccessible, and expensive to reach, and beam back live video of what they find to our state-of-the-art mobile drone control centre vehicle, allowing clients to direct the flight in real time."

The railway's managing director, David Heys, said: "We managed to do a comprehensive survey in under an hour – something that would usually have taken a couple of days with a visual inspection by a surveyor clipped to a cherry-picker working at height and all the safety risks that come with that. The service Networx3 UAV provided was fantastic, saving time and money for everyone."

More than 1000 solar panels are planned to be installed on the Emsay station shed roof following the completion of some routine maintenance.

Green energy experts Squirrel Energy are expected to undertake the fitting later this year.

EBASR director Malcolm Harrison said: "We have all this roof space, so it's an opportunity for us to reduce our carbon footprint at a time when energy costs are about to go through the roof as well."

"We have no end of things on which we can spend the money we save, including carriage refurbishment and an upgrade on



The Networx3 UAV drone in action over the Emsay & Bolton Abbey Steam Railway's engine shed. NETWORX3 UAV

our mess room. Using the drone was modern technology meeting old-fashioned steam transport."

Rising costs

Meanwhile, Bluebell Railway infrastructure director Barry Luck has appointed a team led by Kevin Ruddock to investigate ways in which power consumption and costs can be reduced through low energy lighting, solar power, use of batteries, and insulation.

Across the entire line, the Bluebell has been paying £750 a day for electricity in summer – the equivalent to fares paid by the first 20 to 30 visitors who enter its stations.

In the spring of 2021, a feasibility study into the use of solar power was carried using grant aid from the Government's Covid Recovery Fund.

In August, the Bluebell board, supported by the line's preservation society, approved the installation of solar panels on the roofs of the locomotive workshop and the above-workshop facility at Sheffield Park.

To preserve the historic appearance of the station, the panels will be hidden from view from the ground by being located in the 'valley' between the west-facing roof of the above-workshop facility and the east-facing roof of the locomotive workshop.

Two new apprentices join up to Moorsline's funded scheme

THE North Yorkshire Moors Railway has taken on two new apprentices as part of its Yorkshire's Magnificent Journey (YMJ) Project, funded by the National Lottery Heritage Fund.

Cameron Ross and Jacob Swinburn, both aged 19, have joined the NYMR team as mechanical engineering apprentices – the third intake on the scheme that has been running for the last three years.

A combination of theory and hands-on experience sees the apprentices going to college one day a week and then having the opportunity to put this theory into practice for four days a week at the heritage line.

A NYMR junior volunteer since he was 13, Finn Allen was the first YMJ apprentice. He is about to complete the programme and will now go on to work in the diesel department at the NYMR.

Motive power department manager Nick Simpson said: "We are really

excited about this new intake of apprentices.

"This is an incredible opportunity for anyone willing to get stuck in. With the right enthusiasm and willingness to learn, you can really progress into a fantastic career here."

"I'm proof of that, having started out as an apprentice myself and now, 17 years later, I manage the whole shed."

"During this programme, Cameron and Jacob will learn heritage skills you can't pick up in the outside world, such as Imperial measurements. They will start by visiting and learning from all of the departments at the NYMR and get to work on everything, from the diesels to the boiler shop and steam engines, and eventually go onto fabrication, carriages, wagons and everything in between. It's a proper apprenticeship."

More details of the programme can be found at www.nymr.co.uk/apprenticeship-schemes



Visiting from the Great Bush Railway, 0-6-0WT Sao Domingos departs from Reeds Road station. PHIL BARNES

Ventnor West restaged during Wight gala

By Owen Hayward

THE Isle of Wight Steam Railway marked the 70th anniversary of the closure of the Ventnor West branch between Merstone and Ventnor at its autumn September 17/18 gala.

Opened as Ventnor Town by the Newport, Godshill & St Lawrence Railway on June 1, 1900, the terminus station was renamed Ventnor West in 1923 by Southern Railway owing to its location a mile west of the town centre it was intended to serve.

Its poor location meant that it never achieved the passenger numbers it was expected to and the line struggled to make ends meet. Despite modernisation attempts with second-hand equipment from the mainland, the branch subsequently closed on September 15, 1952 –



No. W24 Calbourne displays a wreath for The Queen during the Isle of Wight Steam Railway gala on September 17. JOHN FAULKNER/IOWSR

holding the unfortunate honour of being both the last line built and the first line to be closed on the island.

The gala commemorated this by operating its push-pull carriages as

part of the service, a set that was once a common sight on the Ventnor West branch.

Originally LCDR Saloon Brake Third No. 4112 and Saloon Composite No. 6369, both six-wheeled carriages, they were converted to a push-pull operation at Lancing Works in 1924 by the SR. Here they both lost their centre axles, with No. 4112 being converted to a driving trailer and formed set No. 484. Withdrawn in 1938, both coaches were sold and became bungalows.

No. 4112 was recovered in 1980, with No. 6369 following 10 years later. As part of their restoration, each was fitted on a modified PMV underframe and saw dummy push-pull controls fitted.

Push-pull operation took place with the set being propelled from Ashey and Wootton, with a photographic

pause at Ashey to capture the formation. For the weekend, Wootton was 'rebranded' as Ventnor West to mark the occasion.

The gala saw LBSCR 'Terrier' 0-6-0T No. W11 Newport in service with set No. 484, representing the class that was once common on the now-closed branch, with LSWR O2 0-4-4T No. W24 Calbourne, a member of the class that replaced them, hauling the Edwardian bogie carriages.

On the Saturday evening, the railway's resplendent Ryde Pier Drewry Tramcar operated two trips between Ashey and Wootton.

A model railway, built by Mark Pretious, of the Ventnor branch was present and operating throughout the weekend with a wide variety of rolling stock from the across the ages, from vintage steam to 'classic era' ex-London Underground units.



During a photographic run-past at Ashey September 17, No. W11 Newport carries both the head code disc and tail lamp at the same time, a malpractice frequently recorded on the Ventnor West branch. JOHN FAULKNER/IOWSR

Orenstein & Koppel takeover at Old Kiln Light Railway's double celebrations

A DOUBLE birthday bash was held over September 10/11 as the Old Kiln Light Railway celebrated not only its own 40th anniversary but also the 100th birthday of Orenstein & Koppel 0-6-0WT No. 9998 of 1922 *Elouise*.

The 2ft gauge OKLR was established in Surrey's Rural Life Living Museum in 1982, having relocated from a previous site around a disused pumping station in Farnham, the land for which had been sold for redevelopment. Over the last four decades it has extended to a half-mile length, including a stretch that services the museum's timber yard demonstration area.

Elouise was built in Berlin but delivered to Servicos Florestais, Portugal (the Portuguese Forestry Commission) via an O&K agent in Madrid. Little is known about its working life, but it ended up on display outside a café in Cascais before being brought to the UK in about 1969/70. After several

changes of ownership, *Elouise* arrived on the OKLR in 1986.

The celebratory weekend also marked its first passenger services after completing overhaul.

For the first time ever on the OKLR, three engines were in steam, with *Elouise* being joined by two other O&K flavoured locomotives: 0-4-0T *Emmet*, on long-term loan

from the Moors Valley Railway and built on the wheels and frames of a 1937 O&K diesel locomotive, and 0-6-0WT *Sao Domingos* from the Great Bush Railway at Tinkers Park, in East Sussex.

Planet No. FH.2528 and Baguley 0-6-0 steam outline No. 1769 *Altonia* were also in action at the end of each day, with trains running every

20 minutes from Mills Wood station. The rare opportunity of witnessing steam-hauled demonstration freight services on the line were also available.

In conjunction with the RLLM's Steam At Work event, services continued to run late into the evening of Saturday September 10 for visitors.



Above: Planet 4wDM No. 2528 Emily and O&K 0-4-0T Emmet double-head a departure from Mills Wood at the end of September 10. PHIL BARNES

Left: Fresh from overhaul and donning a headboard denoting its centenary, No. 9998 Elouise emerges from the pine trees on September 10. PHIL BARNES

New Weardale rail link plan is submitted to Whitehall

PLANS to reintroduce a regular passenger service on the 31-mile route from Darlington to Weardale have been submitted to the Government.

Durham County Council has worked with The Auckland Project, owner of the Weardale Railway, to submit a Strategic Outline Business Case to the Department for Transport following funding to develop proposals under the Restoring Your Railway programme.

Richard Holden, MP for North West Durham, has now given the vital sign-off for the next stage of the bid. The programme demands that projects are supported by the local MP and plans cannot progress without their backing. Fellow local Conservative MPs Dehenna Davison, Peter Gibson, and Paul Howell, plus Tees Valley Combined Authority Mayor Ben Houchen, have backed Mr Holden in his endorsement.

If the project reaches the next stage, a detailed business case would examine it to devise a plan to take the project forward to a design level before capital funding is sought.

The county council claims a new rail link would support economic development along the Darlington-Dales corridor, helping to attract visitors and boost spending by connecting tourist destinations including the heritage line. Any future study will also review the possibility of a rail link to Crook.



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Flying Scotsman's visit to Swanage kick-starts a special centenary year

By Robin Jones

LNER A3 Pacific No. 60103 *Flying Scotsman* is to visit the Swanage Railway for nearly three weeks from October 19 – the first stop in a national programme of events to mark its centenary in 2023.

Furthermore, the Science Museum Group has appointed Sarnier International and Figment Productions to design and build a ground-breaking multisensory immersive experience based on virtual reality to celebrate the milestone.

It will use a beautifully-themed physical environment to deliver an audio-visual pre-show, followed by an innovative free-roam experience using the latest VR technology.

The group's head of commercial experiences, Mark Cutmore, said: "The Science Museum Group is committed to telling authentic stories in innovative ways, and this immersive experience will allow us to share *Flying Scotsman's* 100 years of history in a completely unique way.

"Audiences will be able to get closer to *Flying Scotsman* than ever before, meet the people involved in its incredible history, and understand why this engineering marvel is regarded by many as the world's most famous locomotive.

"We are excited to be working with Sarnier and Figment on the project to create a truly inspiring celebration of *Flying Scotsman*, its history and engineering, and the science behind steam locomotion."

The experience will tour the UK in 2023, including visits to the National Railway Museum in York and Locomotion in Shildon before being permanently installed inside the by then newly transformed NRM.

Long connection

Model railway manufacturer Hornby is the lead sponsor for the year-long centenary programme. Hornby has had a relationship with the locomotive since 1927, when it introduced the first O gauge tinplate model carrying the name *Flying Scotsman*, and in 1969 it introduced its OO gauge version of the locomotive.

October will also see the publication of *Flying Scotsman* and the Best Birthday Ever, a new book by Michael Morpurgo, with pictures by illustrator and author Michael Foreman.

Since May, *Flying Scotsman* has undergone a thorough mechanical overhaul to ensure it is ready for its centenary year. Fresh from this, it will haul passenger services from Swanage to Norden from Saturday, October 22 to Wednesday, October 26, and will be on static display at

Swanage station on October 20/21 and again from October 27 to November 6, with ticket-only access to the footplate.

The locomotive's scheduled visit to the Bluebell Railway between August 17 and September 5 was postponed until 2023, after Riley & Son (E) Ltd found that the piston rings had failed inside the cylinder and needed new components to be manufactured, delivered, and fitted, delaying the overhaul by up to six weeks.

Swanage Railway volunteer commercial director Marcus Alldrick said: "We are extremely grateful to the National Railway Museum for again giving the Swanage Railway the opportunity to host such an historic event to operate and display the world-famous *Flying Scotsman*, which is such a charismatic icon and turns 100 years old on February 24, 2023 (when it left Doncaster Works).

"It will be marvellous to admire No. 60103 hauling the unique Devon Belle Pullman observation Car 14 as they operated as a pair across the USA between 1969 and 1972."

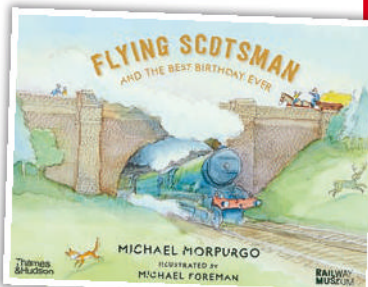
Swanage Railway Trust trustee and company chairman Robert Patterson, a volunteer station porter, said: "With uniformed attendants serving champagne and canapés to passengers on board, Car 14 will be coupled directly behind *Flying*



A3 No. 60103 *Flying Scotsman* at Swanage station on March 24, 2019, during its previous visit to the Isle of Purbeck. National Railway Museum director Judith McNicol said: "*Flying Scotsman* is one of the world's most recognisable steam locomotives and still draws excited crowds wherever it goes. It is one of the jewels in the crown of our world-class collection." ANDREW PM WRIGHT



Above: Pictured left to right are Amy Harbour, of the National Railway Museum, with Simon Kohler and Montana Hoeren, from centenary year lead sponsor Hornby, with one of the firm's OO gauge models of *Flying Scotsman*. NRM



Right: *Flying Scotsman and the Best Birthday Ever* by Michael Morpurgo, due to be released by Thames & Hudson in October. NRM

Scotsman when it hauls trains. That will give Pullman passengers a rare chance to enjoy the delights of travelling in style behind, and watching, the world's most famous steam locomotive."

LNER's first

Designed by Sir Nigel Gresley, *Flying Scotsman* was the first locomotive of the newly-formed LNER. It was named in 1924 after the daily 10am London to Edinburgh service that began in 1862, when it appeared at the British Empire Exhibition in London. During a test run in 1934, *Flying Scotsman* became the world's first steam locomotive to officially haul a train at 100mph.

Bought from BR by the late Alan Pegler, between 1969 and 1972 *Flying Scotsman* ran with Car 14 during a tour of the North America aimed at promoting British exports.

The company running the tour went bankrupt, and while *Flying Scotsman* was repatriated thanks to the late Sir William McAlpine, Car 14 remained in San Francisco and

was used as a static bar until it was rescued by Swanage volunteers in 2007 and then restored to running order.

Hornby Hobbies marketing and development director Simon Kohler said: "I have been fascinated with this icon of steam since the late 1960s when, one evening, I stood on Wellingborough station and saw the true magnificence of the locomotive.

"Resplendent in its LNER apple green livery, I was simply captivated by the amazing spectacle, and that memory has stayed with me ever since."

Michael Morpurgo said: "I grew up on steam trains, remember the sound of them, the smell of them, the rhythm of them. I went on holidays on them, went to school on them. So when Michael Foreman asked me to write a story about the greatest, most iconic steam locomotive of them all, *Flying Scotsman*, I sat down at once and just did it..."



A special 25th anniversary train ran for the Sygnets on August 13, and is seen with a party of group members at Corfe Castle station. ANDREW PM WRIGHT

Swanage youth group marks 25 years by looking to future

THE Sygnets – the Swanage Railway's group for young people – is celebrating its 25th anniversary by appealing for more volunteer leaders to help run it – and inspire more generations of children to find and develop their skills to run the Purbeck line once they are adults.

Hundreds of youngsters aged 13 to 18 have joined the group since it was formed in the summer of 1997, experiencing a range of roles and activities around the line, joining occasional working parties, and taking part in visits to other heritage railways, as well as fundraisers and an annual social event.

Meeting once a month on a Saturday, the Sygnets group currently has seven volunteer adult helpers who encourage, inspire, and mentor 15 youngsters.

Swanage Railway Trust chairman Gavin Johns said: "The Swanage Railway has depended on several generations of volunteers to develop over the past 50 years and we still depend on volunteers now – and will do into the future.

"Encouraging and developing a heritage railway interest in young people is a key part of ensuring the Swanage Railway's future, and our

Sygnets group plays a vital part in introducing young people to railways and encouraging their practical interests for the future."

Now a 30-year-old Sygnets volunteer leader, Poole-based information technology engineer Ben Ford started with the youth group at 11 years old in 2003.

"It's incredible to see how far the group has come since its inception in 1997," he said. "It's gratifying that many of our Sygnets have gone on to main line railway and engineering careers as a result of having their interests nurtured from a young age."

As well as railway topics, learning and experience opportunities include gaining skills that are useful outside the railway, such as first aid, moving and handling, and life skills around communication, team working, and building self-confidence.

Anyone with an interest in volunteering as a Sygnets leader, or wishing to register their child on the youth group's waiting list, is invited to contact volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk



Boiler tubes removed during *Flying Scotsman*'s overhaul at Riley & Son (E) Ltd in Heywood. STEVE MORGAN/SCIENCE MUSEUM GROUP



Sygnets having a go at the hands-on signalling museum at Corfe Castle station. ANDREW PM WRIGHT

Shackerstone Peak lives on as source of parts

THE dismantling of condemned BR Class 45 Peak No. 45115 at Shackerstone on the Battlefield Line has seen a silver lining in the recovery of some components for reuse in other locomotives.

Most of the cylinder heads have been reserved for recovery, while other miscellaneous parts have been offered to Nos. 45118 *The Royal Artilleryman* and 45133.

Perhaps most notable is the main generator, which has been removed to aid repairs to that from No. 45132. Despite being repaired following a winding failure on March 2000, the generator from No. 45132 suffered another fault during a loaded test run in August 2019.

The recovered unit from No. 45115 will be stripped and combined with that from No. 45132 to make one serviceable generator.



Tinkerbelle's overhaul is no magic spell!

By Owen Hayward

A CONTINENTAL steam locomotive will once again grace the rails in Peterborough as the Nene Valley Railway's Danish 0-6-0T No. 656 – affectionately nicknamed *Tinkerbelle* owing to the bell fitted to it – made its first moves in 36 years around Wansford yard on September 14.

Built by Frichs, Aarhus in 1949, No. 656 spent its working life with Danske Statsbaner (Danish State Railways) as a shunter, light goods and small passenger engine right up until withdrawal. In 1975 it was bought

by John Snasdell, who imported it to the recently established heritage line where it was steamed for the first time on British soil in 1976.

It was withdrawn from service in 1986 with firebox problems and spent the next 16 years stored in the locomotive shed. In 2004, John transferred ownership of No. 656 to the railway.

Dismantling for inspection began during the winter months of 2003/4 and the boiler was finally removed in 2005. The boiler was contracted out to Locomotive Services Ltd in Loughborough, from which it

returned to Wansford in July 2021 after passing an out-of-frames steam test.

On September 14 this year, after reassembly and painting, No.656's fire was lit and it was tested within the confines of Wansford yard – a joyous occasion for all who had spent many hours on the overhaul, with much celebratory ringing of the locomotive's bell.

Minor issues include steam leaks to be rectified during a period of fettling, before running-in commences with both vacuum and air-braked stock, along with final touches and painting.

Carriage restoration is boosted by glass donation

THE restoration of an Ashover Light Railway carriage has been boosted thanks to a window manufacturer donating the safety glass necessary to reglaze the vehicle's windows.

The carriage, one of four built in 1925 by the Gloucester Rail, Carriage and Wagon Company for the Derbyshire line, is now the Lincolnshire Coast Light Railway's No. 1.

Being restored to working order in the Skegness Water Leisure Park after 37 years out of use, thanks to the generosity of Piper Windows in nearby Church Lane, Winthorpe, Skegness, that work will be speeded up, enabling the original drop lights to be reinstated and saving the volunteers a substantial sum.

During the Second World War, after passenger traffic had ceased on the line between Clay Cross and Ashover, the coaches were used as restroom and changing facilities for female workers recruited by the Clay Cross Company's factory to help with wartime production.



Restoration work already in progress on the interior of carriage No. 1, with new frames for the drop lights in which the safety glass will be installed. DAVID ENEFER/LCLR

Afterwards they became cricket pavilions at the company's sports ground in Clay Cross. Two were sold to the LCLR in 1961 and were repaired, placed on bogies with strengthened underframes, and used to carry holidaymakers from the line's original terminus, close to the Humberston bus terminus near Cleethorpes, to the beach and Humberston Fitties Holiday Camp. The other carriage was restored nearly 20 years ago in readiness for

the reopening of the line in 2009 following its relocation to Ingoldmells.

No. 1, however, required far more work. Seats were fitted from former Leeds tramcars, reupholstered with genuine moquette, and new drop light frames were made by a volunteer during the Covid-19 lockdowns.

The LCR's John Chappell said: "Piper Windows' generosity will help our volunteers complete the restoration and save money which can now be



What the completed carriage should look like. No.2 has been in use on the Lincolnshire Coast Light Railway for several years. DAVID ENEFER/LCLR

used to repair rotted timbers, seal the roof, install seating, and renovate the bogies and air brake systems, ready for repainting and a return to service."

One of the other Ashover carriages collapsed at Clay Cross before it could be rescued. The fourth stayed at the sports ground from where it was purchased by the Golden Valley Railway at the Midland Railway – Butterley and has been fully restored for use on its services.

Could Coronation tram mark new king's coronation?

By Hugh Dougherty

VOLUNTEERS at Summerlee Industrial Museum are asking themselves if the Glasgow Coronation tram they are restoring could be completed in time to mark the coronation of King Charles III, which is likely to take place next spring or summer.

Tram No. 1245, dating from 1939, was built as one of 150 luxury trams and launched in 1937, the year of King George VI's coronation. The class was quickly dubbed 'The Coronations' as the prototype carried a special livery to mark the royal occasion, a name that stuck with the trams throughout their working life and into preservation.

No. 1245 is now rapidly nearing completion, with exterior, aluminium panelling fitted to the framework, glazing underway, the bogies overhauled, and control gear ready for fitting.

VIP invite?

Tram squad volunteer leader Charlie McAloon said: "We're well underway and are really reassembling the tram from all the components we have restored like a giant kit of parts. We will shortly be specifying an inverter, to convert 650v DC traction current down to 240, 24 and 12v AC, to operate the lighting

and power circuits, and that is the last major component we need.

"So, who knows, we might well be able to have the tram launched into service to coincide with the new king's coronation next year. That would be a real link, through the tram and why it got its name, between today's coronation and the coronation of King Charles's grandfather.

"Who knows, we might be able to invite the new king to launch the fully-restored Coronation tram into service at Summerlee!"

Work has started on fitting the restored and reupholstered seats, and Charlie has been amazed to find that, when the backs of the seats are turned over, as they would have been by the conductor at the terminus, the seat squab actually tilts slightly upwards to give the passenger the most comfortable sitting position possible. "They really knew what they were doing in 1939," he said. "This truly was a luxury tram."

The group's woodworking specialist, Jim Gilchrist, has been able to replicate the tram's two sets of folding platform doors by working from the originals. "I've made the frames from scratch," he explained. "I've been struck by the level of sheer craftsmanship exhibited by the men at Glasgow

Corporation's Coplawhill Tram Works who built these trams, and it's been a challenge to match it. The frames for the doors will now be fitted out with their aluminium panelling, and will be ready for fitting."

Summerlee museum manager Lu McNair said: "The work on the tram is going on apace and we will review where we are at Christmas to see how much more would need to be done to allow us to meet the coronation deadline.

Looking ahead

"Summerlee is no stranger to royalty, and Princess Anne visited in 2001 to welcome our Lanarkshire tram back to service.

"She enjoyed a turn at the controller, so who knows what may transpire."

The Coatbridge Museum, home to Scotland's only working heritage tramway, laid on a small exhibition to mark the 60th anniversary of Glasgow's Last tram on September 4, 1962.

Hopes that No. 1245 would have been ready to mark the anniversary by returning to service were dashed by the Covid-19 lockdowns, but the prospect of a Coronation for the coronation has given the project new impetus.



Woodwork supremo Jim Gilchrist checks out the newly-completed platform door frames, built using the originals as patterns. HUGH DOUGHERTY



Could Glasgow Coronation No. 1245 be ready in time for the coronation of King Charles III in 2023? Panelling has been completed on the 1939-built car. HUGH DOUGHERTY



Charlie McAloon tries his hand at swinging over the back of one of the restored seats being fitted on the top deck. HUGH DOUGHERTY

Strong start to unique GCR Barnum coach's £50k restoration campaign

By Robin Jones

THE £50,000 appeal to complete the restoration of one of three now-unique Edwardian Great Central Railway Barnum coaches has started strongly, reports GCR Rolling Stock Trust trustee Roger Person.

As highlighted in *Heritage Railway* issue 296, the ambitious plan is to restore 1910-built 64-seat tourist carriage No. 228, currently being worked on at the Nottingham Transport Heritage Centre in Ruddington, within three years.

Roger said: "The support of our launch by *Heritage Railway* has brought in a very good response and some £6500 donations already

– and that alone has covered the cost of the preparation of the very specialised and precision cut and finish of hardwood parts that makes up our prototype four-seat unit.

"To keep up the momentum on the project and to show just how determined we are to raise our game, our next immediate step is to trial-run the upholstery make-up of a pair of those seats. Experience gained in the major fitting out of our Victorian six-wheel gem No. 946 shows just how to proceed and deliver a fire-resistant seating cover that will be very much like the original GCR Barnum of 1910.

"We are close, but we want to get still closer to what was originally

specified, so there is an inevitable touch of trial and error here! And when this trial is complete, we will be seeking the views of our sponsors, donors, and all interested parties.

"It has taken six months of very particular computer design work by specialist Keith Stimpson to develop the whole of the four-seat back-to-back unit to provide new drawings for our woodworking specialist to make up into a fully-working kit. The assembly of that kit within the Barnum saloon clearly showed that it fits precisely and is of the quality of finish to which we aspire.

"While now near banned hardwoods were used in the 1910

seat build, modern equivalents will be used to ensure we have a credible GCR finish within an acceptable cost.

"Our hope is that this very positive start will encourage more people, especially GCR supporters, to join our Barnum Restoration Club and get this carriage up and running and doing its job – that of carrying passengers comfortably and on the GCR London Extension lines in the next three years.

→ Donations are invited online via the trust's website, www.gcr-rollingstocktrust.co.uk, or by post to chairman Richard Tilden-Smith at: GCR Rolling Stock Trust, 11 Clifford Court, Clifford Road, Bexhill-on-Sea TN40 1QQ.

Debut, return, and farewells at Blaenavon's biggest gala yet

By Owen Hayward

FIVE engines were in steam for Blaenavon's Heritage Railway's biggest steam gala to date, which brought back GWR Pannier Tank No. 7714 to a Welsh colliery setting once again.

Appearing courtesy of the Severn Valley Railway, No. 7714 worked at the Penallta Colliery in the South Wales valleys under ownership of the National Coal Board between 1959 and 1973 and looked quite at home in the BHR coal mine setting over the three days of September 9-11.

The weekend event also served as a welcome and a farewell for other locomotives from its summer fleet. Two further ex-NCB locomotives were in operation with Hunslet Austerity 0-6-0ST No. 3839 *Wimblebury* (as NCB No. 7 and visiting from the Foxfield Railway) and Hudswell Clarke 0-6-0T No. 1857, the latter hauling its first ever passenger trains in preservation following an extensive restoration. *Wimblebury* returned to Foxfield shortly after the weekend, having been on loan to BHR over the summer.

No. 1857 was built in 1952 for the NCB and was employed at the firms Gawber Colliery at Barnsley. The colliery was closed in 1987 but the locomotive was saved for preservation by the Coventry Steam Railway Centre.

It remained unrestored, despite moving between several railways in the years that followed, until it was taken to a private site in Somerset during December 2014. Work to No. 1857 to steam included a new rear frame stretcher made, tyres turned at the South Devon Railway, new buffers fitted and replacement horn guides faces.

Completed in December 2021, it underwent testing and running in at the West Somerset Railway before moving to Wales where it has now joined the Blaenavon

Two Ex-NCB 0-6-0 tank engines, Hudswell Clarke No. 1857 and Hunslet Austerity No. 7 *Wimblebury*, double-heading over Rhymney Brewery bridge on the climb to Furnace Sidings. KENNY FELSTEAD



Resident Andrew Barclay 0-4-0Ts Nos. 1219 and 1385 double-head the climb to Furnace Sidings on September 10. KENNY FELSTEAD

resident locomotive fleet, from which two Andrew Barclay 0-4-0ST locomotives – Nos. 1219 *Caledonian Works* and 1385 *Rosyth No.1* – and 18in 0-6-0ST Hunslet No. 1873 *Jessie* were also in action. The event was also *Jessie's* last gala there; it is set to be withdrawn pending overhaul after Christmas.

An intensive timetable operated that included demonstration freight trains with the mineral wagons on loan from the Great Central Railway and the two GWR saloons each out on trains that ran on both the main operating line and Big Pit branch, and driver-for-a-fiver was offered on No. 1219.



GWR 0-6-0PT No. 7714 departs Blaenavon High Level with the coal train in a scene not too dissimilar to its NCB working days. KENNY FELSTEAD

Operations manager Alex Hinshelwood said: "The gala was a great success. With Saturday being the best day, we carried more than 700 passengers over the three days which, for a small railway like ours, is great.

"No. 7714 performed admirably and is a credit to the team at the SVR. We are very grateful to the SVR and the SVR Pannier Tank Fund for loaning us this fabulous engine.

"A big thanks also to the Foxfield Railway for letting *Wimblebury* come on holiday to us for the summer.

"No. 1857 experienced teething issues but nevertheless operated its first passenger train on the Saturday. It has now been withdrawn for a short time to allow remedial work to be undertaken.

"With the gala over, we now turn our attention to our ever-popular ghost train and Santa specials, before considering next year's calendar later in the autumn."

A unique view in standard gauge preservation of locomotives being readied on two different levels? As the sun rises on September 10, No. 7714 is prepared at the high-level Furnace Sidings locomotive shed while outside the Eric Edwards Carriage Shed below are Nos. 3839, 1873, 1857 and 1385. ALEX HINSHELWOOD/BHR



Three-day event at Spa Valley for steam, diesel and real ale fans

By Geoff Courtney

STEAM, diesel and real ale enthusiasts will all be catered for in a gala at the Spa Valley Railway on October 7-9.

The occasion will be the Tunbridge Wells-based railway's 11th Real Ale and Cider Festival, which is described by commercial manager Jonnie Pay as one of the Spa Valley's most important annual events. One of the undoubted highlights will be a selection of more than 200 real ales and ciders on sale at Tunbridge Wells West, where there will also be food stalls and live entertainment, and at Groombridge and Eridge stations.

Beer and ciders will also be available on trains operating between Tunbridge Wells West and Eridge from 9.30am-11pm on October 7/8 and 10.30am-6.30pm on October 9, with motive power being shared by Austerity 0-6-0 No. 2890 *Douglas*, Class 25 D7612, Class 31 No. 31430 *Sister Dora* (previously D5695) and Class 33 No. 33063 *R.J. Mitchell* (D6583).

No. 2890 was built for the War Department by Hunslet Engine Co in 1943 as an 0-6-0ST, was converted into an 0-6-0 tender locomotive in the late 1990s, and is on loan from the East Lancashire Railway, during which time it has become popular with crews and the public alike.

In hailing the festival as one of the railway's most important annual events, which will run in association with the West Kent branch of the nationwide Campaign for Real Ale, Jonnie said: "It raises essential funds to help us keep running for all to enjoy. It is also very popular and allows us to invite other local businesses to provide food, drink and entertainment for our visitors."

The railway is offering tickets at a discounted price if bought online, with adult all-day rover tickets at £25, two days at £35, and three days for £45, and evening tickets from 6pm at £15. Details are available online at www.spavalleyrailway.co.uk



Cross here: Austerity 0-6-0 No. 2890 *Douglas*, which is to operate trains at Spa Valley's annual Real Ale and Cider Festival on October 7-9, approaches the railway's Poke Hill Farm crossing in June 2021. DAVID STAINES

Millers Dale goods shed declared as officially open and welcoming visitors

MILLERS Dale goods shed on the Midland Railway's Buxton to Matlock line – which is now the Monsal Trail long-distance footpath and cycleway – has been officially reopened by the Peak District National Park Authority.

The goods shed had fallen into disrepair since it was last in regular use as part of the railway 55 years ago.

In 2019, the park authority, which now owns and manages the trail and other station buildings, announced a plan to restore structure.

Backed by a £320,000 from the European Agricultural Fund for Rural Development, the renovation has involved recreating much of the original look and feel of the goods



Inside the refurbished Millers Dale goods shed. PDNPA

shed from its early 20th-century heyday.

A new roof has solar panels to help generate power for the facilities at Millers Dale. The interior walls are home to pictures and personal stories of the area's history and

its current role as host to one of the most popular all-user trails in the country.

A full-size replica of the original position of the line itself has been added to the floor, with an audio soundscape playing as visitors enter, providing the final part of the picture in this unique building. After delays caused by the Covid-19 pandemic, the shed is now free to visit.

Betty Nesbitt, who spent 16 years working as a junior clerk and then senior clerk at Millers Dale goods yard from the age of 17 until the line closed in 1967, and who attended the official reopening, said: "I spent many happy hours working here. It was very interesting and I enjoyed every minute."

Railcar boost for Dereham's DMU group

THE arrival of Class 117 Trailer Composite Lavatory at the Mid-Norfolk Railway has opened up the possibility of seeing a three-car formation of the DMU class operating on the line. TCL No. 59520 arrived from the now-closed Dartmoor Railway's Meldon Quarry on September 9, joining the Class 117 Set L432 Preservation Group's two driving trailers currently undergoing overhaul. Amid other work, it will require new windows, having suffered vandalism during the last few years of outdoor storage at its former home.

Bringing on the next generation: Art Deco tube trips return

SOLD-OUT tickets and positive support from Transport for London led to a successful weekend of Art Deco 1938 tube train running on the Metropolitan line over September 3/4, with the London Transport Museum committed to running more trips in future.

The exquisitely-restored four-car set ran its first public trips since 2019, operating three trips each day between Amersham and Watford, with a final single journey to Harrow on the Hill, from where it ran into Neasden Depot each evening.

Immaculate both inside and out, the set was restored to operational condition in 1999. It is normally stored at the LTM's Acton Depot alongside countless other road and rail vehicles, signage, artefacts and more.

Chief operating officer Elizabeth McKay said: "We are pleased to be able to offer the Art Deco train journeys once again, which of course were impacted by the pandemic.

"Providing this unique experience requires much planning, human resources, and organising.

"With fewer of our amazing volunteers and staffing efforts concentrated on our family activities, a new exhibition, After Dark events, and Hidden London disused station tours, we felt that the ticketed



These events would not be possible without the team of TfL staff and LTM volunteers who put in the hours to make sure they run smoothly, some of whom pose here alongside the Art Deco unit at Amersham. OWEN HAYWARD

heritage trains could wait until we were fully ready to offer this great day out.

"The return to 96% of pre-Covid visitor numbers to the Covent Garden museum put us on a confident footing when that time came."

Internally, the unit is a snapshot of

a bygone era. Authentic (and in some cases original) advertising posters are displayed above the pristine black-and-red chequered moquette seats, which are infinitely more comfortable than some seating on more modern trains.

The guards panels and independently-

operated doors are fully functional and the motorman cabs have no trace of any modern equipment.

The external bright red livery with gold 'London Transport' lettering was spotless, a testament to the care it receives from the LTM volunteers and staff, and the

Bemused commuters at Rickmansworth look on as the 1938 stock passes through, the old water tower structure standing tall behind. OWEN HAYWARD





The guard's 'compartment' is simply one end of a motor car separated from the passenger bays by a bar, with a limited control panel and brake handle. OWEN HAYWARD



The interior of the unit has been carefully and exquisitely restored, with wooden floors, grab handles, and authentic advertisements and notices. OWEN HAYWARD

unit in motion is just as evocative as its presentation – the roar of the motors as the set accelerates is a stark contrast the quieter 'whine' of the modern S stock units. Likewise, the smell of the brakes as it slows or stops is truly reminiscent of its time.

Many of the stations on the furthest reaches of the Metropolitan line retain some of their historic character, and the 1938 stock looked almost at home as it passed through. It certainly turned the heads of tourists and commuters waiting for their service trains, with enthusiasts lining the platforms to catch a glimpse.

The ability to operate such heritage experiences on the TfL network has become increasingly limited in recent years, with the roll-out of new automated signalling resulting in vintage trains such as the 1938 stock restricting operations to sections of line that have yet to have this upgrade.

Just two sections remain, the District Line west of Acton Town and north of Finchley Road on the Metropolitan. Sadly, this has led to the end of steam on the TfL network as there is no suitable depot for servicing such locomotives from which it can negate the new system to access these sections. Options have been explored but no feasible workaround has presented itself.

Thankfully, no modifications were required on this Art Deco gem, and speaking to some of the staff and volunteers present, there was hesitancy as to whether such modifications will be made when these final two stretches of line are switched over to the new system, given that the equipment will detract from the original condition.

That said, the LTM is committed to running more heritage trips, with chief operating officer Elizabeth McKay saying:



On its final departure from Watford on September 3, the 1938 stock crosses the viaduct over the marina and its many moored boats. OWEN HAYWARD



The low height of the vintage unit is easily noticed when compared to the S stock stabled in the siding behind at Watford station. OWEN HAYWARD

"There is clearly demand as evidenced from the sell-out of our tickets.

"We've been extremely lucky and fortunate to benefit from such goodwill and support from TfL to collaborate in order to operate these journeys. Even those at the top are keen to work with us, such as TfL commissioner Andy Byford, who even bought his own ticket to travel on one of Sunday's trips. The heritage is understood and appreciated there.

"These events have such amazing goodwill and a sense of fun to them. You can feel the enthusiasm and it's an all-age thing, appealing to families just

as much the enthusiasts, so brings on the next generation of supporters. I think part of the appeal is that people talk about the sense of 'being on the spot' and that's what you can get from these trips – to take in living history is what makes it great."

The museum planners are now working on their itinerary for the two years ahead, of which the heritage trips will certainly play a crucial part.

Plans are afoot for excursions using Bo-Bo electric locomotive No. 12 *Sarah Siddons* also, although these are very much in the early stages.

Open days at Acton Depot continue to prove popular too, with many more historically significant road and rail vehicles, station signages, and London Transport artefacts not normally accessible made so for a few select weekends each year.

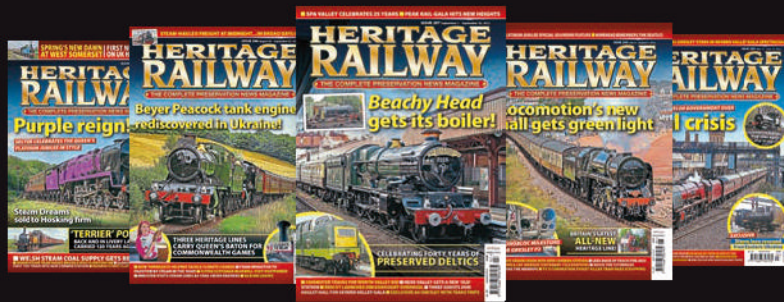
Hidden London tours continue to provide access to some of the network's fully and partially abandoned or disused stations, such as the iconic Aldwych, used in several filming projects, or York Road and parts of Euston. For more information on all these experiences, visit www.ltmuseum.co.uk

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DERBY LIGHTWEIGHT SURVIVOR VISITS LOUGHBOROUGH

Visiting from the Ecclesbourne Valley Railway, Derby lightweight diesel railcar No. M79900 *Iris* proved a star attraction in events at the Great Central Railway in September.

Due to a shortage of serviceable locomotives, the GCR scaled down its planned September 2-4 diesel gala into a diesel running weekend. *Iris* proved to be very popular, again appearing at the line's September 9-11 beer festival and railcar weekend.

The Derby lightweight DMUs were the first such trains to be built en masse for BR's Derby Works in various formations. No. M79900 was built in 1956 and was withdrawn as early as October 1967. It survived due to its conversion into 'Test Car Iris', a name that stayed with it after it was preserved in 2000.

Before then, it had been rebuilt as test coach No. 975010, based at Bletchley and later transferred to the BR Research Division at the Railway Technical Centre

at Derby for its last few years in traffic. *Iris* was extensively rebuilt between 2000 and 2004 at the Midland Railway – Butterley. The overhaul included the reconstruction of its bulkheads, new Formica panelling, and new seats salvaged from a Class 101. After an extended gala stay at the Churnet Valley Railway, *Iris* was transferred to its present home at Wirksworth.

Iris is seen in service at Loughborough on September 4. ROBIN JONES



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Largest gathering for L&YR locos on tour this autumn

By Owen Hayward

THE largest gathering in preservation of Lancashire & Yorkshire Railway locomotives is planned this autumn as engines continue tours of the region.

Having returned to steam earlier this year, 0-4-0ST 'Pug' No. 19 returned to the Ribble Steam Railway for a month-long visit to its former preservation home. No. 19 was on display in the museum there for almost two decades after arriving from the now long-closed Steamport museum at Southport, never running on the former dockside railway during that time.

Spokesman Gary Severn said: "In a little over 18 months, this Cinderella of a locomotive was transformed by the team at Bury and returned to its former home for September and our autumn steam gala on October 1/2.

"The delightful Horwich-built 'Pug' arrived at Preston on September 1 and has been well received by visitors and enthusiasts alike"

After the event, the 'Pug' was set to return to the East Lancashire Railway, where the L&YR and LNWR merger celebrations continue at that railway's own autumn steam gala – with the four locomotives from the June LNWR/L&YR Merger Centenary weekend being joined by L&YR class 25 No. 957 from the Keighley and Worth Valley Railway.

A reunion of the two surviving 'Pug' locomotives was also on the cards, with No. 51218 set to move to Bury for static display over the weekend, not only bringing the two 0-4-0STs together for the first time since 1998 but also becoming the largest gathering of L&YR locomotives in preservation.

Across the weekend of October 14-16, all four operating L&YR locomotives – No. 957, No. 19, Aspinall 0-6-0ST No. 752, and 0-6-0



On September 8, Lancashire & Yorkshire A class 0-6-0 No. 52322, visiting from the East Lancashire Railway, was the subject of a 30742 Charters event on the Embsay & Bolton Abbey Steam Railway. The morning saw the locomotive hauling an engineers' train in heavy rain, but the sun came out later in the day as No. 52322 took charge of three carmine and cream BR Mk.1s. The train is seen heading back to Embsay in the late afternoon light. MIKE HEATH

Class 27 No. 52322 – plus LNWR 0-6-2T Webb Coal Tank No. 1054 will take centre stage. Keith Whitmore, chairman of the Bahamas Locomotive Society, the custodian of No. 1054, said: "This is going to be a must-see gala – a real 'Great Gathering' of L&YR and LNWR locomotives in the north.

"The June gala was one of the best at the ELR in terms of footfall, and we are delighted to be continuing celebrating and working with the ELR.

"The Coal Tank has enjoyed its visit to the railway and we have cemented good relationships with the teams there that will certainly benefit both organisations."

ELR chairman Mike Kelly added: "This will be the last big steam

event of the year at ELR and a major moment in heritage rail history as we are privileged to have five veteran locomotives from the same operating company together at the first time, in the same place, for the first time in preservation.

"The gala is a historic weekend not just for the ELR, but also for rail enthusiasts everywhere and the wider industry as it will feature star attractions, like the L&Y class 25 No. 957 – which appeared as The Green Dragon in the original The Railway Children film, coinciding with the anniversary of the film's release on DVD, on loan from the KWVR.

"To cap off this truly unique experience, guests can also combine

the gala with an exclusive chance to join steam legend and the owner of A4 No. 60009 *Union of South Africa*, John Cameron, in the Bury Transport Museum accompanied by Steve Davies from The A1 Steam Locomotive Trust, the former National Railway Museum director, on Friday, October 14 for a night of food, drinks, and discussion of all things covering rail history."

The weekend will also be the last chance to see BR (S) West Country Class No. 34092 *City of Wells* in service before it is withdrawn for overhaul.

➔ For further information and to book tickets, visit www.eastlancsrailway.org.uk/events-activities/autumn-steam-gala



Back and running on the railway where it spent many years on static display, 'Pug' No. 19 traverses the tramway over the marina swing bridge on September 2 at the start of a month-long visit to the Ribble Steam Railway. JOHN SAGAR



At the end of the East Lancashire Railway's June gala, L&YR Aspinall saddle tank No. 752 and Class 27 No. 1300 pass beneath the Bury Bolton Street signal gantry as they head for the shed. OWEN HAYWARD



Tea break at the railway's current Carrog terminus as No. 31271 catches the sun. TERRY PICKTHALL/LR

Diesel takeover leads to Llangollen Railway success

By Owen Hayward

A DIESEL takeover saw the Llangollen Railway run its first successful large enthusiast event in three years over September 2-3.

The home fleet turned out for a diesel traction weekend that was blessed with "good attendance levels beyond what I was expecting to see, especially for the Saturday," said spokesman Terry Pickthall, adding that "ticket sales were ahead of budget and have seen the event make a reasonable surplus".

The locomotive line-up saw Classes 26 No. 5310, 31 No. 31271, and 47 No. 1566 head passenger services on the 7½-mile – and soon-to-be 10-mile – line. The timetable operated with one rake comprised of BR Mk.1s, a second with the line's GWR Inspection Saloon coupled to three of its suburban coaches, and a third mixed rake of brake vans and hoppers, along with the railway's LNER pigeon van for passengers to ride aboard.

"All three locomotives were spot-on, with the ballast train a particular highlight, especially as the hoppers were all loaded," Terry said. "At about 150 tonnes, this made it the equivalent of about five Mk.1s, so the Classes 26 and 31 had plenty to work at. Unfortunately we were not able to offer brake van rides on the freight, but the pigeon van provided that chance to ride with the train."

The reduced number of available coaching stock was owing to ongoing maintenance and repairs being carried out to the day-to-day fleet, which are under way with a view to maximising available seating for the railway's Santa trains this winter.



Class 26 No. 5310 awaits the arrival of Class 47 No. 1566 at Glyndyfrdwy during the Llangollen's first diesel event in three years. TERRY PICKTHALL/LR

At Llangollen station, Class 08 D3265 was used for driver-for-a-fiver experiences, which were in high demand throughout the weekend.

"I'd like to extend a massive thank-you to everyone who supported our 2022 diesel weekend, passenger or volunteer," added Terry. "Save for some minor challenges with the signalling at Goods Junction, everything ran pretty much as we'd hoped for. We have plenty to build on or 2023; on that subject, the provisional dates for our 2023 event are September 16 and 17."

The Llangollen Railway has announced that its Corwen extension is planned to open on March 1, 2023, at the start of a five-day celebration. Planning was still underway, with more information about the event to come nearer the time.

IN BRIEF

→ THE replica of *Locomotion No. 1* is to be restored by autumn 2024 so it can play a starring role in the 200th anniversary of the Stockton & Darlington Railway celebrations the following year, under plans by Darlington Borough Council. It is planned that a train of chaldron wagons would be added to recreate the first train on the line of the world's first steam-hauled public railway and that the locomotive will be used to restage the original's inaugural crossing of the town's Skerne Bridge. The council agreed with Beamish Museum last year to take on the replica, built to commemorate the railway's 150th anniversary in 1975.

→ FOLLOWING this year's hugely successful event, which drew more than 2000 visitors and had 23 layouts on display, the date for the 2023 International N Gauge Show at the Warwickshire Event Centre has been announced as September 9/10.

→ BR Mk.2 BFK No. 14123 was sold and moved from its former East Kent Railway home to Eastleigh on September 6, where it was reported to be joining Class 50 Nos. 50021 and 50026 as a support vehicle. As an air-braked only vehicle, it had limited potential for service on the majority of the UK's heritage railways.

→ ON August 31, the Kent and East Sussex Railway's GWR Railcar No.20 was extracted from storage and towed to Tenterden to enable its restoration to continue.

→ ROMNEY Hythe & Dymchurch Railway Pacific No.2 *Northern Chief* paid a visit to the Kirklees Light Railway over the weekend of September 10-11 for its autumn steam and diesel gala. Also appearing was privately-owned 4-4-2 No. 32 *Count Louis*, alongside steam rollers and traction engines.

Commons leader's visit to Locomotion showcases 'fantastic' rail heritage

THE Leader of the House of Commons, Mark Spencer, visited the Locomotion museum in Shildon to see first-hand how Government investment is boosting railway heritage.

Mr Spencer, Conservative MP for Sherwood, made the visit during a trip to the North East on August 25 to view the potential new site for a station at Ferryhill, one of the Restoring Your Railway schemes receiving a share of the Government's £500 million to reopen closed lines. Joined by Rail Minister Wendy Morton MP at Ferryhill, the pair met residents and commuters who would

benefit from the reopening of the station, which would boost links to Teesside. It is also the first step in proposal for the Leamside Line reopening, restoring the lost connection to Newcastle and Sunderland. Ferryhill last saw trains in 1969.

Locomotion was recently awarded £5.9 million of Levelling Up funding via Durham City Council to allow the site to open New Hall, which will house up to 50 more vehicles and will make the museum home to the largest undercover collection of heritage rail vehicles in the world, increasing

visitor numbers by 50,000 people each year.

Mr Spencer said: "It has been fantastic to see first-hand how Government investment is making a real difference in the North East.

"Both the successful bid by Durham City Council for Levelling Up funding and the tireless lobbying by the Ferryhill community, including Coun Joe Quinn, are true examples of democracy in action – where the community asked and the Government answered. I look forward to seeing the projects once they are complete."



House of Commons Leader Mark Spencer views Class 43 High Speed Train power car No. 43102 and the plates which record that, on November 1, 1987, it set the world diesel train speed record of 148.5mph. CABINET OFFICE

Standard 76077: a 2-6-0 once more

By Robin Jones

VISITORS to the Toddington Standard Locomotive Ltd shareholders' open day on September 3 were delighted to find that not only that the cab of ex-Barry scrapyards BR Standard 4MT No. 76077 was in place, but also that it had become a 2-6-0 once more.

The one-time resident of Sutton Oak at St Helens (8G), and which in May 1987 became the 186th locomotive to be bought from Dai Woodham's scrapyards for preservation purposes, has regained its correct wheel arrangement following fitting of the freshly-overhauled coupling rods, complete with their new bearings.

The cab was temporarily fitted, but the legend '76077' on the cab-side made the engine look all the more complete.

Work in bringing the locomotive back to life has been progressing rapidly at the Locomotive Maintenance Services (LMS) works in Loughborough. A combination of professional engineering skills and regular volunteer input is working well. Volunteer working parties are regularly organised at both Loughborough and Toddington, the locomotive's eventual base on the Gloucestershire Warwickshire Railway.

TSLL's marketing director, Ian Crowder, said: "Our second open day was a huge success, attracting both existing and potential shareholders."

"I think everyone was extremely excited by the way the locomotive is coming together so quickly."

"Despite delays thanks to Covid-19, we are still on track to see the locomotive in steam for its 70th birthday in 2026, provided, of course, that the funding is available. I believe that this rapid timescale, compared with other restorations, is a key reason why investment has proved to be so popular."



Visitors gather round BR Standard 4MT 2-6-0 No. 76077 during the shareholder open day at Locomotive Maintenance Services in Loughborough on September 3. IAN CROWDER

Ian said that while celebrating the joint milestones of fitting the coupling rods from scrapped sister No. 76080 and the trial-fitting of the cab, there clearly remains a huge amount to achieve.

"The next step at LMS is to machine the bores of the valves and cylinders, then fit the slide bars and install the pistons, piston valves and assemble the valve gear," he said.

Fundraising push

"Meanwhile, we are planning to bring the boiler, which is at Toddington, into the David Page Shed there and trial-fit the crinolines and cladding, which is being manufactured off-site."

The company is planning a major push in 2023 to raise the necessary £150,000 for the boiler overhaul.

"Following inspection last year, we know what needs to be done," said Ian.

"Fortunately, and despite it being one of the first boilers manufactured for the class back in 1951, it is in very

good condition. No. 76077 received this boiler during its one and only general overhaul at Eastleigh in 1964, and the locomotive did less than four years' work before it was withdrawn in 1967."

TSLL has recently issued its third parts list in its highly successful component sponsorship scheme. This document describes and illustrates further components that need to be made or refurbished.

It includes items such as cylinder relief valves (£250 each), brake hangers (£425 each), radius rod die blocks (£250 each), valve spindle crosshead guide blocks (£450 a pair), components for the cab such as the floor, tool boxes, seats, prep-pipe, and coal sprinkler valve, and numerous other items.

"Many of these components have already been sponsored and several more commitments were made during the open day," said Ian. "For example, one of the more expensive items was the reverser

gearbox, costing £10,500. For such items we divide the cost into more manageable 'lots'. The reverser gearbox was divided into 75 units of £140 and is now fully funded."

In the longer term, a tender will be built, which could be either a BR2A as originally fitted or the larger BR1B that many of the SR-allocated members of the class featured. If the latter was built, then No. 76077 would be the only surviving member of the class to be so equipped.

However, in the shorter term, it is planned to hire a suitable tender when the locomotive itself is completed. The opinion of shareholders is being sought as, ultimately, it is their engine.

Rapid progress

No. 76077 is one of 115 Standard Class 4 2-6-0s built between 1952 and 1957. It was completed at Horwich in December 1956 and allocated from new to Sutton Oak, where it remained until the shed closed in June 1967. The locomotive – along with sisters Nos. 76079/80/84 – was transferred to Wigan Springs Branch and withdrawn that December.

In 1968 the four were purchased by Dai Woodham and, in the company of other locomotives, made their last journey to Barry. While there, No. 76080 was broken up and No. 76077 suffered the loss of many components, including the tender, running boards, smokebox door, and chimney, as well as most of its valve gear and coupling rods.

It was the last of the class to leave for preservation in 1987, having been purchased by Chris Hinton for restoration at Toddington on the formative G/WR.

The locomotive was quickly dismantled and some useful restoration work undertaken, but work ceased due to other priorities and the components were loaded

MPs voice support for the national Love Your Railway campaign

WHEN MP Kevin Hollinrake visited the North Yorkshire Moors Railway, he showed his support for the second Love Your Railway campaign, which was again being spearheaded by the line.

"I am pleased to support this brilliant yearly campaign once again after another challenging year for the sector," said the MP for Thirsk and Malton. "Love Your Railway shines a spotlight on our iconic rail history here in North Yorkshire, and with summer drawing to a close it's even more

important to keep supporting heritage railways in autumn and winter months and ensure they survive for future generations."

Other MPs who backed the Love Your Railway campaign include: Nigel Huddleston, Minister for Sport, Tourism, Heritage and Civil Society; Chris Heaton-Harris (Daventry); Lucy Allan (Telford); and Dr Daniel Poulter, (Central Suffolk and North Ipswich).

About 85 heritage railways and museums took part in the six-week campaign.



Pictured left to right are Kevin Hollinrake with the NYMR's Mike Wynn, Margaret Stainburn, and Paul Middleton, the line's traction and rolling stock manager. NYMR

onto wagons and stored at the end of Toddlington's North headshunt, where they remained for 30 years. A large collection of smaller components was stored off-site.

Following a visit to the G/WR of sister No. 76017 (which has No. 76077's original tender) in 2017, the G/WR's locomotive department recognised how useful such a locomotive would be on the 14-mile heritage line.

Led by Chris Irving, who would become chairman, and Andrew Meredith, who was to become engineering director (and an employee of LMS), four members of the department approached Chris Hinton to discuss formation of a company to take on the restoration.

The result was the creation of TSLL, and transfer of ownership of the locomotive took place in October 2018, with Chris Hinton becoming a founding director of the company.

Following retrieval of components, shot-blasting them, and applying protective paint, the frames were moved to LMS in 2019 and work started in earnest the following year, as highlighted in *Heritage Railway* issue 275.

'Delivering our promise'

"How much has been achieved in such a short space of time is astonishing," said Ian. "We are delivering on our promise to



The 'kit of parts' including coupling rods and a cab comes together at in Loughborough. Much work remains to be done on the cab, however, and the number was a temporary addition for the open day. IAIN CROWDER

those early shareholders who have put their faith in us to get on with the job of bringing No. 76077 out of its long-term slumber and on the road to steaming once again. The progress has also attracted others to invest their money in the project, in the certainty that they will see the fruits of their investment before too long."

Returning a locomotive that is essentially in scrapyard condition to steam in just six years is a tall order; many voluntary restorations have taken up to 30 years or more.

"I wasn't the only person excited by the visible achievements on show," said Ian. "There was a palpable air of anticipation as shareholders and

friends gathered to talk about the progress over a cup of coffee. This project is really making itself felt in the preservation scene."

→ To find out more about how get involved, either practically or as a shareholder or to sponsor a component, visit www.standard76077.com

Homebound 'emergency' rescue for LNWR royal saloon

By Owen Hayward

VINTAGE Trains has stepped in to help rescue LNWR semi-royal saloon No. 806 with its future looking uncertain, becoming involved once more in a vehicle it saved for preservation.

Built in 1903 to the same body style of the rest of the LNWR Royal Train, it is the only survivor of Wolverton-built senior special traffic saloons for King Edward VII and Queen Alexandra's Royal Train.

Comprised of one day and two smaller night saloons, the interior was originally fitted out in white naval-style mahogany, while corridors and vestibules used varnished mahogany.

No. 806 was withdrawn in 1973 and entered preservation with VT, then known as the Birmingham Railway Museum, shortly afterwards.

LNWR semi-royal saloon No. 806 is now at Tyseley Locomotive Works. The modern lamps fitted outside are a sign of its previous non-rail use in Kent. MICHAEL WHITEHOUSE/VT



Restoration was aided by a community scheme that provided unemployed craftsmen with work experience so they could gain full-time employment, a programme that resulted in more than 800 people being retrained and gaining new jobs in industry.

In 1988, Prince Charles, now King Charles III, visited Tyseley to celebrate the achievement and recommission No. 806, which had now been restored to original condition.

Unfortunately, British Rail withdrew the ability to run wooden-bodied vehicles on the main line, thus preventing VT's ambition for the saloon, and it was sold to a private individual for use on the Bluebell Railway's Golden Arrow dining trains.

It relocated to the Lavender Line in Isfield in 2014 after moving

offsite for a filming job, before being sold again in 2015, after which it moved to the car park of an Indian restaurant in Polhill, Kent, as an events space.

That restaurant closed earlier this year and it became necessary to move the carriage again, the owner appealing to Vintage Trains for assistance.

Given its national importance and the company's previous association with the vehicle, VT agreed to fund the move by road to Tyseley to secure its long-term future, for which plans are currently being formulated.

Though structurally sound, significant external bodywork repairs are required. Internally, it remains in superb condition – a testament to the 1980s restoration carried out. Though the owner has expressed an interest in transferring the vehicle to VT's charitable trust at a fair price, funds are required to complete the purchase as it remains possible that it could be sold elsewhere.

A VT statement said: "It is possible that No. 806 could be restored for use at Tyseley Locomotive Works for display and private hire, and it may yet be possible for the saloon to run on the national network for special events and celebrations. It would



Now King Charles III, the then prince unlocks saloon No. 806 at its recommissioning in 1988, with his equerry, Major Christopher Lavender (left) and Vintage Trains chairman Michael Whitehouse (right) looking on. VT

be a superb vehicle to accompany the reproduction LNWR 2-2-2 single wheeler 'Bloomer' locomotive on exhibition nationally."

Chairman Michael Whitehouse added: "This is just the first stage of an emergency rescue. What happens next depends on support and cash."

→ Anyone who is interested in or is able to assist the project is invited to contact VT by emailing enquiries@vintagetrains.co.uk

IN BRIEF

→ LNER Thompson 4-6-0 B1 No. 1264 arrived at the Nottingham Heritage Railway on August 31, ready to commence its overhaul. As reported in *HR* issue 296, the decision to move it to Ruddington from the North Yorkshire Moors Railway was partly taken so the locomotive would be closer to the majority of the Thompson B1 Locomotive Trust volunteers. It is envisioned that the locomotive will retain its main line certification; the NHR's soon-to-be restored national network connection was another factor in the decision to relocate the B1.

→ THE Embsay & Bolton Abbey Steam Railway is celebrating after raising £200,000 towards the restoration of Hunslet Austerly 0-6-0ST No. 3168 of 1944 S134 *Wheldale*, which has not steamed since the mid-1990s. Supplied new to the Ministry of Defence, it was bought by the NCB in 1965 and moved to the heritage line in 1982. Described as ideal locomotive for the EBASR, a further £100,000 is need to return it to running order. Donations are invited via www.embsayboltonabbeyrailway.org.uk

→ SOLIHULL Model Railway Circle is holding its annual exhibition in St Marys Church Hall, Hobs Meadow, from 10am to 4.30pm on Saturday, November 12, with 10 layouts on display.

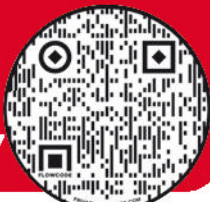
→ THE Riverside Miniature Railway in St Neots has received a Green Flag Award, an international quality mark for community projects in parks and green spaces. The 5in/7½in gauge line is the first miniature railway in the United Kingdom to receive the award.

→ A TALK about the Midland & South Western Joint Railway, its demise, and then its partial resurrection as the Swindon & Cricklade Railway, with information on latest developments, will be given by Richard Heacock at the Museum of Bath at Work, in Julian Road, Bath, at 7.30pm on November 3.

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'Night Owl' and SECR headliners set to attract worldwide interest

By Geoff Courtney

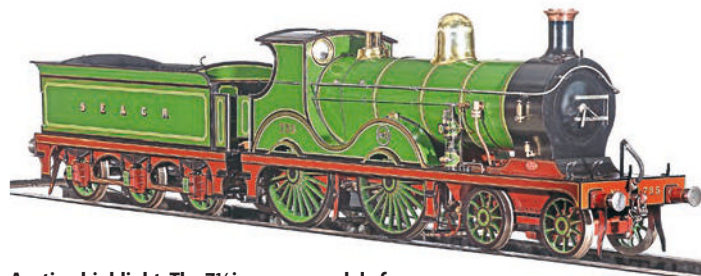
TWO exhibition-quality live steam locomotive models with a combined top estimated selling price of £120,000 are to spearhead Dreweatts' half-yearly Transport Sale at Donnington Priory, Newbury, on November 1 in an auction that is expected to attract worldwide interest.

Built in 7¼in gauge by David Aitken, one of the country's finest and most respected modelmakers, and each estimated at up to £60,000, the pair comprises GWR 2-8-0 No. 4708 and South Eastern & Chatham Railway Class D 4-4-0 No. 735.

The locomotive on which the GWR model was based was built at Swindon in April 1923 to the design of GWR Chief Mechanical Engineer George Churchward and withdrawn from the West London shed of Old Oak Common (81A) in October 1962.

It was one of just nine in a class dubbed 'Night Owls' by steam-era trainspotters as their primary work was hauling fast long-distance overnight freight trains, although on postwar busy summer weekends they were occasionally called up to work heavy holiday expresses to the West Country, a role they adapted to admirably. Indeed, I logged No. 4708 passing through Reading (General) on Saturday, August 30, 1958, hauling the Down 'Royal Duchy' Paddington-Penzance express, a prestigious role for any locomotive, let alone one that had been built 35 years earlier for freight operations.

No. 735 was outshopped by Sharp Stewart of Glasgow in



Auction highlight: The 7¼in gauge model of SECR Class D 4-4-0 No. 735 that will be one of the headliners in Dreweatts' Transport Sale on November 1. DREWEATTS

November 1901, one of 51 in a Harry Wainwright-designed class of express locomotives built at five different works, the others being Dübs & Co, Robertson Stephenson & Co, Vulcan Foundry, and by the SECR itself at Ashford.

In 1921 Richard Maunsell, Wainwright's successor as Chief Mechanical Engineer, started the rebuild of 21 members of the class into more powerful D1 class locomotives, and No. 735 was one of these. The 4-4-0 survived well into the BR era, being withdrawn from Eastleigh (71A) as No. 31735 in April 1961.

Earlier era

Representing an earlier era is another David Aitken exhibition-quality 7¼in gauge model, of LBSCR A1 'Terrier' 0-6-0T No. 82 *Boxhill*, which has an estimated selling price of up to £25,000. This locomotive was built at Brighton in August 1880 and withdrawn as Brighton Works shunter 380S in August 1946, but avoided the cutter's torch and is now part of the National Collection on display at the NRM.

Other models in the auction include two built in 5in gauge by the late John Adams of Poole, comprising Standard Pacific No. 70012 *John of Gaunt*, which has a top estimate of £40,000, and at £30,000, LMS Royal Scot No. 46123 *Royal Irish Fusilier*.

Two further GWR models are 5in gauge No. 3822 *County of Brecon* and 3½in gauge No. 6001 *King Edward VII* in 3½in gauge, and from the last days of steam Standard 9F No. 92220 *Evening Star* in 5in gauge.

Michael Matthews, Dreweatts' steam and model engineering consultant, said: "The auction is developing into a very good one, with entries from as far afield as Italy.

"There will be a wide range of live steam models on offer from Gauge 1 to 7¼in, and with no more Covid-19 pandemic restrictions we are looking forward to welcoming collectors back to our saleroom in addition to a worldwide live online audience."

→ Read Geoff Courtney's railwayana and models auction column in next month's issue of *Heritage Railway* magazine for further details of the auction.



Holiday season: GWR No. 4708 crosses the River Exe beyond Exeter West signalbox after departing from Exeter St David's with a Down West Country express on August 7, 1955. A 7¼in gauge live steam model of the 2-8-0 is to go under the hammer at a Dreweatts' auction on November 1, with an estimated selling price of up to £60,000. TRANSPORT TREASURY

DVLR chairman hails record visitor numbers

By Geoff Courtney

THE chairman of Yorkshire's Derwent Valley Light Railway has hailed the 'buzz' around the heritage line after it carried a record number of passengers over the summer and welcomed an influx of new volunteers.

Based in York's Murton Park, the home of the Yorkshire Museum of Farming, the railway operates on a half-mile stretch of the original DVLR that ran 15 miles from York Layerthorpe to Cliffe Common, near Selby. It opened in 1912 for mainly agricultural traffic, although passenger trains ran from 1913 until 1926, and it closed in 1981, by which time it was one of the last privately-run commercial standard gauge lines

in the country. Preservationists took over the line within the park in 1990, and regular passenger services started in 1993.

It now has a fleet of 10 diesels, comprising seven industrial and three ex-BR locomotives – Class 03 No. 03079 (D2079), Class 04 D2245, and Class 08 No. 08528 (D3690).

While passenger numbers may be overshadowed by those on such major heritage lines as the DVLR's neighbour, the North Yorkshire Moors Railway 25 miles up the road, any record is worth celebrating, and the DVLR is no exception.

Passenger numbers have increased every year since records began in 2011, and the upward graph has continued this year, as explained by



Daily visit: Class J25 No. 65714 calls at the Derwent Valley Light Railway station of Wheldrake with the daily freight on June 7, 1960, when the 0-6-0 was 60 years old and still had seven months to go before withdrawal from York (50A). The station opened in July 1913 and handled passenger traffic until September 1926, but remained open for freight until its closure in 1968 – 13 years before the line itself closed. The out-of-sight station building beyond the locomotive was dismantled and rebuilt at York's Murton Park to become the base for the preservation-era Derwent Valley Light Railway, which chairman Craig Benton describes as "buzzing". DVLR ARCHIVES/VIC NUTTON TRAVEL LENS PHOTOGRAPHY



Good shot: The Derwent Valley Light Railway station of Murton Park, York, on August 28, with ex-BR Class 08 No. 08528 (D3690) waiting to depart with a passenger train. At the rear is Ruston & Hornsby 165DS class 0-4-ODM *British Sugar*, and on the platform a group of volunteers is ready to entertain visitors with the line's traditional Bank Holiday weekend cowboy shoot-out. MIKE WILCOX

chairman Craig Benton: "In the early days we were getting about 3300 during a whole season, from April to the end of September. This year we had achieved a new record of 5231 passengers by the end of June, when there was three months of the season still to go."

The railway, which ends its summer season on October 2, has also seen an influx of new volunteers that has boosted the line's Tuesday gang, working on several projects. One of these is an overhaul of 1941-built Drewry 0-4-0DM DC 2164, which the railway says is coming on "in leaps and bounds," with a new cab expected to be in place by the end of September. "The team working

on the Drewry have really surprised us all as to how much progress has been made. It really is tremendous," said Craig. "Overall, for a small railway we are working very well together, with a real buzz about the place. The majority of our engines and rolling stock have very recently been, or are being, painted, which is very rare for a railway."

Jonathan Stockwell, the railway's archivist and quarterly newsletter editor, supports the positive air at Murton Park. "With increased passenger numbers and an increase in working members, 2022 appears to be an excellent year," he writes in the latest newsletter issue. "There is so much happening these days."

Fermanagh Railway Heritage Volunteers celebrate silver jubilee

By Hugh Dougherty

THE silver jubilee of the Fermanagh Railway Heritage Volunteers was celebrated in style on August 20, when Heritage Railway Association president Lord Faulkner of Worcester visited Headhunters Railway Museum and Barbershop in Enniskillen.

The premises, which uniquely combines haircuts with railway heritage, is home to a collection of artefacts relating to the Great Northern Railway of Ireland, the Sligo Leitrim & Northern Counties Railway, and the Clogher Valley Railway.

Selwyn Johnston, one of the group's founder members, welcomed Lord Faulkner to the museum, which is a member of the HRA, and took him on a tour of the exhibits. The museum was runner-up in the outstanding

railway attraction category at the HRA awards.

Selwyn said: "After the foundation of the group, which includes railway enthusiasts and former railway staff, we began to collect relics of the GNR(I) and SL&NCR lines which both closed through Enniskillen on September 30, 1957.

"We needed a museum to keep them safely and to make them available to the public, and we were able to open in Headhunters on September 30, 2002, so we are also marking the 20th anniversary of the opening of the museum.

"We were delighted to welcome Lord Faulkner. He had been with us in 2017 to present the group, which is a registered charity, with the Queen's Award for Voluntary Service, and was pleasantly surprised to see how the museum has grown and improved in the last five years."



Ring the changes: Lord Faulkner tries his hand at ringing the Enniskillen station platform bell as Selwyn Johnston looks on. ROY CRAWFORD

Lord Faulkner was invited to ring the museum's latest acquisition – a large brass bell used by platform staff at Enniskillen station to alert passengers to the imminent departure of their train. Like most of the items on display, the bell was donated by the family of former railway workers.

He said: "Headhunters does a wonderful job in keeping alive the memory of the many railways in and around Enniskillen and the part they played in the region's economy. I often advise my HRA colleagues to visit this unique and important railway museum and I wish it well for the future."



The Moorish Arch which accommodated rope-winding engines to haul trains up the inclines. HISTORIC ENGLAND



The famous contemporary painting of the entrance to the Liverpool & Manchester Railway tunnels in Edge Hill cutting. HISTORIC ENGLAND

‘World first’ Edge Hill station site becomes a scheduled monument

By Robin Jones

THE starting place for steam locomotives on the Liverpool & Manchester Railway, the world's first inter-urban line, is now protected as a nationally important archaeological site.

Following an application from the Liverpool and Manchester Railway Trust in 2018, assessment of 19th century documentary evidence, analysis of the archaeological excavations in the 1970s, and comparison with other early railway sites nationally has led to the former Edge Hill Engine Station site being added to the National Heritage List for England as a scheduled monument by the Department for Digital, Culture, Media and Sport, on the advice of Historic England.

The opening of George Stephenson's L&MR on September 15, 1830, proved to be a seminal landmark in history. It was the first locomotive-hauled inter-urban public railway to operate a timetabled passenger service alongside transportation of goods,

and demonstrated the profitability and practicality of using steam locomotives for passengers, out-competing rival horse-drawn stagecoach services. It has been described by some observers as the beginning of the modern world.

At what was the first locomotive terminus in Liverpool, engines were detached from trains from Manchester with ropes hauling passenger carriages up inclines to the Crown Street passenger terminus and lowering goods down to the docks at Wapping.

Future discoveries?

The rarity of the surviving remains of the rope-winding arrangement for the Wapping and Crown Street inclines adds to the location's national significance.

The decision to give the site national protection also highlights the potential for future important discoveries. The basements of the two engine houses have not yet been excavated and are also thought to retain further nationally important archaeological remains.

Edge Hill Engine Station was located in a deep cutting with rock-cut chambers. It includes the start of three railway tunnels and the archaeological remains of the engine houses and associated features for the Wapping and Crown Street inclines. The station was the location of the famous Moorish Arch, designed by Liverpool's premier architect John Foster Junior, which housed rope-winding engines to work the trains on the inclines. There is still considerable evidence of the unique rock-cut rooms and chambers that housed the steam boilers and some of the machinery.

Liverpool and Manchester Railway Trust chairman Eric Shenton said: "We are hugely delighted with the Edge Hill Engine Station receiving national recognition. For more than 40 years we've wanted to see the site given the recognition it deserves as the starting place of the world's first inter-urban railway and this news brings us great joy.

"We would now like to see work undertaken to clear damaging

vegetation and for the station site to be included in plans for the celebration of the 200th anniversary of the opening of the railway in 2030, including some provision for visitor access."

Historic England's listing adviser, Eric Branse-Instone, said: "Protecting this surviving national monument to the birth of the railways was only made possible through the painstaking research and tenacity of the Liverpool & Manchester Railway Trust, railway historians, and archaeologists who have worked together to provide the evidence we needed to make this recommendation. I am thrilled for everyone involved."

Place in history

L&MR historian Anthony Dawson said: "If there is any location where it can be said that the modern main line railway began, then it is the Edge Hill Engine Station.

The scheduling of the Edge Hill Engine Station gives it the protection it has so long deserved, and restores its nationally-important status in the development of the railway, transport and mobility, and social history."

Archaeologist Paul Rees said: "When our group – members of the Merseyside Industrial Heritage Society and colleagues from the Liverpool museums – cleared rubble and rubbish from the Edge Hill cutting in the late 1970s, we were so pleased to identify the various trenches through which the rope haulage system operated.

"Having deposited our surveys and photographs at the museum, we felt we had completed our work. Now it is so pleasing to find that our work has also been an impetus for the site being awarded national protection!"



Edge Hill cutting today. ERIC SHENTON/LIVERPOOL & MANCHESTER RAILWAY TRUST



The rock-cut rooms and chambers of Edge Hill cutting. HISTORIC ENGLAND



Peckett 0-4-0ST No. 2111 *Lytham St Annes* departing East Stainmore with Gresley teak No. 3669 and a BR Mk.1 coach on August 28. RODNEY TOWERS

J21 swelling fleet signals Stainmore ambition

THE Locomotive Conservation & Learning Trust, the owner of J21 No. 65033, will finally be able to offer steam this year – but it will not be from its unique North Eastern Railway 0-6-0.

Instead, as part of a tripling of its locomotive fleet, the engine in steam will be Peckett 0-4-0ST No. 2111 of 1949 *Lytham St Annes*.

A firm favourite of visitors and volunteers alike, *Lytham* has been resident at Kirkby Stephen East in Cumbria, home of the Stainmore Railway Company, since its arrival there in 2018. Having restored it to pristine condition, its previous owners, the 9F Locomotive Charitable Trust Company, wanted to ensure that the locomotive had a secure future and so took the decision to transfer it to the LCLT with suitable funding to cover future overhaul and maintenance.

LCLT chairman Toby Watkins said: "We are delighted to take charge of this lovely locomotive. While we

are of course very excited by the J21 getting ever closer to steaming, we also recognise that the sterling service that *Lytham* is providing by hauling SRC trains and supporting the LCLT's activity plan has been vital."

Both organisations share the common aim of supporting the SRC and the development of Kirkby Stephen East as a visitor attraction. With more than five years left of its current boiler ticket, *Lytham St Annes* and the J21 will run together for several years upon the latter's arrival in Cumbria in 2024. The third locomotive joining the LCLT fleet is Hunslet J94 No. 68009 that is undergoing overhaul.

No. 2111 was used at Blackpool Gasworks before initial preservation in *Lytham St Annes* itself. Subsequent spells at Peak Rail and then the Midland Railway – Butterley followed prior to a return to service in 2017 ahead of its move to Cumbria. Meanwhile, the LCLT and *Lytham*

St Annes hosts, the SRC, has made progress on its heritage coach fleet, with a particular focus being on the seven-compartment NER clerestory No. 3071 on long-term loan from Beamish Museum. Expecting a £25,000 swift refurbishment that would have returned the vehicle into traffic this year, the SRC has instead battled repair costs that have risen to more than £40,000.

The main issue has been the discovery of dry rot that has required several compartments and some of the roof to be stripped back and wood replaced. While a great response to the fundraising appeal via the Clerestory Club has seen the original target already met, the SRC needs £15,000 to get the vehicle returned to service, where it can be reunited with the J21.

Details of the Clerestory Club can be found on the SRC website. Donations are invited at: 1 West End, Sedgfield TS21 2BW.

Two guests for Severn Valley's diesel gala

A GB Railfreight Class 56 has joined the roster for the Severn Valley Railway's September 29 to October 2 Autumn Diesel Bash.

With GBRF converting its fleet of Class 56 locomotives into Class 69s fairly soon, this may be the final opportunity for passengers to experience a journey behind one of the company's 56s. The first converted Class 69 was tested at the SVR on behalf of GBRF last year.

The other guests will be Class 55 Deltic No. 55009 *Alycidon*, while Class 31 No. 31466, which visited during the 2021 autumn diesel gala and has since remained at the line, Class 46 D182, which arrived for the spring diesel festival and afterwards also stayed for an extended period, and Class 20 No. 20048, currently residing at the railway, will also be in action alongside the home fleet. Visit www.svr.co.uk for more details.

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GREAT RATES SEE PAGE 30

First World War family link for couple visiting Lincolnshire's Skegness line

A COUPLE who visited the Lincolnshire Coast Light Railway were reunited with both a locomotive on which an ancestor worked and a wagon on which he may have travelled to the front line trenches in the First World War before he was killed in action.

Pam and Roger Biggs, from Bedworth, Warwickshire, met Peckett 0-6-0ST No. 1008 of 1903 *Jurassic*, which was supplied new to Kaye & Co's cement works in Long Itchington, near Southam, where Pam's grandfather, William Frederick Hancocks, worked. *Jurassic* was one of six identical locomotives that took limestone from the quarry to be made into cement. The site is still operational and is now owned by Cemex.

Jurassic is owned and maintained by the LCLR's Historic Vehicles Trust, as is a War Department Light Railways' Class D bogie wagon built by Claytons of Lincoln, used to transport soldiers, ammunition, food, medical supplies and hay to the trenches. Now restored, it has been converted into a disabled access carriage.

William Frederick Hancocks is known to have enlisted in the Coldstream Guards and took part in the third battle of Ypres (Passchendaele)

that cost the British 300,000 casualties and the Germans 200,000 between July 31 and November 10, 1917.

He had been on home leave during 1917, after which his wife fell pregnant with their second child, Freda Jessica, Pam's mother. He was killed



Pam and Roger Biggs on the footplate of Lincolnshire Wolds Light Railway flagship Peckett 0-6-0ST *Jurassic*, on which Pam's grandfather worked at Kaye and Company's quarry and cement works in Southam before enlisting in the British Army in the First World War. JOHN RABY/LCLR

in action on September 21, 1917, and never met his daughter. His brother Jesse had also been killed earlier that year while serving in Mesopotamia.

Having lost two sons, Pam's great-grandmother, Eliza Hancocks, contacted the War Office and asked for the release of her youngest son, 18-year-old Frederick, who was serving in Egypt. Her request was granted, and Frederick also worked at Kate's after the war. He died there in 1958 when he was aged 60.

Pam and Roger have seen William Frederick Hancocks' name on the memorial to the fallen at Tyne Cot in Belgium and now, seeing both *Jurassic* and travelling in a WDLR wagon that is basically identical to the one in which he would have made his final journey to the front line, have been poignant moments.

Pam said: "It was a remarkable experience at Skegness to see two significant relics from my grandfather's life. We were made very welcome by everyone on the Lincolnshire Coast Light Railway and we realise we are now very much part of the history of this unique heritage railway".

Iron ore tippler train in Northampton gala debut

By Robin Jones

THE Northampton & Lamport Railway joined the elite group of standard gauge heritage lines with themed wagon rakes when its recently assembled train of six ironstone tipplers stole the show at its August 27-29 bank holiday family gala weekend.

As highlighted in *Heritage Railway* issue 291, the Ironstone Train Project aims to assemble a typical rake of tippler wagons that were once commonplace in Northamptonshire, which has a long ironstone quarrying history.

The NLR, part of the Market Harborough to Northampton line, had several quarries along its route, including Pitsford Quarry, which closed in 1965 and where the exchange sidings are now part of the heritage line.

The tippler rake took centre stage at the 30742 Charters photographic event on the Friday evening, a first for the line, with gala visitor GWR 2-6-2T No. 5553 from Peak Rail running alongside home-based Hawthorne Leslie 0-4-0ST No. 3718 of 1928 Swanscombe No. 4.

New signalmen

A track circuit failure at Pitsford Sidings on the Saturday morning was rectified by the signal and telegraph department and as a result, the railway was able to operate the full timetable. With all signalboxes open, the line ran at near capacity, while the event also doubled up as an excellent training opportunity for some new signalmen.

In addition to the ore train, there was a second freight working comprising three ballast hoppers.

Railway chairman Adam Giles said: "The ore wagons



Visiting GWR small prairie No. 5553 brings the complete rake of six iron ore tipplers into the new Boughton station, which, it is planned, will see its first passenger trains next year. MARTIN CREESE

performed wonderfully. A few snagging issues were highlighted but these can be dealt with as time permits.

"We are still on the look-out for more ore wagons to strengthen the train. If railways do have any they would sell or agree to a long-term loan, we would be very interested."

"We carried just over 1000 people over the three days. We haven't done a full analysis of the numbers yet, but it looks like we made a small profit and all the volunteers enjoyed themselves.

"So long as the gala at least breaks even then it will remain a permanent fixture in the calendar.

"The format of a family weekend seems to be working over just publicising it as a gala solely aimed at enthusiasts.

"Hopefully next year's gala will see passenger trains running to Boughton."

Extension project

Volunteers have been working hard to complete the half-mile extension to Boughton.

The project has involved restoring an eight-arch low viaduct and building a completely new station with sidings and run-round loop at the former Boughton Crossing on

the A5199. About 230 cubic metres of earth needed to be shifted from the entrance at Pitsford & Brampton station in late August to allow for a future permanent station building, and use it to infill the new station platform at Boughton. Appropriately, the tippler rake was used to move the earth.

→ The Chasewater Railway will be holding a coal train day on Sunday, October 16, telling the story of how coal was transported by rail over the years. The event will feature demonstrations coal trains, passenger services, and model railway displays. Visit www.chasewater railway.co.uk



Waterman Railway Heritage Trust GWR 2-6-2T No. 5553 eases into Pitsford Sidings past Swanscombe No. 4. MARTIN CREESE



No. 553 takes the iron ore tippler train past the 'new' Boughton signalbox, an LNWR structure of 1875 from Betley Road in Staffordshire. DR TONY STEAD

Talylllyn long service award is presented... at Launceston line instead

ON a sunny August day, Launceston Steam Railway hosted an event on behalf of the Talylllyn Railway Preservation Society – the presentation of a TRPS Long Service Award.

The recipient, Michael Farr, well-known for his expert knowledge and printing of tickets, and also for his exquisite narrow gauge railway modelling, began volunteering with the Talylllyn Railway in 1952 and the following year became 'Learner Guard No 3' – and still has the card to prove it.

More recently he has not been able to be quite so active on the TR, but having accomplished more than 50 years volunteering, the TRPS wished to honour him with the Fifty Year Long Service Award. Unfortunately the lockdown intervened, and with little prospect of being able to travel to Tywyn, arrangements were made

for the award to be presented locally. By luck, Michael is well-known at the Launceston line, for which he has not only provided tickets, but has also been a member of the staff. Furthermore, LSR director Jonathan Mann is also chairman of the TRPS, and so it was agreed that Michael would be presented with his award on the LSR. The presentation itself was made at Newmills station, in the presence of fellow 009 modellers and members of the public.

Years-long connection

Although the railways are far apart, they have had a working relationship for several years; the steam-driven air pumps made by the TR's Pendre Works are based on the design of managing director Nigel Bowman for his Hunslet 0-4-0ST No. 317 of 1883 *Lilian*.



Michael Farr (left) being presented with his Talylllyn Railway Preservation Society 50 Years of Volunteering Award by Launceston Steam Railway director and TRPS chairman Jonathan Mann. Hunslet *Lilian* is in the background. JONATHAN MANN

Nigel said: "It was a real pleasure to provide the venue for this presentation.

"Michael is a good friend of the railway and is one of the few who has been connected with railway preservation almost since the beginning.

"Unlike the Talylllyn Railway, which is run by volunteers, the LSR employs

a small – but versatile – team.

However, like the Talylllyn, we run our railway because we value our heritage and the traditional skills and values, and we wish to see these passed on to another generation.

"It is thanks to people like Michael, who helped the TR in its earliest days, that we have such a vibrant heritage movement today."

No. 10000 project reaches new heights

THE Ivatt Diesel Recreation Society has hit new heights in its bid to build a new example of Britain's first main line passenger diesel locomotive LMS No. 10000.

On August 22, after weeks of preparation the group successfully completed the 'Big Lift', using two large cranes to raise the chassis of donor Class 58 No. 58022 off its bogies at Centenary Works, Wirksworth, on the Ecclesbourne Valley Railway. The chassis was then inverted and placed on the society's Sturgeon wagon. The move will enable preparatory work for the chassis to fit the former class EM2 bogies and create the rolling chassis for the new locomotive.

Society secretary Andrew Hoseason said: "This unusual operation took place in complete safety and exactly to plan. We have a talented group



The chassis of Class 58 No. 58022 is lifted at Wirksworth on August 22. IDRS

of engineers working behind the scenes. They spent many hours stripping the chassis and preparing the safety plan. We are inspired to see such a big step forward go so smoothly."

The next steps include the manufacture of parts to match the

chassis and bogies together, along with new, stronger springs as those on the electric EM2 were lighter than the diesel D16/1 design.

The society welcomes donations and sponsorship of individual aspects of the project. Cheques should be made out to 'Ivatt Diesel Recreation Society' and sent to: IDRS, 46 Biddick Village Centre, Washington NE38 7NP. Donations can also be made directly to the society's bank account (sort code 30-94-77 and account number 50405860) or online via the website www.LMS10000.co.uk

LMS No. 10000/1 were the first main line diesels built in the UK. They were built in association with English Electric by the LMS at Derby Works and under BR became Class D16/2.

Both were withdrawn and scrapped in the 1960s.

Ffestiniog line 'best in Europe'

THE Ffestiniog Railway is the best scenic railway in Europe, according to a survey by Which? among its members.

While competitors scored highly on scenery, the Ffestiniog had the edge on better customer service, the survey found.

The top 10 in order were: the Ffestiniog; Bergen Railway, Norway; Bernina Express, Switzerland and Italy; Glacier Express, Switzerland; Brocken Railway, Germany; the Talylllyn Railway; the Welsh Highland Railway; the West Highland Line, Scotland; Flam Railway, Norway; and Golden Pass, Switzerland.

'Half-cab' boiler for Tyseley overhaul

THE boiler of sole-surviving Midland Railway 1F 'half cab' 0-6-0T No. 41708 was set to move to Tyseley Locomotive Works in Birmingham for overhaul – pending final contract sign-off.

Last steamed in 2003, the 'half-cab' has been based at Barrow Hill roundhouse since 2005. In 2019, the Barrow Hill Engine Shed Society concluded a purchase of No. 41708 with a firm commitment to return it to steam with dismantling for overhaul beginning in 2020.

Built at Derby in 1880 as No. 1418 it was first allocated to Burton upon

Trent, moving to Spital in 1892, Toton by 1902 and back to Burton in 1929. It was requisitioned by the War Department in 1940 and placed on loan to the army between April that year and December 1944, where it was employed on the Melbourne line that ran between Derby and Ashby-de-la-Zouch, on which army and allied engineers were trained in preparations for the invasion of mainland Europe.

When withdrawn at Staveley Ironworks in 1966 it was the oldest locomotive in service with BR. Its

survival was partially down to sister locomotive No. 41712, the subject of fundraising efforts to save it, as it had been overhauled as recently as 1963, being sold for scrap before sufficient funds could be raised.

The Midland Railway Locomotive Fund had raised enough by 1966 to acquire one of the remaining five class members, opting for No. 41708 as it was considered to be in the best condition despite being the oldest survivor.

Subject to sufficient funds being raised, it is envisioned that the



The boiler of Midland Railway 1F 'half cab' 0-6-0T No. 41708 inside Barrow Hill on August 28. ROBIN JONES

locomotive could return to steam in late 2024 or early 2025.

➔ Barrow Hill 150 Not Out (plus two): feature, pages 50-53.



The wreath carried by D1040 *Western Queen*, aka D1062 *Western Courier*, on the Severn Valley on August 14. WLR

Remembering three crewmen who died in *Western Queen* crash of 1963

THE Western Locomotive Association has commemorated three men who lost their lives in the Knowle & Dorridge rail crash of August 15, 1963.

They died after a signalman's error routed a freight train carrying out a routine shunting manoeuvre into the path of an express passenger service which slowed but could not avoid the collision.

Normally comprising a nine-coach Blue Pullman DMU, that train has been taken out of service and replaced by an 11-months-old Class 52 diesel hydraulic, D1040 *Western Queen*.

The express was travelling at 80mph approaching the station (now named simply Dorridge) on the Birmingham Snow Hill to Leamington Spa line in Solihull when the driver saw its distant signal at caution. He applied the brakes but could slow down only to 20mph before colliding with the loaded flat car of stationary freight train. The locomotive cab was crushed.

While the driver, fireman, shunter and guard on the freight train jumped clear, the *Western's* cab was crushed and drivers Thomas 'Ernie' Morris and Sydney Bench and second man David Corkery, who was covering for the rostered man who had gone off sick, died. Thomas Morris was one of the first drivers to be certified on the Blue Pullman sets, and featured in the 1962 British Transport Film *Let's Go To Birmingham*. D1040 spent six months at Swindon Works where its damaged A-end cab was rebuilt before being released back to traffic. Its last day in traffic was February 26, 1976, being withdrawn from service the following day, and cut up by August 11 that year.

To celebrate The Queen's Platinum Jubilee, the association temporarily renamed D1062 *Western Courier* as D1040 *Western Queen* for the 2022 operating season on the Severn Valley Railway. To honour the three men, on Sunday, August 14, the locomotive operated all day carrying a commemorative wreath.

Lost Edinburgh turntable is uncovered by archaeologists

By Hugh Dougherty

THE turntable pit at the former St Margaret's locomotive shed and works has been literally unearthed thanks to Edinburgh City Council archaeologists.

Dating from 1846, when the North British Railway opened St Margaret's alongside its line from Edinburgh to Berwick-upon-Tweed, the brick-lined pit was in use supporting the depot's turntable until the shed, which straddled the East Coast Main Line, was closed in 1967.

In its first 20 years, St Margaret's Works built locomotives for the NBR, before the company opened its Cowlares Works in Glasgow, and, after closure by BR, with the end of steam, the St Margaret's site was bulldozed, obliterating all traces of its railway heritage – or so it was believed.

Now, with a low-carbon, affordable mixed ownership and tenure residential development planned for the site, Edinburgh City Council and AOC archaeologists have carried out excavations at St Margaret's, resulting in the discovery of the turntable pit and other steam-era artefacts. The council is working with developers to explore the possibility of the turntable pit being conserved and retained as a feature of the new housing development to ensure that the area's railway past is not forgotten.

Coun James Meagher, the city's housing, homelessness, and fair work



St Margaret's in 1962 with steam very much in evidence. BEN BROOKSBANK/CREATIVE COMMONS

convener, said: "Council officers are working with local people to look at how we might memorialise some of the findings.

"They hope to be able to keep the turntable pit on show and create a focal point for residents moving into the 675 homes being built on the site for sale and rent."

City archaeologist John Lawson said: "The remains of the engine turntable are a rare survival and take us back to the beginnings of our Victorian railways in the 1840s.

"The turntable was in use until the closure of the depot in 1967, and our work with AOC archaeology will help us not only understand both the development of the structure but will also give us a window into

the day-to-day hard work of railway engineers during the days of steam.

"In its heyday, more than 200 steam locomotives would have used the shed and yard daily and the site would have employed a large number of railway staff, many of whom would have lived locally."

North British Railway Study Group secretary John Wilson added: "We have been very pleased to have worked on this project with the council. The unearthing of the turntable is a remarkable discovery recalling 120 years of railway history on the St Margaret's site."

The city council opened the site to the public on August 27 to show the work of the railway archaeologists at first-hand.

Digging up the past: AOC Archaeology staff uncover the turntable pit at St Margaret's Depot in Edinburgh, with the East Coast Main Line behind. AOC ARCHAEOLOGY





The heroes of the East Midlands Railway rail vehicle recovery team, who had No. 80080 rerailed within four hours. NEIL FERGUSON-LEE

East Midlands Railway team rerails Ecclesbourne engine

A MAIN line operator's rail recovery crew saved the day when a steam locomotive came off the rails on the Ecclesbourne Valley Railway.

BR Standard 4MT 2-6-4T No. 80080, on loan from the Princess Royal Class Locomotive Trust at Butterley, derailed while running round a service at Duffield on the morning of Friday, August 19, causing minimal damage to both locomotive and track. Within 15 minutes of the incident, a double-decker bus was found to take stranded passengers back to Wirksworth. For the weekend, services operated between only Wirksworth and Shottle, including several fully booked 'Faulty Towers' dining experience services on the Saturday.

The East Midlands Railway rail vehicle recovery team, led by Mark Coney, that company's head of engineering, arrived on the Sunday and had No. 80080 rerailed inside four hours. The locomotive was then topped-and-tailed to Wirksworth



BR Standard 4MT 2-6-4T No. 80080 derailed at Duffield on August 19. NEIL FERGUSON-LEE

using two locomotives provided by Locomotive Services Limited of Crewe. EVR operator Wyvern Rail plc vice chairman Neil Ferguson-Lee said: "The most remarkable aspect was how the EVR's team and the whole railway worked together to recover the situation," adding that the EMR team – several of which are EVR volunteers – deserve special recognition. The minor damage had been repaired by September 8 and the locomotive returned to traffic.

Wensleydale appeal launched to replace prewar track to Redmire

THE Wensleydale Railway has launched an appeal for funds to restore passenger services to Redmire after three years.

The deteriorating condition of the track and infrastructure on the section of the heritage line from Leyburn to Redmire has precluded passenger trains from being run over it. The track is life-expired and dates back to before the First World War. It is predominantly constructed on ash ballast, wooden sleepers, and 90lb North Eastern rail, which is heavily worn out.

Considerable vegetation needs to be removed, rebalasting done, and drainage renewed. In addition, major infrastructure work is needed to such as the second platform construction and footbridge replacement at Leyburn and signalling.

It is estimated that the required track and infrastructure upgrade work will cost more than £1 million.

The appeal's purpose is primarily to raise 'pump-priming' funds to provide support for larger grant applications in the future that are necessary to reopen this section of line.

Meanwhile, the railway has secured a £386,000 grant from the National Lottery Heritage Fund to restore Leeming Bar station house and develop the 1920s heritage programme.

Wensleydale Railway Association (Trust) limited chairman Nigel Park said: "The trust is pleased to launch our new appeal to upgrade the railway's infrastructure and bring the standard of the whole route up to where we aspire it to be.

"This is probably the most important appeal we have ever made."

Donations can be made online at www.justgiving.com/campaign/returntoredmire

Remember the Colonel – helping heritage lines through grant-giving

THE Colonel Stephens Society has made a new series of grants to heritage railways.

Following proposals at its annual general meeting, the society committee has given the East Kent Railway Trust £1000 towards the renewal of the platform at Eythorne station, £250 to the Welsh Highland Heritage Railway WDLR Baldwin 4-6-0T No. 794, as a successor to the Welsh Highland Railway's original Baldwin No. 590 which was scrapped in 1942, and £500 to the Isle of Wight Steam Railway towards the construction of a trailer to accompany the recently-restored Ryde Pier Tramway Drewry railcar No.2.

The railcar has a close similarity to the Drewry railcars that operated on the Weston Clevedon & Portishead Railway, part of the empire of Lieutenant-Colonel Holman Fred Stephens (1868-1931).

The Ashover Light Railway Association has been given

£500 to purchase more track for the Butts Pasture recreation at Rowsley station on Peak Rail, recalling another of the colonel's narrow gauge lines.

In 2021 the society donated £500 to the Colonel Stephens Railway Museum in Tenterden to help fund the preservation of a unique sign from the WCPR in Clevedon.

The society was originally established as a historical and correspondence organisation to research, record, and share information about the colonel.

Since the society began its donations programme in 2000, it has now dispersed more than 65 sums totalling £24,587.50.

Treasurer Nigel Bird said: "This is a significant sum for a relatively small society, all down to the generosity of our members who have willingly contributed extra with their annual subscriptions."

Find out more online at <https://colonelstephenssociety.co.uk/>

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SEVERN VALLEY AUTUMN STEAM GALA FEELS THE EFFECT OF SUMMER HEAT

Visiting engines and the first gala appearance since overhaul by flagship GWR 4-6-0 No. 4930 *Hagley Hall* drew crowds to the Severn Valley Railway's successful September 15-18 autumn steam gala. However, the summer's freak hot weather and its impact on lineside vegetation also took its toll, reports **John Titlow**.

It was all hands to the pumps on September 14 to prepare for the SVR's autumn steam gala that took place over the following four days.

The eagerly-anticipated event is one of preservation's highlights of the year, showing off how the railway can produce an intensive timetable, bring in visiting locomotives, and assemble a variety of trains from its first-class fleet of carriages.

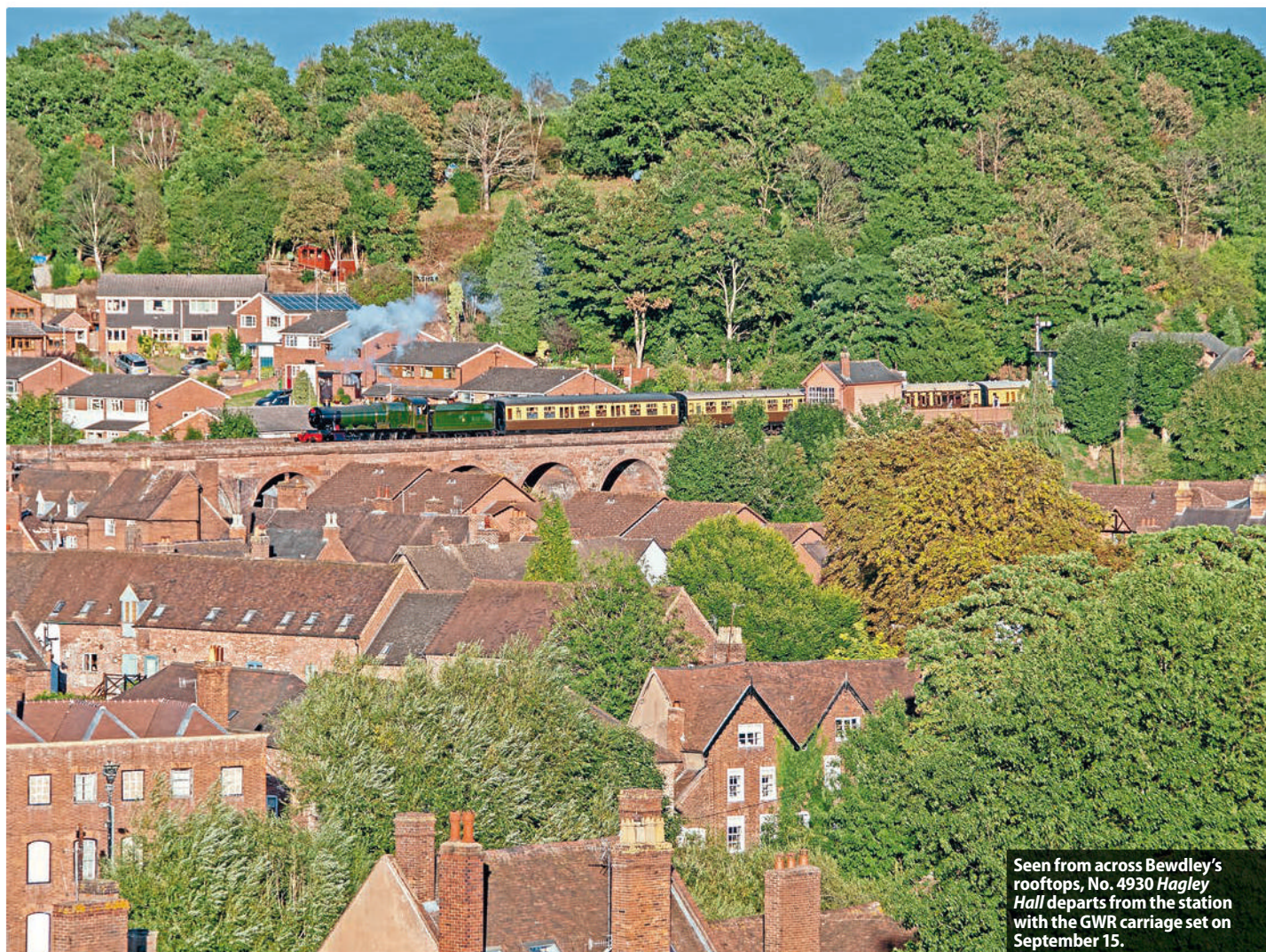
One guest was West Somerset Railway mogul No. 9351 making its second visit from Minehead, having first been in 2005.

Converted from 2-6-2T No. 5193 in 2004, its appearance could be considered a homecoming because in its original condition the locomotive was shedded at nearby Stourbridge Junction. Upon arrival one of the first jobs to be done at Bridgnorth was the reweighing of the locomotive before it

ventured out on the line.

Another guest was LMS 'Black Five' No. 45231 *The Sherwood Forester*, courtesy of Locomotive Services Limited at Crewe, a regular visitor on main line specials. It arrived over the national network connection on September 14 and operated out of Bewdley.

What proved to be a very popular first-time visitor was Hunslet 0-6-0ST No. 1873 of 1937 *Jessie*, from the Pontypool & Blaenavon



Seen from across Bewdley's rooftops, No. 4930 *Hagley Hall* departs from the station with the GWR carriage set on September 15.



LMS 'Black Five' No. 45231 *The Sherwood Forester* heads to Bewdley Tunnel at dusk on September 15, as the last of the day's sunshine glints off its side. ALAN CORFIELD

Railway. It spent its working life in Cardiff before withdrawal in 1965.

GWR 0-6-0PT No. 7714 was still on the low-loader the day before the gala, having just returned from Blaenavon which it visited for the September 9-11 gala; *Jessie* came in 'exchange' for its appearance there.

The most extraordinary visitor had to be 15in gauge 0-6-0T *Anne*, from the Perrygrove Railway in the Dean Forest. Built in 2004 by the Exmoor Steam Railway, it ran on 100 metres of specially-laid track alongside The Engine House at Highley. The connection was its purple colour, matching that of Bulleid West Country light Pacific No. 70 *Elizabeth II* (aka No. 34027 *Taw Valley*) running on the line below. *Anne* arrived with Welsh coal, one open carriage and its own shed, a container where it spent the nights. Carefully fenced off, it gave rides costing £2, which were very popular. Some of the SVR crew are regular visitors and drivers at Perrygrove.

Tinder-dry conditions

After many regular steam services have been cancelled throughout the season due to the recent dry spell and lineside fires, concerns were raised about the gala. It rained the week beforehand but not enough to really penetrate the ground, and surfaces were still tinder-dry.

Trains simultaneously departed at both ends of the line at 8am. Double-headers with Ivatt 'Flying Pig' 4MT 2-6-0 No. 43106 and No. 7714 were at a minimum and were used to get locomotives in position for their next duties.

A freight train made a welcome return behind No. 43106, the first to run on the line since last year's autumn gala. Overnight running was rested due to the coal situation to save it for the all-important Christmas trains.

No matter how much planning goes into these showcase events, it takes only one lineside fire to disrupt the ambitious timetable, and accordingly, trains ran late because of this.

Fire engines were called to one blaze around Northwood Lane, which had to be closed for a time. Some residents complained and were angry at not being able to get in or out.

On several occasions, crews extinguished fires that delayed services further – and caused the withdrawal of newly-relaunched



Bulleid West Country light Pacific No. 34027 *Taw Valley*, which was repainted purple and renamed No. 70 *Elizabeth II* for The Queen's Platinum Jubilee celebrations earlier this year, stands ready for duty on Bridgnorth Shed on September 14. The name was chosen by a public ballot, in which many thousands of people voted. SVR managing director Helen Smith said: "Over the past months, this locomotive has brought so much joy and pleasure to people in its unique livery. Painting it in the official jubilee colour and renaming it were our ways of celebrating the 70-year reign of the late queen."



A very Great Western scene as No. 4930 *Hagley Hall* runs into Bewdley on September 16.



Locomotives line up on Bridgnorth Shed on September 14, the day before the gala.



After starting lineside fires at Eardington Bank and Northwood Lane, *Hagley Hall* climbs the bank on its last run before being withdrawn on Friday, September 16.



➔ *Jessie* runs up Eardington Bank on a shuttle between Hampton Loade and Bridgnorth on September 16.

flagship GWR 4-6-0 4930 *Hagley Hall*. Accordingly, it ran for two of the four days before BR Standard 4MT 4-6-0 No. 75069 took over. Trains were then driven very gently to reduce the risk of further fires.

Goodbye for now

Making their last appearances at a gala for some time were regular performers GWR 2-8-0 No. 2857 and WR 0-6-0PT No. 1501, the boiler tickets of which expire soon. The 2857 Society announced that the last day in traffic for No. 2857 will be Monday, January 2 when it will head the 2.35pm 'Severn Valley Limited' with nine GWR coaches.

The gala saw four full rakes of coaches used – the Midland and GWR sets, the LNER teaks, and the BR Mk.1 crimson and cream. Local trains of three and four maroon coaches ran from Bridgnorth to Highley and Bewdley to Kidderminster. The demonstration freight ran between Highley and Kidderminster.

An unusual combination of stock was the local train made up of two GWR coaches and a brake van running between Bridgnorth and Hampton Loade behind *Jessie*. These shuttles proved popular, especially the brake van rides.

Over the four days, eight train sets and nine locomotive diagrams took place. Daily rover tickets cost £34.20 on Friday and Saturday in ➔



Visiting from the Pontypool & Blaenavon Railway, Hunslet 0-6-0ST No. 1873 *Jessie* climbs through Eardington Cutting on a shuttle between Hampton Loade and Bridgnorth on September 16.



LMS 'Black Five' No. 45231 *The Sherwood Forester*, visiting courtesy of Locomotive Services Ltd at Crewe, crosses Oldbury Viaduct after departing from Bridgnorth on September 19.

➔ All pictures by John Brown unless otherwise stated



Visiting from the Perrygrove Railway, 0-6-0T Anne stands on 100 metres of specially-laid 15in gauge track at The Engine House as it is passed by No. 70 Elizabeth II at Highley on September 15.



Beneath a mackerel sky, GWR 0-6-0PT No. 7714 runs away from Foley Park Tunnel on September 17. ALAN WEAVER



The first train of September 16 climbs through Eardington station behind BR Standard 4MT No. 75069.



Visiting West Somerset Railway mogul No. 9351 leaves Bridgnorth at 8.40am on September 15.



LMS 'Black Five' No. 45231 *The Sherwood Forester* heads a September 17 departure from Bewdley.



Ivatt 2-6-0 No. 43106 departs from Bewdley with a goods train on September 15.



West Somerset Railway mogul No. 9531 climbs out of Stanley Cutting after departing from Highley.

advance and £38 on the day. A £2 reduction was made for the Thursday and Sunday, and multi-day tickets were available, offering 18 hours of steam travel from 8am until nearly midnight.

Other attractions included 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, Kidderminster Railway Museum Railart, and a vintage bus service between Bridgnorth Station and Eardington Halt on Friday and

Saturday. There was also the welcome return of breakfast trains and daily pie and mash trains in an LNER carriage, and other dining options were available.

Apart from late running, the gala was considered a success. Weather remained dry with no sign of rain, and while morning dew damped down vegetation a little, it had minimal effect in reducing the fire risk.

The Sherwood Forester was not due to leave the SVR before October 5 due to crewing arrangements: however, there were no plans to put it or any of the other visitors out on

passenger services before they all departed. With more than 5000 passengers having travelled throughout the four days, head of marketing Lesley Carr said: "We're delighted with how the autumn gala has gone this year and have received many extremely positive comments, with the quartet of guest locomotives adding a great deal to the event."

"Although we had to withdraw No. 4930 *Hagley Hall* on the Friday evening, those who attended on the first two days were well rewarded by the sight of the SVR's flagship locomotive back on the line." **HR**



WSR mogul No. 9351 crosses Falling Stands Viaduct spanning the Staffordshire & Worcestershire Canal with a Kidderminster-bound service on September 17. ALAN WEAVER



BARROW HILL

150 NOT OUT

(PLUS TWO!)

For its overdue celebratory gala to mark a century and a half of Britain's sole-surviving rail-connected roundhouse, the Barrow Hill Engine Shed Society looked back 45 years to the day when its depot was still run by British Rail, which held a popular annual open day for visitors, reports **Robin Jones** in words and pictures.

There is no doubt that the preservation of Barrow Hill Roundhouse ranks among the pinnacles of achievements of the UK heritage sector.

Britain's sole-surviving rail-connected roundhouse has over the past three decades evolved from a redundant artefact from a long bygone age into a vibrant multipurpose visitor attraction offering a now unique perspective on both the distant and recent past, with an interior that can be changed in an instant to accurately recreate the glories and fascination of either its steam or diesel and electric eras.

Now widely recognised as a true gem of the Derbyshire town that it was built to serve 152 years ago, Barrow Hill Roundhouse came within 48 hours of meeting the same fate as far too many other treasures of Britain's railway heritage.

Saving it from demolition with the clock at one minute to midnight was local enthusiast Mervyn Allcock, who, at the age of 23, was

shocked to hear that BR not only planned to close it, but demolish it too – and responded with unswerving determination to save it.

Mervyn formed what became the Barrow Hill Engine Shed Society, and after successfully lobbying Chesterfield Borough Council, a preservation order was placed on the classic structure within hours of the demolition contractors preparing to move in. The granting of Grade II-listed status by the Department of the Environment in February 1991 came as a major triumph against perceived odds.

Back in time

The origins of this magnificent structure lay in the arrival of the North Midland Railway in Staveley in 1841 and the opening of the original Barrow Hill station. Subsequently renamed Barrow Hill & Staveley Works, an adjacent engine shed capable of housing four locomotives was built nearby in 1865.

The next year the Midland Railway agreed

with Staveley Works to buy and operate its internal private railway for 100 years. The resulting increase in traffic necessitated the presence of more locomotives and a much larger shed – and so work on building the 24-road roundhouse began in 1869. It was built to a standard Midland Railway square shed design with a central turntable under cover.

Opening in 1870, the roundhouse remained in continuous use for 121 years, despite closing to steam on October 4, 1965. Until 1948 it was known as Staveley engine shed and then became known as Barrow Hill to avoid confusion with the nearby former Great Central Railway shed. For several years under BR ownership, a popular depot open day for the public was held every year.

The final day of operation was February 9, 1991, the last movements involving Class 20 Nos. 20197 and 20073 and Class 56 Nos. 58016 and 58027. However, history would record that all would not be lost, for two years earlier, Mervyn had formed his campaign group.

Visiting WR pannier No. 1501 heads a passenger shuttle away from Roundhouse Halt on August 28.



The listing of the roundhouse was pivotal but only the first step in a long process that saw the building neglected and vandalised. Following several years of talks, Chesterfield Borough Council completed the purchase of the roundhouse from the BR Property Board on December 20, 1996, paving the way for its refurbishment by volunteers with grant aid from several quarters.

July 1998 saw the roundhouse reopen to the public, who were treated to the spectacle of four steam engines inside. One of them was LMS Johnson 'half cab' 0-6-0T No. 41708 of 1880, the sole-surviving long-term resident of the shed between 1947 and 1965, and it gave public brake van rides.

A second open event was held on December 12/13, with several examples of diesel and electric locomotives alongside steam. Class 55 Deltic D9009 *Alycidon* ran, fresh from its eight-year rebuild.

January 16, 1999, added another heritage-era dimension with the arrival at Chesterfield of the 'Barrow Hill Collier' railtour from London, steam-hauled from Nottingham by Stanier 8F 2-8-0 No. 48773 and visiting several colliery lines.

Passengers were brought to the roundhouse from Chesterfield station by bus, but the 8F arrived under its own steam and managed to enter the roundhouse to the delight of the visitors – before being turned.

Since those groundbreaking times, Barrow Hill has steadily progressed as a heritage venue, dispelling doubts from the early-day revivalists that a large engine shed would by itself never achieve the stature and appeal of even a modest traditional heritage railway.

It has an enviable record as a versatile events venue, not only through its eagerly anticipated and hugely successful steam and modern traction galas, but also for holding music concerts, plays, and beer festivals, the next being Rail Ale 2023 on May 18-20.

December 8/9 will see Shine A Light, a festive display of light and sound with large-scale projections, the like of which have never been seen in the roundhouse before (tickets are available from www.derbylive.co.uk). Barrow Hill has also been used as a location for film and television projects and photoshoots.

The 20-acre site is also a thriving commercial railway business, with more than 60 people employed by several companies based on the site, not to mention several other heritage groups that have their home there – not least of all the Deltic Preservation Society, whose shed welcomed visitors during the gala.

Midland classics all together in one space

Plans to hold the 150th anniversary event in 2020 were dashed by the pandemic but the Roundhouse team would not concede defeat that easily. With its sizeable presence of visiting diesels from modern-day rail operators, the 150+2 Celebration Gala was designed to evoke the atmosphere of those BR public open days.

A team of about 100 volunteers worked around the clock to get the site ready for the three-day event, and more than 2000 visitors attended, including one person from as far away as Perth, Western Australia.

Visitors were able to get up close to the locomotives and visit cabs, and arts workshops were among several family activities also laid on. Side by side inside



Visiting for three years: Matthew Kirtley 2-4-0 No.158A.

“Mervyn Allcock, at the age of 23, was shocked to hear that BR not only planned to close it, but demolish it too – and he responded with unswerving determination to save it.”



Midland Railway icons together: Kirtley 2-4-0 No.158A and Johnson 4P 4-4-0 No. 1000 inside the equally magnificent Barrow Hill roundhouse on August 28.

the roundhouse were two Midland Railway locomotives that had not been seen together for many years.

As reported in the last issue of *Heritage Railway* magazine, Barrow Hill Engine Shed Society, the charity responsible for the roundhouse, has signed a three-year loan agreement with the National Railway Museum to allow William Kirtley 2-4-0 No.158A to go on static display.

The locomotive, built at Derby Works in 1866, had previously been receiving conservation work and asbestos remediation

at the Locomotion museum in Shildon.

Withdrawn in 1947, the following year it appeared at the Stephenson Centenary Celebrations at nearby Chesterfield. It became part of the National Collection in 1965 and was an exhibit at the Midland Railway – Butterley from 1975 until 2021.

Visitors to the 150+2 Celebration Gala saw it on display at Barrow Hill for the first time since its arrival, alongside Midland Compound 4P 4-4-0 No. 1000, which dates from 1902 and was the first original locomotive designed by Samuel Johnson.

Honouring football legends and a society magazine

The sole locomotive in steam during the gala was Hawksworth pannier No. 1501, visiting from Severn Valley Railway. It hauled passenger shuttles from Roundhouse Halt up the Springwell branch line in top-and-tail mode with home-based Class 03 No. 03066. Meanwhile, brake van rides were operated by privately-owned Class 02 D2868 and Class 07 No. 07012, both of which are based at Barrow Hill.

The Saturday was allocated as a special day for the Railway Correspondence and Travel Society, with GB Railfreight Class 69 No. 69003 (rebuilt from Class 56 No. 56018) renamed *The Railway Observer*, after the group's monthly magazine. No. 69003 became the fourth locomotive to carry the magazine's title, a tradition that began in 1994 with BR Railfreight petroleum sector Class 37 No. 37890 being named at Hither Green. When this moved to France, the title was passed to EWS No. 60001, which was duly named at Toton on February 23, 2001.

Network Rail was later approached by a group of RCTS members and at Derby in June 2014, Class 43 HST power car No.43014 was named. It eventually formed part of the Network Rail Measurement Train. Network Rail chairman Sir Peter Hendy agreed the release of the nameplate from the power car so it could be fixed to the 69.

In a speech at the latest naming ceremony, GBRF engineering strategy director Bob Tiller declared his passion not only for sustainability and recycling/reuse that saw old Class 56s transformed into a new Class 69, but also for doing this in the UK using indigenous labour and expertise.

The day also saw the formal unveiling of the two RCTS-owned LNER B17/4 Footballer nameplates *Sheffield United* and *Sheffield Wednesday*, which had been on full visible display at Barrow Hill to the public up until that morning.

The unveiling was performed by John Pearson, a forward who played for Sheffield Wednesday between 1980 and 1985, making 105 appearances during which he scored

24 goals. John is now a commentator for Wednesday's matches and had to leave the roundhouse early for Hillsborough as the team were playing at home later that day.

In attendance outside in the yard was GB Railfreight's Class 66 No. 66726 *Sheffield Wednesday*. After the gala closed on the Sunday, No. 69 003 made its way to its normal base of Tonbridge West Yard.

A bright future inside the rail industry

In March, it was announced more than £25 million worth of projects in Chesterfield Borough Council's Staveley Town Deal had been given the green light after the Government approved 11 of its proposed projects; one of which was the £5.1-million Derbyshire Rail Industry Innovation Vehicle centre, which will be built on land at the rear of the roundhouse.

The project is being led and developed by the council in partnership with Barrow Hill Roundhouse, Chesterfield College, the University of Derby, and Newcastle University. The Government will provide £3,735,000 of the funding and the council £790,000 in grant aid.

It will incorporate training spaces, offices, a digital laboratory and a large rail-connected workshop with the aim of creating local jobs and investment as a driving force behind the regeneration of a former industrial town.

In a meeting of the borough council's Cabinet on June 21, skills delivery officer Emily Williams said: "It is hoped that through the provision of rail innovation training and additional commercial space that the project will position Barrow Hill and Staveley as a prominent location for rail technology, supporting social and economic regeneration of Barrow Hill, and bringing heritage and innovation together."

Mervyn's vision back in the late 1980s and the continuing achievements of BHESS led to him being awarded the MBE (Member of the Order of the British Empire) in the 2019 Queen's New Year's Honours list for his services to railway preservation and development. **HR**

➔ To hire Barrow Hill Roundhouse for an exclusive event, email enquiries@barrowhill.org



Mervyn Allcock, manager of Barrow Hill Roundhouse; Canon Brian Arman, Railway Correspondence and Travel Society president; John Pearson, retired Sheffield Wednesday footballer; RCTS chairman Callum McLeod; and David Cross, RCTS nameplate administrator, at the official unveiling of the two B17 'Footballer' nameplates on August 27. PAUL CHANCELLOR/RCTS

RECREATING A BABY DELTIC

Taking centre stage on the roundhouse turntable was the Baby Deltic Project's D5910, highlighting progress in its bid to recreate an example of one of the extinct Class 23s.

Ten Type B locomotives were ordered from English Electric under the pilot scheme for main line diesel locomotives as part of the BR Modernisation Plan of 1955. They were powered by a nine-cylinder Napier Deltic engine, and the first were delivered in spring 1959 and initially allocated to Hornsey depot.

Essentially prototype locomotives, all were withdrawn for refurbishment by June 1963, re-entering traffic within the next two years. However, all were withdrawn by March 1971 and scrapped apart from D5901, which was used at the Railway Technical Centre in Derby until March 1977 when it too was cut up, at Doncaster Works.

However, its power unit, No. 388, was claimed by the NRM and moved to York on August 16, 1977. This was rediscovered beneath a tarpaulin in January 2001 and subsequently bought by the recently-formed project team.

In September 2003, the power unit made its first public appearance, at Barrow Hill, and on October 22, 2008, after being stripped and rebuilt and temporarily mounted in a VDA van, it ran for the first time in three decades.

Around the same time, condemned for scrap, Class 37 No. 37372 was obtained.

The project to build a new Baby Deltic was launched on September 25, 2010. The plan was to shorten the body of No. 37372 in three places and mounting it on Class 20 bogies. It has been shortened in the middle by just over a metre and both noses have been shortened by half a metre. All the superstructure and body

between the cabs has been replaced, the engine reinstalled, and the cab windows replaced. The 'new' locomotives has been mounted on newly-overhauled bogies which are indistinguishable from those on Baby Deltics. One nose has been restyled

complete with original headcode discs and nose-end doors; the second nose is yet to be completed. Nothing remains from the donor 37.

➔ More details about the project can be found at babydeltic.co.uk



The new 'Baby Deltic' D5910 was given pride of place on the turntable during the 150+2 Celebration Gala.



Visiting DB Cargo's Class 67 No. 67007 in its striking purple livery, created to mark The Queen's Platinum Jubilee earlier this year, lines up alongside Hanson & Hall Rail Services' Class 50 No. 50008 on August 28. No. 67007 paid a visit to the Severn Valley Railway on September 4 for its 'Purple Weekend', in which Bulleid Pacific No. 34027, in its similar livery as No. 70 *Elizabeth II*, ran on both sides. The 67 was on display at Kidderminster throughout the weekend, while other 'purple' attractions included Plimsoll, the road-rail Land Rover with a specially-painted bonnet, and a vintage purple Massey Ferguson tractor.



Resplendent around the turntable in a pristine coat of BR blue freshly applied by the Pioneer Diesels Locomotive Group was Class 45 No. 45105. Built at Crewe, it entered traffic as D86 in March 1961. Originally built with split headcode boxes, it became one of a few Class 45s to have them replaced by a single panel headcode box. In the early 1970s, its Stone Vapour steam heating boiler was replaced with electric train heating equipment. No. 45105 was damaged by fire on May 7, 1987, and was withdrawn shortly afterwards, along with many other Class 45/1s due a fleet reduction process. Acquired for preservation, it underwent some restoration at Peak Rail before arriving g at Barrow Hill. It is believed to now need up to another year's work before it will run again.



The now unique setting of Britain's last rail-connected roundhouse, complete with smoke hoods.



GB Railfreight's Class 69 No. 69003 was named *The Railway Observer* by the Railway Correspondence & Travel Society during the gala.

"With its sizeable presence of visiting diesels from modern-day rail operators, the 150+2 Celebration Gala was designed to evoke the atmosphere of those BR public open days."



Newly-repainted Class 55 Deltic D9015 (55015) *Tulyar* on display inside the Deltic Preservation Society's shed.



HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Carrying a floral wreath on its smokebox in tribute to The Queen, Severn Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* climbs Eardington Bank with a seven-coach rake of matching all-GWR stock beneath a rainbow during a patch of late afternoon sun on September 9 with its second train of its first day back in service after 36 years. Withdrawn in 1986 pending overhaul, it was loaned in 1999 to the Macarthur Glen shopping centre in Swindon as a static exhibit. In June 2007, No. 4930 was returned to the SVR and took its place in the new Engine House in March 2008. In October 2013, it went to Bridgnorth Works for its overhaul to begin. ALAN CORFIELD



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Christmas comes early – tours booking season in full swing!

By Tim Hobman

RAILTOUR operators have been busy taking bookings for a catalogue of Christmas main line trips.

The season begins in November with visits to Christmas markets and festivals, giving customers not only a railtour but also the opportunity to purchase presents and decorations.

Steam Dreams is offering railtours on Thursday, November 17 from King's Cross along the East Coast Main Line to York Christmas market, on Friday, December 2 from Ealing Broadway via Finsbury Park to Lincoln Christmas market, and on Monday, December 5 from London Victoria to Bath Christmas market – all planned for haulage by Bulleid West Country 4-6-2 No. 34046 *Braunton*.

Titled the 'Great Western Christmas Envoy', Saphos Train will be running a tour on Saturday, November 26 from Crewe via Birmingham to Bath and Bristol and their Christmas markets. It will be steam-hauled by LMS 4-6-0 No. 46100 *Royal Scot*, *Braunton*, BR Standard Class 7 Pacific No. 70000 *Britannia* or A4 Pacific No. 60007 *Sir Nigel Gresley*.

With a selection of steam-hauled trips to the Worcester Christmas Fayre from London Victoria on Thursday, December 1, Lincoln Lindum Fayre from King's Cross on Saturday, December 3, from London Victoria to Bath and Bristol Christmas markets on Saturday, December 10, and Edinburgh Christmas market on both Saturday, December 10 and Wednesday, December 21 from York, the Railway Touring Company also has plenty to offer in the build-up to the festive season.

UK Railtours is offering a Christmas market experience to Winchester on Saturday, December 17. This tour begins at East Midlands Parkway and runs via Stamford and Peterborough.

Northern Belle is running to various different locations for Christmas shopping and sightseeing, beginning on Wednesday, November 16 with a luxury trip to Manchester from Cardiff and Newport. It is followed by a tour to Chester from Oxford via Gloucester and Cheltenham on Thursday, November 17, and then Winchester from Nottingham on Wednesday, November 23. There are excursions to Oxford from Leeds on Thursday, November 24, Bath from Chester on Sunday, November 27, and Edinburgh both on Saturday, November 26 from Manchester and on Friday, December 2 from Hull.

City sightseeing

The Midland Pullman is planning tours to Bath and Edinburgh. The first of these, to Bath from Newcastle on Tuesday, November 29, is followed by a further two opportunities to visit Bath on Thursday, December 1 from Leeds, and Saturday, December 10 from Holyhead.

The railtours to Edinburgh are scheduled for Saturday, December 3 from Peterborough, Thursday, December 8 from Watford Junction, Tuesday, December 13 from St. Albans, and Friday, December 16 from Cardiff.

On Tuesday, November 29, WR 4-6-0 No. 7029 *Clun Castle* will head Vintage Trains' 'The Christmas White Rose' from Tyseley Locomotive Works to York and its Christmas market, picking up at Coleshill Parkway, Tamworth, Burton upon Trent, and Derby.

The Northern Belle is offering 13 tours under the heading of 'Christmas Lunch'. This experience, on board the Pullman cars of the Northern Belle, plans to transport passengers back in time to the age of 1930s railway dining elegance, providing customers with a seven-course lunch during a round trip departing from various locations in the country. Dates are currently set for December 1, 3, 4, 7, 8, 9, 12, 13, 14, 15, 17, 20 and 21.

Some tours include the option to attend carol services. UK Railtours is advertising a trip from King's Cross to Beverley on Thursday, December 22. During four hours in Beverley, a carol concert will be performed at Beverley Minster, which has been specially arranged for this tour.

UK Railtours is also offering a circular tour from London Victoria onboard the Belmond Pullman. Headed by Merchant Navy Pacific No. 35028 *Clan Line*, 'The Medway Valley Christmas Pullman' includes a five-course lunch.

Steam Dreams is offering a carol concert as part of a railtour on Friday, December 9. The trip is planned to be hauled by LNER B1 4-6-0 No. 61306 *Mayflower* from Southend to Chichester, where there will be time to attend a carol service in St John's Chapel and browse the Christmas market.

Saphos Trains' 'The Christmas White Rose' to York on Saturday, December 17 departs from Wolverhampton and heads via Shrewsbury and Manchester. It is planned to be steam-hauled by *Royal Scot*, *Braunton* or No. 70000 *Britannia*. The Saphos Trains' 'Pennines Moors Christmas Cracker' on Wednesday, December 21 will also be hauled by one of these

three locomotives and departs from Leicester, incorporating a circular tour of the Pennines via Narborough, Hinckley, Nuneaton, Tamworth, Lichfield Trent Valley, Stafford, Crewe, and Warrington Bank Quay.

On Saturday, November 19, the Railway Touring Company's 'The Christmas Cheshireman' is earmarked by haulage from Bristol to Chester by LMS Jubilee 4-6-0 No. 45596 *Bahamas* and from Chester to Bristol by Princess Coronation Pacific No. 46233 *Duchess of Sutherland*. Santa and his Elves will be handing out presents to children on board.

Yuletide fun

RTC's 'The Cardiff Christmas Express' from London Victoria to Cardiff behind No. 46233 runs on Tuesday, November 22, 'The Christmas Sussex Belle' circular through Sussex behind a 'Black Five' on Thursday, November 24, and 'The York Yuletide Express' with *Duchess of Sutherland* and a diesel from Ealing Broadway to York on Saturday, November 26. Advertised are two further steam-hauled trips to York: 'The York Yuletide Express' on Saturday, December 3 from Liverpool via Manchester and Sheffield and on Saturday, December 17 from Norwich via Peterborough.

On Tuesday, December 6 is an opportunity to travel to Sherbourne for carols behind a 'Black Five' from London Victoria and experience the sounds of Christmas within Sherbourne Abbey.

West Coast Railways is offering a tour to Edinburgh on Wednesday, December 7 to experience the city's Christmas festival. Departing from Lancaster, its runs via Oxenholme, Penrith, and the West Coast Main Line to the Scottish capital.

The final RTC offering is 'The Worcester Christmas Express', which will be hauled behind No. 46233 from Cambridge via Peterborough to Worcester for three hours in the city centre on Wednesday, December 14.

Vintage Trains will again be offering the only main line 'Polar Express' services, based on the 2004 worldwide hit computer-animated adventure movie of Chris Van Allsburg's 1985 children's book. The characters and events of the film will be theatrically recreated on board.

The trains will be running on dates between November 26 and December 23, leaving Birmingham Moor Street at 2.45pm, 4.35pm, 6.25pm and 8.15pm, with each magical journey lasting about an hour.

→ Full details of all these tours can be found by contacting the relevant company; see Main Line Itinerary, page 62 for telephone numbers.



LMS Jubilee 4-6-0 No. 45596 *Bahamas* passes Battledown Flyover with the Railway Touring Company's 'Dorset Coast Express' on September 1. PETER HOLLANDS



LMS 4-6-0 No. 46115 *Scots Guardsman* stands at newly-painted Skipton station with the last West Coast Railways 'Scarborough Spa Express' of the season. EDWARD BOBROWSKI

'Aberdonian' dates announced following new agreement

THE A1 Steam Locomotive Trust has advertised 2023 dates for the popular 'Aberdonian' service with the impending return to traffic of A1 Pacific No. 60163 *Tornado* and following the news of a three-year agreement with DB Cargo UK Ltd to run steam-hauled charters in Britain.

The railtour begins at Edinburgh Waverley station and heads west, collecting passengers at Haymarket. From there the tour leaves the city on route to Aberdeen and crosses the Forth Bridge before following the coastline north-east through Inverkeithing and Burntisland

to Kirkcaldy and the open countryside of Fife.

Continuing north via Perth, the tour then follows the River Tay to Dundee and again towards the coast, passing Arbroath and Montrose.

Turning slightly inland, the tour passes Laurencekirk and through unspoiled countryside to Stonehaven and finally, crossing the River Dee, No. 60163 arrives in Aberdeen.

There is the opportunity to enjoy the city or, for an additional fee, a whisky tasting experience or a tour of the castle.

The dates for the 2023 season are: April 27; July 20, 27, 29; August 19, 31; and September 7 and 16.

The A1SLT is also offering two other railtours. The 'Clyde Aberdonian' is on May 4, July 22, and September 14, which runs from Glasgow Central station to Sterling and on to Perth and Aberdeen. This tour is similar the 'Aberdonian' in offering additional off-train excursions. The second railtour is 'The Yorkshire Pullman' on April 1 from King's Cross to York behind *Tornado* with the British Pullman coaching stock. Visit www.a1steam.com/a1-rail-tours/home

'Spirit of the Lakes' tours from West Coast Railways

FIVE railtours are on offer from West Coast Railways under the banner of 'Spirit of the Lakes'.

October 1 sees the 'Sherbourne Pullman' and 'Lune Rivers Trust' take place. The first is diesel-hauled from Paddington to Sherbourne via Andover, picking up passengers at Slough and Reading. There will be four hours in Sherbourne before returning to London. The second tour is steam-hauled from Carnforth to York, picking up passengers at Wennington and Bentham. There will then be time to explore York before returning to Carnforth.

The next 'Spirit of the Lakes' will run on November 5 and visit Stratford-upon-Avon on board 'The Stratford Pullman'.

Diesel-hauled from London Victoria with pick-up stations of Clapham Junction, Hounslow, Staines and Ascot, there will three hours to spend in Shakespeare's home town. The tour follows the same route on the return to London, setting down passengers on the route.

Festive outings

The final two tours have a Christmas theme, with 'The Bath Christmas Pullman' on Saturday, November 26 and 'Sherbourne Christmas Pullman' on Sunday, December 4.

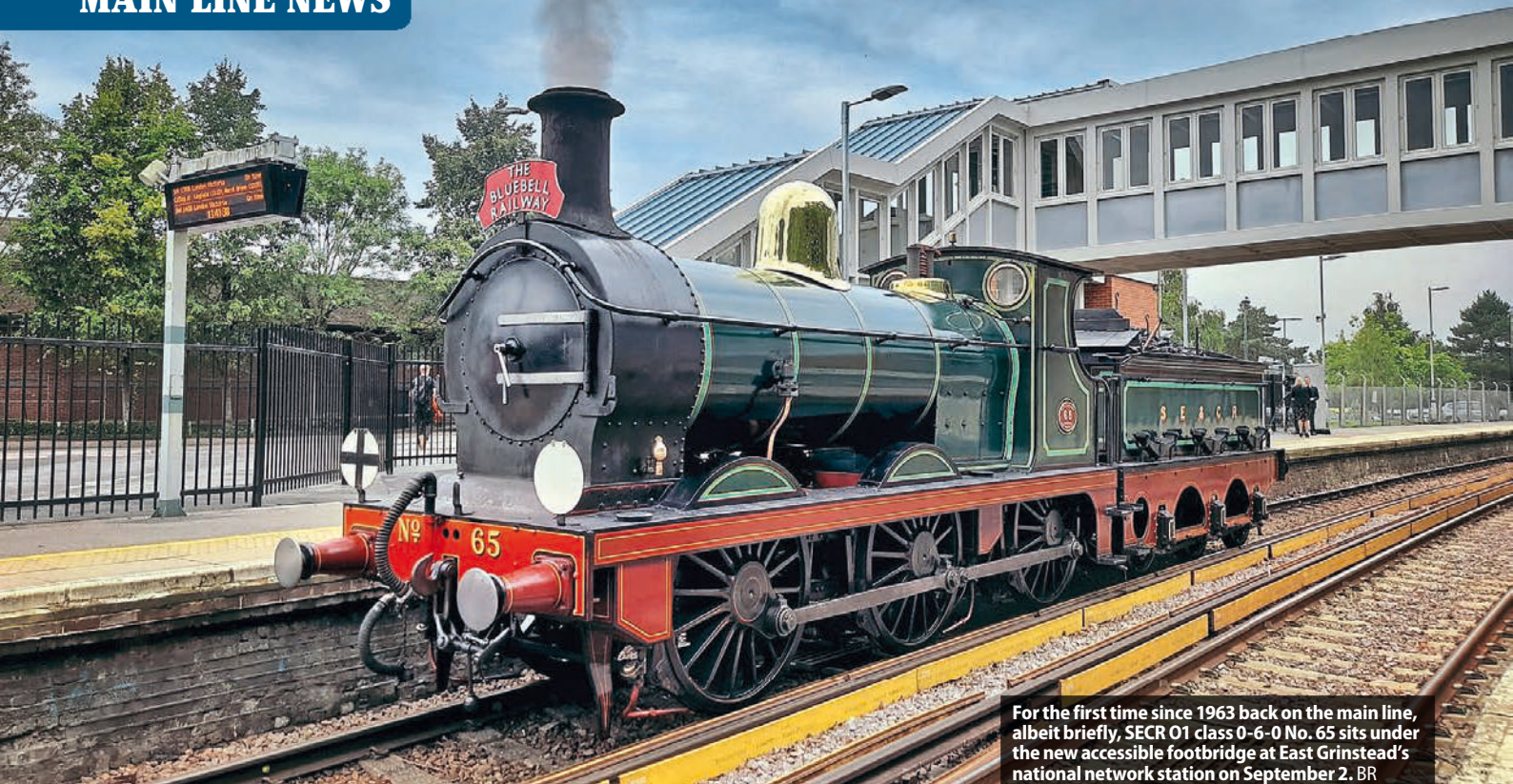
The first will depart from London Victoria, picking up at Clapham Junction, Hounslow, Staines and Woking before heading via Andover and Salisbury to Bath Spa station. Passengers will then have more than three hours in Bath, where the Christmas market will be in full swing before the return leg, this time via Southampton back to London.

West Coast Railways is offering the 'Sherbourne Christmas Pullman' railtour to Sherborne from Paddington on Sunday, December 4. Making use of Pullman coaching stock, it offers fares for dining and non-dining, with the opportunity for passengers to explore Sherborne for four hours. This is similar to the 'Sherbourne Pullman' in terms of departure station and route. Both of these railtours will be diesel-hauled.

For more information, visit <https://westcoastrailways.co.uk/spirit-of-the-lakes>



Bulleid Battle of Britain Pacific No. 34067 *Tangmere* at Carlisle working the Northern Belle charter from Leeds on September 7. TONY WINWARD



For the first time since 1963 back on the main line, albeit briefly, SECR 01 class 0-6-0 No. 65 sits under the new accessible footbridge at East Grinstead's national network station on September 2. BR

A SECR 0-6-0 back on the main line!

By Owen Hayward

A SOUTH Eastern & Chatham Railway locomotive made a brief return to national network metals on September 2 when the Bluebell Railway's 0-6-0 O1 class No. 65 ran into the main line station at East Grinstead for the morning.

The visit across the railway's main line connection was arranged as part of the opening ceremony for the station's new footbridge, installed as part of the Department for Transport's £390 million Access for All programme of work to improve accessibility at stations across the network.

As well as the completion of the £4.5 million project at East Grinstead, a plaque was unveiled in memory of campaigner Eric Mackie MBE, who set up the East Grinstead Access Group and dedicated his life to improving access for people with mobility issues in his home town.

Network Rail's Sussex route director, Katie Frost, said: "We always want to do more to improve passenger experience and make our stations easily accessible for everyone. This investment means that more people can benefit from step-free access.

"Accessibility is so important. With the help of the funding from the DfT,

we are able to upgrade our stations so everyone can equally navigate their way round them in a safe and secure way.

"We'd like to give special thanks to the Bluebell Railway, which kindly offered to bring out the magnificent steam train and vintage 1953 bus to the event."

Bluebell Railway vice president Roy Watts said: "The Bluebell is delighted to have been invited to be part of this important event and indeed unique occasion honouring a local resident.

"We look forward to welcoming more passengers by Southern, especially as access has been made even easier by this new footbridge."

The new structure includes two 16-person capacity lifts, improving disabled access between both platforms, and new tactile paving on the platform surfaces.

Installation has been carried out during planned line closures, with the work having begun during November 2021. With the new one completed, the old footbridge at the opposite end of the station was also demolished.

Mims Davies, MP for Mid Sussex, also shared her delight. "It's a joy to see the opening of the East Grinstead Access for All improvements," she said.

"I was pleased to get the vital key investment of £4.645 million from DfT building on the work from my predecessor, Sir Nicholas Soames, local campaign groups, and Coun Norman Webster on this important access improvement for the town and its visitors.

"I am delighted that the Bluebell Railway joined us to make this a very positive event for the town, its residents, and businesses."

The last time No. 65 was on main line rails is believed to have been in 1963, the year it was both withdrawn and later preserved.

The occasion of its return comes six years after fellow SECR 0-6-0 – C class No. 592 – also returned to the network, when it was towed to King's Cross to participate in the filming of the Warner Brothers-made *Wonder Woman* movie back in the February of 2016.



MP for Mid Sussex Mims Davies joins the crew of O1 No. 65 on the footplate during the ceremony at East Grinstead. NETWORK RAIL

New Dartmoor Line clocks up 120k journeys and exceeds all expectations

THE Dartmoor Line – which was the first to be opened under the Department for Transport's Restoring Your Railways scheme – has doubled its passenger numbers in terms of original expectations, latest figures have revealed. There have been 120,000 journeys on the line

between Exeter and Okehampton since it opened on November 20 last year – twice the predicted amount.

About 40% of the passengers travelled to Okehampton, which lost its passenger services in 1972.

The 15½-mile route survived as a freight-only line serving Meldon Quarry and later became the Dartmoor Railway, a heritage line, from 1997 to 2019.

It is now planned to build an Okehampton Parkway station to the east of the town.

Dublin-Belfast Enterprise marks 75 years

By Hugh Dougherty

THE Dublin-Belfast Enterprise express is marking the 75th anniversary of its inception on August 11, 1947 by the Great Northern Railway of Ireland with exhibitions of historical pictures at Dublin Connolly and Belfast Lanyon Place stations.

A short video has also been produced by Northern Ireland Railways and Iarnrod Éireann, joint operators of the service.

Introduced by the GNR(I) in response to a new air service linking the two cities, the seven-coach cross-border express ran non-stop, once daily, between Dublin and Belfast, powered by the GNR(I)'s V class 4-4-0 compound locomotives, one of which, No. 85 *Merlin*, is preserved in running order by the Railway Preservation Society of Ireland.

Merlin has hauled highly popular RPSI Steam Enterprise named train specials several times over the route. The aim has been to recreate the great days of the steam-hauled Enterprise and offer Belfast passengers a day out in Dublin.

The last new 4-4-0s to be built in the world, the three-strong Vs class, were designed especially for the Enterprise service in 1948, but were soon ousted from the train by the introduction of AEC railcars in 1950. One, No. 207 *Boyne*, was earmarked for preservation by the RPSI in 1965 but was rejected in favour of S 4-4-0 No. 171 *Slieve Gullion*, which, on occasion, did operate on Enterprise trains. None of the Vs class now exists.

All change

The Great Northern Railway Board, which was taken over the GNR in 1953, introduced more powerful British United Traction railcars on the route in 1958. These dominated until CIE, which by then operated the route jointly with the Ulster Transport Authority, introduced General Motors Class 121 diesel locomotives on to its Enterprise sets in 1962.

CIE later hauled its Enterprise train sets using its 141 and 181 General Motors diesels, with NIR using its Class 111 GM locomotive, which are



Great Northern Railway of Ireland 4-4-0 No. 83 *Eagle* leaves Belfast's Great Victoria Street Station on August 11, 1947, with the first Enterprise. CHARLES P FRIEL COLLECTION



By 1962, the Ulster Transport Authority Enterprise trains were operated by former GNR(I) BUT multiple unit diesel sets, new in 1958. CHARLES P FRIEL COLLECTION

identical to their CIE cousins. NIR launched its all-new BR-built Mk.2 Enterprise coaches, hauled by Class 101 diesel Bo-Bos and built jointly by Hunslet and British Rail Engineering, for the service in 1970. The three 101 locomotives were named *Eagle*, *Merlin* and *Falcon*, carrying the same names as the GNR(I) compounds associated with the inaugural enterprise.

Two were acquired by the RPSI for preservation and operation, but No. 101 *Eagle* was reluctantly scrapped by the society in 2010 after engine failure. No. 102 *Falcon* is the only member of the class to survive, having been cosmetically restored by RPSI for static display in the Ulster Folk and Transport Museum at Cultra. No. 103 *Merlin* was scrapped by NIR in 1997.

Now provided by refurbished De Dietrich coach sets, hauled by NIR and Iarnrod Éireann Class 201 diesel electrics, the joint service is set for further improvements with even more frequent services, new motive power and train sets, and eventual electrification of the route.

Most remarkably, the Enterprise name created 75 years ago by the GNR(I) remains in use, while the Dublin-Belfast route is the only railway line to cross the Irish border today, and the express is Ireland's only surviving named main line train.

'Rich history'

Translink Group chief executive Chris Conway said: "We are celebrating the service, its customers, and staff over the decades. Enterprise has been there

for us over the decades to connect us to family, friends, and opportunity, evolving with the times, and better connecting Belfast and Dublin."

Iarnrod Éireann chief executive Jim Meade said: "The service has a rich and evocative history and I am sure that customers will very much enjoy the photographic exhibitions at both termini."

Throughout its history, the Enterprise has won a special place in Irish railway and popular lore, grappling with customs examinations and smuggling, its tracks often being bombed during the Troubles, playing its part in the Peace Train initiative, and carrying members of the women's liberation movement from Dublin to Belfast to buy contraceptives, then illegal in the Republic of Ireland in 1971, with the women bringing them back, equally illegally, on the Enterprise.

Although, unusually, the RPSI was not invited to run a steam train to mark the anniversary, the society provided pictures for the exhibitions and has a special display at its Whitehead museum, which includes a 7mm scale model of the train drawn by a Vs 4-4-0, a headboard, timetables, and even a box of Enterprise chocolates produced by Fullers to mark the start of the service 75 years ago, although some 'enterprising' passenger seems to have eaten the contents long ago!



The Railway Preservation Society of Ireland's 4-4-0 No. 85 *Merlin* rests at Dublin Connolly after arrival in the Irish capital with the Steam Enterprise in 2018. CHARLES P FRIEL



Former Enterprise locomotive No. 102 *Falcon*, on static display after Railway Preservation Society of Ireland refurbishment, at the Ulster Folk and Transport Museum. HUGH DOUGHERTY



In model form: The Enterprise display in the RPSI railway museum at Whitehead. HUGH DOUGHERTY



The Duke's crank axle on Tyseley's wheel lathe for profiling the new tyres in early September. C8SLT

Overhaul of the Duke continues to progress

THE latest update from the overhaul of BR Class 8 No. 71000 *Duke of Gloucester* has confirmed that all driving wheel axles have arrived at Tyseley Locomotive Works, with each having been on the wheel lathe to see the newly-fitted tyres profiled.

Once these have been returned to the frames, the connecting rods can be fitted with the three new cylinders also now in situ, completed and ready to receive these.

Cable tubing for the electrical system was nearing completion as we closed for press.

The support coach was also on track to be signed off for a return to main line use, with new batteries on order and due to arrive by mid-October.

Before final sign-off, a new controlled emissions toilet will need to be installed; the work is expected to be undertaken during November. The CET has become standard for the UK rail industry as it does not deposit flushed waste directly onto the track, instead storing it in a secure tank for emptying later.

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Dawlish sea wall rebuild passes major milestone

By Robin Jones

ISAMBARD Kingdom Brunel's coastal railway through Dawlish is now better protected as construction of the new and bigger sea wall has reached another landmark stage.

The installation of all 164 wall panels, 203 pre-cast blocks and 189 recurve units that return waves back out to sea is now complete.

This innovative design, coupled with the increased height of the new sea wall, will help prevent delays and disruption to passengers by minimising the likelihood of the tracks flooding and allowing the line to reopen faster after major storms.

As reported in issue 187 of *Heritage Railway*, on the night of February 4, 2014, amid high winds and extremely rough seas, part of the sea wall was breached. About 130 feet of the wall was washed away, along with the ballast under the railway immediately behind. Two days later, powerful waves caused further damage to the track, sea wall and Dawlish station.

While the Department for Transport said that the most pressing issue was to get the line up and running as soon as possible, it was equally obvious that it was important to look at the long-term future of the section of the route.

Following marathon efforts, repairs were completed at the beginning of April that year, with the first train, the 5.34am Exeter St Davids to Paignton, running on schedule on the morning of April 4. The closure of the breach marked the start of Network Rail's efforts to improve the resilience of the railway between Dawlish and Teignmouth, under the South West Rail Resilience Programme.

The first section of a new sea wall, which runs for 1180 feet along



West Coast Railways two-tone green Class 47/8 No. 47815 *Great Western* and Class 47/7 No. 47746 *Chris Fudge* 9.7.70-22.6.10 head the return 1Z86 5.50pm Paignton to Birmingham International Northern Belle charter past the Dawlish sea wall works on the evening on September 3. THOMAS MILLS

Marine Parade, south west of Dawlish station, was completed in July 2020. The construction of the 1360ft-long second section from Coastguard breakwater, north east of the station, to the Colonnade breakwater began in November that year.

Following significant progress made in installing the wall panels, blocks and recurve units, Network Rail and its contractors, BAM Nuttall, are now fully focused on completing the link bridge that will connect the two sections of public, accessible promenade, and the new stilling basin, where Dawlish Water runs into the sea. This is expected to finish in December, due to the discovery in June of an uncharted gas main which delayed piling to install foundations for the new link bridge close to the Colonnade viaduct.

The final part of the project, which was due to start in September, will see the construction of an accessible

footbridge with lifts at Dawlish station, giving passengers, residents and visitors step-free access for the first time. The bridge is due to open next summer.

Network Rail senior programme manager Ewen Morrison said: "Achieving resilience is a major milestone for Network Rail and our passengers, the town, and the south west region as a whole. It's what we set out to do when we were awarded £80 million of funding from the Department of Transport in 2019.

"This landmark moment is a testament to the hard work and coordination of staff and contractors, who have worked under extremely challenging conditions around the tides and through the seasons as well as during the pandemic. It's exciting to know the positive impact this project will have in Dawlish, which will provide greater protection to the railway from rising sea levels."



Bulleid Merchant Navy Pacific No. 35018 *British India Line* at Kirkby Stephen with West Coast Railways' 'The Dalesman' from York to Carlisle and return on September 8. BARRY MARTIN

Farewell to Frank Santrian, footplateman who drove Harry Potter movies train

FORMER BR and West Coast Railways main line steam driver Frank Santrian has died at the age of 87.

Frank, who lived at Biddulph Moor near Stoke-on-Trent, started his railway career as a clearer at 5D Stoke in 1950s following National Service and progressed up through the links.

As a driver he was based in Stoke, moving later to Crewe towards the end of steam, mainly working on the West Coast Main Line services.

The majority of his driving career was spent on diesel and electric locomotives, although his first love was always steam.

He readily rejoined the footplate when preserved steam operations returned to Crewe and was responsible for many exhilarating runs over Shap during the 1990s, which usually featured a fast run through Wigan and Warrington with the whistle wide open!

Taking early retirement from EWS in 1999, Frank immediately joined West Coast Railways, continuing his career with heritage traction and in particular his beloved steam. He spent 10 years with WCR, eight of them as driver and the final two as fireman. He very much made working 'The Jacobite' his favourite



Frank Santrian on the footplate of Princess Coronation Pacific No. 6233 Duchess of Sutherland at Preston on May 10, 2008. EDWARD BOBROWSKI

occupation, together with former EWS colleagues Tony 'Brasso' Brassington and Paul Kane.

Frank was also one of the crew driving GWR 4-6-0 No Olton Hall, aka 5972 *Hogwarts Castle*, during the filming sessions for the Harry Potter films, appearing more than once on the silver screen.

His final run was firing for his former BR Inspector, Bill Andrew, on 'Black

Five' No. 44871, piloting No. 45407 on a Manchester to Carlisle 'Cumbrian Mountain Express' on December 30, 2009, at the age of 74.

On his retirement from the footplate, Frank said: "I've had a wonderful career and for the last 10 years have enjoyed every minute of my time on this steam train on the gloriously scenic West Highland Line.

"It's quite fitting that I started out on steam trains and here I am ending my extended career on the footplate of a steam engine."

One of his big passions in later life was his 1968 Potteries Motor Transport Leyland Leopard single-decker bus TVT 128G, which he restored and took groups and fellow enthusiasts to shows and exhibitions around the country.

His funeral was held at Christ Church in Biddulph Moor on September 8, followed by interment in the churchyard.

Frank's wife Dorothy died three years ago. He leaves sons Karl and Mark, who were intensely proud of their father, as he was of them, despite (or maybe because of) the fact they did not follow him onto the footplate but instead both chose careers as officers in the Royal Navy.

Historic Victorian footbridge at Beverley is closed amid restoration plans for next year

By Tim Hobman

THE Victorian footbridge at Beverley station in Yorkshire has been closed to the public for safety reasons in anticipation of a refurbishment next year.

The Grade II-listed NER structure is suffering from a rotting wooden canopy. Under plans approved by East Riding Council, the canopy will be removed in work due to start in 2023.

This will see the footbridge restored to safeguard the iron structure but has caused mixed emotions at the potential loss of the wooden canopy.

Network Rail has explored multiple options in an effort to safeguard the canopy, but it has eventually been considered beyond repair.

Elements have been offered to the National Railway Museum and North Yorkshire Moors Railway, which own similar bridges, but both have considered it to be counter-productive to place a canopy over their



Beverley station and its historic footbridge in 1961.

bridges as it would prohibit visitors taking photographs. While the footbridge is closed, access between the two platforms will be maintained via the level crossing on Armstrong Way.

Class 56 farewell to 'Grids' tour delayed by strikes

UK Railtours' farewell to the Class 56 railtour scheduled to run on Saturday, September 17 was delayed due to expected main line strike action on that date.

The tour, from Finsbury Park to Barrow Hill, has proved to be very popular, with all places selling out. UK Railtours was keen to reschedule, and so a new date was being arranged as we closed for press.

Steam Dreams tour to Portsmouth cancelled

STEAM Dreams had scheduled to run a tour to Portsmouth on Tuesday, September 6, but there was a last-minute cancellation due to lack of available train crew in the Southern area.

Originally planned to be hauled by 'Black Five' No. 45231 *Sherwood Forester* and starting at Shoburyness, it will not be rescheduled.

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With the spire of St John The Evangelist's Church towering above and Bath Abbey in the background, LMS Princess Coronation class No. 6233 *Duchess of Sutherland* passes through Bath in glorious early autumn sunshine, deputising for No. 35028 *Clan Line* on the Belmond British Pullman from London Victoria to Bath Spa/Bristol Temple Meads on September 14. DUNCAN SAVIDGE

October

01 The Lune Rivers Trust

Carnforth, York, and return. Steam-hauled throughout.

Loco: TBA. WCR

02 Inverness

Linlithgow, Inverness, and return.

Loco: 37403 *Isle of Mull*. SRPS

06 The Dalesman

York, Carlisle, and return.

Loco: TBA. WCR

08 Fort William & Glenfinnan

Edinburgh Waverley, Glenfinnan, and return.

Loco: 37403 *Isle of Mull*. SRPS

08 Settle & Carlisle Steam Special

Hull, Carlisle, and return. Steam-hauled from Carnforth (outward) to Preston (return).

Loco: 34067 *Tangmere*. NB

08 Cornish Riviera Statesman

Wolverhampton, Penzance, and return. Diesel-hauled throughout.

Loco: TBA. SR

08 The Cumbrian Mountain Express

London Euston, Carlisle, and return.

Steam-hauled between Carnforth and Preston.

Loco: 86259 *Les Ros*. Steam: TBA. RTC

08 The Welsh Marches Express

Tyseley loco works, Hereford, and return.

Loco: 7029 *Clun Castle*. VT

12 The Severn Valley Deltic

Newcastle, Bridgnorth, and return.

Loco: 55022 *Royal Scots Grey*. IC

15 The Yorkshireman

Ealing Broadway, York, and return. Diesel-

hauled from Ealing Broadway to Leicester.

Loco: 45596 *Bahamas*. RTC

15 The Cotswold Express

Tyseley Loco Works, Oxford, and return.

Loco: 7029 *Clun Castle*. VT

15 The Settle and Carlisle

Newport, Carlisle, and return.

Locos: 2x Class 37 TBA. PT

19 The Torbay Delight

York, Paignton, and return.

Loco: 45118 *The Royal Artilleryman*. IC

22 The Whitby Endeavour

Derby, Whitby, and return.

Loco: 50008 *Thunderer* + Class 37 TBA.

BLS/WCR

29 Settle & Carlisle Steam Special

Nottingham, Carlisle, and return. Steam-hauled between Carnforth (outward) and Preston (return).

Loco: 34067 *Tangmere*. NB

29 Belmond British Pullman

London Victoria, Chertsey, and return.

Loco: 35028 *Clan Line*. BEL

29 The Deltic Deviation

Finsbury Park, Newcastle, and return.

Loco: 55022 *Royal Scots Grey*. IC

29 The Cotswold Caper

Burton-on-Trent, Cheltenham Spa, Swindon, Banbury, Worcester, and return.

Loco: 2x Class 37 TBA. PT

Blackpool North.

Loco: TBA. RTC

09 The International

Lancaster, St Pancras International, and return.

Loco: 45118 *The Royal Artilleryman*. IC

10 Settle & Carlisle Steam Special

Coventry, Carlisle, and return. Steam-hauled between Carnforth (outward) and Preston (return).

Loco: 34067 *Tangmere*. NB

11 The Kentish Belle Armistice Day

London Victoria, Margate, Ashford, and return via Bromley.

Loco: 45596 *Bahamas*. RTC

12 Whitby and Esk Valley Statesman

Worcester Shrub Hill, Whitby, and return. Diesel-hauled throughout.

Loco: TBA. SR

12 The Whistling Geordie

Burton upon Trent, Newcastle, and return.

West Coast loco between Burton and Crewe.

Loco: 40145. PT

19 The Whitby Jet

St Albans City, Whitby, and return.

Locos: 43046 + 43055 (HST). MP

19 Belmond British Pullman

London Victoria, Chertsey, and return.

Loco: 35028 *Clan Line*. BEL

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
IC	Intercity 0800 038 5364
MP	Midland Pullman midlandpullman.com
NB	Northern Belle northernbelle.co.uk
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SRPS	Scottish Railway Preservation Society 0131 202 1033
SR	Statesman Rail 0345 310 2458
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 0333 996 6720

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Fort William, Mallaig, and return.

Loco: 44871, 45212 or 45407 *The Lancashire Fusilier*. WCR

Every Friday

The Friday Charter

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Loco: Class 87 or 90. IC

November

05 Blackpool Illuminations

Manchester Victoria, Blackpool North and return. Steam-hauled from Carnforth to



Bob Green

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TABLE ONE: CARNFORTH TO CARLISLE

Date Saturday, August 27, 2022
Train 07.00 Crewe to Carlisle
Loco RbIt MN Class 8 4-6-2 No. 35018 *British India Line*
Load 11 coaches, 417 tons tare 435 tons gross
Driver Mick Kelly
Fireman Martyn Soames
Recorder W.E Long gps
Position Eighth coach
Weather Fine

	miles	sched	mins	secs	speed
Carnforth DGL	0.00	0.00	00	00	10 early
Carnforth	0.25		01	49	20½
MP 7	1.00		03	19	38½
Yealand	2.50		05	47	36
MP 9½	3.50		07	21	43
Burton and Holme	4.74		08	47	61½
MP 13	7.00		10	47	72½
Milnthorpe	7.54		11	14	72
Hincaster Jct	9.50		12	58	67
MP 16½	10.50		13	52	66
MP 17½	11.50		14	32	67½
MP 18½	12.50		15	41	63½
Oxenholme	13.14	15.30	16	17	64½
Peat Lane	15.01		18	04	62/61
Hay Fell	16.51		19	32	61½/62½
Lambriigg	18.26		21	14	61½
MP 25½	19.52		22	30	58
MP 26	20.02		23	01	57½
Grayrigg	20.18	25.00	23	11	59
Low Gill	21.91		24	45	70½
Dillicar	24.02		26	27	78
Tebay	26.23	31.30	28	09	78
MP 33¼	27.27		28	57	75½
Scout Green	29.17		30	39	60
Shap Wells	30.53		32	07	52
MP 37¼	31.28		33	02	48
Shap Summit	31.64	41.00	33	29	50
Shap Old Station	33.78		35	32	74/73½
Harrisons Sidings	35.69	45.00	37	03	78/73*
Thrimby Grange	37.03		38	07	76/73½*
Clifton	41.03		41	18	74
Eden Valley Jct	41.98		42	03	77
MP 49	43.03		42	53	72½/75
Eumont	44.20		43	50	74/72½
Penrith	45.26	54.00	44	42	74½/73½
MP 54	48.01		46	55	76
Plumpton	50.01		48	29	77/72½*
Calthwaite	52.45		50	27	74½
Southwaite	55.77		53	04	77/76
Wreay	58.21		54	58	78
Upperby Bridge Jct	61.77		58	03	60½*
Upperby Jct	62.31		58	41	40*
Carlisle	63.12	76.00	61	15	24 early

Start-to-stop average: 61.83mph
* brakes or speed restriction

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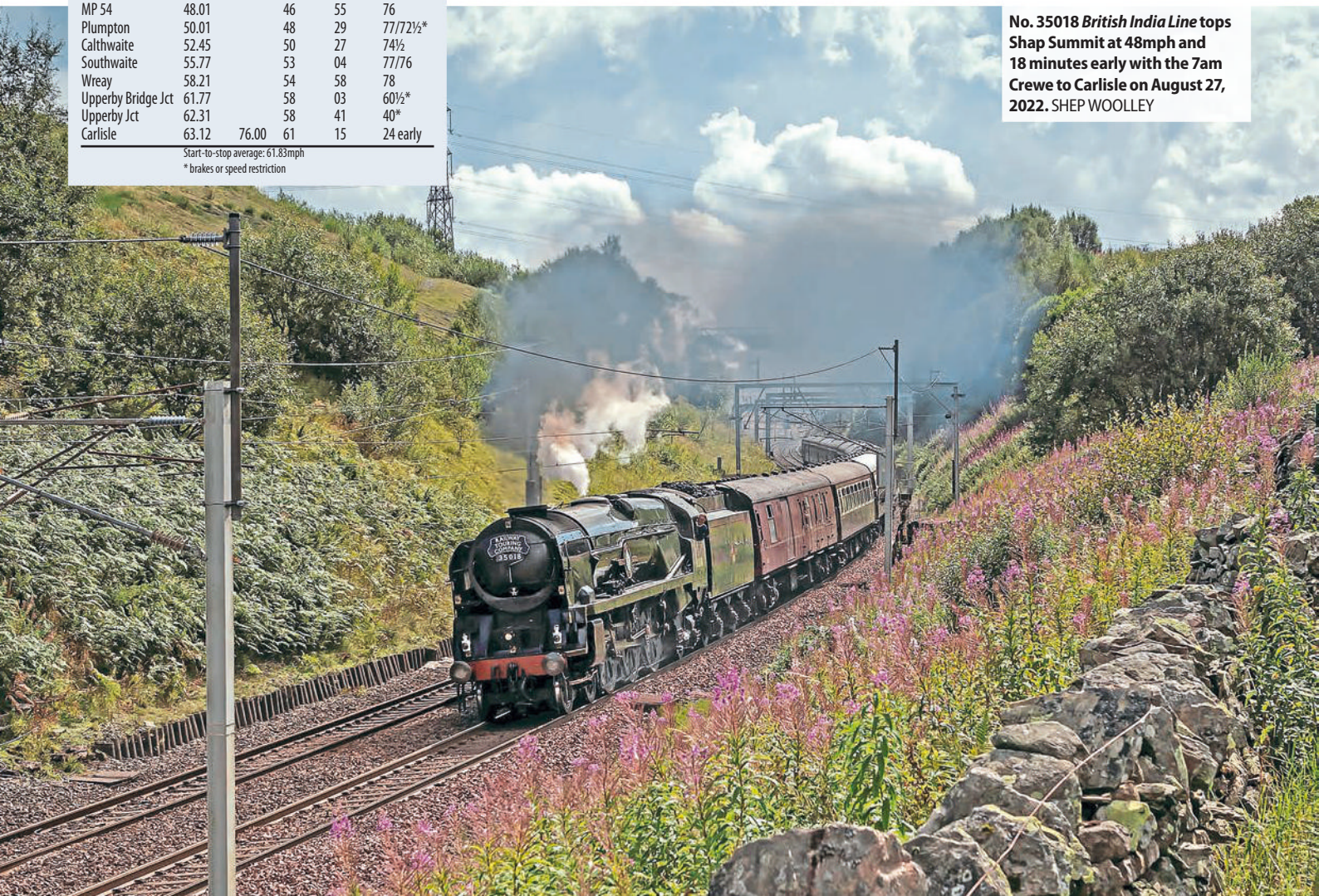


Don Benn looks at the remarkable record-breaking performance of Merchant Navy Pacific No.35018 *British India Line* northbound over the Fells, a very good run south from Carlisle with LMS 4-6-0 LMS 4-6-2 No. 46115 *Scots Guardsman*, a run with No. 6201 *Princess Elizabeth* on 'foreign' territory, and two more good runs with Class 47 diesels on the Southern on the same day.

I HAVE been very fortunate to obtain the full details of a remarkable record-breaking run from Carnforth to Carlisle behind No. 35018 *British India Line* on Saturday, August 27 this year. I could not be on it but fortunately Bill Long was, and Shep Woolley was also at Shap Summit to record it passing at 48mph. I have been in occasional touch with Bill over many years and I am very grateful to him for taking the time to send me full details of the train running (shown in Table One) and for posting the story on National Preservation. I can do no better than to reproduce his description here:

"On August 27, Nos. 37516 and 37676 delivered the train to Carnforth loop in good time and were replaced by No. 35018 (in substitution for the advertised No. 46115) and support coach, the inclusion of five Pullmans in the formation making for an unusually heavy 11-coach load of about 417 tons tare and 435 gross; my seat was towards the back of the train. Services to Leeds and Barrow passed during the wait, but things on the main line must have been in some disarray as nothing overtook.

No. 35018 *British India Line* tops Shap Summit at 48mph and 18 minutes early with the 7am Crewe to Carlisle on August 27, 2022. SHEP WOOLLEY





On October 30, 1991, Class 47 No. 47846 departs Basingstoke on the 1.40pm Poole to Manchester Piccadilly. DON BENN

"The restart was 10 minutes early, accelerating to 38½mph at milepost seven, falling back to 36 up the subsequent 1-in-134 but then recovering to 39 on the upper part of the incline. Speed increased to 61½ at Burton and to 72½, passing post 13 at the bottom of Grayrigg bank, falling to 67 up the 1-in-171 to Hincaster and to 66 beyond, with a recovery to 67½ on the slight easing of the gradient to post 17¼. The 1-in-111 before Oxenholme was carried at 63½ with an increase to 64½ on the easier length through the station, and *British India* line was going so well at this stage that there was only a gradual decrease to 61 up the following broken climb before Hay Fell, with a slight increase to 62½ up the 1-in-131 before Lambrigg and a remarkable minimum of 57½ at Grayrigg. Thus, Milnthorpe was passed in 11 min 24 sec from the start, Oxenholme in 16 min 17 sec, Lambrigg in 21 min 14 sec, and the relay room at Grayrigg summit in 23 min 11 sec. The distance between posts 13 and 26 was completed in 12 min 14 sec at a fine average of 63.7mph.

"I haven't checked against double-headers, but as far as I am aware this is the second fastest climb on record, only just behind *Sir Nigel Gresley's* 10-coach 1997 run that had the advantage of having started back at Barton loop.

"If any evidence was needed of Bulleid's free-steaming boiler, it can be reported that 35018 was blowing off for part of the ascent, and moreover that things at the summit were in such good condition that speed was worked up to 70½mph at Low Gill and to 78 through the Lune Gorge, and was still 75½ at the top of the 1-in-146 after Tebay and 60 at Scout Green, with a minimum 48 at the top of the 1-in-75.

"The Shap Time Trial section was completed in just five minutes and 25 seconds, and the whole ascent from post 13 to 37¼ in 22 min 14½ sec, the best time of which I am aware for a superb overall average of no less than 65½mph. Time from Carnforth to Low Gill was 24 min 45 sec, to Tebay was 28 min 9 sec, to Scout Green was 30 min 36 sec, and to the somewhat faded summit sign hiding in the bushes was 33 min 29 sec. Downhill, speed increased to 74mph at Shap station, passed in 35 min 32 sec, after which brakes were applied to reduce to 73. Subsequent times were Thrimby Grange at 38 min 7 sec at 76mph, Clifton 41 min 18 sec at 74, then 72½ on the level at post 49, Penrith

in 44 min 42 sec at 74½mph, Plumpton in 48 min 29 sec at 77, then reduced to 72½, Calthwaite in 50 min 27 sec at 74½, Southwaite in 53 min 4 sec at 77, and with a gentle run-in, arrival at Carlisle Platform 3 in 61 min 15 sec, 24 minutes ahead of schedule and an even time run for the distance of rather over 63 miles. A fantastic run!

"Many thanks to RTC for promoting the tour, to West Coast for operating it, and especial congratulations to the crew of Mick Kelly and Martyn Soames."

This run shows that a Merchant Navy Pacific in the right hands can rival anything over Grayrigg and Shap, and though I don't have any details of how the loco was being worked I am willing to bet it still had some power in reserve (but see below). I believe that this is the fastest single steam loco-hauled train time over this stretch and will stand, I



No. 6201 *Princess Elizabeth* is seen arriving at Ascot on June 10, 2010, with the 8.45am Victoria to Bristol Temple Meads working. DON BENN

TABLE TWO: CARLISLE TO APPLEBY

Date	Saturday, May 21, 2022
Train	14.22 Carlisle to Euston
Loco	LMS 7P 4-6-0 No. 46115 <i>Scots Guardsman</i>
Load	12 coaches, 435 tons tare 465 tons gross
Driver	Mick Kelly
Fireman	Craig Todd
Recorder	A Smeaton
Position	12th coach
Weather	Mostly dry

	miles	sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	96 late
Petteril Bridge Jct.	0.93	5.00	04	18	20
MP 307	1.08		04	46	23½
MP 306	2.08		06	56	30½
Scotby	2.73		08	10	33½
Cumwhinton	3.93		10	15	36½
Howe & Co Sidings	5.08	11.30	11	56	45½/46
MP 302	6.08		13	14	45½
Cotehill	7.08		14	34	44½/43½
MP 300	8.08		15	55	49½
Low House	8.39	15.30	16	17	54
MP 299	9.08		17	00	61
Armathwaite	9.97		17	55	54½
MP 297¼	10.83		18	50	59½
MP 295	13.08		21	15	51
Fiddler's Lane	14.94		23	03	69
Lazonby	15.48	23.30	23	03	66½/67
MP 291	17.08		24	58	66½
Little Salkeld	18.38		26	10	62/55½
Langwathby	19.81	27.30	27	38	56½
MP 286	22.08		29	55	61
Culgaith	23.39	32.30	31	12	62
New Biggin	24.73		32	34	57
Kirby Thore	26.08	35.30	33	59	58
Long Marton	27.88		35	48	61/62
MP 279	29.08		37	02	53
Appleby	30.73	43.30	40	43	

think, for many years to come, maybe never to be surpassed – and this with a heavy 11-coach load. It would certainly take a Class 8 loco to do it.

Sandy Smeaton has kindly sent me his calculation of some of the power outputs from 35018. These are very high figures, rivalling some I obtained from Merchant Navy Pacifics in the days of steam, and suggest that the engine was being worked with full regulator, possibly 30-35% cut-off at times.



Clas 47 No. 47716 at Salisbury on the 11am Waterloo to Exeter service on October 30, 1991. DON BENN

The IHP figure from Tebay to MP 33¼ is higher than the final stretch up Shap due to the higher speed over the Tebay section.

No. 46115 in fine form

I must follow that with another fine run, this time with an engine on home ground: No. 46115 *Scots Guardsman* on the southbound 'Cumbrian Mountain Express' on May 21 this year, and again with Mick Kelly driving. Sandy Smeaton has sent full details and background, and its late departure (Table Two). He tells the story: "No. 86259 arrived at Preston 2 early with 11 coaches from Euston and then ran to Carnforth Loop in the good time of 23 min 12 sec. A bureaucratic change from previous practice was the new headcode 1C96 replacing 1Z86 and 1A89 for 1Z87 on the return trip.

"After No. 46115 had replaced the 86 it was discovered that the rear coach brakes could not be completely released. The solution, unfortunately, was to re-couple the dual-braked No. 86259 to the rear to provide adequate vacuum and so we left for Carlisle 43 late with No. 86259 pushing.

"Now running out of path, the Class 86 had to assist, producing a time to Carlisle of 54 min 52 sec, arriving only 21 late and passing Shap Summit at 79½mph! The late arrival reduced the time allowed to shunt the stock to Siding A and service the engine, and 1A89 backed into Platform 3 at 14.30, eight minutes after departure time.

"It was then discovered that 46115's AWS needed a replacement battery. After a marine battery was bought for about £600, Mick Kelly finally got No. 46115 underway 96 late. Craig Todd was firing and the load was 12/435/465. The start and climb up to Cotehill was excellent, producing a minimum of 44½ before Low House Box, passed in 16 min 17 sec. The minor summit at MP 295 was topped at 51 and a fast descent gave a passing time at Lazonby of 23 min 31 sec. Appleby was reached in 40 min 43 sec, the best to date of six runs with No. 46115."

6201 away from home

Continuing now with more normal train performance, on June 10, 2010, I joined the 08.45 Victoria to Bristol at Ascot where No. 6201 *Princess Elizabeth* arrived on time at the head of 13 coaches for 475 tons full. At the regulator was Bill Warriner, who gave me a number of very good steam runs, and I wondered how he would get on with this big Pacific; I didn't record the name of the fireman. We left three minutes late and ran steadily to the water stop at Newbury Racecourse via Reading.

Table Three shows the detail from the restart

TABLE THREE: NEWBURY TO BATH

Date	Thursday, June 10, 2010
Train	08.45 Victoria to Bristol Temple Meads
Loco	LMS 7P Class 4-6-2 No. 6201 <i>Princess Elizabeth</i>
Load	13 coaches, 442 tons tare, 475 tons gross
Driver	Bill Warriner
Fireman	Not recorded
Position	10th coach
Recorder	Don Benn
Weather	Cloudy and cold

	miles	sched	mins	secs	speed
Newbury Racecourse	0.00	0.00	00	00	1¼ early
Newbury	0.69	4.00	02	52	26
MP 56	3.61		07	41	50
Kintbury	6.14		10	31	54½
MP 60	7.61		12	14	52
Hungerford	9.20		13	55	54
MP 63	10.61		15	34	57½/20*sigs
Bedwyn	14.04	18.00	21	29	45½
Crofton Xing	15.66		23	37	42½
MP 69	16.61		25	07	38
Savernake	17.73		26	57	34
Wootton Rivers	20.11		29	55	60
Pewsey	22.95		32	38	64/66½
MP 77½	25.11		34	39	60
Woodborough	26.51	30.00	35	59	66
Patney	28.70		37	56	70
MP 84	31.61		40	20	77
Lavington	34.45	40.00	42	34	75
MP 88	35.61		43	32	70
Edington	38.95		46	37	61
Heywood Road Jct	42.18	48.00	51	52	20*
Hawkeridge Jct	43.60	53.30	54	24	18*/46
Trowbridge	47.05		60	24	23*/43½
Bradford S Jct	48.25	63.30	63	57	15*sigs
Bradford on Avon	50.31		68	22	43½
Avondcliffe	51.64		70	02	51
Freshford	52.60		71	14	42
Limpley Stoke	53.39		72	23	40
Dundas Aqueduct	54.25		74	25	23*
MP 2	55.29		76	19	42/48½
Bathampton Jct	57.44	75.30	79	04	45/48
Bath	59.76	79.30	82	56	2¼ late

net time 79 minutes

*brakes or speed restriction

Section	Gradient	EDBHP	IHP
Burton (MP 10¼) to MP 13	Level	1660	2170
Lambrigg (MP 24¼) to MP 26	1 in 109	2050	2440
Tebay to MP 33¼	1 in 137	2030	2715
Scout Green to MP 37¼	1 in 76	2120	2440

(EDBH – Equivalent drawbar horsepower. IHP – Indicated horsepower).



On June 10, 2010, LMS Princess Royal Class No. 6201 *Princess Elizabeth* is seen entering Bristol Temple Meads with the 4.36pm to Victoria. DON BENN

TABLE FOUR: WATERLOO TO SALISBURY

Date Wednesday, October 30, 1991
Train 11.00 Waterloo to Exeter
Loco Brush Type 4 2580bhp Class 47 DL No. 47716
Load Seven Mk.2 c/d/e coaches, 224 tons tare 240 tons gross
Recorder Don Benn
Weather Fine and mild

	miles	sched	mins	secs	speed
Waterloo	0.00	0.00	00	00	WL*
Vauxhall	1.29		03	12	48½/65
Clapham Junction	3.93	7.00	05	59	49*
Earlsfield	5.58		07	44	64½
Wimbledon	7.24		09	09	75/74
New Malden	9.78		11	10	76
Surbiton	12.04	15.30	12	51	85
Hampton Court Jct	13.34		13	44	88
Esher	14.39		14	24	92
Hersham	15.91		15	29	86½
Walton	17.08		16	16	83/82
Weybridge	19.15		17	41	87
Byfleet	20.40		18	34	86
West Byfleet	21.68		19	20	63*/47*sigs
Woking	24.29	25.00	23	11	
	0.00	00.00	00	00	½ min late
Woking Jct	0.46		01	09	39
Brookwood	3.70		04	31	72
Pirbright Jct	5.20		05	49	76
MP 31	6.71		06	55	80
Sturt Lane Jct	7.66		07	44	86½
Farnborough	8.91		08	25	87/90
Fleet	12.19		10	36	88/90
Winchfield	15.54		12	49	85
Hook	17.67		14	28	89/88
Newnham Siding	19.41		15	26	93/44*sigs
Basingstoke	23.46	20.00	19	48	
	0.00	0.00	00	00	1¾ late
Worting Jct	2.55	5.00	03	42	60
MP 51	3.35		04	21	65½
Oakley	4.63		05	31	75
MP 53½	5.80		06	23	80
Overton	7.80		07	46	88/83
Whitchurch	11.35		10	17	87
Hurstbourne	13.39		11	37	84
MP 62½	14.85		12	42	82
MP 64	16.35		13	46	86
Andover	18.60	17.00	16	33	
	0.00	0.00	00	00	1¾ late
Red Post Jct	1.30		02	26	50
MP 68¾	2.50		03	32	66½
MP 71	4.75		05	27	76
Grateley	6.35		06	44	75½
MP 73¼	7.00		07	16	75
Allington SB	9.25		08	52	86½
Porton	11.90		10	37	98
MP 80	13.75		11	47	96/33*sigs
Tunnel Junction	16.21	15.00	15	09	40/46
Salisbury	17.31	17.00	17	34	2½ late
net times	Waterloo to Woking: 22 minutes Woking to Basingstoke: 19 minutes Andover to Salisbury: 16 minutes				



August 8, 2020 and Royal Scot class No. 46115 Scots Guardsman stands at Carlisle on the return 'Cumbrian Mountain Express' working to Euston. SANDY SMEATON

to Bath, which was adequate throughout. It was common at that time to follow the stopping unit which terminated at Bedwyn and to be checked while it reversed and changed platforms there. This may have accounted for the steady start but not for the slow recovery up to Savernake, passed at a poor 34mph. We were 6 down on schedule at Woodborough but then ran fast downhill to reach 77 before Lavington and had recovered sufficiently to be on time at Hawkeridge Junction. A signal check and slow running now intervened, so arrival at Bath was just over two minutes late, though the net time just kept the schedule.

More good Class 47 runs

Moving on to very good Brush Type 4 runs, on October 30, 1991, I recorded two fine runs on the Southern. By then the 47s had replaced the unreliable Class 50s on the Waterloo to Exeter services and Table Four shows No. 47716 on seven MK2 coaches on the 11am from Waterloo as far as Salisbury. The start was slow over the Windsor lines but then the 25-minute booking was easily kept despite catching the train in front, which had left three minutes before us. On to Basingstoke, time was kept despite the usual signal check on the

approach. Within the 85mph limit the 17-minute schedule on to Andover was tight, but after a good climb to Grateley, speed being held at 75 over the top, the driver kept power on to touch 98 at Porton before another signal check prior to Tunnel Junction resulted in a 2 min 30 sec late arrival in Salisbury. My notes state: "An excellent run. Initial starts slower than the 50s but just as good uphill."

Finally, Table Five shows a typical run behind InterCity No. 47846 on the 1.40pm Poole to Manchester Piccadilly, running on time. The 16-minute schedule was tight, similar to today's EMU class 444s bookings whose balancing speed on the 1-in-251 at Roundwood is about 90mph compared to the 83-84 of the Class 47s on seven light Mk.2 coaches. I competed my day with No. 47712 with eight coaches for 275 tons on the 4.03pm Basingstoke to Waterloo, which ran the 23.46 miles to Woking in 18 min 33 sec, maximum 92mph, and 17 min 56 sec for to 20.39 miles on to Clapham Junction, maximum 89. Arrival at Waterloo was two minutes early.

I am grateful to all my correspondents. My next column is my 100th, so it will contain some appropriate runs. **HR**

TABLE FIVE: WINCHESTER TO BASINGSTOKE

Date Wednesday, October 30, 1991
Train 13.40 Poole to Manchester Piccadilly
Loco Class 47 Brush Type 4 2580bhp No.47846
Load Seven Mk.2 c/d/e coaches, 229 tons tare 245 tons gross
Recorder Don Benn
Weather Fine and mild

	miles	sched	mins	secs	speed
Winchester City	0.00	0.00	00	00	
MP 65	1.55		02	30	60
MP 63	3.55		04	20	73
Wallers Ash	4.85		05	18	75½
MP 61	5.55		05	52	78
Weston	6.35		06	26	80
MP 59	7.55		07	18	82
Micheldever	8.50		07	59	84
Roundwood	10.35		09	15	83½
MP 55	11.45		10	07	86½
MP 53	12.60		11	25	96
MP 51	14.05		12	43	89
Worting Jct	16.28		13	14	87
Basingstoke	18.80	17.00	15	57	



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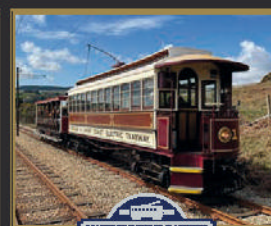
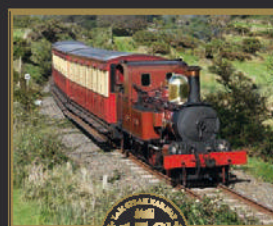
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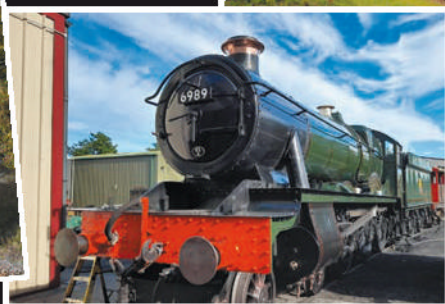
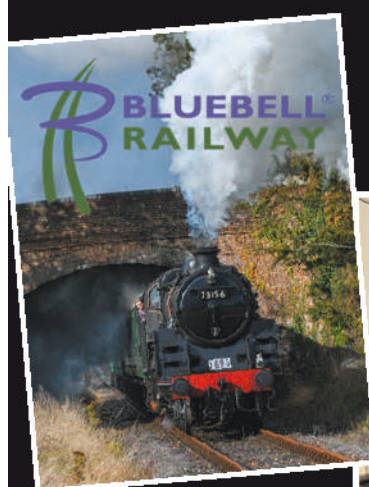


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'Southern Spectacular' Mk II from TRA

SIX weeks after Great Central's auction on September 3 that included five Southern Railway nameplates and another from a Southern Region-based Britannia, a report of which appears in this column, Talisman

Railwayana is holding another 'Southern Spectacular' on October 15 that features nameplates from four SR Pacifics, a King Arthur, a School, and two ex-LBSCR Atlantics.

The Pacific plates are from West Country class Nos. 34020 *Seaton* and 34022 *Exmoor*, Battle of Britain No. 34068 *Kenley*, and Merchant Navy No. 35026 *Lampport & Holt Line*. The King Arthur is *Sir Ector de Maris* (No. 30794), the School *Dulwich* from No. 30907, and the LBSCR representatives *North Foreland* and

The Needles from Class H2 Nos. 32422 and 32423. No. 34020 will be accompanied by its West Country Class scroll, No. 34022 by its smokebox numberplate and scroll, and No. 34068 by its RAF badge. Three of the

Pacifics, Nos. 34020, 34022 and 34068, were built at Brighton, the first in December 1945, No. 34022 the following month, and the Battle of Britain in October 1947, and from the same works came Nos. 32422 and 32423 in July and September 1911.

The respective withdrawal dates were September 1964 from Exmouth Junction (72A), April 1965 from Eastleigh (71A), December 1963 from Salisbury (70E), and September 1956 and May 1949, both from Brighton (75A).



Eastleigh Works was the birthplace of the other three locomotives, comprising No. 30794 in March 1926, No. 30907 in July 1930, and No. 35026 in December 1948, while withdrawals came in August 1960 from Basingstoke (70D), September 1961 from Brighton (75A), and March 1967 from Weymouth (70G).

The Southern theme continues with the smokebox numberplates from West Country No. 34004 *Yeovil* and Merchant Navy No. 35004 *Cunard White Line*, Southern Railway station target signs Barnstaple Junction, Fareham, Hollingbourne, Honor Oak, Ryde Esplanade and Gillingham, BR(S) totems Templecombe and Dorchester South, and a 'Golden Arrow' arrow embellishment as fitted to the

streamlined Bulleid Pacifics. A Corfe-Swanage single-line tablet will also be going under the hammer, so too a Bournemouth West running-in board and handlamps from the South Eastern, Lewes & East Grinstead, Somerset & Dorset Joint, and Plymouth Devonport and South Western Junction railways.

Away from the Southernfest are cabside numberplates from GWR Nos. 4085 *Berkeley Castle* and 5996 *Mytton Hall*, and from the heritage modern traction era come nameplates *Thunderer* and *Agincourt* from English Electric 1968-built Class 50 Co-Co diesels D408/50008 and D413/50013.

The auction is at the Gartell Light Railway in Templecombe and starts at 10am.



Beeson model masterpieces steam right to the top

MODELS made by the acclaimed craftsman James Stanley Beeson were the stand-out stars in a 619-lot 'Nostalgic trains' auction held by Gildings of Market Harborough on August 31, led by an O gauge 0-6-0ST that obliterated its top estimate seven-fold.

The model, which sold for £14,000, was of LNWR No. 3253, one of 278 in the 'Special tank' 2F class that emerged from Crewe Works between

1870 and 1880 and of which five survived into BR departmental stock.

Two further Beeson O gauge LNWR models that joined No. 3253 on the podium were Newton class 2-4-0 No. 1220 *Belted Will* and Prince of Wales class 4-6-0 No. 136 *Minerva*, which sold respectively for £9500, more than three times top estimate, and £3400. No. 1220 was outshopped by Crewe in April 1872 and carried

the nickname of English nobleman Lord William Howard (1563-1640), while No. 136 was built not by the LNWR itself but by North British of Glasgow in October 1915 and withdrawn by the LMS as No. 25663 in January 1935.

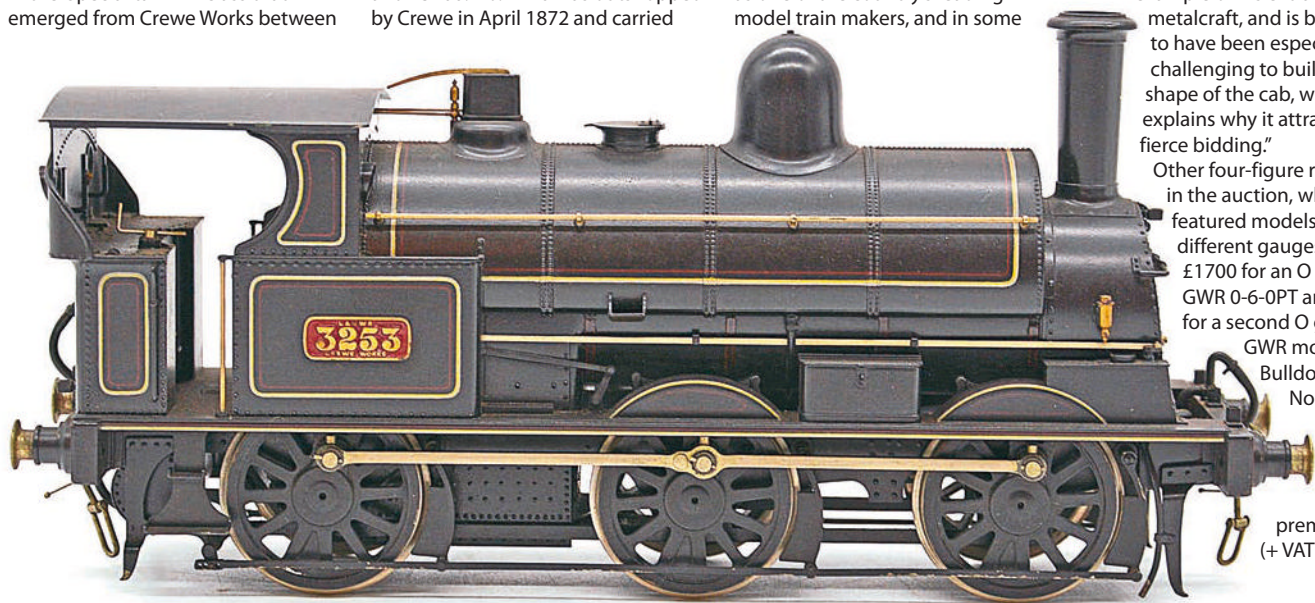
Willesden-born James Stanley Beeson (1906-1990) was recognised as one of the country's leading model train makers, and in some

eyes is believed to have been one of the greatest ever.

"The prices paid for these three models were testament to the incredibly high regard in which he is held by collectors," said Gildings' model railway specialist Andrew Smith.

"The model of No. 3253 was an example of his extraordinary metalcraft, and is believed to have been especially challenging to build due to the shape of the cab, which partly explains why it attracted such fierce bidding."

Other four-figure realisations in the auction, which featured models in six different gauges, included £1700 for an O gauge GWR 0-6-0PT and £1400 for a second O gauge GWR model, of Bulldog class 4-4-0 No. 3312 *Isle of Guernsey*. Prices exclude buyer's premium of 20% (+ VAT).



'No slowing down' as steam and diesel make five figures

FOUR of the top seven realisations in Great Central's September 3 quarterly auction were achieved by Southern Railway nameplates, with the podium being emphatically locked out by the company.

Heading the victory at £26,000 was *Bude*, with its town coat of arms and West Country Class scroll, from No. 34006, while second went to another Pacific, No. 35010 *Blue Star* (£20,000), and third to *Shanklin* from Isle of Wight O2 class 0-4-4T W20, which sold for £14,500.

At this stage the GWR slowed the Southern bandwagon with *Corfe Castle* from No. 5034 (£14,000), but *Camelot* from King Arthur No. 30742 then restored the status quo and completed the steam nameplate five-figure realisations when it went under the hammer for £10,500.

Even sixth place had more than a whiff of the Southern Region about it, thanks to a nameplate from 'Golden Arrow' regular No. 70014 *Iron Duke* fetching £8000, immediately followed by the Britannia's smokebox numberplate at £3600.

The LNWR/LMS and LNER each had a single representative to state their case, with *Saddleback* from LNWR George the Fifth class No. 845/LMS No. 5391 (£6800) and *East Anglian* from LNER B17 No. 61659 (£5000), and bringing up

the rear was a second GWR contender, *Harrington Hall* from No. 5982 (£3800).

Two other plates from the same stable, *Hopton Grange* from No. 6865 and *Cornubia* from Duke class No. 3255, failed to find new homes, as did *Malvern* from SR Schools class No. 30929.

While steam nameplates made the headlines, they didn't have it all their own way thanks to four diesel plates which hovered either side of the five-figure mark. This quartet comprised *Royal Tank Regiment* from Class 45 'Peak' D53/45041 and *Bulwark* from Class 50 D441/50041, each at £11,500, *Peak National Park* with badge from Class 37 D6834/37134 (£9400), and *Thunderbirds The Hood*, also with badge, from Class 47 D1811, which was rebuilt as Class 57 No. 57312 (£9200).

Other locomotive category winners included a cabside numberplate from LNWR 1917-built

Claughton class 4-6-0 No. 2426 (£3800), with the runner-up at £2400 being Southern Railway 119 from

an ex-Royal train T9 class 4-4-0 built in 1899, and smokebox numberplate 6005 from GWR *King George II* (£2800), closely followed by 46241 from LMS Princess Coronation Pacific *City of Edinburgh* (£2600).

Out-performing these, however, was a running-in board from the Lynton & Barnstaple Railway station of Snapper Halt that went under the hammer for £6400, and also leading totem station signs BR(W) Morfa Mawddach and BR(E) Swaffham, which went for £4200 and £4000 respectively.

Other station platform signs included a BR(S) example from Twickenham listing 11 destinations from platform three (£2200) and a London Underground roundel from King's Cross St. Pancras (£2000).

Also worthy of mention are a Webb & Thompson train staff instrument at £2800, a pair of Furness Railway platform seat supports (£1900), a Cambrian Railways handlamp stamped Cemes Road and a drum clock from the same company, each at £1600, and a 'Cambrian Coast Express' headboard which achieved £1500. Prices exclude buyer's premium of 15% (+ VAT).

"Excellent – very buoyant, with both steam and diesel," said auctioneer Mike Soden.

"Other categories too – it was our best auction for quite a while, and there are no signs of any slowing down."



Peak sales time for Class 45 diesel nameplates

A ROYAL Tank Regiment nameplate from Class 45 'Peak' D53/45041 sold for £8500 at a railwayana and models sale held by the Diss, Norfolk, auction house TW Gaze on August 30, coincidentally just four days before the other nameplate from the 1Co-Co1 diesel went under the hammer at a Great Central auction (see report in this column).

A 5in gauge live steam model of an unnumbered LNER A3 went under the hammer for £6000, a 3½in gauge live steam model of another LNER Pacific, No. 60113 *Great Northern*, for £850, and a 5in gauge battery-powered Class 31 diesel for £800.

BR(M) totem sign Shaw & Crompton also featured in the auction and went to a new home for £750. The station was opened by the Lancashire & Yorkshire Railway on the Oldham Mumps-Rochdale line in November 1863 and was closed in October 2009, to be replaced by a new station built nearby on the Greater Manchester Metrolink light rail system. Prices exclude buyer's premium of 18% (+ VAT).

Evening Star and Royal Scot head models' charts

A GAUGE 1 electrical radio-controlled Class 9F 2-10-0 No. 92220 *Evening Star* achieved the highest realisation of £850 in the model trains category of a Lacy Scott & Knight toys and collectors' models auction at Bury St Edmunds on August 26. The sale also included railwayana, in which the leader was a GWR 'Speed to the West' poster that went under the hammer for £780.

This iconic poster, which features No. 6028 *King George VI*, was issued in 1939 and was the work of Charles Mayo (1907-1982), the son of a railway clerk who joined the GWR PR department as a graphic designer in 1931 and also produced work for booklets and other publicity material. Prices exclude buyer's premium of 22½% (+ VAT). Also on August 26, a Wrenn OO gauge No. 46100 *Royal Scot* topped the charts in a Vectis model train sale with a realisation of £1200 (exc buyer's premium of 25% inc VAT).

One-off single collection sale works a treat

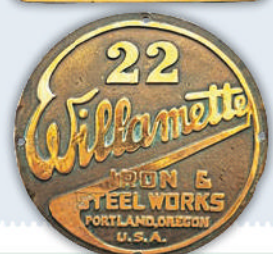
STEAM locomotive workplates from across the Atlantic were the theme of a one-off single collection 32-lot sale held online by GW Railwayana from August 14 to 28, resulting in a head-to-head between two engines built in Pennsylvania and Oregon.

In a close contest, the winner was from Chicago Mill & Lumber Co No. 5, a geared locomotive built in 1917 by Heisler Locomotive Works of Erie, Pennsylvania (works No. 1357), which went for £4800, just ahead of the £4500 for a Willamette Iron & Steel Works of Portland, Oregon, plate from 1926-built Sauk River Lumber Co No. 23 (works No. 22), one of only 33 locomotives built by the company.

At £3300 came a 1912 Lima Locomotive & Machine Co of Lima, Ohio, plate (works No. 2490) from Western Cooperage Railroad No. 2, followed by a Climax Manufacturing Co of Corry, Pennsylvania, example (works No. 1684) from British Columbia Forest Products No. 7 (£3100).

A Baldwin Locomotive Works of Philadelphia plate dated 1884 from Barca de Arauama of Brazil 3ft 1¾in gauge 2-6-0 No. 3 fetched £2800, and a bid of £2050 secured a Lima-Hamilton Corporation plate, from Louisville & Nashville Railroad 2-8-4 No. 1974 (works No. 9353), built in 1949. Prices exclude buyer's premium of 15% (+ VAT).

The plates came from the collection of Eric Ellis, former engineer for the 6201 Princess Elizabeth Society, who died in May at the age of 78. GW Railwayana's Simon Turner said: "Eric had a great interest in American and Canadian steam, particularly the Norfolk & Western Railway, and on select occasions No. 6201 was fitted with his homemade NWR chime whistle, which sounded absolutely fabulous."



Railwayana Auction Calendar

■ **October 1**

Great Northern Railwayana

■ **Ends October 2**

Railwayana Sales

■ **October 2-16**

GW Railwayana (*timed general railwayana*)

■ **October 14-November 1**

Paperchase

■ **October 15**

Talisman Railwayana (*Templecombe*)

■ **October 21**

Vectis (*model trains*)

■ **October 28**

Lacy Scott & Knight (*railwayana and model trains*)

■ **October 29**

Transport Auctions of London

William Dean to deliver the goods in London

WILLIAM Dean's GWR 2301 class of mixed traffic 0-6-0 locomotives will be a centrepiece of the main line railwayana in a Transport Auctions of London sale on October 29, when a cabside numberplate from No. 2537 goes under the hammer. The class of 260 engines, known generally as 'Dean goods', was built at Swindon between 1883 and 1899, with No. 2537 entering traffic in July 1897 and being withdrawn from Cardiff Canton (86C) in January 1953.

Another GWR representative will be an enamel map of the company's shipping routes, while from the BR

era comes a London Midland Region totem sign from Woodford Halse, a Northamptonshire station that was opened by the Great Central Railway in March 1899 and closed in September 1966. Steam trainspotters will recall it as the location of a six-road depot coded 38E until 1958, when it swapped regions and became 2F.

Among the London Underground selection are platform signs from the stations of Holloway Road and Mansion House dating from circa



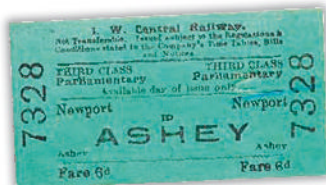
1908, when LU's first 'bar and circle' identity was being developed. The auction will be live online and start at 10am.

IoW 6d ticket sells for £360

THE enduring appeal of the railways of the Isle of Wight was illustrated at a Paddington Tickets' postal auction that ended on August 16, when an IoW Central Railway 6d third class ticket for a journey from Newport to Ashey sold for £360.

Ashey station was opened by the Ryde & Newport Railway in December 1875, closed by BR in February 1966, and was reopened by the heritage

IoW Steam Railway as a request halt in 1991. The price excludes buyer's premium of 10% (+ VAT).



European traction variety proves to be main draw in slide show auction

EUROPEAN diesel and electric traction in the 1970s to early 2000s was the main draw in an online auction held by photographs, slides and negatives specialist Justaclickago from August 22-28.

The highest realisation was £720 for 400 colour slides

taken in Portugal, Spain and Switzerland of diesel, electric, railcars and city trams, while £560 was the winning bid for 300 colour slides taken in a variety of locations in Italy.

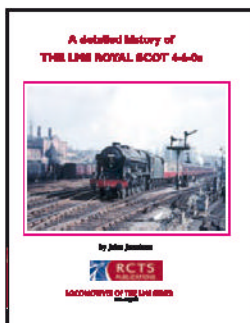
Prices exclude buyer's premium of 18%.



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A beautiful **NEW** Limited Edition print and our 2023 'Footplate' calendar from paintings by **PHILIP D. HAWKINS FGRA**



'Snow Hill – Northern Approaches'

A 'King' class 4-6-0 No.6000 'King George V' eases the up 'Cambrian Coast Express' into Birmingham Snow Hill during the late 1950s. At this time the Western Region of British Railways had introduced the lovely brown and cream livery of the erstwhile Great Western Railway for front line coaching stock which, when coupled to a 'King' or 'Castle' with burnished copper and brass, made for a magnificent spectacle.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, Image size 23in x 15in. Price £95 inc p&p. Artist's Proofs £110 inc p&p.



'Carnegie Citadel'

Stanley engines at the southern end of Citadel station C1961 with a 'Jubilee' 4-6-0 No.45588 'Kashmir' preparing to leave platform 4 and a 'Princess Coronation' Pacific No.46254 'City of Stoke-on-Trent' waiting to take over an up train.

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'Summer Lightning'

A 'Britannia' Pacific No.70019 'Lightning' is almost at the summit of Dalinton Bank in Devon with an express for Paddington during the mid-1950s. Dalinton was one of the notorious 'Devon banks' between Newton Abbot and Plymouth.

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To learn more about the artist, his paintings, books and how to go about commissioning work visit www.philipdhawkins.co.uk

2023 'Footplate' Calendar



'Manor On The Milk'

Another scintillating collection from the original paintings by Philip D. Hawkins FGRA. Titles included are:- 'Scotsman At Newcastle', 'Manor On The Milk', 'Crossing At Crediton', 'View From A Bridge', 'Night Scot At New Street' & 'Winter Workhorse'.

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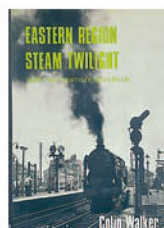
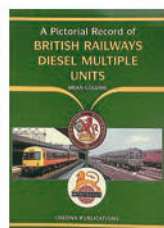
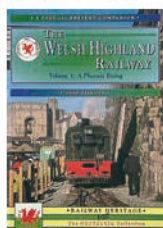
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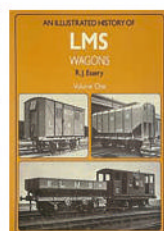
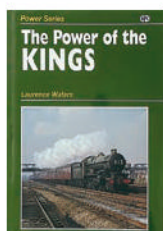


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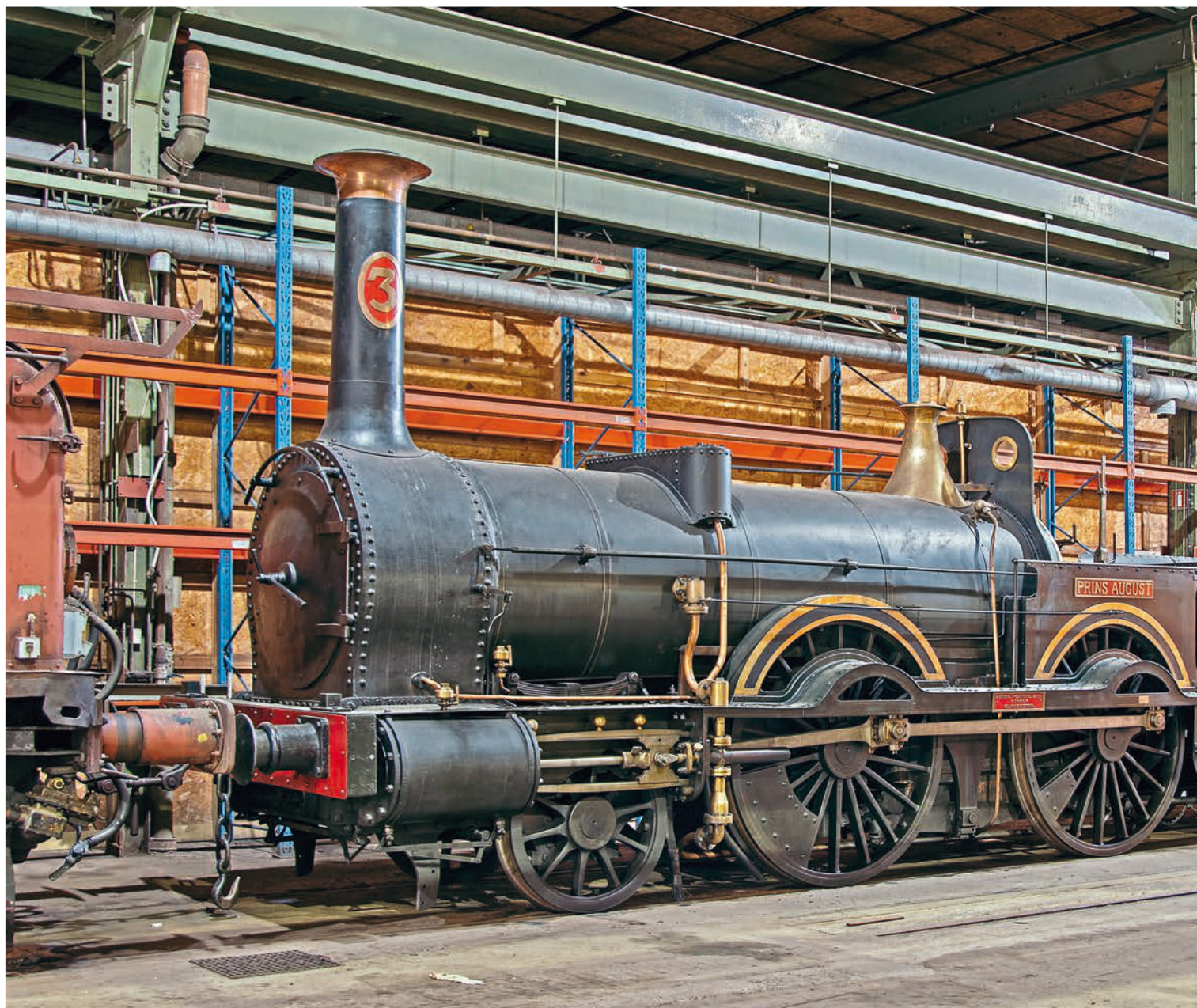


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THE BRITISH ENGINES AT HEART OF EUROPE'S 'BEST KEPT' SECRET

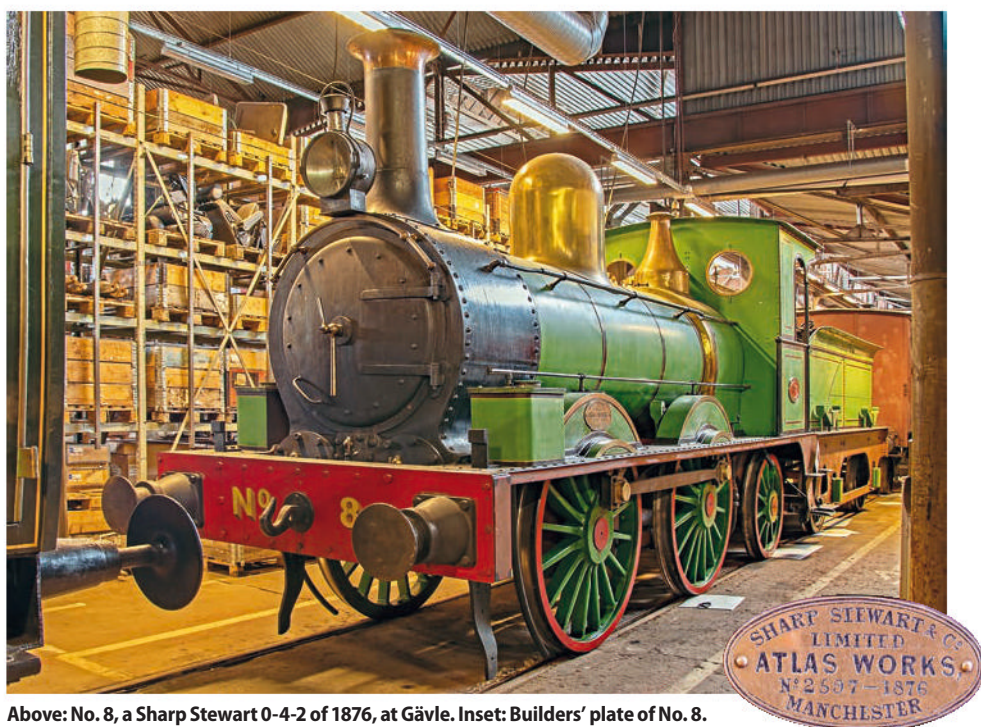
In *Heritage Railway* issue 296, we reported on the discovery of a Beyer Peacock tank engine in Ukraine. Five more classic locomotives from the manufacturer in Gorton, Manchester, have been out of view for the last five years while the Swedish Railway Museum at Gävle has remained closed, with its contents now regarded one of the best kept secrets in Europe. **John Titlow** was granted rare access to view and photograph this immense collection, spread over three sites.



B 2-4-0 No. 3 *Prins August*, built by Beyer Peacock in 1856, is said to be the oldest locomotive in original condition in the world. Inset: Builders' plate of No. 3.



G 0-6-0 No. 93 *Jernsida*, a 0-6-0 Beyer Peacock of 1897, inside the main collection building at Gävle on July 5.



Above: No. 8, a Sharp Stewart 0-4-2 of 1876, at Gävle. Inset: Builders' plate of No. 8.

Nothing prepares you for what is in the collection at the Sveriges Järnvägsmuseum, the Swedish Railway Museum, let alone the overwhelming size and quality of it.

Five Beyer Peacock steam locomotives are here, one a 2-4-0 dating back to 1856 which is proudly described as the oldest working loco in 'original condition' in the world. Yes, there is the *Fairy Queen* in India, but little of it is original.

After travelling to Lapland to see the midnight freight from Kiruna behind the museum's Nydqvist & Holm AB 0-10-0 No. R 976, as exclusively reported in *Heritage Railway* issue 296, the return overnight train travelled through Gävle on route to Stockholm. It was a short bus ride from the station to the museum for a prearranged visit; on arrival, the gates were shut and locked because the museum is closed to the public.

The local postman let me in – and such is the trust of the Swedes that there were no questions as to what I was doing there! Introductions made, museum director Robert Sjö showed me round, describing the huge plans that exist for the future and the reasons for its closure over the last five years.

Inside the roundhouse used for the running locomotives, I was asked how long I needed for photographs. About an hour was my reply, and I was left alone. Afterwards Robert drove me to the larger building – and I was stunned at the size of the collection.

"How long do you need here?" he asked. At least two hours, this time, and I was again left alone inside a collection beyond belief, like a child in a sweet shop.

First in Sweden

Sweden was one of the last European countries to develop railways. In the mid-19th century it was considered a poor and developing country; few factories existed, and the lakes were used for transport but these froze over during the harsh winters.

A British company called The Royal Swedish Railway Company in 1852 first attempted to build a national railway system, but it was met with reluctance from politicians and went nowhere. However, it eventually became the catalyst for politicians of the time to begin believing in railways and they embraced the concept, like the rest of Europe.

A sister locomotive to the museum's SJ B No. 3 *Prins August*, a 2-4-0 Beyer Peacock of

1856, hauled the first steam passenger train on the national main line between Malmö and Lund that same year.

Museum's history

Early in the 20th century a collection of historic railway artefacts was slowly growing that would become the start of a museum. In 1915, when Europe was tearing itself apart during the First World War, Sweden opened its first railway museum in rooms near the railway's headquarters in Stockholm by the then National Railway Board.

Only small items were displayed until 1942, when locomotives and rolling stock were exhibited at Tomtebodavägen railway station on the outskirts of Stockholm – but only in wooden sheds.

Due to an ever-growing collection and with suitable space available in Gävle, the museum relocated in 1970.

Funding comes from the Swedish taxpayer, where average taxes are 28%, and since 2018 it has been part of the Swedish National Maritime and Transport Museums. The former Swedish Transport Administration is responsible for the planning and operation of the museum's trains.



SJ F 4-6-2 No. 1200 of 1914 at Gävle. Nydquist & Holm built 11 of the class between 1914 and 1916 primarily for use on the routes between Stockholm and Gothenburg and Stockholm and Malmö. The type was one of the largest steam locomotives ever used in Sweden.

The site

To say Gävle is ideal is an understatement because there are two large roundhouses next door to each other, plus an extremely large shed/warehouse two-and-a-half miles away on the other side of the city, all rail connected. The Transport Administration is responsible for maintaining the six miles of track between and around both depots.

The first roundhouse, which dates back to 1905, has 16 roads and was built by the Uppsala-Gävle railway, which opened in 1874.

The second 18-road roundhouse was built in 1927 by the East Coast Railway and will house the new permanent exhibition as it did before the museum closed in 2017. This railway ran from Gävle to Härnösand, becoming part of SJ in 1933.



Elfkarleo Bruk No. 1, a 0-4-0T built by Henry Hughes in Loughborough in 1873.

A very typical Swedish wooden station building from Hennan and a wooden goods shed have been lovingly reconstructed, complete with a new station platform for visitors. There is plenty of space for extension depending on funds, and a miniature railway runs around the site.

Enforced closure

In 2015 the museum celebrated its centenary, but difficult times were ahead. The projected rebuilding was postponed because of two main problems. Firstly, asbestos was discovered, which has taken several years to plan its removal – and which has not been helped by a lack of political decisions. Then in 2019, the Covid-19 worldwide pandemic scuppered all the original reopening plans.

Since 2017, the museum has been closed for protracted renovation and the majority of its collection dispersed to other buildings within the city. Temporary flat bottom rails have been laid in the large hall for storage.

Now, as we are learning to live with Covid-19, progress is being made, especially with the roofs of the roundhouses and the removal of the asbestos. Areas are still fenced off but access is now possible to one of the roundhouses that stores the working locomotives inside. Outside, preparations are taking place for the resumption of visiting passenger trains and the general public.

The collection

Smörgåsbord is a Swedish buffet-style meal served with a variety of dishes. In many

ways the museum can be described as the smörgåsbord of railway preservation, an Aladdin's cave full of gems. The collection covers railways in their entirety and has to be one of the best in Europe.

It has more than 300 vehicles representing 150 years of social development, ranging from working historic steam engines to an electric locomotive from 1899 and a diesel shunter from 1929, such was the Swedes' desire to accept modern technology, especially after their delay regarding adopting railways in general. The usual artefacts are in the collection too, including a huge photographic archive which is being digitised. Royal carriages, passenger stock, railcars, goods wagons, some of the weirdest and wonderful steam engines imaginable, bicycles, cars, and delivery vehicles... anything to do with the railways of Sweden. Restoration of carriages and other items continues inside the large hall built for the third largest railway company in Gävle and the line from Gävle to Falun, which was nationalised in 1948.

However, the steam locomotives have to be the stars – and many of them are in working order.

The name of SJ B No. 3 *Prins August* honours Prince August, Duke of Dalarna, who was fond of railways. It is one of 45 B class types built for service on the Southern Main Line and the Western Main Line, used in mixed freight and passenger service. It was taken out of service in 1906 and preserved as a museum object. It is occasionally used



Above: Those classic British outlines – A No. 75 Göta, a Beyer Peacock 2-2-2 of 1866.

Right: The replica of *Novelty*, which took part in the Rainhill Trials in 1829 to prove George Stephenson's justification that steam locomotives, not horses, were the best method of traction for the new Liverpool & Manchester Railway.



for excursion services, as happened in 2006 for the 150th anniversary celebration of the Malmö-Lund line.

Britain is well represented, with four other Beyer Peacocks: No. 22 *Thor*, an 0-4-2ST of 1862, A No. 75 *Göta*, a 2-2-2 of 1866, G No. 93 *Jernsida*, an 0-6-0 of 1867, and K No. 27, an 0-6-0 of 1880.

Also at Gävle is No. 8, a Sharp Stewart 0-4-2 of 1876, and Elfkärleö Bruk No. 1, a very rare 0-4-0T built in 1873 by Hughes in Loughborough, a manufacturer possibly best known today for 0-4-0ST No. 323 of 1878, the Talylyn Railway's No.3 *Sir Haydn*. Both have steamed in recent years but are now awaiting restoration.

Germany is also represented with locomotives from several builders, the earliest and most attractive being Ca No. 198 *Breda*, a rather handsome 2-4-0 Borsig from 1875. One other interesting locomotive is the replica of *Novelty*, which was built in England for the 150th anniversary of the Rainhill Trials. The original was designed and built by John Braithwaite and Swede John Ericsson, and the replica was bought by a private fund in Gävle and donated to the museum.

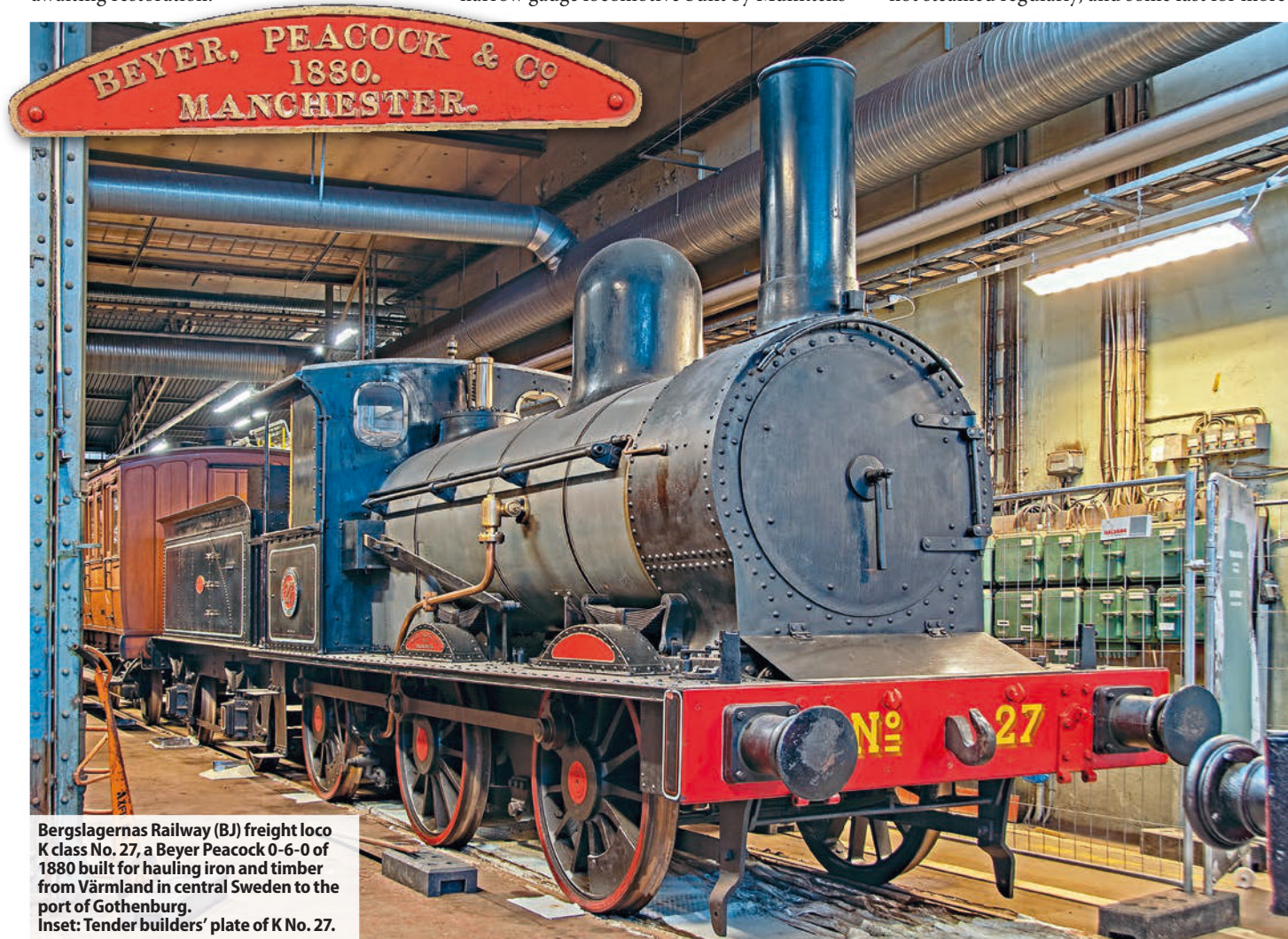
Not to be left out, Sweden started building locomotives in the middle half of the 19th century. One of the earliest examples in this collection is *Fryckstad*, a 3ft 8½in narrow gauge locomotive built by Munktells

Mek Werkstads in Eskilstuna in 1855. Its performance was described as 'challenging' and it was used initially on freight.

Incidentally, the Swedes had a variety of different narrow gauges.

Two other manufacturers soon began building steam locomotives in Sweden with much greater success, becoming major locomotive builders – Nydqvist & Holm AB in Trollhättan and Motala Verkstad in Motala.

Many of the older historic locomotives can be steamed on special occasions. They have a different attitude to boilers than we do: many boilers last considerably longer though are not steamed regularly, and some last for more



Bergslagens Railway (BJ) freight loco K class No. 27, a Beyer Peacock 0-6-0 of 1880 built for hauling iron and timber from Värmland in central Sweden to the port of Gothenburg. Inset: Tender builders' plate of K No. 27.



One of the two Gävle roundhouses filled with steam locomotives.



Early electric P/Pa No. 27 was designed for the iron ore line in Lapland.



B class No. 1429, one of 100 built with some still stored for military readiness.

than 20 years. Boiler inspections take place annually by the authorities but before each run, an inspection is carried out by qualified museum staff.

Robert Sjöo provided an eye-watering list of the steam locos that are either in working order, can possibly be used, or have recently been used but are in need of some repairs. They are as follows:

■ **In working order:** SJ Ka No. 692; E No. 902; E2 No. 904; B No. 1429; R 976; and S1 1923.

■ **Could possibly use:** *Novelty*; B No. 3 *Prins August*; A 75 *Göta*; Cc 404; N 576; F 1200; E10 1746; and A6 1793.

■ **Have recently been in use but need repairs:** *Elfkarleö Henry Hughes* 1873; OFJW 8 *Sharp Stewart* No. 8; East Coast Line (OKB) No. 24; SJ B No. 1108; W No. 1229; Sb No. 1306; B4

No. 1513; and C7 No. 1774, which will be ready soon. B 1316 and B 1428 are presently having their tubes changed.

Imagine seeing an early Sharp Stewart, Beyer Peacocks, and a Hughes locomotive in steam... let alone all in one place!

Two classes of locomotives we in the UK are familiar with are the B and S1, both having steamed on the Nene Valley Railway.



ASEA/Motala Ud No. 854 was of 1955 is one of 152 electric shunters built for use in both Sweden and Norway.

Reopening plans

Visitor numbers were never high, at under 100,000 per year, but when the museum reopens in September 2023 it is likely that this figure will be surpassed. The revamped venue will be completely different from the present layout shown in these photographs. Locomotives will be displayed inside one of the two roundhouses and pulled out for special events. The second roundhouse will be used for the main exhibition, featuring locomotives, carriages, railcars, and wagons. It begs the question of how it is possible to display such a vast and varied collection.

The majority of the rolling stock will be inside the large train hall open to the public during summertime, where most of the collection is at present. The entrance will be completely revamped and locomotives will be the first thing the public will see when they arrive. Plenty of space is available to display this huge collection and there should be sufficient room for decent photography.

The cost of entry will be 100 Swedish krona (£8) for low season. In high season it rises to



Above: A No. 22 *Thor*, an 0-4-2ST built by Beyer Peacock in 1861, used as a construction loco on the Stockholm to Uppsala main line. Behind is the lavish royal audience coach built in 1874 for King Oscar II; it became a museum exhibit soon after his death in 1907. Inset right: Nameplate of A No. 22 *Thor*.

150 (£12) krona, including the Train Hall and a historic railcar that will run through the centre of the city and Gävle central station linking both sites – certainly a bargain!

Getting there

Sweden is easy to get to, with direct return flights from London's Heathrow to Stockholm Arlanda airport costing about £160. From Arlanda Airport there is a direct train to Gävle that takes about an hour, costing £30 for a single. It passes Uppsala, where there is a steam railway which can be easily added into a trip. Also not far from Gävle is another steam railway at Jädraås, near Sandviken.

Plenty of nearby accommodation is available in both cities but it is generally more expensive than the UK. Most places have full cooking facilities, so savings can be made regarding eating out. Alcohol is expensive, and most beer, wine, and spirits are not available in supermarkets, apart from low-alcohol beer. If you want beer stronger than 3.5%, you have to go to a government-owned shop called Systembolaget. And language is no barrier because English is widely spoken and taught at an early age in all schools. Sweden is a very friendly and a safe country to travel in.

My thanks to Robert Sjö for help with this article and who's produced an excellent book, *Stars of Swedish Railway Museum*, which has been translated into very good English; it is available directly from the museum. Visit www.jarnvagsmuseet.se/en 



SJ Class Ra electric locomotives were built in 1955 and 1961 for on express trains, having a top speed of nearly 100mph. 5 of the 10 built survive.

Talyllyn for 009



ON AUGUST 12, the American branch of Bachmann Trains announced it would be producing Fletcher Jennings 0-4-2T No. 1 *Talyllyn* in HO_n30 (009) scale.

Since then, it has also been confirmed to be joining the UK range, offering the first ready-to-

run model of the iconic Talyllyn Railway locomotive to date. TR modellers previously had to make do with either kits or converting the Bachmann Thomas range models to recreate the locomotives in miniature. The new models will utilise

the firm's existing *Skarloey* tooling, which includes a diecast boiler for weight, with a smokebox door replacing the character model's face.

Three liveries are set to be produced:

- Lined Black
- TR Lined Bronze Green

■ Indian Red as worn before being withdrawn for overhaul in 2018.

RRP is £135.75, with delivery expected sometime during 2023. No doubt these models will be highly sought-after, having been heavily requested for many years.

New Yarmouth exclusive for the Isle Of Wight

ISLE of Wight modellers are set to be treated to another offering from the steam railway, which has commissioned a model of its 0-6-0T E1 class No. W2 *Yarmouth* in OO gauge. Working with Rapido Trains UK, the LBSCR E1 model will be presented in Southern Railway green to match how W2 will appear once restoration has been completed.

W2 is the sole surviving member of the class, entering service in 1977 as No. 110 *Burgundy*. It never ran on the Isle of Wight network or made it to BR service, being withdrawn in 1927 and sold to Cannock and Rugeley Colliery

Company. It was given its current name and number after arriving at the IOWSR in 2012, taking the identity of a classmate once based on the island.

Rapido's tooling will cater for the variations of the class, including the two different types of boiler, three chimney styles and IOW features.

The IOWSR exclusive is priced at £164.95 and can be reserved without deposit by visiting the Havenstreet office or calling 01983 882204.



Preserved exclusives from Kernow

TWO preserved locomotives have been commissioned from Bachmann in OO gauge exclusively for Kernow Model Rail Centre.

BR Class 37/4 No. 37418 *An Comunn Gaidhealach* was once based on the East Lancs Railway but can now be seen running on the main line. The model represents its current large logo blue livery and utilises the all-new Bachmann tooling, complete with radiator fans driven by an independent motor. Specific detail variations include plated central headcode panel, nose-mounted ETH, bufferbeam without valance, and more.

The second exclusive is that of Class 47/4 No. 47484 *Isambard Kingdom Brunel*, presented in GWR 150th anniversary green livery.



The prototype entered service in 1956, was withdrawn in 2002, and bought by Andrew Goodman in 2006, though has yet to run as it requires a full restoration. It is presently stored at a private site.

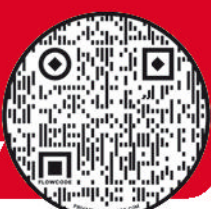
The KMRC model includes specific features such as the different headcode panel arrangements at each end, bogie mounted cab steps, twin buffer beam brackets and more. Prices for both exclusives start at

£239.95 for a DCC-ready version, with DCC, sound-fitted and deluxe variants available at extra costs. Available in store, online (www.kernowmodelrailcentre.com) or by telephone (01209 714099).

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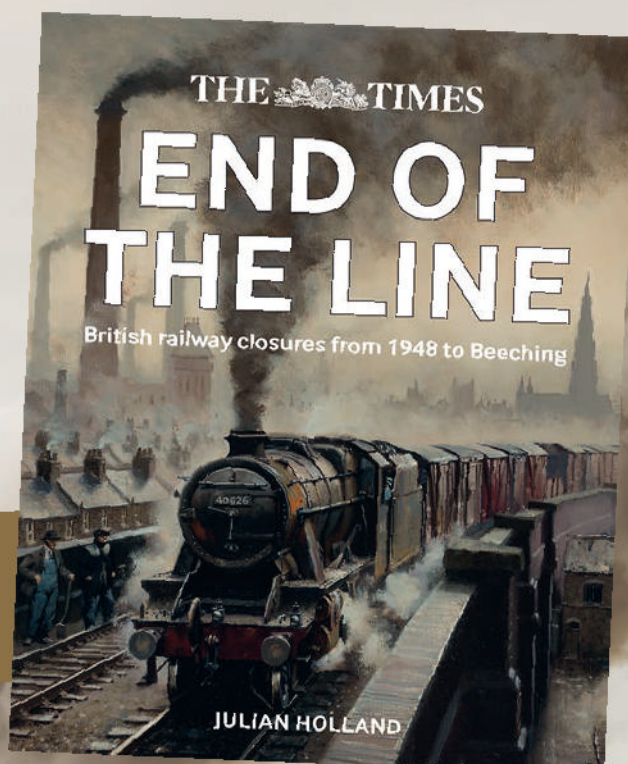
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SECRETS OF THE SCHOOL RAILWAY SOCIETY REVEALED!

The relocation of the 'Treasures in the Tower' – the fabled Doncaster Grammar School Railway Collection – is a work in progress. **Sally Clifford** reports in words and pictures on the future plans to make the rest of this remarkable collection of railway memorabilia accessible for all.

It is a sight to behold. Even in its partially boxed state, it is hard to comprehend that this is only part of a staggering collection of railway memorabilia collected diligently and doggedly over many years by a group of schoolboys from the former Doncaster Grammar School.

What is even more intriguing is that for many years, up to its intricate removal by expert antiquity removers in October 2020, some 10,000 or so items were housed in a redundant water tower above the old grammar school (now Hall Cross Academy), the headquarters of its railway society.

It is under the stewardship of the aforementioned railway society, renamed as the Doncaster Grammar School Railway Collection Trust, that the removal and subsequent relocation to the nearby Danum Gallery, Library and Museum was carried

out, with the collaboration of Doncaster Council, which recognised the necessity in rehoming such an impressive and treasured collection.

The council, along with the trustees, has already displayed about 500 items from the collection within the specially-created Rail Heritage Centre within the gallery, library and museum. As reported in *Heritage Railway* issue 285, the centre was officially opened on September 16 last year.

Historic nameplates

Flanked by the splendour of Gresley LNER 2-6-2 No 4771 *Green Arrow* and Henry Ivatt GNR C1 Atlantic No. 251, both currently on loan from the National Railway Museum, are two walls full of metal locomotive nameplates from the collection – some instantly recognisable and significant, with a story to



The water tower and clock tower at the former Doncaster Grammar School, now Hall Cross Academy, where its railway society memorabilia was stored for many years.

tell of their association to the railway world.

Silver King, that once adorned one of four original 1935 streamlined silver A4 Pacifics which headed the 'Silver Jubilee' train until the 1960s, is a particularly interesting anecdote. Apparently it was a swap instigated by the then BR chairman Dr Richard Beeching for the *Lord Burghley* nameplate that the society originally had in its collection.

There are nameplates paying homage to local football clubs, too; among them *Doncaster Rovers* and *Bradford City* from the B17 class. However, it is the remainder of this remarkable collection that is now the focus for the future.

Neatly stacked on shelving and pallets in a designated area within the former Doncaster museum and art gallery – where work is underway to transform the building into a research and archive centre – is the remainder of this extensive collection. It was amassed over the years largely by former Doncaster Grammar School student Tony Peart, assisted by teacher Hubert Wilton Jones and some fellow scholars.

While there were already some items in the collection from when the railway society was formed in the 1930s, Tony's tenacity to seek out and divert items from station closures that may have been destined for scrap led to the compilation of what is believed to be one of the biggest railway memorabilia collections in the country.

Chris Barron, another former pupil who was a member of the school's original railway society and is now one of the trustees and project manager of the collection, explains that the immediate plan is to compile – for the very first time ever – a preliminary inventory of the items, aided by museum staff. The overall aim is to digitise it as a database and eventually showcase it to the public in the designated area where it is currently being catalogued and stored. "I feel like it is a job not yet done," said Chris. "We are a long way from where we were, but we have a long way to go." He estimated that it could take up to five years for the completion, adding: "It needs to be accessible. This is not something to be kept secret anymore."

The removal of a box lid reveals a collection of silver cutlery, and a closer look at the engraved logos reveals their pedigree – the BR



LNER V2 No. 471 *Green Arrow* and GNR C1 Atlantic No. 251 on display in Doncaster's Rail Heritage Centre, where the Doncaster Grammar School Railway Collection is now displayed. ROBIN JONES



The InterCity 125 power car model which was presented to Doncaster Grammar School as part of the locomotive naming.



A range of block instruments, block bells and locomotive whistles in the collection.

emblem on a spoon handle and a fish knife bearing the crest of the Great Eastern Railway. A quarter-mile marker, once put to purpose on the NER, stands to attention in the corner of the room; apparently there are signal posts, some of them 20 feet high, in another storage area. It is hard to comprehend how they were navigated up a metal spiral staircase into the water tower all those years ago!

Treasure trove

An array of clocks, among them Leeds-based Potts & Sons, synonymous with the manufacturer of public timepieces, and framed photographs of locomotives including the Stanier-designed LMS Princess Royal 4-6-2 No. 46202 *Princess Anne* – one of two locomotives scrapped following the Harrow and Wealdstone rail disaster of October 8, 1952 – form part of this impressive collection.

Peeping out of bubble wrap is a model of the British Rail InterCity 125 power car, named after and presented to Doncaster Grammar School in 1983 for its collection. The power car's nameplate itself is now part



Above: Chris Barron, a former Doncaster Grammar School pupil who was a member of its original railway society and is now one of the trustees and project manager of the Doncaster Grammar School Railway Collection, with Bill McHugh, strategic development manager with Doncaster Council, displaying their book *Treasures in the Tower*. Right: A quarter-mile post from the NER.



of the collection. An accompanying letter and invitation to the naming ceremony is among the documentation waiting to be archived.

Some documents, such as notebooks, letters, and other items belonging to Sir Nigel Gresley, are already displayed in the Rail Heritage Centre as part of The Gresley Papers.

“We know we can convince people we have something worth looking at, and a place to visit.”

Bell-shaped brass locomotive chimneys jostle for space on pallets laid out with more metal railway signs. Among them is *Earl Haig*, named after Field Marshal Douglas Haig, commander-in-chief of the British Army during the First World War and a founder of the Royal British Legion. It was carried on Crewe-built BR Standard 4-6-2 No. 70044.

Rail company plaques, lamps, fire buckets, even ceramics – chamber pots from the early days of sanitation – have been saved and stored, ensuring that this important part of our industrial heritage lives on. “This is just a treasure trove,” said Chris, who has already documented the history of the collection in the book *Treasures in the Tower*, which he co-edited with collaborating editor Bill McHugh, the strategic development manager with Doncaster Council.

“I am pleased to be able to honour the memory of Tony Peart and Wilton Jones – they were the ones who did all this, and it's good we can do this and have the opportunity that they didn't get.

“And I am pleased that I have been able to contribute to doing something with something that was part of my life when I was a schoolboy, and preserving it for the future.”

Renewed interest

Bill said: “It has reignited a real interest around Doncaster in rail history. It has really brought it to the fore, and for us it is lovely to be involved in this renaissance of rail heritage.

“Interestingly, now with our city bid, Levelling Up is not a new thing. The railways coming to Doncaster levelled up this part of the country so, in a way, we have known all about levelling up, which goes back 150 years – and what it adds is success.

“We are now a city and I believe these things, like the Doncaster School Collection, have given impetus to our bid. We know we can convince people we have something worth looking at, and a place to visit.

“And I think there is a debt to be owed to the collection's trustees for them preserving a national treasure.”

For more information, visit dglam.org.uk. The book *Treasures in the Tower* is also available to purchase from the gallery.

HR



Locomotive makers' plaques collected by the society.



A selection of locomotive chimneys that form part of the collection.



A few of the many locomotive nameplates in the grammar school society collection.



The departures board at Euston station.

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By Christine Sims

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Luggage galore,
Footwear of all sorts
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Used coffee cartons
Filling up empty bins,
Toddlers all clutching
A variety of things:
Hooters and whistles,
Announcements so loud
Need to be heard
Over a chattering crowd:
Mixture of passengers
Of many races,
Multi-nationalities,
A kaleidoscope of faces:
Sharp eyed arrivers
Watching out for a seat,
Bustlers departing
Rushing out to the street:
A babel of voices,
Snippets of news,
Babies crying,
Arranged rendezvous:
The singular traveller
Reading his book
Queues for the loos,
Food being cooked:
I-pad and tablet
Or mobile phone,
Laptop and earplugs,
Each to their own.
Cacophony of colour,
A rainbow display,
Euston station
On any day.

STAR LETTER

NRM's Wonderlab will inspire museum visitors of all ages

REFERRING to Roger Backhouse's letter concerning the National Railway Museum's Wonderlab: The Bramall Gallery in issue 297 ('Does closing down NRM workshop risk losing sight of technology?'), this new part of the museum has been developed in conjunction with engineers and advisers who are working in the rail industry. They believe that one of the barriers to bringing new people and ideas into their industry can be outdated stereotypes and negative perceptions of engineering.

Wonderlab draws on the latest research, such as the Royal Academy of Engineering's report, *Thinking Like An Engineer*.

The National Railway Museum is a museum and a visitor attraction; it is not a locomotive engineering facility.

Our aim is to reach and inspire as many visitors as possible and in the previous workshop, most people could only watch from a distance whereas the new gallery will mean the area is actually used and enjoyed by thousands of young people.

As you may know, historically significant aspects of the workshop will be preserved and the museum's wider Vision 2025 development will sensitively reinvigorate many historic railway buildings throughout the site.

New maintenance areas are being developed which more closely match our needs and the prep bay remains open, enabling visiting locomotives to access and use the facilities. While Wonderlab is chiefly being developed for families and

for children aged seven to 14, what we have found from Wonderlabs at our sister museums in Bradford and London is that visitors of all ages – and all levels of confidence and experience with science and technology – can enjoy and be moved by what they discover there.

I must strongly disagree with Roger's conclusions regarding the museum sector and the outlook for the National Railway Museum.

Visitors have been returning in healthy numbers this year following the international coronavirus pandemic, and the museum ranks in the top 1% cent of TripAdvisor's most popular attractions worldwide.

*Rose Mockford,
lead interactive gallery curator,
National Railway Museum, York*

The 'lost' S15 in Dai Woodham's scrapyard

Having read Geoff Courtney's piece in *News*, issue 297, about the 50 years since SR S15 4-6-0 No. 30841 was rescued from Barry scrapyard and it losing its identity, here is a picture I took of it at Barry in June 1967. It is one of many photographs I took of engines stored at Barry at that time.

David Cawthra, email

Southern Railway S15 4-6-0 No. 30841, which went to Barry scrapyard after being withdrawn in January 1964 and moved to the North Yorkshire Moors Railway in 1978. Its fates were found to be out of alignment, and it was rebuilt using the set from sister No. 30825, whose identity it now carries. DAVID CAWTHRA



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We should replicate the original and historical *Beddgelert*

TWO interesting points have been raised in issue 297 regarding the North Wales narrow gauge scene.

The first of these concerns Hunslet 2-6-2T *Russell's* return to Dinas on the Welsh Highland railway and speculation about future new builds.

While I am a supporter of the current 0-6-4T *Gowrie* project, I always believed it should have been *Beddgelert* that should have been the preferred choice for a new build. *Beddgelert* was Hunslet 0-6-4ST No. 206 of 1878, built for the

North Wales Narrow Gauge Railway, the forerunner of the Welsh Highland and ran until it was withdrawn in 1906 and was scrapped. A 1979-built David Curwen half-scale replica is currently awaiting overhaul on the Fairbourne Railway.

Beddgelert took the 'Leeds Mainstream' pattern of narrow gauge locomotive evolution from the days of the Quarry Hunslet roots and the Fell and 'Quasi-Fell' 0-6-0s of the Leeds builders to the Lynton & Barnstaple, Leek & Manifold

and other 'sophisticated' wheel arrangements.

Although flawed in its 0-6-4 configuration, it was historically significant from this point of view. Failing a reconstruction of *Beddgelert*, Hunslet did produce a design for a 2-6-2ST for the NWNGR circa 1892. Might this be worth consideration for a future project?

It is welcome news that the Ffestiniog Railway is considering the restoration of 2-6-2T *Mountaineer*. Just one point

Whatever happened to Bardney station re-erection plans?

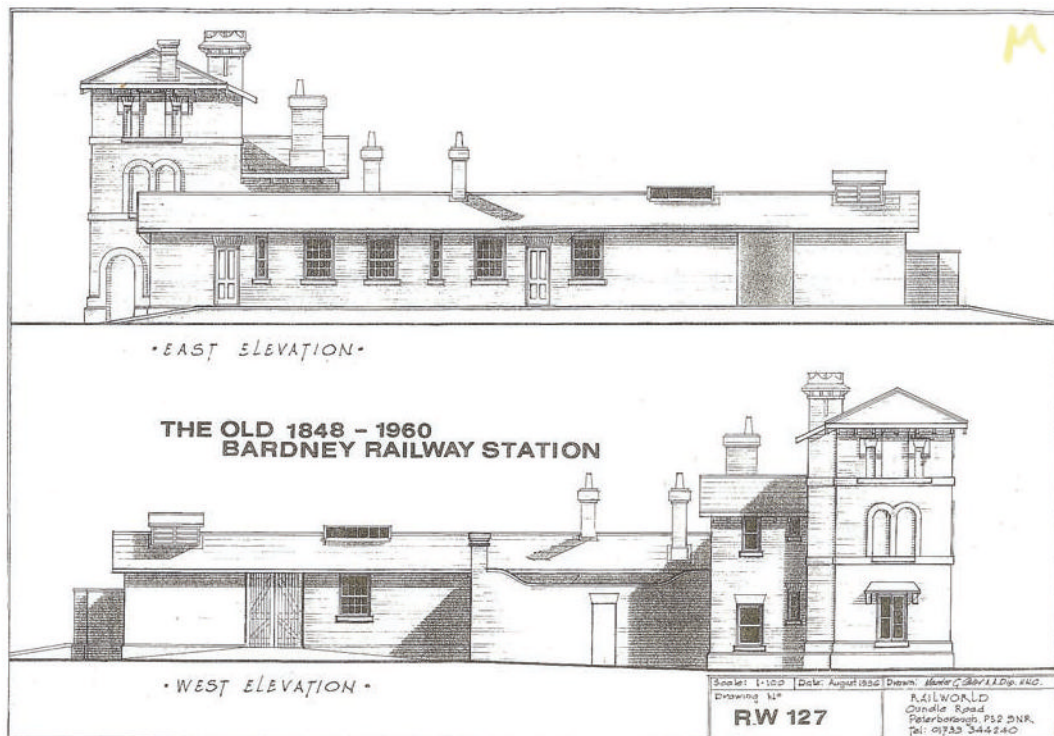
I WAS surprised to read that the Nene Valley railway is to rehome Wansford Railway station.

Now this is a surprise, as the Nene Valley has reported to have already got a dismantled station which was removed and dumped at its railway, namely Bardney station, not far from *Heritage Railway's* address in Horncastle... or has it been quietly forgotten about?

Graham Clark,
Gainsborough, Lincolnshire

→ The GNR's Bardney station closed to passengers on October 5, 1970 and to freight in January 1981. Thirty acres of the site was sold to British Sugar, whose adjacent plant once had its own internal rail system. British Sugar took the station building down brick by brick to give to the Nene Valley Railway, which subsequently decided it did not want it and gave it to Railworld.

Railworld trustee Brian Pearce said that it had been proposed to re-erect the building on its site, or maybe alongside the East Coast Main Line opposite Peterborough station, and detailed drawings were commissioned. However, the project failed to take off because of a lack of funds and was dealt a blow in 2010 when thieves stole a large quantity of neatly-stacked bricks from the site.



One of several drawings of Bardney station created for Railworld by architect Maurice Carter in the mid-1990s. RAILWORLD

This was reported to police but no arrests were made, and the project never recovered from the loss.

Brian said that the brick-by-brick relocation of Wansford Road station

would be a different matter, because funds had been made available.

As we reported last issue, National Highways, which wants to move the station to allow the A47 between

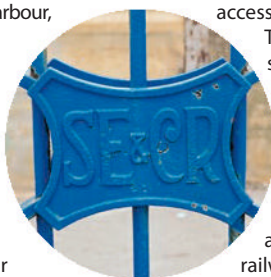
Wansford and Sutton to be widened into a dual carriageway, has allocated £2000,000 for the deconstruction, moving, and reconstruction of the building.

Whitstable Harbour's SECR gates that now lead to... nowhere!

HERE are two photographs of the South Eastern & Chatham Railway gates adjacent to Whitstable Harbour, as seen in late June.

These gates are sited on the north side of Harbour Street-Tower Parade just to the east of the junction with Cromwell Road. On the other side of the road, leading to Tower Parade, is a long-stay car park.

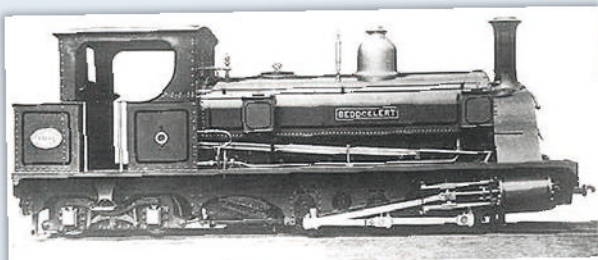
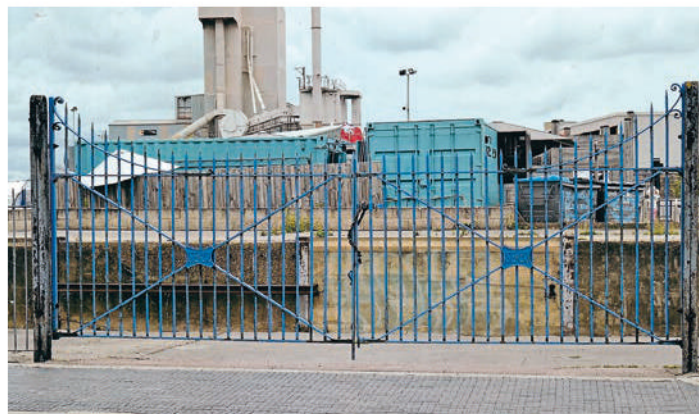
These gates must have served as road/vehicle access to the harbour.



The railway lines crossed the road at a sharp angle further to the east to access the harbour.

The iron fencing stretches away to the east. The rather unsightly buildings in the background are an aggregate works. The gates and associated fencing are all that remains of the railway which has origins dating back to 1830.

Peter Moore,
Peterborough, Cambridgeshire



A maker's photograph of the original 0-6-4ST Beddgelert. HUNSLET

here – given that the FR has moved on considerably from the time in which the loco was originally restored, wouldn't it be appropriate to put it back to First World War

condition and run it on the Welsh Highland Railway as a companion to the Baldwin 4-6-0PT currently being rebuilt?

Mark Smithers, email



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HISTORY IS RECREATED AT ANNIVERSARY CELEBRATIONS

To mark its 25th anniversary, the Spa Valley Railway pulled out all the stops – and even brought a locomotive back ‘home’ for the special occasion, as **Owen Hayward** reports.

A scene not witnessed since the 1960s and a full-line cavalcade proved to be another crowd-puller for the Spa Valley Railway over the August Bank Holiday weekend as it celebrated its 25th anniversary in grand style.

Between Friday, August 26 and Monday 29, more than 1500 travelled on the line bordering Kent and Sussex, including those who joined for sold-out fish and chips and ‘A Taste of Faulty Towers’ dining experiences.

When the railway first reopened to Groombridge on August 23, 1997, running with an industrial 0-6-0T as its motive power, not many would surely have believed that a quarter of a century later the line would have not only extended operations to Eridge, but also welcomed back a steam locomotive that once operated across the route. This came in the guise of BR 4-6-0 4MT No. 75069 – appearing courtesy of the Severn Valley Railway – which was shedded at Tunbridge Wells West for a time during the 1960s in what is now the heritage railway’s operating base.

To recreate this particular scene, the locomotive was unloaded facing west, thus facing downhill, in contrast to the line’s common practice of having locomotives facing uphill.

The second visitor to Tunbridge Wells for the occasion was the aptly-named *City of Wells*, a BR (S) West Country Class No. 34092,

visiting from the East Lancashire Railway. Its availability was thanks to the speedy completion of repairs to the 2-6-4T 4MT No. 80097 based there, which had failed in June with a split tube.

Though the shed in BR days was home mostly to tank and small tender locomotives – such as H, Q, and E4 classes – large Bulleids were not uncommon sights, like Battle of Britain No. 34066 *Spitfire*, which was photographed there in March 1964. It was somewhat fitting that an unrebuilt West Country locomotive was chosen for the event line-up, given that the Spa Valley Railway has shot into the league of the most recognised heritage railways thanks to the success of the recent transfer of No. 34053 *Sir Keith Park* to the line.

Steam engineering manager Matt Dives said: “The weekend wasn’t just about an event and making some money – it was also about showcasing what the railway can do and give something back to our volunteers. Looking at the photos on social media and seeing the smiles from everyone over the four days says it all!

“No. 75069 was chosen for its historical value and local connections; we’ve wanted to recreate the shed shot for a long time and Duncan Ballard (from the SVR) was on board to help with that and the significant anniversary.

“Wells’ visit is a continuation of the good working relationship we have established with



To mark the railway’s 25th anniversary, an impressive cavalcade ran the length of the line on August 28, comprising eight locomotives and a two-car DEMU. Has any other railway ever operated such an arresting parade? OWEN HAYWARD

the ELR. We asked back in February when the L&YR tank (No. 752) visiting and got a yes – what more can you ask for? Our thanks go to all involved at both railways for making the visits possible.”

The only change to the published roster for the weekend was the substitution of South Devon-based Class 25 D7535 in the place of 0-6-0 Caledonian Railway 812 Class No. 828, which had unfortunately run a hot box just days prior to the celebrations.

At 1pm on August 26, visiting Class 73 No. 73141 (formerly *Charlotte*) from GB Railfreight was renamed *Spa Valley Railway* in honour of the anniversary. Like the ELR, the Spa Valley has a strong relationship with the firm and has hired its locomotives for galas in the past.

GBRf business development manager Tim Hartley said: “The relationship that GBRf



The celebratory procession paused for a team photo. A handful of the Spa Valley’s volunteer workforce – who have helped get it to where it is today – surround No. 75069 at Poke Hill Farm crossing. OWEN HAYWARD



GBRf business development manager Tim Hartley unveils new nameplates fitted to Class 73 No. 73141 at Eridge on August 26. DAVID STAINES



and the Spa Valley Railway have had has been hugely useful and valuable. When our employee Stuart Pay, who also volunteers on the line, approached us with the proposal to rename a locomotive in recognition of what has been achieved, it was of course going to be a 'yes' to that."

Though the loco-hauled sets were the stars of the event, during the evening of August 27 resident DEMU 'Thumper' Class 207 No. 1317 was brought out to play and recreated the final BR day of the branch, complete with the headboards worn on those last trains.

Two days later, the Sunday concluded with an impressive cavalcade of all available locomotives running the full length of the line, headed by No. 75069 to Eridge and No. 34092 back to Tunbridge Wells.

The two shunters – Class 10 D3489 *Colonel Tomline* and the railway's first locomotive,

0-4-0DM *Drewery* No. 2591 *Southerham* – were sent out ahead of the parade to lay a sequence of detonators near High Rocks, which could be heard echoing across the Weald as they were set off.

The railway's strong management has been vital in changing the line's fortunes, and the team continues to be mindful of the challenges that the future may bring – for not just the Spa Valley, but also the sector as a whole.

"Notwithstanding the cost of living crisis and coal supply issues, I think a skills shortage will make maintaining our historic locomotives much harder to achieve," Matt observed. "It's getting harder to simply produce a boiler fitting in your railway's workshop."

"As a result, railways are struggling to meet the traffic demands with their own fleets of engines and are becoming reliant on the hire market, which I think will become much

smaller but the demand much higher."

The Spa Valley is particularly fortunate to have a strong team of volunteers, many of whom work across multiple departments. Though this has meant that vacant turns are quickly filled by multi-skilleders, the one consequence is that sometimes it takes engineering volunteers away from crucial jobs.

Talking to volunteers around the shed, one role that would particularly benefit is a qualified or experienced machinist. With many jobs ahead for overhauls on the home fleet, having someone who could focus on such tasks would always be of advantage to any railway.

As with all lines, volunteers are their lifeblood, and this has never gone overlooked by the management at the Spa Valley.

Commercial manager Jonnie Pay said: "It is the volunteers who took on the overgrown and derelict trackbed and started the long process



On August 29, No. 34092 arrives at Groombridge station with the 10.15 Eridge to Tunbridge Wells West. JOHN H BIRD



Some 60 years after it was last photographed in the same location, BR 4MT No. 75069 returned to the 1886 Tunbridge Wells West locomotive shed, seen being prepared alongside No. 34092. OWEN HAYWARD



A different vantage: No. 34092 *City of Wells* at Lealands bridge, the railway's popular photographic spot, but this time captured by drone. OWEN HAYWARD

of restoration, giving up free time day after day to reopen the railway. The very existence of the Spa Valley Railway is down to the volunteers, and we must pay tribute to those past and present to offer our thanks for what they have done and what they continue to do. Volunteer labour in the heritage railway sector must never be overlooked or forgotten, as without it there would be no heritage railway network in this country.

"On behalf of all the railway's management, directors, and trustees, I'd like to extend an enormous thank-you to all the volunteers who made this event a reality."

The railway will no doubt continue to grow further for many years to come.

Matt Dives added: "Ultimately I want the Spa to be recognised as a railway that looks after its engines well and somewhere that owners want their locos to visit or be based."

"I am a great believer that your reputation can open doors, but it takes time to build up and open said doors. We are now seeing the rewards for the hard work over the last five years by the team and the relationship with Southern Locomotives Limited is a perfect example."

"My aim is to establish good working relationships with other railways, as that helps from a loco hire and engineering perspective, with spares, advice and more. I hope we can return the kindness with reciprocal arrangements when our fleet returns to service in the future." **HR**



Another visitor from the East Lancs, Class 24 D5054 *Phil Southern* passes the partially-hidden sandstone outcrops of High Rocks. OWEN HAYWARD



Returning from Eridge, Class 207 DEMU No. 1317 and Class 73 No. 73141, now named *Spa Valley Railway*, arrive at Groombridge ahead of the locomotive cavalcade on August 28. JOHN H BIRD



Carrying a 'Night Ferry' headboard, visiting Bulleid Pacific No. 34092 *City of Wells* awaits departure from Eridge with an evening service to Tunbridge Wells West on August 27. MARTYN TATTAM



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MINIATURE LINE WHERE RAILWAY AXLES WERE FORGED

Wortley Top Forge is a Grade I-listed Scheduled Ancient Monument of national importance, celebrating the history of ironworking in Britain – especially in South Yorkshire. The only surviving water-powered heavy wrought iron forge, now restored, is where the manufacture of railway axles was pioneered. **Sally Clifford** reports.

Earlier this year storms Dudley, Eunice and Franklin wrought havoc on the UK, causing damage and disruption in some places. After the storms dissipated, Wortley Top Forge Model Engineers Society members rallied into action to repair its miniature railway after it was submerged in the severe floods that resulted.

Fortunately, remedial works carried out by volunteers to strengthen and stabilise the river bank since the site flooded in 2007 helped to protect it from significant damage when the River Don, which flows next to their Forge Lane site in Thurgoland, near Sheffield, breached its bank during the latest deluge.

“It happened every four or five years but in 2007 it was nearly 2ft into everything, so we have made improvements to the bank,” said society chairman Graham Walker.

“There was a 90-degree bend in the river, and when it got high it tried to do a shortcut so we shored up the bank so it went round the normal course. We have had one or two close encounters – it got into the clubhouse and the carriage shed,” he explained, referring to the aftermath of the latest flooding.

Water levels indicated that the carriage shed was partly submerged. The engine shed had a six-inch tide mark above track level, and water encroached six feet into the clubhouse.

Three of the club’s battery electric locomotives were immersed in water but dried out due to being exposed to the air. The club’s 7¼in gauge steam engine, *Jessie*, escaped damage.

“The steam engines seem to tolerate it – but it’s nature, isn’t it,” said Graham.

The upper part of the site was not significantly affected but the strength of the flood washed away much of the ballast, along with other items.

Members worked tirelessly, removing branches and twigs and undertaking general repairs to restore the railway to running order in time for reopening to the general public in March.

Based within the historic site of Wortley Top Forge – believed to be the country’s oldest surviving iron forge – the 5in/7¼in dual gauge miniature railway has had a presence here since 1982 and has been regularly extended.

Interestingly, the site has a railway connection in the creation of railway axles since the early days of the railways.

Ted Young, coordinator of this three-acre industrial heritage site, explained: “The Wortley Forges, Top and Low, were established in the first half of the 17th century by Sir Francis Wortley, the local lord of the manor.

They brought together the power of the River Don, the pig iron from the local blast

furnaces and the fuel provided by charcoal burning in the surrounding woodlands to process the useless pig iron into the ‘blacksmiths friend’ – wrought iron.

“Wrought iron remained the basis of the business for the whole of its life, although the processes improved significantly and the Wortley Forges were at the forefront of these developments due to innovative owners over the centuries.”

According to Ted, the golden age of the site was between 1837 until its closure in about 1912. During this time the business focused on the development and production of wrought iron railway axles led by Thomas Andrews Snr and Jnr.

“Thomas Jnr was not only an ironmaster but also a pioneer in what we now call metallurgy, undertaking testing and publishing his results in many learned articles,”

Following the closure of Top Forge in about 1912, Low Forge continued with water and steam power until 1929. Subsequently, Low Forge is now housing a scrapyard. Top Forge’s resurrection came through the ambition of Thomas Andrew’s children, Reginald and Mary. They wanted to see it restored and open to the public – an ambition Mary achieved following Reginald’s death in 1955.

In 1953 and 1959, the South Yorkshire Industrial History Society purchased Top



Hands on: Graham Walker, chairman of Wortley Top Model Engineers' Society, with the Romulus 0-4-0 he christened *Katie* after his daughter. SALLY CLIFFORD



Ted Young, coordinator of the Wortley Top Forge site, explains the process of producing railway axles. SALLY CLIFFORD



A railway axle under the hammer at Wortley Top Forge. SALLY CLIFFORD



One of the water wheels which powered the production of railway axles at Wortley Top Forge – the only equipment that was used to power the machinery. SALLY CLIFFORD



Flooding at Wortley Top Forge miniature railway caused during the storms of February 19/20. WTFMES



Society member Steve Watson with the model of Class 25/2 D7589 he created. SALLY CLIFFORD

Forge and its grounds. Restoration began about 1967 and since then the buildings have been returned to how they would have appeared in the latter 19th century. These restored buildings house the society's impressive collection of stationary steam and internal combustion engines, machine tools, and other artefacts.

Restoration, maintenance and development activities continue and are undertaken by the South Yorkshire Trades Historical Trust volunteers.

Originally founded as Barnsley Society of Model Engineers, Wortley Top Forge miniature railway has about 40 members. It provides rides on around a third of a mile of miniature railway track, utilising steam internal combustion and electrically-powered locomotives.

However, the site is not solely a tourist attraction. Its historical importance also serves as a reminder to the site's heritage, along with several simple wooden cranes that were installed in the forge building, possibly during the major reconstruction in about 1850.

According to Ted, the cranes were used for moving heavy railway axles between the furnaces and hammers and across the working area before they were taken outside to be transported off the site.

Ted points out that another crane with a



Bygone days: inside Wortley Top Forge, where railway axles were produced. WTFM

railway connection, from Mirfield station goods yard, possibly the last of the Lancashire & Yorkshire Railway cranes in preservation, is situated in the open air and had deteriorated since restoration during the early days of the forges' revival. Interestingly, his introduction to Top Forge came in retirement.

"I have always liked engineering," said Ted, who worked in the financial sector but developed his working knowledge of engines as a keen motorcyclist.

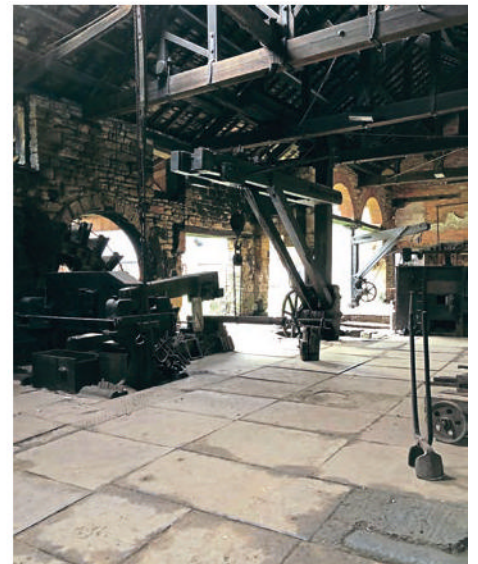
"My nextdoor neighbour was one of the model engineers. I went down to mend one internal combustion engine 21 years ago – and ➔



The crane inside Wortley Top Forge, which would have been used to lift railway axles. SALLY CLIFFORD



The Lancashire & Yorkshire Railway's Mirfield goods yard crane. SALLY CLIFFORD



Inside Wortley Top Forge today. SALLY CLIFFORD

I haven't been away since! The thing we find with all of these skills is that you can learn and develop almost anything – you just do it a lot more slowly and a lot more carefully than the skilled professionals.

"We have people from diverse backgrounds who have worked in all sorts of jobs but who now all muck in to do whatever needs doing."

Other than the odd grant here and there, the attraction is purely self-sufficient and, like many organisations, relies heavily on its volunteers.

They, along with the magnificent engines

showcased here, are the backbone of this attraction, and Ted and his team are very mindful of preserving this important part of the past and ensuring its survival for future generations to enjoy.

"It is interesting for its nostalgic factor," said Ted, referring to the older visitors who enjoy reminiscing.

"The younger generations are fascinated by things that move, and people are interested in

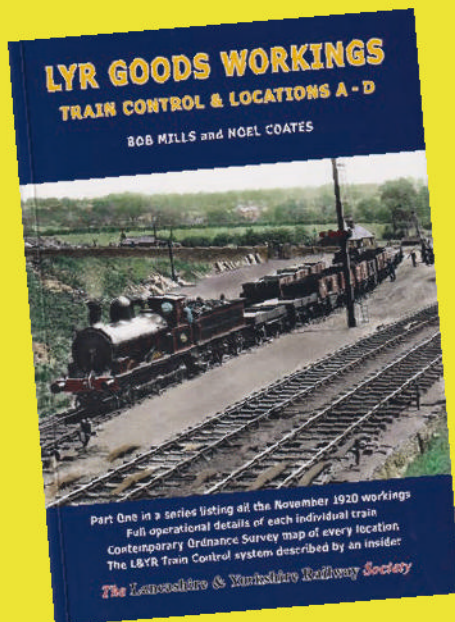
the history because we have nearly 400 years of forging on the site.

"The railway is a great draw for people but we think it is important to save this so people know where they have come from."

Guided tours, with working demonstrations of the water wheels and many other exhibits, take place on Sundays and bank holiday Mondays. Two special open days are also held each year. **HR**

→ For more information, visit www.topforge.co.uk or the Wortley Top Forge on Facebook page.

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LMS Steam in the 1930s and Early Diesels on the LMS and LMR

Compiled by Brian J Dickson (hardback, Totem Publishing, 80pp, £13.50 inc p&p, ISBN 978-1-913893-23-1), and Kevin Robertson (hardback, Totem Publishing, 80pp, £13.50 inc p&p, ISBN 978-1-913893-12-5, cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ).

LMS enthusiasts are spoilt for choice this month, writes Geoff Courtney, with the release by Totem Publishing of two books, the first covering steam in much of the decade leading up to the Second World War and secondly diesel traction from the dying days of the company into the Nationalisation era.

The images of steam are from the collection of George Barlow (1916-2006), a lifelong enthusiast of railways of all gauges whose career included being a military railways diesel driver instructor and subsequently driver and operations manager on the Romney Hythe & Dymchurch Railway.

Compiler Brian Dickson has chosen a chronological journey with full-page photographs from 1933, the year George bought his first camera, to 1939, and we thus see in the first image Precursor 4-4-0 No. 5246 *Adjutant* departing from Rugby on June 10, 1933, and end with LNWR 1894-built 0-4-2T crane tank No. 3249 in immaculate ex-works condition at Crewe in August 1939.

Early on are reminders of the future for the LMS, with Royal Scot No. 6119 *Lancashire Fusilier* waiting to depart with a train from Crewe station in June 1934, its driver

looking intently under the front buffer beam, while Jubilee No. 5608 is on Nottingham shed in September 1935, the year before it received its *Gibraltar* nameplates.

Further to the north, Princess Royal Pacific No. 6207 *Princess Arthur of Connaught* makes a determined departure from Carlisle with the Glasgow portion of the Down 'Mid-Day Scot' in July 1936, and back in the Midlands, a smoke deflector-free Princess Coronation No. 6230 *Duchess of Buccleuch* hauls a long express near Rugby in August 1939.

Brand-new and well-worn

The less glamorous members of the LMS stable are far from forgotten by the compiler, two examples among many being brand-new Class 3P 2-6-2T No. 142 at Derby Works in November 1935, showing off its well-balanced profile prior to entering service, and in contrast well-worn ex-Midland Railway 1871-built 890 class 2-4-0 No. 20087 arriving at Carlisle in July 1936, a few months before its withdrawal.

For the second LMS publication, we leap the divide between steam and diesel, with compiler Kevin Robertson writing that the LMS diesel story is a fascinating glimpse

into the perceived future by a forward-looking railway company brave enough to recognise that the steam engine, while having many advantages, also had its disadvantages.

That story starts in the early 1930s, when the company created its first diesel shunter by stripping ex-Midland Railway 0-6-0 No. 1361 to its frames and replacing the boiler and firebox with a 400hp Paxman diesel engine, but this remained a one-off and had an operational life, as No. 1831, of just over three years.

After other more successful experiments with diesel shunters, it's fast forward to post-Second World War and the emergence in 1947 of No. 10000 and the following year No. 10001, a pair of Co-Co main line diesels that became a familiar sight to 1950s trainspotters. These handsome locomotives remained in service until 1963 and 1966 respectively, and the book features many images of the duo, usually working in tandem, occasionally on 'The Royal Scot' London-Scotland express.

Handsome may not be the word that springs to mind to describe the other dominant locomotive in

the publication, No. 10100, a 4-8-4 (2-D-2) known as the 'Fell' after its designer, ex-Doncaster apprentice Lt-Col LFR Fell. Its 2000hp made it the most powerful diesel to run on a British railway up to that time when it emerged from Derby for testing in January 1951, although it did not enter London Midland Region stock for a year.

Blaze of glory

There is an excellent selection of images of this unique locomotive, whose short life in revenue-earning service ended on October 16, 1958, when its train heat boiler caught fire as it was waiting at Manchester Central station to work the 12.25pm to Derby. The resultant blaze had to be put out by the local fire brigade as No. 10100's own extinguisher system couldn't cope, and official withdrawal followed five weeks later.

"Col Fell must have regarded the failure with some sadness," writes Kevin Robertson. "Ironical too that what would turn out to be the death of his engine was not caused by anything associated with his actual design."

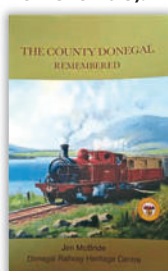
STEAM AND DIESEL MEMORIES FOR LMS FANS

The County Donegal Remembered

By Jim McBride (softback, Donegal Railway Heritage Centre, www.donegalrailway.com/0035374 9722655, 136pp, 20 Euro plus 4 Euro postage, ISBN 978-1-874518-10-5).

THIS latest book from the pen of Jim McBride and the imprint of Donegal Railway Heritage Centre is a first-class trip over County Donegal Railways narrow gauge tracks, long gone, but fondly remembered.

Two hundred black-and-white and 50 colour pictures take time travellers over all 124 miles of the system, the last sections of which closed in December 1959. The majority of the pictures had not been published, and there are gems from the distant past showing stock and locomotives



in a drab black livery before the CDR adopted its eye-catching red and cream for coaches and railcars, with steam locomotives in red, cutting a dash against Donegal scenery.

Pictures taken within weeks of closure show just how busy the line was in its dying days, and poignant shots of track lifting in the summer of 1960, illustrate just how much was destroyed in that era of gung-ho railway scrapping.

Loaded with detail, the CDR's own rail replacement buses even manage to make an appearance.

The book comes with a reprint of an article by renowned CDR enthusiast and pioneering modeller, the late Sam Carse, first published in *The Railway Magazine* in 1951, describing the railway in action then.

In the volume, modellers will also find much to inspire them. All proceeds go towards developing Donegal Railway Heritage Centre and reopening a section of this marvellous railway, which comes to

life between the books' covers thanks to author Jim McBride and sponsor Peter Leach, who met the production and printing costs.

A MUST FOR DONEGAL, NARROW GAUGE, AND IRISH RAILWAY FANS

The Great Western Steam Retreat: Chasing the Final Steam Trains in BR's Western Region, Wales and the Welsh Marches

By Keith Widdowson (softback, The History Press, 235pp, www.thehistorypress.co.uk, £16.95, ISBN 978-0-750998-07-9).

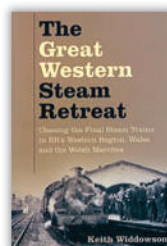
HERE is an evocative account of the author's extensive travels behind steam locomotives during the final years of steam operations from 1964 onwards.

The main focus is on GWR/WR steam, though by no means exclusively! Keith vividly recaptures the complex world of steam railway

working through this account of his Herculean efforts to achieve haulage behind as many different locomotives as possible – covering huge mileages and investing much time in the process. Real dedication and commitment was essential.

Though GWR/WR steam ended notionally at the end of 1965, Keith's efforts continued and in 1966 he managed 35,575 miles of steam haulage – an amazing figure!

Here is the world of rundown sheds and locomotives, where the terrific efforts of staff and crews kept steam operations going in the face of much official neglect and imminent closure of many important lines. However, in this situation Keith chronicles some extraordinary high-speed feats by footplate crews on locomotives



facing withdrawal and scrapping.

The book provides a window for us to revisit the final years of steam and experience journeys that can never be repeated. The author's monochrome photographs do much to enhance the atmosphere that is caught so well in this excellent book. **WINDOW ON LAST GASPS OF WESTERN STEAM**

Rails Across the Harbour: Folkestone and its Branch Line

By John Hendy (softback, Invicta Maritime, www.lilypublications.co.uk 72pp, £12.95, ISBN 978-1-527262-83-6).

PACKED with carefully-selected images, this book charts the history of the steeply-graded mile-long Folkestone Harbour branch, from its origins in the South Eastern Railway's plans to develop the port, through more than a 150 years of changes, to as far as its closure and retention of the station and viaduct as part of the area's recent transformation.

Unsurprisingly, there is much to tell about a link that played a pivotal part in cross-Channel travel before it became possible to do the entire journey to France by rail, but this reviewer felt that the story would have flowed better had it been structured differently.

The role of the station's refreshment room in feeding wartime troops on their way to the battlefields and the decision to permanently close the railway's swing bridge to maritime traffic are two of a few subjects I would have loved to have read more about but which get only passing references.

That said, the author makes good use of assistance from other knowledgeable sources and utilises archive images (a number of which come from his own collection and that of Folkestone historian Alan

Taylor). He and all involved deserve much praise for trying to ensure that this short but once very significant route does not fade completely from the memories of those of us who used it, and thus bringing its story to the attention of a wider audience. **INSIGHTFUL DIVE INTO THE HARBOUR LINE'S HISTORY**

A Detailed History of the LMS Royal Scot 4-6-0s

By John Jennison (hardback, The Railway Correspondence and Travel Society, www.rcts.org.uk, 258pp, £29.95, ISBN 978-0-993490-87-3) THIS superb publication must surely be the definitive history of this iconic locomotive design for the LMS.

The full story of the Royal Scots really involves both the original parallel boiler version introduced under Sir Henry Fowler and the subsequent rebuilds under Sir William Stanier – effectively new locomotives. The latter locos were arguably some of the finest 4-6-0 passenger engines to operate in the UK. Both versions of the Royal Scot class are covered in almost forensic detail. All aspects of these terrific locomotives are described in a really substantial piece of detailed railway history research.

The 16 main sections – covering everything from design and construction through operations and allocations to storage, withdrawals, disposals and preservation – are supplemented by 12 appendices and numerous tables. Surely anything a reader could want to know about a particular Royal Scot loco is covered here.

This really is a first-class piece of railway scholarship, eminently readable and supplemented with high-quality monochrome images. Recommended in the strongest possible terms for anyone with an interest in our railways or locomotive

development. **ULTIMATE ROYAL SCOTS REFERENCE BOOK**

The St Ives Branch Line: A History

By Richard C Long (hardback, Pen & Sword Transport, 182pp, £30, ISBN 978-1-39900-20-4)

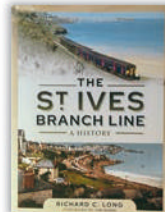
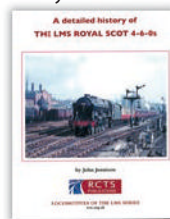
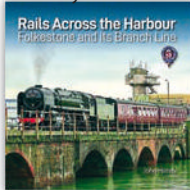
ST IVES has long been praised for its sea views and stunning beaches, and is a desirable target for second home buyers who can quickly reach the resort by train from London. However, in Victorian times, writers criticised the town for its perceived dilapidation, lack of cleanliness, and all-pervading stench of fish. Nonetheless, the tourist still came, thanks to GWR opening Britain's last broad gauge line in 1877.

Today's visitors and part-time residents who arrive by train have Labour Minister of Transport Barbara Castle to thank, who, on September 20, 1966, decided to keep open both the St Ives and Looe branches that had been recommended for closure by Dr Beeching.

The narrative follows the story of the line from the first plans of the 1840s to its contraction three decades later and survival against odds that succeeded in the case of other Cornish branches. Figures from the 21st century show that passenger numbers have more than doubled between 2001 and 2019, boosted by initiatives such as the opening on a park-and-ride facility at St Erth.

Here is a thoroughly researched, superbly illustrated, fact-packed and eminently readable history of this wonderfully scenic four-mile branch line, featuring more than 100 fascinating images, many never published before, and a wealth of inspirational stories. The foreword is written by TV railway historian Tim Dunn.

A MUST-HAVE FOR LOVERS OF CORNWALL AND ITS RAILWAYS



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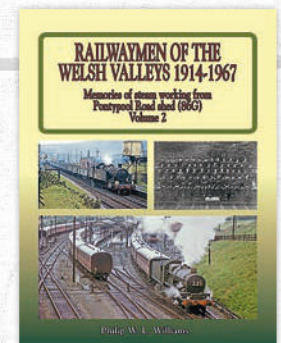
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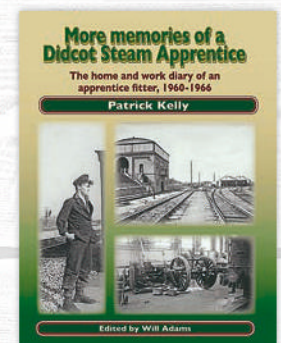
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Railways of the East Midlands Railways of Derbyshire Railways of Leicestershire

By John Evans/Patrick Bennett/John Jackson (softbacks, www.amberley-books.com, 96pp, £15.99).

THIS trio of Amberley titles gives a good overview of this central UK region, characterised by its industrial/freight workings.

Evans' book is a retrospective on the BR era, while Bennett includes some more modern images and Jackson is much more

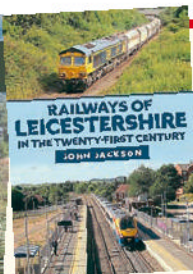
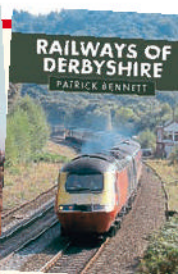
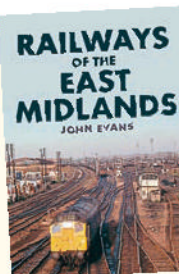
contemporary. There is plenty of traction variety in each of these books and taken together they present a fascinating picture of rail evolution over the past half century.

The usual Amberley format of two captioned images per page applies, though Evans also provides

summary commentaries for each of the counties within the region.

While all three focus on traction/rolling stock, they also contain images of buildings and structures, which might be of particular interest to modellers.

GOOD REGIONAL INSIGHTS



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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 – Thurs, W/Es + Oct 24.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne,
Kent. Tel: 01622 884254.

Running: Weds + Oct 2, 30.

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: W/Es, Sch Hols.

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: Tues – Thurs, W/Es + Oct 24, 28.

Kent & East Sussex Railway

Standard gauge, 10½ miles. Tenterden,
Kent. Tel: 01580 765155.

Running: Weds, W/Es + Oct 25, 27.

Lavender Line

Standard gauge, one mile. Isfield, East
Sussex. Tel: 01825 750515.

Open: Oct 16.

Mid-Hants Railway

Standard gauge, 10 miles.
Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Running: W/Es, Sch Hols + Oct 5, 6, 7,
12, 13.

Mizens Railway

7¼in gauge, one mile. Woking, Surrey.
Tel: 07962 400922. Reopens Dec 4.

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: Tues-Thurs, W/Es + Oct 7, 24, 28.

Royal Victoria Railway

10¼in gauge, one mile. Netley,
Southampton. Tel: 02380 456246.

Running: W/Es + Sch hols.

Sittingbourne & Kemsley Light Railway

2ft 6in gauge, 1¼ miles. Sittingbourne,
Kent. Tel: 01795 424899.

Running: Reopens Dec 3.

Spa Valley Railway

Standard gauge, five miles. Tunbridge
Wells, Kent. Tel: 01892 300141.

Running: W/Es + Oct 7, 25-27.

Volk's Electric Railway

2ft 8½in gauge, one mile. Brighton.

Running: Reopens 2023.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles. Bitton,
Bristol. Tel: 0117 932 5538.

Running: Suns + Oct 1, 22, 26, 29.

Bodmin & Wenford Railway

Standard gauge, 6½ miles,
Bodmin, Cornwall.

Tel: 01208 73555.

Running: Tues – Thurs, Suns + Oct 1.

Bristol Harbour Railway

Standard gauge, 1½ miles. Princes Wharf,
Bristol. Tel: 0117 352 6600.

M Shed Museum open Tues-Sun.

Dartmouth Steam Railway

Standard gauge, seven miles.
Paignton, Devon.

Tel: 01803 555872.

Running: Daily until Oct 30.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Open: W/Es until Oct 30 + Oct 25-28.

East Somerset Railway

Standard gauge, two miles. Cranmore,
Somerset. Tel: 01749 880417.

Running: Weds, W/Es until Oct 30.

Gartell Light Railway

2ft gauge, one mile. Yenston,
Templecombe, Somerset.

Tel: 01963 370752.

Running: Oct 30.

Helston Railway

Standard gauge, 1¼ miles. Helston,
Cornwall. Tel: 07901 977 597.

Running: Thurs, Suns until Oct 30 + Oct
26.

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile.
Newquay, Cornwall.

Tel: 01872 510317.

Open: Daily until Oct 29.

During the August 27/28 bank holiday weekend, GWR
4-6-0s Nos. 2999 *Lady of Legend* and No 4079 *Pendennis
Castle* were in steam at Didcot Railway Centre and spent
part of the afternoons double-heading. FRANK DUMBLETON



Launceston Steam Railway

1ft 11½in gauge, 2 ½ miles.
Launceston, Cornwall.

Tel: 01566 775665

Running: Oct 23-27.

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 + Scho hols.

North Dorset Railway

Standard gauge, 1200ft. Shillingstone,
Blandford Forum, Dorset.

Tel: 01258 860696.

Open: Weds, W/Es.

Plym Valley Railway

Standard gauge, 1½ miles. Marsh Mills,
Plymouth. Tel: 01752 345078.

Running: Oct 2, 9, 29, 30.

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 + Oct 24, 26, 28, 29

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: W/Es, Thurs, Sch Hols + Oct 4, 5,
11, 12, 21, 31.

Swindon & Cricklade Railway

Standard gauge, three miles. Blunsdon,
Wiltshire. Tel: 01793 771615.

Running: Oct 28-30.

West Somerset Railway

Standard gauge, 20 miles. Minehead,
Somerset. Tel: 01643 704996.

Running: Tues, Weds, W/Es until Oct 30
+ Oct 27.

Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction
station, Somerset.

Tel: 01935 410420.

Open: Suns. Trains: Oct 29, 31.

EAST ANGLIA

Bressingham Steam Museum

Narrow and standard gauge, one mile.
Diss, Norfolk. Tel: 01379 686900.

Open: Daily until Oct 30. Trains Wed-
Suns

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 + Oct 1, 15, 26, 29

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



East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: Weds, W/Es.

Running: Oct 9, 22, 23, 26, 29, 30.

Ferry Meadows Railway

10¼in gauge, ½ mile. Peterborough, Cambs. Tel: 01733 398 889.

Running: Reopens 2023.

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: W/Es, Sch hols.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.

Running: Reopens Dec 3.

Nene Valley Railway

Standard gauge, 7½ miles. Wansford, Peterborough, Cambs.

Tel: 01780 784444.

Running: W/E until Oct 30.

North Norfolk Railway

Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.

Running: Daily until Oct 30.

Wells & Walsingham Railway

10¼in gauge, four miles. Wells-next-the-Sea, Norfolk. Tel: 01328 711630.

Running: Daily.



Class 45 D123 Leicestershire and Derbyshire Yeomanry moves off shed at Loughborough in readiness for its first trip to Leicester North on September 4 during the Great Central Railway's diesel running weekend. To the right is Class 37/3 D6700, on loan from the National Railway Museum. ROBIN JONES

Whitwell & Reepham Railway

Standard gauge, ¼ mile. Reepham, 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 until Oct 30 + Oct 22, 24, 26.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon. Tel: 07979 055366
Running: Suns until Oct 30 + Oct 8, 27.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067
Running: Oct 1, 2.

Didcot Railway Centre

Standard gauge. Didcot, Oxon. Tel: 01235 817200.

Open: W/Es.

Running: Oct 22, 23, 29, 30

Epping Ongar Railway

Standard gauge, six miles. Ongar, Essex. Tel: 01277 365200.

Running: W/Es until Oct 30 + Oct 26-28.

Great Whipsnade Railway

2ft 6in gauge. Whipsnade Zoo, Dunstable. Tel: 0344 225 1826.

Running: TBA.

Hampton & Kempton Waterworks Railway

2ft gauge. Hanworth, Middlesex. Tel: 01932 212235.

Running: Suns + Oct 15, 29.

Leighton Buzzard Railway

2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888

Running: Suns until Oct 30 + Oct 26, 27.

London Museum of Water & Steam

2ft gauge, 400 yards. Brentford, London. Tel: 0208 568 4757.

Open: Thurs-Suns.

MIDLANDS

Abbey Pumping Station

2ft gauge, ¼ mile. Corporation Road, Leicester, LE4 5PX. Tel: 0116 299 5111.

Open: Daily until Oct 31.

Running: Oct 1, 18, 29.

Amerton Railway

2ft gauge, one mile. Stowe-by-Chartley, Staffs.

Tel: 01889 271337.

Running: W/Es until Oct 30 + Oct 26.

Apedale Valley Railway

2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.

Running: Oct 1, 2, 8, 9, 29, 30.

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 + Oct 19, 26.

Cambrian Heritage Railways

Standard gauge, 1¼ miles (Oswestry), ¾ mile (Llynclys).

Oswestry and Llynclys, Shropshire.

Tel: 01691 728131.

Running: TBA.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: Suns + Oct 28, 29.

Churnet Valley Railway

Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.

Running: Weds, W/Es until Oct 23.

Crich Tramway Village

Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321

Running: Sat – Thurs until Oct 30.

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: W/Es + Oct 25, 27, 28.

Echills Wood Railway

7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.

Running: Suns + Oct 29.

Evesham Vale Railway

15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.

Running: W/Es + Sch Hols.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge, Staffs.

Tel: 01782 396210.

Open: Suns. Running: Suns + Oct 26.



Passengers wait to board GEC 0-4-09DH No. 5576 of 1979 *Sir Tatton Sykes* for a cab ride at Fimber Halt on the Yorkshire Wolds Railway. Supplied new to Shotton Steelworks and previously known as *Eddie*, and believed to have worked on the Channel Tunnel at one stage, the shunter was renamed in 2015 in recognition of the baronet of the Sledmere Estate who has supported the railway, which will be open every Sunday until the end of October. MIKE HOPPS/YWR

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 until Oct 30.

Tel: 01270 212130.

Donegal Railway Heritage Centre

Donegal. Open: TBA. Tel: 00353 (0) 749722655.

Head of Steam

North Road Station, Darlington.

Open: Weds-Suns.

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: Daily.

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.



Somerset & Dorset Joint Railway 7F 2-8-0 No. 53809 arrives at the North Norfolk Railway's Holt station with a service from Sheringham on August 26. The station at High Kelling, which opened in 1988, includes the reclaimed Midland & Great Northern Joint Railway station building from Stalham on the line from Melton Constable to Great Yarmouth. At the Sheringham end of the platform is a Midland Railway-style signalbox, similar to some of those used on the M&GN, which was moved from Upper Portland Sidings near Mansfield. ROBIN JONES

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es until Oct 30.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.

www.gcrailway.co.uk

Running: Weds, W/Es.

Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es until Oct 30 + Oct 25-27.

Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.
Running: Oct 2, 29, 30.

Northamptonshire Ironstone Railway

Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.
Running: Oct 9.

Nottingham Heritage Railway

Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705.
Running: Closed UFN.

Peak Rail

Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.

Running: W/Es until Oct 30.

Perrygrove Railway

15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.
Running: Tues, Thurs, W/Es + Sch Hols.

Rocks by Rail

Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.
Open: Tues & Thurs until Oct 11. Running: Oct 2, 16.

Leek & Rudyard Railway

10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01538 269948.
Running: W/Es + Sch Hols.

Rushden Transport Museum & Railway

Standard gauge, ½ mile. Rushden,

Northants. Tel 0300 3023 150.

Running: Oct 15, 16, 29.

Severn Valley Railway

Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.
Running: W/Es + Scho Hols.

Statfold Barn Railway

2ft gauge, one mile.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.

Running: Oct 24-30.

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: TBA.

Toddington Narrow Gauge Railway

2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
Running: Oct 2, 9, 29, 30.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.

Running: W/Es + Oct 14, 26-28.

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: Oct 22, 23, 29, 30.

Groudle Glen Railway

2ft gauge, ¾ mile.
Isle of Man. Tel: 01624 670453.
Running: Reopens Dec 10.

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: Thurs-Mons until Oct 30.

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: Tues-Suns.

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: Oct 1, 2, 29, 30.

South Tynedale Railway

2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
Running: TBA.

Stainmore Railway

Standard gauge, ½ mile.
Kirkby Stephen, Cumbria.
Tel: 01768 371700.

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 until Oct 30.

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles.
Alnwick, Northumberland.
Tel: 0300 030 3311.
Running: Oct 29, 30.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.

Running: Oct 1, 15, 29.

Bowes Railway

Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.

Open: Thurs-Sats.

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: Reopens Dec 3.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.
Embsay, North Yorks. Tel: 01756 795189.
Running: Tues, W/Es + Oct 24-27.

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: Weds, W/Es, Sch Hols + Oct 13, 14.

Lincolnshire Coast Light Railway

2ft gauge. Skegness, Lincs.
Tel: 07407 500884.

Running: Reopens 2023.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
Running: Oct 9, 30.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0845 680 1758.
Running: W/Es until Oct 30.



Visitors to the Mid-Hants Railway's October 7-9 autumn steam gala event will have the last chance to take a ride behind 1934-built SR V class Schools 4-4-0 No. 30925 *Cheltenham*, as its boiler certificate is soon to expire. The gala will also feature several other home-fleet steam locomotives and offer an enhanced timetable of unlimited hop-on hop-off rides between Alresford, Ropley, Medstead & Four Marks and Alton stations every day. At Ropley station, workshop and yard, behind-the-scenes tours will be held, giving insights into restoration projects, and locomotive shunter demonstrations and steam crane lifting demonstrations. MHR

North Tyneside Railway

Standard gauge, two miles. North Shields.
Tel: 0191 277 7135.

Running: Suns until Oct 30.

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: Oct 15, 16, 29-31.

Weardale Railway

Standard gauge, 18 miles. Stanhope, Co. Durham.

Running: Sats until Oct 29 + Oct 26.

Wensleydale Railway

Standard gauge, 22 miles. Leeming Bar, North Yorkshire.
Tel: 01677 425805.

Running: Weds, W/Es + Oct 18, 27.

Whistlestop Valley Railway (Kirklees)

15in gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.

Running: W/Es & Sch Hols.

Yorkshire Wolds Railway

Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.

Open: Suns until Oct 30.

WALES

Bala Lake Railway

2ft gauge, 4 1/2 miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.

Running: Thurs, W/Es until Oct 30 + Sch Hols.

Barry Tourist Railway

Standard gauge, two miles. Barry, Vale of Glamorgan. Tel: 01446 748816.

Running: Closed UFN.

Brecon Mountain Railway

1ft 11 3/4in gauge, five miles.

Pant, Mid-Glamorgan.

Tel: 01685 722988.

Running: Tues-Thurs, W/Es until Oct 30.

Conwy Valley Railway Museum

7 1/4in and 15in gauge, 3/4 mile. Betws-y-Coed station, Conwy. Tel: 01690 710568.

Open: Daily.

Corris Railway

2ft 3in gauge, 3/4 mile. Corris, near Machynlleth. Tel: 01654 761701.

Running: Oct 22.

Fairbourne Railway

12 1/4in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: Tues - Thurs, W/Es, Sch Hols.

Ffestiniog Railway

2ft gauge, 13 1/2 miles. Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Daily until Nov 3.

Gwili Railway

Standard gauge, four miles. Bronwydd Arms, Carmarthenshire.

Tel: 01267 238213.

Running: Oct 29-30.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Suns-Thurs, Sch Hols.

Llanelli & Mynydd Mawr Railway

Standard gauge, 1/4 mile. Cynheidre, Carmarthenshire.

Tel: 07956 082305.

Running: Oct 29.

Llangollen Railway

Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.

Running: Weds - Suns.

Pontypool & Blaenavon Railway

Standard gauge, 3 1/2 miles. Blaenavon, Torfaen. Tel: 01495 792263.

Running: Oct 1, 2.

Rhyl Miniature Railway

15in gauge. Rhyl, North Wales.

Tel: 01352 759109.

Running: Reopens Dec.

Snowdon Mountain Railway

800mm gauge, 4 1/2 miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily until Oct 30.

Talyllyn Railway

2ft 3in gauge, 7 1/2 miles. Tywyn, Gwynedd. Tel: 01654 710472.

Running: Daily until Nov 6.

Teifi Valley Railway

2ft gauge, 1/2 mile. Henllan, Ceredigion, SA44 5TD. Tel: 01559 371077.

Running: Reopens 2023.

Vale of Rheidol Railway

1ft 11 1/4in gauge, 12 miles. Aberystwyth, Ceredigion. Tel: 01970 625819.

Running: Daily until Nov 3.

Welsh Highland Heritage Railway

2ft gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.

Running: Sats, Weds + Oct 2, 23-28.

Welsh Highland Railway

2ft gauge, 26 miles. Caernarfon, Gwynedd. Tel: 01766 516000.

Running: Daily until Nov 3.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: W/Es + Oct 14, 25-27.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West

Lothian. Tel: 01506 825855.

Running: Tues, W/Es + Oct 28.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.

Running: Reopens Nov 19.

Doon Valley Railway

Standard gauge.

Dunaskin, Ayrshire.

Running: Reopens 2023.

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire.

Tel: 01340 821181.

Running: Oct 1, 2, 28, 29.

Lathalmond Railway Museum

Standard gauge, 1/2 mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.

Tel: 01379 914801.

Open: TBA.

Leadhills & Wanlockhead Railway

2ft gauge, 3/4 mile. Leadhills, South

Lanarkshire. Running: Suns.

Royal Deeside Railway

Standard gauge, 1 1/4 miles. Banchory, Kincardineshire. Tel: 01330 844416.

Running: Suns.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.

Running: Thurs - Suns until Oct 30.

IRELAND

Downpatrick & County Down Railway

5ft 3in gauge. Downpatrick, Co. Down. Tel: 028 4461 5779.

Reopens Nov 26.

Railway Preservation Society of Ireland

5ft 3in gauge. Whitehead, Co. Antrim. Tel: +44 28 9358 6200.

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WANTED Your lighter takes

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Weather forecast: The BR(M) direction sign outside Geoff Courtney's railwayana den pointing to the end of the drought.

BR sign points the way to a rainy day

THE combination of a BR London Midland Region 'To the trains' direction sign and an outdoor seating parasol sent an unexpected message last month to *Heritage Railway* contributor Geoff Courtney.

After yet another warm day with no sign of rain, he propped the parasol against the wall of his railwayana den, expecting to use it the following day.

Geoff, the magazine's railwayana specialist, takes up the story: "I looked out of the window the next morning to see it was raining quite heavily, which was a welcome relief after such a long dry period that resulted in our lawn looking like it was composed of straw rather than grass.

"When the rain eased I went outside and noticed that the parasol had folded in such a way that it obscured the sign's letter 't' in the word trains, resulting in the sign pointing 'to the rains', which it certainly was.

"Who needs the Met Office when a railway sign can forecast the end of a drought?"

BUSTITUTION? Just find another resort!

By Robin Jones

SEASIDE miniature and minimum gauge railways have long been a traditional feature of British resorts, and an elite few managed to enter the 'green' public transport category. A classic example was the 10¼in gauge Wells Harbour Railway, which linked the Norfolk town's waterfront to Pinewoods Holiday Park and café and the main beach, saving visitors a three-quarter-mile walk, and also being an attraction in itself.

Despite a regular visitor collecting a petition signed by more than 52,000 wellwishers to save the line from closure after landlord Holkham Estates refused to renew the lease, its last train ran in September 21 – ending 45 years of history. The locomotives, rolling stock, track and turntables were bought by the Lappa Valley Railway at St Newlyn East, near Newquay, and shipped to Cornwall.

Holkham Estates has filled the public transport gap by this year introducing a pair of buses. One, an all-new vehicle, has been described as the UK's first fully electric bus of its type. The second is an immaculate vintage open-top Leyland Tiger single dating from 1951, which began its working life transporting visitors around the Channel Islands.

The buses will run from April to October each year, from Wells Town FC's car park to the roundabout at the beach end of Beach Road, leaving rail matters exclusively to the Wells & Walsingham Light Railway on the opposite side of the town, which had been subsequently developed to the same gauge by the late retired World War Two British naval officer Lieutenant-Commander Roy Francis.

The newest Wells Harbour locomotive, *The Duke*, an Alan Keef 0-6-0 diesel hydraulic built in 2014, and some of its carriages have this season been used on one of the Lappa Valley's three lines, the 10¼in gauge Newlyn Downs branch, which during the coming months will be relaid



Former Wells Harbour Railway locomotive *Howard* heads a trial service on the Poole Park Miniature Railway. POOLE PARK



Pictured on the Wells Harbour Railway last year, *The Duke* is now serving in Cornwall. ROBIN JONES



Left: This 1951 Leyland Tiger is seen providing the Wells beach Bus service on August 26. ROBIN JONES

using track from the Norfolk line.

A second 0-6-0DH, *Densil*, a steam outline locomotive built by Keef in 1998, is now running on the Watford Miniature Railway.

The third Wells Harbour locomotive, 2005-built Keef steam outline 0-6-0DH *Howard*, has now swapped coasts yet again – and under contract from the Lappa Valley has been playing an essential part in getting Dorset's Poole Park Miniature Railway running.

This 10¼in gauge line, which dates from 1949 and is owned by Bournemouth, Christchurch & Poole, had been closed since 2018 when 40 volunteers of the Friends of Poole Park, which had been given the lease to run the railway the previous year, walked out, as previously reported.

In May 2019, the local authority pledged £350,000 to the railway and appointed Shropshire-based Track Systems to prepare it for operation again.

The 700-yard line, using *Howard* while a new electric locomotive was

still undergoing its final inspections, reopened to the public for trial running on Friday, September 2 and immediately had a train full of passengers.

However, services were suspended after a derailment involving *Howard* on September 10. The carriages were again full, but nobody was injured.

Railway staff said that stones had been placed on the track, and wondered whether vandals or a young child had been responsible for it.

A spokesman said: "The track is checked every morning and we'd been running since 9am, all fine.

"While we were back at the station picking up new passengers, just after 2pm, we think someone placed stones into the double tracks on the hard corner; it's highly unlikely they got there by themselves. The stones can't be seen by the driver and as he went over them the locomotive derailed."

The railway reopened to the public the following day.

NEXT ISSUE

Issue 299 out Oct 28

A4 No. 4498 Sir Nigel Gresley's return to North Yorkshire Moors Railway service, including its autumn teak train specials.

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