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ISSUE 299 October 28 – November 25, 2022

# HERITAGE RAILWAY

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# Scotsman is back!

## CENTENARY YEAR FOR WORLD'S MOST FAMOUS LOCOMOTIVE LAUNCHED AS KING'S CROSS TURNS 170

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- TALYLLYN SECURES £110K LOTTERY GRANT
- SOUTH DEVON BIDS TO DEVELOP BUCKFASTLEIGH
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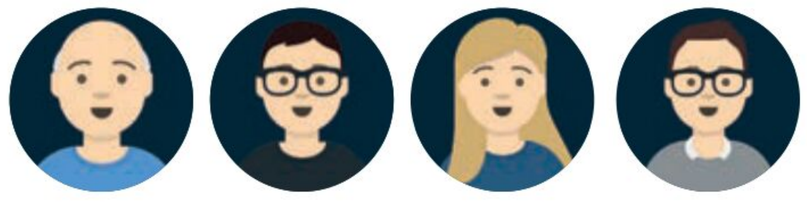

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**LNER A3 Pacific No. 60103 *Flying Scotsman* was entrusted to run on the West Coast Main Line Up fast line from Colwich Junction through to Rugby with the 5Z50 2.50am move from Bury on the East Lancashire Railway to Southall on October 12, in readiness for the official launch of its centenary year programme of celebrations at King's Cross two days later, also celebrating the station's 170th birthday, as described in Headline News, pages 6-9. With gleaming paintwork, No. 60103 passes through Nuneaton six minutes ahead of schedule at 9.40am, running smoothly with a breath of steam to maintain its maximum permitted speed of 75mph. It was *Flying Scotsman's* first main line outing following its overhaul at Riley & Son (E) Ltd.** GRAHAM NUTTALL

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# A national icon treasured by all

IN these dreary and dismal times beset by political and financial crises, what we all now desperately need is inspiration and a ray of hope.

October 14 saw the launch of a year of celebrations which will mark the centenary of an icon that has come to represent the finest of the steam railway age as exported to the rest of the world by Britain – the record-setting legend that is *Flying Scotsman*.

It was only earlier this year that No. 60103 was withdrawn from main line service for its overhaul, but now it is back and the public at large seem more eager than ever to embrace what is has to offer.

At *Heritage Railway*, we have been contacted by ordinary members of the public desperate to find out when *Flying Scotsman* will by passing by on a line near them in the coming year.

> "Heritage is not only a cornerstone of the bedrock of our history. It is incumbent on all of us to do our best to ensure it survives."

At its relaunch at King's Cross, the A3's owner, the National Railway Museum, sold tickets for 10-minute spells on the platform alongside the locomotive. The tickets quickly sold out, indicating that wherever *Flying Scotsman* goes in the next 12 months, with the advance of a publicity drive behind it, it could well bring a mini tourism boom behind its steam vapour trail.

Following its visit to the Swanage Railway in October, No. 60103 has been booked to visit three more heritage lines for extended stays in 2023, not to mention a series of railtours and events at the museums in York and Locomotion at Shildon. If anything, its appearance will rekindle much-needed awareness in the whole sphere of Britain's heritage and remind us that we, as a nation, can be truly great again if a receptive and positive attitude is willing.

For the present, while we face months of uncertainty as to how we will fare with the state of the economy, our heritage railways now need us more than ever to cover their costs (especially soaring coal prices) and pull through to better times ahead. We will all be faced with having to make cutbacks, but we can still help.

If you are planning a Christmas outing, consider booking a place on a festive season at your local line. Stumped as to what to buy for presents? At least have a look to see what the volunteer-run shops on our heritage railways might be offering. If you have chosen to join a particular organisation as a member in the past, renew your subscription as a priority, and if you can manage a donation to a particular heritage appeal…

Heritage is not only a cornerstone of the bedrock of our history. It is incumbent on all of us to do our best to ensure it survives.

Here's to the next century of *Flying Scotsman* and its many shedmates in the movement.

**Robin Jones** Editor

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**ABOVE: LNER A4 Pacific No. 4498 *Sir Nigel Gresley* at Grosmont during the final day of the Gresley teak coach autumn specials on the North Yorkshire Moors Railway on October 12. See NYMR gala special – pages 88-93.** TONY WINWARD

**LEFT: The sound of WR 4-6-0 No. 7820 *Dinmore Manor* breaks the peace and tranquility of a lovely early autumn morning in the Cotswolds. Matched with a rake of chocolate and cream Mk.1 coaches, the 1950-built locomotive passes through Didbrook after leaving Toddington on the Gloucestershire Warwickshire Railway on September 24.** ALAN CORFIELD

**COVER: Between October 14 and 16, A3 Pacific No. 60103 *Flying Scotsman* visited King's Cross station to launch the celebrations for the locomotive's centenary year, as well as the 170th anniversary of the station. At the start of Friday, October 14, the famous locomotive stands at the buffer stops of Platform 8 and under the station's iconic roof. See headline news for the full story.** ROBIN JONES

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# *Flying Scotsman* starts centenary year at King's Cross as station turns 170

**The headboard proclaims the great occasion on October 14.** ROBIN JONES

**By Robin Jones**

AN action-packed and varied year of special events and railtours to mark the centenary of LNER Gresley A3 Pacific No. 60103 *Flying Scotsman* – for long dubbed the world's most famous steam locomotive – was officially launched at King's Cross station on the morning of Friday, October 14, exactly 170 years to the day that the East Coast Main Line terminus was opened.

The previous week, the National Railway Museum-owned locomotive underwent test running on the East Lancashire Railway at the completion of its overhaul by Riley & Son (E) Ltd at Heywood, which operates and maintains the locomotive, following its withdrawal from traffic in April. The day before, it travelled down the West Coast Main Line to London in time for the start of its centenary celebrations.

King's Cross station was designed by Lewis Cubitt to be simple and functional. When it opened on October 14, 1852, it was the largest in Britain. It had just one arrival and one departure platform (today's platforms 1 and 8), with the space between used for carriage sidings.

For the official launch of its centenary year, *Flying Scotsman* in light steam and its support coach were parked in Platform 8, where pupils from Argyle Primary School in Camden were give the first opportunity to look at the legendary locomotive. Popular author Michael Morpurgo gave a reading from his new children's book, *Flying Scotsman* and the Best Birthday Ever, as highlighted last issue. Immediately after the school party left, NRM staff led waiting newsmen on to the platform to film the locomotive and interview key officials.

**End of the new: *Flying Scotsman* in light steam at the buffer stop on Platform 8 beneath the fabled roof of King's Cross station on October 14.** ROBIN JONES

**The giant figures positioned at the entrance to King's Cross for its birthday on October 14. Replacing the GNR's original temporary wooden station at Maiden Lane, opened in 1850, the new terminus was built on the site of a smallpox and fever hospital.** ROBIN JONES

## Sell-out

During October 15/16, No. 60103 remained in the platform to allow members of the public the opportunity to admire it at close range. Tickets costing £7 for a 10-minute visit to see the iconic locomotive in the platform, which was fenced off by temporary barriers for the occasion, sold out.

Those who purchased platform tickets could also take part in activities including a train driving simulator from Dovetail Games, where people could experience driving *Flying Scotsman* out of the station, and view screens to watch live footage of the locomotive from the concourse.

The centenary celebrations started four months early, as the locomotive – then classed as an A1 and numbered 1472 – had made its maiden voyage from the sheds at Doncaster Works in February 1923.

## New gauge

On the station concourse itself, model manufacturer Hornby – the lead sponsor of Scotsman's centenary celebrations – maintained a prominent presence, promoting its introduction of TT:120 gauge, a scale introduced into the UK by Triang Railways in 1957 but which ceased manufacture by the late 1960s. Two of the first models in the Hornby range are A4 No. 4468 *Mallard* and none other than A3 No. 4472 *Flying Scotsman* – for more details see Model News, page 80.

The centenary programme has also been made possible thanks to the National Heritage Memorial Fund.

NRM director Judith McNicol said: "*Flying Scotsman* is one of the jewels in the crown of our world-class collection, so we are delighted to announce its centenary programme at such an iconic location and on such an auspicious date.

"*Flying Scotsman* and King's Cross station have become associated with the London-Edinburgh route, as beautifully brought to life in Michael Morpurgo's wonderful story, *Flying Scotsman* and the Best Birthday Ever.

"The centenary calendar has a range of events from free static displays to rail tours to ensure that everyone around the country has the chance to experience *Flying Scotsman* during this special anniversary."

## 'Glorious history'

Network Rail chairman Sir Peter Hendy, who is also trustee of the Science Museum Group and chairman of the NRM Advisory Board, said: "It's brilliant to have *Flying Scotsman* here to help us celebrate King's Cross station's 170th birthday and launch its own 100th birthday celebration.

"Since it opened all those years ago, King's Cross has become an iconic London landmark, a backdrop for many historical and cultural events, and, of course, served millions of people travelling up and down the ECML.

"Although an icon of the steam age, today it's never looked better and is absolutely fit to serve the railway's growth and sustainability aims that the Government have given us.

"King's Cross and *Flying Scotsman* have a glorious history, and it's important that we look back and celebrate that, but we are also reaching out to the next generation, both to travel by train and to get inspired by engineering and technology."

Argyle Primary School headteacher Jemima Wade said: "We are thrilled to be among the first to see *Flying Scotsman* start its centenary year celebrations.

"To see the locomotive up close and to hear a special reading from Michael Morpurgo – a favourite author for so many of us – is a once-in-a-lifetime experience, one that is sure to stay with our Year One pupils for life, and, who knows, may even inspire future careers in engineering and on the railway!"

**Another century of inspiration from the world's most famous locomotive begins: Next to the locomotive in Platform 8, author Michael Morpurgo gave a reading from his new children's book, *Flying Scotsman* and the Best Birthday Ever, to pupils from Argyle Primary School in Camden. The book, published by Thames & Hudson in partnership with the National Railway Museum and illustrated by the renowned Michael Foreman, tells the story of a little girl called Iris who dreams of being a train driver when she grows up. Successive generations of schoolchildren have been fascinated by the exploits of No. 4472, especially those of November 30, 1934, when *Flying Scotsman* became the first steam locomotive to be officially recorded reaching 100mph during the 393-mile trip between London and Edinburgh.** NRM



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**Above: World record-setting A3 No. 60103 *Flying Scotsman* stands in Platform 8 with its BR Mk.1 support coach at the start of celebrations to mark its centenary year.** ROBIN JONES

**High-speed transport technology a century apart: A3 No. 60103 *Flying Scotsman* stands at the Platform 8 bufferstops alongside an LNER Azuma diesel-electric hybrid set, the first examples of which appeared in 2019.** ROBIN JONES.




**In February 1924, A1 No. 1472 was named after the 'Flying Scotsman' daily 10am express service between King's Cross and Edinburgh Waverley and renumbered 4472 when it was selected to appear at the British Empire Exhibition in Wembley. The service began in 1862 and its name was officially adopted in 1924. It is currently operated by the modern-day London North Eastern Railway, and on the morning of October 14, in the hour before the official relaunch of**




**the steam locomotive began, April 1988-built Class 91 electric No. 91101 *Flying Scotsman* (previously named *City of London* and later *Swallow*) headed a timetable service out of King's Cross.** ROBIN JONES

## *Flying Scotsman* centenary events: the complete list so far

■ **February 10 onwards, National Railway Museum, York:** An exhibition, *Flying Scotsman*: 100 Years, 100 Voices, will showcase documents, photographs, and stories from the archives, as well as from a recent public call-out. A specially commissioned film will cement the legacy of the locomotive through the lives it touched.

■ **February 11 to June 17, Danum Gallery, Library and Museum, Waterdale, Doncaster:** *Flying Scotsman* and the Best Birthday Ever illustration exhibition based around the new book by Michael Morpurgo and Michael Foreman.

■ **March 1-25: East Lancashire Railway visit.**

■ **April 1-16: National Railway Museum, York:** Centenary celebration with No. 60013 on display in the newly updated *Flying Scotsman* Story exhibition, with the engine and tender separated to allow access onto the footplate for everyone.

■ **April 1 onwards: National Railway Museum, York and Locomotion, Shildon:** *Flying Scotsman* VR, a virtual reality multisensory experience showcasing the stories that has made it the world's most famous steam locomotive.

■ **April 30: *Scotsman* hauls the Railway Touring Company's 'Royal Duchy'** from Bristol Temple Meads via Yatton, Taunton, Exeter and Plymouth to Par and return.

■ **May 1-24: Keighley & Worth Valley Railway visit.**

■ **June 7: RTC's 'Cardiff Express'** from Paddington via Slough, Reading, Swindon, Bristol Parkway, the Severn Tunnel, and Maindee Junction to Cardiff and return.

■ **June 10: RTC's 'Cheshireman'** from Euston via Watford Junction, Milton Keynes, Northampton, Rugby, Nuneaton and Crewe to Chester and return.

■ **June 17: RTC's 'Portsmouth Flyer'** from London Victoria via Staines, Woking and Guildford to Portsmouth and Southsea, Portsmouth Harbour, and back with Fareham, Southampton and Basingstoke.

■ **June 21: RTC's 'Salisbury Express'** from Paddington via Slough, Newbury, Racecourse ,Westbury, Salisbury, Romsey, Southampton, Basingstoke, Reading and back to Paddington.

■ **June 24: RTC's 'Great Yarmouth Flyer'** from Kings Cross via Hertford North, Stevenage, Cambridge, Ely, Norwich, Great Yarmouth, the Wensum Curve and return on the same route via Ely.

■ **July 9, August 6 and September 10: RTC's 'The Waverley'** from York via Leeds, Keighley, Skipton, the Settle and Carlisle line to Carlisle and return.

■ **August 14-31: Bluebell Railway visit.**

■ **October 20 to November 5: Locomotion in Shildon:** Centenary Festival, featuring hands-on activities, drop-in workshops and immersive experiences. Take part in building a gigantic sand sculpture and a story train, while *Scotsman* will be outside in light steam.

➜ Scheduled dates may be subject to change and new events are likely be announced.

Stuart Gray, operations manager for Riley & Son (E) Ltd, said that the firm is "proud to present *Flying Scotsman* to the nation fresh from a comprehensive overhaul which will see it fit and ready to undertake a range of exciting events across the country in its 100th year. Putting the programme together with our partners at the NRM and Railway Touring Company has taken a great deal of work and we are excited to share it with you all."

**History spanning the centuries: Arriving on the Swanage Railway on October 18, A3 Pacific No. 60103 *Flying Scotsman* heads tender first with its support coach past the ruins of medieval Corfe Castle on top of its hill ablaze with the rich changing autumn hues.** ANDREW PM WRIGHT

# *Flying Scotsman* arrives in Swanage for three-week holiday on the coast

**By Robin Jones**

AFTER a six-hour journey from London following the high-profile King's Cross launch of its centenary year programme, A3 Pacific No. 60103 *Flying Scotsman* arrived on the Swanage Railway on the morning of Tuesday, October 18 at the start of a three-week visit to the Purbeck line.

While running through Christchurch on its way to Bournemouth en route, No. 60103 passed Stourfield Junior School. Its pupils were all out on the field, and waving and cheering enthusiastically as the A3 and its support coach passed by.

The A3, which previously visited the heritage line in 2019, will stay until November 7, and there was every indication that it will do much as an added visitor magnet to extend the Dorset resort's summer season.

*Flying Scotsman* was booked to haul passenger trains between Swanage and Norden from October 22-26.

## Footplate visits

Afterwards, it was scheduled to go on static display at Swanage station for pre-booked public visits with ticket-only access to the footplate daily between October 27 and November 6 inclusive.

Swanage Railway Company chairman Bob Patterson said: "It's wonderful to see *Flying Scotsman* at Swanage because the iconic locomotive has a wonderful charisma – it's a real icon, an impressive piece of 1920s railway engineering, and the most famous steam locomotive in the world."

Penny Pegler, the daughter of the late Alan Pegler, who bought the A3 for £3000 from BR in 1963 to save it from being scrapped, was due to fly from her home in Portugal to ride behind it on the heritage line on October 22, in the 1940s 'Devon Belle' observation carriage Car No. 14.

In the late 1960s and early 1970s, a teenage Penny travelled when the wooden carriage ran behind *Flying Scotsman* on her father's publicity tour of North America promoting British exports. The tour went bust and Car 14 later became a static bar in San Francisco until it was repatriated in 2007 by Swanage volunteers.

"*Flying Scotsman* was a very important part of my life as a child," said Penny. "I was nine years old when my father came up to my room on a snowy night in January 1963 to say goodnight and told me, with a twinkle in his eye, that he had just bought a beautiful steam locomotive to save her from being cut up in a scrapyard.

## 'Nothing like it'

"Over the next few years, my father and I went on many wonderful trips all over the UK with Scotty, as we called *Flying Scotsman*. For me, she was lovely and a special part of my family life. On many occasions, I followed my father through *Flying Scotsman*'s corridor tender and sat in the fireman's seat for a short while. There is nothing quite like it.

"I spent so many happy and exciting days travelling with the team across the United States in this lovely observation carriage, watching the beautiful scenery go by and waving at the crowds of onlookers who came out in their thousands to see *Flying Scotsman* run by.

"My father had a passion for *Flying Scotsman*, ever since he saw her as a four-year-old in London, and wanted to keep her running and not to be just a static exhibit. He wanted to keep her alive for future generations to enjoy and today she is everybody's locomotive, with everyone having their own special memory of *Flying Scotsman*. My father would be so happy to see that and he must be looking down and smiling."

*Scotsman*'s visit kicks off the railway's winter programme. After it has departed for the next stop on its centenary calendar, November 9-13 will see pre-booked taster driver experience trains on the Swanage Railway, but no public service.

Pre-booked Christmas luncheon trains will run on November 26/27 and December 3/4, 10/11, 17/18 and 21/22.The Steam and Lights evening trains, also pre-booked, will operate on December 3/4, 9/10, 16/17 and 21-23.

A DMU service will run from December 27 to January 2, and the January 7/8 Winter Warm-Up weekend event will feature a two-train service, one steam and one diesel. For more details, visit swanagerailway.co.uk

**➜ The Swanage Railway welcomes new volunteers who are invited to contact the Swanage Railway recruitment and retention office on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk**

**Penny Pegler with the locomotive her late father Alan saved from the scrapyard during its previous visit to the Swanage railway in 2019.** ANDREW PM WRIGHT



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***Flying Scotsman* oiled by support crew fitter Ben Chapman at Swanage following its arrival on October 18.** ANDREW PM WRIGHT

**Letting off steam at Swanage station after its six-hour journey from London.** ANDREW PM WRIGHT

**Riding in 'Devon Belle' Car 14 behind *Flying Scotsman* during its visit to the Swanage Railway in 2019.** ANDREW PM WRIGHT

# Half barriers will be installed for Strathspey level crossing

A STRATHSPEY Railway level crossing that has seen accidents and near misses over the years is to be upgraded imminently at a cost of £1.1 million.

Dalfaber level crossing in Aviemore, an ungated crossing with warning signs and lights but no barriers, has been described as the last of its type in Scotland.

Half barriers are to be installed as a condition of housing developer Scotia Homes' planning approval to build 75 new homes off Dalfaber Drive nearby. The upgrade was reported as being scheduled to take place between October 31 and December 11, with the barriers being fully operational by February.

Highland Council has been responsible for the operation and management of the crossing since 1978.

# Stradbally steam locomotive 'first' to run passenger train on biofuel

**By Robin Jones**

AN Irish first has seen the Strabally Woodland Railway run the country's first passenger train to be hauled by a steam locomotive using a 100% renewable biomass-based coal substitute.

On September 24, Barclay 0-4-0WT No. 2264 of 1949 No. 2 *Roisin* ran with a stove-ready commercial product called Harvest Flame that is made via the process of torrefaction from biomass – olive stones in this case, a residue from the food industry.

The former Bord na Mona locomotive once hauled wagons of turf from bogs to be burned in a power station. Now it hauled its train over the two-thirds of a mile-long 3ft gauge line in the grounds of Stradbally Hall, in Co Laois, to pioneer a step towards carbon neutral steam heritage, as the fuel was shown to be suitable for both small locomotives and traction engines.

## Climate-friendly

The Continuity Biocoal project is a collaboration between the Irish Steam Preservation Society CLG, Arigna Fuels of Roscommon, The Irish Bioenergy Association (IrBEA) and its partner in Wales, the Severn Wye Energy Agency, in the Three C Project (Creating a Circular Carbon Economy), a three-year Interreg North West Europe-funded initiative looking at the further development and introduction of economically-viable value chains based on charcoal raw materials from waste biomass.

Harvest Flame differs in composition from biofuels previously trialled on lines like the Bure Valley, Talyllyn and Lynton & Barnstaple Railway.

The initiative highlights the close working relationship between Ireland and Wales, famous for its many narrow gauge steam railways, made possible by participation in a series of European transnational projects that have focused on finding climate-friendly uses for low value residual biomass over the last decade.

## Clean fuel

Nicola Glynn, secretary of line operator the Irish Steam Preservation Society, said: "We were excited to try this new form of fuel. Our railway and traction engine rally is in a beautiful part of Ireland, and doing our bit to help decarbonise the economy is important to us. Plus, our crews enjoyed not ending the day covered with coal dust, as this is a remarkably clean fuel."

Peter Layden, director of Arigna Fuels, said: "Arigna Fuels is delighted to support the heritage steam industry, replacing the original fossil coal with Harvest Flame, our new biomass-sourced 100% renewable and sustainable fuel. Not only will this fuel help to drastically reduce the carbon footprint of the heritage sector, but it will also allow people to continue to enjoy first-hand the magnificent and historic engineering, a legacy of a different era."

York's National Railway Museum is closely following the lead taken by Ireland in this field, and its associate curator Bob Gwynne was at Stradbally to witness the trial.

It is not known whether the passenger trip was a world first for biofuel. Bob said that the fuel emits 20% less heat than normal coal, and he did not think it could be used on a main line locomotive but would be more suited to a park or miniature railway. "It is a promising first step," he said.

The Stradbally Woodland Railway is the oldest established heritage railway in Ireland, constructed in stages between 1969 and 1982 entirely by voluntary labour, many of the volunteers being full-time permanent way workers from the Irish main line network.

**Pictured at the Stradbally Railway with Barclay 0-4-0WT No. 2 *Roisin* at the trial of the biocoal made from crushed olive stones are the National Railway Museum's Bob Gwynne, Colin Keyse (Severn Wye Energy Agency), Nigel Glynn (Irish Steam Preservation Society), Robert Johnson (Arigna Fuels), Stephen Mc Cormack (Irish Bioenergy Association) and Sean Cain (Irish Steam Preservation Society).** BOB GWYNNE

# South Devon Railway makes Buckfastleigh 'masterplan' bid

**By Robin Jones**

THE South Devon Railway has applied for planning permission for major developments at its Buckfastleigh base.

Teignbridge District Council has been invited to approve the scheme which will include a new locomotive and carriage restoration building, a car park, and landscaping works.

The site's existing carriage bodywork repair shop will be relocated from its current location within the 1872-built limestone former goods shed which will then be used for more appropriate visitor facilities.

A design and access statement submitted by Bristol-based consultant Walsingham Planning said: "The proposals are intended to improve both the visitor attraction and the engineering works, improve traffic management and provide environmental and ecological enhancements.

## Environmental gains

"They seek to bring together the incremental improvements and additions to the site that have been made by the South Devon Railway Trust with a comprehensive landscape masterplan that will improve the environment and appearance of the site, alterations to internal access arrangements, additional car parking to meet the existing and future operational needs of the site, erection of a locomotive restoration building for the engineering works and associated sustainable drainage infrastructure.

"The proposed restoration building will provide new and improved accommodation and facilities for the conservation, restoration and maintenance of historic railway rolling stock and locomotives.

"It will create a contemporary and dynamic and yet practical solution to ensure the longevity of the restoration works at the railway."

The new workshop would boost the railway as a major tourist attraction by increasing passenger-carrying capacity through the availability of more rolling stock. It would provide additional activities and allow visitors safe access to view conservation and restoration work on heritage vehicles and with appropriate interpretation.

## Recruitment

More staff would be employed and volunteers recruited for the new facilities. There would be a significant improvement working environments and overall safety for staff and visitors through clear segregation of working areas.

"The formalisation of the car park and alterations to access arrangements will deliver improvements necessary to support the safe operation of the site," added the statement.

**New-build BR Standard 3MT 2-6-2T No. 82045 in Bridgnorth Shed with its first tank fitted on October 17.** JOHN TITLOW

# New Standard 3MT gets its tanks – then a repaint

NEW-BUILD BR Standard 3MT 2-6-2T No. 82045 has been fitted with its tanks inside the newly-refurbished Bridgnorth Shed on the Severn Valley Railway.

The first of the tanks was fitted in October 17, with the second due to follow days later.

The rush then began to get the locomotive into the paintshop for green undercoat to be applied.

On November 26/27, No. 82045 will be the standard gauge centrepiece at the Warley National Model Railway Exhibition 2022 at the National Exhibition Centre, near Birmingham. That will be 82045's first visit away from its SVR home.

As previously reported, at the end of last year No. 82045 became a 2-6-2T after the fitting of its pony trucks. The connecting rods are made and the coupling rods are in production at Stephenson Engineering, Atherton, Manchester, and 50% of the valve gear has been produced. The boiler is under construction inside Bridgnorth's boiler shop.

The 82045 new-build project was started in the late 1990s by fireman John Besley in Devon. Later, SVR footplatemen Tony Massau and the late Chris Proudfoot took over and moved the project to Bridgnorth.

The 82000 2-6-2Ts were designed by Robert Riddles for light passenger secondary main line duties and branch lines. A total of 45 were built in Swindon Works from 1952. The boiler is a shortened version of the standard GWR No. 2 type as fitted to large prairies.

No. 82045 is expected to be complete in the next two years, but recent spiralling costs have seen the estimated final figure for the project now ranging about £1.5 million plus. Donations are invited at www.82045.org.uk/index.html

# India's steam locomotive that uses diesel oil to operate – and not coal!

A STEAM locomotive which runs on high-speed diesel oil rather than coal has been built at India's Golden Rock workshop in Tiruchchirappalli.

X-class 0-8-2T No. X-37401 was formally launched by Mr B G Mallya, general manager of the Southern Railway, at the workshop on September 27. It has been fitted with Abt rack and pinion equipment to enable it, like fellow class members before it, to operate on the 17-mile section of the metre-gauge Nilgiri Mountain Railway between Coonoor and Mettupalayam.

It has a main oil tank with a 1600-litre capacity and a 725-litre rear oil tank, while the water tank can hold 4500 litres.

No. X-37401 was delivered to Mettupalayam on October 7 and lifted on to the track the next day.

It is also the first HSD oil-fired steam locomotive manufactured in India. Its new system eliminates the use of coal. It was reported that a test run with four coaches on October 10 was cut short after an oil leak was detected, and this was being rectified at the earliest opportunity.

**The new Nilgiri Mountain Railway steam locomotive runs on high-speed diesel oil, not coal.** SALEM DIVISION SOUTHERN RAILWAY



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**Southern Railway malachite green-liveried Lynton & Banstaple replicas Baldwin-type 2-4-T No. 762 *Lyn* and Manning Wardle-type 2-6-2T N. 190 *Lyd*, visiting from the Ffestiniog & Welsh Highland Railway, met again at Woody Bay for the North Devon line's successful September 24/25 autumn steam gala and are pictured together on the Sunday.** MARTIN SWAINSON/LBR

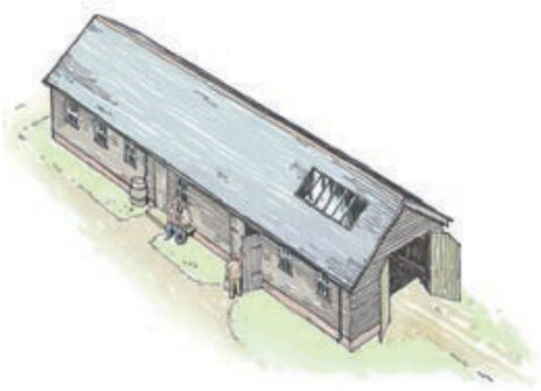
# Bratton Fleming to get new goods shed

EXMOOR Associates has been given the green light to rebuild a goods shed at Bratton Fleming station on the Lynton & Barnstaple Railway.

A planning application was approved by North Devon Council on October 5, with no date set as yet for construction to begin.

The previous structure here was known to last until 1935 when the railway closed, although it is not known when it was demolished.

The new goods shed construction – which will comprise timber shiplap boards with timber doors and windows with a slate roof – will replicate the previous as closely as possible, based on archive photographs available to EA, the company set up to work with the L&BR Trust and which focuses purely on purchasing land on the former trackbed as and when it becomes available.



**An artist's impression of the proposed goods shed at Bratton Fleming.** EA

"The return of trains to this former station is still many years off as the railway has to work round Wistlandpound Reservoir first," said EA director David Cameron.

"Therefore reaching Bratton Fleming remains a long-term ambition. Meanwhile, the goods shed proposal here will offer a workshop space with toilet facilities and a meeting room we can use."

Part of the third phase of the L&BRT's extension plans, the station building and half of the platforms were purchased in November 2020 and is currently leased out to a shareholder, with the remaining lengths of the platform in the ownership of a neighbouring property with whom EA is on good terms.

## 'Lost' Finnish locomotive is uncovered... in Sudbury!

**WHEN an urban explorer heard about a forgotten steam locomotive in the Suffolk countryside, he spent days trying to track it down after carrying out research based on stories from locals and studying maps.**

**What he found, encompassed by a thick growth of brambles and thorns, was a Finnish 5ft gauge 1953-built Tr1 2-8-2 No. 1077.**

**The man, whose hobby is to investigate and explore redundant and long-closed structures, described it as one of his best finds. His story was picked up by the national press; to protect the locomotive from vandals, its exact location has not been revealed.**

### Resting places

**No. 1077 was one of a collection of Finnish steam locomotives brought over from the continent, with some going on to be stored at Ongar in Essex. No. 1077 has remained in its current location for more than 30 years, while the others have now been dispersed around England. One 0-6-0T is plinthed outside at timber merchant in Enfield, while Pacific No. 1016 was bought and restored in the gardens of former Steam Dreams owner David Buck.**

**A VR class Tk3 2-8-0 No. 1103 is also stored at Summercourt Scrapyard in Newquay, reportedly being up for sale after a proposed glamping venture fell through.**

# '*Thornbury Castle* could be rebuilt' – only if a group buys its spare parts

THE Great Western Society has offered to sell on parts of unrestored WR No.7027 *Thornbury Castle* to bona fide groups who may seek to rebuild it in its own right.

As highlighted in *Heritage Railway* issue 297, the locomotive's private owner agreed to sell it to the society's 4709 Project group, which was to use its No. 8 boiler in its scheme to build the 10th example of George Jackson Churchward's heavy freight 47XX 'Night Owl' 2-8-0s.

The move has sparked controversy in the heritage sector (see Platform, 86/87), including heavy criticism from the previous owner, West Somerset Railway plc chairman Johnathan Jones-Pratt, who said he sold it on the understanding that No. 7027 would be restored in its own right at Loughborough on the Great Central Railway.

A subsequent statement from the Didcot-based society's board said: "The GWR continues to be committed to buying the remaining components of No. 7027.

### 'No plans'

"The board of GWS agrees to hold those parts in good condition for six months. During this time, GWS will consider offers from properly-funded groups for all or parts of No. 7027 to enable a rebuild of *Thornbury Castle* if viable."

The statement added that the society has no plans to use the remaining parts of No. 7027, including the chassis, to build a new GWR Star, as previously speculated.

Using No. 7027's boiler in the 'Night Owl' would save the project the £800,000 cost of building a new one, it has been said.

## Project helps Talyllyn aim for net zero carbon emissions

**THE Talyllyn Railway will be among the first organisations to reap the rewards from a project designed to help businesses reduce carbon emissions.**

**As a result of working with Green Digital Academy, run by Busnes@LlandrillioMenai and funded by the UK Government's Community Renewal Fund, the railway is set to achieve its net zero target by 2030.**

**On a recent visit to the line, Liz Savllie Roberts, MP for Dwyfor Meirionnydd, praised the work being achieved by the project.**

**The railway's Liz Porrett said: "I joined the railway in March and since then we have been building on the positive steps the company had already taken to improve its carbon emissions, such as investment in solar panels and electric vehicles. As a company we were able to access support through the Green Digital Academy. In practice this meant working with an expert who calculated our carbon footprint, including for our supply chain."**

# Raising the Standards at Bluebell Giants weekend

**By Owen Hayward**

THE Bluebell Railway's annual autumn big steam event – the Giants of Steam gala – returned over October 14-16 and this year celebrated the contribution of Robert Riddles to postwar steam engineering.

Locomotives from the home fleet were joined by visiting BR Standard 5MT No. 73156, courtesy of its Bolton Steam Locomotive Company Ltd owners and the Great Central Railway.

Paired up with resident classmate No. 73082 *Camelot*, the event saw a preservation first – the first time two locomotives from the 5MT class were working together, with a double-header featuring both of these powerful BR giants operating on the Saturday and Sunday.

Joining the line-up was 4MT 2-6-0 No. 76017 from the Mid-Hants Railway, with the Bluebell's own 2-6-4T version of the class No. 80151. The mogul was not delivered to the Bluebell by lorry, instead being towed from Alton to East Grinstead by a West Coast Railway Class 33 over the main line via Clapham Junction on October 13.

Making its long-awaited return to service was BR(W) 4-6-0 No. 6989 *Wightwick Hall*, which has been on loan to the Bluebell since June but had put in very few miles, having spent much of the time stopped undergoing repairs to the vacuum braking system.

SR Maunsell Q 0-6-0 No. 30541 completed the roster for the event.

While the Friday was a fairly-subdued day in operation, double-headers and banking locomotives were sights that could be enjoyed on October 15 and 16, with No. 30541 undertaking freight demonstrations through Horsted Keynes on the Saturday and No. 76017 taking over the turn on Sunday.

The viewing area of the railway's carriage and wagon restoration shed was open with tantalising views available of 1931-built Maunsell Hastings line brake third No. 3687, which is fast approaching the end of its restoration; lining is now being undertaken on the exterior bodywork.

In the yard outside and viewable from passing trains were the wagon group's current two projects, namely SR ballast and sleeper wagon No. 62002, which is being turned out in SR engineer's orange, and Bulleid five-plank wagon No. 12058, which is set to join the freight rake in unpainted oak finish.

The Atlantic House was open at Sheffield Park enabling visitors to obtain their first glances at LBSCR Brighton Atlantic No. 32424 *Beachy Head,* which had its boiler lifted in earlier this year, as reported in *Heritage Railway* issue 297.

**Above: BR Standard 5MTs No. 73156, visiting from the Great Central Railway, and home-based No. 73082 *Camelot* pass Hazelden with the 10.45am from Sheffield Park on October 15.** NICK GILLIAM

**Right: Southern region Q class 0-6-0 No. 30541 heads a short freight through Horsted Keynes station.** PHIL BARNES

**Visiting 4MT 2-6-0 No. 76017, with Q class 0-6-0 No. 30541 on the rear, climbs Freshfield Bank with the 9.55am from Sheffield Park on October 15.** NICK GILLIAM



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**Buckinghamshire Railway Centre-based WR 4-6-0 No. 6989 *Wightwick Hall* tackles Freshfield Bank on October 15.** PETER HOLLANDS

**Above: No. 6989 *Wightwick Hall* passes through West Hoathly station on October 16 with the 9.15am from Sheffield Park, comprising two combined rakes of vintage coaches.** NICK GILLIAM

**Above right : Maunsell Q class No. 30541 sits on the Ardingly spur with a demonstration freight set as it awaits arrival of the next passenger train from Sheffield Park to Horsted Keynes.** PHIL BARNES

**Right: Slumbering giants of steam at home in the Sheffield Park shed on October 14.** NICK GILLIAM

# Lottery £110k grant made for Talyllyn improvement plans

**By Owen Hayward**

THE National Lottery Heritage Fund has awarded the world's first volunteer-run heritage railway a grant of £110,000 towards developing its Preserving Our Past, Building Our Future strategy, which aims to boost income and provide financial security by attracting more visitors.

As reported in issue 296, the Talyllyn Railway is planning a redevelopment of its Pendre locomotive and carriage sheds and workshops, as well as making changes to the interior layout of the main station building at its Tywyn Wharf terminus. The grant will allow the TR to fully develop these in detail and how they will be delivered, before then applying for further 'delivery' funding to complete them.

The plans are still at an early stage, but it is envisaged that the booking office and shop (which are currently located at platform level) will be moved into the top floor and thus become accessible directly from street level.

The upstairs space is currently occupied partly by the Narrow Gauge Museum and the TR offices; some of the latter will be relocated to the late Edward Thomas' house Trefri, just across the bridge over the railway at Tywyn Wharf.

After arrival at the booking hall and having purchased tickets or browsing the shop, visitors will then be able to make their way down to platform level via the museum, admiring the extensive collection of artefacts and rolling stock from across the narrow gauge world.

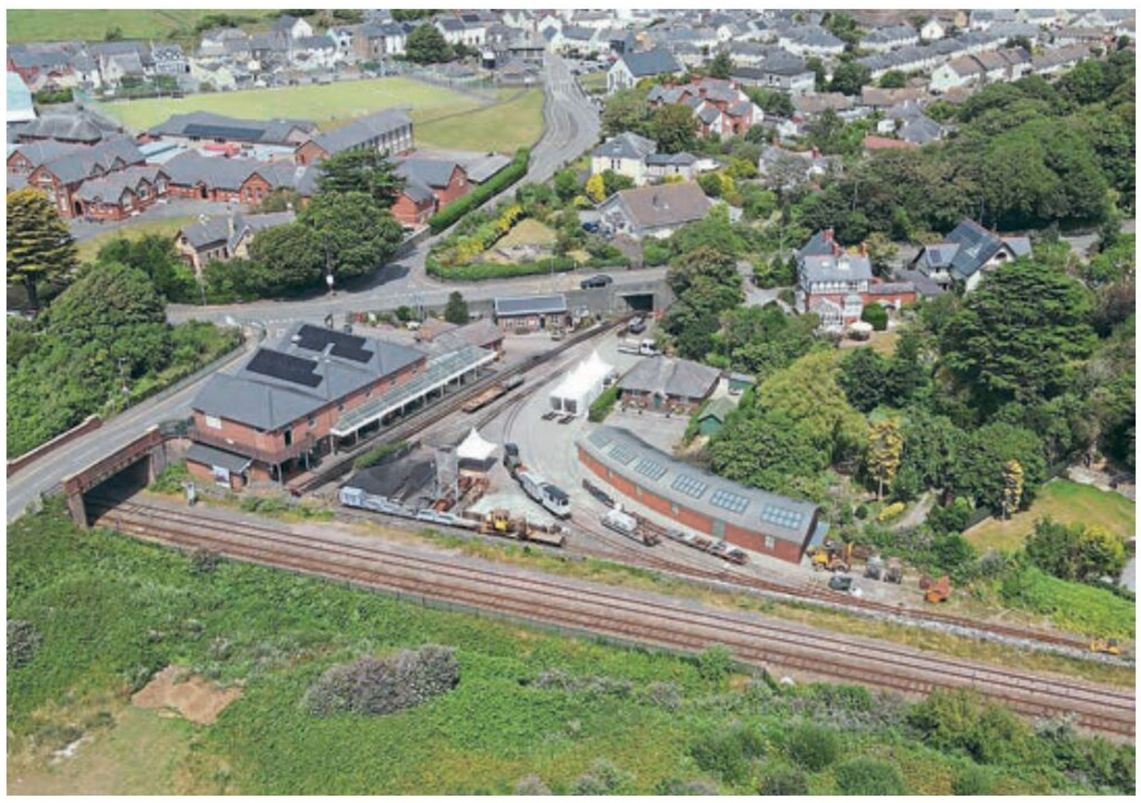
The downstairs space vacated by the current shop will then become part of the station's Kings Café but with the ability to separate the spaces remaining, meaning private functions or talks can take place without interrupting business.

The changes to Pendre works will see new construction and improvements made to existing buildings to improve working conditions.

The current locomotive shed and workshop would receive a light refurbishment but retain its character and a visitor experience reception for tours.

A new carriage shed on the current site of a former orchard would offer a full-length pit to enable more efficient inspections to be undertaken. A dedicated paint shed, wheel drop and wheel lathe are also included in the initial proposals, as is a dedicated locomotive overhaul space.

TR general manager Stuart Williams said: "The Talyllyn is proud to be the world's first preserved railway, part of the slate heritage of northwest Wales.



**A new carriage shed is set to be constructed at Wharf to house some of the vintage vehicles. Its construction will be funded by the TR, but internal interpretation could be thanks to a further successful grant application for delivery funding.** TR

"We want more visitors, as well as the local community, to experience this unique line and understand its heritage.

"Through the project we will increase our interpretation and key facilities, and provide volunteering opportunities for a wider range of people with differing skills.

"The railway has significantly grown since it was preserved in 1951 and thanks to The National Lottery Heritage Fund we can approach our 75th anniversary confident that it can thrive, enhancing the economy locally and regionally."

On October 12, new batch of solar panels were fitted to the roof of the West carriage shed at Pendre as part of the TR's continuing efforts to manage its carbon footprint.

## New-build NER K class project launched for Beamish Museum – a decade on

**By Owen Hayward**

**BEAMISH Museum has launched a project to build a new North Eastern Railway K class 0-4-0T to run at the museum's Rowley station.**

**Originally mooted more than 10 years ago, the project generated some interest at the time but the purchase of Sharp Stewart 0-4-4T No. 4085 *Dunrobin* and long-term hire of NER H class (LNER Y7) No. 8088 led to the proposal being superseded.**

**On October 12, 2022, the museum officially launched the project to build a new example of one of the smallest standard gauge locomotive designs created by a main line company.**

**The new K class (rebuilt locomotives becoming LNER Y8) construction is being funded by a private benefactor in Darlington, where it will be constructed by North Bay Railway Engineering Services (NBRES).**

**To be numbered 559, it will recreate the first of the class that comprised just five examples, including the marine style boiler that had a cylindrical flue into which the grate was fitted.**

**Once complete it will be based at Beamish, where it will operate out of the museum's recreated NER station.**

**CAD work has already progressed, with the boiler design complete and some components already cut, including the backhead and tubeplate. The outer boiler barrel was also due imminently at NBRES.**

**David Humphreys, of NBRES, said: "We are delighted to be involved in building this new locomotive and fulfilling the team's dream. No. 559 will be spot-on for what Beamish needs.**

**"The boiler is making rapid progress and the outer wrapper should be ready during January 2023."**

**The boiler has been chosen for building first to prove commitment to the project, after which the frames and other components will follow.**

**When completed, No. 559 will be turned out in Saxony green – the Gateshead Work version of the NER green, with black and white lining on the tanks and cab back sheet, with white lining to black tyre walls on the wheels.**

**The restoration of repatriated Sharp Stewart 0-4-4T *Dunrobin*, which was built in 1895 for the 4th Duke of Sutherland and brought back to Britain from Canada in 2011, will not be impacted by this new project. Discussions are currently taking place with the Severn Valley Railway with a view to restarting the work that has been paused since 2020.**

**Jonathan Clay's artwork gives a striking impression of how the finished new-build locomotive should.** JONATHAN CLAY/BEAMISH MUSEUM



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# Two Swanage Railway founders return after 50 years to lay flowers at volunteer memorial

**By Andrew PM Wright**

TWO pioneering Swanage Railway founders who started the battle to rebuild the Purbeck heritage line as university students in 1972 – just weeks before work started on lifting the branch track to Wareham – have returned 50 years later to lay flowers at a memorial to generations of dedicated volunteers.

The sons of Polish immigrants, Andrew Goltz and John Sloboda were keen 22-year-old railway enthusiasts when they travelled from London to disused Corfe Castle station during May, 1972 and walked along the abandoned and rusting tracks just weeks before they were lifted by demolition contractors working for BR.

It was during that inspiring afternoon walk around the boarded-up Victorian station, in the shadow of the medieval castle ruins, that the pair decided to form the Swanage Railway Society to reopen the 10-mile branch after it had been controversially closed by January, 1972.

Just a few weeks after the society was formed in June 1972, BR quickly lifted the 6½ miles from Swanage to Motala, half a mile east of Furzebrook. The Swanage branch was demolished in just seven short weeks and it took dedicated volunteers 30 years to relay it.

The society fought a determined four-year battle to be allowed to rebuild the line and relay the tracks – starting at the disused Swanage station – so trains could return. The society was given a one-year lease for the station by the town council, with a small volunteer group starting restoration in February 1976.

Comprising a small industrial shunting engine and a 1940s Southern Railway carriage, the first diesel train ran over a few hundred yards of hand-laid track at Swanage in the summer of 1979. Steam trains comprising a small industrial shunting engine and the single 1940s carriage started operating at Swanage from Easter 1980.

## Emotional return

Flying in from his home in Poland to visit Corfe Castle station half a century after that crucial walk around the abandoned station that changed history, Andrew said: "It's very moving and gut-wrenching to be back.

"With the castle ruins rising above, Corfe Castle station had a powerful magic and I remember walking along the rusting tracks on that warm early summer day with John saying the memorable words, 'This is all too attractive to be allowed to be swept away for a Corfe Castle bypass. We have to save it'."

Now aged in his early 70s, John travelled from his London home to be reunited with his former student railway campaigner colleague at Corfe Castle, the pair having been firm friends since their school days in London during the 1960s.

John said: "It has been very emotional to see the difference between what we saw in 1972 and what we admire today – a vibrant and loved working railway to which many people have given the best part of their lives to make the success that it is today. There is such a lot of care and love for the Swanage Railway, which is wonderful."

After being shown around the station by Swanage Railway Trust chairman Gavin Johns and company chairman Robert Patterson, Andrew and John enjoyed a steam train trip to Harman's Cross station to visit a poignant memorial stone paying tribute to generations of dedicated Swanage Railway volunteers.

**Andrew Goltz (centre) and John Sloboda (with cap) lay flowers at the Swanage Railway volunteers memorial at Harman's Cross.** ANDREW PM WRIGHT

**Andrew Goltz at work at Swanage station in February 1976.** ANDREW PM WRIGHT

## Paying tribute

They were joined by Catherine Shaw, grand-daughter of one of the Swanage Railway Society's early campaigners, Dorothy Gosling, who retired to Swanage with her husband in the 1960s, in laying flowers at the simple stone memorial next to a platform at Harman's Cross, a station that Swanage Railway volunteers built in the late 1980s.

Gavin said: "It was very moving to meet Andrew Goltz and John Sloboda because without them – and the other volunteers they recruited to their campaign 50 years ago – there would not be the Swanage Railway that so many people enjoy which contributes £15 million a year to the economy."

Robert said: "What the society's dedicated volunteers achieved, against the odds, shows what the power of the human spirit can achieve.

"I pay tribute to all those volunteers who gave so much over the years to the Swanage Railway, many of whom are no longer with us."

**Bulleid West Country light Pacific No. 34028 *Eddystone* waits at Harmans Cross station during the visit by Andrew Goltz (seated) and John Sloboda (cap).** ANDREW PM WRIGHT

# Major financial boost for railcar that is 'integral' to future of the KESR

**By Geoff Courtney**

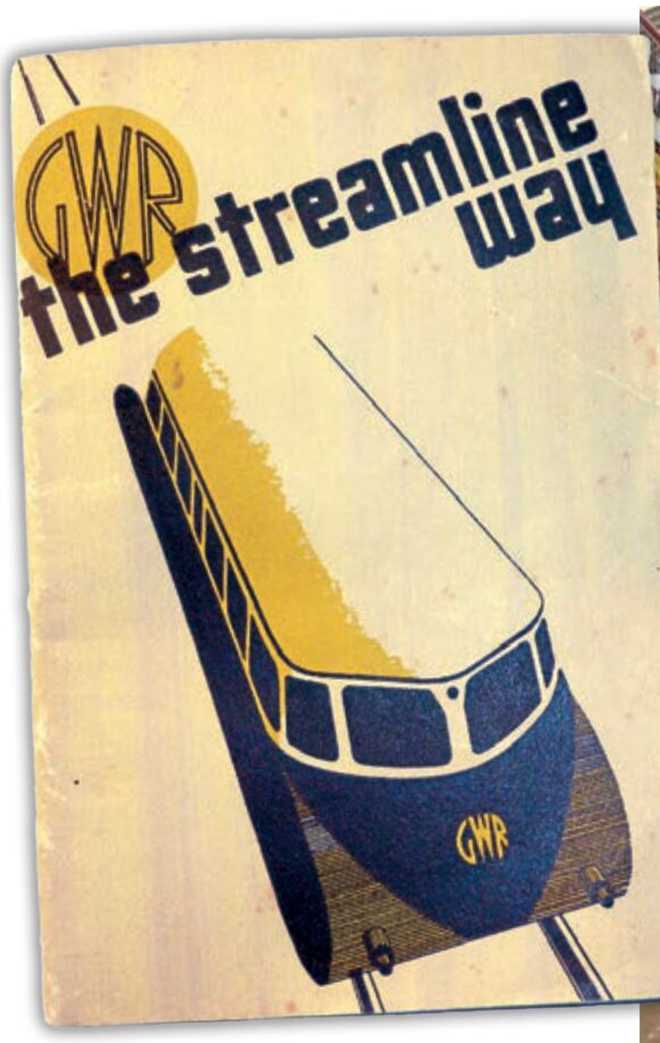
THE 25-year restoration by the Kent & East Sussex Railway of a former GWR diesel railcar that general manager Richard Coombes describes as integral to the line's future has received a major financial boost that brings its eagerly-awaited return to service ever closer.

The railcar is W20W, one of 38 in a class that, with its eye-catching design and adaptability, proved a success on both main and branch lines. It was built at Swindon in 1940, withdrawn by BR from Worcester (85A) in October 1962, and saved for preservation by the KESR, where it arrived in April 1966.

Staff and volunteers at the railway have genuine affection for the distinctively-styled railcar for several reasons, one of which is that it ran the first public passenger train from Tenterden Town station on the railway's official opening in preservation on February 3, 1974.

Completion of the project would bring closer the tantalising prospect of it being reunited with Didcot Railway Centre's sister railcar, No. 22. But doubtless most important of all to the railway's personnel is that its return to traffic would be a fitting testimonial to Andrew Webb, a former KESR director whose tenacity and determination kept the restoration going after it was started 25 years ago. He sadly died in November 2019 at the age of 73 without seeing the long-running overhaul completed.

The financial boost to the restoration, the longest and most complex ever undertaken by the railway, is a £20,000 grant from the Association for Industrial Archaeology, which supports the preservation and study of the country's industrial heritage. The railway's board has pledged to match this grant, which would leave just £20,000 to be raised by donations to complete the project, and the railway's carriage and wagon department has resolved to prioritise the work.




**The way forward: The cover of a GWR booklet on its new diesel railcars published in 1934. One of the 38 built, W20W is preserved on the Kent & East Sussex Railway, where it is being restored in a long-term project that is hoped may be completed within two years.** GEOFF COURTNEY

**Front runners: From left are volunteers Chris Davis, Rodney Packham, Steve Artlett and Neil Edwards, who are restoring GWR railcar W20W at the Kent & East Sussex Railway carriage and wagon works.** ROBIN COOMBES

## Public appeal

On announcing the AIA grant and the matched funding on October 14, the railway launched the 20 For 20 public appeal to raise the £20,000 shortfall and dedicated it to Andrew's memory. If successful, it is hoped that the railcar would be able to return in 2024 to celebrate the 50th anniversary of both its inaugural run in preservation and the KESR's golden jubilee.

KESR general manager Robin Coombes said: "The word iconic is often over-used but in the case of W20W is entirely appropriate. There are very few places in the world where you can ride one of the pioneer Art Deco railcars of the 1930s over any distance.

"Completing the restoration is not only important to us, but also for the whole preservation movement. Railcars don't get the profile they deserve, yet they can provide a genuine heritage experience but at a lower running cost, which is even more important as we enter uncharted waters for our economy.

"In addition, as this summer's high temperatures have shown, we can no longer rely solely on steam trains during our busiest season for visitors, as periods of drought become the rule rather than the exception.

"W20W is therefore integral to the KESR's future and, as a lightweight railcar, it is aligned with Colonel Stephens' philosophy which sits at the heart of our railway."

The railcars were designed by CF Cleaver, a visionary engineer with Hardy Railmotors, a subsidiary of Associated Equipment Co. They first entered service with the GWR in 1934 and a further 37 were built between 1934 and 1942.

Unlike the class pioneer, all 37 were equipped with two AEC engines which increased the maximum speed to either 70mph, as in the case of W20W, or 80mph for some of the batch.

The railway has yet to announce what livery the car will carry on its return, or the number. Its original GWR number was 20, and on Nationalisation it was numbered W20 and after nationalisation was numbered W20W.

**➜ To support this project, visit https://kesr.org.uk/donate or text 'Railcar' to 70460 to make a £20 donation.**

**Photo opportunity: A young boy focuses his camera on something catching his eye as W20W waits at Woofferton Junction on the Shrewsbury to Hereford main line on an unrecorded date in the late 1950s or early 1960s. The GWR diesel railcar was saved for preservation after withdrawal in October 1962 and is undergoing a long-term restoration at the Kent & East Sussex Railway.** TRANSPORT TREASURY



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# The Railway Touring Company

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**Saturday 10th June 2023**
Departs London Euston, Watford Junction, Milton Keynes, Northampton, Rugby and Nuneaton to visit Chester.

### The Portsmouth Flyer
**Saturday 17th June 2023**
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**Wednesday 21st June 2023**
Departs London Paddington, Slough and Reading to visit Salisbury.

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**Saturday 24th June 2023**
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**Sunday 9th July 2023**
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### The Waverley
**Sunday 6th August 2023**
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# Schools out for autumn!

**By Robin Jones**

THE Mid-Hants Railway said farewell to Southern Railway V class Schools 4-4-0 No. 30925 *Cheltenham* at its successful October 8/9 autumn steam gala.

The event gave visitors a last chance to ride behind the National Collection engine before its boiler ticket expired.

Also in action were LSWR Urie S15 4-6-0 No.506, Ivatt 2MT 2-6-2T No. 41321 running as No. 41294, BR Standard 4MT 2-6-0 No. 76017 and Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808.

Sadly, No. 53808 became sidelined with a minor defect and had to withdraw from proceedings so that a superheater element could be replaced.

The Watercress Line reported that ticket sales were 14% up on the corresponding event last year, with more families visiting.

## Main attraction

The farewell appearance of *Cheltenham* was believed to be a star draw. Delivered from Eastleigh Works in April 1934 and initially allocated to Fratton shed at Portsmouth, *Cheltenham* first worked on the Waterloo and Portsmouth direct line.

Following electrification of that line, the batch of 10 Schools class engines was transferred to Bournemouth where they worked heavy Waterloo trains, including the 108- minute non-stop run of the prewar 'Bournemouth Limited'.

In April 1945 the locomotive was transferred to Dover and moved to Bricklayers Arms in April 1951, Stewarts Lane in February 1961 and Basingstoke in August 1961. In the early 1960s, *Cheltenham* hauled several railtours for the Railway Correspondence and Travel Society.

By the time it was withdrawn in December 1962, No. 30925 had run a total of 1,127,788 miles since new – one of the highest mileages for a Schools.

Earmarked for preservation, it was stored at Fratton and then Preston Park, and in September 1970 it was loaned to the Standard Gauge Steam Trust at Tyseley. In January 1973 it was transferred to the now long-closed Dinting Railway Centre at Glossop.

## Welcome home

*Cheltenham* was steamed for the first time in preservation when it took part in the Rainhill 150 cavalcade in 1980.

It was overhauled at Eastleigh Works in 2012 and repainted as No.925 in malachite green livery before attending the Railfest 2012 at the National Railway Museum at York.

Afterwards, it was placed on long-term loan on the Mid-Hants Railway in its original 'home territory'.

**Schools 4-4-0 No. 30925 *Cheltenham* passes Wanders Curve with the 10.25am from Alresford on October 8.** NICK GILLIAM



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**Above: Amid the changing hues of the autumn foliage, BR Standard 4MT 4-6-0 No. 76017 heads towards Medstead & Four Marks.** JAMES CORBEN

**Left: SDJR 7F No. 53808 heads through Bishops Sutton with a freight working.** JAMES CORBEN

**SR V class 4-4-0 No. 30925 *Cheltenham* heads towards Alresford**. JAMES CORBEN

**Ivatt 2MT 2-6-2T No. 41294 (41312) passes Wanders Curve with the 11am from Alresford.** NICK GILLIAM

**S15 4-6-0 No. 506 leaves Alresford with the 9.15am to Alton on October 8.** NICK GILLIAM

**Crossing paths at Medstead & Four Marks are No. 30925 *Cheltenham* and SDJR No. 53808.** JAMES CORBEN

# A1 Trust's £75k fundraising appeal to connect new works

**By Robin Jones**

THE A1 Steam Locomotive Trust has launched a £75,000 fundraiser to ensure that its new purpose-built showpiece works is connected to the national network.

Located within the Darlington Railway Heritage Quarter and owned by Darlington Borough Council, the £4.5 million development will provide many of the facilities needed by the trust for building and operating its steam locomotives. New-build A1 Pacific No.60163 *Tornado* will be shedded there for maintenance and stabling.

While the building has been largely funded by grant aid and the council, the trust has agreed to contribute to ensure that the site has a main line rail connection, running track, inspection pits, and more, ensuring a long-term home for the trust at a peppercorn rent for many years.

**The state-of-the-art locomotive works for The A1 Steam Locomotive Trust seen in October and rapidly taking shape – but £75,000 must be raised to provide a main line connection.** A1SLT

## Join the gang

The trust will raise funds in three phases, the first being for the running line, allowing locomotive movement around the site and live steam rides.

Looking to raise the initial £75,000, the trust is inviting the public to 'Join the P-Way Gang' to cover materials and the transportation of rails and sleepers.

Indeed, the first delivery of rails arrived at the site on October 10, after the trust negotiated with Network Rail to buy nearly 12,000ft of rails cascaded from the Northumberland Line Project renewal programme, to be added to about 3600ft of sleepers acquired last year, which are at Ferryhill awaiting transfer to Darlington. The trust also obtained 375 sleepers from Nexus, which were delivered to the site earlier this summer.

Railway Heritage Quarter build contractor Willmott Dixon will lay the rails into the floor imminently, and so the trust appealing for support now. While any contributions are welcome, the minimum donation for full P-Way Gang membership is £500. A £750 donation sponsors a 60ft rail with the donor's name next to that section on the track plan displayed in the new building.

## 2023 target

The trust expects to move into the new premises in spring 2023 and complete the new Gresley P2 2-8-2 No.2007 *Prince of Wales* there.

The new works will have a viewing gallery and be linked by a footbridge to the rest of the heritage quarter site, including the Head of Steam Museum and North Road Station.

The current Darlington Locomotive Works located in the former carriage works in Hopetown Lane will, once vacated by the trust, will become an exhibition space within the new quarter.

"On the eve of the Stockton and Darlington bicentennial, the legacy of this project will live on to ensure the future of new-build steam in Darlington and ensuring that the Darlington Railway Heritage Quarter functions as a live steam destination for the UK, as well as a national and international visitor centre," read a trust statement.

**➜ To join the P-Way Gang or to help with the appeal and pledge your support to the trust's aims, visit www.a1steam.com/tornado/support-us/a-new-home-for-the-trust/750-donations**

# Stockton & Darlington bicentenial logo launched

ORGANISERS of the 2025 Stockton & Darlington Railway bicentennial celebrations have unveiled the event's official logo.

Coun Shane Moore, Tees Valley Combined Authority cabinet lead for culture and tourism, said: "With just three years to go until the 200th birthday of the railway that transformed the world, we are kicking off proceedings by launching the bold branding that will accompany the celebrations and signpost people to the events, activities, and festivities taking place to honour it."

Darlington Borough Council leader Coun Jonathan Dulston added: "One thing I love most about Darlington is how it wears its railway heritage as a badge of honour. We stand ready to play a key role in the 2025 celebrations."

# Model *Tornado* helps overhaul the real one!

**AT the Gauge 1 Model Railway Association's 75th Anniversary Show at Bicester on October 1/2, Accucraft UK Ltd managing director Graham Langer handed over a cheque for £4000 to Steve Davies, chairman of The A1 Steam Locomotive Trust.**

**The funds were raised from sales of Accucraft's 1:32 scale model of No. 60163 *Tornado,* which is in addition to the £10,000 already raised for the trust from sales of the model. The money will go towards the locomotive's current overhaul in Loughborough.**

**Graham is also a trustee and director of the trust and has been involved with the organisation for almost two decades. Steve said: "Graham has a powerful track record of making major donations to our work, and this significant sum adds to the generosity he and his company have already shown over the years."**

**Below: Graham Langer presents a £4000 cheque to Steve Davies.** A1SLT

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WR 4-6-0 No. 7820 *Dinmore Manor* crosses Stanway Viaduct on October 8.

# Seasonal show of autumn gold in the Cotswolds

**Words and pictures by John Titlow**

SEASONAL hues have been in abundance as a stand-out feature of the Gloucestershire Warwickshire Railway in recent weeks, as the line continued not only with weekend running but also midweek steam trains throughout October on Tuesdays, Wednesdays and Thursdays – at a time when many other heritage lines have reduced their steam services due to the fire risk during this year's freak summer heatwave and to save coal.

The first early-morning trains are not in the timetable because they are empty stock workings. Both start from Toddington, heading in opposite directions at about 9.15am, with one heading to Broadway and the other to Cheltenham Racecourse. These can run early and depart when they are ready. Saturdays in October saw a two-train steam service, with the first departure from Broadway at 9.55am, followed by 11.10am, 12.35pm and 2.10pm. From Cheltenham Racecourse, trains leave at 10am, 11.15am, 12.45pm and 3.40pm. Another working from Broadway is at 3.30pm behind a diesel. All trains had seven coaches and completed their services at Toddington at the end of each day.

Two big engines were in use during my visit on October 8, when the services were hauled by rebuilt Merchant Navy Pacific No. 35006 *Peninsular & Oriental S.N.Co.,* which has four years left on its boiler ticket, and WR 4-6-0 No. 7820 *Dinmore Manor,* which has three years.

The regular season finishes with a welcome return of the popular mixed traffic gala on October 29/30. It will follow the same formula as last year, with an intensive timetable, double-heading, non-stop, top-and-tailing, and a goods train. The David Page locomotive works at Toddington and the Winchcombe Carriage & Wagon Works will open their doors for rare looks behind the scenes.

This event showcases both the complete steam fleet as well as diesel locomotives. Operating over both days is visiting Class 55 Deltic No. 55019/D9019 *Royal Highland Fusilier,* which will be leaving the line after the event.

***Dinmore Manor* emerges from Greet Tunnel.**

Rostered steam locomotives are No. 35006, No. 7820, GWR 2-8-0T No. 4270 and WR Modified Hall 4-6-0 No. 7903 *Foremarke Hall*. Nos. 4270 and 7906 will face Broadway and Nos. 5006 plus 7820 will face Cheltenham.

The Saturday will see Class 47s Nos. 47105/D1693 and 47375/D1895 in service. On the Sunday, 1963-built Class 37 No. 37215/D6915 and Class 20 No. 20137/D8137 will run, while the line's DMU Class 117 will work a local service, stopping at Hailes Abbey Halt.

During November there is no service apart from a sold-out fish and chips special on the 12th. The Santa Express begins on November 26 and continues throughout December.

Post-Christmas services from December 27 until January 2 to the same timetable as October 8 will be in operation.

**Autumnal colours steal the show as No. 7820 *Dinmore Manor* approaches Stanway Viaduct.**

**Merchant Navy Pacific No. 35006 *Peninsular & Oriental S.N.Co.* runs towards Stanway Viaduct.**

# Farewell said to former Severn Valley supremo Michael Draper

OUTSPOKEN former Several Valley Railway general manager Michael Draper, who has been credited with helping to make the heritage line into one of the most successful in the UK, passed away at the age of 90 at Bromsgrove on September 26.

A statement from SVR Company Ltd director David Williams said: "Michael was a transport enthusiast from an early age, embracing railways, shipping, and air, before beginning a career as an accountant, spending time in the UK and South Africa.

"On an early visit to the SVR, he was impressed by what he saw and was soon invited to join the Holdings Company board of directors, becoming its volunteer finance director. After two years, he was appointed general manager of the railway, which started a 17-year stint in the role. This period was one of unprecedented and intense activity based on his successful partnership with Alun Rees as chief engineer.

"During this time, the railway was extended beyond Bewdley to Kidderminster.

"Further, the national profile of the SVR was enhanced with its major contribution to the newly-promoted Steam On BR programme, with up to nine SVR-based locomotives certified to operate on the national network."

David, who has edited *Severn Valley Railway News* for 56 years, said that during Michael's time in charge, the line restored 13 ex-Barry scrapyard locomotives to working order. During his time in office, passenger numbers rose from 113,000 to 194,000. However, Michael was sacked by the SVR in 1993 for what was described as "financial irregularities." The railway started a county court action for the return of money, which was settled out of court. Michael was succeeded as general manager by Alun Rees.

Michael was also a director of the Heritage Railways Association until November 30, 1994.

David said: "After the SVR, Michael spent a short time as general manager of the Great Central Railway based at Loughborough. In retirement he continued to comment on heritage railway matters in the railway press."

He often expressed the view that there were too many heritage railways. In 1997 he wrote: "Make no mistake, there will not be 150 railways and steam centres in this country at the end of the next 30 years." Latest figures show that more than 180 HRA member organisations regularly open to the public, 156 of them operating with passengers.

Michael's funeral was arranged for The Vale Crematorium, Pershore, at noon on October 27.

# Bluebell to use £700k grant to boost green credentials

**By Robin Jones**

THE Bluebell Railway has been given £692,500 to build a tunnel beneath its line so that people can access the countryside beyond it.

The tunnel is due to plans for 200 houses within four miles of Ashdown Forest and a requirement for the developer to create and maintain a Suitable Alternative Natural Greenspace (known as a SANG).

This Mid-Sussex District Council policy aims to protect the forest from excessive visitor numbers which "could affect the protected bird species that nest in the forest" by providing other natural spaces to visit.

The one-off payment will enable the creation of a new SANG just of Turners Hill Road, at Hill Place Farm, East Grinstead. Developer Taylor Wimpey and Vistry is to build 200 new homes at Hill Place Farm.

The council's cabinet member for planning, Coun Robert Salisbury, said: "Natural England has advised the council that one of the best ways to protect Ashdown Forest from increasing visitor numbers is to provide alternative areas for people to visit. That's why, whenever developers want to build new homes within seven kilometres of Ashdown Forest, they are required to provide Suitable Alternative Natural Greenspace or funding towards the improvement of an existing one.

> "We have always prided ourselves on looking after the environment along the line in this Area of Outstanding Natural Beauty."

"The new SANG at Hill Place Farm is a wonderful place for local people to relax, exercise, and enjoy the natural surroundings. It's fantastic for people to have such beautiful green spaces right on our doorstep and it will only get better over the years as more improvements are made.

"We are grateful to the Bluebell Railway for supporting public access throughout the SANG site and I hope this funding helps the railway in its efforts to switch to more sustainable energy sources.

"The Bluebell Railway is one of the foremost tourist attractions in our district and plays a vital role in preserving our heritage.

"The council has provided funding to the Bluebell Railway in advance so it isn't required to wait for developer funding to come through and is able to progress immediately with the plans to improve the railway.

"The council will then retain the financial contributions made by developer until the advance has been repaid."

Bluebell Railway plc chairman Geoff Mee said: "We have always prided ourselves on looking after the environment along the line in this Area of Outstanding Natural Beauty.

"We will use this money to improve our environmental credentials by placing solar panels on top of some of our buildings in order to reduce our rapidly increasing business energy costs."

The SANG is divided into two parts, with the Bluebell e running through the middle. It includes grassland habitats and natural woodlands, and benefits from stunning views of the railway's landmark Imberhorne Lane viaduct.

## 'Fuss-free' coaches set to boost Moorsline accessibility

**THE North Yorkshire Moors Railway has announced a new partnership with Visit England to help promote the national park for people with access requirements.**

**The railway is one of a select number of businesses involved in The North York Moors Accessibility Project, an initiative to help the region's tourism bounce back from the Covid-19 pandemic and funded by Visit England.**

**A core element of the line's accessibility offering will be four fully accessible 'fuss-free' coaches which are being launched in April 2023 as part of the £10 million Yorkshire's Magnificent Journey project.**

**A new initiative aims to boost the appeal of the North Yorkshire Moors Railway to visitors with access requirements.** NYMR

**All carriage sets in service will contain one historic coach that has been specially adapted to ease access for everyone with access requirements, and accommodate them with their friends and family.**

**The coaches benefit from ramps, accessible toilets, and accessible seating areas.**

**NYMR's deputy CEO and director of corporate services, Laura Strangeway, said: "We want as many people as possible to enjoy our fabulous heritage railway and this Visit England partnership will allow us to ensure every facet is accessible to all.**

**"It's an exciting time and we hope to have as many people as possible with us on the journey."**

**The NYMR has also secured s106 funding with Visit England support to equip itself with a wide range equipment, from portable hearing loops and large-handled cutlery to toilet raisers and magnifiers.**

**The project is being supported by Access For All UK, which will be giving free mentoring, including site visits and advice, to help venues put together their own accessibility guides.**



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**Back home after the Mariembourg Steam Festival, *Errol Lonsdale* operated a private charter on October 4.**

**The new and improve lubricator drive gear fitted during the recent bottom-end work.** BOTH: KEVIN HOGGETT

# Austerity *Errol Londsale* back in service in Belgium

FORMER Longmoor Military Railway Hunslet Austerity 0-6-0ST No. 3796 *Errol Lonsdale* has returned to service after a bottom-end overhaul at its Belgium home.

When first restored in Belgium, a time limit was put on the allowed workshop space for the task that had led to some jobs not being done to the desired standard.

Upon reaching the end of the 2021 running season and with a hydraulic test due (required every three years by Belgian law), its owner decided to take it out of traffic for improvements and repairs. The first of these was to replace some stretched studs on the steam dome cover.

At the first overhaul, the Polish twin chamber mechanical lubricator drive mechanism had been quickly made; this too was replaced by a new construction that features bronze bearings and now runs silently in comparison to its predecessor.

Attention then turned to the inside motion, with the white metal on the slide bars having been found to have come adrift. This was tinned, re-metalled, and machined before being aligned and shimmed to the required clearance.

The big end bearings, which had gaps between the bearing halves, were dismantled and had the old white metal melted out before being sandblasted, tinned, re-metalled and machined, overcoming the need to frequently adjust them to avoid them knocking.

Work was done entirely by volunteers at Stoomcentrum Maldegem-Eeklo, in north Belgium, where *Errol Lonsdale* now resides, before No. 3796 moved to the Chemin de Fer a Vapeur des 3 Vallees (Three Valleys Steam Railway) in southern Belgium for the Mariembourg Steam Festival, held on September 25/26.

There it made its public relaunch to service and also wore its *Errol Lonsdale* nameplates for the first time since it was sold and departed from its former home at the South Devon Railway in 2009.

# Burton brewery centre relics 'safe' – council

**By Robin Jones**

RAILWAY artefacts in the National Brewery Centre at Burton upon Trent – including Neilson Reid 0-4-0ST No. 5901, which was built for brewer Bass in 1901 – have been promised new homes when the centre permanently closes on October 31.

Owned by the Molson Coors Beverage Company, the centre in Horninglow Street, incorporates a museum and onsite brewery and is dedicated to Burton's historical connections with the brewing industry. The centre, which was reopened in 2010 by Princess Anne, also includes a wedding venue and will make way for the firm's new headquarters.

The Campaign for Real Ale has opposed the closure on heritage grounds, and more than 2700 people have signed a petition. A protest march was scheduled for October 15.

The locomotive, which became *Bass No. 9*, was built to the design of Bass's chief engineer, HA Couchman, and remained in use on the brewery's internal system until 1964.

Also in the collection is the Bass Directors Saloon. Built by Ashbury Railway Carriage Company for the Manchester Ship Canal Company to inspect construction, it was purchased by the brewery when works on the waterway were completed. It was often used on enthusiast tours around the brewery prior to closure.

**Neilson Reid 0-4-0ST *Bass No. 9,* built in 1901, stands at the National Brewery Centre on October 12 with the Bass Directors Saloon.** STUART CHAPMAN

There is also a Planet locomotive, one of several purchased by brewery Worthingtons between 1924 and 1934 as they were ideal for navigating the cramped brewery yards.

Molson Coors has committed to working with East Staffordshire Borough Council and the National Brewing Heritage Trust to ensure that the collection is protected before it is moved to a new home.

A statement from the local authority said: "The council would like to make a public commitment to retaining all of the items, artefacts, and archives from the National Brewery Centre to ensure they are kept within the town.

"Furthermore, the council will work with its Heritage Centre Working Group, comprising local historians, to explore opportunities for expanding the proposed new Burton Heritage Centre in a way that can best incorporate the items from the National Brewery Centre, including the possibility to expand the proposed heritage centre into the important and listed larger Bass House building on High Street."

## Could the Mid-Norfolk serve an entirely new town in future?

**A 5000-home new town could be served by the Mid-Norfolk Railway under plans being drawn up by Breckland Council for the next 20 years.**

**The local authority has included a site between North Elmham, Billingford and Bintree as one possibility for a major development to handle Norfolk's growing population and stimulate economic growth.**

**The site has even been informally labelled Railway Village because of the nearby heritage railway – which could be upgraded to provide regular services to the new town.**

**However, a MNR spokesman said that the plans were "very much a speculative document" and there had not been any discussions with the railway.**

**The Norfolk branch of the Campaign to Protect Rural England has already voiced its opposition, saying local roads could not cope and that the stated number of houses are unacceptable.**

# UK's newest steam loco debut as Alan Keef marks 50 years

**Words and pictures by John Titlow**

ON September 24, locomotive builder Alan Keef Ltd opened its workshop near Ross-on-Wye to welcome hundreds of visitors after a four-year break to see what it has been working on over the pandemic.

It was a major celebration for the firm for two reasons – it was the company's 50th anniversary, and also the public were shown the Corris Railway's new-build 0-4-2ST No. 10 for the first time.

No. 10 is a 21st century evocation of a trio of Falcon engines built originally for the Corris in 1878 by the Hughes Company in Loughborough, the sole survivor being the Talyllyn Railway's No.3 *Sir Haydn*.

## Back in time

On site was an exhibition offering an insight into the company's history over the last half century, with a walk-through display as the central point of the day.

The workshop was fully open, enabling visitors to view the machinery essential for their work and various ongoing projects.

Displays inside included P.44, a replica of a Darjeeling Himalayan Railway Sharp Stewart B 0-4-0ST, AK17 0-4-0T *Otis* for the Cotswold Wildlife Park, carriages under construction and restoration, and trade stands.

Outside, four steam locomotives were in operation, three on the U-shaped 2ft gauge track that runs around the works: *Taffy*, a De Winton 0-4-0VBT replica built by Alan Keef in 1990, recently returned to steam after 12 years; *Woto*, an 0-4-0ST 1924-built Bagnall regauged to 2ft; and *Peter Pan*, a much-travelled 0-4-0ST Kerr Stuart Wren of 1922 which was celebrating its centenary. The star of the show was No. 10, carrying its Alan Keef Ltd No. 91 2022 brass works plate and running on a specially-laid short section of 2ft 3in gauge track.

Work had progressed rapidly in the weeks leading up to the steaming with the completion of the work on and inside the smokebox and the fitting of the ashpan after the boiler had been temporarily removed from the frames for its hydraulic test.

The cab, whose profile is based on that once carried by the original Falcons on the Corris, was completed after the boiler was tested and received its certification.

It was touch and go to get No. 10 ready on time, having first steamed inside the workshops earlier in the week, but on September 20 it passed its official steam test and received its boiler certificate.

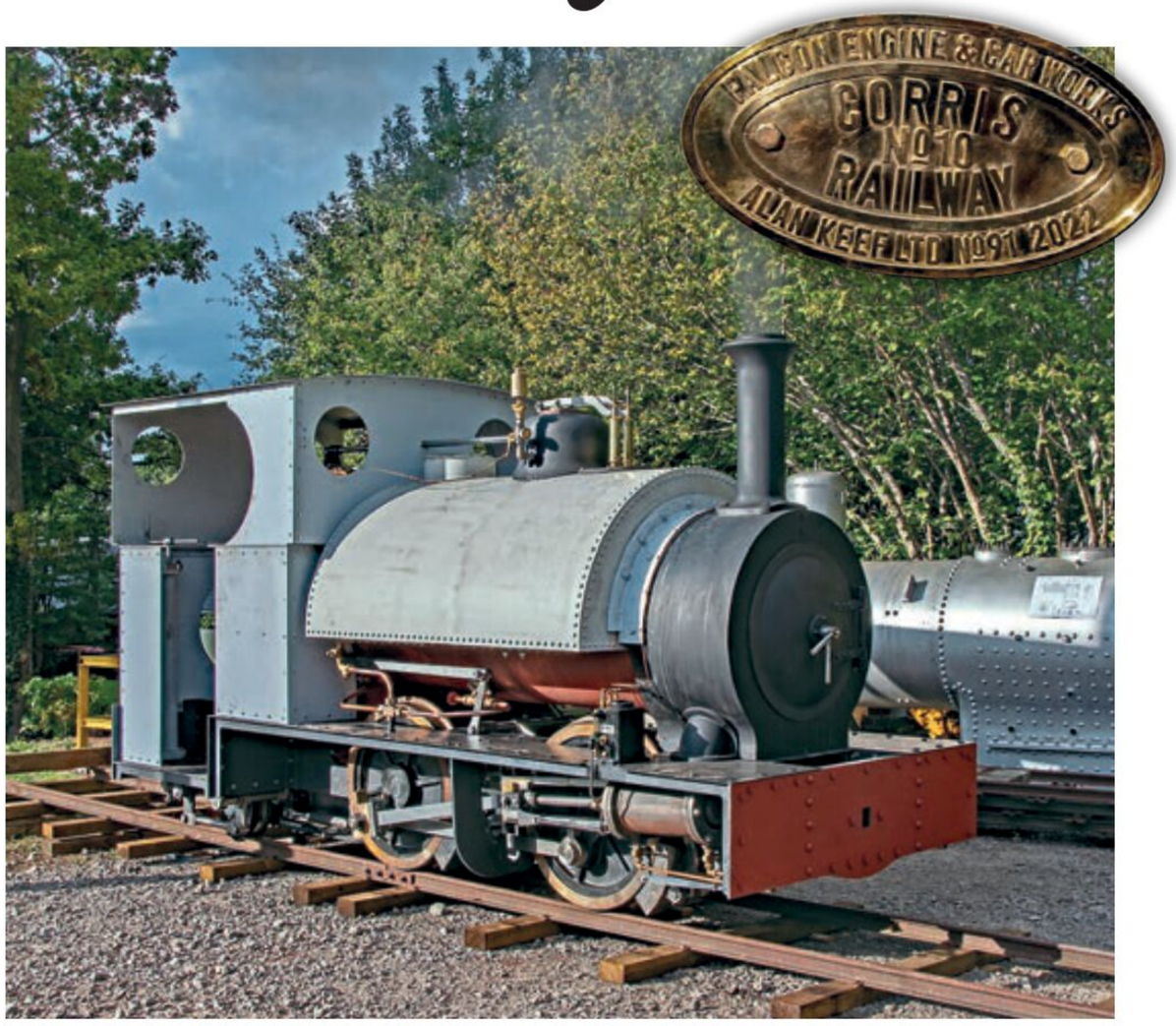
The locomotive is not fully completed yet but still requires considerable work, including the fitting of the buffers and couplings, air brake pump, cab riveting, making the internal coal bunker, boiler cladding, wheel splashers, fabricating and mounting the sanding gear. Once all this is done, it will require partially dismantling for painting and then reassembly.

## Record attendance

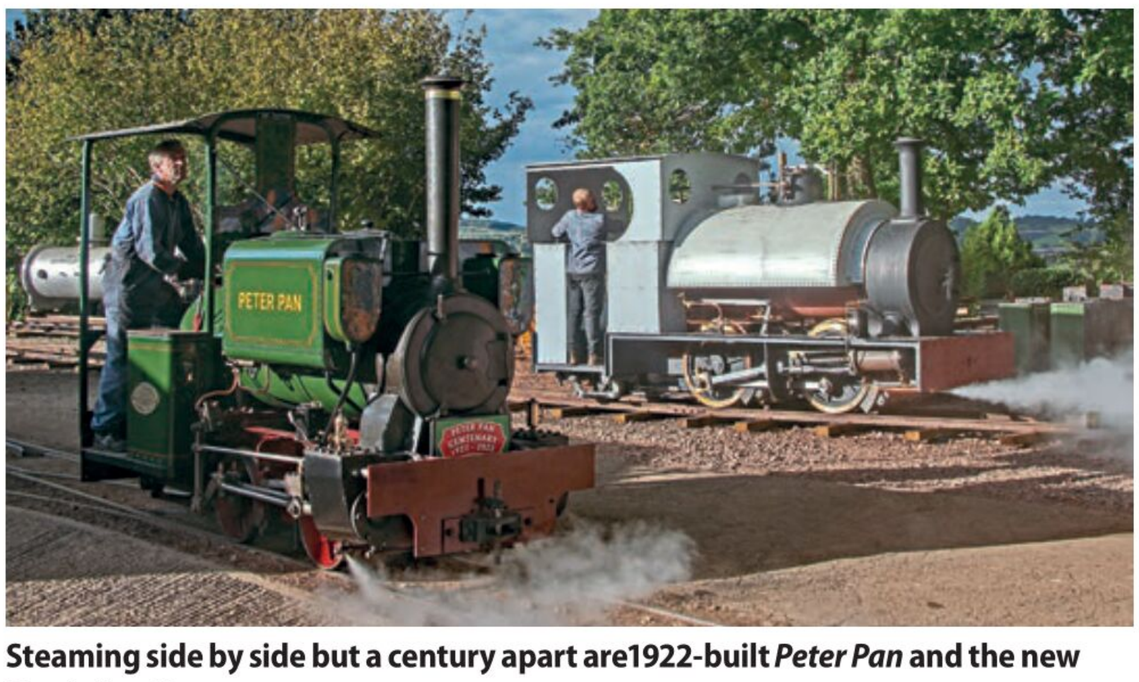
In 2016, Keef acquired the derelict locomotive and carriages from the defunct Dalmunzie Estate Railway in Scotland. After extensive restoration, the two carriages were in use outside giving rides.

One non-railway item of interest alongside No. 10 was The Trotter of Coleford, a one-ton steam roller.

The event saw a record attendance, with the morning very crowded with nearly 500 people passing through the doors and totally nearly 850 for the whole day. The proceeds of the day totalling £6500 will be used to support the nearby village church in Lea, where the firm's workshops stand on the outskirts.




**Britain's newest steam locomotive unveiled: Alan Keef-built replica Hughes Falcon 0-4-2ST No.10. Inset: The builder's plate.**




**Steaming side by side but a century apart are1922-built *Peter Pan* and the new Corris No. 10.**

In future the open day will be biennial with the next one in 2024; a date will be confirmed nearer the time.

➜ **Further funds are needed to complete No. 10. Donations can made online at www.corris.co.uk or send cheques, payable to Corris Railway, to: Peter Guest, 38 Underwood Close, Callow Hill, Redditch B97 5YS.**

**The line-up for the first Alan Keef Ltd open day in four years – *Woto*, *Peter Pan*, No.10 and *Taffy*.**



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# Fresh warning as controversial East Lancashire commuter proposal is submitted to Whitehall

**By Robin Jones**

EAST Lancashire Railway chairman Mike Kelly has again warned that the leading heritage line could close if local authorities succeed with their plan to run commuter trains over it.

A plan for regular public services between Rawtenstall and Manchester, as outlined in *Heritage Railway* issue 287, has now been formally submitted to the Department for Transport for consideration under its Restoring Your Railways fund, which was announced in January 2020.

The controversial £80 million proposal includes a series of upgrades along the Rawtenstall to Bury line, which closed to passengers in 1972 and freight in 1980. The scheme would see a 44-minute passenger rail service from Rawtenstall to Manchester Victoria, via Ramsbottom, Bury, and Heywood.

Rail consultant Systra, which was appointed by Rossendale Council and Lancashire County Council, has drawn up the plan following a study into the proposal.

Rossendale Council leader Alyson Barnes said: "We are the only borough in Lancashire without a rail link and we cannot afford to miss out any longer."

However, Mike said: "While we understand the desire for greater connectivity between Rossendale and Manchester, imposing a commuter service to run on a heritage rail infrastructure is not sustainable economically or operationally.

## 'Operational threat'

"This study has been critically examined in depth and this is now the fourth such study in nine years, many of which have concluded that this proposed commuter line isn't economically viable and would require enormous capital investment, and one study identified significant annual subsidies.

"However, the strategic outline business as set out, we believe with our extensive engineering experience of running a heritage railway the development would, at best, threaten the efficient and effective operation of, and at worst force the complete closure of, the heritage railway line operated by the East Lancashire Railway, thus threatening the growth plans in Bury town centre, Ramsbottom, and for Rochdale at Heywood and Castleton.

"ELR is a leading tourist attraction in the region, hosts important educational visits, creates jobs, and contributes £8 million annually into local economies.

"The award-winning railway, rescued from dereliction by volunteers, is a unique 'living history' experience that hundreds of thousands of visitors attend every year and if remodelled in the modern form, those important heritage features will be lost forever.

"It is our considered view that a new commuter line cannot coexist with the existing East Lancashire heritage line that our volunteers have given so much time and effort to preserve over the last 35 years.

"Unlike previous studies, it appears the new study has not compared other possible, more cost-effective, deliverable options to improve transport links between Manchester and Rossendale."

The plan includes a new passing loop at Summerseat and new stations at Stubbins and Ewood Bridge.

Meanwhile, on September 14, the railway hosted a visit from Rochdale Council leader Coun Neil Emmott for a tour of the Grade II-listed Buckley Wells engineering hub.

Mike, who welcomed Coun Emmott, said: "As one of the North West's major tourist, heritage and cultural attractions offering a unique experience of living history, it was great to highlight the huge scale of our operations and the positive impact they have on our local community and visitor economy."

**In the early-morning light, Welshpool & Llanfair Light Railway Beyer Peacock No.822 *The Earl* passes by Heniarth with a prototypical mixed train during the TimeLine Events/David Williams charter on October 10.** STEVE SIENKIEWICZ

# Great community award for Great Little Trains

WALES on Rails, a joint project led by Great Little Trains of Wales and supported by Transport for Wales and the Community Rail Partnerships in the principality and the borders, has won the tourism and leisure category at the annual Community Rail Awards.

The ceremony was held at Manchester Central Convention Complex on October 6.

The project was designed to provide a resource for tourists to explore Wales by public transport including both the main line and narrow gauge railways, offering a series of maps, itineraries and information cards explaining the heritage, social and cultural landscape of Wales to enrich the visitor experience and encourage sustainable tourism.

David Jones, general manager at the Bala Lake Railway and chairman at the GLToW, said: "Wales has some of the best and most scenic rail routes in the world. Wales on Rails brings together the narrow gauge steam railways of the GLToW and the scenic main line routes, offering a sustainable and cost-effective means of accessing the best scenery and railway journeys that Wales has to offer."

Jools Townsend, chief executive of the Community Rail Network, said: "The Community Rail Awards give deserved recognition to community rail partnerships, groups and volunteers across Britain. We were thrilled to welcome more than 430 guests to the awards ceremony, alongside ministers and rail industry leaders, emphasising the great value of community rail in helping to build stronger, fairer, greener communities which are served and connected by their railways and wider sustainable transport network."

The £20 GLToW discount card is available online and gives a 20% reduction on the price of a return journey on all 12 member railways. It is valid for one year from the first date of use; details can be found at www.greatlittletrainsofwales.co.uk/en/discount-card

# Former Sellafield shunter donated to Chasewater

WITH Cumbria's Sellafield powerplant now operating the next generation of hybrid shunting locomotives built by Clayton Equipment, operators Sellafield Ltd have donated Hunslet 0-6-0DH No. 9000 of 1983 to the Chasewater Railway.

No. 9000 (Sellafield No. 6) was used for shunting flask wagons around the nuclear waste management yard until replaced by modern electric locomotives in a bid to reduce the site's emissions. It arrived at Chasewater during the late evening of October 11, still operational and subsequently operated at the railway's last Coal Train Day on October 16.

**Hunslet 0-6-0DH No. 9000 alongside Brownhills West signalbox on October 11 after arriving from Sellafield.** CHASEWATER RAILWAY

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# Expat's family link as icon crosses Sydney Harbour Bridge for first time

**By Geoff Courtney**

AS BRITISH expat photographer Ed Hurst perched 100ft above the railway track crossing Sydney Harbour Bridge on September 25 to record an historic moment in Australia's steam history, his thoughts turned to his homeland and grandfather.

The bridge, which opened in 1932 after being under construction for nine years, was designed and built by Dorman Long, a Middlesbrough-based company for whom Ed's grandfather worked. At 3770 feet long and incorporating 51,000 tons of fabricated steelwork, the bridge – which carries rail, road and pedestrian traffic – was the British firm's biggest ever project. Nine decades after its opening, it is regarded as an icon and an engineering masterpiece.

Ed was in a look-out in one of the bridge's pylons, the distinctive 292ft high granite-faced structures at each end of the bridge, to photograph another Australian icon – Pacific No. 3801, as it steamed beneath him on a history-making trip.

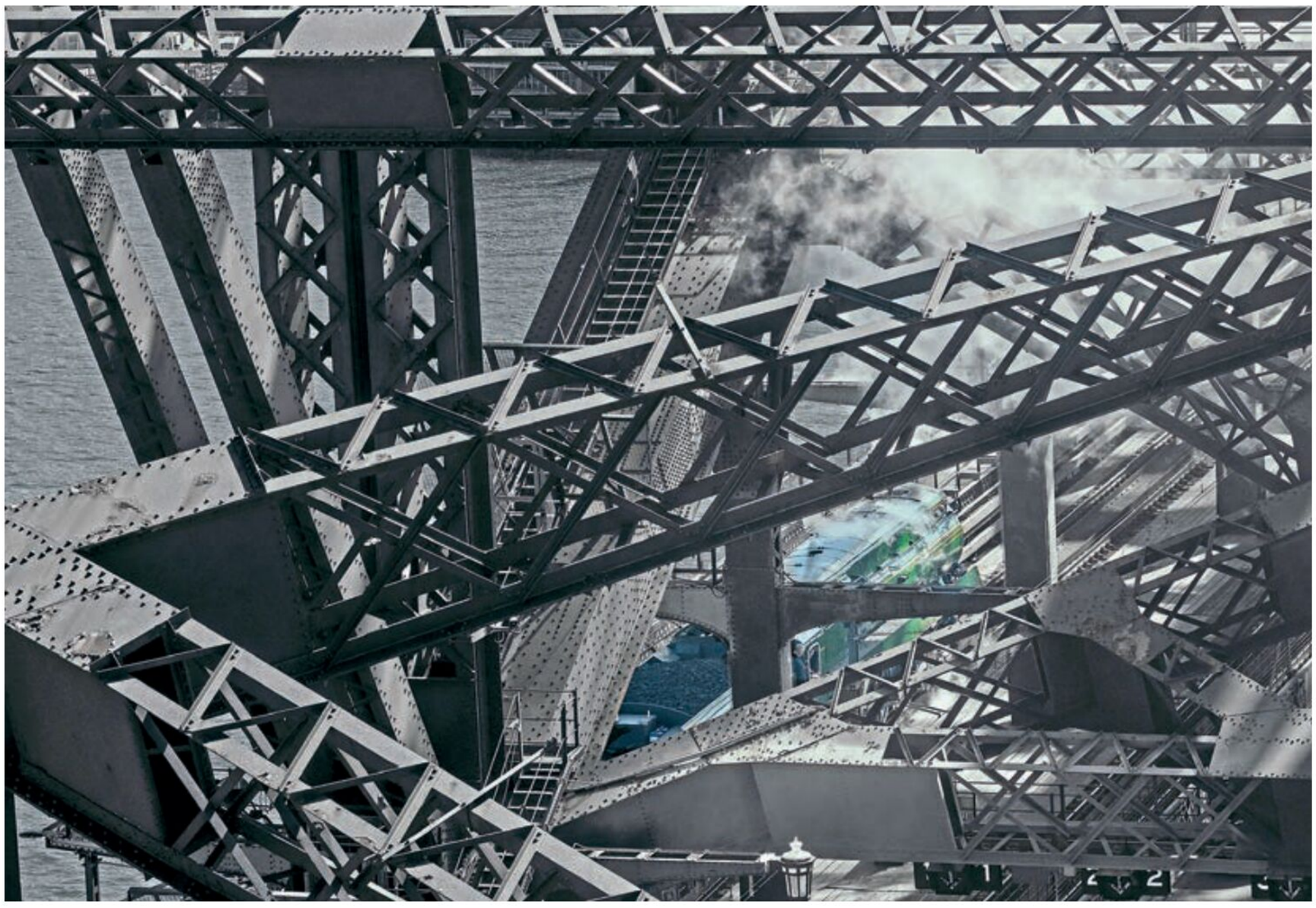
The state-owned 1943-built streamlined Class C38 locomotive was withdrawn in 1962 and is revered Down Under as the country's *Flying Scotsman*. It was crossing the bridge for the first time to help commemorate the structure's 90th anniversary.

"My granddad, having worked for Dorman Long at the time the bridge was built, albeit in Middlesbrough, made this mean all the more to me, and I feel he would have been happy to see the scene," said Ed, 48, an organisational psychologist. His passion for steam started from his earliest years, and by the age of 12 he was a keen photographer, an interest he has continued with since moving to Australia 12 years ago.

"Steam photography will always have a special place in my soul, and when I heard that Australia's best-known locomotive was going to run over Sydney Harbour Bridge to mark the structure's 90th anniversary, I just had to be a part of it.

"It wasn't a recreation, as the line has always been electric, but simply a wonderful celebration in the modern world of two of the country's icons – the bridge and No. 3801."

Ed explained that the busy double track underground line leading up to the bridge was closed for more than an hour to enable the run to take place, while sub-surface stations were also closed to enable the smoke alarms to be switched off. "Try that in London!" he said. "A special occasion indeed. Let's do it again for the bridge's centenary."



**Bridge crossing: Streamlined Pacific No. 3801 is seen through the massive girders of Sydney Harbour Bridge on September 25 as it crosses the iconic structure for the first time since entering traffic 79 years ago.** ED HURST

**Right: A view of the 90-year-old Sydney Harbour Bridge and its two gigantic pylons at either end which provide a unique view of crossing trains.** DIETMAR RABICH/ CREATIVE COMMONS

**Class C38 No. 3801 storms through Waverton station on September 25 shortly after crossing Sydney Harbour Bridge for the first time since being built in 1943.** ED HURST

## Volunteers on board

After travelling through the city's underground network and crossing the bridge, No. 3801 took its train of 120 passengers, including members and volunteers of Transport Heritage NSW, the locomotive's custodian, on a short journey to Lavender Bay in the north of the city before returning to Sydney via Waverton.

New South Wales Government transport minister David Elliott, who described the run as a "once-in-a-lifetime event," said: "Seeing this iconic steam locomotive cross one of the world's most famous structures was an experience like no other." Regional transport minister Sam Farraway said No. 3801 "lifts spirits and puts smiles on people's faces."

Andrew Moritz, chief executive of Transport Heritage NSW, said the event was a testament to the passion and dedication of generations of rail fans.

"This magnificent engine has been in preservation for longer than when it was in commission with NSW Government Railways," he said, adding that it had won the hearts and minds of communities around the country as the only steam locomotive to have travelled to every mainland city in Australia.



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**Hunslet 0-6-0ST No. 1589 *Newstead* in a dismantled state on September 27, with the boiler and saddle tank on the lorry behind ready for transport to external contactors.** OWEN HAYWARD

# Lost engine loses boiler – for now

**By Owen Hayward**

HUNSLET 16in 0-6-0ST No. 1589 of 1928 *Newstead* took a significant step forward in its first major heritage era overhaul when the boiler was despatched for contract overhaul at Road Steam UK in Wiltshire on September 27.

Withdrawn at Woolley Colliery in 1970, *Newstead* was first preserved by an enthusiast in 1972, who had it returned to working order in 1980 at Suffolk Steam.

However, steamed only a handful of times after then on a short stretch of line at a previously unknown site, the locomotive vanished from the world assumed to have been scrapped, only to reappear during 2015 hidden in a shed on grounds adjacent to a Hertfordshire convent.

## New owner

It was sold to enthusiast Alex Alder, who first took it to the Nene Valley Railway in April 2016 when an assessment for overhaul was undertaken, but the railway declined to host the work.

No. 1589 sought a new home and is now currently undergoing a thorough overhaul on the Spa Valley Railway in Kent, where it arrived on October 29, 2018.

Work commenced immediately, with the locomotive methodically stripped. On site at Tunbridge Wells West, work undertaken includes the fitting of vacuum brake and steam heat equipment, the detubed boiler needle-gunned and inspected, slide bars aligned, and all the motion cleaned and machined, while work offsite has seen the wheels turned at the South Devon Railway, and the axleboxes remetalled and machined at the Buckinghamshire Railway Centre.

The boiler has previously been inspected and found to be in a sound condition, with required work set to be undertaken under contract, primarily the replacement of all the crown stays, along with some of the side stays and rivets. It is expected that the longitudinal stays will also require replacement. After this it will retubed and tested, with the intention that once returned to Tunbridge Wells it will be ready to return straight into the frames.

Also departing on the same lorry was the saddle tank, which went to Beever Ltd in Tunbridge Wells for internal gritblasting and painting to better preserve and prolong its life.

## Team efforts

Alex said: "It is exciting to see the boiler off at last as we enter the next phase of the overhaul. The bottom end is almost ready for reassembly, which will be easier with clearer access to it now.

"Sending the boiler away will also mean we will enjoy seeing *Newstead* pulling trains again much sooner, whether that's here at home on the Spa Valley or on hire elsewhere.

"We have a small team of dedicated volunteers and a great team spirit, and are always looking to welcome new people who want to learn more about locomotive overhauls with hands-on experience."

As *Heritage Railway* went to press, axlebox work was being completed with the intention of rewheeling the frames before set-up for the Spa Valley's Polar Express season.

➜ **Anyone interested in joining the *Newstead* overhaul team should contact Alex by telephoning 07710 750366 or emailing contact@thelostengine.co.uk**

# Charitable status boost for Rail Trolley Trust

THE Rail Trolley Trust has received confirmation from the Charities Commission that it has been entered into the Register of Charities.

This will open up more fundraising opportunities, such as the ability to claim Gift Aid on donations, and enable the trust to continue looking after and restoring its ever-growing collection of trollies and associated equipment. To this end, it has applied to HM Revenue & Customs for recognition as a charity for tax purposes.

Originally set up by Jonathan Flood to connect enthusiasts and owners with one another, the group led to the formation of the trust which aims to restore and demonstrate vehicles that were once the backbone of permanent way and signal and telecommunications work for more than 90 years.

## Urgent appeal

An appeal has been launched with a £10,000 target to urgently relocate some of its collection to the trust's bases at Chasewater and the Tanat Valley railways from storage before deadlines at other railways expire. Funds would also enable restoration of some of the existing collection to be progressed further.

Director Jonathan said: "I know £10,000 seems a lot of money, but compared to sums that large heritage railways and new-build or restoration funds can ask, it is not much. We have proven how much we can achieve on a small budget, with more than 40 trolleys and 20 trailers in our fleet and our wonderful associated collection of pumps and other equipment.

"I hope people can dig deep and help us make significant progress before the end of 2022."

To avoid charges, the only way to make donations is via bank transfer. However, once Gift Aid can be claimed, other avenues will become available. To make a donation, payments can be made to The Rail Trolley Trust using sort code 30-98-90 and account number 17492768.

# New Bluebell safety director is appointed

**THE Bluebell Railway has appointed George Barclay as its new safety and assurance director, it was confirmed at its board meeting on September 29.**

**Aged 16, George joined BR's Scottish Region as a train register boy at a signalbox just outside Glasgow Queen Street station, later becoming operations manager for the West Highlands Line.**

**He also served as station manager at Edinburgh Waverley, and later worked for North American railways. He joined an American construction company before returning to the UK to become senior environment health and safety manager on the M25 highway widening development project.**

**He said: "What I would like to put across to members of the Bluebell Railway is that they should keep the fantastic heritage product but also know they are living within a modern, legal, moral and systematic structure.**

**Bluebell Railway plc safety and assurance director George Barclay.** BR

**"Heritage railways are an ageing asset and people understand that. We must build on the existing values of Bluebell Railway people, while being mindful of significant risks that come with the territory."**

**Geoff Mee, Bluebell Railway plc chairman, said: "We are delighted that George Barclay has joined the board. Operating a safe railway is our top priority and it is paramount that everyone has safety at the forefront of their mind – staff, volunteers and visitors. George brings experience of the railway safety sector to our way of working."**

**George replaces Martin Cresswell, who has retired after three years from his role of operational safety adviser to one of Network Rail's key engineering suppliers.**

# Bygones farewells

THE Ffestiniog Railway's annual celebration of its history was a sombre one as it became a farewell event for three of its veteran locomotives.

The Bygones Weekend, formerly the Victorian Weekend, is an opportunity for the FR to bring out its Victorian-era locomotives and rolling stock as well as its more modern historical fleet to celebrate the line's history, with visitors dressed in period attire and the iconic gravity train in operation.

This year's event took place over three days, October 7-9, but was a somewhat smaller affair than previously as the railway had just six locomotives available for the long-distance trains it operates to Tan-y-Bwlch and Blaenau Ffestiniog – with two withdrawn after and one even during the event.

Small England 0-4-0STT No. 4 *Palmerston* was the second of the class to bid farewell as its boiler certificate was due to expire at the end of November, with classmate No. 2 *Prince* having left traffic during the summer for the same reason, leaving No. 5 *Welsh Pony* – which completed restoration in 2020 – as the railway's sole-operating George England-built locomotive.

Also bidding farewell was double Fairlie No. 12 *David Lloyd George*, the stripping of which commenced on October 10 to see the overhaul swiftly completed as classmate No. 10 *Merddin Emrys* is now the only operating member of this design left on the railway.

One unexpected and unfortunate early withdrawal was that of Hunslet 2-4-0STT No. 589 *Blanche,* which was failed during the Saturday with leaking superheater ball joints. It had a spell of bad luck over the weekend; this failure combined with steaming issues caused by a batch of poor-quality coal, resulting in the last full-line round trip on the Friday evening arriving back at Porthmadog some two hours late, having had to make several stops to rebuild pressure on the outward journey. The same issue occurred on the first trip on the Saturday morning, when the late-running train made it as far as Ddualt before *David Lloyd George* attached to the rear and pulled it

**Above: L&B Manning Wardle replica *Lyd* runs through the Aberglaslyn Pass shortly after departure from Beddgelert on October 8.** OWEN HAYWARD

**Left: The vintage trains may have been the stars, but Double Fairlie *Merddin Emrys* was at work on the Mountain Spirit service train on October 8, seen emerging from the woodlands at Whistling Curve.** OWEN HAYWARD



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**Large England No. 5 *Welsh Pony* heads a goods working up Gwyndy Bank on October 7.** MIKE HEATH

**The iconic Gravity Train rattles towards Tan-y-Bwlch, having detached from *David Lloyd George* at Ddualt on October 8.** WILL STRATFORD

**On October 8 the railway's four George England 0-4-0STTs lined up outside the old locomotive shed at Boston Lodge for a morning photography session.** DAN SNELL

**Above: Alco No. 1265 *Mountaineer* and Hunslet 0-4-0ST No. 554 *Lilla* were in the sidings at Porthmadog on October 8. L&B replica *Lyd* passes as it runs round its train.** OWEN HAYWARD

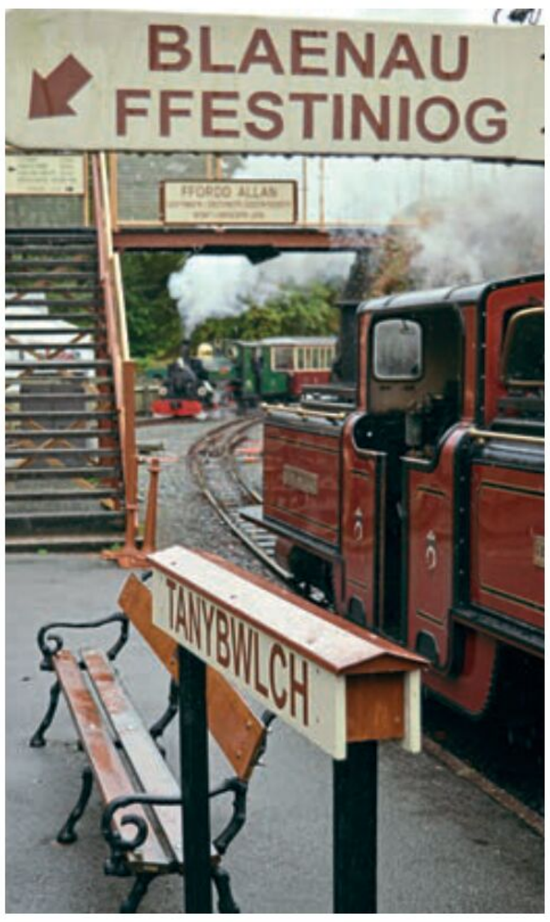
back from there almost to time on the return pathing. It ran one final half-line trip that afternoon, aided by 4wDM Planet locomotive No. 3687 *Upnor Castle*.

The coal issue plagued *Palmerston* on the Sunday's last train, which too was meant to run to Blaenau Ffestiniog but, having had to stop twice after Rhiw Goch for a 'blow-up', was terminated at Tan-y-Bwlch to avoid as late an arrival back at Porthmadog as had been experienced on Friday.

Perhaps the unexpected star of the event was Lynton & Barnstaple 2-6-2T Manning Wardle replica *Lyd*, which operated two trips each day on the Friday and Saturday between Porthmadog and Beddgelert, before taking on *Blanche*'s two Tan-y-Bwlch trips on the Sunday; for the Sunday trips across the Welsh Highland stretch were operated by NGG16 Beyer Garratt 2-6-2+2-6-2T No. 97, which cut a comical image towering over the squat bug-box carriages that formed part of its train.

A regular fixture for these events are photographic sessions at Boston Lodge, outside the old locomotive shed, with the four England locomotives lined up together for this year's morning sessions. A Friday evening line-up of First World War locomotives was arranged with Alco 2-6-2T *Mountaineer* (built 1916), Baldwin 4-6-0T No. 608 (1917), 4wPM Simplex *Mary Ann* (1917) and Baldwin 2-4-0DM *Moelwyn* (1918) positioned around Porthmadog station between 7pm and 9.30pm. A night shoot on the Saturday at Minffordd starred *Welsh Pony* and *David Lloyd George* on the Victorian stock, with the bulbs in the station lamps changed to offer an improved period atmosphere.

Tours of the railway's workshop facilities at Boston Lodge were also available, which gave a rare glimpse of some of the in-house overhaul and contract projects taking place, including the new-build Double Fairlie No. 8 *James Spooner*. Tour participants were also offered an insight to plans for improving the interpretation of the site following the successful £3.1 million National Lottery Heritage Grant awarded to the FR last October.




**Hunslet No. 589 *Blanche* arrives at Tan-y-Bwlch as Double Fairlie No. 12 *David Lloyd George* waits to depart with the Mountain Spirit service train on October 7.** OWEN HAYWARD

**Shortly before being failed at Dualt on October 8, Hunslet 2-4-0STT *Blanche* departs Tan-y-Bwlch with the first train of the day.** OWEN HAYWARD

**Its final event weekend before being withdrawn for overhaul, No. 4 *Palmerston* departs Porthmadog with a goods working bound for Rhiw Goch.** OWEN HAYWARD

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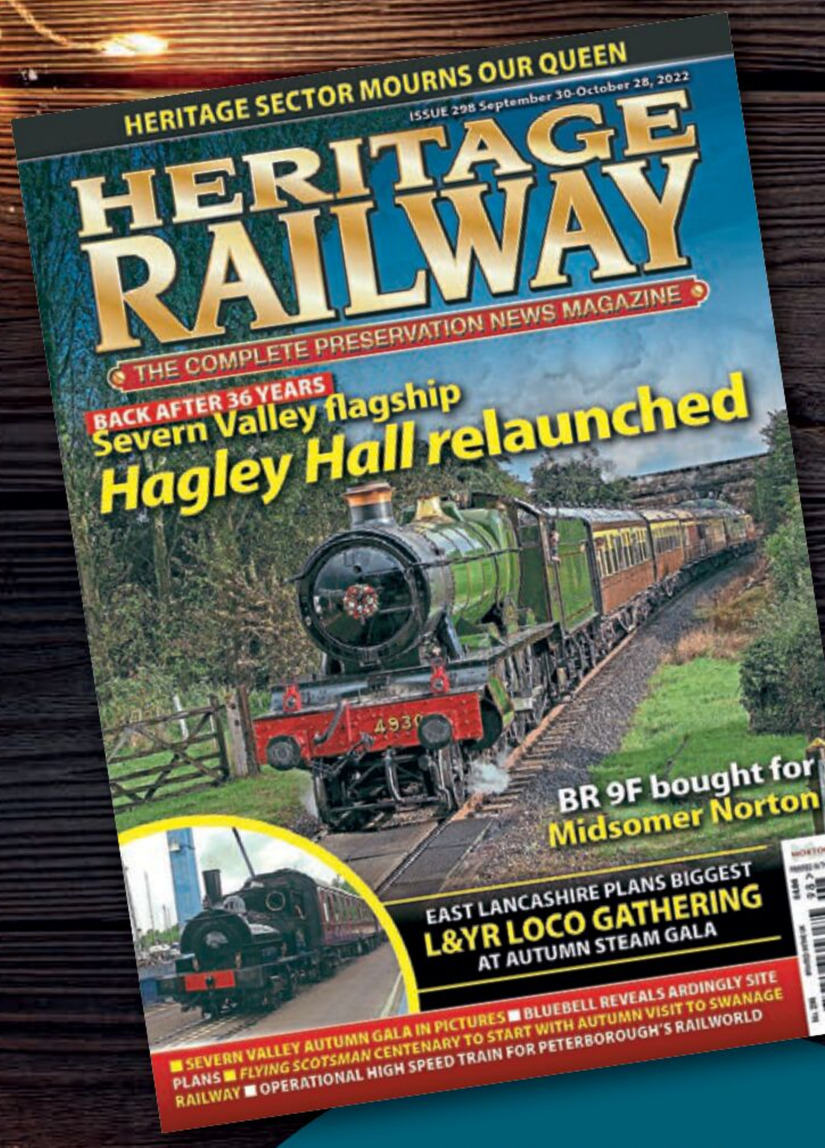


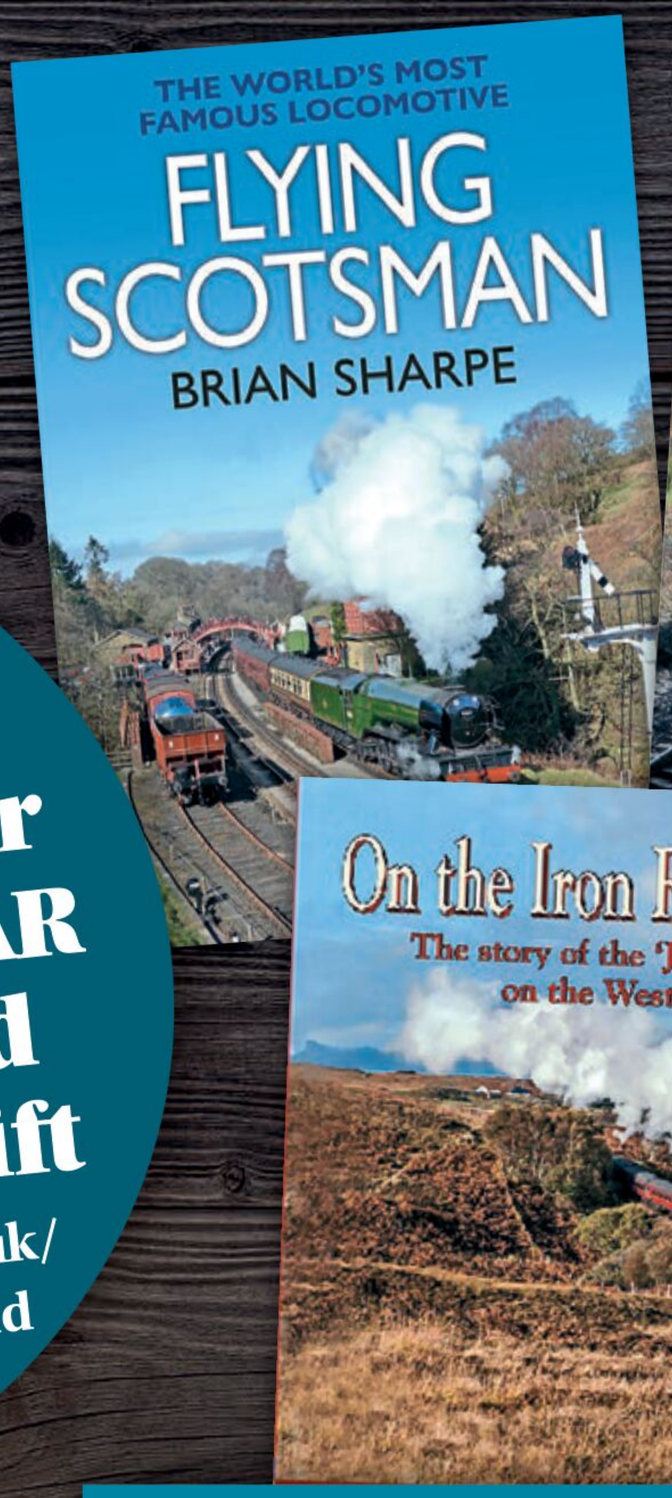


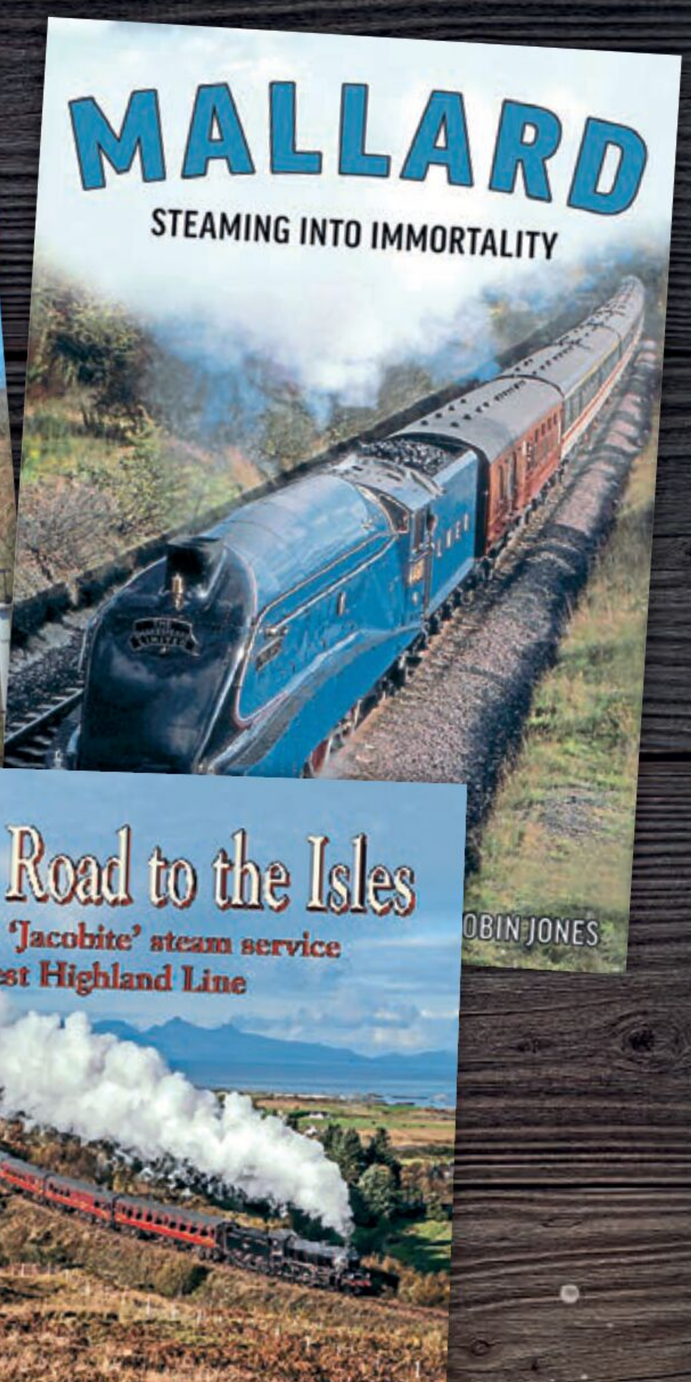


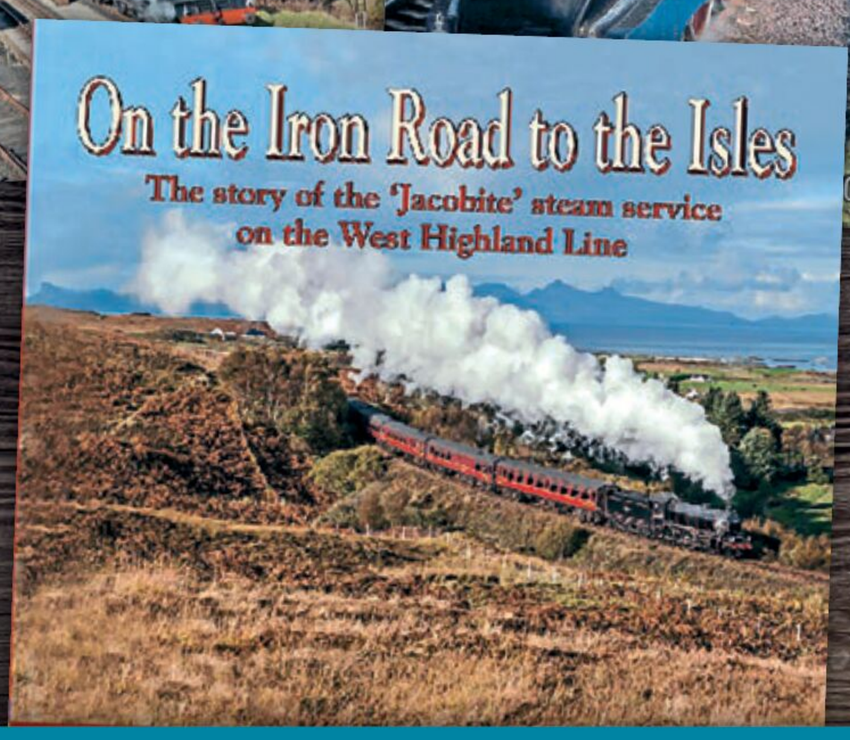


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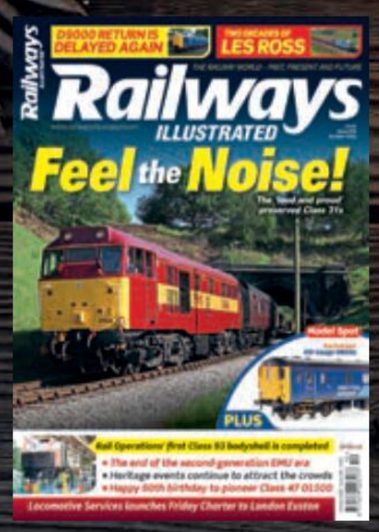


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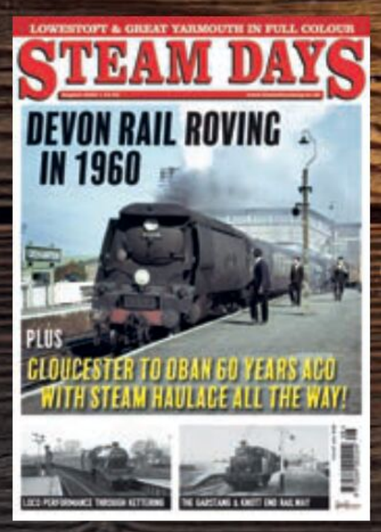


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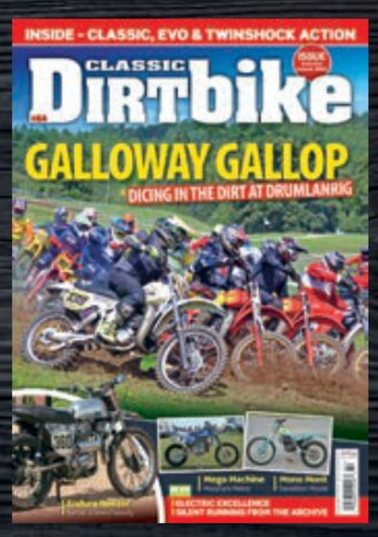


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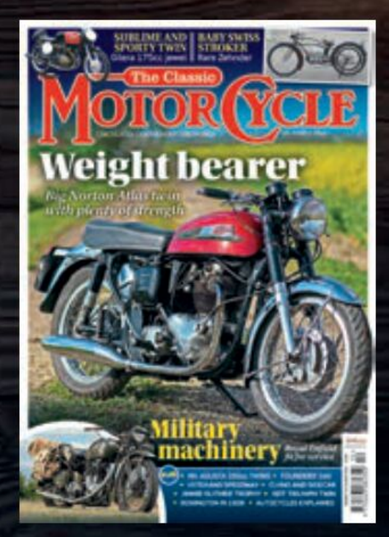


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# *Talyllyn* turns Great Eastern blue!

**By Owen Hayward**

THE Talyllyn Railway's namesake Fletcher Jennings 0-4-2T locomotive will be returning in a livery never seen before on any of its locomotives – lined Great Eastern Blue.

At the TR Preservation Society's annual general meeting on September 24, general manager Stuart Williams revealed to the membership that No. 1 *Talyllyn*, which has been undergoing overhaul since being withdrawn in 2018, would not return in the railway's standard bronze green livery as had been expected (it being TR council policy for a locomotive to return to this scheme after wearing something different) but would instead be turned out in the lined blue colours that have never been seen on the railway before.

The suggestion was put forward by the engineering department, which felt that 'it would look good', with it subsequently being voted through by the TR council.

Outgoing TRPS chairman Jonathan Mann said: "A proposal was put to the council that No. 1 should appear in a fresh livery rather than revert immediately to the green as currently Nos. 3, 4 and 7 carry this livery and No. 2 is reverting to it, and this would lead to there being very little variety.

"Variety is popular with both passengers and photographers, and No. 1 has also previously appeared in non-authentic line black, so there is a precedent."

## Overhauls continue

The frames of *Talyllyn* were removed from storage in a unit near to Pendre during the summer and taken to the workshops, occupying the space cleared by those of No. 2 *Dolgoch,* which had been taken to the Vale of Rheidol Railway for valve setting.

Since then No. 1 has been rewheeled at Pendre, while at Ropley on the Mid-Hants Railway, the boiler has had a new main steam pipe cut, annealed and trial-fitted, along with all the tubeplate holes cleaned up.

Meanwhile, No. 4 *Edward Thomas* is set to be withdrawn from traffic for overhaul early next year, but before then it too will change livery as it reverts to Corris Railway red for David Williams' annual spring photographic charter.

For further information about the charter and to book, email djw.edit7@btinternet.com

**Jon Mann (left) presents outgoing TRPS president David Mitchell (right) with the Eric Bottomley painting of him photographing No.4 Edward Thomas at Ty Dwr.** LAWRENCE GARVEY/TRPS

**Photoshop wizardry by Talyllyn media creator Luke Ryan gives a rough impression of how No. 1 may look when back in service, although the final application may differ from that shown.** TR

## President steps down

The AGM also saw David Mitchell step down after eight years as TRPS president, with North Yorkshire Moors Railway chief executive officer and former TR general manager Chris Price unanimously voted in as his successor.

Jonathan said: "David has been part of this railway in every decade of its existence and the contribution he has made has been enormous.

"He has held all the key posts, been a fireman, and fantastic company on the footplate. He's been a member of council, on committees, the board, and managing director twice, and we are so grateful for what he has done."

It was also announced was that the plans for the new Heritage Shed at Tywyn Wharf, as reported in *Heritage Railway* issue 296, has moved on to the tender documentation stage, with hopes for quick progress to be made over the winter months.

David was presented with a framed painting by Eric Bottomley of the railway's Kerr Stuart 0-4-2ST No. 4 *Edward Thomas* at Ty Dwr watering point, in which he himself appears as a photographer – a nod to his excellent photography work.

Chris said: "It is with great pride that I take up my new role as president of the TRPS.

"My 41 years in railway preservation started at the Talyllyn and I had little idea at the time the journey within the sector it would take me on.

"To be voted into this role by the members of this society is indeed humbling, and also an honour I take seriously."

The meeting also reported the positive financial position the railway enjoyed, and membership secretary Peter Featherstone disclosed that the current membership number stood at 4443, the second highest on record in the line's 71-year history.

## Red Wheel plaque honours pioneer status of first-ever volunteer-run line

**THE Talyllyn Railway has been awarded a prestigious Red Wheel plaque from the National Transport Trust.**

**The unveiling ceremony at Tywyn Wharf station was attended by representatives of the Talyllyn Railway Preservation Society, and representatives of Gwynedd Council, Tywyn Town Council, the Welsh Senedd and the National Transport Trust.**

**The Red Wheel Scheme was created to recognise and commemorate the most significant sites of historical importance to UK transport heritage.**

**Tom Rolt, one of the pioneers of cruising on Britain's inland waterways, was also an enthusiast of vintage cars and heritage railways. In the summer of 1950, he wrote a letter to The Birmingham Post newspaper suggesting that a rescue of the Talyllyn be undertaken, and he received a sufficiently positive enough response for a meeting of interested enthusiasts to take place on October 11, 1950, in a city hotel.**

**The newly-formed TRPS took control of the line on February 8, 1951, and the first volunteer trains ran on May 14 that year.**

**The unveiling of the Red Wheel Plaque at Wharf station. Pictured from left to right are: David Mitchell, rresident of the Talyllyn Railway Preservation Society; Stuart Wilkinson, chairman of the National Transport Trust; Coun Elwyn Jones, chairman of Gwynedd Council; Coun Eileen Jones, Mayor of Tywyn and chairman of Tywyn Town Council; AM Mabon ap Gwynfor, the local Member of the Welsh Senedd; TR general manager Stuart Williams, and David Ventry, chairman of the board of the Talyllyn Railway Company.** LUKE RYAN



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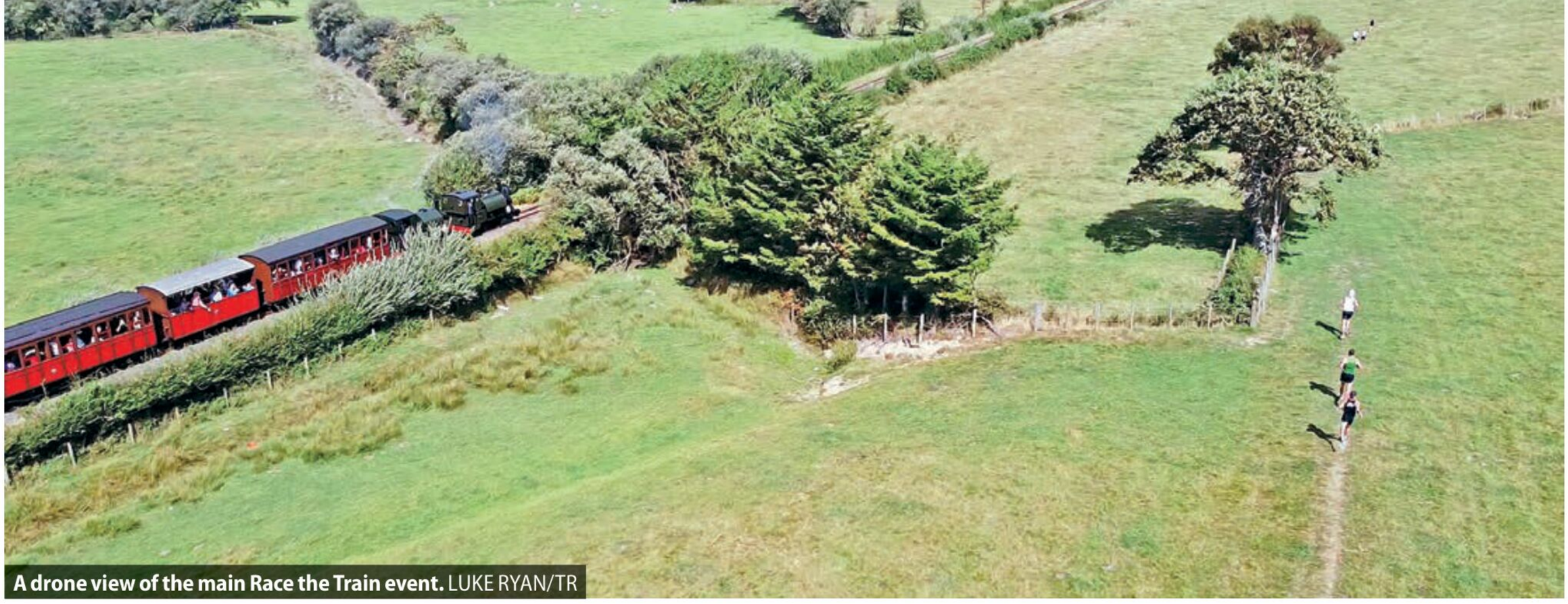

**A drone view of the main Race the Train event.** LUKE RYAN/TR

# Race the Train makes a return after two-year rest

THE Talyllyn Railway's popular annual 'Race the Train' event, which up until 2019 had taken place annually every August bank holiday for 36 years, is back following a two-year suspension due to the Covid-19 pandemic.

The race is hosted by the railway but organised each year by Tywyn Rotary Club. The railway runs the special train for the race, also carrying spectators for the main event – the Rotary Challenge – and also provides rail transport for those participating in the shorter races that begin at intermediate stations further up the line.

During this year's event held on August 20, a total of 980 people travelled on the special trains and the Rotary Club recorded 437 runners who completed the full 14-mile event, beginning at Tywyn Wharf and returning from Abergynolwyn.

The first runner home, Sullivan Smith, completed the course in a little under one hour and 30 minutes.

The 38th Race the Train will take place next year on Saturday, August 19 and bookings are already being taken at www.racethetrain.com

# Everything Goes at Devon Railway Centre – the perfect place for family fun!

**Words and pictures by Peter Nicholson**

THE Devon Railway Centre, based at GWR Cadeleigh station at Bickleigh, near Tiverton, held its annual Everything Goes event on September 24/25. All operational locomotives were pressed into service on its two lines, the 450-yard 7¼in gauge and 360-yard 2ft gauge.

It had been hoped that the 2ft gauge line would see the return to traffic of Orenstein & Koppel 0-4-0WT No. 744 of 1912 No.14 *Rebecca* following a major overhaul, but it was not ready in time and was confined to the shed.

Both railways are out-and-back lines with balloon loops and had three locomotives each in operation. There are no volunteers as the centre is completely manned by paid staff, so all six locomotives were worked by just two driver/guards.

Each locomotive ran in turn, going to the back of the queue in the run-round loop on return to the terminus. One then waited while the other two each headed the train, facing the opposite way to its previous working. The 2ft gauge trains departed every half hour.

The 2ft gauge line was operated with three Motor Rail Simplex 4wDMs, ostensibly all to a similar design but now looking different due to rebuilt bodywork in two cases. One was modified when in industrial use and the other for operation on pleasure lines.

The centre's mainstay is No. 8877 of 1944 *Ivor* with a steam outline body in bright green. The usual standby locomotive, with no running identity as yet but previously named *Eden* (MR 20058 of 1949), has box-like bodywork dating from its peat works days before preservation. The other, *Sir Tom* (No. 40S273 of 1966), retains a more conventional Simplex style in blue livery, but with a lowered cab – precluding one driver from using it!

The three locomotives in use on the miniature railway were: *Arthur* (Cromar White 'Hymek' No. D7011), originally at Twycross Zoo and now running as a Bo-Bo battery-electric loco; 4wPH+T *Milly* (Pfeifferbahn No. 20 of 1993); and green and yellow Bo-BoPM *Rio Grande* (Arnold Bimpson, 1982), which appears only at such events.

A third railway at the centre is a 7¼in gauge coin-in-the-slot self-drive for small children, with *Toby* the tram engine No. 7, a Parkside 4wBE. This family attraction has plenty of indoor and outdoor play areas with modern equipment and activities, including a railway-themed soft play area in the old goods shed. However, there is also much of interest for the enthusiast. Six former BR Mk1 coaches, headed by former Bass brewery Baguley 0-4-0DM No. 3357 of 1952 *Boris,* are in the platforms of the restored station. The coaches contain a display of high-quality model railways, some with push-button controlled trains.

Furthermore, many historic and rare narrow gauge wagons are dotted around the site, which also has a model village and a tin mine, together with lots of gnomes on view alongside the railways. See www.devonrailwaycentre.co.uk for further details.

**Motor Rail Simplex's *Sir Tom*, just arrived at Weighside station, with *Ivor* awaiting its turn in the loop and the goods shed to the right. The next train was to be worked by MR No. 20058, standing behind.**

**The Bimpson *Rio Grande* petrol locomotive passes the old weighbridge hut on return to the 7¼in gauge terminus at Dockside, located behind the narrow gauge Weighside station.**

# Gresley prototype worksplate to go under the hammer

**On a plate: The worksplate from EM1 class electric No. 26000 *Tommy* going under the hammer on November 12.**
GW RAILWAYANA AUCTIONS

**By Geoff Courtney**

A WORKSPLATE from the prototype of the only class of electric locomotives designed by Nigel Gresley will go under the hammer at auction on November 12. It is from EM1 Bo-Bo No. 26000, which emerged from Doncaster Works in 1941 and carried the name *Tommy* after spending its early years on loan to the Dutch state railway Nederlandse Spoorwegen.

By the time he put his innovative skills to work on the project, Gresley was acknowledged as one of the country's leading steam locomotive engineers – a reputation enhanced by the world-speed record achieved by A4 No. 4468 *Mallard* in July 1938 – and designed the EM1 for operating on the Woodhead route between Manchester and Sheffield.

The LNER started planning the electrification of the 41½-mile line, which ran beneath the Pennines and included the three-mile Woodhead tunnels, in 1936. The onset of the Second World War delayed the scheme, although by that stage a number of the gantries for the wires were already erected.

However, Gresley continued working on his design, and during his research visited South African Railways to inspect locomotive electrical equipment supplied to the company by Metropolitan-Vickers of Manchester, with which he was liaising on his prototype design.

The prototype locomotive emerged from Doncaster as No. 6701 in February 1941, thus heralding a new era in the LNER's history just two and a half years after the last A4, No. 4469 *Gadwall*, was outshopped by the same works.

Testing was limited and the construction of further members of the class delayed due to the ongoing conflict, but in September 1945 the prototype was assigned the classification EM1 (Electric Mixed Traffic) and the following year renumbered 6000.

In September 1947 it was shipped to Holland to help ease that country's postwar locomotive shortage, thus being able to undergo further testing in normal service, during which time it gained the unofficial name of *Tommy*, the nickname for British soldiers.

## Gathering pace

With both the electrification of the Woodhead route and the construction at Gorton Works of a further 57 members of the EM1 class gathering pace, No. 6000 returned to the UK in February 1952. It was renumbered 26000 by BR and fitted with an official *Tommy* nameplate, with a plaque beneath explaining: "So named by drivers of the Netherlands State Railways to whom this locomotive was loaned 1947-52."

The electrification of the route was completed in January 1955, and although designed by Gresley for mainly freight working, the 58 members of the EM1 class also turned their hand to passenger services, but this role ceased with the withdrawal of passenger trains on January 4, 1970. The last timetabled such run was made by No. 26056 *Triton*, one of 12 members of the class that had been given classical Greek names 10 years earlier.

The loss of passenger trains led to several class members being taken out of service, and No. 26000 was one, being withdrawn in March 1970 and after a period in storage was cut at Crewe in October 1972.

Freight operations continued on the line for more than 11 years after the end of passenger operations, but with the decline in coal traffic the end came for the route on July 18, 1981. The honour of operating the final train, a double-headed freight working to Manchester, went to Nos. 26006 and 26014, by then carrying their TOPS numbers of 76006 and 76014.

Although No. 26000 was scrapped despite it being the prototype of Gresley's only class of electric locomotives, having operated in postwar Holland and being formally given an affectionate typically British name, one member of the class did survive, No. 26020, which is on display at the NRM as part of the National Collection.

## 'Landmark'

The worksplate (works No. 1914) is being sold by GW Railwayana, whose auctioneer and principal Simon Turner told *Heritage Railway*: "While the EMI wasn't Gresley's highest profile class nor his longest lasting in service, it had its significance in that it was his only electric locomotive design and so something of a landmark during his 18 years as the LNER's Chief Mechanical Engineer.

"Being the class prototype, the only member of the class built by the LNER, and for a decade the only member of the class, *Tommy* has its significance too, and I am greatly looking forward to putting one of its worksplates under the hammer."

**➜ See Geoff Courtney's railwayana column on pages 70-72 for full details of the auction.**

**Landmark electric: Nigel Gresley-designed Class EM1 electric No. 26000, with its *Tommy* nameplate and plaque visible amidships, heading an RCTS High Peak railtour at Wombwell Main on June 27, 1964. A worksplate from the Bo-Bo locomotive, one of which can be seen on the front of the engine, will be going under the hammer in a GW Railwayana sale on November 12. Behind No. 26000 is B1 class 4-6-0 No. 61360, designed by Gresley's successor Edward Thompson and built nearly a decade after *Tommy*, in March 1950.**
TRANSPORT TREASURY/DR IAN ALLEN



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# Gwili's vintage four-wheelers break cover ahead of 2023 debut

**By Owen Hayward**

TWO vintage four-wheel carriages have emerged from extensive restoration work on the Gwili Railway as part of a 30742 Charters photographic event ahead of their return to passenger-carrying duties next year.

Friday, October 14 saw GWR five-compartment third No. 216, built in 1888, and Taff Vale Railway brake third No. 220, built in 1891, run together for the first time in complete condition following their extensive work that benefited from a £14,000 share of a £22,000 National Lottery Heritage Emergency Fund grant received by the line.

Recovered in 1977, No. 220 had been a grounded body used as a garden shed in Herefordshire. It was fitted to an ex-LNER brake van underframe in 1986 and was initially restored by the pupils of Brynteg Comprehensive School, Brigend. It returned to traffic in 1990 and appeared on the children's TV show Blue Peter the following year, but with its condition deteriorating, it was taken out of service in 2008.

Work on the five-compartment vehicle saw life-expired plywood panelling replaced with steel sheets and a new door constructed. The springs and door locks have all been overhauled, with replica TVR luggage rack brackets supplied by the Swindon & Cricklade Railway.

**GWR 0-6-0PT No. 1369 with stunningly restored Nos. 216 and 220 in tow on the line between Bronwydd Arms and Llwyfan Cerrig.** MARTIN CREESE

## Former stable

No. 216 had also become a grounded body, being used as both a dwelling and donkey stable until recovery in 1991; this body has been fitted to an adapted BR Mk,1 horsebox vehicle underframe.

A new lighting system has been installed using LED bulbs encased in original GWR carriage lamps. As with No. 220, an entirely new door has been made to replace a life-expired one, with the remaining nine repaired or rebuilt to varying degrees.

Replica GWR castings have been obtained via the Great Western Railway Association at the Severn Valley Railway.

There are still some finishing touches to be made to both vehicles, including final fitting of the door locks, but work is in hand with a view to returning both of these restoration masterpieces to passenger traffic in 2023.

## Scene setting

For the photographic charter, the two vehicles, both in GWR colours, ran with visiting 0-6-0PT No. 1369, which is on loan from the South Devon Railway until the end of the operating season.

A GWR toad and wooden-bodied open wagon in tow helped further set the scene of a branch line working for the day.

Gwili Railway chairman Matt Bowen said: "These carriages are going to be popular with our passengers as a different experience and we must congratulate the restoration team for all the hard work undertaken."

The railway's Abergwili Junction development has seen the foundations of its new 'Dan Do' carriage shed poured, with tenders to be invited for the steel structure very soon. The shed will provide undercover storage for vehicles such as these that will help prolong their working lives by sheltering them from the elements. The work is being assisted with funding from the Welsh Railway Trust, which owns both Nos. 216 and 220.

**Great Southern & Western Railway carriage No. 813 arrives at Maam Cross from Mullingar.** CONNEMARA RAILWAY PROJECT

# Connemara Railway welcomes its first Irish standard gauge coach

THE Connemara Railway Project has welcomed its first Irish standard gauge carriage to its Maam Cross station headquarters in the shape of Great Southern & Western Railway bogie corridor coach No. 813.

The carriage was built by the railway in 1903 and ran in service until 1964, surviving, then, as part of the Inchicore Works' breakdown train, providing crew accommodation.

The coach was then acquired by the Railway Preservation Society of Ireland and had been stored since the early 1970s in Mullingar locomotive shed, which has now been redeveloped, leading to rolling stock stored there having to find new homes.

Connemara Railway Project chairman Jim Deegan said: "We are very pleased to have been able to acquire this historic coach from the RPSI. It represents a major step forward in our rolling stock acquisition programme to allow us to operate heritage trains in due course at Maam Cross, using authentic coaches and locomotives.

"The coach is basically sound but it will clearly be a major restoration project for us."

No. 813's arrival coincides with an extension of the 5ft 3in gauge track laid at the station site, with further track laying planned for over the winter.

# Class 50 Alliance marks 30 years

ON May 8, 1992, the Fifty Fund's No. 50031 powered the first public passenger train by a Class 50 since its purchase from BR on the Severn Valley Railway.

Since then, the Fifty Fund has become part of the Class 50 Alliance and on September 24, the alliance fittingly marked the 30th anniversary by working the day's diesel diagram on the same railway.

Chairman Jonathan Dunster said: "Class 50 Alliance is proud to have been associated with the SVR for three decades.

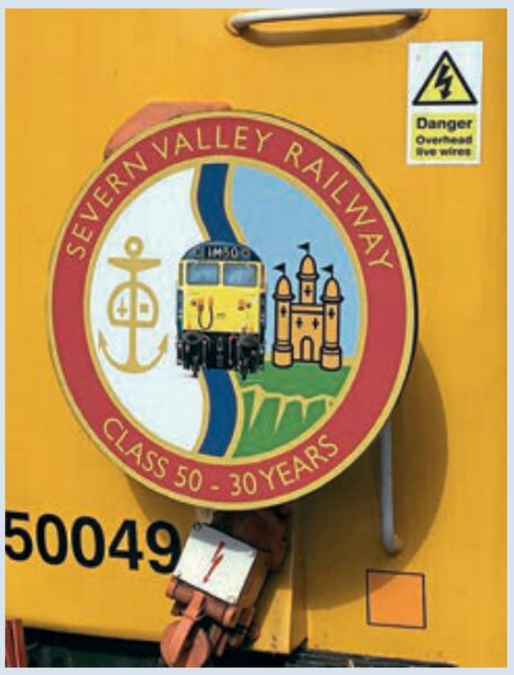
"Most commentators back in 1992 didn't give Class 50 Preservation much hope for long-term success due to the complexity of the machines.

"However, we have proven them wrong and in large part this is due to the support we have received from the SVR team over the years and recently in particular since the construction of the award-winning Kidderminster TMD in 2016."

No. 50007 took the 9.45am to Bridgnorth, No. 50049 the 11.45am return, No. 50035 the 1.45pm to Bridgnorth, and finally No. 50033 the 3.55pm back to Kidderminster.

Each locomotive carried a commemorative headboard depicting a Class 50, Bridgnorth Castle, the River Severn, and an anchor as a link with Bewdley, which was once a busy port on the river.

The Class 50 Alliance is based on the Severn Valley Railway and has Nos. 50007/031/ 033/035/ 044/049 in its care. Of these, Nos. 50007/031/044/049 have operated on the national network.




**The headboard carried by Class 50 No. 50049 marking 30 years of heritage.** JO CLOUGH/C50A

# Ex-Stratford footplate crews travel from afar for annual nostalgia

**By Geoff Courtney**

FORMER Stratford footplatemen travelled from far and wide to meet up with ex-colleagues at Mangapps Railway Museum in Essex on September 24, with the longest journey being 550 miles undertaken by Danny Forbes and Chris Maguire from Aberdeen.

The occasion was the fourth annual reunion at the Burnham-on-Crouch museum organised by former driver Dave Brennand, a volunteer at the attraction who retired in 2013 after a 40-year career at the East London depot, which steam-era trainspotters will remember as 30A but the diesel generation as SF.

Also among the 30 attendees were two ex-shed foremen, Ted Kenny and Jack Stannard, while Peter Fox and Graham Smith travelled from Swindon, deep in GWR territory.

The museum is home to one of the country's finest private railwayana collections, put together by museum boss John Jolly. Referring to the memorabilia on display, Dave said: "Many of those attending were in awe of the thousands of exhibits, and the comment 'If only I had taken some spanners to work with me 60 years ago' was often heard."

He added: "The tea flowed at an unprecedented rate and tall stories, which were mostly true, were recalled from the days when life was far less stressful.

"We had much less money in our pockets back then, but we had a great time on the footplate and in the mess room."

**East London memories: Some of the former Stratford footplatemen who attended a reunion at Mangapps Railway Museum in Essex on September 24 with one of the museum's highlights, a former Canadian Pacific Railway caboose that is believed to be the only one of its type in the country.** DAVE BRENNAND

A highlight was rides on the working museum's ¾-mile line behind resident Class 31 diesel No. 31105 (D5523). Such was the enjoyment of the occasion, said Dave, that laughter could be heard above the noise of the locomotive plying up and down the line.

"We all agreed that Stratford was one of the best depots to have worked at, and we are all so very fortunate to have this bond decades after its closure," he said.

At its peak in the late 1890s, Stratford shed, which was opened in 1840 by the Northern & Eastern Railway, had an allocation of no fewer than 763 locomotives.

Its works alone employed more than 6500 people at its height, and even in 1947 it was home to 434 engines, making it the country's largest depot.

Steam ended in September 1962 but the works survived until 1991, when in March that year the last locomotive to be overhauled there, Class 31 diesel 31165 (D5583), left the works, so ending more than 150 years of proud East London railway history.

# *County of Glamorgan* with boiler in place for first time

AN appeal for £130,000 to complete the final work on new Hawksworth County 4-6-0 No. 1014 *County of Glamorgan* has been launched.

The 1014 County of Glamorgan Project engineering team lifted the boiler into place in the workshop at Didcot Railway Centre on September 26. It was the first time that a class member has been fitted with its boiler since 1964/1965.

While lacking its cab and other important features, the outline was unmistakeable and is a precursor to the finished locomotive which is intended in steam by 2024.

With the Hawksworth tender currently nearing completion, the project team expects to show No. 1014 both to supporters and the wider public at Didcot during the spring of 2023. Having now established that the boiler will fit, tasks facing the engineering team will include the measurements for the new ashpan, fully securing the smokebox to the rest of the boiler, fitting the inside and outside motion and setting up the front end.

Once this work is completed, the boiler will return to Heritage Boiler Steam Services Ltd, where it will be completed by the Liverpool firm, which will fit the front tubeplate, the tubes and the superheater header and undertake an unofficial hydraulic test to ensure that there are no issues. The boiler will then return to Didcot, where final assembly will take place.

About £130,000 is needed to complete the locomotive. Anyone who would like to help is invited to telephone 01235 817200, visit www.county1014.org, or contact treasurer and chief fundraiser Richard Croucher at: The County Project, Great Western Society, Didcot Railway Centre, Didcot, Oxon OX11 7NJ.

**Hawksworth County 4-6-0 No. 1014 *County of Glamorgan* carrying its boiler in the Didcot workshop on October 2.** COUNTY PROJECT



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**HST power car No. 43366 passes the diesel depot before it pulls into Kidderminster Town station for renaming on September 27.** JOHN TITLOW

# High Speed Train is renamed on the Severn Valley Railway

THE Severn Valley Railway received its first visit from a Class 125 High Speed Train in 20 years on September 27, when CrossCountry's power car No. 43366 pulled its train into Kidderminster Town station. There it was renamed *HST 40, celebrating 40 years of HST services on the CrossCountry network* in a ceremony that also saw GB Railfreight's Class 66 No. 66799 named *Modern Railways-Diamond Jubilee* after that magazine's 60th anniversary.

No. 43366 arrived on a railtour from Leeds, the trip raising funds for the Railway Benefit Fund. After renaming, the train collected an additional 60 passengers at Kidderminster before completing two return journeys over the SVR to Bridgnorth and returning to Leeds on the main line.

"An InterCity 125 travelling along the length of our beautifully preserved line isn't something you see every day," said SVR managing director Helen Smith. "It's been a pleasure to welcome this special celebratory railtour and add our own sprinkling of heritage magic."

Capable of travelling at 148.5mph, the HST power cars are officially the fastest diesel locomotives in the world. Ironically, the SVR, as a heritage line, has a maximum speed limit of 25mph, a fact not lost on CrossCountry's managing director, Tom Joyner: "It means you can enjoy the trip even more; you get longer to spend on the train, so that's no bad thing. When we were thinking about how best to celebrate 40 years of CrossCountry operating HSTs, we needed somewhere that represents a great day out and has meaning from a railway perspective, and this is it!

"It was also an opportunity to support our heritage lines, which have struggled during the pandemic. They are working railways which are major tourist attractions and therefore provide valuable support for the economies of the regions they serve."

# New management structure for the Mid-Norfolk in time for New Year

**THE Mid-Norfolk Railway is to restructure the line's management in time for the start of 2023.**

**The Trust Council of the Mid-Norfolk Railway Preservation Trust will remain as the overarching strategic management organisation of the line. The council members will continue to be elected from the membership of the Mid- Norfolk Railway Preservation Trust. However, the post of general manager will be made redundant on December 31.**

**Trust Council chairman Charlie Robinson said: "It has become clear this year that the railway has outgrown its old management structure. The general manager's role, as currently constituted, has become too broad a task for any one person to carry out.**

**"I would therefore, on behalf of the whole railway, like to thank George Saville for all his efforts over the last few years, as the railway's general manager. He has made a significant contribution to the development of the railway and the point it has now reached."**

**George has been offered a new part-time position at the line from January 1. A full-time operations manager post will be created, with that appointment also taking effect on January 1 when Derek Orr, the current volunteer operations manager, will step down.**

**"The MNR owes a great debt of gratitude to Derek for managing this position for a number of years despite having a full-time job elsewhere and a young family to look after," said a statement from the line. Derek will continue as a trustee.**

**Steph Garthwaite, the current deputy general manager, will continue in her volunteer capacity to ensure that the introduction of the new operations manager will be as straightforward as possible.**

**She will act as line manager for the various individual departments and be the link between them and the Trust Council.**

**A new leadership team will be established to take over the day-to-day running of the line, providing working members with a direct line of communication to management and ensure that communications generally within the railway are improved.**

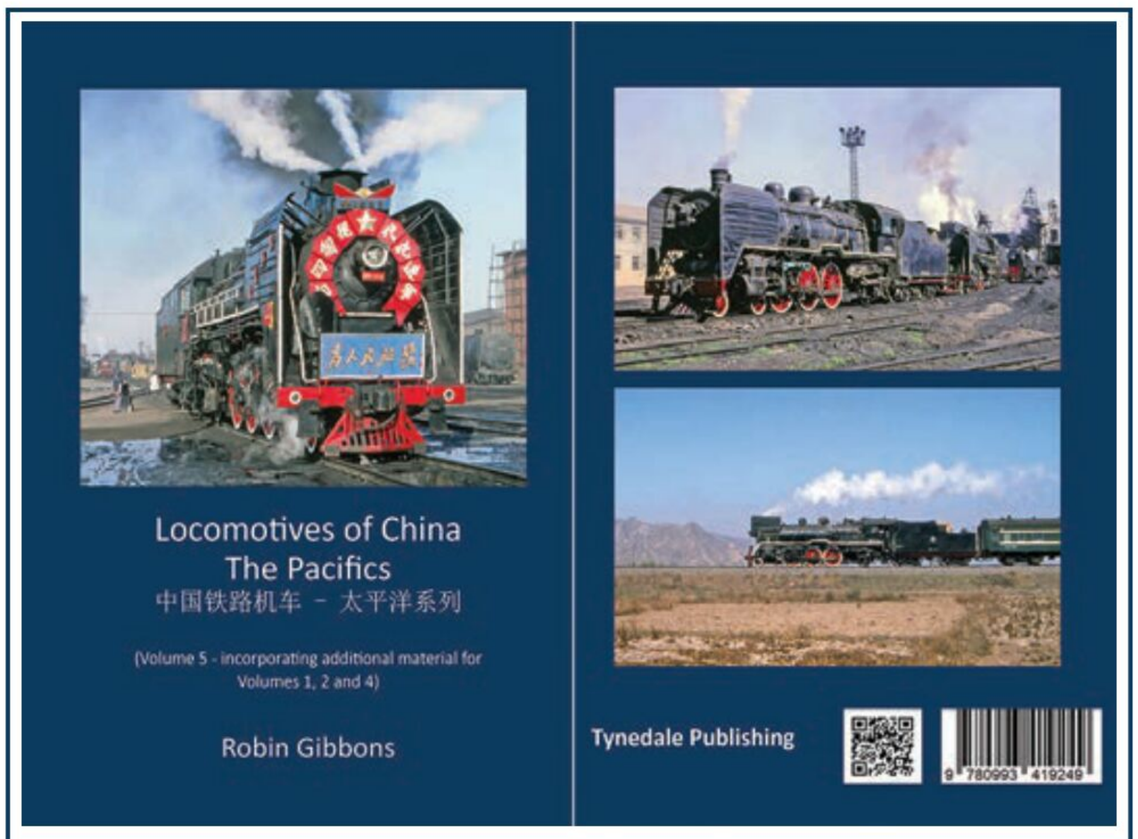
# Boiler returns for Shillingstone Yugoslavian-built 'USA tank'

**PROJECT 62, the group restoring Yugoslavian-built class 62 0-6-0T Nos. 30075 and 30076 at the North Dorset Railway at Shillingstone, passed a major milestone on September 7 when the overhauled boiler of No. 30075 was returned from Henstridge.**

**With new plate installed, along with 150 new tubes, the boiler had passed a hydraulic test with the inspector, who gave permission for it to be installed in the frames before a further hydraulic test and the final steam tests are carried out, prior to which the boiler and pipework fittings will be reinstalled. During the overhaul it was found that the regulator had seized and required much time, muscle, and money to free up and recondition.**

**The rolling chassis has started to be prepared, with insulation and cladding fitted to the cylinders, new brake blocks purchased, and the bunker lifted back onto the frames. The latter, along with some of the dome covers and cladding, have already received primer and coats of the green in which the No. 30075 will return.**

**The boiler of class 62 0-6-0T No. 30075 arrives back at Shillingstone after overhaul off-site.** PETER CLARK/ PROJECT 62


## Locomotives of China – The Pacifics

Out now. This covers all the Pacific classes used in China over the years, including extensive information and images on the SL6 and RM Classes. This 344 page book is produced to the same quality standards as the previous volumes in the series, with many images (of slightly larger dimensions than previously) and including 129 colour images.

The book also gives updates on the JF1/JS Classes, the JF6 Family and the Foreign Steam Locos volumes. The last two, together with the QJ Class and the Pacifics are available at

www.tynedale-publishing.com

# Restoring the pier railway coach that carried a king!

**Words and pictures by Alan Titheridge**

A CARRIAGE that once carried a king along Hythe Pier Railway is currently being restored.

With D-Day approaching towards the end of May 1944, Captain James of HMS Squid – the shore-based Combined Operations Base at Southampton that was responsible for the administration and housing of a considerable number of the Normandy assault squadrons and HMS Squid II, a smaller such base at Hythe – was told of the visit, in utmost secrecy, of King George VI, our new king's grandfather, to the Southampton base and its craft, to later proceed to Hythe Pier, from where a car would receive him and take him to Broadlands at Romsey.

On the day, several sailors who were detailed for a 'special job' were assembled at the pier into two parties, one larger than the other. The larger group, ordered to adorn their No. 1 dress, was hidden away at the landward end, while the smaller group, numbering about a dozen and wearing overalls and armed with mops, buckets, brooms and pails, were similarly concealed at the pierhead.

Just before 5pm, the 2ft gauge pier train delivered its passengers in time for the ferry to Southampton. As soon as the vessel was away, the 'working party' emerged from hiding to scrub and clean the train from end to end in about eight minutes flat before disappearing back into their hideaway. Meanwhile, the 'dressed' party had marched down the pier, the column losing a man periodically as the guard ordered for each lamppost was taken up.

The king arrived by launch right on time, just as the last of the working party was hidden away. At the pierhead, he and his entourage were received by Commander J W Rayner, second in command at HMS Squid, who escorted him onto the train and throughout his journey along the pier, during which he was saluted by each of the ratings.

On arrival at the landward end, the king was received by Capt James and after a short pause to talk with the train driver, Leonard Pearce, he and his party proceeded to Broadlands.

A commemorative plaque later placed in the carriage the king rode in, No. 1327 (also known as Carriage 2), was subsequently removed by an anonymous and unscrupulous souvenir hunter. A period penny coin has in very recent times been placed on the backrest of the seat where the king sat.

**Inspecting and cleaning the seating at Hythe (Men's) Shed in August 2022.**

## Restoration underway

Hythe Pier Heritage Association is currently restoring No. 1327. It was withdrawn from service to make way for the reintroduction of restored No. 1048 (also known as Carriage 1) just prior to the celebration over the weekend of July 23/24 marking the 100th anniversary of the introduction of the pier railway, as reported in *Heritage Railway* issue 296.

The pier railway had been so well-received among passengers using the Hythe-Southampton ferry service that its owner, Thomas Percy, under advice of his railway engineer Gerald Yorke, placed an order for two motorised driving carriages on May 10, 1923 to supplement the existing rolling stock that had been operating since the railway's inauguration the previous July.

As with the two trailer-carriages already in operation, the new carriages would be supplied by the Drewry Car Company of London and built by Baguley of Burton upon Trent.

Mr Percy demanded that delivery of at least one of the second order of carriages be in time for the Whitsun holiday on May 21. Drewry Car No. 1327 was dispatched on May 12 and No. 1328 followed two days later.

For expediency, Mr Percy decreed that the final inspection would be undertaken by Yorke on arrival at Hythe. Yorke reported that the first of the new carriages "was in such a disgracefully defective condition (it) was not able to take to the run even as a trailer", adding that he had "interviewed the managing director of the car company and expressed (himself) very strongly on the subject."

**Carriage No. 1327 taken out of service in June prior to being stripped for extensive repairs to the bodywork and interior.**

**Left: The period coin mounted on the seat that King George VI used in 1944.**

The constructors agreed to send engineers to Hythe to rectify issues which included, among a catalogue of faults, "unsatisfactory brakes".

On July 28, 1923, an extremely disappointed Mr Percy wrote to the Drewry Car Co: "These two cars were ordered on the understanding that they would be delivered two clear weeks before Whit Monday, viz May 7, and they were actually paid for on May 10.

"All the time since they have been unusable, and we are now approaching the August bank holiday."

So far as can be ascertained, the two carriages remained idle over that holiday weekend.

No. 1327, which was invoiced for £375 (the equivalent to £25,000 in 2022), arrived painted grey with white interior. The livery was changed to dark green with cream HPR signage later on in the decade.

## Volunteer work

Hythe Pier Heritage Association has carried out an initial inspection and deconstruction has begun. All seating and the doors have been removed to the Hythe (Men's) Shed (at the pier), where volunteers will carry out cleaning and restoration. They will retain as much of the original woodwork as possible.

With work also underway on the replacement of the first 43 metres of track, including pier supports and sleepers, and the points and sidings making demands on association funding, it is not expected to have No. 1327 back on track until late 2023. However, the association will continue to explore all avenues to secure further funding so it can re-enter service as early as possible.

**➜ Donations can be made via the association's website at www.savehythepier.org.uk**



**Pre-order Issue 300:** Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

# Drive a steam train from Donegal to Stranorlar after 63 years... in a replica cab!

**By Hugh Dougherty**

IT IS possible to drive a steam train over the 3ft gauge County Donegal Railway from Donegal to Stranorlar once again – after a gap of 63 years. Visitors to Donegal Railway Heritage Centre are getting their hands on the regulator, fireman's shovel, injectors and brakes in a replica of 2-6-4T *Drumboe*'s cab.

The real locomotive, which pulled the last passenger train on the County Donegal Railways in 1959, is preserved at the Donegal Town museum. Now museum visitors are learning how to drive the engine over the challenging line through the scenic Barnesmore Gap thanks to electronic technology bringing the past to life in their hands.

The interactive cab simulator was installed at the museum in mid-July by its designers, Mirador Media, of Innishannon, County Cork, and has proved a hit with visitors of all ages.

Heritage centre manager Niall McCaughan came up with the idea after seeing a replica Lough Swilly Railway cab housing a firebox grill at The Railway Tavern in Fahan. Niall presented the concept to The Heritage Council, which came forward with E17,695 of funding, allowing the only installation of its type in Ireland – and, it is believed, on heritage railways and in railway museums in the UK – to be built.

Niall said: "Mirador Media had already provided us with wind-up machines that play recorded memories of the railway, and it has not disappointed us with our cab, which really does allow you to drive the locomotive by using the interactive, electronic controls.

"It will keep us going until we are able to steam the real *Drumboe* on tracks in the future."

## Realistic experience

Mirador's creative director, Mook Vignes, said: "We had to do some research into how a steam engine works to ensure that the electronic controls mirrored the real thing. It was also important to learn about the County Donegal Railways from the heritage railway staff and volunteers, as well as understanding the line northwards from Donegal.

"We are also conscious that the use and supply of coal is an issue for steam railways, and this simulator, regardless of what happens there, will provide visitors with a firm understanding of steam locomotives and how they operated long into the future. That's very important.

"The interactive cab could also be used for training new steam firemen and drivers before they start on the real thing.

"We can adapt the principles, electronics, and appearance of the Donegal cab to show how any other type of steam locomotive on other railways or in museums works. It's very important to involve visitors to heritage railways and museums and a hands-on loco cab, such as this is an ideal way to do just that."

Find out more about Donegal Railway Heritage Centre at http://donegalrailway.com/

**Above: The real *Drumboe*'s cab that the simulator in based on.** HUGH DOUGHERTY

**Above left: Visitors try their hand at the interactive controls.**

**Left: Buttons close up, along with the route map of the line.** DRHC

# The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE

## HELP US BUILD THE UNKNOWN WARRIOR

In 2008 The LMS-Patriot Project was formed to build a 'Patriot' class locomotive. Inspired by the Great War Centenaries of recent years – Armistice Day and the repatriation of the Unknown Warrior to Westminster Abbey – the locomotive has been named **The Unknown Warrior**. This recognises its special Remembrance role as a National Memorial Engine, in memory of servicemen and women lost in the First World War and all subsequent wars. This special role was performed by the first of the original Patriot class – named *Patriot* – in honour of railway employees who fell in the 1914-1918 War. Our Patron, Falklands War Veteran Simon Weston CBE, officially named the locomotive at Crewe in 2018.

The LMS-Patriot Project believe that this commemorative role, together with the importance of the locomotive type itself in the development of our railways, brings a special historical dimension to our work. Most of the locomotive build is new construction, using traditional engineering and manufacturing skills and based on original drawings. All of the major manufacturing and assembly work is being done in the UK.

**Funds are mostly being raised through personal donations, with some corporate support. Please consider becoming a member and making a one-off or regular donation, you will help the Project achieve its target.**

You can join us at **www.lms-patriot.org.uk/membership** or make a donation at **www.lms-patriot.org.uk/donate**. You can also contact us by email at **info@lms-patriot.org.uk** or call our office on **01785 244156.**

Alternatively write to us at: **LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

Registered Company No. 6502248 · Registered Charity No. 1123521

THE UNKNOWN WARRIOR

For more information visit: **www.lms-patriot.org.uk**

## Campaigners axe judicial review bid to stop York museum's expansion

**A RESIDENTS' campaign to halt the National Railway Museum's Central Hall project has been abandoned after it failed to raise sufficient funds for a judicial review.**

**As reported in issue 297, on August 4 the City of York Council's planning committee approved the museum's reserved matters application for the proposed rotunda-style gallery and welcome space which will join both 'halves' of the venue by building the hall as a link between Great Hall and Station Hall across Leeman Road.**

### £30k target

**The Justice for Leeman Road campaign was set up to contest the planning permission on the grounds that the project could cut off a direct route to the city centre for about 4000 residents.**

**As part of the planning consent, an alternative – but longer – route must be provided before Leeman Road is closed.**

**A crowdfunding page was set up with a £30,000 target to finance legal proceeding against the council. It raised more than £5000 within five days, but the appeal slowed down to about £7500 – enough to start the proceedings but not enough to see it through to the end, it was decided.**

**A spokesman for the campaign group said that the decision not to proceed with the judicial review was taken "with huge regret" and it was decided that it was not fair "to ask the community to contribute further during these difficult times."**

**He said that other avenues may now be pursued in the group's bid to get the museum's plans changed.**

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# Glasses raised on NYMR train in memory of long-lost 4-6-0 with brewery link

**By Geoff Courtney**

A SOUTHERN Railway locomotive that was rescued from Barry scrapyard half a century ago but consigned to history in the 1990s was fondly remembered on a North Yorkshire Moors Railway train on September 17.

As highlighted in *Heritage Railway* issue 297, the engine was S15 class 4-6-0 No. 841, which was withdrawn by BR as No. 30841 in 1964 and sold to Woodham Brothers. In 1972 it was rescued by the Essex Locomotive Society and after restoration at Chappel & Wakes Colne station was returned to steam carrying its SR number of 841 and the name *Greene King* after the local brewery, in which guise it took part in the Shildon 150 cavalcade in August 1975.

After a spell on the Nene Valley Railway it moved in 1978 to the North Yorkshire Moors Railway, where it operated for a number of years before being withdrawn for a major overhaul that started in 1994 and was to lead to a change of identity. During the work its frames were found to be out of alignment and were replaced by those from another Essex Locomotive Society S15 at the NYMR, No. 30825.

### Commemoration

No. 841 retained its boiler, tender, and most other parts, but steam locomotives are traditionally numbered from their frames, and so it re-entered traffic as No. 825 without the *Greene King* name. As a result No. 841 was no more, and today the only reminder of it ever existing are its misaligned frames in undergrowth near the NYMR shed at Grosmont.

As in so many walks of life, steam railway enthusiasts have long memories, and surviving volunteers and shareholders were determined to commemorate the 50th anniversary of the start of the post-Barry restoration and also honour original volunteers and shareholders who had passed away.

And so it was that on September 17, almost exactly half a century to the day after the start of the restoration, the group of about 40 people rode behind No. 825 on a Pickering to Grosmont and return service, complete with a 'Remembering those who worked on 841 50 years since leaving Barry' headboard on the S15 up front. They weren't saying, but doubtless as far as they were concerned, their motive power was No. 841.

That feeling would have been enhanced by the S15 carrying both of the original *Greene King* nameplates supplied by the Essex Locomotive Society and leading railway artist Malcolm Root, one of the volunteers who helped restore the engine back in 1972.

Malcolm and his wife Meryl were among those who travelled on the train on September 17 and afterwards said: "Not only were there original shareholders and volunteers among those on board, but also children and relatives of some of the members who are no longer with us, which was important as the day was equally as much about those who had passed away.

"Indeed, on the return to Pickering glasses were raised to those no longer with us and without whom the locomotive would not have been restored. It was a memorable trip full of nostalgia and memories of an engine that has in essence been scrapped but at the same time is still with us, and to have it carrying the *Greene King* name was the icing on the cake.

"Thanks are due to the Essex Locomotive Society, and especially William and Heather Parrish and Nigel Crisp for making the S15 available and for providing very generous refreshments.

"I was also delighted to learn that No. 825 carried the nameplates throughout the railway's annual steam gala and beer festival the following weekend. As far as I am concerned, No. 841 lives on."

**Fond memories: Essex Locomotive Society original shareholders and volunteers at the North Yorkshire Moors Railway station of Pickering on September 17 after travelling behind SR S15 No. 825, complete with appropriate headboard, in commemoration of the start of the restoration of fellow class member No. 841 exactly 50 years ago.** WILLIAM PARRISH

**Right: One of the original *Greene King* nameplates on SR Class S15 No. 825 during the North Yorkshire Moors Railway annual steam gala and beer festival that ran from September 22-25.** GEOFF COURTNEY



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# Foyle Valley museum's interpretation centre opening 'a step forward'

**By Hugh Dougherty**

THE development of Foyle Valley Railway Museum took a major step forward on September 21 when Destined, the charity working with people with disabilities which leases the museum from Derry and Strabane District Council, invited the Mayor, Coun Sandra Duffy, to officially open its new interpretation centre.

Backed by a £242,100 grant from the National Lottery Fund Northern Ireland, the centre includes computer access to information on the County Donegal, Londonderry & Lough Swilly Railways, Great Northern Railway of Ireland and the LMS (Northern Counties Committee) lines, all of which served the city.

The GNR(I)'s Foyle Road station, the site where the museum stands, is brought back to life with a virtual reality walk-through tour of the station as it was before closure in 1965, while Destined guides take visitors round the exhibits, which include County Donegal Railways 2-6-4T No. 6 *Columbkille* and railcar No. 12, and other artefacts.

Destined worked closely with the community and schools on the development of the project, which has also gathered memories and photographs of the railways.

Pupils from Long Tower, Fountain and Nazareth House Primary Schools, as well as from Irish Medium School Gaelscoil Eadain Mhoir, attended the launch, and the museum plans to continue to involve schools in its development.

## 'Invaluable' collections

Coun Duffy said: "I congratulate Destined and everyone that the organisation has worked with to make this exciting project a reality.

"It makes the Foyle Valley Railway Museum and its invaluable collections available to as wide an audience as possible and we are grateful to the National Lottery Fund Northern Ireland for making the development possible.

"It is vital that we do not forget Derry's rich railway heritage, while at the same time calling for ongoing investment in the city's railway infrastructure today."

Railway manager Caroline O'Hara said: "Destined is very proud of what we have achieved with the opening of the interpretation centre, making the Foyle Valley Railway even more accessible and relevant to the entire community, tourists, and railway heritage fans alike.

"We have also made improvements to the building and have repaired and improved exhibits. Our ultimate aim is to reopen the Foyle Valley Railway itself to further enhance our visitor experience and to provide unique training and employment opportunities for Destined clients."

**Dressed for the part, tour guides tell guests all about CDR 2-6-4T *Columbkille* at the interpretation centre's official opening.** FVRM

**Right: Computers give access to information about the four railways, two narrow and two standard gauge, which served Derry.** FVRM

# Victorian Edinburgh tramway clock is turning back time

**By Hugh Dougherty**

**A HISTORIC clock which once regulated the time for the motormen of Edinburgh's first-generation trams at the city's busy West End intersection is back on the Scottish capital's streets – thanks to the city's modern trams.**

**Rescued for restoration, one of the pulley wheels is lifted out of its pit for restoration. City of Edinburgh Council is now considering where best to display the wheels alongside the new tram line down Leith Walk.** CITY OF EDINBURGH COUNCIL

The ornate clock first told the time on Waverley Bridge in 1857 before being moved to the West End, where it was used by tram drivers to regulate their running, until it was moved to London Road roundabout in 1955. Years later it was removed as part of early preparation work for the city's new trams in 2007 and safely stored.

## Iconic

Its clock face called time on the last tram in 1956 but has now been brought back between the tracks at Elm Row on the tramway extension down Leith Walk to Newhaven, which opens in the spring of 2023. Modern tram drivers will then be able to set their watches by the ornate timepiece just as their predecessors did in the past, to ensure that the trams run like clockwork.

Specialist clockmaker Smith of Derby dismantled, primed, and repainted all the parts before returning the mechanism to working order and returning the clock to Edinburgh for installation on August 16.

City archaeologist John Lawson said: "It has been fascinating to work with Smith of Derby in restoring this iconic clock back to original condition, with a striking paint scheme reflecting what we believe to be close to its original Victorian look."

Meanwhile, discussions are underway as to where to display two original Edinburgh cable tram pulley wheels, unearthed in August 2021 on Leith Walk during excavations for laying the track for the new extension, directly on the path of the original tram route.

Last used in 1922, the cable wheels were left in situ when the new electric service began over the former cable tram route and were buried under the electric tracks. Edinburgh City Council is now consulting community and business groups on the best position for the restored cable tram pulley wheels along the tramway extension down Leith Walk as a celebration of tramway heritage when the new trams start to run next year.

**Right: Clock this: The clock placed on Elm Row with the Leith Walk tram extension tracks to the left.** CITY OF EDINBURGH COUNCIL

**The 1899-built stationmaster's house at Calvert on September 19, 10 days later it was reduced to rubble.** PHIL MARSH

## Great Central stations make way for HS2 development

**THE Great Central Railway stationmaster's house at Calvert was demolished on September 29 to make way for HS2 after being vacant for several years.**

**The alignment of the former Great Central Railway between just north of Quainton Road via Calvert and through Finmere northwards is being used for HS2.**

**Calvert station was opened in 1899 and closed to passengers in 1963 and goods in 1964, although fast passenger trains continued to pass through until 1966 when the GR main line was closed. The station buildings themselves had long since been demolished, the track was lifted in 2021, and the platforms were demolished in May.**

**Meanwhile, the platforms at Finmere, the temporary Coulsdon Old Vehicle Engineering Society railway base, have also gone. With the Finmere station house now shrouded in scaffolding with demolition teams seen on site, its survival is uncertain.**

**An outbuilding has already been demolished and the roof tiles removed from the main building.**

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# NELPG gets £124k grant for *Joem*'s boiler repairs

**By Owen Hayward**

THE North Eastern Locomotive Preservation Group has been given a £124,000 grant from the Cultural Assets Fund for repairs to the boiler of its unique LNER J72 (NER E1) 0-6-0T No. 69023 *Joem*.

Administered by the National Heritage Memorial Fund, the CAF grant recognises *Joem*'s regional and national importance and will ensure that it will be able to steam again to be available for the 200th anniversary of the Stockton & Darlington Railway in 2025. No. 69023 was built at Darlington's North Road Works in 1951.

The funding comes as part of a UK-wide £40 million Covid-19 response fund to safeguard nationally important heritage which is at risk in the wake of the pandemic, which comprises £20 million of Department of Digital, Culture Media and Spart CAF money available to heritage organisations in England and a further £20 million NHMF funds to support UK-wide organisations.

**J72 No. 69023 *Joem* at Sheringham on the North Norfolk Railway on March 13, 2011.** RICHARD PEARSON/NELPG COLLECTION.

### 'Significant milestone'

NELPG chairman Colin Foxton said: "The award of the heritage grant is a significant milestone in funding the restoration of our Victorian-designed J72 locomotive *Joem*. The group's volunteers can now confidently set about its completion knowing we have the funds in place to bring it back to life.

"We look forward to running the locomotive at museums and heritage railways from 2025 for the public to enjoy."

The Covid-19 outbreak delayed the overhaul of the J72. NHMF chairman Dr Simon Thurley CBE said: "This steam locomotive is a fitting example of the rich steam and railway heritage of the North East and we at the NHMF are pleased to award this CAF grant. Thanks to this funding, the locomotive will be safeguarded from the risks it faced during the coronavirus pandemic and will see it running again in 2025."

**The upturned boiler of *Joem* at Northern Steam Engineering Ltd on January 11, 2021.** DAVE PENNOCK/NELPG COLLECTION

Heritage Minister Lord Kamall added: "This Darlington-built steam locomotive is an important part of the North East's industrial history and our nation's railway heritage."

### Survivor

Named in honour of the parents (Joseph and Emily) of Mr R Ainsworth, who bought the locomotive in 1966 and saved it for preservation, No. 69023 is the sole survivor of a once 230-strong class designed by TW Worsdell.

Based on the North Yorkshire Moors Railway, in February 2018 *Joem* was withdrawn for an overhaul which commenced at the group's workshops in Hopetown, Darlington. The main boiler repair contract has been awarded to Northern Steam Engineering Ltd in Teesside.

# Riley to assemble Churchward County wheelsets

THE CHURCHWARD County Trust has signed a contract with Riley Engineering at Heywood to assemble the coupled wheelsets for new GWR 4-4-0 No. 3840 *County of Montgomery*.

The contract will also include retyring of the bogie wheelsets for No. 3840 and is expected to be completed in October 2023.

Over the coming months, the trust is to launch appeals for supporters to sponsor the acquisition of the new couple wheel axles, the couple and bogie tyres and the couple wheel cranks, as well as the assembly of the wheelsets. This was announced at the group's annual general meeting on September 10, held at Winchcombe on the Gloucestershire Warwickshire Railway.

### Work to start

Meanwhile, all of the material required for the cab, splashers, and running plate is now at Tyseley Locomotive Works and work is expected to start soon to assemble these.

Agreement has also been reached with Tyseley to commence protective works for the newly arrived No. 4 boiler to be used for No. 3840. The work will involve needle-gunning the firebox and barrel, removing the boiler slides to assess the condition of the outer firebox and applying a coat of protective paint to the whole of the boiler.

Trust spokesman David Bradshaw said: "2023 is going to be another major chapter in the building of 3840 *County of Montgomery*. The Forty Fund for the casting and machining of the driving wheels and the Cylinder Club for the casting and machining of the cylinders are close to meeting their targets, with just £3000 and £11000 respectively remaining of the required amounts.

**➜ To support the trust, visit www.churchwardcounty.org.uk**



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## Tooling History

- **1933 - Bassett Lowke**
- **2006 - Bachmann Brassworks**
- **2019 - Hattons Originals**

## Bodyshells Differences

- With/ without smoke deflectors
- Corridor/ Non-Corridor tenders
- Original/ Banjo dome

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## Technical Specs

- **Body:** Plastic with metal detailing
- **Chassis:** Heavy diecast
- **Couplings:** Realistic screw link couplings
- **Minimum Radius:** Radius 2 (3ft 5in)
- **DCC Capability:** ESU L Socket
- **DCC Sound:** Space for twin large speakers, 1 in smokebox & 1 in tender
- **Motor Type:** 5-pole with flywheel
- **Pickups:** All-wheels
- **Driven Wheels:** 6

## Detailing Parts

- **Bodyshell:** Fully detailed including handrails, pipework, chimney, dome, drain cocks, nameplates, lubricators, smoke deflectors, smokebox door detail and much more
- **Bufferbeam:** Pre-fitted pipework, metal screw-link couplings, sprung buffers
- **Cab:** Fully detailed & painted, footplate doors, tender detailing
- **Chassis:** Fluted connecting rods, pipework, reverser, sanding gear, inside valve gear etc.

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All liveries are also available in unnnumbered condition with different tenders so you can recreate the exact locomotive that you wish.

## Vehicle Profile

- **Type:** Steam Locomotive
- **Builder:** Doncaster Works/ North British Loco Co.
- **Build Dates:** 1922 to 1949
- **Total Built:** 51 (rebuilt from A1), 27 new
- **Duties:** Express Passenger
- **In Service Until:** 1966
- **Operator:** LNER, British Railways
- **Surviving Examples:** 1

*Information correct at time of publication, details are subject to change. Errors excepted.*

# HRA broadens annual awards scope

**By Robin Jones**

THE Heritage Railway Association has announced five new opportunities for members to win major accolades.

New categories have been introduced for the HRA Annual Awards 2023, and modifications to existing ones, with the aim of ensuring that the awards will continue to recognise the very best work in the entire sector.

Top of the list is Railway of the Year, to be given to the railway, tramway or funicular railway that has achieved, and consistently demonstrated, excellence in visitor experience, business, safety and operations, teamwork and equality, preservation, restoration or engineering. It will recognise high quality within a whole organisation rather than one specific element.

Team of the Year will be presented to a specific group for excellence in their field. The team could be made up of staff or volunteers who work together regularly, or who have come together to deliver a specific project.

## New honours

For the first time ever, construction and civil engineering projects will have their own category in the form of the Infrastructure Award. It will be given to an outstanding project that can demonstrate how it has supported the long-term viability or development of a railway or tramway.

The Rising Star award is intended to recognise innovation, new initiatives, and success by organisations that are fresh to the sector. The winner could be an individual, group of staff and volunteers, or an organisation that has been a HRA member for 10 years or less.

Finally, the Award for Business Innovation recognises creative income generation, new business models, fundraising initiatives, projects or schemes that have delivered benefits or substantial positive changes to the business activities of a line.

The existing Award for Diesel Locomotion now encompasses diesel and electric powered self-propelled vehicles, including locomotives, multiple units, railcars and trams. Also modified for 2023, the Award for Marketing and Communications covers all forms of communication, public relations, advertising and marketing activities in any format, including digital. The HRA Award for Environmental Innovation, which was new for 2022, will return, recognising the work being done to make heritage rail more sustainable.

The 2023 awards will now have a total of 11 categories. HRA chairman Brian Simpson said: "The heritage rail sector has evolved at a substantial pace over the last two or three years. We felt it was time to ensure that the awards could also evolve to better reflect the array of successful and high-quality work going on.

"Our 2022 awards saw more entries than ever before but also highlighted that we were not recognising some parts of the sector as well as we could. That's why we've introduced a new category for infrastructure and why we've broadened the scope of some categories. And we're doing more to recognise the wider picture with additions like the Railway of the Year category.

"I know how well heritage railways and tramways have been rising to the challenges of this sometimes painful post-Covid and post Brexit world. I hope these changes will allow us to celebrate the huge successes of the sector in its many forms."

Entries for 2023 can be made at www.hra.uk.com. Winners will be announced at an awards evening in Birmingham on March 11.

# Major conference to discuss the biggest threats to sector

**NETWORK Rail chairman Sir Peter Hendy will be the keynote speaker at the Heritage Railway Association's annual management in conference in Birmingham city centre on November 1/2.**

**With a new Government, a new Secretary of State for Transport, and a new Rail Minister in place, Sir Peter will discuss the reform and modernisation of Britain's railways and how changes on the national network could influence heritage railways and their visitors. He will also unveil more details of plans for celebrations to mark the 200th anniversary of the Stockton & Darlington Railway in 202.**

**Sir Peter will head a field of 23 speakers and contributors at what is the biggest event of its kind in the heritage rail sector. Staged at Birmingham Conference and Events Centre in Hill Street, it will focus on the huge challenges facing heritage railways in 2022 and the years ahead, including the difficulties of overcoming spiralling costs at the same time as potential visitors have less money in their pockets.**

**West Somerset Railway general manager Kerry Noble will talk about how that line turned around its business after a period of turmoil, while Paul Vidler, from the Kent & East Sussex Railway, will discuss environmental sustainability. Experts in charity and not-for-profit sector governance, Wrigleys Solicitors, will provide advice on navigating current guidance and putting best practice into action.**

**Senior figures in the Office of Rail and Road will talk about how heritage railways can improve safety management processes.**

**Other speakers on the conference agenda include Richard Hines, the new deputy chief inspector of railways at the Railway Safety Directorate, ORR, and the ORR head of non-main line railways, Patrick Talbot.**

**HRA chief executive Steve Oates said: "Six months ago, if you'd asked me what the biggest challenge in heritage rail was, I would undoubtedly have said coal.**

**"Right now it's more complex, as the world in which heritage rail now exists has changed massively in a very short space of time.**

**"I am pleased to say that help is at hand as our conference will cover all the latest issues in the sector.**

**"Of particular note, our panel session on day two is drawing members from within heritage rail and the wider visitor economy to discuss the realities of the current economic climate, the need to rethink things businesses thought were sacrosanct, and to look for credible ideas for 2023 and beyond.**

**"There are no better opportunities in heritage rail to hear from the best thinkers in the sector than this conference. It really is a must for managers and directors at the sharp end of heritage rail."**

**Tickets for the conference are available at www.hra.uk.com/events**

**Network Rail chairman Sir Peter Hendy CBE, who previously served as Commissioner of Transport for London for nine years.** GOV.UK

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**After a spring and summer on hire in England, with appearances at the Battlefield Line, Spa Valley and West Somerset Railways, Caledonian Railway 0-4-4T No. 419 worked its first scheduled passenger services back at its Bo'ness & Kinneil Railway home on September 24. After a slow run along the foreshore and round the 'S' curves on the approach to Kinneil, No. 419 is seen after departing from Kinneil with the 12.15pm from Bo'ness to Manuel, to soon start the climb up to Birkhill.** IAN LOTHIAN



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**The 11.15am from Buckfastleigh to Totnes Riverside and 12.05pm return on September 27, which carried Nick Perring's coffin and a special headboard celebrating his railway achievements.** DAVID HUNT

# Farewell for South Devon S&T expert Nick Perring

POPULAR South Devon Railway volunteer Nick Perring was taken on a final ride on the heritage line he loved.

The 62-year-old passed away in Torbay Hospital on August 30 with his family and friends at his bedside after suffering from a stroke.

At Buckfasleigh, he led the signal and telegraph department and played a major role in the installation of much of the signalling on the SDR. He had been involved with the line since the 1970s and also worked for British Rail and Network Rail for 39 years, taking retirement from Exeter Central in June 2017.

Nick passed as a SDR fireman in 1991 and as steam driver in 1995.

On September 27, the SDR laid on a special train, 'The S&T Engineer' hauled by GWR 2-6-2T No.5526 to take Nick's coffin with family and mourners on board for one last trip. The headboard recognised his involvement with Network Rail and the SDR, while the Plymouth Argyle FC roundel was attached to the smokebox door to recognise his other great passion; he would regularly attend the club's home and away games.

SDR general manager Ernest Elsworth-Wilson said: "The amount of messages of support to Nick's family has very clearly shown just how well liked and respected he was."

After being transferred to a hearse, the coffin was taken to Weston Mill Crematorium for a service which ended with the music from The Railway Children and Nick's brother Iain blowing a whistle and waving a flag to signal the end. A reception at Plymouth Argyle's Green Tavern was attended by more than 300 people.

Nick leaves his wife Wendy, brother Iain, daughter, two step-daughters and five grandchildren.

# TV star *Swanscombe* back in action at Fifefield site

**By Keith Lobley**

'PLAYSCHOOL Engine' Barclay 0-4-0ST No. 699 of 1691 *Swanscombe* has found a new home – and following a successful post-overhaul boiler test is now available for hire to heritage lines.

The oldest-surviving standard gauge Barclay in the world, *Swanscombe* was delivered to the Northfleet Coal & Ballast Co. in Kent in 1891, where it ran until 1921 when it was transferred to work in the quarries and wharves at West Thurrock in Essex.

However, the increasing loads were too much, and it was confined to shunting in the wharves until retirement and sale in 1965. It moved first to Skimpot Lane, Luton, for storage with other locomotives belonging to the London Railway Preservation Society. It finally arrived at the Buckinghmashire Railway Centre at Quainton Road in 1969 and stayed there for more than 50 years.

## Television star

*Swanscombe* was steamed until the mid-1970s and appeared on several occasions on BBC TV Playschool, becoming known as 'The Playschool Engine'. When its boiler certificate expired, it was shunted behind the shed and left outside for the next 20 years until her then owner, Neville Chamberlain, was given notice to remove it from the site.

After a change in ownership, work started in 1999 at Quainton Road on a major overhaul and restoration, which enabled it to run in 2002 and be driven by the Duke of Gloucester during his visit to formally open the relocated LNWR Oxford Rewley Road terminus.

In 2013 *Swanscombe* was repainted into Metropolitan Railway colours so it could masquerade as *Brill No. 1* for the 150th anniversary of London Underground, and it has continued to run with the Met livery.

When work began on its 10-year overhaul in 2019, the boiler was sent away for necessary repair work, but due to Covid-19 its owners were not allowed to continue working at Quainton Road.

They were aware that High Speed 2 infrastructure works would be very close to Quainton's Down Yard where *Swanscombe* was based – and when they discovered that it would not be possible to get locomotives in or out of that yard, it was decided that it should be moved before it became trapped. It was hoped that it could move to the Cholsey & Wallingford Railway for completion of the overhaul before agreeing a longer term location. Unfortunately, that heritage line was unable to take *Swanscombe* in its dismantled state.

**Barclay 0-4-0ST No. 699 of 1691 *Swanscombe* in action on David Buck's private railway at Fifield, near Windsor, on August 7.** KEITH LOBLEY

## 'Rescued'

However, former Steam Dreams owner David Buck offered *Swanscombe* a home on his private railway at Fifield, in Berkshire, and it moved there in January. There, Michael Patterson, who had been responsible for *Swanscombe*'s maintenance for several years, was able to complete reassembly so that it passed the final boiler tests in July and received its certificate.

*Swanscombe* has joined two other locomotives formerly based at Quainton Road – Aveling & Porter 0-4-0WTG No. 8880 of 1917 *Sir Vincent* and Peckett 0-4-0ST No. 1756 of 1928 *Hornpipe*.

In early August, David held a fete for his local community, at which *Swanscombe* and *Sir Vincent* performed faultlessly. Michael has been commended for the high standard of his work on both *Swanscombe* and *Sir Vincent*.

# Seasonal show for Norfolk's timeless seaside trains

WD 2-10-0 No. 90775 *The Royal Norfolk Regiment* heads the line's rake of superbly restored freight wagons from Sheringham on October 8, a tribute to the volunteer teams who have slowly but surely increased the fleet over the last 12 to 13 years to its present size.

Running tender first, Y14 No. 564 returns the vintage train through the great panorama that is North Norfolk's Area of Outstanding Natural Beauty to Sheringham on October 8.

With the 1850-built Weybourne Windmill on the horizon, English Electric Type 2 Class 31 D5631 heads the Quart-Art set westwards to Holt.

**Words by Robin Jones**
**Pictures by Steve Allen**

THE North Norfolk Railway pulled off a major hit when it threw open the doors of its annual members and shareholders weekend on October 8/9 to the public, inviting visitors to ride behind its collection of locomotives and rolling stock stretching over more than a century.

About 1600 people attended the Autumn Showcase weekend, which featured three steam locomotives and one diesel. The line's oldest working locomotive, GER Worsdell Y14 0-6-0 No. 564, which was built in 1912 to a Victorian design, hauled a train of unique four and six-wheeled carriages dating from the 19th century.

The other locomotives which took part included the 1925-built Somerset & Dorset Joint Railway 7F 2-8-0 No. 53809, War Department Robert Riddles 2-10-0 No. 90775 *The Royal Norfolk Regiment* (which was built in Glasgow in 1943 and saw service in Egypt and Greece) and 1960-built green-liveried Class 31 D5631.

In service was the now-unique LNER 'Quad Art' set from the 1920s. The four articulated vehicles have been out of action for most of this season receiving periodic maintenance, including the revarnishing of all four carriages to return them to the appearance they would have had when new.

The line's four-car suburban set also featured in the timetable, while



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The North Norfolk Railway's oldest locomotive, GER Y14 No. 564, heads the vintage carriage set up the 1-in-80 towards Weybourne on October 8.

With the North Sea in the background, Somerset & Dorset Joint Railway 7F 2-8-0 No. 53809 heads towards Weybourne on a surviving stretch of another of England's famous coast-serving joint lines, the Midland & Great Northern.

Class 31 D5631 taking its turn on the suburban set.

a BR MK.1 carriage rake in 1950s and 1960s livery had on-board catering from the line's 1930s Art Deco bar car designed by Sir Nigel Gresley.

Demonstration goods trains rekindled the days when traffic was more important to many railways than passengers.

Visitors were also invited to join guided tours of Weybourne locomotive shed and carriage and wagon works.

The line's commercial manager, Graham Hukins, said: "We had a lot of our supporters and members here, and a lot of members of the general public too."

He said that a busy year had seen the Poppy Line on course to return to its pre-pandemic levels of business, despite the freak hot weather in the height of summer seeing steam replaced by diesels for short periods.

**➜ The daily programme of steam and heritage diesel services runs until October 30.**

**The railway's illuminated festive season trains, the Norfolk Lights Express, start on November 11 and runs on selected dates until January 2. Meanwhile, its traditional Santa specials will run from November 26 until December 23. Mince Pie Specials will be operated from December 27 until January 2.**

**For more details about all of these services, visit the website www.nnrailway.co.uk**

# Chairman appointed at Cholsey

CHOLSEY & Wallingford Railway Prerservation Society board member Michael Palfrey has been appointed as chairman following the retirement of Dr Tony Stead, who stood down at the annual general meeting held on September 17.

In his final report, Tony said that he "always felt that being chair should only be for no more than three years, we need new ideas and new enthusiastic people to drive new projects. I hope my successor gets as much enjoyment from the role as I have."

An osteopath running his own wellbeing practice in Theale, Michael Palfrey joined the society in the mid-1980s and has been a board member for the last three years. He is a diesel driver and a trainee fireman, and has been on the organising committee of both the Polar Express and the Back to the Forties event.

"My passion for trains started at a young age as a trainspotter on the platform at Pangbourne station," said Michael. "This passion continues now in the Cholsey & Wallingford Railway and in bringing the enjoyment I have for all things railway to a new audience.

"Tony leaves big shoes to fill and under his leadership over the last three years the railway has been transformed into a better place for our visitors and volunteers alike.

"I'd like to see us continue these advances, increase our volunteer numbers, widen our involvement in school and community groups, and carry on the modernisation of the railway in terms of our management structure and systems, such as a new website and installing wi-fi at Wallingford station."

Fellow board member Peter Mitchell, who owns Wallingford-based 1925-built GWR Sentinel 4wVBTG *Isebrook*, has been appointed vice-chairman.

# Plym Valley Class 03 for sale

FOLLOWING a review of its assets, the Plym Valley Railway is offering BR Class 03 D2046 for sale, which has been deemed as surplus to requirements.

Built at Doncaster in 1958, it was withdrawn from BR in 1971 and sold to Gulf Oil for use at its Waterson Refinery at Milford Haven, for which it received an air-start conversion. In 2000 it was moved to Merthyr Tydfil where it was repainted and prepared for disposal, arriving at the PVR under private ownership in 2006, where it has been under restoration ever since. Although it has been started and moved under its own power, the current lack of suitable compressor for the air start system means it will be sold as seen without a start-up being possible. Several parts were removed before restoration stalled but these are included in the sale, with a small number of spares including exhausters potentially also available.

Viewing is recommended to interested parties. To arrange this, or for further information and to place bids (subject to VAT being added), contact pvrdphillips@gmail.com

Bids must be placed by noon on November 11.

# Two more 1940s events are cancelled over Ukraine war

THE North Yorkshire Moors Railway cancelled its popular 1940s weekend on October 15/16 due to sensitivity over the Russian invasion of Ukraine. Proceeds from ticket sales over the same weekend were instead being donated to the British Red Cross's Ukraine Crisis Appeal.

The decision follows that of the Avon Valley Railway, which scrapped its September 24/5 1940s weekend for a similar reason.

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# A PHOENIX

# FROM THE ASHES

Despite its stunning scenery, in 2021 the Llangollen Railway was nearly lost forever. **Owen Hayward** paid a visit to the Dee Valley to find out how this heritage line is fighting back after its 'near-death' experience.

**The Llangollen Railway's namesake station sits alongside the River Dee, a popular destination for white water rafters and kayakers. On October 14, 2018, visiting GWR 0-6-0PT No. 7714 runs round.** KENNY FELSTEAD

The stunning scenery of Wales is a boon to visitors of the heritage lines there. While many will relate to the country for its narrow gauge lines weaving their way round tight valleys and mountains, the standard gauge ones (though few in comparison) can be just as attractive.

Established as a heritage line in 1975 and running for what is soon to become 10 miles through the Dee Valley, part of an outstanding area of natural beauty, the Llangollen Railway hit the headlines in early 2021 when it was announced that the PLC had gone into administration. At one point there was universal doubt as to whether it would run again. Yet just a few months later, the Llangollen Railway Trust was operating a limited DMU service once more, with steam returning in August.

## Preservation roots

The heritage line came about thanks to the efforts of the Flint and Deeside Railway Preservation Society, a group looking for a standard gauge route to preserve and restore. Its members decided that the line between Llangollen and Corwen was the ideal choice. After closure, the trackbed and stations were purchased by the local council, which was wise enough to the effect that potential a heritage line could have on tourism and thus leased three miles to what later became the Llangollen Railway Trust.

Despite abandonment by BR having led to vandalism of the sites and masses of overgrowth, volunteers set to work on relaying track and making repairs to Llangollen station. Their first open day was held on September 13, 1975, officially declaring it and its initial 60ft of track 'open' – an event that attracted some 1500 visitors.

In 1977 the F&DRPS wound up, transferring its assets to the newly established LRT, which set to with relaying the line west of Llangollen using second-hand and donated track. By July 1981, a quarter of a mile to Llangollen Goods Junction had been laid and passed fit for traffic. The first day of trains drew almost 6500 people, and the first station at Berwyn was reached in 1985. This had an obstacle in the form of Dee Bridge, which required £30,000 worth of work to be carried out. Enabled by loans and grants from the local council, that work was completed in late 1984. The first passenger train to Berwyn ran in October 1985, though passengers could not alight as the platform had not been finished – something that followed in time for the Santa Specials that December.

> "A problem heritage railways always face will be making a good decision rather than an emotional one."

Over the following years the railway extended first to Deeside Halt (1990), Glyndyfrdwy (1991) and Carrog (1996), totalling out at seven and a half miles. Corwen has always been the society's ultimate goal for extension, with tracklaying for this commencing in January 2012. As with most heritage lines, the rolling stock collection grew, facilities improved, and an annual calendar of events was worked out. The line became host of the Steel, Steam and Stars galas, organised and operated by the 6880 Betton Grange Society as fundraisers for its new-build project. The results of this led to locomotives such as LNER 4-4-0 Class D49 No. 246 *Morayshire*, Caledonian Railway 0-6-0 Class 812 No. 828, BR 4-6-2 Standard Class 7 No. 70000 *Britannia* and new-build LNER 4-6-2 Peppercorn A1 No. 60163 *Tornado* gracing the rails of North Wales.

Such was the growth of the railway that its workshops even started to take on contract work for external clients, including several new-build project and locomotive overhauls.

By 2021, however, the situation had changed drastically. 'Significant' engineering disputes had been filed against the LR's PLC, and three years of substantial losses, combined with the loss of revenue caused by the Covid-19 pandemic and high operating costs, led to many of the board of directors standing down in September 2020, with those replacing them reviewing the financial situation as their crucial first task.

Consultations were had with various bodies and the advice was that there was only one way to go. With no prospect of meeting the liabilities and insolvent at approximately £350,000, the company could no longer legally continue to trade and so administrators were appointed.

## Threatened future

Current LRT Manager Tom Taylor was part of the team that had to review the railway's position. "It's easy to point fingers and try to pin the blame on a certain person or

**Wickham-built Class 109 DMU (comprising trailer Nos. 50416 and 56171) trundles along The Dee Valley nearing Carrog during the LR's Railcar Weekend on October 8, 2022.** RICHARD WALLIKER/LR

**Above: Llangollen Railway Trust manager Tom Taylor, who has been keeping a close eye on passenger numbers and leading the way for the reformed railway.** OWEN HAYWARD

**Left: The railway continues to host private functions such as wedding specials, for which Great Central Railway-based No. 68067 is decorated in ribbons and headboard on October 1.** OWEN HAYWARD

department, but it wasn't really any one thing that led to the company going insolvent – it was a much wider issue," he said.

"In 2018 we undertook a review of our position which highlighted issues in our governance, and unfortunately the pandemic exposed these. When the new board took over, we looked first at the finances and it quickly became apparent that we *had* to go into receivership."

The future looked bleak for the LR as the administrators came in to do their job of finding ways of covering the debts, which included auctioning off items of PLC-owned rolling stock and seizing funds that had been ring-fenced from advance payments from wedding bookings and driver experience courses. The dismay of the volunteers, who were watching all their years of hard work being undone, can only be imagined. Carriages that had been lovingly restored for use on the railway were disappearing on the backs of lorries, some to railways new but others succumbing to the 'glamping' conversion craze.

Mercifully, the LRT was able to take over the operation of the line, and with the new board in place it began with the task of restructuring. Although rolling stock and a shunter had been sold off and some privately owned locomotives relocated, there still remains sufficient vehicles and motive power to operate a meaningful service on the railway.

The fleet of ex-BR Diesel locomotives, DMUs and suburban carriages are owned by external groups, while the LRT owns GWR 0-6-0PT No. 7754 outright.

The first trains of the new era ran over a long weekend of July 9-11, operated by one of the railcars, reassuring those who feared that they might not see services resume.

As part of the restructure the LRT is now a charitable trust, which will open up avenues for grant funding in the future. "We now focus much more on our identity and customer benefit," Tom explained. "We have to be more than just a train ride, which, although that's something we've always done, has lacked a plan. In the past it's been very much about the stock and perhaps not a lot else. We must consider what we are and our cultural association.

"A problem that heritage railways always face will be making a good decision rather than an emotional one. An example of this can be seen in our current operations – we don't run steam anywhere near as much as we used to. Yes, people like to see and ride behind steam but it is vitally important to look at metrics, and that has never been done here before, so we were often running steam trains when there weren't the passengers around to justify it. Ticket sales didn't cover expenditure, so it did buckle and it did break. Now we study the figures to determine when it is viable to run those instead of the diesels or DMU services, which are subject to the same scrutiny."

There is a lot of ground still to make up when it comes to having a plan, which is something that has put a stop to any grant applications in the past.

"To be honest," continued Tom, "we have struggled with grants because we have been unable to demonstrate due diligence. When we apply, they want to see that we know our market and can prove our figures. The 'big boys' of the heritage sector have cracked it; they can show that they have a plan to back up their offer. We have always struggled to demonstrate it.

"The heritage railway market currently has a lot of threat, both environmental and financial, and I want to understand things and jump at opportunities. For example, can we get local colleges involved on a project if it provides a learning opportunity for them?"

## Volunteer shortage

As with almost every other railway, the LR is also facing a volunteer shortage, and Tom is mindful of the effects that this will have as the railway recovers and grows.

"In the past, things very much relied on local volunteers, whereas now we have more people travelling in," he explained. "The pandemic played a very big part in that – people found other ways to get enjoyment, but also a lot of older volunteers across the sector saw the lockdowns as their time to stand down.

"There have been days this year when we have had to cancel trains because although we may have a driver, we don't have a guard or a signalman, and that problem will only grow if we cannot retain volunteers.

"One thing that railways like the Llangollen must do will be to undertake extremely careful project management. We all have a carriage, a wagon, a locomotive, or whatever that we want to work on, but the bigger picture must

**One of the areas that the volunteers are keen to improve is the representation of history on the railway. Small touches like platform decoration and appropriate period-style lamps and posters in the waiting room at Carrog and across the railway will help tell stories. Perhaps one day an appropriate locomotive and matching carriage livery will truly set the scene.** OWEN HAYWARD

**At the east end of the Corwen site stands the water tower and former Weston Rhyn signalbox. It will not be too long until the view from the 'box will include a passenger train at the platforms.** OWEN HAYWARD

be considered. For example, a carriage that is a slow-burner project and may take another 20 years to finish should not be prioritised over the repairs of a carriage that might be vitally needed on the service train to ensure we can maximise capacity.

"We certainly don't want to deter volunteers from projects that they have a lot of passion for – we do, of course, value and encourage their efforts and would rather have that than lose it, but we do perhaps need to get into the mindset of saying 'this particular job can wait for the moment, because that one is more important at this exact moment in time'. If we can't carry passengers now, that long-term project may never get to serve its purpose."

The potential need for paid staff is another factor being considered.

"Will a volunteer take on a role that requires legal accountability, and more to the point, should they?" said Tom.

"It goes back to the issue of staffing. As a volunteer, you can wake up in the morning and just not turn up. If we had a small core of multi-skilled paid staff, we would at least have someone responsible available to cover, should that instance arise.

"I've spoken to other railways and looked at how they are set up and there are some which are very keen to make sure that positions holding a degree of accountability are paid roles, not only to better protect those in such positions but also to entice people into them.

## Looking ahead

"We want the Llangollen to succeed and still be here in years to come. It will be difficult, but we need to keep control of things. Organisation first, then 'play'.

"We will be watching closely how things work and tweaking to suit. When things change, revert and repeat. I cannot emphasise enough that the key is the plan; a lack of plan means a disjointed way of working.

"We will make sure we know what our priorities are and how they align with the local story and tourism. Above all else, I want us to work together to achieve it."

**Two of the current overhaul projects in Llangollen shed. GWR small prairie No. 5532 on the left is sans boiler but still a few years off completion, while pannier tank No. 7754 on the right is hoped to be completed early next year.** OWEN HAYWARD

As the LR slowly recovers, it is no surprise that big enthusiast galas are off the cards for the time being. One possible exception may be the grand opening of its Corwen extension next March.

The original station is now a showroom for a trailer firm, with a bridge over a road between that and the LR's new structure also demolished. The new Corwen station sits on what was once the junction for a branch that went to Denbigh. The entire bank has been widened to accommodate the island platform and the tracks around it. Given that the average age of volunteers working on it is 69 years old, it is an amazing achievement.

"The first thing we did here was put in the point at the far end of the runround. From that, we worked out where everything else would go," team leader Phil Rogers told me as he showed me round the site.

"The headshunt for the loop has been made long enough to accommodate the longest possible engine we could have on the railway.

"Looking the other way, we had to decide whether to lay the track or build the platform first. We opted to lay the track."

When it came to building the platform, the original plan was for it to only fit six coaches; a request came later for it to increase to eight. Although it was not possible to make both platforms meet the requirement (the west end of one platform descends for the disabled-friendly emergency escape route to cross the track), a happy compromise has resulted in one six-coach platform and one eight-coach platform. The edging stones for this came from Bala Junction.

"There have only been four or five contract jobs on the project," said Phil, "the first of which was for the subway and the most recent is for the canopy, which should be with us imminently. All other work has been done by volunteers, of which we have between eight and 14 a week working on site."

The signalbox cabin came from Weston Rhyn in 1991 and was sat in Carrog for 26 years waiting for the extension project to advance to the stage where it was lifted into place. A ground frame will control movements

**The railway's fleet of DMUs has provided the backbone of services since reopening in 2021. Their panoramic views prove popular with visitors, and being substantially cheaper to operate means there is less financial risk.** RICHARD WALLIKER/LR

around the station when it first opens, with the commissioning of the 'box to follow at a later date, but its presence helps capture the feel of the GWR-era station.

The water tower was constructed by a local engineering firm and draws its water from an 80ft hole bored deep into the ground.

"The tower at Llangollen takes water from the river, but that was put in place before a ban on any new extractions from the river was instigated," Phil said. "Our solution still provides us with a constant supply of fresh ground water for the locomotives, and for flushing the station toilets too."

The opening of Corwen at a planned five-day gala starting on March 1, 2023 will become a landmark event for the new era of the Llangollen Railway, connecting the two towns

**"We want the Llangollen to succeed and still be here in years to come. It will be difficult, but we need to keep control of things."**

once more and boosting the appeal of the railway and its surrounding areas to visitors.

Also not far off completion is the overhaul of No. 7754, which has had an entirely new smokebox delivered and new lower halves of the two water tanks welded in. All the fittings on the boiler have been refurbished too, with an out-of-frames steam test due to take place around the time this issue of *Heritage Railway* went to press.

"We wanted to make sure it was done properly," said project leader Andy Maxwell. "We've done almost everything in-house, except for things such as the wheels, which went to West Coast Railways for turning; without their help it would have been impossible. This way has saved an enormous amount of money, but we've done it right and when it returns it will be our flagship locomotive."

It may have experienced challenging times, but there is a bright future ahead for this North Wales gem which very much deserves support. To look up train times, and find out about volunteering at the railway, visit llangollen-railway.co.uk HR

HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

**A rare afternoon path up the Settle and Carlisle line coincided with stunning weather and opened up new opportunities for photography. BR Standard Class 7 4-6-2 No. 70000 *Britannia* passes the former weaving sheds and mill chimney of Watershed Mill at Langcliffe, heading to Carlisle in the late afternoon with the Steam Dreams 'Lakes Express'. On its first of two days, the charter ran from Crewe to Carlie via Blackburn, and from Carlisle to Oxenholme via Shap.** DAVE COLLIER

# *Duke of Gloucester* now set for mid-2023 return to steam

**By Robin Jones**

UNIQUE BR Standard 8P Pacific No. 71000 *Duke of Gloucester* is poised for a main line comeback by the middle of the New Year, according to its owning group.

Currently in the final stages of its overhaul at Tyseley Locomotive Works, the *Duke* has now been rewheeled and as we closed for press, the cab was being refitted.

Trevor Tuckley, chairman of the BR Class 8 Steam Locomotive Trust, said: "We are on target to get steam in the boiler by the end of the year and all is looking good to have it available for hire by the middle of 2023.

**Robert Riddles 1954-built BR 8P Pacific No. 71000 *Duke of Gloucester* back on its wheels inside Tyseley Locomotive Works.** BC8SLT

## Progressing well

"All the three driving axles are now back in the frames. The cross heads have been machined and fitted, the cylinders are ready for the connecting rods, the Caprotti valves have been set and all looks good. The cylinder drainpipes have been annealed and fitted. The cab gauges for steam, vacuum and air – nine in total – have gone for testing and calibration.

"The support crew members continue with their vital work on Wednesdays and Saturdays and the tender has made significant progress with the fitting of the cable runs for the new electrics and the battery boxes can now be fitted.

"The support coach is finished externally, and the fitting of the Controlled Emission Toilet by a Network Rail contractor is expected by the end of the year."

Remember that the offer of a ride on the *Duke*'s loaded main line test run for £10 is available exclusively to trust members.

They will also have the opportunity to see first-hand the current progress that has been made at a members-only open day at Tyseley Working Men's Club, opposite Tyseley works in Warwick Road, on Saturday, November 19.

There will be tours of the Tyseley workshop and before lunch, Trevor will chat with steam driver Ray Churchill about his life on the railway and his reminiscences of driving the *Duke*.

A video will be made of the whole day, including the meeting and the works visit, and it is intended to have a DVD on sale before Christmas.

The *Duke* was last seen in action in August 2012 when it hauled a train from Poole to Oxford. It failed at Eastleigh and was removed from the train.

A preliminary examination at Eastleigh works identified problems with the Caprotti mechanism and the cross heads were found to need remetalling. Although the boiler certificate was valid until December 2013, it was decided that the locomotive should be withdrawn from service.

In December 2018 it was reported that a new set of Caprotti inlet and exhaust cams are to be produced for the locomotive to the 1954 original design to reverse a modification made at its previous overhaul.

## 'Cumbrian Mountain Express' dates are announced for the New Year

**THE Railway Touring Company has announced the 2023 dates for its popular Winter Cumbrian Mountain Express, with the first four being Saturday, January 21 and 28, Saturday, February 11, and Saturday, March 18.**

**The first tour on January 21 is from Manchester Victoria diesel-hauled, to collect passengers at Bolton and Preston on route to Carnforth to pick up one of the Carnforth steam locomotives.**

**The tour then continues over the West Coast Main Line for a two-hour stop in Carlisle. Upon leaving Carlisle, the trip will take the Settle and Carlisle line through to Hellifield for water before heading for Clitheroe and Preston. Having swapped the steam for diesel at Preston, the tour continues back to Bolton and finally Manchester Victoria.**

**The other three tours all follow the same format, with a blue Class 86 electric locomotive taking the train from London Euston north, picking up at Watford Junction, Milton Keynes, Northampton, Rugby, Nuneaton, Crewe and Preston. The excursion then continues through to Carnforth via Lancaster to swap the Class 86 for a steam locomotive.**

**Similar to the first tour, the steam locomotive takes the train for a two-hour stop at Carlisle before heading over the Settle and Carlisle route to Hellifield, Clitheroe and Preston, where steam is detached in favour of the Class 86 again.**

**Passing through Wigan and Werrington on route to the first set-down point of Crewe, the Class 86 then runs fast to London, setting down passengers on route.**

**All four tours have the option for premier dining, first class and standard class, and pave the way for further Cambrian Mountain Expresses during the rest of 2023.**

**For details, visit www.railwaytouring.net/uk-2023**

## New date and new route for the delayed Class 56 farewell

**By Tim Hobman**

THE UK Railtours 'Farewell to Grids' tour which was postponed from Saturday, September 17 has been rescheduled for Saturday, January 7.

Although this tour is booked up, for those lucky enough to get tickets on board and those hoping to catch it lineside, it will be a final opportunity to see a 'Grid' on the main line.

Due to the date change, there has also been a route change, with the tour now starting from Wembley Central and picking up additional passengers at Watford Junction, Bletchley, Bedford and Leicester. This change means the tour will be hauled by a Class 56 from the start of the day as opposed to the original plan of a Class 66 taking the train from Finsbury Park to Leicester before swapping for the 'Grid'. At Leicester, the tour follows the original plan north via Trent, Lenton Curve, Radford Junction, Trowell Junction and along the Erewash Valley route where the Class 56 will stretch its legs on the journey to Barrow Hill Roundhouse.

There will then be a break at Barrow Hill to experience the last operational roundhouse, historic locomotives, and museum space.

Upon departure from Barrow Hill the tour will head north via Mexborough and Hexthorpe Junction to Bentley Junction and the Doncaster Avoiding Lines towards the River Humber.

Crossing the Goole Swing Bridge to Hessle Road Junction, the train will divert off on to the Hull Docks freight line before passing Spring Junction and taking the Walton Street Goods branch. The excursion continues towards Selby and at Gascoigne Wood Junction the tour heads to Castleford via Milford Junction, then the Cutsyke branch to Pontefract Monkhill. Heading along the Knottingley-Askern-Shaftholme freight line, the tour rejoins the East Coast Main Line at Doncaster to head south to Peterborough.

At Peterborough the Class 56 will be detached and a Class 66 will take the train via Stamford to Leicester, then to Wembley Central, setting down passengers en route.



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**LMS 4-6-0 No.46115 *Scots Guardsman* heading the West Coast Railways' 'Lune Rivers Trust' charter at Starricks Farm on October 2. This annual charter had already been postponed from the day before to avoid industrial action and was delayed by 57 minutes due to an over-running engineering possession.** JAMES CORBEN

**Brunel's landmark balustrade wall through Sydney Gardens.** NETWORK RAIL

## Brunel's Sydney Gardens wall gets a facelift while safety and anti-trespass precautions are improved

**SAFETY work to Isambard Kingdom Brunel's low balustrade wall at Sydney Gardens in Bath – including the installation of railings to prevent trespassers gaining access to the track – has been carried out by Network Rail.**

**In planning remedial works, Network Rail wanted to find a solution that protected the railway while not infringing on the historical integrity and significance of the iconic structure.**

**It worked hand-in-hand with Historic England to ensure that the works improved the safety of the railway while also preserving the character and the classic aesthetic of the balustrade wall. Colin Field, Network Rail's town planning and heritage manager, said: "We are pleased that we have been able to design and complete a solution that enhances the safety of the railway line and protect visitors to the gardens, while maintaining the historic architecture.**

### 'True to vision'

**"We have worked in close partnership with the council's conservation officers and Historic England to realise this work, which included vegetation removal to improve the views across the park and keep passing trains safe from leaves and branches. Brunel intended for the railway to become a feature within the gardens in its own right, and we have worked to respect that aspiration and stay true to his vision.**

**"Visitors will be able to safely enjoy the sight of trains travelling through the historic gardens while the railway is protected from any trespassers, which is a win for everybody."**

**Network Rail also completed emergency repairs to Brunel's only remaining cast iron footbridge by removing vegetation that had been disturbing the masonry.**

## The Holly and the Hoover date is set

THE Branch Line Society has announced a charter on Saturday, December 17 featuring Class 50 No. 50008 *Thunderer* and Class 31 No. 31128 *Charybdis*.

Under the banner of 'The Holly and the Hoover,' this seasonal exploration of the Chilterns is planned to begin from Burton upon Trent and will pick up passengers at Tamworth, Birmingham New Street and Coleshill Parkway before heading into Arley Goods Loop and the Nuneaton Chord.

With the locomotives in a top-and-tail formation, the tour will continue towards Coventry and on towards Banbury and Oxford en route to London Marylebone.

After a brief stop and reversal, the excursion will retrace itself before turning towards Warwick, where there is the option to take a break and explore.

### Raise a glass

After setting down passengers who want to look around Warwick, the tour continues to Stratford-upon-Avon, where there will be a break for a few hours.

Once the tour has restarted, the locomotives take the train back to Warwick and then run on towards Paddington. Another reversal from here will see the train retrace the route back to Leamington Spa before arriving at Tyseley. Taking in some of the goods lines of the area, the tour concludes by setting down passengers at their departure stations and arrives back at Burton upon Trent at11.30pm.

First and standard class are available on the train and although there is not a dining option, a buffet car will serve a variety of refreshments, which include hand-pulled real ales and ciders.

For further information, visit https://branchline.uk

## Uncertain future for the Caledonian Sleeper service

**THE Caledonian Sleeper, which has been a regular sight on the West Coast Main Line since ScotRail relaunched the brand in 1996, now has an uncertain future following the latest announcement by owning group Serco concerning its franchise agreement.**

**In May 2014 the franchise for operating the Caledonian Sleeper service was awarded to Serco, which immediately set about a programme of investment to modernise the inherited rolling stock. The existing Mk.2 and Mk.3 coaches were replaced with Mk.5 vehicles able to offer en suite facilities and a new style of club car for refreshments.**

**These improvements swept away the unreliable and outdated fleet of carriages dating back to the 1970s and paved the way for a new image of 21st century main line travel.**

**A rebase clause in the current franchise agreement means that after seven years Serco could present alternative arrangements for the remaining years of the franchise.**

**Serco and the Scottish Government could not reach an agreement on how the management of the service will continue.**

**Serco is continuing the negotiations, but if a consensus is not reached by June 2023 then the current agreement will end and management will default to the Scottish Government.**

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# Falklands anniversary tribute with name change and Armistice Day special

**By Robin Jones**

LMS Jubilee 4-6-0 No. 45996 *Bahamas* – temporarily renamed as scrapped sister No. 45606 *Falklands Islands* – is to head an annual Armistice Day steam special to mark the 40th anniversary of the South Atlantic conflict with Argentina.

The Bahamas Locomotive Society gave permission for its locomotive to be replated in 2022 as a mark of respect to the fallen from all sides in the Falklands War on 1982.

Built in 1935, No. 45606 was withdrawn on June 27, 1964 from 10A Carnforth and scrapped on February 28, 1965.

*Bahamas* was renamed and renumbered in a ceremony held on September 22, at Swanage station, after arriving on the Swanage Railway with a Railway Touring Company charter from London Victoria, as described by Don Benn in With Full Regulator on pages 64-67.

During the servicing break, the new *Falkland Islands* nameplates – which had been cast by Procast Foundry from the original design – were fitted to the locomotive and unveiled in the platform in the presence of a large crowd. It had originally been intended to have a large service presence, with the nameplates being unveiled by Falklands veterans, but for various reasons the ceremony was cancelled on three previous occasions and this time it was again found to be impossible.

Society chairman Keith Whitmore said: "We have never before allowed No. 45596 *Bahamas* to change identity but we consider it really important to remember the fallen, along with the veterans from this conflict." Following the unveiling ceremony, the locomotive worked the trip back to London Victoria.

On November 11, RTC's 'The Kentish Belle Armistice Day' steam train will be hauled by the locomotive.

The train will depart from London Victoria mid-morning for a journey through Kent, passing through Dartford, Gravesend, Chatham, Gillingham and Faversham before taking the Whitstable line to Margate.

The return trip will see it pass beneath the White Cliffs of Dover.

Passengers on board will have a choice of travel options. The dining option includes Buck's Fizz, morning tea or coffee, and Danish pastries, and a sliver service four-course lunch.

Following the tour, the nameplates will be removed and one of them will be donated, along with a certificate of authenticity, to the Royal Marines Association – The Royal Marines Charity for auction at its annual charity fundraiser.

RTC managing director Kelly Osborne said: "Our 'Kentish Belle Armistice Day' steam service is warmly welcomed by those who wish to remember loved ones and mark the day in a special way. This year, with No. 45606 *Falkland Islands* hauling the train, the journey will be a poignant reminder of all those lost during this more recent conflict."

**Jubilee No. 45596 *Bahamas* is renamed as No. 45606 *Falkland Islands* at Swanage station on September 22. Left to right are: James Conway RN (Officer Cadet, BRNC and Bahamas support crew); Steve Peach (Bahamas support crew); and Cpt Bill Monteith RMR (organiser and West Coast Railways driver).** ANDREW PM WRIGHT

## Steam Dreams announces 'Santa Steam Express' dates for this December

**ON the back of last year's success, Steam Dreams Rail has published dates for its December 'Santa Steam Express'.**

**The short excursion is a main line version of what can be found at many heritage lines at this time of year. Departing from London Victoria, guests will enjoy a circular tour for just over an hour on board heritage coaching stock. Children will be treated to a drink and festive treats while getting to see Santa himself as he passes through the train.**

**There are departures at 9.30am, 11.45am and 2pm on each operating day, with the available dates being: Wednesday, December 14; Friday, December 16; Monday, December 19; and Wednesday, December 21. Both first and standard class tickets are available. The first class option provides adults with a glass of mulled wine and mince pies, with children receiving a drink, festive treat, and a gift. Adult prices are £55 per person, with £40 per child and £275 for a group of six.**

**The standard class option is much the same as the first class offering, but the mulled wine is replaced with tea or coffee and the carriages reflect the lower price. Adult prices are £40 per person, with £30 per child.**

**Rostered for the trip are A4 No. 60007 *Sir Nigel Gresley* on December 14 and B1 No. 61306 *Mayflower* on all other dates.**

**For further details and booking information, visit www.steamdreams.co.uk**



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**Merchant Navy Pacific No. 35018 *British India Line* passes Horrocksford Junction with West Coast Railways' 'The Pendle Dalesman' on September 27.** BARRY MARTIN

# Grant aid boost for Bideford reinstatement proposal

A PROPOSAL to extend the Tarka Line from Barnstaple to Bideford has been boosted by a £6500 grant from Great Western Railway's Community Fund which was launched in May.

The Atlantic Coast-Exeter Railway project, ACE Rail, aims to extend the Tarka Line to serve Bideford's 30,000 population, while avoiding the popular Tarka Trail long-distance footpath and cyclepath on the original LSWR trackbed.

It also hopes to improve existing service by adding a second, limited-stop, hourly train to link Bideford with Exeter Central in 60 minutes.

Tarka Rail Association chairman Mike Day said: "We are extremely grateful for this funding from Great Western Railway, which has helped us to engage an independent specialist advisor to produce an initial business case for the Atlantic Coast-Exeter Railway, the association's ACE Rail campaign, reporting by next March.

"We have developed a strong base of stakeholder and public support to drive forward a shared ambition to transform the prospects for Devon's largest community without its own rail service since 1965."

However, campaign group OkeRail's chairman, Dr Michael Ireland, said the next local revivalist target would be getting the Tavistock to Plymouth link reinstated. The business case for the proposal has been submitted Devon County Council.

Meanwhile, Cornwall Heritage Trust has received a £10,105 grant from the Community Fund to connect local communities in Luxulyan on the Par to Newquay line with their unique industrial heritage.

The project will focus on the history and heritage of Treffry Viaduct, a Scheduled Ancient Monument and part of the UNESCO Cornish Mining World Heritage Site and the Luxulyan valley. It will involve local people by collating their views and connections to the viaduct and the valley, producing a film about its history with expert John Smith, path clearances to improve the area, a guided walk around the site, and a special talk to offer people the chance to celebrate their heritage together.

# Historic East Coast route halfway sign is restored by Network Rail

AN historic sign on the East Coast Main Line north to York has been restored by Network Rail at the request of the apprentice engineer who made it 84 years ago.

The landmark 50ft sign north of York station marks the halfway point between London and Edinburgh. It was made in 1938 by Ken Bainbridge from nearby Newton-on-Ouse over a fortnight using hand tools only.

When he retired in 1984, Ken said: "All I had to do the job with were chisels, a hacksaw, and a file – there were no machines then.

"When I look at those signs north of York I feel they are mine."

His daughter, Pauline Kerr, asked Network Rail to clean and restore the sign.

Network Rail's east coast route programme director, Jason Hamilton, said: "This sign is iconic and loved by many passengers who travel up and down the ECML, so we are really pleased that we've been able to get it looking as good as new.

"York has a rich railway history and it is fascinating to learn more about how Ken made the sign when he was just a teenager. We are really happy to have been able to complete this work, as we know what a difference it will make for Pauline and her family."

**The steam-era sign north of York made by a teenage apprentice.** NETWORK RAIL

Mr Hamilton said a routine has been introduced to keep the sign well-maintained and in good condition.

# Okehampton revival marked by special day

THE opening of the cafe, Dartmoor National Park information centre, shop and toilets as the latest stage in the rebirth of Okehampton station on the new Dartmoor Line on September 24 was marked by a special Destination Dartmoor Day.

Since the line, formerly the Dartmoor railway heritage line, was opened in November last year as the first success in the Government's Restoring Your Railways fund, there have been more than 140,000 journeys on it. Trains to Exeter increased from two-hourly to hourly in May.

The station, which was closed by BR in 1972, has been restored on the theme of the Southern Region of the 1950s.

The Bulleid Buffet, named after locomotive engineer Oliver Bulleid, is being run by Leanne Knight and her team from the Amazing Brownie Bakers, of the nearby village of Lifton.

Pamela Woods, the chairman of Dartmoor National Park, cut the ribbon to mark the opening of the completed facilities and praised the "immense amount of work" that had gone into the project.

**October 2 saw steam working over Corrour on the West Highland Line with LMS 'Black Five' No. 44871 hauling the empty coaching stock from West Coast Railways' 'The Jacobite' to Carnforth. The service train that ran in front of it enabled the photographer to get to this remote location, which is not accessible by car.** DAVE COLLIER

# 'Awkward Week' lost tracks railtour!

**By Tim Hobman**

UK Railtours has announced a trip on Friday, December 30 for those looking for an adventure with a forage on the forgotten tracks of South Yorkshire.

A UK Railtours statement said: "The awkward week between Christmas and New Year can often be a tedious monotony of reruns on TV and leftover turkey, but it needn't be!"

The tour, named 'The Awkward Week Adventurer,' is diesel-hauled throughout and is planned to depart from London Finsbury Park, picking up passengers at Potters Bar, Stevenage, Peterborough and Retford, before entering the freight yards of Doncaster.

There, the first of the guest locomotives, a DB Cargo Class 66, will be added to the train to aid reversals before the exploration of the freight lines around Doncaster begins.

From Doncaster the tour will take the rarely-covered line to the south of the town from St Catherine's Junction to Kirk Sandall, and then the avoiding lines from Bentley Junction to Hexthorpe Junction before heading to Sheffield for the opportunity to catch some sale bargains at the Meadowhall Shopping Centre in Sheffield for the off-train part of this excursion.

Back on the train, it is hoped that the tour will head for the exchange sidings of Liberty Speciality Steels in the Aldwarke steelworks complex.

It is believed that this is the first time a charter train has had access to these sidings, so this should prove to be a unique experience for passengers.

After leaving the Liberty exchange sidings, the tour is then planned to head north to the Leeds area where the second guest locomotive in the form of a Freightliner freight engine will be attached to pilot the train towards Wakefield. Having arrived in the Wakefield area, the Freightliner locomotive will detach before the tour continues south for home.

However, it is expected that further goods lines will be traversed before darkness falls and the East Coast Main Line beckons to continue south, setting down passengers on route to Finsbury Park.

This tour offers the option of first class dining, first class non-dining, and standard tickets. For information and booking, visit www.ukrailtours.com/product/the-awkward-week-adventurer

**Saltash – a gateway to Cornwall once more! After a long period of neglect and dereliction, the buildings at Saltash station have been transformed by a superior restoration programme, bringing back to life the original Victorian structures as a community centre thanks to Richard Bickford and the Saltash Rail Users Group. That station is currently being used as a Covid-19 vaccination point. Pictured on September 8, 2014 is a steam special rolling through, double-headed by Bulleid West Country Pacific No. 34046 *Braunton* and GWR 4-6-0 No. 5029 *Nunney Castle*. Compare the condition of the buildings then and as they are now in 2022.** JIMMY JAMES



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# ‘The Jacobite’ 2019 - 2022
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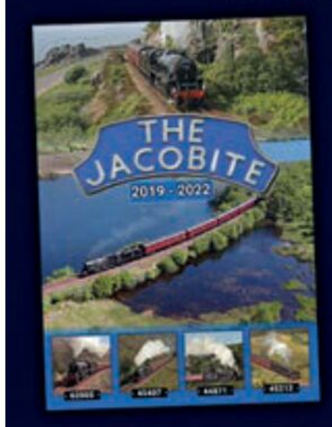


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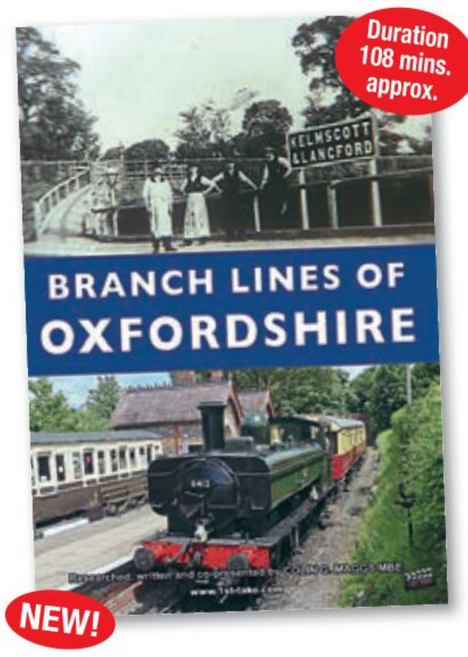


## Branch Lines Of Oxfordshire

Although Oxfordshire’s branch lines were not as numerous as those of many other counties, they were extremely diverse in terms of locomotives and rolling stock and they included specialist lines such as those for Morris Cowley. Many of the lines had their hub in Oxford itself, and most were rural – although some did form part of a through route. In this film we revisit all of Oxfordshire’s branch lines, from Henley and Shiplake in the south, to Banbury and the Wroxton Quarry Railway in the north. Along the way we uncover hidden station sites and sample some delightful Cotswold villages and towns. We also celebrate the county’s heritage railway activity, with a visit to the evocative Chinnor and Princes Risborough Railway, and there is a special treat for GWR enthusiasts with a trip to Didcot Railway Centre.

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## ‘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.

## ‘Hest Bank – Whitsun 1961’

No.46254 ‘City Of Stoke-On-Trent’ on a Glasgow express heading north as the 1053 Workington-Euston slides into the up platform double-headed by a ‘Patriot’ 4-6-0 No.45507 ‘Royal Tank Corps’ and a ‘Jubilee’ 4-6-0.

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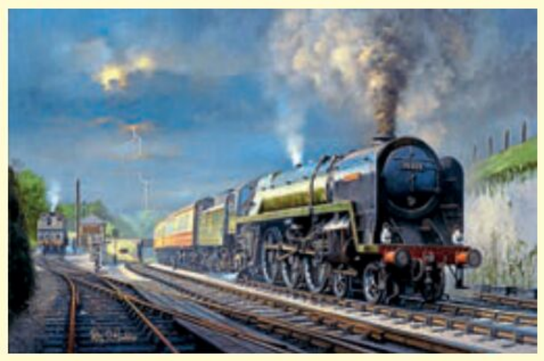

## ‘Summer Lightning’

A ‘Britannia’ Pacific No.70019 ‘Lightning’ is almost at the summit of Dainton Bank in Devon with an express for Paddington during the mid-1950s. Dainton was one of the notorious ‘Devon banks’ between Newton Abbot and Plymouth.

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## 2023 ‘Footplate’ Calendar

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## ‘Scotsman At Newcastle’

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**BR(M) 'Black Five' No. 44871 climbs out of Lochaliort on September 29 with the penultimate afternoon working of the year for West Coast Railways' 'The Jacobite', which wrapped up the next day. Morning excursions continued until October 28.** TREVOR GREGG

## October

**29 Belmond British Pullman**
Circular tour from London Victoria via Canterbury.
**Loco: 35028 *Clan Line*. BP**

**29 Northern Belle**
Nottingham, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: 34067 ***Tangmere***. NB

**29 'The Cotswold Caper'**
Circular tour from Burton upon Trent.
**Loco: Class 37 TBA. PT**

## November

**5 'Blackpool Illuminations'**
Manchester Victoria, Blackpool North and return.
Steam-hauled between Carnforth and Blackpool North outward only.
**Loco: TBA. RTC**

**9 'The International'**
Lancaster, St Pancras International and return.
**Loco: 2x Class 37 TBA. IC**

**10 Northern Belle**
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 and return.
**Loco: 45596 *Bahamas*. RTC**

**12 'Golden Arrow 50th Anniversary'**
London Victoria, Canterbury West and return.
**Loco: 35028 *Clan Line*. BP**

**12 'The Welsh Marches Express'**
Tyseley Locomotive Works, Hereford and return.
**Loco: 5043 *Earl of Mount Edgcumbe*. VT**

**12 'The Whistling Geordie'**
Burton upon Trent, Newcastle and return. Diesel-hauled throughout.
**Loco: 40145. PT**

**17 York Christmas Market**
King's Cross, York and return.
**Loco: 4498 *Sir Nigel Gresley*. SD**

**19 'The Whitby Jet'**
St Albans City, Whitby and return.
**Loco: 43046 + 43055 (HST). MP**

**19 Belmond British Pullman**
Circular tour from London Victoria via Canterbury.
**No. 35028 *Clan Line*. BP**

**19 'The Christmas Cheshireman'**
Chester, Bristol and return.
**Locos: 45596 *Bahamas* (outward), 6233 *Duchess of Sutherland* (return). RTC**

**22 'The Cardiff Christmas Express'**
London Victoria, Cardiff and return.
**Loco: 6233 *Duchess of Sutherland*. RTC.**

**24 'The Christmas Sussex Belle'**
London Victoria, Eastbourne and return. Diesel-hauled between Eastbourne and Hastings (return).
**Loco: Black 5 TBA. RTC**

**26 'Great Western Christmas Envoy'**
Crewe, Bristol and return. Steam-hauled throughout.
**Loco: TBA. ST**

**26 'The Medway Valley Christmas Pullman'**
Circular tour from London Victoria.
**Loco: 35028 *Clan Line*. UKRT**

**26 'The York Yuletide Express'**
Ealing Broadway, York and return. Diesel-hauled between Ealing Broadway and Humberstone Road Sidings (outward).
**Loco: 6233 *Duchess of Sutherland*. RTC**

**29 'The Christmas White Rose'**
Tyseley Locomotive Works, York and return.
**Loco: 7029 *Clun Castle*. VT**

**29 'Bath Christmas Pullman'**
Newcastle, Bath Spa and return.
**Loco: 43046 + 43055 (HST). MP**

## Regular Tours

**Thurs-Suns from Nov 26**
**'The Polar Express'**
Round trip from Birmingham Moor Street. Steam-hauled outward only.
**Loco: 7029 *Clun Castle*. VT**

**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 |
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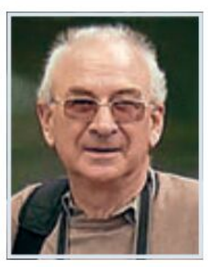
# WITH FULL REGULATOR
## LOCOMOTIVE PERFORMANCE THEN AND NOW



**Don Benn** relates the story of LMS Class 6 No. 45596 *Bahamas* on the Railway Touring Company's 'Swanage Belle' on September 22 and on this, his 100th column, recalls the only 100mph runs he had behind Bulleid light Pacifics, namely 34013 *Okehampton* and No. 34102 *Lapford,* and a 100mph run with class 50 No. 50006 as a comparison.

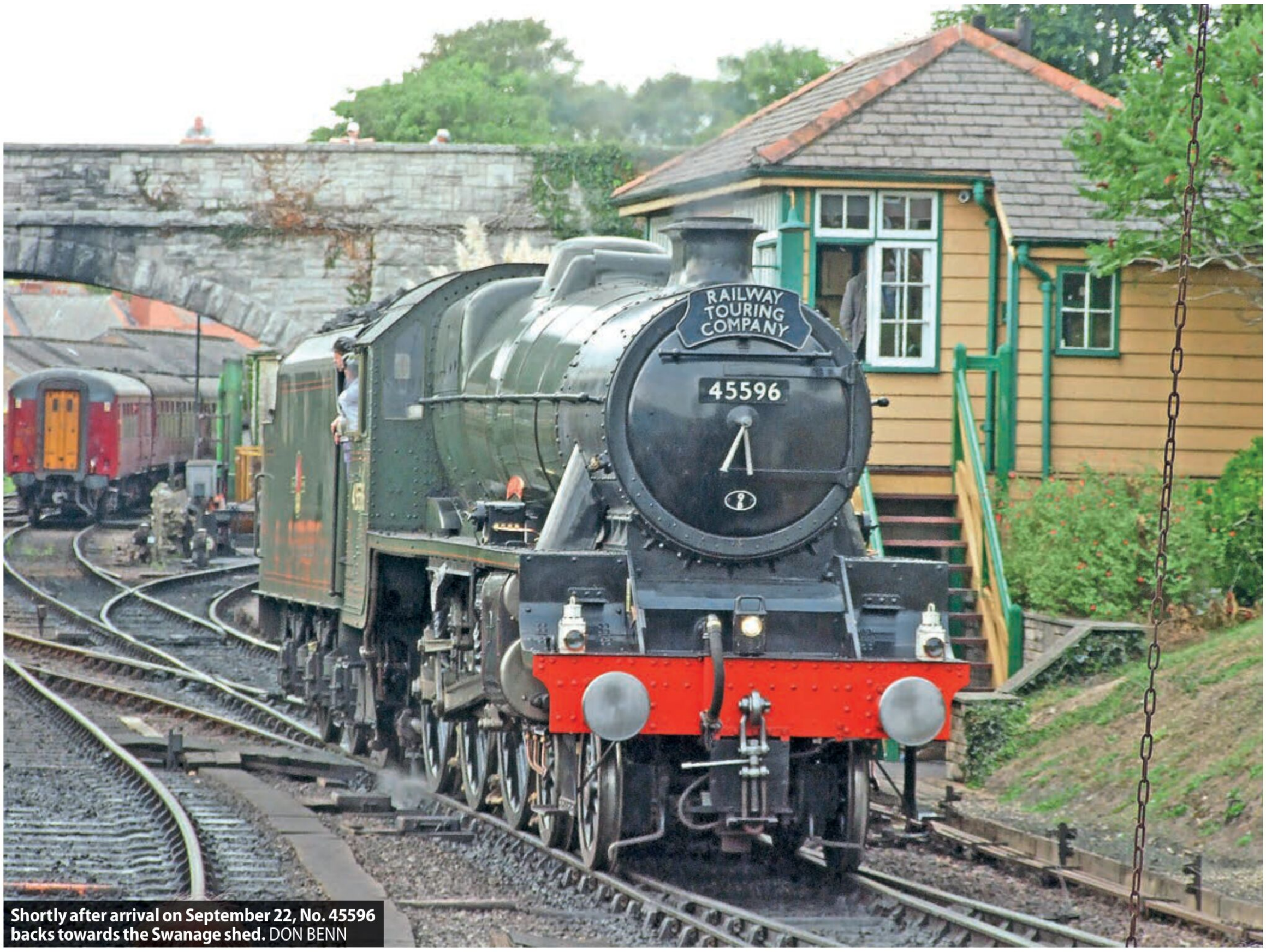
THIS is my 100th column! I started in 2014, so have eight years before the mast! I have been very fortunate to have had the support of not only all my contributors, most of whom are friends of many years' standing, but also of the editor and staff at *Heritage Railway* who have given me considerable freedom to write my column in my own style with very few interventions or corrections. Without this freedom I would have stopped long ago, and so I have been able to continue to find the material out there on the main line, backed up by my extensive library of train running logs, mainly Southern, dating from 1960. At times it hasn't been easy, as the impact of my declining years, together with the (now) comparative lack of 'pure' main line steam, especially in the south, has meant that once or twice I have thought seriously about retirement to my armchair, but my friends and the editor in particular have been strong in their encouragement.

This leads me to the first main line trip covered this time, which is the Railway Touring Company's 'Swanage Belle' of Thursday, September 22. Though against my principles, I booked on this despite knowing for sure that LMS 4-6-0 No. 45596 *Bahamas* would take a diesel on the back, as the train had to be hauled by this from Swanage to Southampton due to Swanage's small turntable. Simplicity, and using known and well-tried itineraries, now plays a significant part in railtour planning and this, I suppose, must be accepted if steam on busy main lines is to continue. I harboured the hope that if the load could be restricted to a total of nine coaches and timekeeping was good, then the use of the diesel to assist the train would be minimal. For a number of reasons, this was not to be the case – as we shall see.

I joined the train at Woking, where the start was delayed by an NR track treatment train that managed to get between the RTC charter and Woking, causing a five-minute late departure. I was also dismayed to see that the load was 11 coaches, the two at the back being empty as the train wasn't full. These two extra coaches meant that some diesel assistance was inevitable in places as it would be impractical to expect a Class 6 (5XP in LMS parlance) to cope with the total train weight of 550 tons including the non-working No. 47604, and so it proved. A Class 8 Merchant Navy, maybe, but not a 6ft 9in driving wheel Jubilee 4-6-0 with a 4000-gallon tender, good though they are.

Our engine crew was driver Ricky Plumber, under instruction from Pete Roberts, and fireman Trevor Wrench. With considerable diesel assistance we got to the Winchfield water stop a minute and a half inside schedule, with 58 over milepost 31 and a maximum speed of 68 at Fleet. Then came an extended stop, as the time allowed to take water hasn't been changed since the demise of Bells and Two Tones as the supplier, so we were over 13 minutes late away, being pushed hard but also with sounds up front audible as well.

A maximum of 71 at Newnham Siding was a




**Shortly after arrival on September 22, No. 45596 backs towards the Swanage shed.** DON BENN



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**No. 45596 *Bahamas* arrives at Woking with the Railway Touring Company's 8.45am London Victoria to Swanage 'Swanage Belle.' While at Swanage, Bahamas underwent an identity change – see page 58.** DON BENN

prelude to a signal stop outside Basingstoke, waiting for the road to cross over to the fast line for the stop to pick up more passengers.

Now nearly 20 late, we got away with the diesel pushing hard and as far as I could tell this shut down near Litchfield tunnel where speed fell slightly before the gradient changed to 1-in-251 down.

As there was a Cross Country train due close behind us, I expected our train to be looped at Weston but the Voyager was running late. Control, to its credit, let us run and we had a completely clear road until we caught the 06.14 Lawley Street to Southampton MCT. Freightliner at St Denys, which itself was right up behind the stopping service from Portsmouth to Southampton. The lovely dash down Roundwood bank is shown in Table One and this gained us nearly six minutes despite the slow finish.

## Fresh crew

We changed crews at Southampton Central in just over two minutes and so were away just over six late from our 14 late arrival, and then took our planned stop at

**No. 45596 after arrival at Swanage with the 8.45am RTC 'Swanage Belle' railtour from London Victoria on September 22.** DON BENN

## TABLE ONE: BASINGSTOKE TO SOUTHAMPTON

| | |
|---|---|
| **Date** | Thursday, September 22 2022 |
| **Train** | 08.45 Victoria to Swanage |
| **Loco** | LM Class 6 4-6-0 No. 45596 *Bahamas* |
| | Class 47 2580bhp DL 47804 on rear |
| **Load** | 11 coaches, 399 tons tare, 425 tons gross |
| **Driver** | Ricky Plumber (training), Pete Roberts (instructing) |
| **Fireman** | Trevor Wrench |
| **Recorder** | Don Benn GPS |
| **Position** | Ninth coach |
| **Weather** | Sunny spells, cool |

| | miles | sched | mins | secs | speed | |
|---|---|---|---|---|---|---|
| Basingstoke | 0.00 | 0.00 | 00 | 00 | 19¾ | late |
| MP49 | 1.35 | | 02 | 54 | 45 | DL |
| Worting Jct | 2.51 | 4.30 | 04 | 28 | 52 | DL |
| MP51 | 3.35 | | 05 | 19 | 56½ | DL |
| Wootton | 4.75 | | 06 | 15 | 60 | DL |
| Steventon | 6.20 | | 08 | 11 | 68/67½ | DL |
| Roundwood | 8.45 | | 10 | 10 | 70½ | DL off |
| MP57 | 9.35 | | 10 | 49 | 72 | |
| Micheldever | 10.30 | 12.30 | 11 | 42 | 73½ | |
| MP59 | 11.35 | | 12 | 27 | 73 | |
| Weston | 12.45 | | 13 | 25 | 72½ | |
| MP61 | 13.35 | | 14 | 07 | 72 | |
| Wallers Ash | 13.95 | 15.30 | 14 | 45 | 71½ | |
| MP63 | 15.35 | | 15 | 47 | 71 | |
| Winchester Jct | 16.70 | | 16 | 57 | 71 | |
| MP65 | 17.35 | | 17 | 29 | 70½ | |
| Winchester | 18.80 | 20.00 | 18 | 45 | 70 | |
| St Cross | 19.97 | | 19 | 52 | 71 | |
| Shawford Jct | 21.21 | 23.00 | 20 | 52 | 71½ | |
| Shawford | 20.86 | 24.00 | 21 | 25 | 72 | |
| MP71 | 23.35 | | 22 | 33 | 72½ | |
| Allbrook | 24.80 | 27.00 | 23 | 52 | 72 | |
| Eastleigh | 25.70 | 28.00 | 24 | 45 | 71 | |
| Southampton Airport | 27.09 | 31.00 | 25 | 48 | 67½ | |
| Swaything | 27.96 | 32.30 | 26 | 37 | 65 | |
| St Denys | 29.37 | 35.30 | 28 | 15 | *sigs | |
| Northam Jct | 30.45 | 39.00 | 31 | 10 | *sigs | |
| Southampton Central | 31.49 | 42.00 | 36 | 16 | 14 | late |

net time 34 minutes
DL: 47604 pushing. DL off :47604 stopped pushing
average speed MP57 to MP71: 71.6mph
* brakes or speed restriction

## TABLE TWO: BEAULIEU ROAD TO BOURNEMOUTH

| | |
|---|---|
| **Date** | Thursday, September 22 2022 |
| **Train** | 08.45 Victoria to Swanage |
| **Loco** | LM Class 6 4-6-0 No. 45596 *Bahamas* |
| | Class 47 2580bhp DL 47804 on rear |
| **Load** | 11 coaches, 399 tons tare, 425 tons gross |
| **Driver** | Matt McManus |
| **Fireman** | Roger Griffiths |
| **Recorder** | Don Benn GPS |
| **Position** | Ninth coach |
| **Weather** | Sunny spells, cool |

| | miles | sched | mins | secs | speed | |
|---|---|---|---|---|---|---|
| Beaulieu Road | 0.00 | 0.00 | 00 | 00 | 10 | late |
| Woodfidley Gates | 1.60 | | 03 | 25 | 45½ | DL |
| MP90½ | 2.40 | | 04 | 21 | 41 | DL off |
| MP91 | 2.90 | | 05 | 03 | 46½/52 | |
| Brockenhurst | 4.70 | 5.00 | 07 | 17 | 40 | |
| Lymington Jct | 5.65 | | 08 | 50 | 33½ | |
| MP94½ | 6.40 | | 10 | 15 | 35 | DL |
| Sway | 7.45 | 8.30 | 11 | 35 | 51½ | DL off |
| MP96½ | 8.40 | | 12 | 35 | 56/61½ | |
| New Milton | 10.45 | 12.30 | 14 | 41 | 57½ | |
| Hinton Admiral | 12.95 | 16.00 | 17 | 03 | 72½ | |
| River Bridge | 15.99 | | tsr | | 38* | |
| Christchurch | 16.25 | 20.30 | 21 | 03 | 42/44½ | |
| Pokesdown | 18.16 | 23.00 | 24 | 03 | 32½ | |
| Boscombe | 18.75 | | 25 | 06 | 30/31½ | |
| Bournemouth | 19.95 | 26.00 | 27 | 36 | 11¾ | late |

DL: 47604 pushing. DL off :47604 stopped pushing
* brakes or speed restriction

## TABLE THREE: BASINGSTOKE TO SALISBURY

| | |
|---|---|
| **Date** | Wednesday, December 1, 1965 |
| **Train** | 18.00 Waterloo to Salisbury |
| **Loco** | Rebuilt West Country class 4-6-2 No. 34013 *Okehampton* |
| **Load** | Six coaches, 201 tons tare, 215 tons gross |
| **Crew** | Frank Matthews and Fireman Davis, Nine Elms MPD |
| **Recorder** | Don Benn with stopwatch |

| | miles | sched | mins | secs | speed |
|---|---|---|---|---|---|
| Basingstoke | 0.00 | 0.00 | 00 | 00 | 9½ late |
| Worting Jct | 2.55 | 5.30 | 04 | 08 | 58½ |
| MP51 | 3.35 | | 04 | 52 | 63 |
| Oakley | 4.63 | | 06 | 02 | 74½ |
| MP53½ | 5.80 | | 06 | 46 | 77 |
| Overton | 7.80 | | 08 | 28 | 87 |
| Whitchurch | 11.35 | | 10 | 52 | 95 |
| MP60 | 12.35 | | 11 | 21 | 97 |
| Hurstbourne | 13.39 | | 12 | 02 | 100 |
| MP62½ | 14.85 | | 12 | 54 | 93/95 |
| MP64¼ | 16.60 | | 14 | 42 | 19*tsr/36 |
| Andover | 18.60 | 23.00 | 18 | 28 | |
| | 0.00 | 0.00 | 00 | 00 | 3¼ late |
| Red Post Jct | 1.30 | | 03 | 15 | 50 |
| MP68¾ | 2.50 | | 04 | 28 | 64/69 |
| Grateley | 6.35 | | 08 | 01 | 7*tsr |
| Allington SB | 9.25 | | 12 | 39 | 64 |
| Porton | 11.90 | | 14 | 42 | 89 |
| MP81 | 14.75 | | 16 | 30 | 95 |
| Tunnel Jct | 16.21 | 19.30 | 18 | 07 | 52* |
| Salisbury | 17.31 | 22.00 | 20 | 26 | 1¾ late |

*brakes or speed restriction

net times Basingstoke to Andover: 16¼ minutes
Andover to Salisbury: 17¾ minutes

Basingstoke to Andover start to stop average: 60.43mph

> "My notebook is littered with comments such as 'utterly thrashed to hell' and 'engine in terrible condition but steaming well'..."

Millbrook to let the late-running Cross Country train, plus the 10.35am Waterloo to Weymouth service, pass us. Our new driver was Matt McManus, with fireman Roger Griffiths. Matt is a Swanage driver who had trained for the main line and now drives for West Coast. His approach was only to use the diesel when necessary.

We were still nearly five late leaving Millbrook, so the diesel pushed as far as Totton and then left No. 45596 to its own devices. Soon after Totton we were checked down to 15mph and Matt left *Bahamas* to recover with no help up the 1-in-350/200 to Ashurst (Lyndhurst Road). I could hear the engine being worked hard from nine coaches back as we accelerated from 24½mph at milepost 84 to 29½ at 85 and 31½ at Ashurst, before touching 43 in the dip beyond. Good work with 550 tons.

Water was taken at Beaulieu Road and again it took longer than scheduled so the train was 10 late leaving. Table Two shows the section on to Bournemouth. The diesel only pushed on the immediate start so there wasn't enough momentum to take us up the 1-in-100 summit after Lymington Junction, and so it cut in again.

However, the climb from the 38mph restriction over the River Avon Bridge, through Christchurch and up to Pokesdown was pure Jubilee on 550 tons – 1.07 miles of the total of 1.92 miles is at 1-in-99 and the overall gradient is 1-in-169 for the 1.92 miles. I calculate that the equivalent drawbar horsepower (edbh) from the start of the 1-in-99 to Pokesdown, which includes 0.15 miles at 1-in-260 and 0.05 miles at 1-in-100 at the end of the climb, to be 1360. This is comparable to but slightly lower than the values I obtained with No. 45699 over Grayrigg and Shap in 2017 and 2018.

Matt has told me that he was working No. 45506 in first valve and about 40% cut-off. The three-cylinder thrash from up front was very evident. I am grateful to my brother, Bryan (Wedgie) Benn, for interpreting the mileage and gradient figures from the Rail Performance Society database to arrive at the mileages used in my calculation.

We continued from Bournemouth to Wareham without assistance but lost four minutes, and then lost more time on the Swanage Railway due mainly to a stop before Corfe Castle and at the station for the token. Some of the climb past Furzebrook and from Corfe Castle was taken without the diesel assisting. Overall it was a good trip that included an unexpected top-class climb with a high-power output.

### 100mph on the Southern

Now to 100mph runs on the Southern, one each from 1965, 1967 and 1986. First, in Table Three, is a 'ton' on the section from Basingstoke to Andover. December 1, 1965 saw the third recorded 100mph run of the year and this was in most fortuitous circumstances. Frank Mathews (usually referred to as the Mad Monk), Nine Elms spare link, was covering the 6pm Down for a Nine Elms top link driver that week. Due to a coach defect, the train was only six coaches instead of the normal 11. So, No. 34013 *Okehampton* had just 215 tons with which to

**On June 17, 1967, rebuilt SR West Country No. 34013 *Okehampton* is seen arriving at Southampton Central with Special Duty 24, the 2.24pm Waterloo to Bournemouth.** BOB RANDALL



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recover nine minutes of a late start from Basingstoke.

Frank Mathews' intention was clear from the start as we were up to 58½mph by Worting Junction, passed in just four minutes and eight seconds, and the full regulator and 30% there was left unchanged until we swept across the viaduct at Hurstbourne at exactly 100mph before easing for a relaying slack and stopping at Andover. This was reached in even time from Basingstoke, the net time being just 16¼ minutes for the 18.60 miles.

As we eased after the ton had been reached, one of our number in the compartment was heard to say: "Did anyone get any MORE than 100?" – which was greeted with mirth. From Andover, No. 34013 was given no respite and had reached 69mph on the climb to Grateley before a temporary speed restriction intervened, but Mathews still pushed on after that to reach 95mph down Porton bank before running in to Salisbury just 1¾ minutes late.

This was my only ton with a Rebuilt Light Pacific. Bob Randall's image of No. 34013 on June 17, 1967 is very interesting. Duty 24 comprised the 8.46am Bournemouth to Waterloo 2.24pm return. It only ran on the last four Saturdays of steam and was booked for D65XX diesel haulage, so quite what Salisbury-based No. 34013 was doing on it is not known, but clearly Bob was very lucky.

Next, and in the first section of Table Four, is my only 100mph run with a Bulleid Light Pacific in original condition. It took place on Wednesday, June 14, 1967, which proved to be a good day to be out timing steam. It started early for David Foale, who was on the 6.30am Fareham to Eastleigh, hauled by Standard tank No. 80039, which, with just two coaches for 70 tons, went like a rocket, the incentive being a 10-minute late start. It reached 44mph at the top of the 1-in-100 out of Fareham and 72 before the Botley stop was reached over two minutes inside schedule. The tank then just failed to reach 80mph before a signal check outside Eastleigh, reached with an overall gain of more than five minutes on the schedule.

Later that day David was on the 6.38pm from Salisbury behind unconverted No. 34102, and with 235 tons this managed just over 60mph on Porton bank, reaching Andover in under 20 minutes. Driver Porter of Basingstoke was the driver. At Basingstoke, Nine Elms driver John (Boy) Gaffney and fireman Bob Lee took over and I joined the train having gone down on the 6.09pm with VEP electric units.

Then followed the only known 100mph speed with an unconverted Light Pacific, fully supported by the milepost times. My notebook is littered with comments such as "utterly thrashed to hell" and "sounds like it might be priming", plus "engine in terrible condition but steaming well". Later, after talking to 'Gaff', I wrote: "engine priming badly at the start with the lever slipping." After MP45, Gaff put the lever into 40% and the engine roared along, throwing out fire and making a fantastic noise. The average speed between mileposts 39 and 35 was 97.33mph and 98.18mph from milepost 38 to 35. Speed variations followed the gradient profile almost exactly. This effort would have required about 1100edbh or 2400 indicated horsepower. Net time was under 19 minutes despite the relatively slow start. Stormy Lapford indeed.

Finally, the second section of Table Four shows a very fast run from Basingstoke to Woking with No. 50006. The time of five seconds under 18 minutes was my fastest to date and stood until the advent of the Class 444 EMUs. The average speed over the Lapford section was 101.43mph (97.33mph) and 101.89mph over the 9.51 miles between Milepost 39 and Pirbright Junction.

The 50s were very fast but unreliable and replaced by Class 47s. The leaf-fall season is upon us, so the chances of getting pure steam on the main line is now limited until the New Year. HR

**Southern Region West Country class No. 34102 *Lapford* passes Vauxhall with the 5.54pm Waterloo to Basingstoke on June 27, 1964.** DON BENN

**October 24, 1983, and 50001 approaches Clapham Junction with the 3.10pm Waterloo to Exeter.** DON BENN

## TABLE FOUR: BASINGSTOKE TO WOKING

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Date** | Wednesday, June 14, 1967 | | | | | Tuesday, October 21, 1986 | | | | | |
| **Train** | 18.38 Salisbury to Waterloo | | | | | 16.20 Salisbury to Waterloo | | | | | |
| **Loco** | Unconverted West Country class 4-6-2 No. 34102 *Lapford* | | | | | EE Class 50 Co-Co 2700bhp DL No. 50006 | | | | | |
| **Load** | Five coaches and two vans, 214 tons tare, 235 tons gross | | | | | Nine Mk.2 coaches, 290 tons tare, 310 tons gross | | | | | |
| **Crew** | John Gaffney and Bob Lee, Nine Elms MPD | | | | | Not recorded | | | | | |
| **Weather** | Fine | | | | | Rain | | | | | |
| **Recorder** | Don Benn with stopwatch | | | | | Don Benn with stopwatch | | | | | |
| | **miles** | **sched** | **mins** | **secs** | **speed** | **sched** | **mins** | **secs** | **speed** | | |
| Basingstoke | 0.00 | 0.00 | 00 | 00 | R/T | 0.00 | 00 | 00 | | R/T | |
| MP46 | 1.75 | | 03 | 09 | 55½ | | 02 | 35 | 67 | | |
| Newnham Siding | 4.05 | | 05 | 18 | 73 | | 04 | 23 | 83 | | |
| MP43 | 4.75 | | 05 | 51 | 76 | | 04 | 53 | 84 | | |
| Hook | 5.59 | | 06 | 28 | 83 | | 05 | 25 | 90 | | |
| MP41 | 6.75 | | 07 | 18 | 87 | | 06 | 15 | 92 | | |
| Winchfield | 7.92 | | 08 | 05 | 92 | | 07 | 00 | 96 | | |
| MP39 | 8.75 | | 08 | 37 | 94 | | 07 | 30 | 100 | | |
| MP38 | 9.75 | | 09 | 15 | 98/97 | | 08 | 06 | 102 | | |
| MP37 | 10.75 | | 09 | 52 | 98 | | 08 | 42 | 101 | | |
| Fleet | 11.27 | | 10 | 10 | 98½ | | 09 | 00 | 100 | | |
| MP36 | 11.75 | | 10 | 28 | 100 | | 09 | 16 | 102 | | |
| MP35 | 12.75 | | 11 | 05 | 97 | | 09 | 52 | 102 | | |
| Farnborough | 14.55 | | 12 | 31 | 64* | | 10 | 52 | 101 | | |
| Sturt Lane Jct | 15.60 | | 13 | 34 | 53* tsr | | 11 | 33 | 102 | | |
| MP31 | 16.75 | | 14 | 54 | 58½ | | 12 | 16 | 100 | | |
| Pirbright Jct | 18.26 | | 16 | 06 | 76 | | 13 | 06 | 101 | | |
| Brookwood | 19.76 | | 17 | 16 | 88 | | 14 | 06 | 94 | | |
| MP27 | 20.75 | | 17 | 57 | 83* | | 14 | 51 | 75* | | |
| MP26 | 21.75 | | 19 | 04 | 37*sigs | | tsr | | 38* | | |
| Woking Jct | 23.00 | | 20 | 37 | 50 | | 17 | 05 | 41 | | |
| Woking | 23.46 | 26.00 | 21 | 30 | 4½ early | 19.30 | 17 | 55 | | 1½ early | |
| | start-to-stop average: 65.47mph<br>average speed MP39 to MP35: 97.33mph<br>net time 18¾ minutes<br>* brakes or speed restriction | | | | | start-to-stop average: 78.56mph<br>average speed MP39 to MP35: 101.43mph<br>net time 17 minutes<br>*brakes or speed restriction | | | | | |

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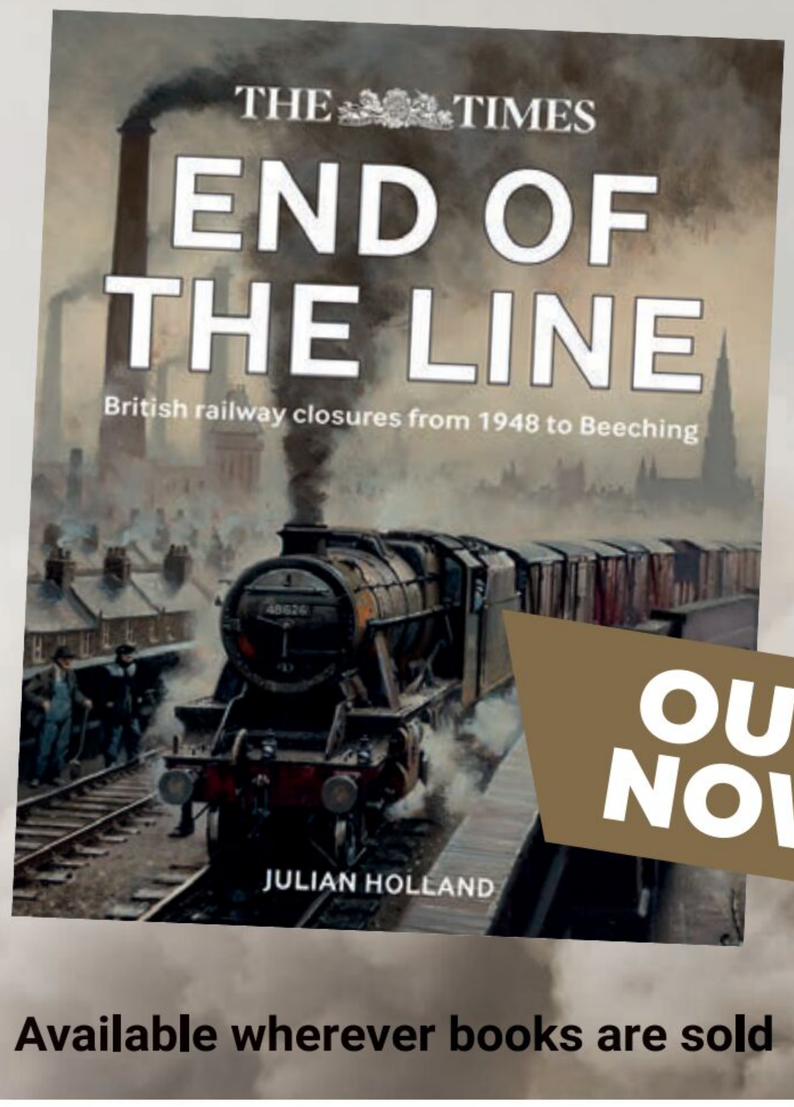
**British railway closures from 1948 to Beeching**

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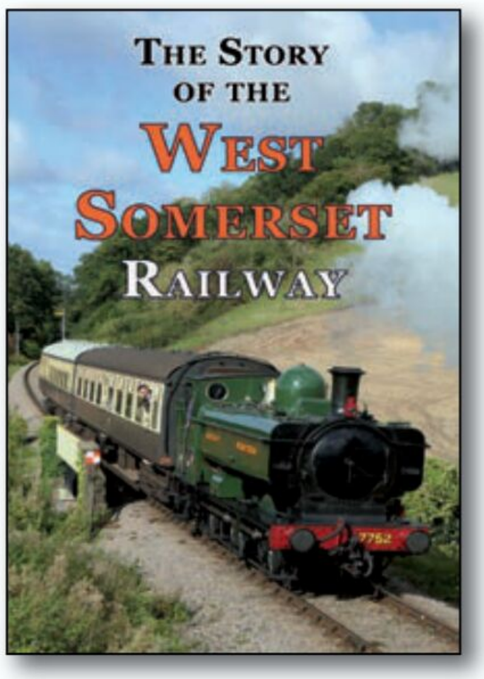
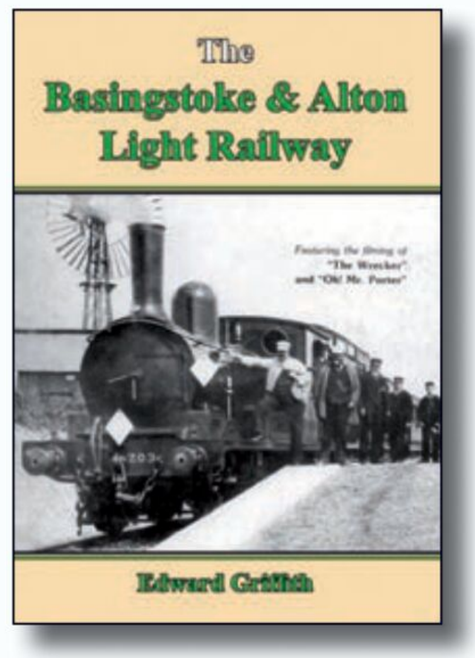


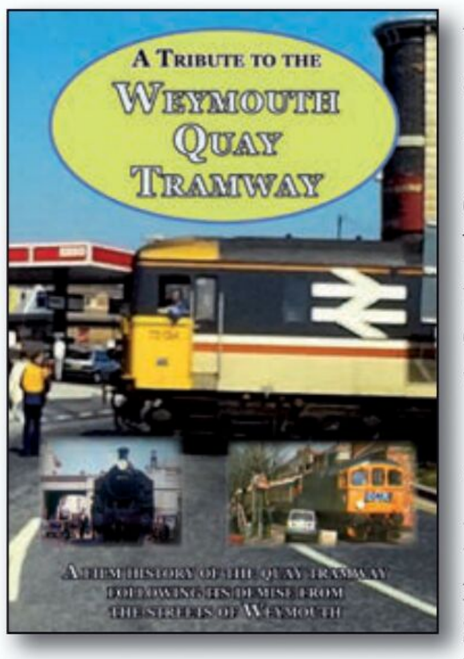

## 'The Story of the West Somerset Railway'

Our next DVD in the 'story' series looks at the 22-mile long heritage railway in West Somerset. From the last days in BR ownership and the transfer to the preservation era, we see rare films from local archives showing the beginnings of the longest preserved line in the UK. We examine the line in detail and its locomotives used between Bishops Lydeard in the east right through to Minehead positioned on the Bristol Channel. A full array of locomotives including main line visitors over the years right up to date. We see overhauls taking place in the works at Minehead and the delightful stations along the route. **DVD 60 minutes duration £12.95**




## 'The Basingstoke & Alton Light Railway'

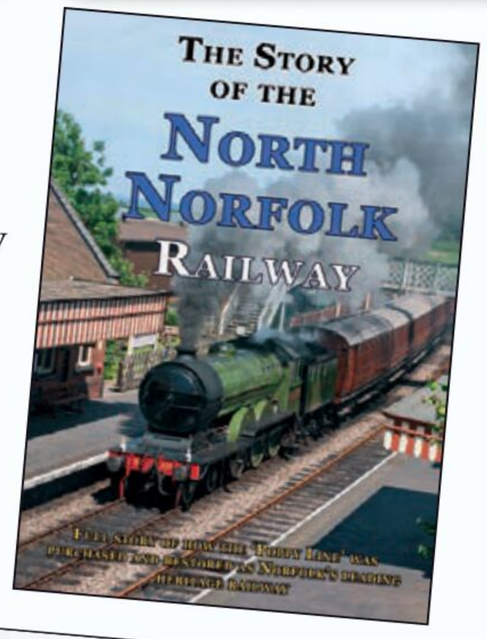
Reprinted after 40 years, this book was written by the late Edward Griffith and details the fascinating history of this light railway in mid Hampshire. Full of rare black & white photographs, it traces the beginning of the line in the 1890s to its grand opening in 1901 and its demise in 1932. Its claim to fame though is forever recorded on film with the use of the line in two feature films; 'The Wrecker' and 'Oh! Mr. Porter' which are detailed in the book. **Paperback book, 52 pages £6.50**




## 'A Tribute to the Weymouth Quay Tramway'

Once part of Weymouth's heritage running right through its streets, the quay tramway branch is now no more. Built for servicing the channel islands traffic by the GWR, the line survived until the last special train operated in 1999 and has been dormant ever since. This DVD examines the history of the tramway and its remaining services through the 1980s and 1990s up to its closure and removal from the streets in 2020.

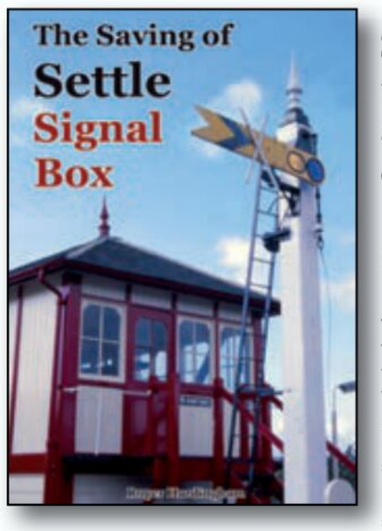
**DVD 60 minutes £14.95**




## 'The Story of the North Norfolk Railway'

Filmed over a number of years, this story looks back at the very beginnings of the line as the M&GNJR Society took over the 5-mile line from Sheringham to Holt. We see rare archive film of the final days in British Railways' ownership including the very last freight train to depart from Sheringham. Full of nostalgia and up-to-date footage of steam operations over the heritage line with all classes of locomotives. Dads Army recreation days are viewed at Weybourne bringing some humour to the railway which is now one of the most important attractions in Norfolk.

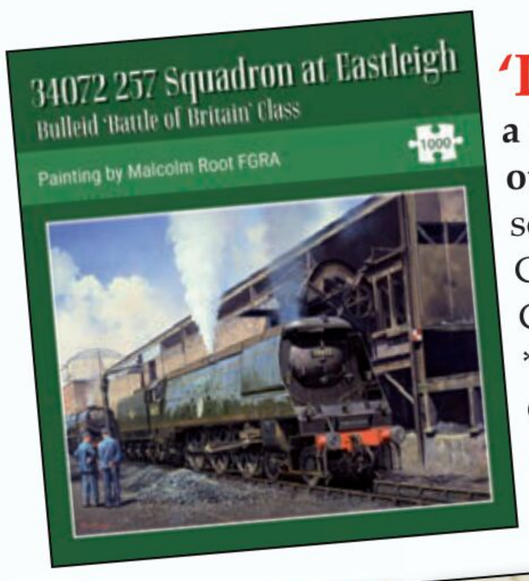
**DVD 60 minutes duration £12.95**




Paperback - £4

## 'Hampshire Railway Calendar 2023'

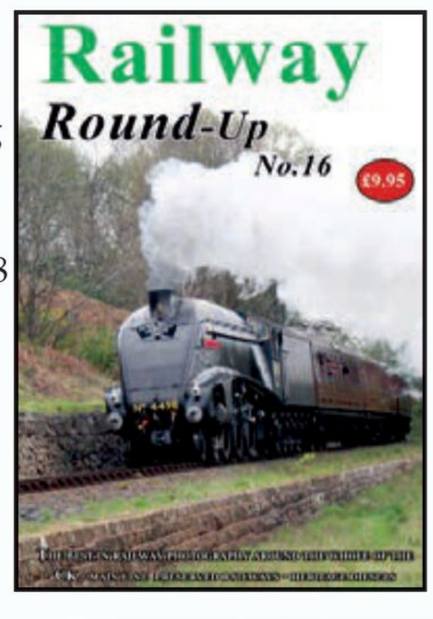
Rare images include - *Dukedog at Eastleigh in the 1930s *M7 at Privett on the Meon Valley line *T6 at Chapel, Southampton *LBSCR B1 at Portsmouth Harbour Station *A12 at St Denys Station - T3 at Basingstoke *T3 at Dean Station *Drummond's 'Bug' Southampton Docks *T1 at Ropley Station 1947 - A12 at Gosport *B4 at Southampton Docks *'460' Class at Eastleigh in snow 1908 Full page photograph and full page of dates for each month. A4 landscape posted in card envelope, 12 black and white archive photographs, **£8.95**

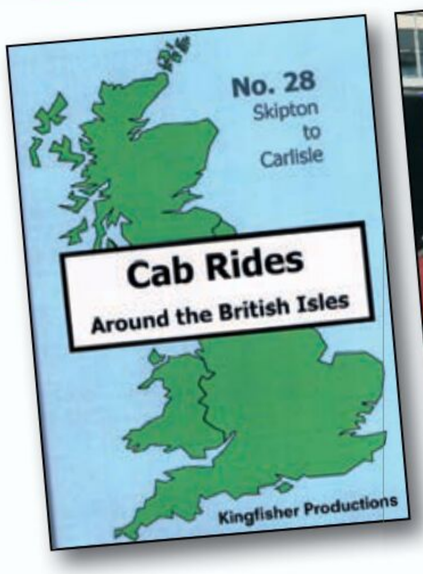


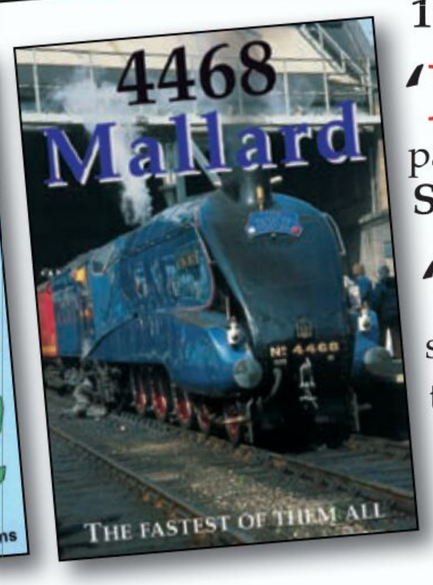

## 'Railway Round Up 16'

**This 16th edition of our Railway Round Up ses a new look starting in 2022. We will be producing two per year again with No. 16 due out in June.** This edition will include several Christmas lights trains from 2021 including some aerial footage, plus - * The launch of No. 4079 *Pendennis Castle* at Didcot * The Great Central Railway's superb 'Working Railway' Gala * Feature on quarry traffic on the Settle-Carlisle line * S&D 56th anniversary of closure held at the Mid-Hants Railway with No. 53808 * Two Class 40s around Bristol * Class 50s to Okehampton * Severn Valley Railway Spring Gala with A4 *Sir Nigel Gresley* and the Saint with S15 No. 506 * Last run of Jubilee No. 45699 *Galatea* before overhaul * No. 34067 *Tangmere* returns to the main line and many scenes over Shap and the S&C of winter trains, plus a great deal more.

**105 minutes duration £9.95**

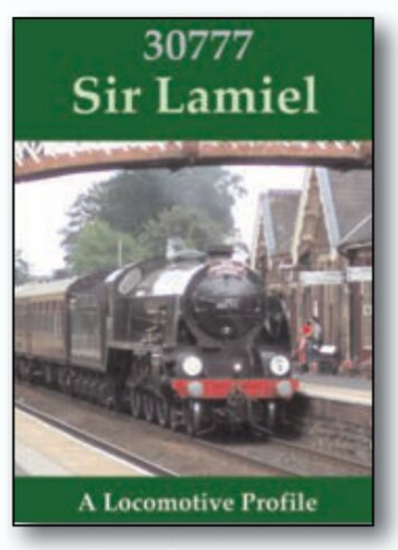



## 'Railway Jigsaw'

A 1000-piece jigsaw from a painting by well-known railway artist Malcolm Root FGRA. **'34072 257 Squadron - at Eastleigh Depot'. £19.95 each plus £3 postage**




## 'Special Christmas Offers'

Until March 2023, a special offer on many DVDs including locomotive profiles - **buy any three for £25 or any six for £45, post free; cab rides, any five from the list for £60, post free! More offers on our web site or new catalogue.**

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# It's seven up as GWR, SR and LMS in head-to-head

NAMEPLATES from seven locomotives built within eight years of each other will be at the core of GW Railwayana's November 12 sale. They are from two King Arthurs and a pair of Schools from the Southern Railway, two GWR Hall class 4-6-0s, and an LMS Jubilee.

The oldest of the line-up are *Sir Dodinas le Savage* and *Sir Blamore de Ganis* from SR Nos. 30796 and 30797, built at Eastleigh in May and August 1926, while the railway's two other representatives are *Wellington* and *Harrow* from Nos. 30902 and 30919, also Eastleigh products that entered traffic in April 1930 and June 1933.

From the GWR come *Pitchford Hall* and *Gopsal Hall,* carried by Nos. 4953 and 4999, built at Swindon in August 1929 and March 1931, and finally *New Zealand* from LMS No. 45570, which was outshopped by North British of Glasgow in August 1934.

The first of the seven to be taken out of service was No. 30797 in August 1959 when a resident of Dover (73H), followed by No. 30919 in February 1961 from Brighton (75A), while four met their end the following year, including the second King Arthur, No. 30796, in March when allocated to Salisbury (72B).

No. 4999 was retired from Bristol St Philip's Marsh (82B) in September the same year, and three months later Nos. 30902 and 45570 met their end when based at Nine Elms (70A) and Sheffield Darnall (41A) respectively. No. 4953 made it into 1963 until May, when at Cardiff East Dock (88A).

An earlier era is represented by two other plates, the eldest being *Mersey* from GWR Duke class No. 3322, a 4-4-0 built at Swindon in April 1899, rebuilt as a Bulldog class engine in November 1907, renumbered 3314 in 1912, and withdrawn in November 1934. The second is *St. Alban's Head*, carried by January 1912 Brighton-built LBSCR No. 426, a member of the H2 class of 4-4-2 Atlantics withdrawn by BR as No. 32426 in August 1956 when it was allocated to Brighton (75A).

From a former Ministry of Defence 0-6-0ST comes nameplate *Sapper* with Royal Engineers badge, carried by WD197, built by Hunslet Engine Co in 1953 (works No. 3797), and now preserved on the Kent & East Sussex Railway as No. 25 *Northiam*. Non-steam main line plates include *John H Carless V.C.* from Class 31 D5525/31107 and *Resounding* from Class 47 D1622/47764.

GWR cabside numberplates include 6833 from *Calcot Grange,* 6868 from classmate *Penrhos Grange*, 6992 (*Arborfield Hall*), and 7034 from *Ince Castle*, while among the smokebox numberplates are 30785 from *Sir Mador de la Porte*, 60145 (*Saint Mungo*), Britannia pair 70001 from *Lord Hurcomb* and 70041 (*Sir John Moore*), Midland Railway 393, and LMS M99.

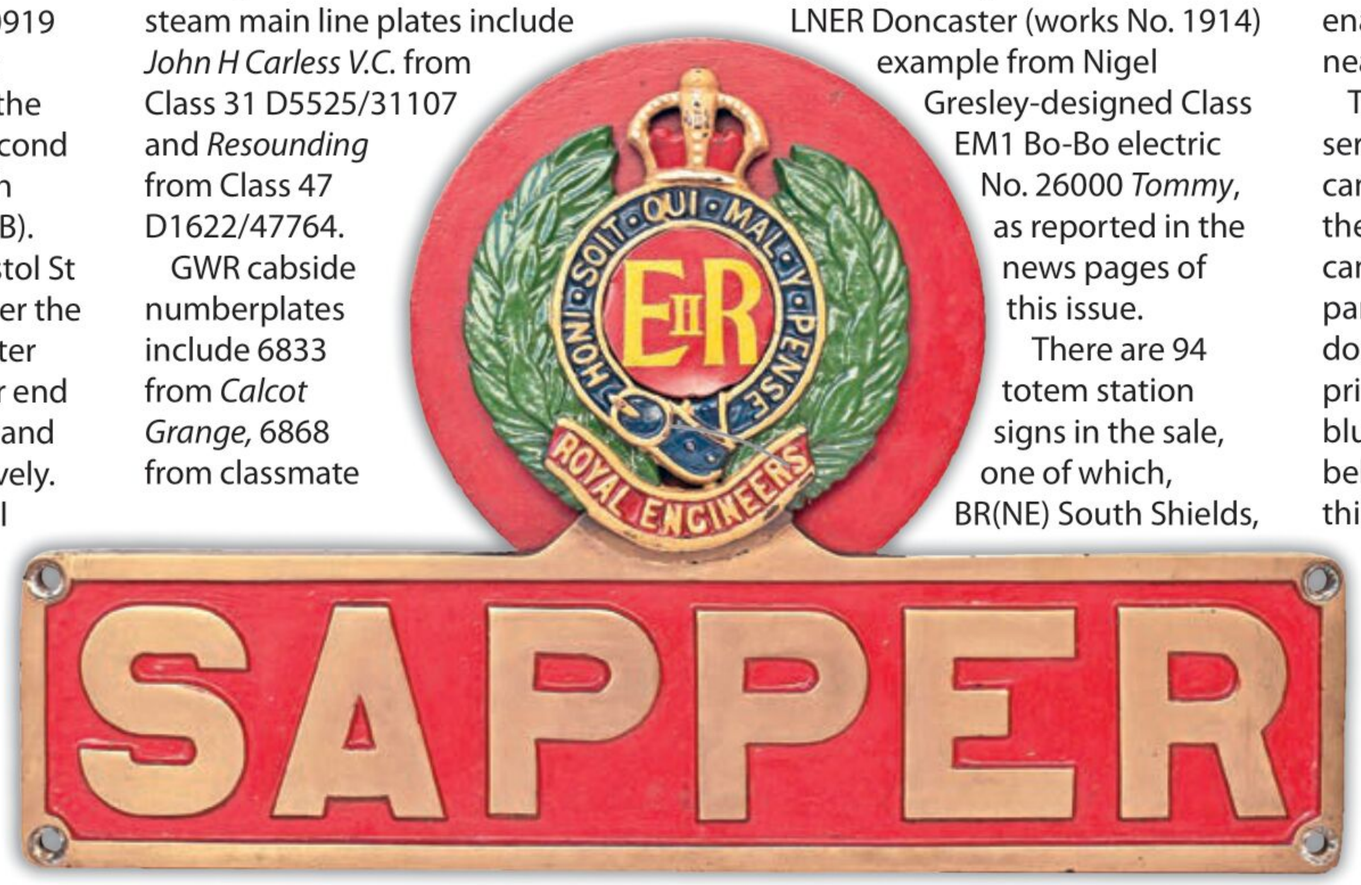
A *Merlin* badge from A4 Pacific No. 60027 *Merlin* will also be going under Simon Turner's online hammer – GWRA sold the badge with nameplate from the A4 Pacific's other side for £35,000 last November – and among the worksplates is a 1940 LNER Doncaster (works No. 1914) example from Nigel Gresley-designed Class EM1 Bo-Bo electric No. 26000 *Tommy*, as reported in the news pages of this issue.

is the only such double-sided example enamelled as a single totem each side rather than being two back-to-back.

Express memories will be rekindled by headboards from 'The Norseman' King's Cross-Newcastle Tyne Commission and 'The Palatine' St Pancras-Manchester Central trains, and holidays too by a station master enamel doorplate from Penychain near Pwllheli, in North West Wales.

This station opened in 1933 and served an adjacent Butlin's holiday camp and is still open today on the Cambrian Line, although the camp is now a holiday and caravan park. Although a railway sign, the doorplate is in the Butlin's colours of primrose yellow lettering on a light blue background, a combination believed to have been used on only this station.

There are 94 totem station signs in the sale, one of which, BR(NE) South Shields,




On the day prior to the sale, November 11, Simon Turner will hold a 350-lot auction of other railwayana, such as posters, shedplates, clocks, and railway and advertising enamels, starting at 10am. The following day's main auction start 9.30am.

## The 1935 Underground train from Holborn is now arriving at Aldwych...

A SELECTION of recent arrivals for the Transport Auctions of London sale on Saturday, October 29 includes an Underground 'Holborn-Aldwych only' cab destination plate from the line's 1935 stock and a set of Underground original car numberplates from 1956 prototype Tube stock that was renumbered three years later.

From above ground and into Wales come a Merthyr/Pontypridd carriageboard obtained by the vendor after the last train ran using that style of board, and a circa 1906 GWR enamel poster map promoting the new Fishguard route to Ireland operated by 'magnificent turbine steamers' that ran at 22½ knots. Nine years before this new route across St George's Channel was introduced, the first issue of *The Railway Magazine* went on sale, and the auction features a complete run of bound volumes from the launch of the publication, which is now a sister title to *Heritage Railway*, in 1897 to 1971. The auction is live online and starts at 10am.

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# Scottish-built Jubilee and Swindon-built Grange are stars of GNRA sale

NAMEPLATES from the LMS Jubilee class have long been a regular feature of railwayana auctions and that theme continued at Great Northern's saleroom sale in Poynton on October 1, when *Bombay* from No. 45576 sold for £8000. The 4-6-0 was built by North British of Glasgow, and the plate was cast at St Rollox Works, which are shorter than a Crewe plate.

A second nameplate, from GWR No. 6822 *Manton Grange*, fetched £5250, but two others, *Murdock* from LNWR Newton Class 2-4-0 No. 1488 and *Peacock* from GWR Bulldog 4-4-0 No. 3450, failed to sell.

From the post-steam era came headboard 'The Hadrian Flyer,' carried by Class 55 Deltic No. 55015 *Tulyar* when it hauled a special on November 27, 1981, organised by Doncaster Works when the class was in its twilight months. This piece of heritage modern traction railwayana sold for £1800, just ahead of the £1600 achieved by an LMS hawkeye from Elland station, near Halifax.

Following this pre-Nationalisation sign was the leading totem, BR(NE) Pontefract, which had been in the vendor's ownership since the 1970s and went for £1450. At £1100 and £1000 respectively were two cabside numberplates, 2038 from SR Class H1 4-4-2 *Portland Bill* (BR No. 32038) and 6822 from GWR *Manton Grange*, whose nameplate had been sold 50 lots earlier. Prices exclude buyer's premium of 15%.

Due to a severe bout of Covid-19, Great Northern principal Dave Robinson was unable to attend the auction, which was Ian Wright's final sale on the rostrum. A week after the sale, Dave, although still feeling distinctly under the weather, told *Heritage Railway:* "I am improving but it has taken a lot out of me. The feedback I have received about the auction from our crew, collectors, and stallholders is that they all had a good day, so it's on with the next one in April."

## Totems from four regions dominate

STATION totem signs from four of BR's six regions dominated Railwayana Sales' internet and telephone auction that ran from September 26 to October 2, with the flagbearer being BR(W) Bristol Temple Meads at £4050.

This runaway winner was followed by BR(S) Folkestone Junction (£2150), London Midland Region's Windermere (£1450), and Oakleigh Park, an Eastern Region sign which sold for £1050.

Southern Railway target sign Mortlake had its eye on breaking into four-figure territory on its auction debut but fell just short at £920. Prices exclude buyer's premium of 15%.

On the realisation for the Bristol totem, the auction house's Chris France said: "Although Temple Meads is a large station, it is believed only four survived, which obviously makes them desirable," while he also predicted that the current demand for such signs generally would continue.

"They are easy to display, colourful, and are relevant to collectors for a variety of reasons. I am confident they will maintain their appeal."

## Lots of lots, but prices hold steady

THE march of railwayana auctions continued on September 10 when Great Central held a 600-lot live online Bloxham-style sale just a week after its quarterly main auction, three weeks before Great Northern's October 1 sale and five weeks before Talisman's annual Templecombe event.

Such a relentless timetable has seemingly done nothing to quell the ardour of punters, nor had a significant impact on realisations, which are holding their own despite ever-increasing competition.

The ethos of Great Central's Bloxham no-frills, no telephone bidding, and few reserves auctions is almost a supermarket's 'pile-'em-high and move 'em on' philosophy, and there is no doubt that it works, as evidenced by other auction houses following suit.

Most collectors have bought memorabilia that didn't break the bank, and so their prices under the hammer in these general sales won't have the auction house principals beating a path to their nearest Aston Martin dealer.

The demand is there nevertheless, and this is illustrated by eight of the lots in Great Central's September 10 auction selling for £500 or more, led by a BR 1958 Doncaster worksplate from Class 08 diesel shunter

D3608/08493 of Stratford (30A) that went to a new home for £620.

Stratford also featured in the second-highest realisation when an LNER D-plate from a 10-ton wagon built there (works No. 631638) sold for £600, shadowed by a GWR signalbox two-lever wicket gate frame (£580). At £560 apiece were a Tyer's No. 9 key token instrument from the Southern Railway Allhallows branch line in Kent and a 1950 Montreal Locomotive Works of Canada worksplate numbered 77619.

Continuing the downward theme in £20 increments, a South Indian Railways' 12in drop case wall clock from the station master's office at Allura Road between Vijayawada and Chennai sold for £540 and a Cambrian Railways' handlamp for £520, while an LNER carriage map of the Great Northern suburban lines out of King's Cross went for £500. Prices exclude buyer's premium of 15% (+ VAT).

## Strong GWR presence in models sale

**AS REPORTED in last month's issue, Dreweatt's half-yearly Transport Sale of live steam models on November 1 features a selection of high-end exhibition-quality examples with maximum estimates of above £10,000, including 7¼in gauge models of GWR 2-8-0 No. 4708 and SECR 4-4-0 No. 735 at up to £60,000 each.**

**However, below such heights come models at or below five figures, including 5in gauge GWR Nos. 7813 *Freshford Manor* and 3822 *County of Brecon* (at up to £10,000 each), and 3½in gauge No. 6001 *King Edward VII* (up to £7000).**

**Below these is a 5in gauge group estimated at up to £4000 apiece, comprising GWR 2-6-2T No. 4554, 0-6-0PT No. 5700 and an unnumbered pannier tank, an LNER B1 class 4-6-0 that is also unnumbered, and LNWR Precedent class 2-4-0 No. 2187 *Penrith Beacon*.**

**The auction, which is being held at Donnington Priory, Newbury, and starts at noon, also features a small selection of railwayana that includes cast iron GWR private road and LNWR beware of the trains signs.**

## Railwayana Auction Calendar

- **October 28**
  Lacy Scott & Knight *(railwayana and model trains)*
- **October 29**
  Transport Auctions of London
- **Ends November 1**
  Paperchase
- **November 1**
  Dreweatts Transport Sale
- **November 11/12**
  GW Railwayana
- **November 18**
  Vectis *(model trains)*
- **November 19**
  Great Central *(Bloxham sale)*
- **November 21-27**
  Justaclickago *(photographs, negatives, and slides)*
- **November 25**
  Onslows *(posters)*

➜ HORNBY O-gauge topped the realisations in a Vectis model train sale on September 23, when a Danish export LNER Class D49 'Hunt' 4-4-0 lookalike went for £900. The clockwork model was numbered 955R and unnamed, although it carried a plate for a name above the front splashers.

Two Wrenn OO-gauge models that each sold for £800 were Royal Scot No. 46148 *The Manchester Regiment* and a second LMS representative, streamlined Princess Coronation No. 6237 *City of Bristol* in wartime black. Prices exclude buyer's premium of 25% (inc VAT).

➜ A METROPOLITAN-Vickers Electrical Co brass plate outsold all others with a realisation of £1125 in Thirsk Railwayana's 854-lot September 16-20 timed internet auction. A pair of BR(Sc) totem signs followed, from the stations of Kingussie (£920) and Thornton Junction (£820). Prices exclude buyer's premium of 12% (+ VAT).

# From LMS and LNER to standard and narrow gauge in poster sale

RAILWAY posters issued by three of the Big Four and BR, with a contrast being offered by the 15in gauge Romney Hythe & Dymchurch Railway, are to feature in an Onslow's auction on November 25, headed by a circa 1930 LNER issue that is estimated at up to £6000.

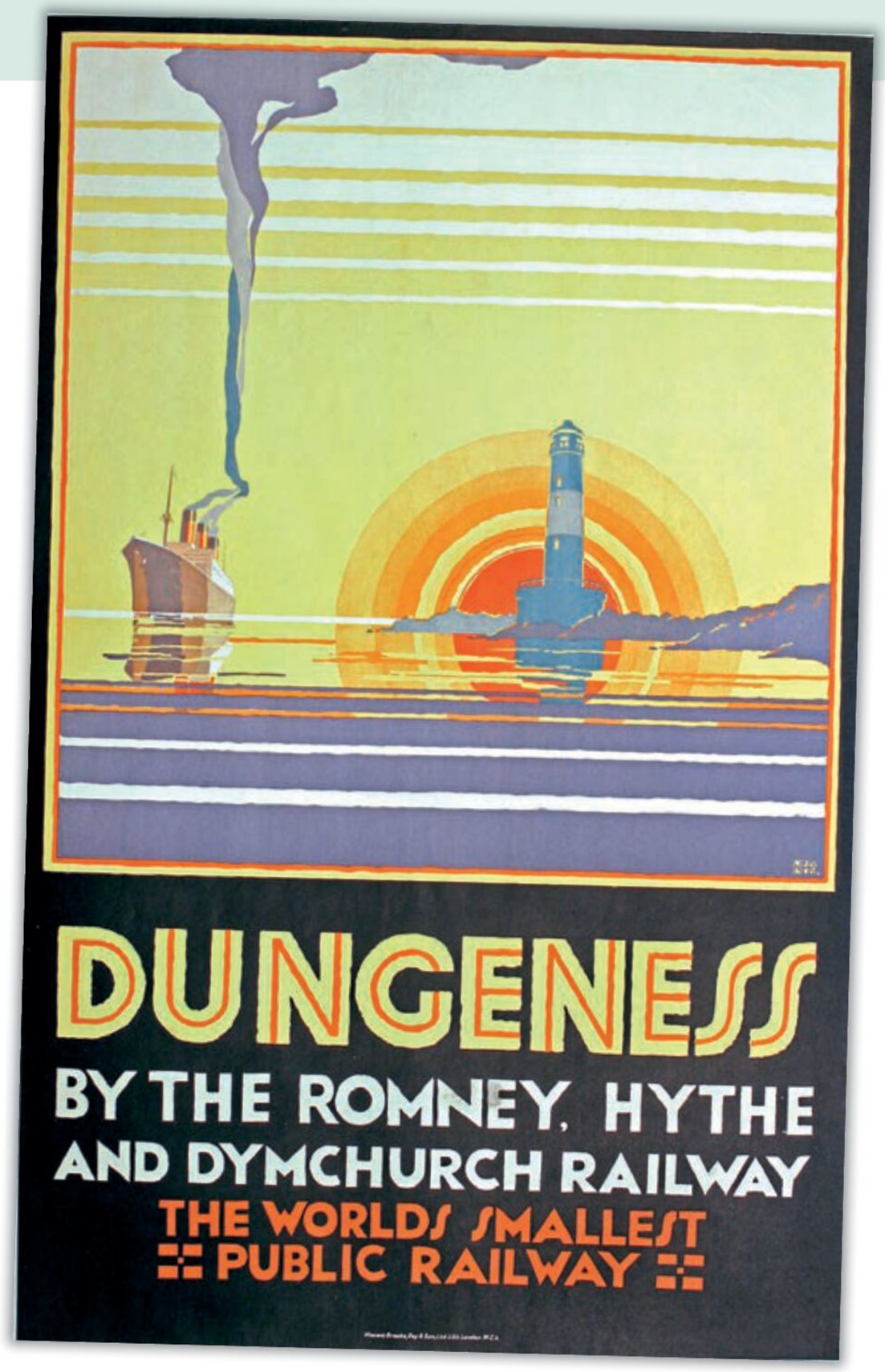
The poster is titled 'East coast route to Scotland' and depicts an A3 Pacific on 'The Flying Scotsman' speeding beside the sea. It is the work of Frank Mason (1875-1965), who was admired not only for his railway art, but also other work including maritime, shipping, coastal and harbour subjects.

An LMS poster issued for the French market promoting Ecosse (Scotland) and giving a Paris address for brochures also has a four-figure estimate of up £1600. It is the work of the acclaimed artist AM Cassandre, who was born in Ukraine in 1901 of French parents and spent his career in Paris, where sadly he took his own life in June 1968 at the age of 67, having suffered from bouts of depression for a number of years.

From the Southern Railway comes a 1947 poster promoting Poole, which is estimated at up to £1500. It is the work of London-born Leslie Carr (1891-1969), who served in both world wars, in the Tank Corps in the first conflict and in the Auxiliary Fire Service in the second, and in the 1960s was art director of *The Motor* magazine.

'Dungeness by the Romney Hythe & Dymchurch Railway' is the title of another railway poster set to go under the hammer. It is the work of N Cramer Roberts and depicts a lighthouse and a three-funnelled ocean liner, possibly *Queen Mary*. Its issue date is not identified, but the RHDR was not opened until July 1927, while *Queen Mary* was not launched until September 1934.

From a more modern era, a BR Western Region poster from 1958 advertises camping coaches in England, Scotland and Wales that "provide delightful and inexpensive holidays" and are a "real change for the family." The artwork, featuring a young family picnicking beside a coach, carries the signature 'Barber.'




ADVERTISING FEATURE

## Nutickets interviews the HRA's chief executive Steve Oates

NUTICKETS, which has more than 10 years of experience providing technology to visitor attractions, sits down with Steve Oates, chief executive of The Heritage Railway Association, to talk about technology, visitor experiences and the future of heritage railways.

**Q:** *In recent years, how have heritage railways needed to adapt to keep up with visitor expectations and experience?*

**A:** Heritage railways have been adapting since the day the first volunteers started at the Talyllyn in 1951. It didn't take long before they realised that visitors expected more than just a train ride and started offering refreshments, then souvenirs, and so on. From that small acorn, heritage rail has grown into a £600 million sector. What has changed is the speed at which they need to adapt now. Railways have diversified a lot to attract different customers recently. I think the current tough economic climate will increase the range of products they offer.

**Q:** *In what ways will the visitor experience change permanently due to new technology implemented in the era of Covid-19?*

**A:** The big shift we've seen has been in pre-booking. For railways, that means they can better forecast demand. For visitors it means they are more likely to get the seat they want, on the train they want. I think the process of pre-booking at home, probably on a mobile device, is what a good proportion of potential heritage railway visitors expect these days. It's what they're used to from other attractions.

**Q:** *What have railways been able to do to grow visitor numbers, particularly since the pandemic hit?*

**A:** Heritage railways were quick to adapt to the changes posed by coronavirus. For example, a lot of lines were able to make relatively small changes to offer passengers bookable compartments rather than just a seat. Many slightly varied their offer to make more of outdoor space, or to link in better with nearby walking opportunities, for example. That's encouraged visitors to stay longer on site and see more of the whole railway rather than just taking a straightforward train ride.

**Q:** *Nutickets recently partnered with the HRA. What role do technology partners play in supporting heritage railways?*

**A:** Having people who can provide expert advice on hand can only makes the process better. Each railway is different, so they will adapt to what their customers and volunteers want at a different pace.

**Q:** *Though we can see the digitisation of heritage railways through their activities, we tend to ignore that it also changed the way railway staff work. What are the most noticeable changes?*

**A:** Most railways have adopted subtle ways, behind the scenes normally, to let digital reduce the burden. I can't think of too many railways that don't now use digital tools for their staff rostering, and I know lots that provide many elements of their training digitally.

**Q:** *Nutickets will be attending the HRA's autumn conference next month. Why is it important for staff of heritage railways to meet with suppliers and other HRA members?*

**A:** It's about broadening horizons. Meeting with people who have approached challenges in different ways, or who bring experience from different backgrounds, is what makes events like the HRA conference essential to attend.

**Q:** *Lastly, what are your predictions for heritage railways over the next couple of years?*

**A:** I can see more challenges on the horizon. But heritage rail has some of the most innovative and resilient people you could find anywhere, so I'm confident we'll rise to them. I think we will see railways continue to diversify their offer to more than train rides. We are really close to some big anniversaries that give us the opportunity to do that well, and I'm excited by what can be achieved.

For more information, **visit www.nutickets.com**

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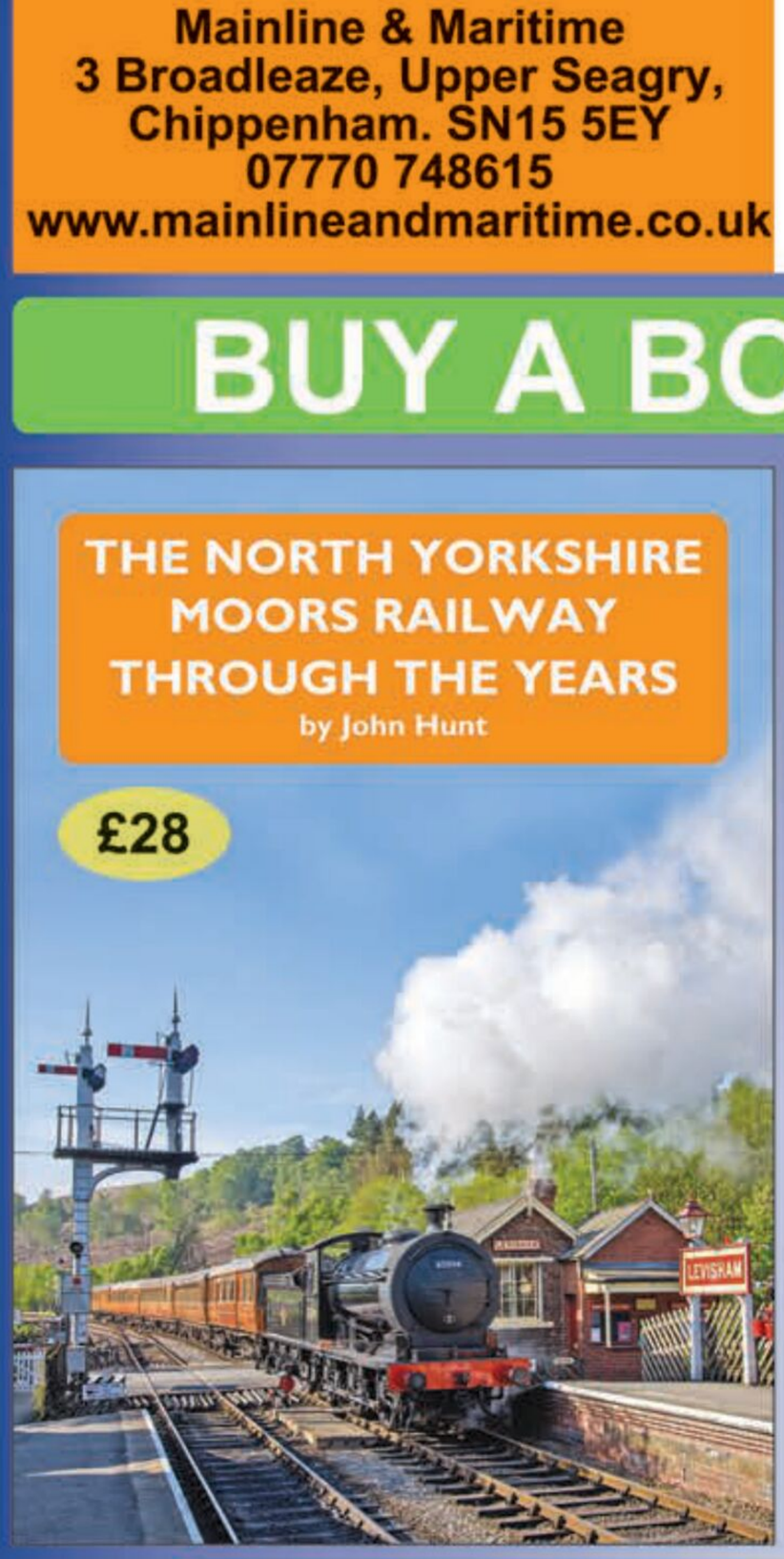


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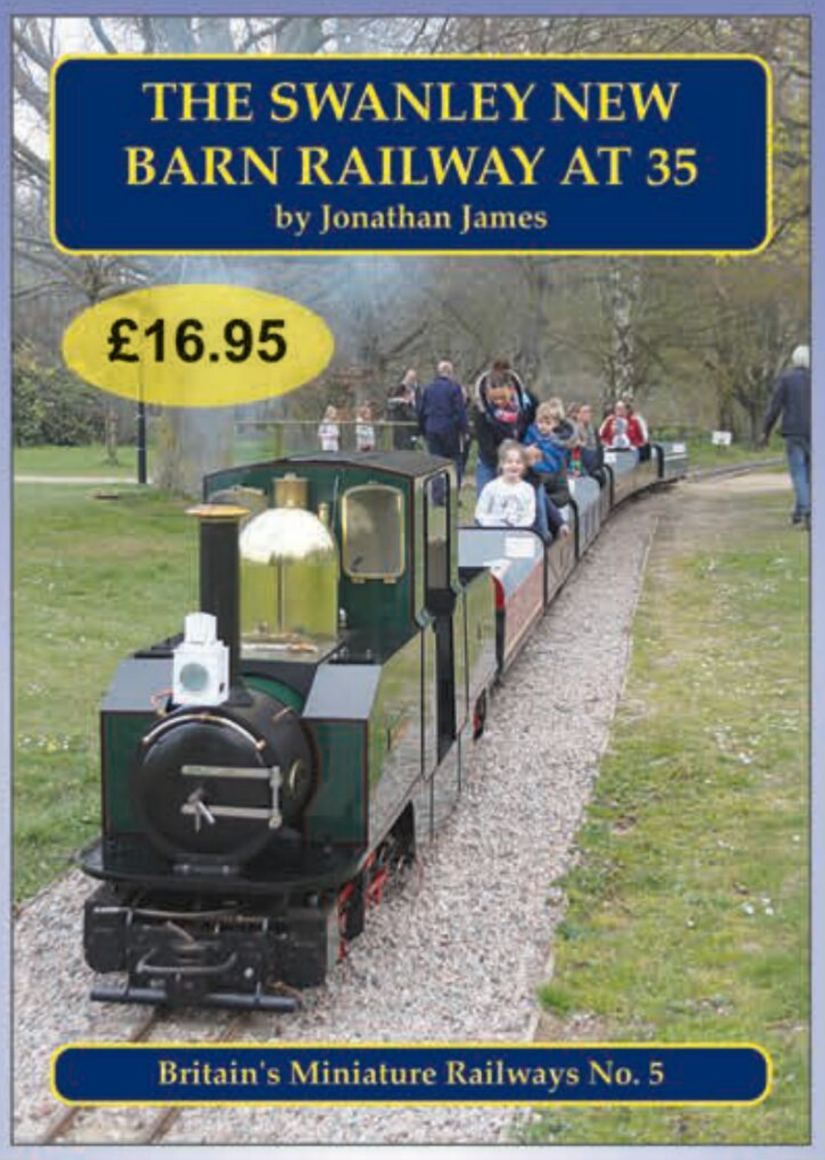

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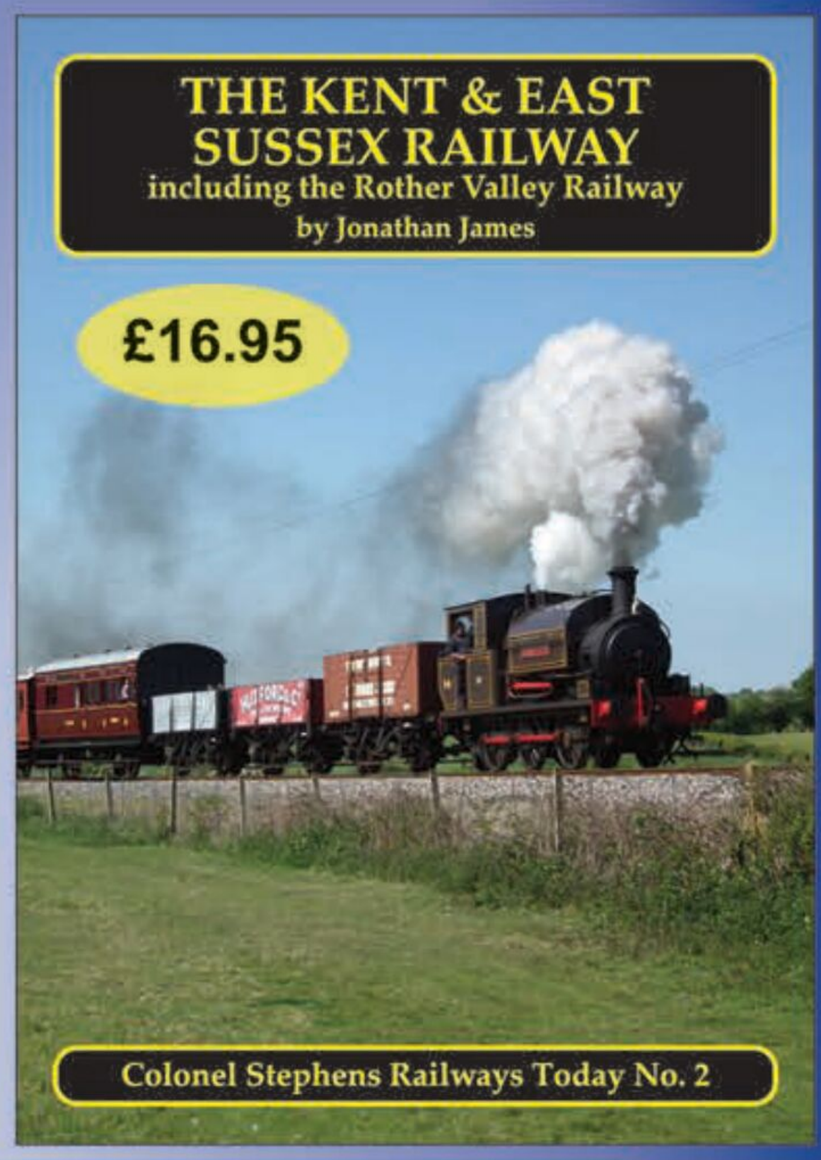

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## 2023 Calendar

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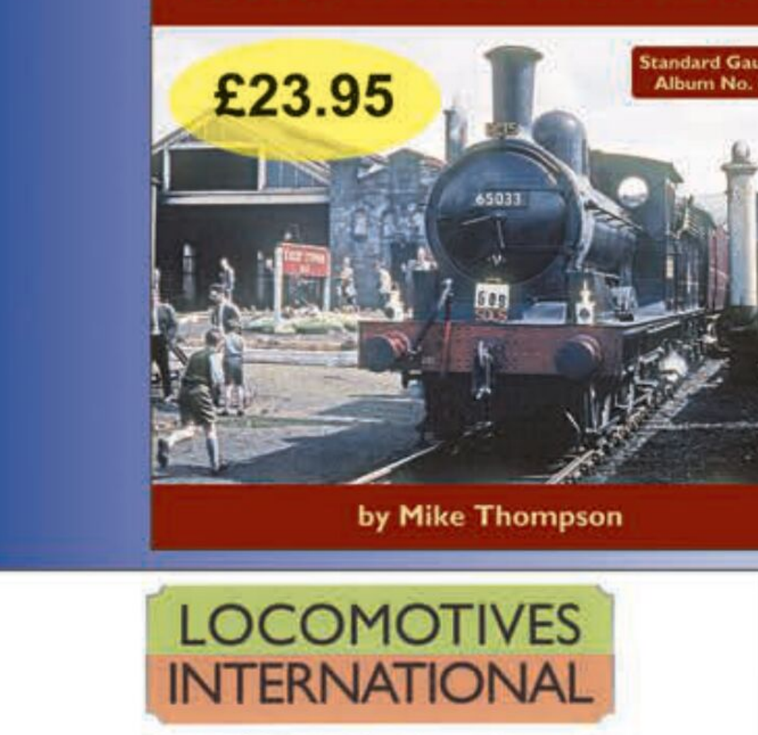



Vertical boiler engine Rigiblahn 7 rests as Rigi Staffel in the evening sun on July 12th, 2021. (Andreas Iliart)

## UK Miniature Railways 2023 Calendar

£8

This anonymous - but attractive - locomotive is seen running on a temporary railway at the Rail Gala at the Claude Jessett Collection, Tinker's Park, Sussex, on 3rd August 2013. (All photographs by Iain McCall)

MAINLINE & MARITIME

## UK Narrow Gauge Railways 2023 Calendar

£8

Newbuild Quarry Hunslet STATFOLD (HE3003/2005) was a visitor to the Apedale Valley Light Railway 11th September 2011. (All photos by Iain McCall)

MAINLINE & MARITIME

ANOTHER PRESERVATION FIRST

# LANCASHIRE GLORY REVISITED

Following on from the success of its June 18/19 gala that brought three operational Lancashire & Yorkshire locomotives together with one from the LNWR for the first time in preservation to celebrate the centenary of the merger of the two companies, the East Lancashire Railway did not let up – and outdid itself by going one step further for its end-of-year steam event.

A three-day weekend of steam for its October 14-16 autumn gala saw another preservation first – with no less than five Lancashire and Yorkshire Railway locomotives present, as well as the London North Western Railway Webb 0-6-2T Coal Tank No. 1054 capping off the centenary year in style.

The National Trust-owned No. 1054 has remained on the ELR since returning to steam earlier this year, making its post-overhaul passenger-hauling debut at the June gala, and it is the sole-surviving operational LNWR locomotive.

Representing the L&YR company again were 1881-built 0-6-0ST No. 51456, 1895-built 0-6-0 No. 52322 and 1910-built 0-4-0ST 'Pug' No. 19 that had all appeared at the first event, but this time being joined by 0-6-0 No. 52044, built in 1887 and visiting courtesy of the Bowers 957 Trust and the Keighley & Worth Valley Railway. It was not just the 'Ironclad' that was visiting from the Valley, with gala organisers fully committed to celebrating all things L&YR and bringing across a second 'Pug' in the shape of Class 21 No. 51218, supported by its owner, the L&Y Trust.

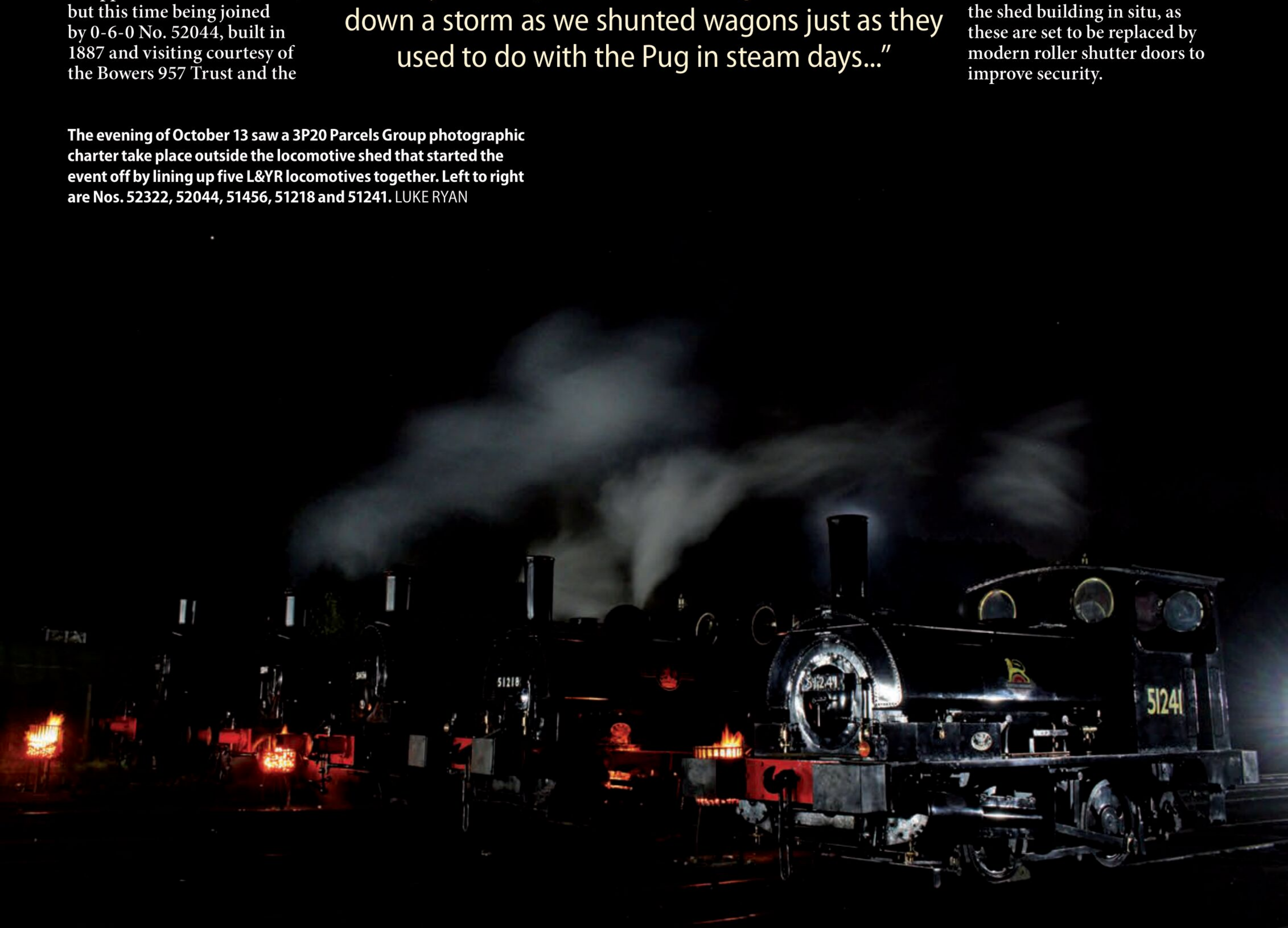
No. 51218 is presently out of ticket and has not steamed since 2005 but was on static display at Bury Bolton Street station throughout the event and is set to remain on the ELR until January 2023. Classmate No. 19 never made it to BR service, having been sold into industrial use sometime around 1931. For the weekend, however, it assumed the identity of Goole Docks-based shunter No. 51241. This was the first time the two diminutive 0-4-0s had been together since 1998.

One absentee that very nearly made the event was the National Railway Museum's L&YR 2-4-2T No. 1008. An agreement had been reached for it to move to the ELR on loan, which would have resulted in the gathering of all surviving standard gauge L&YR locomotives in one place. Unfortunately No. 1008 was unable to be extracted in time, however discussions were still underway to see it move to Bury later this year.

> "A highlight for us and also our passengers was the viewing area we created at Ramsbottom sidings – a totally new aspect for a steam gala, and it went down a storm as we shunted wagons just as they used to do with the Pug in steam days..."

In the evening of October 13, all of the L&YR locomotives were lined up for a photographic shoot at Baron Street sheds, likely to be the last such event with the old wooden doors on the shed building in situ, as these are set to be replaced by modern roller shutter doors to improve security.

**The evening of October 13 saw a 3P20 Parcels Group photographic charter take place outside the locomotive shed that started the event off by lining up five L&YR locomotives together. Left to right are Nos. 52322, 52044, 51456, 51218 and 51241.** LUKE RYAN



**L&YR 0-6-0 Nos. 52044 and 52322 cross over Brooksbottom Viaduct as they head for the tunnel and Ramsbottom station beyond.** OWEN HAYWARD

The timetable offered plenty of movement each day, with double-headed services featuring tender locomotives Nos. 52044 and 52322 paired together, as well tank engines Nos. 1054 and 51456. A short goods train was operated on the Friday and Saturday, with shunting taking place around Castlecroft Yard outside the Bury Transport Museum on the Friday and Sunday.

A further gala first for the ELR was a viewing area next to the goods sidings at Ramsbottom that allowed people to get up close and witness shunting demonstrations there during the Saturday. This proved an incredible draw – not just for passengers and enthusiasts, but also the local community, with nearby residents (some with toddlers in prams) making visits to witness the activity for themselves.

Friday's shunts were undertaken by 0-4-0VBGT No. 7232 *Anne*, while the duties for the following two days fell to No. 51241. These shunting demonstrations have perhaps become one of the biggest attractions for those visiting the ELR galas, as not only is there always something happening with such

**Visiting L&YR Ironclad No. 52044 passes Castlecroft yard with a goods train on Friday, October 14 as 4MT No. 80097 awaits its next turn of duty.** DAVE COLLIER

**Above: The Friday shunting demonstrations around Castlecroft Yard were undertaken by 0-4-0VBGT No. 7232 *Anne*, which looked quite at home as it moved the wagons about.** OWEN HAYWARD

**Right: On October 16, Pugs Nos. 51241 and 51218 were lined up together in Castlecroft yard.** LUKE RYAN

**SR West Country No. 34092 *City Of Wells* storms past Pug No. 51241 with a service for Rawtenstall on October 15. The ex-Keighley and Worth Valley-owned Bulleid locomotive was making its final gala appearance ahead of being withdrawn for overhaul.** OWEN HAYWARD

**L&YR Class 27 No. 52322 passes Pug No. 51241 and its crew at Ramsbottom Sidings on the morning of October 15 with a Rawtenstall service.** OWEN HAYWARD

**Aspinall 0-6-0ST No. 51456 waits at the signal for BR 4MT No. 80097 to shunt through the tunnel to join its train at Bury Bolton Street.** OWEN HAYWARD

movements, but a vital part of history is also recreated and gives purpose to overhauling and utilising locomotives such as the Pugs.

The three remaining operational locomotives from ELR home fleet operated in rotation throughout, with BR 2-6-4T Standard 4MT No.80097 running on the Friday, GWR 0-6-2T 56XX class No. 5643 appearing on the Sunday, and SR 4-6-2 West Country class No. 34092 *City of Wells* operating for all three days at what was its last steam event before withdrawal for overhaul.

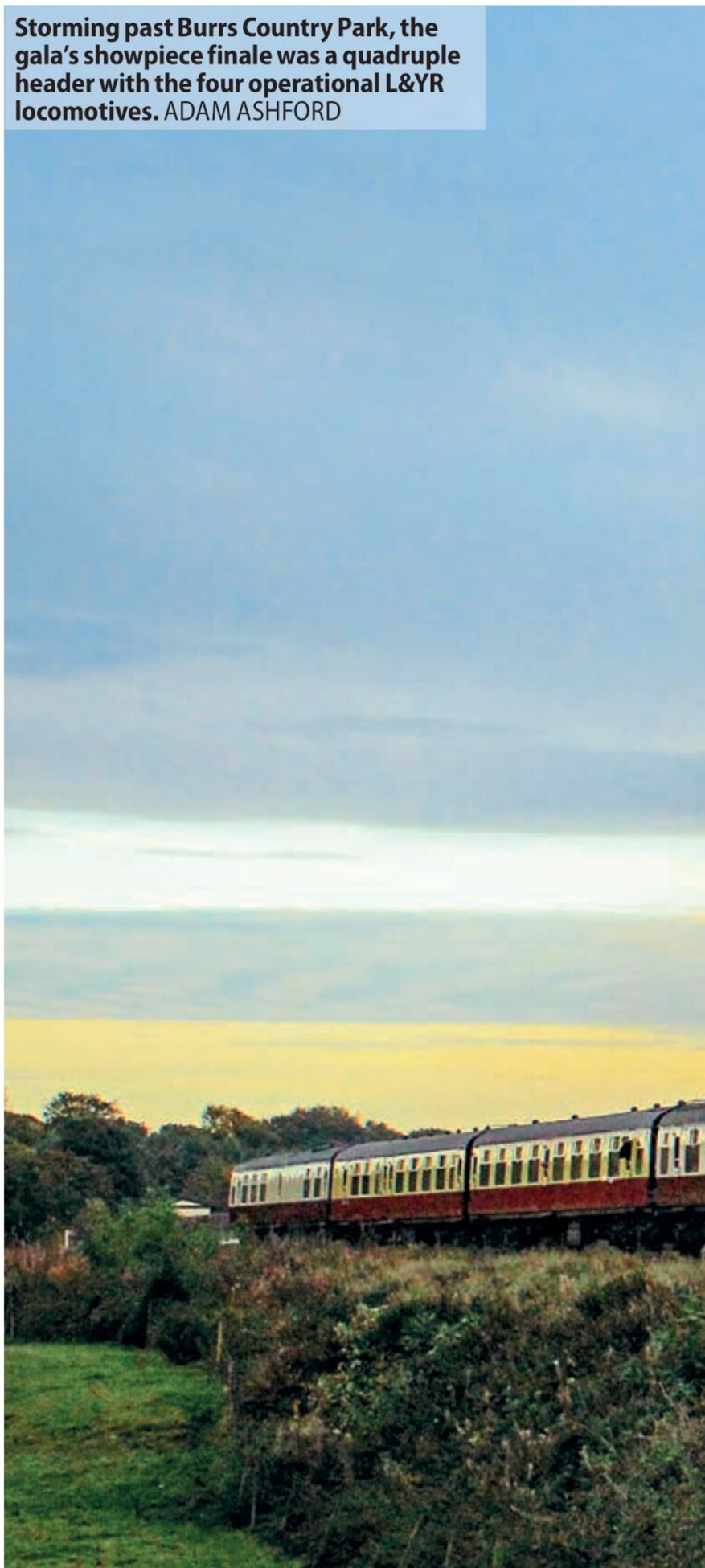
Liam Barnes, one of the event organisers, said: "What started off as me and Callum Porter (co-organiser) writing countless pencil notes on a timetable one night after work back in the summer turned into what we delivered over the three days. Keeping something interesting and different each day enticed everyone to enjoy what we had to offer.

"A highlight for us and also our passengers was the viewing area we created at Rambsbottom sidings – a totally new aspect for a steam gala, and it went down a storm with enthusiasts and families alike as we shunted wagons just as they used to do with the Pug in steam days."

Focus now shifts to 2023, the centenary of the London Midland and Scottish Railway, which was formed on January 1, 1923.

Although yet to be confirmed, it has been proposed that the L&YR locomotives on the line will be turned out in LMS liveries for the occasion – another exciting prospect to look forward to? HR

**Storming past Burrs Country Park, the gala's showpiece finale was a quadruple header with the four operational L&YR locomotives.** ADAM ASHFORD



**LNWR Webb Coal Tank No. 1054 pilots L&YR Aspinall tank No. 51456 through Irwell Vale on October 15, bound for Rawtenstall.** DAVE COLLIER

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# Hornby launches TT:120 range

HORNBY has become the latest manufacturer to join in the resurgence of the 1:120 scale of model railways with perhaps the largest number of models planned for the scale so far.

Known as table-top railways or TT, the new scale for the brand is smaller than the more familiar OO gauge models but still as easily handled by modellers young and old, providing an inbetween for OO and N scale models.

Marketing and product development director Simon Kohler explained: "We have been developing Hornby TT:120 for several years and it represents a substantial investment.

"Hornby TT:120 provides many solutions for those who really want to create a model railway but have little or no space for the larger OO size.

"The hobby is enjoying fresh interest since the Covid-19 lockdown days and there really is no other creative pastime that can provide so much enjoyment."

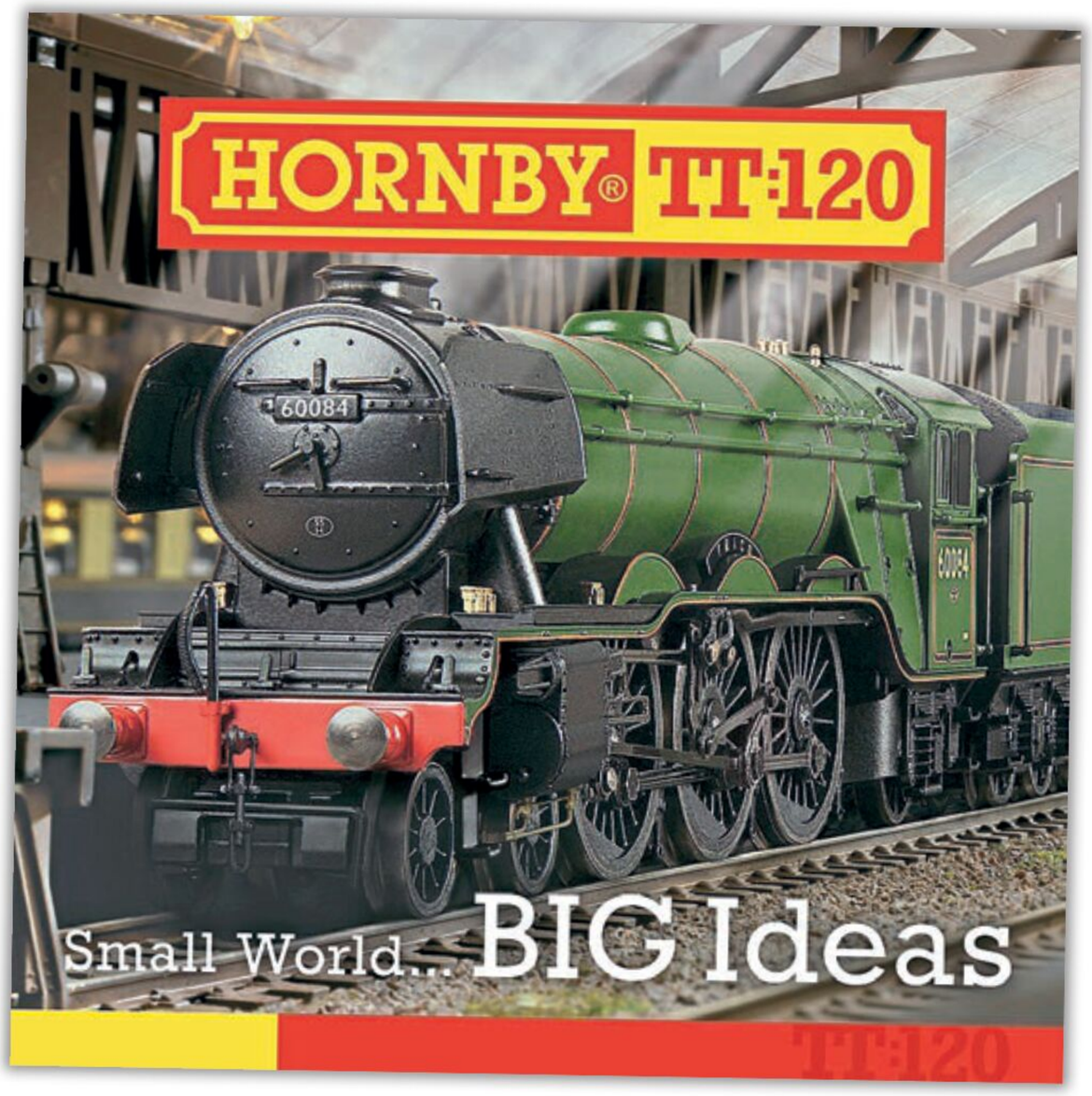
Hornby reports that the track for its new scale range is already in stock, with train sets due in time for Christmas.

One area that has prompted discussion is the distribution of the range, being undertaken exclusively by the Margate-based company via a dedicated online service. A new club has also been introduced – Hornby TT:120 Club – offering benefits such as 15% discount on all purchases.

The range of models announced includes an array of different steam and diesel locomotives (including A4 No. 4468 *Mallard* and A1 No. 4472 *Flying Scotsman*), carriages (including Pullmans with working table lamps), wagons, and buildings.

Hornby has also announced models that will follow in future phases, including BR class 9F No. 92220 *Evening Star* and the BR class 31 diesel locomotives, the latter of which had previously been announced by rival manufacturer Heljan, which has since decided to withdraw its plans for the scale.

"Such duplication in a new and so far unknown market produces no winners, only losers," a statement on the firm's social media pages read. "We were genuinely excited about the possibilities of this new scale but in the circumstances and with a heavy heart, we are ceasing development of out TT:120 model range. Instead we will focus all our energies on developing more exciting new OO and O gauge model products and supporting the crucial network of UK model railway retailers."




# Rapido at its 'Peaks'

RAPIDO Trains UK has announced that it is "filling one of the biggest gaps" in the N gauge diesels available with a range of three classes of 'Peak' locomotives. It will be starting off with the Class 44 locomotive, before following up with Class 45 and Class 46 at a later date.

The term 'Peak' was first applied to the Class 44s as they were named after English and Welsh mountains, with the affectionate nickname also being applied to the later two classes.

Rapido's models will include directional lighting, an array of separately fitted details (including handrails and windscreen wipers), an etched radiator fan grille with separate fan beneath, and plug-in discs to enable to modeller to apply their own chosen headcodes.

Prices had yet to be set, with advanced orders due to open once further design work has been completed.

Amid the nine versions being offered is preserved example *D4 Great Gable* in BR Blue, which is based at the Midland Railway in Butterly.

## No need to quarry – the latest Peco 009 gauge coaches have arrived!

MORE new items of 009 scale rolling stock have arrived with retailers thanks to PECO, which has delivered three new squat four wheel carriages that will look right at home on any narrow gauge layout.

Modelled off prototypes that first appeared on the Ffestiniog Railway in 1867, they were run on special trains that carried workers around the quarries of Blaenau Ffestiniog. Originally built as open four-wheelers, they were eventually upgraded to fully enclosed and glazed vehicles by the 19th century.

Five examples survive, including No. 8, which is restored and can be seen running at special events on the Welsh narrow gauge route.

Three versions have been produced, including the preserved example, and single and dual balcony brakes. Prices are set at £30 per vehicle.



Send your model news to staff writer **Owen Hayward** on **OHayward@mortons.co.uk@mortons.co.uk**

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# GREAT CENTRAL GALA AND THE BRIDGE TO THE FUTURE

An autumn gala on a heritage railway traditionally showcases the finest examples of transport history saved for the benefit of present and future generations. However, visitors to the Great Central Railway's successful September 30-October 2 event who drove to Loughborough from the north would have encountered a classic example of demolition rather than preservation in progress – but one as a key stepping stone to an exciting new era, reports **Robin Jones.**

In the early hours of Saturday, October 1, contractor VolkerLaser began work on removing the original Bridge 236 over the A60 near the Brush Works. As dawn broke, the latticework side panels of the structure – which dates from the building of the GCR's London extension in late Victorian times – were lifted out and the parapets demolished, all within earshot of regular steam whistles at Loughborough Central station.

The A60 was closed while demolition was in progress, with motorists facing a detour around the northern outskirts of the town. Wooden boarding was placed over the tarmacadam surface of the road to protect it.

Yes, in what might be seen at very first glance as a unique preservation 'man bites dog' scenario, a heritage structure was lost forever within hours. However, the bridge was on track to be replaced within a month in a project costing more than £1 million – which will open the door to several exciting and inspirational new horizons both for the GCR and the heritage sector in general.

The basic fact is that the 125-year-old bridge was not only life-expired, but had also been struck by careless over-height lorry drivers on several occasions. Deemed beyond economic repair, in September 2020 the Office of Road and Rail prohibited its use by trains.

The replacement bridge will carry two tracks. One will take trains to and from the national network, which could not only lead to heavy freight using it to access local businesses, therefore removing traffic from the roads, and delivering sustainable transport, but also eventually facilitate the running of main line passenger charters and stock movements to and from the heritage-era GCR at Loughborough for the first time in its history. The other track will carry the new connecting lines between the two heritage lines at Loughborough, the northern one, the Great Central Railway (Nottingham), which has been rebranded as the Nottingham

**Visiting J27 No. 65894 departs Quorn & Woodhouse station with a passenger service to Leicester North.** JOHN TITLOW

**J27 No. 65894 departs Loughborough with a freight beneath the unbroken blue skies of the morning of October 1, providing a welcome and dramatic contrast to the rain-drenched previous day.** JOHN TITLOW

**BR Standard 9F 2-10-0 No. 92214 *City of Leicester* departs Rothley on October 1.** ROBIN JONES

Heritage Railway, creating an 18-mile steam and heritage diesel highway between the outskirts of Leicester and Nottingham with immense potential for sustainable tourism.

The new concrete and metal bridge was due to in place by the end of October or early November. While the gradient on the railway will not be altered, the distance between the surface of the road and the bottom of the bridge will be slightly greater, reducing the risk of bridge strikes. Furthermore, the new structure will also benefit from crash protection – something the Victorian builders did not envisage the need for.

A short film documenting the final hours of Bridge 236 under the title of GCR Reunification Continues Finally, can be found on the railway's official YouTube channel and was viewed more than 8500 times in the first 24 hours after posting.

Meanwhile, the gala proceeded – and succeeded, all but oblivious to the bridge replacement. Everything ran on time, with only one minor breakdown, while regular

**Soon to be withdrawn for overhaul, Ivatt 2MT 2-6-0 No. 46521 leaves Loughborough with the 10.15am to Leicester North on October 1.** NICK GILLIAM

**Ivatt 2MT 2-6-0 No. 46521 and BR Standard 9F 2-10-0 No. 92214 *City of Leicester* pass at Loughborough on October 2.** ALAN WEAVER

**Visiting Ivatt 2-6-2T No. 41312 heads a local train out of Loughborough past the waiting 8F No. 48305 and its service in the siding on October 1.** ROBIN JONES

**The original Bridge 236 spanning the A60 at Loughborough stood for nearly 125 years before being demolished on October 1.**
FRIENDS OF THE GREAT CENTRAL MAIN LINE

**Demolition contractors remove the original Bridge 236 at dawn on October 1 in preparation for a modern structure to be installed.**
FRIENDS OF THE GREAT CENTRAL MAIN LINE

demonstration freights ran in between the timetabled passenger services.

The guest locomotives were the North Eastern Locomotive Preservation Group's NER P3 (LNER 27) 0-6-0 No. 65894 from the North Yorkshire Moors Railway, Ivatt 2MT 2-6-2T No. 41312 from the Mid-Hants Railway, and BR Derby lightweight railcar No. M79900 *Iris* from the Ecclesbourne Valley Railway. From the home fleet, Ivatt 2MT 2-6-0 No. 46521 was making its final gala appearance prior to withdrawal. Also in action were BR Standard 9F 2-10-0 No. 92214 *City of Leicester*, BR Standard 5MT 4-6-0 No. 73156, BR Standard 2MT 2-6-0 No. 78018, LMS Stanier 8F 2-8-0 No. 48305, and Class 37 D6700.

The event attracted more than 2500 visitors over the four days it ran for, although numbers were hit by torrential rain on the Friday and national rail strikes on the Saturday. Around 6800 passenger journeys were made.

GCR chairman and interim general manager Richard Patching said it was "an excellent four-day steam gala which seemed to go down rather well."

"Operationally it all went well but, as always has to be added in these matters, that outcome only ever happens through the efforts of the many across the whole eight miles of the railway," he said.

"As ever, it is teamwork that pulls us through – and that was evident on all the trains I travelled on and at each of the four stations."

Inclusion of the Class 37 and *Iris* at a steam gala were also said to have gone down very well.

The Great Central Railway's next big event is the Last Hurrah gala, being held on Saturday, November 19 and Sunday, November 20, which will be the final major steam running weekend before the festive season. Up to six steam locomotives and one diesel will be in action.

Santa steam specials will run from Saturday, November 26 to Christmas Eve, December 24, and the illuminated Winter Wonderlights service – now in its fourth year – will run on selected dates from November 30. For more details and to book, visit https://tickets.gcrailway.co.uk/christmas HR

**Autumn colours are very much in evidence as Stanier 8F No. 48305 passes Kinchley Lane with a freight on October 1.** JOHN TITLOW

J27 No. 65894 on a freight and BR Standard 5MT No. 73156 pass south of Quorn & Woodhouse. ALAN WEAVER

## Support the Friends

The Friends of the Great Central Main Line championed the Bridge 236 replacement project and fundraising, and the David Clarke Railway Trust managed the money, claiming Gift Aid on behalf of donations. The GCR placed the order in April to beat rapidly rising costs. Andy Fillingham, of the Friends, said: "We are grateful to everyone who's supported this project with funding but we are still looking for a few thousand pounds to finish the job and we hope the inspiring progress might encourage others to donate, even in these difficult economic times. This is the part of the project where every pound matters."

➜ If you would like to donate, details can be found online at **www.gcrailway.co.uk/unify**

**Left: Ivatt 2MT No. 41312 and 8F No. 48305 enter Quorn & Woodhouse on a light engine movement early on October 1. The GCR joined forces with Quorn residents to enter the annual East Midlands in Bloom competition and following July's judging, the village won a gold medal after being voted the best small town in the East Midlands. Quorn & Woodhouse station's volunteer gardening team this year focused on red, whites, blues and purples for the late Queen's Platinum Jubilee.** ROBIN JONES

Mid-Hants Railway-based Ivatt 2MT No. 41312 departs Quorn and Woodhouse with the local set. JOHN TITLOW

STAR LETTER

# Swedish museum treasures tell us much about UK Beyer Peacocks

JOHN Titlow has done us a major favour in drawing attention to the currently 'off limits' Swedish National Railway Collection (*Heritage Railway* issue 298). However, he has not emphasised precisely how important the classic 19th-century Manchester-built specimens really are.

As the late HC Casserley pointed out many years ago, the period between 1850 and 1900 is relatively poorly represented in our ranks of preserved locomotives (note how many historic ex-main line locomotives from this period were scrapped in industry into the 1960s) and this is the significance of the Swedish survivals.

Taking *Prins August* first: despite its domeless boiler and inside bearings to the leading axle, we have many Beyer Peacock features favoured under the Beattie regime on the LSWR – compare the two surviving but much-altered 0298 2-4-0WTs, for example.

If you look at the BJ K class 0-6-0 No. 27, it is not exactly identical to anything on the domestic scene, but boy, doesn't have something of a LSWR flavour about it? It even has the 13-spoke wheel centres used on the Saddleback class 0-6-0STs used by the LSWR, Ireland (5ft 3in gauge), Turkey, Sweden and Australia, where a broken cylinder casting tragically cost the last-remaining example its chance of preservation.

**Statens Järnvägar (Swedish State Railways) Beyer Peacock 2-4-0 *Prins August*, built in 1856 and held to be the world's oldest locomotive in original condition, has design similarities with the LSWR's Beattie well tanks.**
CORY DOCTOROW/CREATIVE COMMONS

No. 27 would certainly not look out of place on the Kent & East Sussex Railway. An unrestored Swedish-built classmate of No. 27, No. 36 (Mohab No. 105 of 1890) is currently plinthed at Sodertalj in neglected condition. Failing the possibility of the KESR running to a new-build Saddleback, might the KESR be interested in acquiring this locomotive for restoration, should the chance arise?

Now we come to the true classmates of locomotives on the domestic scene. A quick study of the webpage devoted to *Jernsida* reveals that it is an SJ G class 0-6-0 built to the same drawings as BP W/Ns 828-9 of 1868 *Dunvant* and *Towy* respectively, of the Llanelly Railway & Dock Company. This concern was taken over on January 1, 1873, and the two locomotives were withdrawn respectively in October 1877 and October 1886. The SJ class F 0-6-0, incidentally, was the prototype for the 'Ilfracombe Goods' class of the LSWR in pre-rebuild form, but unlike the case on home soil, the last of the Swedish-based examples (the earliest class member of 1863) ended its days with a Belpaire boiler in 1934.

The 1876 Sharp Stewart 0-4-2 No. 8 was built to the same design (I think in the same year) as a class for the Great Eastern Railway, as was illustrated in a series on locomotives of the GER in *The Locomotive* magazine.

The most historically important of the classmates, however, is Beyer Peacock 0-4-2ST *Thor* of 1861. Not only did three locomotives of this type find their way into GWR ownership (Nos. 91-2 and 342), but the type also found favour with the Cannock Chase and Wolverhampton Colliery system.

Here, two important distinctions were earned. Firstly, an updated variant, *Foggo*, was constructed 'in-house' by the West Midlands concern (almost certainly from BP parts) as late as 1946, and secondly the earliest of the CCWC locomotives, *McClean* (BP 28 of 1856) came within months of its official centenary, falling to the breaker's torch in the winter of 1955/6.

The particular importance of these latter three locomotives in the Swedish Collection cannot therefore be overstated. Ideally, when the museum is reopened, it should be acknowledged with some sort of appropriate display. After all, in the case of the three Great Western BP 0-4-2STs, the two Llanelly Railway & Dock Company 0-6-0s and the Great Eastern 'Sharpie' 0-4-2s, it is most certainly a case of: 'Do not stand at my grave and cry, I am not there, I did not die.'

*Mark Smithers, email*

# More about that Beyer Peacock tank in Ukraine...

I READ with interest your Headline News article in issue 296 concerning the 0-4-0T surviving in Ukraine.

Employment took me to the former USSR twice, plus I have made several return visits in the post-communist era, hence my interest in the railways of that vast area.

May I refer interested readers to the excellent publication Soviet Locomotive Types – The Union Legacy, by Heywood & Button, published by Stenvalls in 1995.

Under a renumbering scheme of 1912, a motley assortment of 0-4-0T, 0-6-0T and 0-8-0T locomotives were grouped together as 'b' class ('b' in the Cyrillic alphabet is pronounced like 'b' in 'but').

Apparently some 34 'b' class types were still in stock in 1967, of which about 25 were still in regular use. By the mid-1970s, nearly all had been withdrawn.

Of the dozen or so still extant in the early 1990s, most were those built by Kolomna and Nevskii. It is believed that some 0-4-0Ts were built by the Josef Stalin works at Poznan in Poland, and we know that a further six locomotives were ordered from Beyer Peacock as late as 1932. It certainly does seem very likely that No. b-2137 now preserved at Lviv is one of these, as our Ukrainian friends think. An official ex-works photograph taken by Beyer Peacock seems to confirm this.

If so, No. 2137 was formerly allocated to Korosten depot on the Yugo-Zapadnaya Railway; can anyone confirm this?

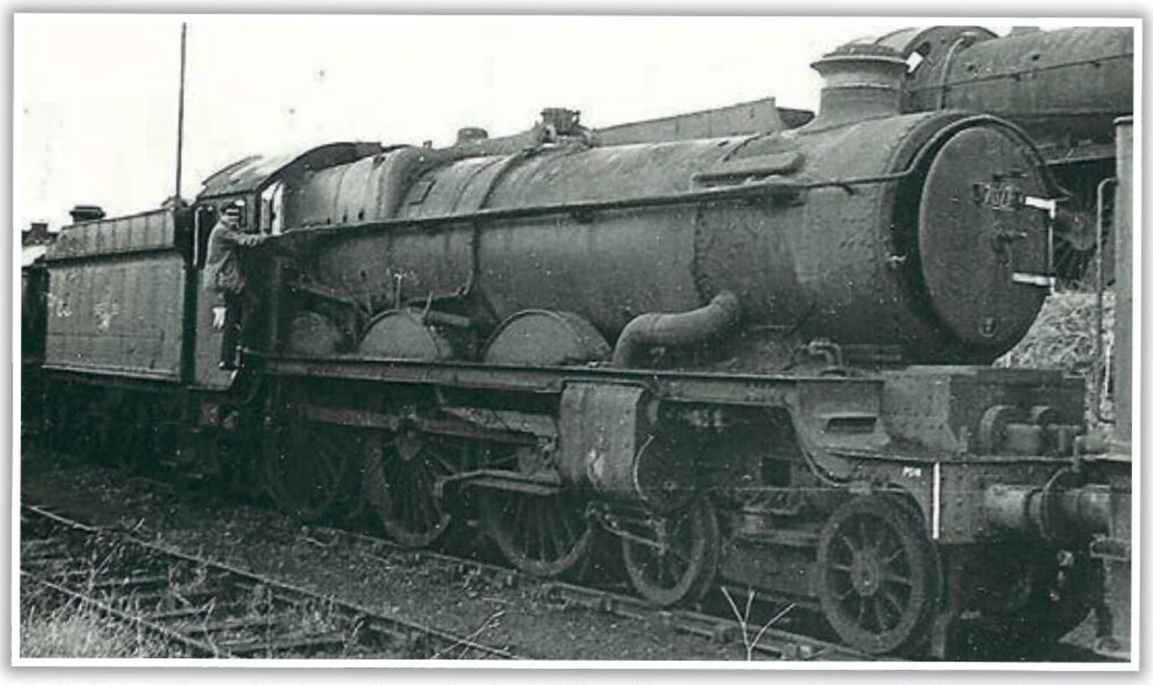
My photograph (below) shows a small but chunky HO scale 0-4-0T bought for a song at a model fair more than 20 years ago. The maker is a mystery and I have never seen a similar one.

It is presumably one of the Russian-built examples and the number 4N (4P in Latin) -0979 suggests that further renumbering took place during the Soviet era.

Keep up the good work!

*David Goodger, Kirton, Nottinghamshire*

# *Thornbury Castle* must be restored – but as itself



**GWR 4-6-0 No.7027 *Thornbury Castle* at Woodham Bros scrapyard, Barry, in May 1967. It was subsequently bought for spares but later plans envisaged it being restored in its own right.** HUGH LLEWELLYN/CREATIVE COMMONS

LIKE so many other steam railway enthusiasts, I am appalled at the imminent proposal to break up and cannibalise GWR Castle class No. 7027 *Thornbury Castle*, an outstanding member of an outstanding class.

Even non-Great Western Railway fans will agree that the Castle class is a British transport design classic, along with the likes of the E-Type Jaguar, QE2, and Concorde. Nobody else in the world does it better than us.

To blithely say, 'Oh, there are enough Castles already' to justify the destruction of this locomotive (the restoration of which was finally proceeding apace at the Great Central Railway) is a shallow and philistine response.

Nobody in their right mind would suggest chopping up paintings by Constable or Turner because we've already got plenty of examples and that the canvases would be handy for other artists to use. There would be global outrage.

There would be justifiable public uproar if it was suggested we destroy our real stone, brick and mortar castles although we have plenty in disrepair. All these historic items are a finite resource – including both the Thornbury Castle building and the locomotive itself.

Coincidentally, as executive producer of the proposed Inspector Vignoles railway detective television series, I recently discussed with its author Stephen Done what an asset on screen *Thornbury Castle* in working order would be as our 'best supporting actor'. It would be an impressive express locomotive looking just the part on the main line GCR where we plan to film stories such as Stephen's latest novel, The Signalman's Daughter.

I realise *Thornbury Castle*'s restoration suffered numerous false starts over the decades, but surely the huge outcry over its sale for dismemberment to provide parts for the 'Night Owl' project and possibly a new-build Star (at 64, I won't be around to see that come to fruition) is enough to create a viable new plan?

I, for one, would be delighted to lend my fundraising and media experience to help a revitalised project. I am sure there are hundreds of out there who would also volunteer their skills. Let's just do it!

*Peter Elson, St Helens, Merseyside*

# *Thornbury Castle* scheme is 'heritage vandalism'

THE news that *Thornbury Castle*, sold in good faith by Jonathan Jones-Pratt for restoration, is now to be cannibalised to make a 'fake' 4700 is sad indeed.

I went to school near St Phillips Marsh Shed (82B) and so saw most of the 4700s on shed there, and they were magnificent engines. Building a replica would be a wonderful and worthwhile project, but destroying the last unrestored Castle to do so is unworthy.

By the Great Western Society's own admission, the locomotive will be significantly different by the use of the Castle's boiler. I was at Didcot a few weeks ago and noted the apparent lack of progress on No. 4709, but good things can't be rushed. We've seen a Hall lost to a recreation and another shipped off to Japan to become a toy.

Now the highly-respected Great Western Society is set to irrevocably tarnish its reputation by this ambition to create a 4700 lookalike from a restorable Castle.

Jonathan has offered to buy it back and I'm sure many, including me, would chip in to get the restoration underway. The amazing work done by the *Tornado* team has shown that it isn't necessary to shortcut projects by destroying heritage in this way. Barry scrapyard has made it all too easy, especially for Great Western projects, to just choose a victim locomotive and chop it up to make it into something it never was. Future railway enthusiasts will look back as these ruthless acts with pity.

I hope the trustees of the GWS will see sense and refuse to put their names to this senseless piece of heritage vandalism.

*Gerald Creed, Bristol*

## Prospects for rail reopening projects in Derbyshire

**IN the good old days, the usual destination for trains through Matlock was Manchester Central (now an exhibition centre). If the Beeching Report had been fully implemented, there would still have been a main line railway, but only with stations at Matlock and Bakewell. Presumably, through freight would have continued using Rowsley sidings.**

**Politically, the Ernest Marples/ Barbara Castle issue deserved careful study. There was a gradual acceptance that taxpayer support was needed for the national railway network.**

**As it turned out, rail services through Matlock were gradually withdrawn during the 1960s; this is described in detail in the book by Bill Hudson, Through Limestone Hills.**

**There are three missing bridges at Rowsley. Usually overlooked is the covered way (not a bored tunnel) called Haddon Tunnel. This needs a detailed inspection of its current condition and the cost of repair before anything else is done.**

**There was a commercial scheme to reopen Peak Forest-Ambergate to limestone trains but little has been heard recently. I think a passing loop would be needed at Cromford Sidings. This would permit heritage trains to run also. Apparently, a regular service of ordinary passenger trains is much more difficult than it sounds.**

**The real problem in Derbyshire is that there are more projects than passengers. There are three heritage railways covering much the same ground curatorially. Then there is the National Tramway Museum and now a car museum.**

**The problem that all five projects face is the need to show a commercial profit to fund capital spending. It is not practical to close down any of these, so we will all have to hope that public funding will be made available. There is a lot of talk about 'Levelling Up' at the moment.**

***Paul Gibbons, Alfreton, Derbyshire***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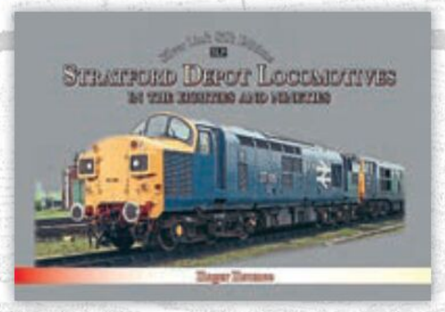


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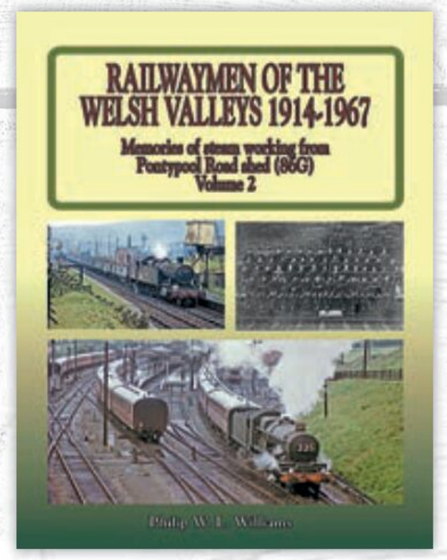


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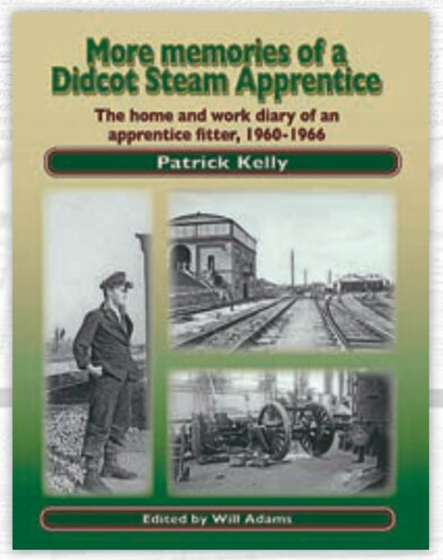


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# ‘OVERWHELMING’ GALA SUCCESS BRINGS MUCH PRIDE TO THE NYMR

Splendid weather and the return of Gresley A4 No. 4498 *Sir Nigel Gresley* after seven long years away brought out the crowds to the North Yorkshire Moors Railway for its autumn steam gala, reports **Geoff Courtney.**

Small boys gazed in awe and wonder, their sisters sought the comfort of a parent’s hand, dads admired the engineering before them, mums quietly wondered what it was all about but enjoyed their children’s fascination, and grandparents recalled memories of when the scenes they were witnessing were commonplace in younger days. Meanwhile, enthusiasts, cameras in hand, savoured every moment. Railway staff and volunteers offered information and advice, “where are the toilets?” being the most common question, said one. And the reaction of dogs ranged from disinterest through to fear or genuine excitement.

The North Yorkshire Moors Railway Annual Steam Gala and Beer Festival was in full swing, and the sheer volume of passengers provided a perfect illustration, were one needed, that steam remains a massive draw despite it being based on Victorian technology. Or maybe that is the very reason, in an age of bewildering technology and non-stop so-called progress, why car parks were full to overflowing and platforms likewise.

The gala ran from September 22-25 and featured a timetable so intense that it occasionally, and understandably, creaked at the seams. Pickering, for example, featured up to 11 timetabled passenger train departures each day to either Grosmont or Whitby, while 18 miles away at Grosmont there were 15 arrivals, including freight demonstrations and light engine movements. A big ask of staff and volunteers, and all on a railway that is single-track for most of its length and incorporates a challenging 1-in-49 gradient between Grosmont and Goathland.

## Star attractions

To many visitors, the star attractions were at either end of the scale – the magnificence of Gresley A4 No. 4498 *Sir Nigel Gresley* and the diminutive Class IV 0-4-0 steam tram No. 8 *Lucie*. The A4, which returned to traffic in April after a £1 million six-year overhaul was in LNER wartime black, which caused angst among some of the enthusiasts but did not appear to concern the public, who treated it as if it were the returning prodigal son. No. 8, which was built by Société Cockerill of Liège,

**Back from its long-running overhaul, LNER A4 4-6-2 No.4498 *Sir Nigel Gresley* makes its first departure from Grosmont for seven years on September 23.** RODNEY TOWERS

Taff Vale Railway 02 0-6-2T No. 85 from the Keighley & Worth Valley Railway double-heads with Lambton, Hetton & Joicey Collieries 0-6-2T No. 29 on the 10.27am Grosmont to Pickering service on September 25, crossing the Water Arc bridge over the River Esk between Grosmont and Goathland. MAURICE BURNS

Left: The LNER Coach Association's six-coach teak train passes Moorgates, running north behind BR standard 9F 2-10-0 No. 92134 on the 3.31pm from Pickering on September 24. RODNEY TOWERS

Above: Visiting from the Great Central Railway, BR Standard 5MT 4-6-0 No. 73156 heads the 12.47pm Grosmont to Pickering Pullman through Beck Hole on September 27. MAURICE BURNS

Left: The North Eastern Locomotive Preservation Group's J27 0-6-0 No.65894 hauls an 11-wagon local freight service at Levisham on September 25. RODNEY TOWERS

**On September 23, S15 No. 825 passes Moorgates proudly carrying sister No. 841's *Greene King* nameplates in commemoration of it being 50 years since No. 841 left Barry scrapyard, as highlighted in News page 40.** JAMES KINDRED

**Left: No. 4498 *Sir Nigel Gresley* heads an LNER teak coach special over Newbridge level crossing on October 11. Following the gala, the A4 ran with the LNER Coach Association's restored teak carriages on a series of exclusive specials, marking 85 years since the locomotive entered service following a naming ceremony at Marylebone on November 26, 1937.** GAVIN THOMSON

**In low, sharp autumn light, A4 No. 4498 *Sir Nigel Gresley* reverses past BR Standard 5MT No. 73156 at Goathland on September 23.** ALAN WEAVER

Belgium, in 1890 for the East Brussels Tram Company, arrived in the UK in 1987. It is now privately owned by NYMR traction and rolling stock manager Paul Middleton, and spent much of its time on pilot duty at Levisham station.

Among other locomotives on active duty were four Standard Class engines comprising 5MT 4-6-0 No. 73156 (visiting from the Great Central Railway), 4MT 2-6-0 'Pocket Rocket' No. 76079, 4MT 2-6-4T No. 80136, and the crowd-pulling 9F 2-10-0 No. 92134.

This hard-working quartet received sterling support from, in addition to No. 4498, four further ex-BR engines – Southern Railway Class S15 4-6-0 No. 825 and Schools class 4-4-0 No. 926 *Repton*, and LNER duo Q6 class 0-8-0 No. 63395 and J27 class 0-6-0 No. 65894.

## Added muscle

As if that line-up wasn't enough to satiate the appetite of every visitor, two former colliery engines added their considerable muscle to proceedings, 1904-built Kitson 0-6-2T No. 29,

**Lambton Hetton & Joicey Collieries Kitson 0-6-2T No.29 at Green End with a freight train bound for Goathland on September 24.** MATTHEW DITCH

**SR S15 4-6-0 No.825 and Lambton Tank No. 29 double-heading the 2.58pm from Grosmont at Moorgates on September 24.** RODNEY TOWERS

which spent its entire 65-year service life in the mining industry, and visiting from the Keighley & Worth Valley Railway, Neilson Reid 0-6-2T No. 85, which entered traffic in 1899 as Taff Vale Railway Class O2 No. 85, became GWR No. 426, and after withdrawal in 1927 launched a 39-year career in the coalfields of County Durham.

The gala was also a financial success, so providing a welcome boost to a railway that, alongside everyone in the heritage sector, has experienced unparalleled trials in recent times.

Revenue was up a healthy 90% on pre-Covid 2019 figures, and there were more than 6000 visitors, an average in excess of 1500 for each of the four days.

Luke Hudman, the railway's marketing manager, said: "Planning started early this year as we knew it was going to be a big event, especially with the line-up of locomotives including the welcome return of *Sir Nigel Gresley*."

While operational and locomotive problems caused a small number of delays on both the Friday and Sunday – delays which some visitors fretted about but the majority accepted – Luke rightly declared the event a "huge success," with positive passenger feedback.

NYMR chief executive officer Chris Price endorsed Luke's assessment. "The gala was

**Above: Southern Railway Schools 4-4-0 No. 926 *Repton* approaches Goathland with the 2pm departure from Whitby to Pickering on September 22, the first day of the autumn steam gala.** BARRY MARTIN

**Right: BR Standard 9F 2-10-0 No. 92134 approaches Goathland with a service train on September 23.** ALAN WEAVER

**Taff Vale Railway No. 85 and BR Standard 2-6-4T No. 80136 double-head a freight at Goathland on September 23.** ALAN WEAVER

**Cockerill steam tram Class IV 0-4-0VBT No. 8 *Lucie* at Goathland on September 22 prior to being stabled at Levisham to carry out pilot duties.** BARBARA PRINCE

a fantastic tonic in a difficult year. The effort that contributed to the four-day event, from tearooms to signalboxes, station staff to locomotive sheds, and everyone in between, make it hard to just say 'thank you.'

"The achievement has been overwhelming and numbers massively exceeded expectations. I am so proud of the volunteers and staff who delivered beyond measure."

For more information on upcoming events at the NYMR, including festive activities, visit www.nymr.co.uk HR

**The station footbridge is packed with sightseers as No. 4498 *Sir Nigel Gresley*, currently the only operational A4, departs from Goathland for Pickering on September 23.** ALAN WEAVER

**Looking resplendent in her station foreman's uniform at Goathland on September 23 during the gala, Bridget Hunter provided a perfect example that a top volunteer's role at a busy and high-profile heritage line isn't just for men.**

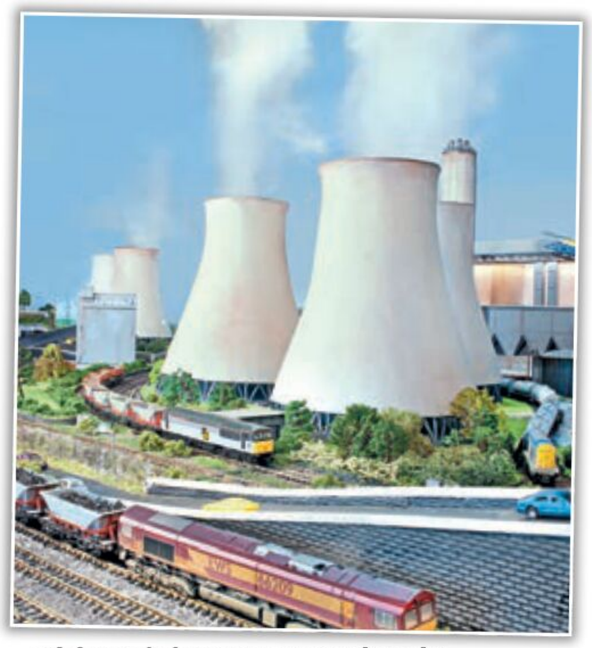
**Australian-born Bridget is a secondary school science teacher and mother of four but still finds time to carry out the duties of station foreman at both Goathland and Whitby. Between assisting visitors at the former station, the 54-year-old told *Heritage Railway*: "I've been volunteering for six years and love it. It's a really nice community and is like working with friends."**

**Later in the gala she displayed her diversity as a volunteer by serving beer to customers in the station's real ale bar, looking as much at home there as on the platform outside. From advising passengers on the time of the next steam train to pouring a pint of Yorkshire best seemed a natural transition for a lady from Down Under who enjoys the traditional side of British life.** GEOFF COURTNEY

**A4 No. 4498 *Sir Nigel Gresley* powers through Darnholm on September 23.** ALAN WEAVER

# Return of Warley

Back after three years due to the pandemic, the popular Warley show returns to the NEC in late November.



**Didcot 'A' power station in 'N' gauge by Roy Hamblin.**

ONE of Britain's biggest and best model shows returns this year after dropping from the calendar due to the Covid-19 pandemic.

The Warley National Model Railway Exhibition will be held over the weekend of November 26/27and opens to the public on both days at 9.45am, closing at 6pm on Saturday and 5pm on Sunday. Advance tickets are available that allow entry 30 minutes earlier.

Highlights this year include: More than 80 working model railways; layouts in gauges Z to I covered, plus a few bigger gauges; a demonstration by Carol Flavell from Series 2 of the Channel 5 TV programme The Great Model Railway Challenge; prototype exhibits; and in excess of 130 traders including giants such as Hornby, Bachmann and Rails of Sheffield.

Advance ticket prices are £18 for one day admission or £33 for both days. Junior tickets for ages up to and including 16 years old are £1 a day, with under 5s able to get in for free.

Tickets on the day will be £20 for adults, £35 for both days and again £1 for under 16s. Advance tickets are available by calling 08445 810737 or visiting www.theticketfactory.com – although note that all tickets through Ticket Factory will have a £2 administration fee.

There will be plenty of car parking available at the NEC, but venue charges apply. Advance parking is discounted and can be booked from now up to midnight before the exhibition day. Please see the NEC's website at www.thenec.co.uk for pricing. Birmingham International station is adjacent to the exhibition site if you wish to travel by rail.

Please note, outside of the exhibition hall, the NEC is a cashless arena. For the latest details on the show, visit www.thewarleyshow.co.uk

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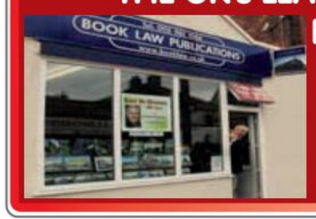


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# PERRYGROVE: THE FORGOTTEN GALA!

When it comes to galas, it is always the big railways that get the major publicity and attract enthusiasts in their droves, while smaller lines can sometimes be forgotten. There is much in the heritage sector that can be easily overlooked, and the 15in gauge Perrygrove Railway in the Forest of Dean is a case in point, reports **John Titlow** in words and pictures.

The September 24 Perrygrove Railway gala was an extremely low-key event with little advertising. Yet what it lacked in size, it more than made up for in the quantity and quality of the trains it ran that day.

When owners Michael and Frances Crofts purchased Perrygrove Farm in 1993, construction of the railway commenced the same year. It opened three years later, on August 1, 1996. From its inception the railway has always been family-run, and today it is owned by David and Katherine Nelson-Brown.

It was a completely new line, built on an old farm with the original buildings converted for railway use. What was the tractor shed is now the locomotive workshop and the station was once a barn... but you would have difficulty recognising this now.

## More to come

After its construction, in 1996 work on the line did not stop by any means. In September 2011 a passing loop was commissioned at Rookwood, 2012 saw a long siding laid alongside the loop at Perrygrove station, and an additional spur has since been laid off this in 2013. That same year, the siding at Oakiron was relaid and a short spur installed, and a siding was laid at Rookwood off the passing loop.

The owners have no intention of stopping there, because plans are afoot in the medium term to build a three-road roundhouse where the present coal tip is located.

The ¾-mile line has four stations – Perrygrove, Rookwood where trains cross, Heywood and Oakiron at the end of the line, where there are sidings with freight wagons and hoppers resembling an industrial railway. An impressive amount of railway has been crammed into an incredibly small area.

## Challenge for crews

The lines between Perrygrove and Rookwood run parallel and a balloon curve approaches the station. When a two-train service is in operation, trains to Perrygrove depart first, and once

**The only double-header on the day as *Anne* and *Spirit of Adventure* departs Oakiron.**

**Workhorse works to Oakiron with a log train.**

**Three varieties of coal have been recently delivered to Perrygrove: Welsh, this large pile from Kazakhstan, and the local Forest of Dean product (left)! If you were born in the Forest, you have a right to mine coal as a freeminer after certain conditions are fulfilled.**

they are round the balloon, the second departs to give views of the trains working as they run alongside each other.

On a normal operating day, about nine or 10 passenger trains run, but this can increase to 15 on a busy day; in winter it reduces to seven or eight. Journey times are about 30 minutes.

Gradients are fierce, with two sections of 1-in-29 and two of 1-in-50, coupled with the addition of very sharp curves it makes an interesting journey for visitors and challenging for loco crews. Getting loaded four-coach trains up the gradients is impressive.

The railway is aimed more towards families, so has picnic and play areas outside and under cover, and there is also an indoor village with secret passages.

The line runs Christmas specials, and it is also a venue for weddings.

However, enthusiasts are not forgotten – because the line is run by them. Severn Valley Railway footplate crews often visit to enjoy a different footplate experience.

## Gala line-up

All three working steam locomotives were in operation for the gala.

Freshly returned from its visit to Highley for the SVR gala, as reported last issue, was *Anne,* a 0-6-2T built in 2004 by the Exmoor Steam Railway in Bratton Fleming. Another Exmoor product from 1994 was 0-6-0T *Spirit of Adventure,* and also in action was 2-6-2T *Lydia,* built in nearby Ross-on-Wye by Alan Keef in 2008. Small Simplex diesel *Workhorse* made one return journey with a freight. All performed faultlessly.

Demonstration freight trains were the order of the day for the gale, alternately running between passenger trains. Each train changed motive power at Perrygrove, so each locomotive got its turn on the freight. One double-header ran in the afternoon.

***Anne* with a freight departing Rookwood on September 24.**

***Lydia* with a freight working between Heywood and Oakiron.**

***Spirit of Adventure* with the first passenger train departing Rookwood.**

Inside the works under repair is steam locomotive *Soony,* an 0-4-0 Baldwin shunter lookalike. Too small for passenger use, nonetheless it is very popular.

The railway has ordered a new steam locomotive, which is under construction from NBR Engineering in Darlington to a new design. It is hoped that this will be pulling passenger trains by the time a major gala is held on May 6/7, 2023, which will also feature numerous road steam engines too. HR

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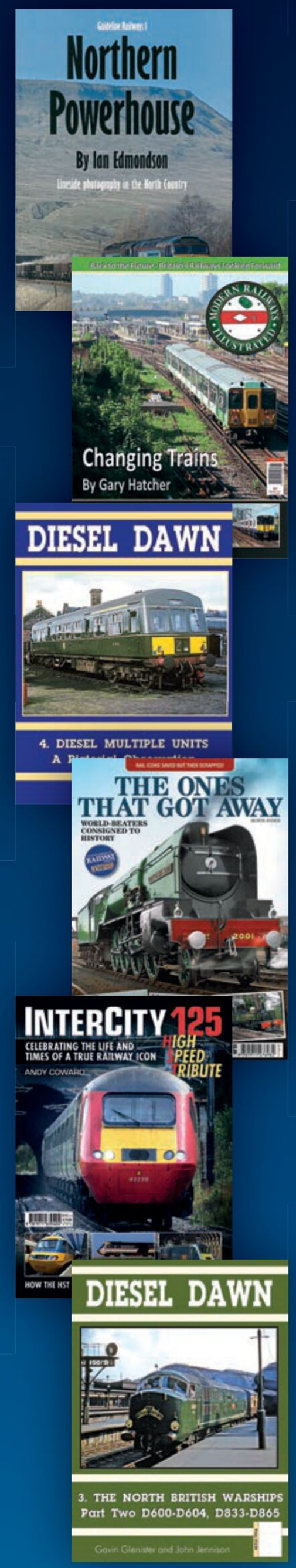


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**Running: Oct 29, 30.**

### Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.
**Open: Oct 30.**

### Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.
**Running: Oct 28-30, then Fris-Suns from Nov 15.**

### Mizens Railway
7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922. Reo**pens Dec 4.**

### Old Kiln Light Railway
2ft gauge, ¾ mile. Farnham, Surrey.
**Running: Reopens Dec TBA.**

### Romney, Hythe & Dymchurch Railway
15in gauge, 13½ miles. New Romney, Kent. Tel: 01797 362353.
**Running: W/Es.**

### Royal Victoria Railway
10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246.
**Running: W/Es.**

### Sittingbourne & Kemsley Light Railway
2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899.
**Running: Reopens Dec 3.**

### Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.
**Running: Oct 29, 30.**

### 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: Oct 29, 30, W/Es from Nov 26.**

### Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555.
**Running: Oct 30.**

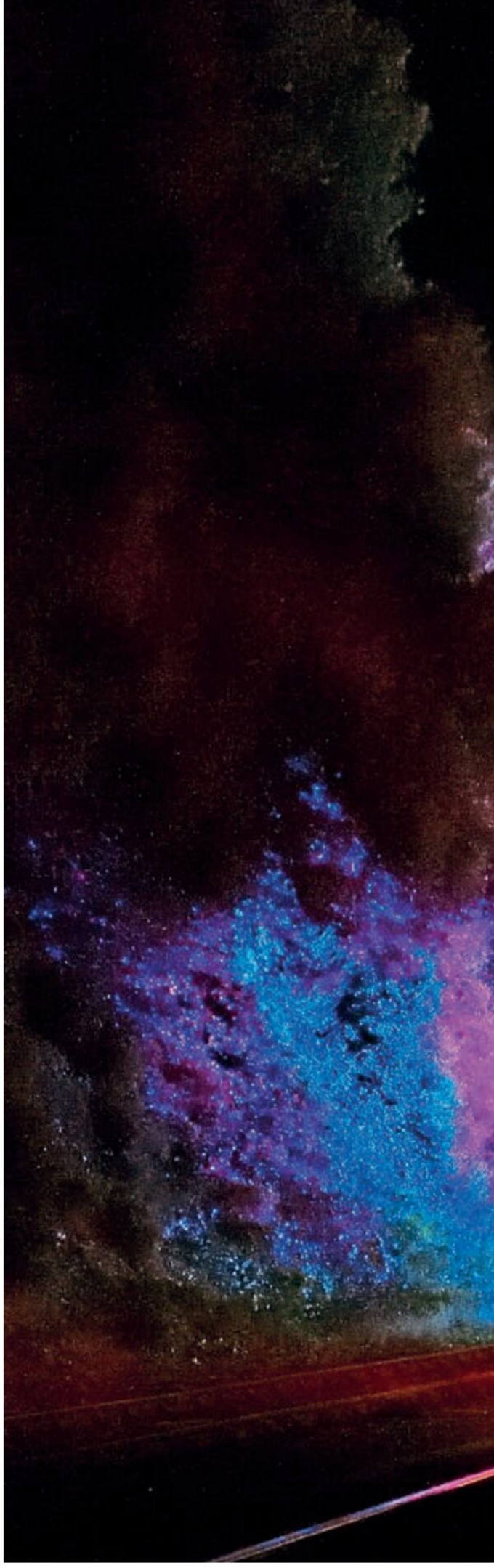
### Bristol Harbour Railway
Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600.
**M Shed Museum open Tues-Sun.**

### Dartmouth Steam Railway
Standard gauge, seven miles. Paignton, Devon. Tel: 01803 555872.
**Running: Daily until Nov 5.**

### 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: Oct 28-30.**

### 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: Oct 30.**

### Lappa Valley Railway
7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317.
**Open: Weds-Suns until Nov 30.**

### Launceston Steam Railway
1ft 11½in gauge, 2 ½ miles. Launceston, Cornwall. Tel: 01566 775665
Running: Reopens 2023.

### Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.
**Running: Oct 29, 30, Nov 13.**

### Moors Valley Railway
7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415.
**Running: W/Es.**

### 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 29, 30.**

**The site of a Talyllyn Railway Heritage Group future project, Kerr Stuart 0-4-2ST No. 4 *Edward Thomas* passes the cable drum at Winding House as it heads for the Nant Gwernol terminus on October 6. The drum is set to be cosmetically restored within the next few years.** OWEN HAYWARD



**Pre-order Issue 300:** Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

**The Dartmouth Steam Railway, which introduced illuminated festive season trains to the UK heritage sector in 2018, will be running them again between November 25 and December 30, and ticket sales are already up on previous years, said managing director John Jones. "There will be some new surprises and old favourites, too!" he added. USATC S160 2-8-0 No. 2253 *Omaha* is seen leaving Kingswear in a dazzling array of lights. Bookings can be made at www.dartmouthrailriver.co.uk or on 01803 555872.** DSRRBC

### Seaton Tramway
2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.
**Running: Oct 28-30.**

### Somerset & Dorset Railway
Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221
**Running: Suns + Nov 26.**

### South Devon Railway
Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370.
**Running: Oct 28-30, then Thurs-Suns from Nov 18.**

### Swanage Railway
Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800.
**Running: Daily until Nov 6.**

### Swindon & Cricklade Railway
Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615.
**Running: Oct 28-30, Nov 26, 27.**

### West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.
**Running: Oct 29, 30, then Fris + Sats from Nov 18.**

### 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: Oct 28-30.**

### Bure Valley Railway
15in gauge, nine miles. Aylsham, Norfolk. Tel: 01263 733858.
**Running: W/Es.**

### Colne Valley Railway
Standard gauge, ¾ mile. Castle Hedingham, Essex. Tel: 01787 461174.
**Running: Oct 29, 30.**

### East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
**Open: Weds, W/Es.**
**Running: Oct 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: Oct 29, 30.**

### Mid-Norfolk Railway
Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.
**Running: Oct 29, 30, then W/Es from Nov 12 + Nov 18, 24, 25.**

### 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: Oct 29, 30, Nov 6, 12, 19, 26, 27.**

### North Norfolk Railway
Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
**Running: Oct 28-30, then Fris-Suns from Nov 11.**

### Wells & Walsingham Railway
10¼in gauge, four miles. Wells-next-the-Sea, Norfolk. Tel: 01328 711630.
**Running: Oct 28-30.**

### Whitwell & Reepham Railway
Standard gauge, ¼ mile. Reepham, Norfolk. Tel: 01603 871694.
**Open: Tues-Suns. Running: Diesel W/Es, steam first Sun of month.**

## HOME COUNTIES

### Buckinghamshire Railway Centre
Standard gauge, ¼ mile.
Quainton Road, Bucks. Tel: 01296 655720
Cafe open Mon-Fri. **Running: Oct 30, Nov 26, 27.**

### Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 07979 055366
**Running: Oct 30, then W/Es from Nov 26.**

### Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon. Tel: 01491 835067
**Running: Thurs-Suns from Nov 24.**

### Didcot Railway Centre
Standard gauge. Didcot, Oxon.
Tel: 01235 817200.
**Open: W/Es.**
**Running: Oct 29, 30**

### Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex. Tel: 01277 365200.
**Running: Oct 29, 30 then Weds-Suns from Nov 18.**

### Great Whipsnade Railway
2ft 6in gauge. Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.
**Running: Reopens 2023.**

### Hampton & Kempton Waterworks Railway
2ft gauge. Hanworth, Middlesex.
Tel: 01932 212235.
**Running: Oct 29, 30, Nov 19.**

### Leighton Buzzard Railway
2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888
**Running: Oct 30.**

### 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: Oct 28-31.**
**Running: Oct 29, Nov 26.**

### Amerton Railway
2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.
**Running: Oct 29, 30.**

### Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.
**Running: Oct 29, 30, Nov 5.**

### 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 until Nov 6 and from Nov 26.**

### Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys).
Oswestry and Llynclys, Shropshire. Tel: 01691 728131.
**Running: W/Es from Nov 26.**

### Chasewater Railway
Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.
**Running: Oct 28-30.**

### Churnet Valley Railway
Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.
**Running: Oct 29, 30, then Thurs-Sunds from Nov 18.**

### Crich Tramway Village
Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321
**Running: Oct 29, 30.**

### Dean Forest Railway
Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.
**Running: Weds, W/Es until Nov 6, then W/Es from Nov 26.**

**The East Lancashire Railway has enlarged its Santa Specials, offering an extended voyage through the Irwell Valley with an 80-minute round trip from Bury Bolton Street to Rawtenstall station and a bigger Winter Wonderland where elves, the Ice Princess, the magical talking Christmas tree, and – most importantly – Father Christmas will greet youngsters. Families can also start their journey at Heywood station where they can park for free and take the Santa Diesel Train Shuttle to Bury Bolton Street for the starting point of the steam-hauled specials. West Country light Pacific No. 34092 *City of Wells* is pictured in festive season action. Tickets can be booked at www.eastlancsrailway.org.uk/events-activities/santa-trains** ELR

### Ecclesbourne Valley Railway
Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
**Running: W/Es until Nov 13.**

### Echills Wood Railway
7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
**Running: Suns + Nov 19, 26.**

### Evesham Vale Railway
15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.
**Running: W/Es.**

### Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Tel: 01782 396210.
**Running: W/Es from Nov 26.**

### Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
**Running: Oct 28-30, then W/Es from Nov 26.**

### Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
www.gcrailway.co.uk
**Running: W/Es + Nov 4.**

### Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
**Running: Oct 29, 30 + Nov 5, then W/Es from Nov 26.**

### Northampton & Lamport Railway
Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.
**Running: Oct 29, 30, then W/Es from Nov 27.**

### Northamptonshire Ironstone Railway
Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.
**Running: Reopens Dec TBA.**

### Nottingham Heritage Railway
Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705.
**Running: Closed UFN.**

### Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.
**Running: Oct 29, 30.**

## 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.



**Pre-order Issue 300:** Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

**BR Standard 2-6-4T No. 80078 arrives at Thuxton with a Mid-Norfolk Railway passenger service.** MNR

### Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire.
Tel: 01594 834991.
**Running: Tues, Thurs, W/Es.**

### Rocks by Rail
Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.
**Open: Reopens 2023.**

### Leek & Rudyard Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01538 269948.
**Running: Oct 28-31, Nov 5, 6.**

### Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants.
Tel 0300 3023 150.
**Running: Oct 29.**

### Severn Valley Railway
Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.
**Running: Oct 28-30, then Fris-Sats from Nov 18 + Nov 27.**

### Statfold Barn Railway
2ft gauge, one mile.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.
**Running: Oct 28-30, Nov 27.**

### 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: Reopens Easter 2023.**

### Toddington Narrow Gauge Railway
2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
**Running: Oct 29, 30.**

## NORTH WEST

### East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.
**Running: W/Es.**

### Eden Valley Railway
Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.
**Running: Oct 30.**

### Great Laxey Mine Railway
19in gauge, ¼ mile.
Laxey, Isle of Man.
Tel: 01624 862007/670386.
**Running: Oct 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: Reopens April 2023.**

### Isle of Man Steam Railway
3ft gauge, 15½ miles.
Douglas, Isle of Man. Tel: 01624 662525.
**Running: Oct 28-30.**

### Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles.
Near Ulverston, Cumbria.
Tel: 01539 531594.
**Running: Oct 28-30.**

### Manx Electric Railway and Snaefell Mountain Railway
3ft gauge, 17 miles (MER), 5½ miles (SMR).
Douglas, Isle of Man. Tel: 01624 697473.
**Running: 28-30.**

### Ravenglass & Eskdale Railway
15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
**Running: W/Es until Nov 13, and from Nov 26.**

### Ribble Steam Railway
Standard gauge, 1½ miles.
Preston, Lancs. Tel: 01772 728800.
**Running: Oct 29, 30.**

### South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
**Running: Oct 29, 30.**

### Stainmore Railway
Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.
**Open: Suns.**

### Threlkeld Quarry & Mining Museum
2ft gauge, ½ mile. Threlkeld, Cumbria.
Tel: 01768 779747.
Open: Reopens April 2023.

### West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
**Running: Suns until Nov 6.**

## NORTH EAST

### Aln Valley Railway
Standard gauge, 1½ miles.
Alnwick, Northumberland.
Tel: 0300 030 3311.
**Running: Oct 29, 30, Nov 27.**

### Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.
**Running: Nov 26.**

### 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: W/Es.**

### 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: Nov 6, 13, 20.**

### Heatherslaw Light Railway
15in gauge, two miles.
Ford Forge, Northumberland.
Tel: 01890 820244.
**Running: Oct 28-31.**

### Keighley & Worth Valley Railway
Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ. Tel: 01535 645214.
**Running: W/Es.**

### Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
**Running: Reopens 2023.**

**No. 808, the latest addition to the Ffestiniog & Welsh Highland Railways' carriage fleet, has entered service following its completion. Pictured on September 9, the construction of No. 808 at Boston Lodge Works was funded entirely by line supporters Bob and Jan Bloodworth. It makes use of the maximum available loading gauge of the narrow and winding Ffestiniog Railway to provide more comfortable and spacious passenger accommodation. F&WHR general manager Paul Lewin said: "The building of carriage No. 808 is part of our ongoing programme to construct a number of these spacious 'Super Saloons.' The levels of comfort afforded by the larger carriages on the Welsh Highland are now available to passengers on the Ffestiniog, with heating and double-glazing in every carriage, together with bigger windows and increased space and legroom."** CHRIS PARRY/FF&WHR

### Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
**Running: Oct 30, Nov 20.**

### Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds. Tel: 0845 680 1758.
**Running: Oct 29, 30.**

### North Tyneside Railway
Standard gauge, two miles. North Shields.
Tel: 0191 277 7135.
**Running: Oct 30.**

### North Yorkshire Moors Railway
Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.
**Running: Oct 28-30.**

### Scarborough North Bay Railway
20in gauge, 7/8 mile. Scarborough, North Yorks. Tel: 01723 368791.
**Running: W/Es.**

### Tanfield Railway
Standard gauge, three miles. Near Gateshead, Tyne & Wear.
Tel: 07508 092365.
**Running: Suns.**

### Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
**Running: Oct 29.**

### Wensleydale Railway
Standard gauge, 22 miles. Leeming Bar, North Yorkshire.
Tel: 01677 425805.
**Running: Oct 29, 30, Nov 5 then Fris-Suns from Nov 12.**

### Whistlestop Valley Railway (Kirklees)
15in gauge, four miles. Huddersfield, West Yorks.Tel: 01484 865727.
**Running: W/Es.**

### Yorkshire Wolds Railway
Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
**Open: Oct 30.**

## WALES

### Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
**Running: Oct 28-30 + Nov 1, 3.**

### Barry Tourist Railway
Standard gauge, two miles. Barry, Vale of Glamorgan. Tel 01446 748816.
**Running: Closed UFN.**

### Brecon Mountain Railway
1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan.
Tel: 01685 722988.
**Running: Oct 29, 30, then W/Es from Nov 26.**

### Conwy Valley Railway Museum
7¼in and 15in gauge, ¾ mile. Betws-y-Coed station, Conwy. Tel: 01690 710568.
**Open: Daily.**

### Corris Railway
2ft 3in gauge, ¾ mile. Corris, near Machynlleth. Tel: 01654 761701.
**Running: Dec 10.**

### Fairbourne Railway
12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
**Running: Oct 28-30.**

### Ffestiniog Railway
2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.
**Running: Oct 28–Nov 3.**

### Gwili Railway
Standard gauge, four miles. Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.
**Running: Oct 29-31, Nov 2, 3, 5.**

### Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
**Running: Oct 28–Nov 6, then Tues-Thurs from Nov 8.**

### Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile. Cynheidre, Carmarthenshire.
Tel: 07956 082305.
**Running: Oct 29.**

### Llangollen Railway
Standard gauge, 10 miles.
Llangollen, Denbighshire.
Tel: 01978 860979.
**Running: W/Es until Nov 6.**

### Pontypool & Blaenavon Railway
Standard gauge, 3½ miles.
Blaenavon, Torfaen. Tel: 01495 792263.
**Running: Oct 28-31.**

### Rhyl Miniature Railway
15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
**Running: Reopens Dec.**

### Snowdon Mountain Railway
800mm gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
**Running: Oct 28-30.**

### Talyllyn Railway
2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd. Tel: 01654 710472.
**Running: Daily until Nov 6.**

### Teifi Valley Railway
2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 5TD.
Tel: 01559 371077.
**Running: Reopens 2023.**

### Vale of Rheidol Railway
1ft 11¾in 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: Oct 28, 29, Nov 1-3, 5.**

### 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: Oct 29, 30, Nov 2, 5, 6.**

## SCOTLAND

### Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
**Running: Oct 29, 30.**

### Caledonian Railway
Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.
**Running: W/Es from 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 28, 29.**

### Lathalmond Railway Museum
Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.
Tel: 07379 914801.
**Open: Oct 30.**

### Leadhills & Wanlockhead Railway
2ft gauge, ¾ mile. Leadhills, South Lanarkshire. **Running: Suns.**

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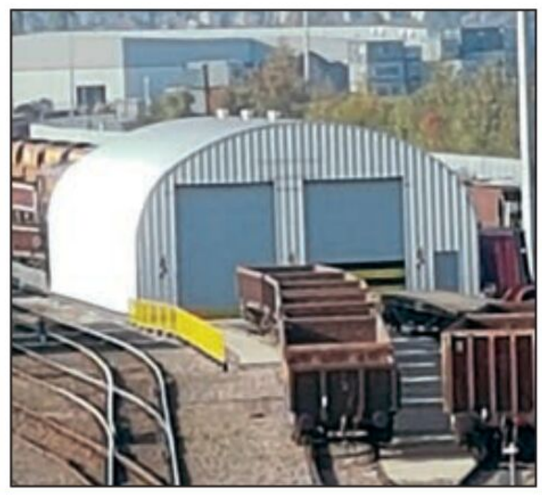

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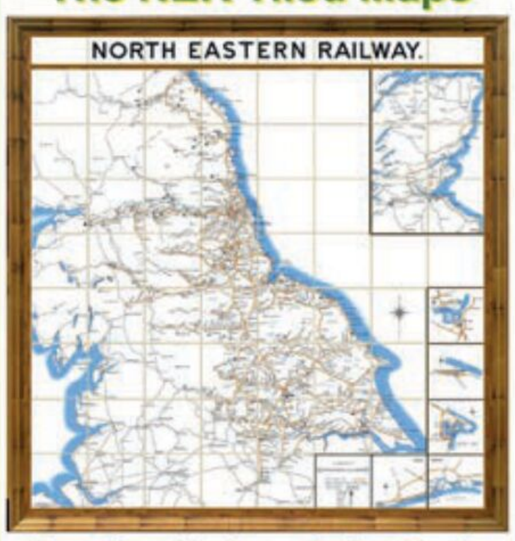


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# WANTED Your lighter takes

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## Yorkshire boys raise a laugh at NYMR festival with locomotive headboard

**By Geoff Courtney**

STEAM railway enthusiasts can be an eccentric bunch whose passion is lost on the general public, but a group of seven members of the movement raised the bar to a new level during the North Yorkshire Moors Railway annual steam gala and beer festival on September 22-25.

All in their early to mid-20s and very obviously thoroughly enjoying themselves, they were impossible to ignore due to a white rose of Yorkshire flag they were proudly carrying and a locomotive headboard proclaiming 'Yorkshire boys on tour.' In fact, they were five boys and two girls, but that's just being pedantic.

Five of them – Ben Hanson, Lucy Hemingway, Josh Peace, Rob Sowden, and Joe Isaac – live in Yorkshire, while Laura Mae Ferrier lives in Lincolnshire and Ethan Beadle in Co Durham, but those two counties are close enough to Yorkshire to allow them to carry the flag.

Among the hilarity it was difficult to identify the leader of the pack, but 21-year-old Ben put his hand up and offered an explanation. "I have known all of the 'boys' since my late school years and have grown up with them as best friends and railway enthusiasts," he said.

"During one hilarious discussion about three years ago we were talking about upcoming galas we were all attending together and thought up the idea of getting a group headboard. Eventually I came up with the grand name 'Yorkshire boys on tour'.

"The board was made in July 2020 and arrived at my door in time for my 19th birthday, but sadly it didn't get used until April last year due to the Covid-19 pandemic. That was at the Derwent Valley Light Railway, where it was carried by Ruston & Hornsby 4wDM No. 3 *Ken Cooke*."

Since then the boys have managed to get it carried by LMS 2-6-2T No. 41312 in October last year at an East Lancashire Railway gala – and even put on display at the same event on A4 No. 60009 *Union of South Africa* – and on Standard 4MT 2-6-4T No. 80080 at the Great Central Railway, Standards Nos. 76079 and 80136 at the NYMR, and at the Middleton and Embsay & Bolton Abbey railways.

Ben, a machinist operator for a turbo engineering company in Huddersfield, has plenty of anecdotes about their travels, including one from the Great Central winter steam gala earlier this year when a friend who was lineside heard a photographer nearby exclaim "Not that (expletive) headboard again!" as a train passed with the group displaying the board in a carriage window.

"Some enthusiasts say a bright blue headboard isn't authentic, but it makes a lot of people smile, laugh, and wave as we go by, with us waving and smiling back," added Ben. "The railways themselves have always had a good laugh about it, as well as putting it on their locomotives, and some of them have invited us back, which is more fun for us."

The current headboard is made of wood, but the boys have plans for a replacement based on the same design. "We hope to gather enough money between us to have a real metal board cast for use on running days," said Ben. "Also, we have recently created a Facebook page in the hope of gaining recognition and also potential sponsors to raise money for charity."

**Tour party: The Yorkshire boys – and girls – with their headboard at Goathland station on September 24 during the NYMR's annual steam gala and beer festival. Back row from left: Lucy Hemingway, Josh Peace, Laura Mae Ferrier, and Ethan Beadle. Front row: Rob Sowden, Joe Isaac, and Ben Hanson.** GEOFF COURTNEY

## Iconic composer pays a visit to Kent

VISITORS to the Spa Valley Railway's Model Railway Weekend on September 24/25 had a surprise when Mike O'Donnell – famous for co-composing the iconic theme tune for the Thomas the Tank Engine television series –attended the event.

A composer with a prolific television score and advertising jingle catalogue amid his own solo and group work, O'Donnell joined the popular children's programme in 1984 with co-composer Junior Campbell, with whom he scored the stories for nearly two decades and created the instantly recognisable original opening theme tune.

Mike was on hand to answer questions, as well as sign autographs for fans and sell copies of CDs containing reworked versions of some of the iconic themes from his time composing for the show.

Mike's attendance was part of a display run by fans Tom Jedski and Thomas Carter that included original building and character models from the television programme.

He has an extensive catalogue of work ranging from advertising jingles to film scores, and even worked in the Beatles' Apple Studios with Ringo Starr, who went on to narrate the first two series of the children's TV hit.

Presently he is attempting to secure funding for his in-development project Melody Island, a musically-themed show aimed at three to seven-year-olds.

His portfolio and a range of products can be found by visiting modmusic.co.uk

**Right: Mike O'Donnell, composer of the classic Thomas theme tune, at Tunbridge Wells on September 25 with Caledonian Railway No. 828 and original television character models behind.** OWEN HAYWARD

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**Issue 300 out Nov 25**
In our landmark issue we present our special bumper Christmas products review and gifts guide.

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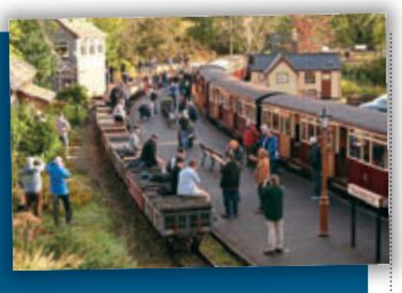

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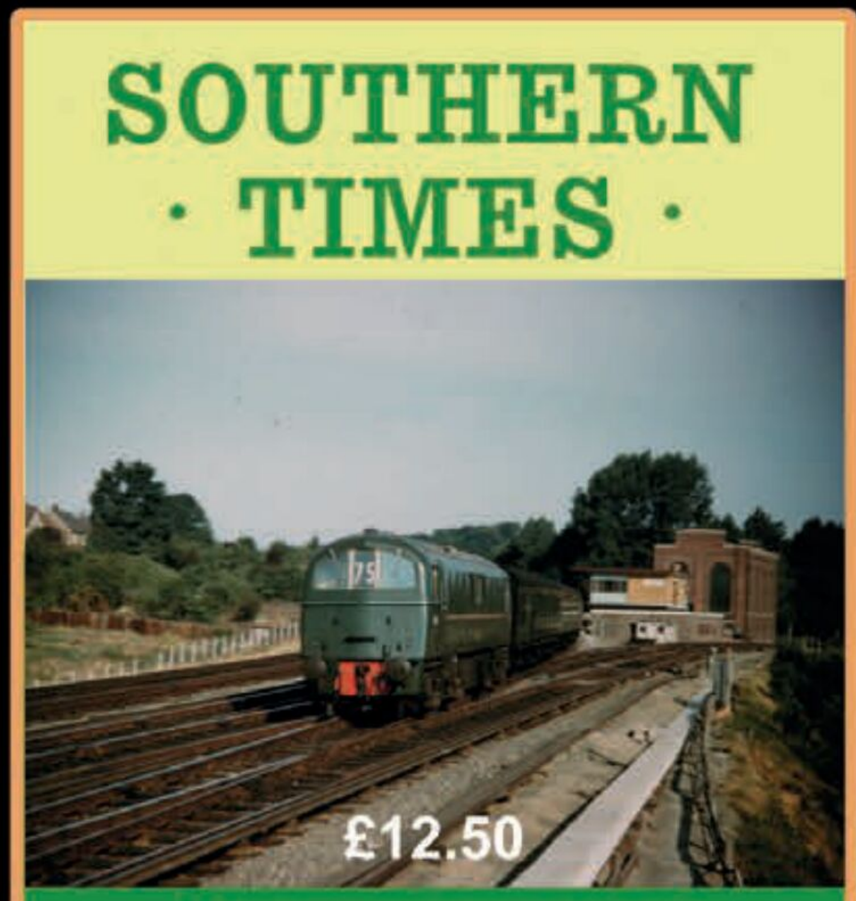


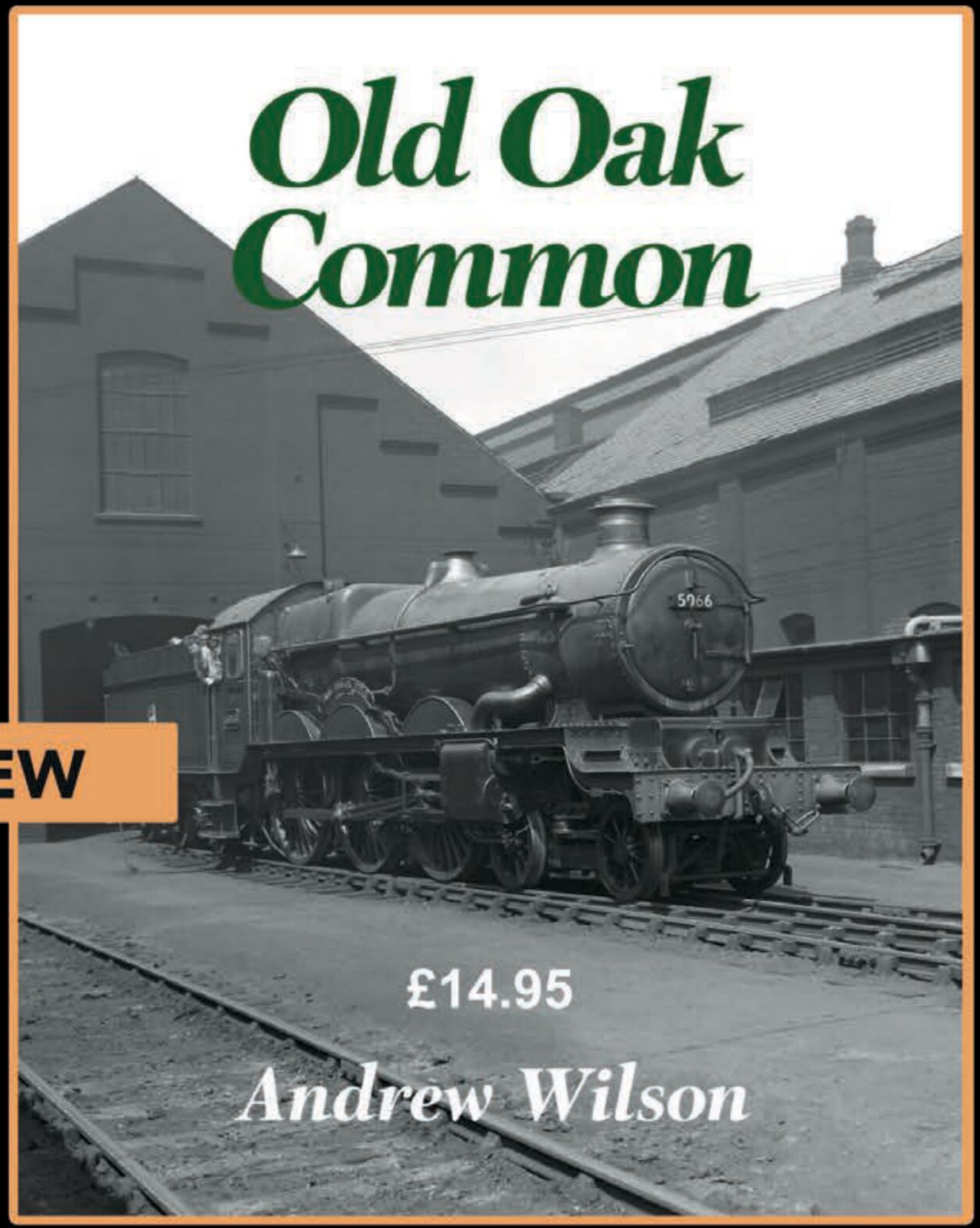


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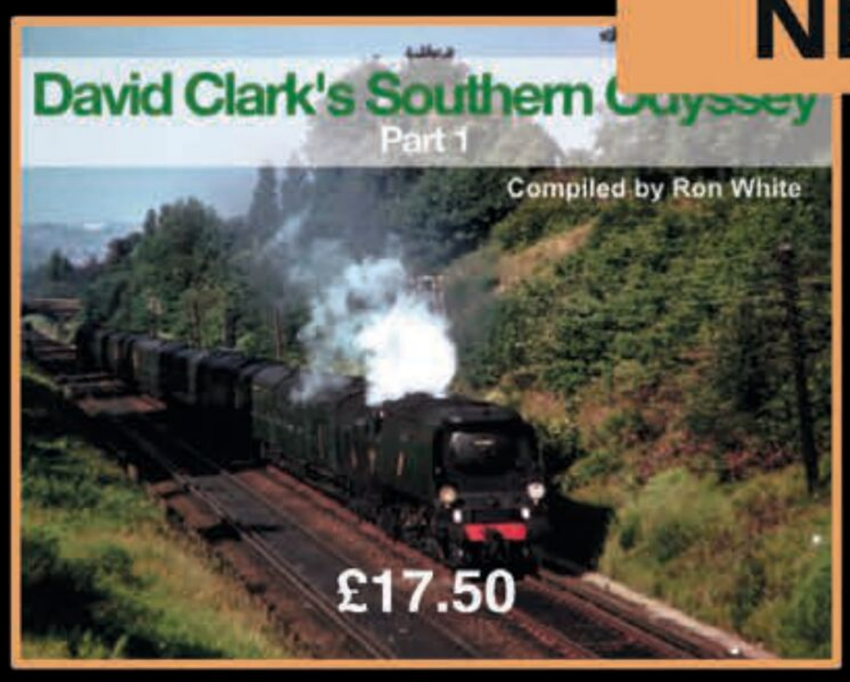


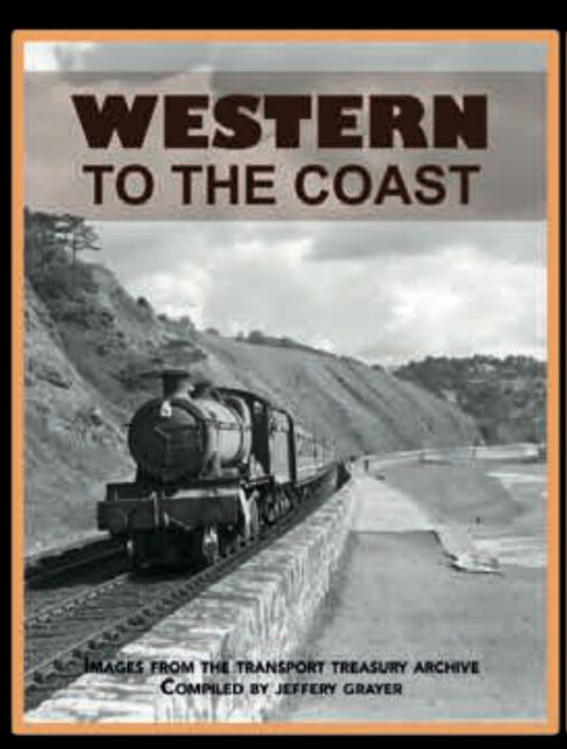


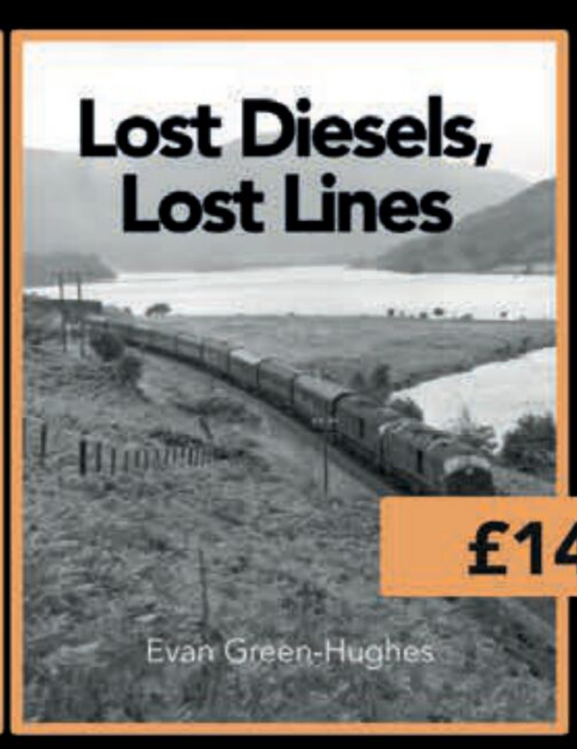


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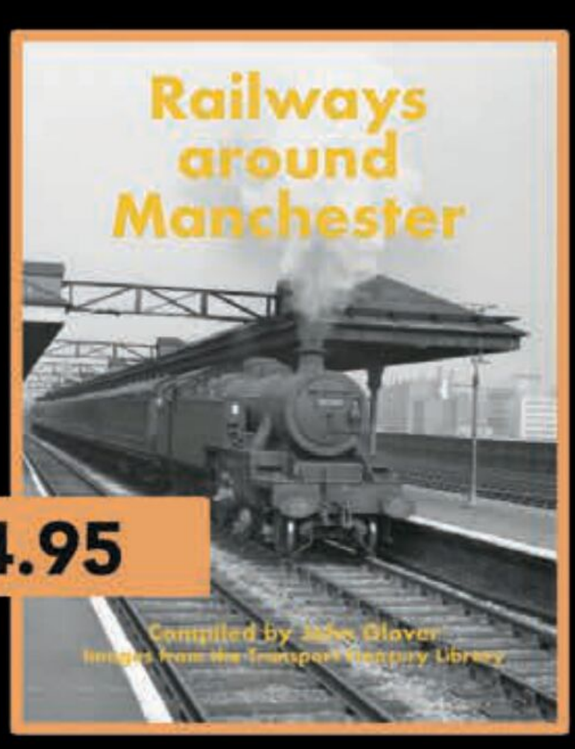


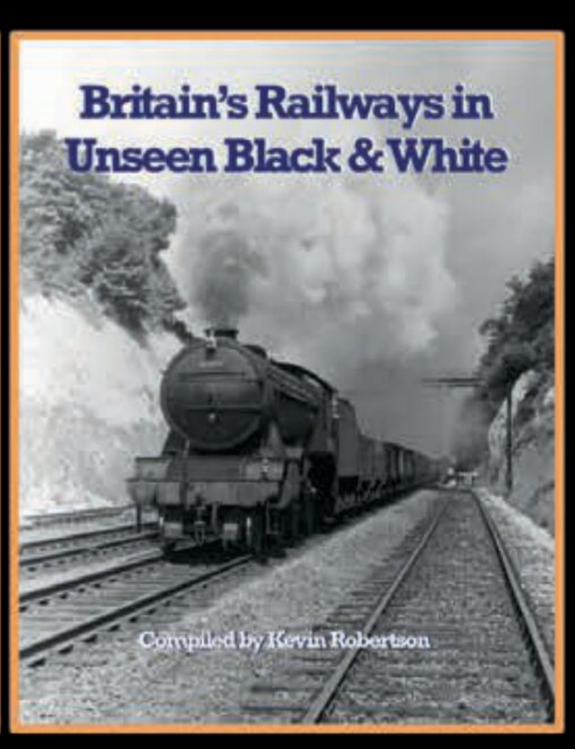


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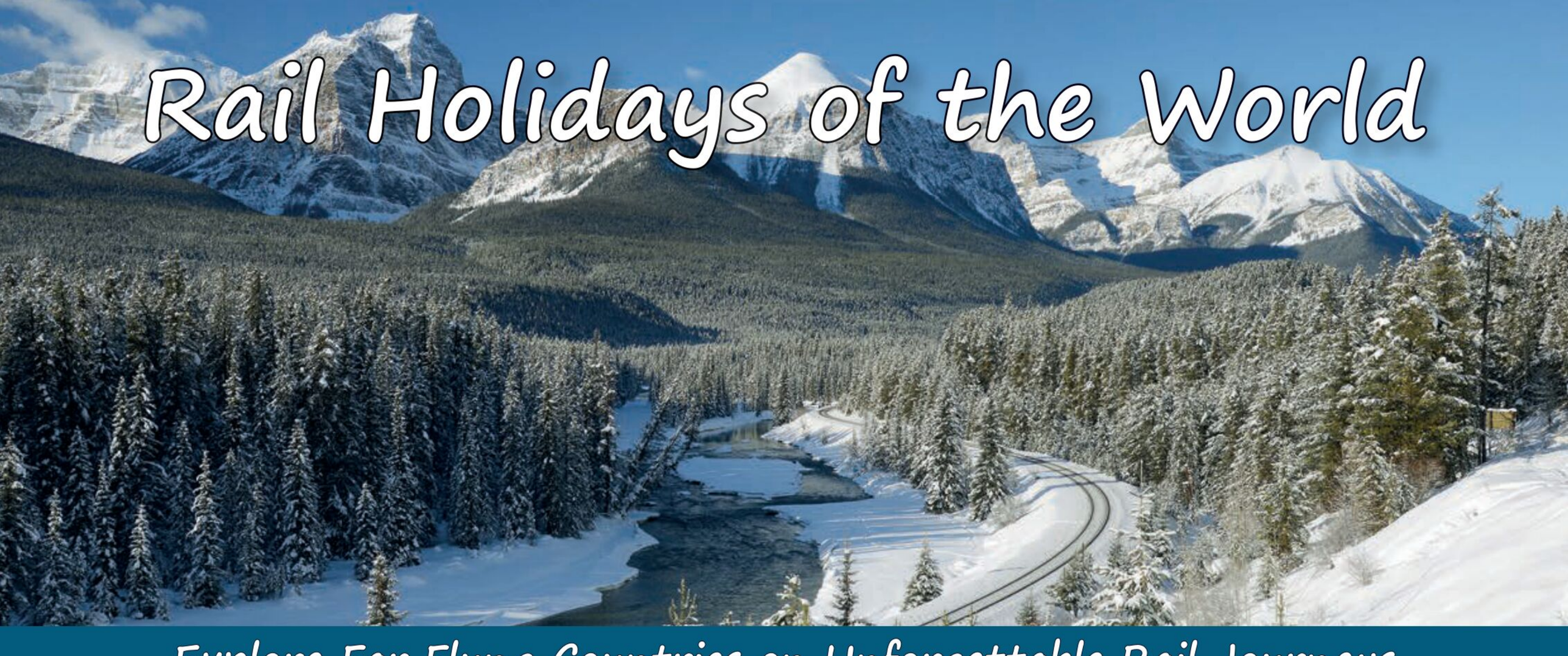

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