

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Dartmouth beats pandemic to make £1.36m profit!

Mayflower visits Severn Valley for crew training

DOUBLE CASTLES
will tackle Lickey to mark centenary

NATIONAL RAILWAY MUSEUM SIGNS £2.5M PORTERBROOK PARTNERSHIP ■ SHOCK AS STATION TOTEM SELLS FOR RECORD £30K ■ OXTED LINE 'THUMPER' DEMU OFFERED TO BLUEBELL ■ TAW VALLEY REPAINT – LOCO WILL GO WARTIME BLACK

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Back home again: LMS 'Black Five' 4-6-0 45212 is back in service on the Keighley & Worth Valley after a season of hauling West coast Railways' 'Jacobite' trips from Fort William to Mallaig (see Main Line News, page 58, Tours page 61, and With Full Regulator, pages 64-67). It is seen climbing past the magnificent lineside displays of autumn foliage towards Oakworth station on Saturday, November 12.
TOM MARSHALL



Ingenuity and inspiration can see us through

WHILE black clouds have been looming overhead for the past three years, firstly in the shape of Covid-19 and then the energy and fuel crisis sparked by Russia's invasion of Ukraine, the heritage sector has, in many places, been reduced to seemingly clinging to survival by its fingertips and, where available, welcome grant aid support. However, the sterling efforts of our sector never cease to provide beacons of hope.

Given the right product in the right place, heritage railways will, wit seems, forever grip the public imagination. That was only too evident on the Swanage Railway in October, when almost 7000 people travelled behind A3 Pacific No. 60103 *Flying Scotsman* during its five days of trips during a three-week visit.

Many of our railways have reported brisk ticket sales for their festive services, income from which forms the core base of the financial backbone for the coming season. That does not mean we are anywhere near out of the woods – in a country where a recession lasting two years has been predicted by experts.

Enthusiasm, effort, and ingenuity are high among the key ingredients that have kept our heritage lines' heads above water through good times and bad.

Rather than succumb to the widespread mass despair of the nation during the coronavirus pandemic, the Dartmouth Steam Railway sat down and worked out how to adapt its modus operandi to give it the best chance of surviving – against odds that worsened by the day. The result is a £1.36-million profit in 2021, when more people holidayed at home because of restrictions on overseas travel, choosing to visit Torbay. On the opposite side of the south-west peninsula, the

West Somerset Railway is reaping the rewards of renewed efforts after a few difficult years, and both it and the local economy will be far better for it.

Taking initiatives is not only a key to survival but a pathway to prosperity. On News, page 16, we report on the Gloucestershire Warwickshire Railway's new partnership with Broadway Museum and Art Gallery, which is hosting a major exhibition of the line's artifacts for the next six months – and there is the prospect of the exhibition moving to other venues along the line afterwards.

To me, the concept is brilliant. The GWR's Stratford-upon-Avon to Cheltenham main line was an early candidate for the withdrawal by BR of passenger services because several of its stations were built a considerable distance from the settlements they purported to serve; Broadway station is a 15-minute walk from its town centre, for example.

Many of the visitors to this hugely popular honey-coloured stone tourist magnet may not even realise that, yes, it also has a steam railway. By opening an inspirational exhibition right in the heart of the town, you are informing them of that fact – and encouraging them to venture down to take a look for themselves and maybe buy tickets to travel. Everyone wins!

It must be possible to apply the same technique at other heritage railways elsewhere, especially those which find themselves disadvantaged by being off the beaten track (although I am delighted by the latest progress in the ground-breaking scheme to bring the Bala Lake Railway into its town centre, as reported on page 10).

Fresh ideas are the essential key to our future. Keep them coming... and fast!

Robin Jones Editor

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Jeremy Hosking's GWR 2-8-0T No. 4270 approaches Greet Tunnel on October 30 during a Gloucestershire Warwickshire Railway's gala. JOHN TITLOW



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300 not out!

Heritage Railway is celebrating its 300th issue of providing comprehensive news coverage of the complete preservation scene. Founding editor Robin Jones looks back at that very first issue in May 1999... and the outcome of the developments that were predicted.



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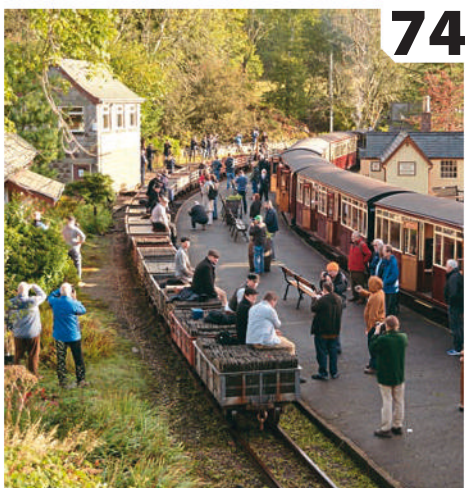


CONTENTS: LEFT: LNER A3 Pacific No. 60103 *Flying Scotsman* heads west of Herston with a Swanage Railway service on Tuesday, October 25, with the luxury Devon Belle Car 14 immediately behind it. The 1923-built icon's latest visit to the Purbeck line following its official relaunch at King's Cross on October 14 marked the start of its centenary year tour, of which *Heritage Railway* will be providing regular coverage. ANDREW PM WRIGHT ABOVE: WR 5500 class 2-6-2T No. 5521 was the subject of an autumnal charter through the Forest of Dean. On November 12, the small prairie heads a freight working during the Don Bishop photographic charter on the Dean Forest Railway. PETER R FOSTER IDMA

COVER: After departing from LNWR Heritage's Crewe works following the fitting of an air pump, LNER B1 No. 61306 *Mayflower* was taken to the Severn Valley Railway for training runs for Locomotive Services Limited crew members to be carried out. On November 2, the B1 is seen crossing crosses Oldbury Viaduct. See *Headline News*, page 7. JOHN TITLOW

Slate Running

Built between 1832 and 1836, the Ffestiniog Railway served the slate mines of Blaenau Ffestiniog in North Wales for more than 100 years. Now a popular tourist and enthusiast destination, the railway has not overlooked its reason for existence – with its gravity train a significant part of its special events and draw for enthusiasts.



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'Secondary' Eastern Stars

Locomotives like A4 No. 4498 may steal the show at galas, but thanks to groups such as the LNER Coach Association, we can also enjoy authentic pairings of locomotives and stock. Owen Hayward looks at some of the projects LNERCA is currently progressing with.



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Models



Model News

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Bachmann's winter announcement included 009 Penrhyn Hunslets and Porthmadog Harbour station buildings. Plus a new Locomotion Models exclusive, and a Rapido Hunslet update.

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Dartmouth beats pandemic to make a profit of £1.36m

By Robin Jones

THE Dartmouth Steam Railway & River Boat Company made £1.36 million profit before tax in a year hit by the Covid-19 pandemic and its lockdowns.

A rationalisation of boat services at a time when fewer visitors were coming to Torbay and a strategic reallocation of resources allowed the business to remain cashflow positive. No redundancies or wage decreases were made because of the pandemic.

Managing director John Jones said that the profit for the 2021 calendar year was the biggest in recent years, largely as a result of the changes made to cope with the crisis. The figures were announced to shareholders at the firm's annual general meeting on November 9.

"We decided to turn the situation into an opportunity," said John. "We were not going to sit around feeling sorry for ourselves and licking our wounds."

Two boats were sold off, but at a loss, and receipts from their sales are not reflected in the profit figure. The railway's passenger figure of 228,977 was in line with pre-Covid years with 190,746 carried on the boats.

Unlike several other heritage lines, the firm received no public grant aid to help ride the pandemic storm. Shareholders have not been paid a dividend since 2020 as the company held the money back because of Covid loans, which are now covered.

"The whole of Torbay has done well this year because people were not going abroad," John said. April and May started slowly, he said, but trade improved by June, and between July and September saw 20% more people per day.

Christmas surprises

This year's festive season bookings are up by 10% as we closed for press. The railway broke new ground by introducing its Train of Lights, Britain's first illuminated train, in 2018, and last year dispensed with traditional Santa specials. However, two carriages were reserved at the end of each Train of Lights for passengers meeting Father Christmas, and the same arrangement is continuing this time round – and this year's Train of Lights promises to have new lineside displays and surprises.

"The money made will be ploughed back into the business," said John. "We are spending a lot of money



BR Standard 4MT 4-6-0 No. 75014 *Braveheart* prepares to depart from Paignton Queen's Park station on July 21. DSRRBC

on steam. We now have the biggest locomotive fleet we have ever had, and we will be looking at hiring some engines out next year.

"We will be relaying half a mile of track at Paignton alongside Network Rail's line this winter."

Inquiries for the hire of BR Standard 4MT 4-6-0 No. 75014 *Braveheart* and GWR 2-8-0T No. 4277 *Hercules* have

already been received, while the loan of GWR 2-6-2T No. 4555 is also being considered.

In 2023, Dart Valley Railway plc will mark the 50th anniversary of its purchase of the Kingswear branch – unique amongst heritage railways in that the line and its services were taken over directly from BR rather than first being closed.

Porterbrook agrees £2.5m sponsor deal for new-build NRM gallery

By Robin Jones

ROLLING stock leasing company Porterbrook has struck a £2.5 million sponsorship deal with the National Railway Museum for its new Railway Futures Gallery – a key component of the museum's Vision 2025 masterplan.

The gallery, a multi-dimensional and interactive experience which explores and imagines the role of the railways in the transport system of tomorrow, is planned to open in 2025 to coincide with the museum's 50th birthday and the 200th anniversary of the Stockton & Darlington Railway.

It will be a key feature of Central Hall, a new building to be located between the Great Hall and Station Hall. Central Hall will be a cornerstone of Vision 2025, the museum's bid to become the 'World's Railway Museum' with 1.2 million annual visitors.

The deal was announced by museum director Judith McNicol in her speech at the York venue's Director's Dinner on November 8.

Porterbrook owns almost a quarter of the UK's national passenger rail fleet and has an established reputation for delivering new technologies, such as battery, hybrid and hydrogen-powered trains.

The partnership builds on a decade-long relationship and reflects a shared vision in areas like sustainability and how innovation and digital technologies can – and will – shape the railway of the future. Both organisations are committed to empowering future generations through science, technology, engineering and mathematics (STEM).

Porterbrook CEO Mary Grant said: "The NRM plays a hugely important role in curating rail's history and heritage while articulating a vision and ambition for its future."

"Porterbrook is at the forefront of innovations which are shaping the railway, and we are delighted to help inspire the railwaymen and railwaywomen of tomorrow."

Judith said: "The gallery is a key part of the Vision 2025 masterplan.



The proposed Museum Square and the new Central Hall. FEILDEN FOWLES

Through fixed and changing displays, an immersive media-led experience and on-gallery programming, we will showcase the most exciting engineering projects and highlight the role of innovation on the railway." The gallery's final name will be confirmed once audience testing is complete; 'Railway Futures: The Porterbrook Gallery' is the current working title.

In her speech, Judith said the Wonderlab: The Bramall Gallery, due to open in spring 2023, "will be a ground-breaking gallery exploring the how, what and why that underpin the creation of the railways."

Meanwhile, the museum's Station Hall will close for an estimated 18

months from January 3 to enable urgent structural repairs as part of the redevelopment plans. In a £10.5 million programme funded by the Department for Digital, Culture, Media & Sport, the new roof will be designed by heritage architect Buttress and will provide a thermally efficient and weather-tight solution to protect the collection and preserve the Grade II-listed structure.

During the closure, people will still be able to visit Great Hall and North Shed, but those hoping to see the rail vehicles in Station Hall exhibits before they are covered over for their protection while the work takes place are encouraged to visit before the end of the year.



B1 No. 61306 *Mayflower* slows for a signal while crossing Falling Sands Viaduct as it heads home to Crewe on November 11.
JOHN TITLOW

Mayflower pays a visit to Severn Valley Railway – but only for crew training

By John Titlow

FOLLOWING the successful installation of an air pump for braking on a B1 4-6-0 for the very first time, No. 61306 *Mayflower* was tested with air-braked stock at the Severn Valley Railway.

The air pump is located completely out of view between the frames and the centre driving wheel.

The first fire was lit soon after the installation at *Mayflower's* home base of Crewe on the evening of October 24 to warm the locomotive through gently, in preparation for a light main line test run to Chester on October 27.

This was scheduled to be followed by a loaded run the following day around Crewe's test circuit to Shrewsbury, Stafford, and return.

However, neither took place, so the locomotive instead headed to Kidderminster and the Severn Valley Railway under light steam on Saturday, October 29 behind Class 20s D8107 and D8096, with a support coach in tow.

As suspected, it was not there for proving or running in, but for Crewe's crew training; three footplate staff members from Locomotive Services Limited were being trained in preparation for going out on the main line.

LSL stores some of its air-braked stock at Kidderminster, and the close connection that has developed between Crewe and the SVR make it an ideal location for such events.

The B1 hauled a motley collection of six Mk.3 coaches made up of Great



With the second train of the day, No. 61306 runs through Highley on November 1.
JOHN TITLOW

Western HST trailers and Caledonian Sleepers, plus its support coach used as the brake van. On October 31, November 1, 2, 5 and 6, the B1 ran three daily round trips of the valley. The original idea was to turn the locomotive upon arrival, but the turntable road was blocked, so for the first two days it faced north.

Midway through its visit, the B1 was turned, appearing on November 2 facing south, which opened up completely different photographic angles, especially with the support coach now behind the locomotive. On November 8 it returned to Crewe

with its support coach behind the two Class 20s in light steam for lubrication.

It was due to head south with LNER A4 No. 4498 *Sir Nigel Gresley* to Southall on November 15 but an outstanding repair to its main line equipment saw LMS 'Black Five' No. 45231 take its place.

The pair have been booked to operate Steam Dreams' Christmas trains alongside West Country light Pacific No. 34046 *Braunton* with the B1 meant to work a trip on December 9 from Southend to Chichester, before taking up duties on the Christmas Santa Steam Express trains.

IN BRIEF

→ THE Snowdon Mountain Railway's 2023 services will return to the summit, and the visitor centre, Hafod Eryri, will reopen for the first time since 2019. The line beyond Clogwyn has not been open since before the Covid-19 pandemic, which delayed track renewal work that has now been completed. The railway is currently closed over the winter, with an exact spring reopening date to be announced soon.

→ LANCASHIRE & Yorkshire Railway 'Pug' 0-4-0ST No. 19 is to appear at the Bluebell Railway's April 21-23 branch line weekend next year. A further guest locomotive is being negotiated. The 'Pug' is then expected to visit the Gloucester Warwickshire Railway for the May 12-14 Cotswold Festival of Steam, subject to the usual caveats and final signing-off of the contract.

→ A VINTAGE carriage which starred in the final moments of the hit movie *Paddington 2* is set to become to become a holiday let in Norfolk. The coach was filmed as part of a carnival train carrying a hidden fortune, pursued by the movie's villain, Buchanan, played by Hugh Grant. An application for planning permission to convert the coach and another two others at a site in Baconsthorpe, near Holt, has been made to North Norfolk District Council. A decision is expected by January 31.

→ THE AIn Valley Railway needs to raise £40,000 so it can link its Lionheart station headquarters to the mains electricity supply. A generous supplier has offered to match-fund any donations up to £20,000. Up to now, Lionheart has been powered by a generator. However, with visitor numbers having doubled in a year, the railway wishes the be linked to the National Grid to improve its facilities, including the station cafe. To donate to the railway's appeal or find out more information, visit www.alnvalleyrailway.co.uk/lets-get-connected/

→ DEMONSTRATION freight is set for a return at Swanage galas. Over the winter, the railway's wagon group will be conducting work on some of the Dogfish and Turbot wagons, including repainting the fleet, to bring back freight working that has been missing in recent years.

→ WORK to pedestrianise a street near Leicester's city centre has uncovered tram lines beneath the road surface. Workmen excavating the surface on Braunstone Gate revealed the tracks that remain from the city's tram network, which was first constructed as a horse-drawn system in 1897 and decommissioned in 1949.

First Armistice Day wreath for London arrives via Helston line

By Robin Jones

THE Helston Railway played a key role in this year's Armistice Day celebrations when the first wreath due to go to the Cenotaph was flown into the field at Truthall Halt, after having toured the United States.

On the first leg of its journey to London, the wreath was delivered by a Merlin helicopter from 824 Squadron, based at RNAS Culdrose and came at the instigation of Ian Henderson, who lives in the old station house at Gwinear Road and is the local head of the veterans' charity.

The Helston branch from Gwinear Road station carried the vast majority of the materials that we used to construct the base, and of thousands of personnel would have arrived via the line to go to their posting.

The railway's general manager, Colin Savage, said: "This was a fantastic idea which hit the spot for us in a good few ways. Culdrose is

quite a near neighbour to us and it is possible to see the control tower from the bridge at Truthall.

"We have a good sprinkling of veterans in our ranks of volunteers. Because of the location, the navy claims most, but the RAF does have a presence and also the army on occasion. As a former pilot myself, I was absolutely delighted and honoured to be driving Peckett 0-6-0ST No. 2000 of 1942 on this joint exercise and to put the icing on the cake.

"Our new stationmaster, Steve Ivell, who has just taken over Truthall Halt after the retirement of long-serving Alan Burton, is a serving member of 824 Squadron, so was a member of the crew – and instrumental in the organising of the whole thing – on the day.

"It was an emotional experience and there were a number of flypasts so the helicopter could be photographed with the train. A poignant moment was to look up from the footplate into the side door



The Merlin helicopter stages one of several flypasts over Peckett 0-6-0ST No. 2000 of 1942 at Truthall Halt on November 1. IAN HARDING/HR

of the Merlin as it flew slowly past, and Steve and I exchanged salutes.

"I am sure my late father must have looked down smiling; he was an RAF veteran of the Second World War and a massive steam and railway fan. It is all his doing that I am where I am.

"Great thanks must go to all those who put time in to get the project done, especially Ian Henderson, Steve Ivell and Pete McQuie at Culdrose, and to my hard-working crew for the day – Ray Hurrell as fireman, Andy Sutton with Athena as guard and guard dog, and Steve Curtis as duty manager. Along with that, the Peckett's owner, Peter Keenan, generously waived the steaming fee for the day.

"With sad events in the world at the moment, it was a great opportunity to remember and reflect, but also to look forward. An arm of our Armed Services was able to put on such a thing, uniting with a small heritage railway which is also remembering but recreating and growing thanks to unity and effort. A lesson for the whole world, perhaps!"



Railway staff with the wreath and the helicopter crew who delivered it. IAN HARDING/HR



The wreath delivered to Helston Railway staff by helicopter in the field next to Truthall Halt. IAN HARDING/HR

Erlestoke Manor return an early Christmas gift?

WR Manor 4-6-0 No. 7812 *Erlestoke Manor* could be running in time for Christmas at the Severn Valley – as its return to steam reached a significant milestone on November 9. Following completion of reassembly work at Tyseley Locomotive Works, the first warming fire since 2017 was lit to raise steam, which enabled No. 7812 to make trial movements under its own power around the yard.

A boiler insurance exam was due to take place as *Heritage Railway* closed press. If passed, the Manor will then be transported to the SVR before the end of November for test runs and mileage accumulation prior to full acceptance by the line to see it re-enter service. The owning group, Erlestoke Manor Fund, was hopeful that it will be rostered to some Christmas services.

With No. 7812 vacating space, the fund's sister locomotive – No. 7802 *Bradley Manor* – has now moved into the Tyseley workshops in readiness for the heavy repair required to replace the damaged cylinder blocks. A new racking plate, which sits across the frames below the cylinders,

has been trial fitted and new cylinder blocks are already on site.

The boiler has undergone non-destructive testing and the findings are reported as being favourable. *Bradley Manor* will be the fund's main project for 2023, with an estimated 12-month minimum timescale before it will return to steam.

Meanwhile, the fund continues to acquire parts for and conduct preparatory planning of the overhaul of its WR large prairie locomotive No. 5164, currently at Barrow Hill. Boiler tubes have been delivered as part of a programme of continued advance purchasing to beat price increases, though work on the 2-6-2T will not commence until that on *Bradley Manor* has finished.

A new dedicated fundraiser, the Big Large Prairie Appeal, aims to raise the estimated £400,000 that the overhaul will cost. Further information and ways to donate can be found online at erlestokemanorfund.co.uk



The first wisps of smoke emerge from the chimney on November 8. PAUL FATHERS/EMF



LMS Jubilee 4-6-0 No. 45596 *Bahamas* masquerading as long-scrapped sister No. 45606 *Falkland Islands* passes along the foot of the white cliffs of Dover at Samphire Hoe with the Railway Touring Company's 'Kentish Belle Armistice Day' circular tour from London Victoria on November 11. As reported in Main Line News last issue, *Bahamas* was temporarily renamed at a ceremony at Swanage station on September 22 to mark the 40th anniversary of the Falklands War. The original No. 45606 was scrapped in 1964, but the replica plates carried on the tour were cast from a surviving nameplate. No. 45596 will now revert to its usual identity and the temporary nameplates will be donated for auction for a charity fundraiser. PETER HOLLANDS Inset: The locomotive carried a new headboard specially cast for the tour operator to commemorate Armistice Day. RTC

Auction house stunned as station platform sign sells for £30,000

By Geoff Courtney

A PLATFORM totem sign from a remote Scottish station sold for a world-record £30,000 at auction on November 12, a realisation nearly nine times the reserve price that left auctioneer Simon Turner "stunned".

There was no indication of what was to unfold as Simon, who runs GW Railwayana, approached lot No. 569, a totem from Crianlarich Lower. It carried a reserve of £3500, but when the price passed £10,000 he realised, in his own words, that "something was happening." Indeed it was, thanks to two determined online bidders, and eventually the hammer came down at £30,000 – a world record for a station sign.

"I was stunned, as I had no inkling beforehand," he told *Heritage Railway*, adding that he understood the successful bidder had wanted one of the station's five totems for several decades.

Although only a small village with a population recorded in the 2001 census of just 185, Crianlarich, located in Stirlingshire, north of Loch Lomond, was served by two stations for more than 70 years. The first was opened by the Callander & Oban Railway in August 1873 and the second by the West Highland Railway in August 1894.

Until 1953, each was named simply after the village, which lies in the shadow of 3852ft-high Ben More, but in June of that year BR added 'Lower' to the older station's name and 'Upper' to the 1894 station. That distinction remained until September 1965, when Lower was closed to passengers, and Upper, which is still open today, reverted to its original name.

Considerable interest

Earlier in the auction, Simon set another category record, although one that was less unexpected. It was a 1940 LNER Doncaster worksplate from BR Class EM1 No. 26000 *Tommy*, the prototype of the only class of electric locomotives designed by Nigel Gresley and the only one of the 58-strong class built by the LNER.

Its price of £12,500 is the highest ever achieved by an electric locomotive worksplate, although, unlike the Crianlarich Lower totem, interest from collectors prior to the auction had prepared Simon for a possible five-figure realisation.

The Bo-Bo emerged from Doncaster in February 1941 as No. 6701 for operating on the Woodhead route between Manchester and Sheffield, but the project to electrify the line was delayed by the Second World War, and in 1947 the locomotive was loaned to the Netherlands state



Double delight: Against an imposing background of 3852ft high Ben More, LMS 4-6-0 'Black Five' No. 45400 of Stirling shed (65J) and an unidentified member of the same class approach Crianlarich Lower with a train of at least nine coaches in the early 1960s. A totem platform sign from the Scottish station sold for a record £30,000 at a GW Railwayana auction on November 12.

TRANSPORT TREASURY/NORRIS FORREST

railway, with which it remained in service until being returned to the UK in February 1952.

During its time in The Netherlands, it gained the unofficial name *Tommy*, the nickname for British soldiers, and after its return BR renumbered it 26000 and fitted it with an official *Tommy* nameplate that was accompanied by a plaque explaining the background to the name.

Electrification of the 41½-mile Woodhead route was completed in January 1955, and No. 26000 was taken out of service in March 1970 following the withdrawal of passenger services two months earlier, although it was not cut up at Crewe until October 1972.

→ Read Geoff Courtney's railwayana column in next month's *Heritage Railway* for full details of the auction.

Green light given for John Cameron's Fife farm museum

LOCOMOTIVE owner John Cameron's plans to move his LNER A4 and K4 to his Fife farm for static display were back on the cards when his planning application for converting an agricultural storage building into a museum was finally approved by Fife Council on October 14.

Since 2017, John has been seeking permission to convert a building on his farm to home his two out-of-ticket locomotives – LNER A4 No. 60009 *Dominion of Canada* and K4 No. 61994 *The Great Marquess* – for display.

His plan was initially rejected in 2018, with Fife Council stating that the "proposed development would create an unacceptable development in the countryside and would result in the loss of prime agricultural land" and that the design submitted was "not in keeping with the surrounding countryside".

The approved plans will see no new building erected; instead, a new partition wall will be built to divide the interior of one of Cameron's pre-existing barns, enabling the two locomotives and an LNER observation carriage to be housed while still retaining storage space for agricultural need. The new museum space will become part of the Balbuthie Open Farm Visitor Centre.

The A4 has been displayed in Bury Transport Museum on the East Lancashire Railway since its boiler certificate expired in October 2021, with the K4, meanwhile, having spent the last five years at the Bo'ness & Kinneil Railway but not been operational since 2016. It is intended that as part of the museum set-up, footplate access will be made available to both locomotives.

No date for their relocation had been announced as this edition went to press.

John bought Lochty Farm and No. 60009 in 1966 and the following year purchased track from the National Coal Board to lay what became the Lochty Private Railway, which he operated until closure in 1992. He is also former chairman of ScotRail and a BR Board member from 1990-1996 and president of the Gresley Society.

In May 2005, South West Trains named its Class 121 driver training railcar *John Cameron*.

Oxted Line DEMU is offered to Bluebell

By Owen Hayward

THE Bluebell Railway has been offered a Class 207 'Thumper' DEMU.

If approved by the line's trust, preservation society, and plc boards, the unit, No. 1305, could take up residence on the line.

Comprising driving trailer No. 60904 and driving motor brake No. 60130, No. 1305 was formerly owned by the East Lancashire Railway, which offered it for sale in 2020.

It was acquired by the Coulsdon Old Vehicle & Engineering Society (COVES), which moved it to its Bicester base in early 2021 and made a start on the required bodywork and engine overhaul that saw it withdrawn in 2011.

The two-car unit is mechanically and electrically operational as a result of the work undertaken by COVES, although the bodywork still requires attention.

A new dedicated working group, known as the 1305 Oxted Thumper Gang, has been formed with the aim of undertaking the outstanding work itself rather than taking away manpower and resources from the Bluebell's carriage and wagon department.



Class 207 DEMU No. 1305: Might it be given a permanent home to the Bluebell Railway? 1305 OXTED THUMPER GANG

The unit has historical significance as the one that formed the last DEMU working between Uckfield and Oxted in 2004.

Ben Wetherall, the railway's diesel traction engineering co-ordinator, said: "If it is agreed, the plan will be to use the unit for the first and last trains of the day (to take the pressure off our steam locomotives and crews), for any exceptionally hot periods as we had this summer, and as a back-up to keep a service running if there are any unforeseen circumstances with the booked train on any running day."

The Class 207s were built by BR at Eastleigh in 1962 and had a lifespan of 42 years. Most units were

withdrawn in 1987 following the electrification of the Oxted Line's East Grinstead branch. The final three units were withdrawn in August 2004.

Also, it was revealed that thanks to the support of a generous donor, the railway may also be able to acquire a Class 73 electro diesel currently in regular use in the South East, though it did not specify any further details.

The proposals were set to be placed before the boards at its next meeting, with a decision due to be reported next month.

The Spa Valley Railway has preserved three-car unit No. 207017.

→ Other COVES vehicles must vacate Bicester site – see News, page 26.



The new formation of the Bala Lake Railway's extension into Bala town centre is seen passing the town's rugby club on this aerial view. BLR

New way into Bala as extension takes shape

THE Bala Lake Railway has appealed for more donations towards its rapidly progressing and eagerly awaited extension into Bala town centre.

Aerial photographs taken in mid-November show tangible progress as the trackbed and formation for the extension takes shape.

The civil engineering work is being carried out on the 2ft gauge railway's behalf by Natural Resources Wales, while it is also undertaking work on the flood defences and will soon be finished. The line's supporters helped raise the £277,000 to make it happen.

Planning permission now is required before track can be laid on this new formation.

Over the past few years, the railway has acquired land for the route and worked with consultants to prepare and submit the planning application – a very challenging, demanding, and time-consuming process and much more costly than originally anticipated.

However, railway chairman Julian Birley said that the line has now managed to fulfil all the requirements, which will hopefully

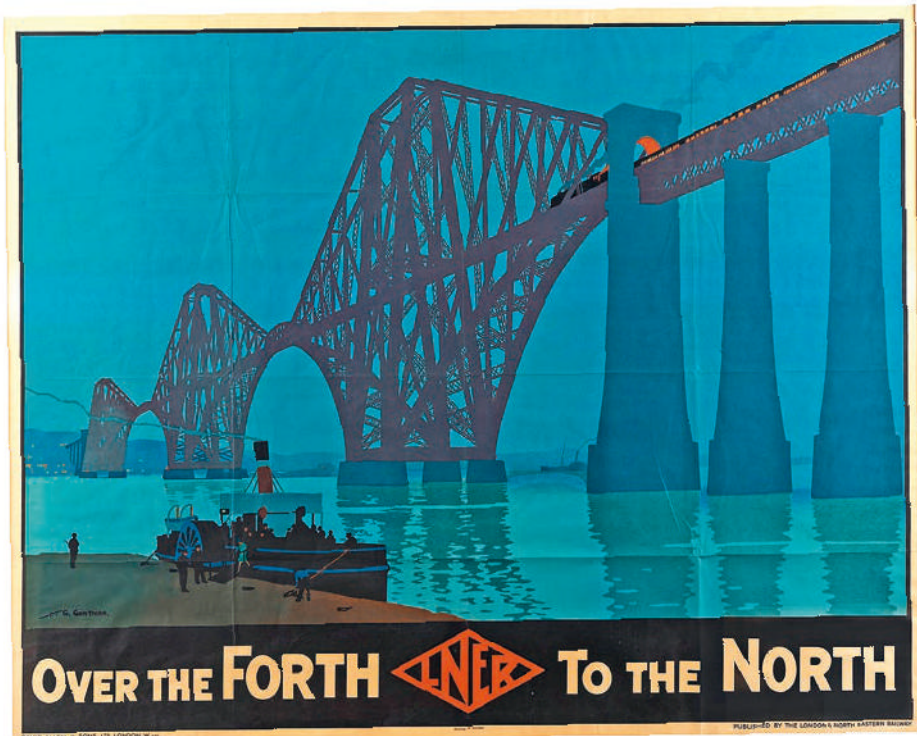
allow the Snowdonia National Park to determine and grant permission in early 2023.

"Once we have secured planning, we will be making a general appeal for the next stages of the line's development," said Mr Birley.

"But to keep up momentum, please support the dream now becoming a reality.

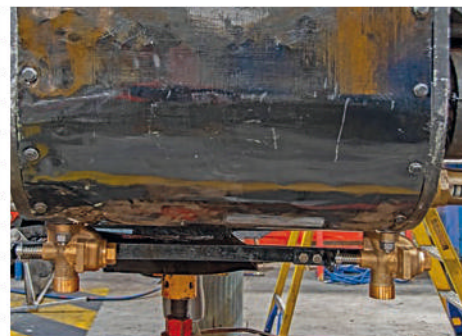
"Your donations at this crucial stage would help us enormously."

→ Donations to the extension project are welcome online at www.balalakerailwaytrust.org.uk



LNER poster 'Over the Forth to the North', featuring the iconic Forth Bridge, sold for £10,000 at a travel and vintage posters auction held by Lyon & Turnbull of Edinburgh on October 27. Released in 1928, it was the work of Henry George Gawthorn (1879-1941), a Northampton-born artist who exhibited at the Royal Academy and often depicted himself in his art. A second poster, issued by the LMS promoting Switzerland via the Tilbury to Dunkirk route and by the German artist Ludwig Hohlwein (1874-1949), sold for £4000, while another LMS poster, launched jointly with the LNER in 1934 to promote Edinburgh, realised £2400. It was painted by Henry Rushbury (1889-1968), who was an official war artist in both world wars. Prices exclude buyer's premium of 26% (+ VAT). LYON & TURNBULL

→ See Geoff Courtney's railwayana column on pages 70-72 for all the latest auction news around the country.



As seen on November 10, new draincocks for LNER A2 No. 60532 *Blue Peter* have been manufactured in-house by LNWR Heritage at Crewe, raising hopes that its overhaul will be completed in time for it to return to traffic next year. See also Main Line News, page 58. JOHN TITLOW



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Ukrainians go free on Bluebell Steamlights services

By Owen Hayward

THE Bluebell Railway has expanded its festive goodwill by issuing free tickets for its Steamlights services to Ukrainian refugee families.

Between November 11 and January 8, the Bluebell will be running 77 services between Sheffield Park and Horsted Keynes, with its spectacularly illuminated train lighting up the Sussex countryside under cover of darkness.

"Planning began back in June for this event," said chief operating officer Lisa Boyle. "We wanted to make sure we had a theme for this year's Steamlights to make it stand out from last year.

"In the spirit of goodwill and giving, we have donated a number of tickets to Ukrainian and less fortunate families to ensure everyone has a chance to enjoy the show."

'Most profitable'

Following their successful introduction by the Dartmouth Steam Railway four years ago, illuminated trains such as Steamlights have become a new income stream for many UK lines big and small, with a broader and all-age appeal compared to the family-orientated Santa specials.

"Though a bigger financial event than Santas, it has become our most profitable product," said commercial and marketing director Paul Lelew. "That can be put down to it



The Bluebell Railway's Steamlights services will delight passengers once again this winter. The rehearsal train shines bright as it heads for Horsted Keynes on November 9. CLAIRE CLARKE/BR

appealing to parents, grandparents, aunts, uncles – everyone! It's also a completely different product as it isn't Christmas-centric."

Steamlights has had a different approach to marketing compared to its festive cohort, with a strong marketing drive that has encompassed radio advertising and features in *The Times*, in addition to the regular social media push bringing it to the front and centre of people's minds in the local community.

The adventure starts with a performance at Sheffield Park and a big switch-on before the journey to Horsted Keynes starts,

passing a series of illuminated displays on the inside as the train weaves through the countryside to the accompaniment of music and narration.

The financial takings from Santa and illuminated services is one of the largest annual income sources for heritage railways, with takings from the events at the Bluebell forecast to see the railway comfortably through the winter maintenance shutdown.

Going polar

Also celebrating the prospect of a successful winter were volunteers of the Spa Valley Railway, where the line's Polar Express services commenced



BR 5MT 4-6-0 No. 73082 *Camelot* illuminates the dark at Horsted Keynes on November 9 during a practice run for the Bluebell's Steamlights services. OWEN HAYWARD

on November 18 with Battle of Britain class No. 34072 257 *Squadron* at the helm. Ticket sales surpassed 41,000 by November 11, exceeding its passenger number tally to October 30 by nearly 25%!

Between February half term and the end of October, the Spa Valley welcomed 33,204 visitors who travelled on trains for galas, diners, character days and more, with 98% of its Polar Express seats sold at the start of November. The additional sales resulted in the event being virtually sold out, with very limited seats available on a select few of the 119 journeys being operated between November 18 and December 23.

Taw Valley to be repainted in wartime black

By John Titlow

FOLLOWING its high-profile year carrying purple livery to celebrate The Queen's Platinum Jubilee, Severn Valley Railway-based Bulleid Merchant Navy Pacific No. 34027 *Taw Valley* is to be repainted into Southern Railway wartime black.

It was promised that the purple livery would be short-lived and it was anticipated that No. 34027 would revert to BR green. Instead, it will be painted in wartime austerity matt black livery, with sunshine yellow lettering SOUTHERN adorning the tender, and its original SR number 21C127 will on the cabside. The nameplates will have a red background and no

smokebox number. It will be a first in preservation for a Bulleid, but others of the class carried the livery in their original as-built condition.

SVR's head of steam engineering, Duncan Ballard, said: "We have chosen this livery not only because we know it's going to spark plenty of interest among heritage enthusiasts and the public, but also because it offers us a very practical short-term solution.

"We need to replace 34027's purple livery because that was purely for the platinum jubilee year. Applying matt black paint will be a hugely labour-saving job, just as it was when it was used during the war. We plan to carry out this out in January, so the locomotive is ready to enter service when we reopen in early March.



"No. 34027 will be needed to haul public services through to autumn 2023, at which point we will withdraw it from traffic for an intermediate overhaul, which is likely to see the locomotive out of traffic for a year or so. Following this essential maintenance, we will repaint it back into full BR green with red and black lining. Putting it back

into this livery is definitely something we want to take our time to complete to the highest of standards."

An original plan to repaint 34027 this autumn was changed because of an operational need for the locomotive to be available for the SVR's extensive range of Christmas services, which will run until early January.

General manager Helen Smith said: "We know that a matt black *Taw Valley* is going to cause a stir, but let's face it – at the SVR we're not afraid to do things a little differently!

"It is certainly going to look amazing in austerity black, especially when we relaunch our Step Back to the 1940s events next summer."

Phil Swallow, of Taw Valley Limited, which owns the locomotive, said: "Our loco wasn't built until 1946, the year after the Second World War ended. It was then rebuilt by BR in the 1950s into the form we see today.

"In reality, it would never have carried a matt black livery in its rebuilt form, so this will be an unusual example of a 'what if' livery.

"As the owners of *Taw Valley*, and just like the SVR, we are no strangers to pushing a few boundaries.

"We are right behind the idea of an austerity locomotive and can't wait to see it next year."



Outside Bridgnorth Shed on October 31 and still in its purple livery is Bulleid Merchant Navy Pacific No. 34027 *Taw Valley*, which had reverted from No. 70 *Queen Elizabeth II* to its original name and number following the passing of the monarch. Its last duties before the Christmas period were on the Halloween ghost trains. JOHN TITLOW

NYMR awarded £750k grant from Arts Council England

By Robin Jones

THE North Yorkshire Moors Railway has been awarded a £750,000 National Portfolio Organisation grant by Arts Council England to aid its work in conservation, preservation, education, and engaging communities.

Britain's most popular heritage line in terms of annual passenger figures will receive £250,000 per year for the next three years to support its charitable activities.

The funding will be used for restoring visitor numbers to pre-Covid-19 pandemic levels, improving on-station and on-train interpretation, expanding dining services, improving the educational offer to school groups, and implementing and embedding its comprehensive Fuss-Free Access programme to remove all barriers to travel for those with specific needs, and their friends and families. The grant will build on the line's diverse demographic

strength to broaden still further its audience base and boost its working with urban community leaders and its existing urban area groups to encourage volunteer engagement, while creating an enhanced focus on long-term skills development in traditional and new technology.

The NYMR will aim to set standards for rail heritage by confronting CO2 emissions and working with local partners to offset them.

The line's CEO, Chris Price, said: "We are extremely excited to be one of the first operational heritage railways to receive NPO funding.

"This is such great news and a real testament to the work that we do; it's also recognition of the importance of NYMR to the region, both economically and culturally, and allows us to continue our work and reach even more individuals, groups, and communities to share our passion for the history of the region through steam travel."

Arts Council England chairman Sir Nicholas Serota said: "As well as continuing our commitment to our many established and renowned cultural organisations, I am deeply proud of the support we will be giving to those new organisations which will help ignite creativity across the country.

"We are facing economic pressures at present, but this funding is about an investment in our future. This portfolio will support the next generation of visionary inventors, makers, performers, and artists.

"In particular, the growth of our funding for organisations that support and develop work for children represents a profoundly important long-term investment in our country's talent."

In total, 990 organisations will receive a share of £446 million each year, ensuring that more people in more places can find fulfilling art and culture on their doorsteps.



Watched by Launceston Steam Railway managing director Nigel Bowman, *Covertcoat*, *Dorothea* and *Lilian* make a rare appearance together in steam on October 28. DEBBIE LEWIS/LSR

Three in steam for season finale at Launceston line

THE Launceston Steam Railway added an extra day, October 28, to the final week of its 2022 season and brought all three resident locomotives – Quarry Hunslet 0-4-OSTs No. 679 of 1898 *Covertcoat*, No. 763 of 1901 *Dorothea*, and No. 317 of 1883 *Lilian* – together in steam.

Director Jonathan Mann said: "Having remained closed to the public during the pandemic, we were delighted to open again this year.

"While we were not sure what the post-lockdown demand would be like, we have actually had a very pleasing year, with some remarkably busy days.

"It has not only been really good to see many regular visitors returning, but also to see many new faces as people once again enjoy the sight and sounds of steam locomotives in the unspoilt Cornish countryside."

Next year, the line, laid on part of the trackbed of the standard gauge North Cornwall Railway, will be celebrating not only its 40th year since it opened, but also *Lilian*'s 140th birthday. It was in 1964 that the railway's managing director, Nigel Bowman, who operates the line with his wife Kay, bought *Lilian* from the Penrhyn Slate Quarry in North Wales.



Enthralled spectators watch the North Eastern Locomotive Preservation Group's J27 0-6-0 No. 65894 depart from Grosmont. The National Portfolio Organisation grant will boost the North Yorkshire Moors Railway's programme to remove barriers to travel for people with special needs. VISITBRITAIN/PETER KINDERSLEY



PIPPED at the post: The painting of LMS Princess Coronation No. 46227 *Duchess of Devonshire* on the WCML at Greenholme by John Austin that was pipped in the Railart 2022 visitors' vote by Malcolm Root's artwork of another LMS Pacific in Cumbria, Princess Royal No. 46201 *Princess Elizabeth*.

Visitors root for painting of a Princess Royal at annual Railart exhibition

By Geoff Courtney

THE easels have been taken down, the paint brushes stowed away, visitors have left, the artists are relaxing, and the Kidderminster Railway Museum doors have closed on another hugely successful Guild of Railway Artists' annual exhibition.

Railart 2022 followed the pattern of all its predecessors during its run from August 20 to October 2 – a steady flow of members of the public, deep admiration of the art on show, and memories of steam redolent in the museum air for enthusiasts of a certain age, and of heritage modern traction for the younger generation.

Behind the scenes, the votes cast by visitors for their favourite among the previously unseen 56 paintings on show were counted, and Anna Bastin, the guild's exhibition manager, breathed a deserved sigh of relief that Covid-19 and the woes of the economy failed to dampen people's ardour for nostalgia.

"Despite it all, we got another Railart exhibition off the ground, and I am delighted to say that it was a real success and was enjoyed by our visitors," said Anna. "We had steady footfall throughout, and it was particularly popular during the Severn Valley Railway's autumn steam gala in mid-September.

"The comments in the visitors' book were so complimentary about the varied selection and styles on display and the high standard of artwork."

Of the 56 paintings on display, 15 sold during the event.

Accolade

The competition for the public's prestigious Picture of the Year accolade was close and widely

spread, with the eventual winner being 'Princess Elizabeth at 70' by Malcolm Root, a fellow of the guild, who pipped 'Duchess at Greenholme' by guild president John Austin.

Malcolm's painting depicted LMS Princess Royal No. 46201 *Princess Elizabeth* travelling at 70mph on the West Coast Main Line at Low Borrowbridge, south of Tebay, a part of the country beloved by the artist and his wife Meryl.

"I am delighted to have won the vote and am really pleased that the painting was so appreciated," Malcolm told *Heritage Railway*. "I painted it earlier this year when The Queen was still with us and thought of it as a tribute to her 70 years on the throne, but with her death occurring during the exhibition itself, it had an added poignancy.

"Our annual Railart exhibition is something I always look forward to, as do so many members of the guild, and Kidderminster Railway Museum is the ideal setting for members of the public to dwell over paintings of both a bygone era in railway transport and the modern day.

"I never cease to be amazed at the artistic skills on show, and it is heartening that the works of art receive so many well-deserved compliments from visitors."

It is the first time that Malcolm, who became a full member of the guild in 1983 and a fellow in 2010, has won the public's Picture of the Year vote.

Dates for next year's exhibition, subject to confirmation, have been provisionally set for August 19 to October 1.

Scotsman takes Swanage by storm

By Robin Jones

THE Swanage Railway enjoyed bumper passenger figures when the world's most famous steam locomotive, LNER A3 Pacific No. 60103 *Flying Scotsman*, hauled passenger services over five days of its three-week stay at the start of its centenary year celebrations.

Following its high-profile King's Cross relaunch on October 14 after the completion of its overhaul, No. 60103 arrived on the Purbeck line with its support coach four days later, as reported last issue.

Booked to haul trains between October 22-26, the first was waved

off by none other than Penny Pegler, the daughter of the late businessman and Ffestiniog Railway saviour Alan Pegler, who bought the A3 from BR in 1963 to save it from the scrapyard. Penny flew in from her home in Portugal especially for the occasion.

She said: "It was wonderful to wave off *Flying Scotsman* on the first train of the day from Swanage because the locomotive has such a special place in my heart."

"It is great to see so many people coming to see and enjoy *Flying Scotsman* almost 60 years after my dear father saved it from going to a scrapyard."



Penny Pegler waves off the first *Flying Scotsman* service from Swanage on Saturday, October 22. ANDREW PM WRIGHT



Flying Scotsman departs from Swanage on October 26. ANDREW PM WRIGHT



Swanage Railway Sygnet Frederick Sills pipes a farewell to *Flying Scotsman* as it leaves Wareham on November 8 following its latest visit to the Purbeck line. DR C M BROWN



"It is a very special day for me and it was lovely seeing everyone. I was amazed to see how many people were so happy to talk about my father."

Playing the bagpipes as the A3 departed Swanage station was 15-year-old Frederick Sills, from Wareham, a member of the Swanage Railway's Sygnets youth group and a member of the Weymouth Sea Cadets.

Later, at 11.45am, Penny rode in the luxurious 1940s Pullman Devon Belle observation carriage Car 14, when *Flying Scotsman* hauled the second train of the day.

LEFT: Quintessential British history as *Flying Scotsman* passes the ruins of medieval Corfe Castle en route to Norden on October 26.

ANDREW PM WRIGHT

Bob Patterson, the volunteer chairman of the Swanage Railway Company, which operates the trains for the Swanage Railway Trust, said: "We are absolutely delighted by the strong public response to the visit of the iconic *Flying Scotsman*."

"We feel sure that the Isle of Purbeck economy has been given an important boost thanks to the influx of visitors coming to see and ride behind the most famous and iconic steam locomotive in the world."

"More than 200 primary and junior school children from the Isle of Purbeck were given the rare and exciting opportunity to visit the footplate of the iconic steam locomotive as part of the Swanage Railway's educational work with local schools."

"During the five days of *Flying Scotsman* hauling trains from Swanage to Corfe Castle and Norden, almost 7000 passengers were carried, with many of the special trains being fully booked."



A Gresley Pacific rubs shoulders with a Bulleid counterpart: No. 60103 *Flying Scotsman* alongside West Country No. 34028 *Eddystone* at Swanage station on October 20. ANDREW PM WRIGHT



***Flying Scotsman*'s Swanage driver Ian McDavid (right) and fireman Chris Lemon on October 20. ANDREW PM WRIGHT**

"It was incredible and very gratifying to see so many happy passengers fulfilling their dreams. In addition, hundreds of people watched *Flying Scotsman* from the lineside during the five days that it was in action."

"It has been a privilege and an honour for the Swanage Railway to be allowed to host this wonderful locomotive – the Concorde of the 1920s and 1930s."

Bob, who is also a volunteer station porter, added: "it has been a very wonderful and very special time for our dedicated staff, volunteers, and supporters after all their hard work and commitment during this year."

Limited to 25mph on heritage railways, *Flying Scotsman* became the first steam locomotive to be officially authenticated as reaching 100mph when it hauled a test run from Leeds to King's Cross down Stoke Bank between Grantham and Peterborough on November 30, 1934.

After its five days of hauling services on the Purbeck line, the A3 remained on display at Swanage station for pre-booked public visits, with ticket-only access to the footplate until November 6.

It departed the line on November 8, heading for the East Lancashire Railway.



The National Railway Museum's LNER A3 No. 60103 *Flying Scotsman* speeds past Hatton North Junction as it accelerates away from a scheduled pathing stop in Hatton Down goods loop at the head of the 5Z75 7.05am Swanage to Bury (East Lancashire Railway) light engine move after departing the Purbeck line on November 8. GRAHAM NUTTALL

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Cotswold line celebrates its heritage through new exhibition

Words and picture by Robin Jones

THE Gloucestershire Warwickshire Railway has 'doubled' its presence in the tourist honeypot of Broadway with the opening of a new showpiece exhibition.

The top floor of Broadway Museum & Art Gallery, at Tudor House, in High Street – at the opposite end of the town centre from the GW/R's current northern terminus – is hosting Journey Through Steam until May 7, which traces the history of the Stratford-upon-Avon to Cheltenham main line and the heritage railway subsequently laid over 14 miles of it.

The exhibition features a stationmaster's desk, ticket machines, platform posters, locomotive nameplates and headboards, station running-in boards, signalling and lineside equipment, archive pictures and a cinema screen featuring footage of the heritage line past and present.

Displays highlight the stories of residents who lived and worked on the line, its roles in wartime, and railway holidays.

It was assembled within six weeks by a team led by GW/R marketing manager Catherine Johnson and

museum director Anona van Lawick. Railway members and supporters loaned artefacts which were collected and assembled by volunteers Mike Dodd and Rose Phillips.

Historical importance

One of the aims of the museum is to provide a counterbalance to the town station, which was reopened in 2018 after rebuilding. Passengers will be encouraged to make the journey into the town centre, a 15-minute walk away, and frequent its shops, cafés, and other attractions, while visitors who come by road with the sole purpose of seeing the Cotswold stone town may well be enticed to venture to the railway once learning all about it in the museum.

For those who come to Broadway with the main aim of riding on the trains, the exhibition will add another dimension of awareness of its historical importance and heritage that could not otherwise be accommodated in the station.

The GWR's Birmingham to Cheltenham main line was constructed around the end of the British era of railway building, by which time much urban

development in settlements along the way precluded traditional town centre presences.

Accordingly, several of the route's stations were built on the outskirts of the places they purported to serve, Winchcombe being another classic example, and Shirley on the route's northern stretch, the North Warwickshire Line.

However, once car ownership had become more widespread, many people chose to drive to their ultimate destination rather than use their local station, and passenger figures dwindled.

Broadway station opened in 1904 and was closed in 1960, to be demolished three years later, although the line through the line remained open for through passenger trains until 1969 and goods until its official closure in November 1976. The last regular passenger service, a non-stop Leamington Spa to Gloucester service usually worked by a Class 122 'Bubble Car' unit, ceased in May 1969.

Catherine said: "We are delighted to be working so closely with the museum to unfold our important part in the 20th century story of

Broadway. Our railway has become a vital part of the wide range of attractions that bring visitors to Broadway and the surrounding area, and it's no exaggeration to say that the railway put Broadway firmly on the tourism map – a function it performs today."

'Lifeline'

Anona said: "We are thrilled to be able to collaborate with the GWR to curate this exhibition to show how the arrival of the railway changed Broadway's history.

"The artefacts and images that this exhibition showcases really brings the story to life.

"The line didn't just enable local people to easily visit places such as Cheltenham, Evesham, Worcester, Oxford; it was also a lifeline for local traders and businesses."

Once its initial time at the museum comes to an end, it is intended that the exhibition will then be moved to a succession of other venues or around the line, again with the purpose of highlighting its history and heritage.

The museum is open Saturday to Thursday from 10am to 4.30pm, with the last entry at 4pm.



Broadway Museum & Art Gallery director Anona van Lawick introduces the new exhibition.



Route maps and diagrams surround a TV screen for showing videos of the heritage line to visitors.



A display of numberplates and other relics.



Signalling and telegraph equipment from the route.



'The Cornishman' was the famous named train that ran over the Stratford-upon-Avon to Cheltenham route.

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Safety first and business focus at 'biggest ever' HRA conference

By Robin Jones

NEW agreements on sharing safety information among heritage lines and ways to meet the enormous financial challenges facing the sector have resulted from the biggest Heritage Railway Association conference ever held.

More than 200 representatives of UK heritage railways throughout the UK attended the two-day event in Birmingham on November 1/2, and heard from 23 speakers and contributors covering everything from the latest innovations in structural engineering to marketing strategy, and from volunteer recruitment to the economic and cost challenges ahead in 2023.

The speaker list included the largest-ever presence by the Office of Rail and Road – deputy chief inspector of railways, Richard Hines; head of non-main line railways, Patrick Talbot; and principal inspector of railways, Simon Barber – who all answered questions from the audience and focused on the challenges of ensuring that safety remains strong in a sector where heritage is paramount and

large numbers of volunteers play an essential role.

HRA chief executive Steve Oates said: "These conferences have rapidly become the most important way that the sector shares best practice. They are also the best opportunity anywhere to hear from the top thinkers and most influential figures in our sphere."

"I was really heartened by how engaged the Office of Rail and Road were with this conference, and also how openly so many railways spoke about the methods they are using to tackle the huge challenges being faced right now."

The conference also featured a panel discussion with five leading chairmen and chief executives. These were Paul Lewin, from the Ffestiniog & Welsh Highland Railways, Nick Ralls, of the Ironbridge Gorge Museum Trust, Simon Marsh, from the Kent & East Sussex Railway, Chris Price, from the North Yorkshire Moors Railway, and recently appointed Mid-Hants Railway CEO Amanda Squires.

Amid strong calls by the panel for boards, staff, volunteers, members and supporters to pull together and share ideas and challenges, the session covered the need for clear and supportive governance and confident decision-making on pricing, and the importance of giving customers and visitors an excellent experience.

In another session, West Somerset Railway general manager Kerry Noble spoke about how the line had begun to turn itself around after a difficult few years, both financially and organisationally.

Delegates also heard how a new safety information sharing process has been developed by the HRA through its operating and safety committee to ensure that members are brought up to date with latest safety thinking in



The West Somerset Railway's Winterlights illuminated train proved a huge commercial success in its first season. WR No. 7828 Odney Manor is pictured preparing to leave Bishops Lydeard, the starting point, in easy reach of the M5, on November 19, 2021. This year's Winterlights services are running on many dates up to December 31. For more details, visit www.west-somerset-railway.co.uk
DON BISHOP/WSR

the sector, including sharing learning outcomes from 'near misses' that are currently often only shared internally.

Keynote speaker Network Rail chairman Sir Peter Hendy provided a frank assessment of how the national network is currently performing and how it can work with heritage railways.

Regarding plans to mark the 200th anniversary of the Stockton & Darlington Railway, he said that Network Rail is at the heart of plans to ensure that the celebrations can reach every corner of the UK and inspire new audiences for both the national network and heritage lines.

Stuart Hendry, of the West Somerset Railway, who previously had a senior signalling role on the national network, spoke about the importance of recognising when someone might need support with their mental health, drawing on his

personal experience of being on site during main line rail disasters. "If I was to highlight one takeaway point from the conference, it would undoubtedly be the focus and passion on ensuring everyone pulls together to get through the huge externally driven challenges heritage rail faces," he said.

"From coal to staffing and, of course, the huge cost of living impact on our customers, it is a difficult period to be a heritage railway and it's certainly not a time for divisiveness."

"But lots of speakers were very clear that they are grasping the challenges and adapting quickly to ensure their railway survives and thrives."

→ **The next Heritage Railway Association events will be a series of workshops during the winter months in conjunction with the ORR and the Rail Accident Investigation Branch, followed by the spring conference in Birmingham on March 10/11.**



Network Rail chairman Sir Peter Hendy speaking at the Heritage Railway Association conference in Birmingham. HRA

Entries for heritage railway 'Oscars' are coming in – and new categories, too

NOMINATIONS for the Heritage Railway Association Annual Awards 2023 – described as the sector's 'Oscars' – are now being submitted.

Following a major overhaul and several new categories, the biggest awards event in the sector now features 11 categories to celebrate the achievements of member railways, tramways and rolling stock owning groups over the past year.

The prestigious awards have been specifically designed to ensure that all types of HRA member organisations have the

opportunity to enter one or more categories. As reported last issue, a new category – one of five this year – which is already generating excitement is Railway of the Year. It will 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 and engineering. Organisers hope that the award will become one of the most coveted in the entire railway

sector. It will recognise high quality across a whole organisation, rather than one specific element.

HRA chief executive Steve Oates said: "These awards are for the whole of the heritage railway sector. Whether you are a large, medium, or smaller-sized railway, a tramway, or even a rolling stock owning group, there is at least one category for you. Even our new Railway of the Year category has been created in a way that celebrates success in a whole variety of ways and not just numbers."

"What sets these awards apart from so many is that we celebrate not only the brilliant work being done in heritage rail, but also the people doing it. Last year saw record numbers of young volunteer entries and this year we've expanded with more categories to recognise the people making a real difference to heritage railways and tramways."

The closing date for entries at www.hra.uk.com is December 21. Winners will be announced at the awards evening in Birmingham on Saturday, March 11.

‘Work together, not compete’ – southern lines make a call for teamwork to survive

By Owen Hayward

WORKING together was very much the central focus on October 22 when Jonnie Pay, commercial manager of the Spa Valley Railway, welcomed Kent & East Sussex Railway general manager Robin Coombes and Lisa Boyle, chief operating officer of the Bluebell Railway, to Tunbridge Wells to discuss the current positions of the three railways – and share ideas for the future to help each one grow and survive in financially turbulent and unstable times.

With every railway facing shared difficulties of rising costs and encouraging people away from home comforts, the meeting between the three railways in the south is a first step towards reinvigorating the Southern Six collaboration, where the management of these three lines, as well as the Mid-Hants, Swanage and Isle of Wight Steam railways, would come together to share ideas, obstacles faced, and ways to overcome them in a bid to mutually benefit all. It is very much this teamwork that Jonnie feels will be key to helping railways tackle the challenges ahead.

“We are all facing the same issues of rising costs and the broader challenges of actually attracting people away from the comfort of TV and games consoles to come and visit us,” he said. “The last time the Southern Six met was in about 2018,

and with our three railways within 20 miles of one another, this seemed an opportune moment to look at restarting, but a little closer to home to begin with.

“As railways, there is no point battling each other when it will be far more beneficial to work as one to share ideas and resources to benefit us all, for example, by sharing suppliers. Our electricity bill on the Spa Valley has increased £40,000 over the years – that’s a significant chunk out of an overhaul fund or a new item of rolling stock.

“Coal, of course, is well-known to have trebled in price in some cases. If each railway has one cheaper supplier than the rest, then what sense does it make to withhold that from one another? Would we get a cheaper deal by purchasing it as a consortium?

“The same for insurance – rather than each paying an individual high-cost premium, is there a policy that will cover multiple railways?”

While none of the three railways may currently have a surplus of operational locomotives, this has not stopped discussions about exchanges for galas in future, and also overhaul collaborations.

“Qualified people with the skillsets needed for overhauls are rapidly decreasing and there’s a struggle to employ enough staff,” Jonnie added. “One thing we touched on as an idea

in principle is whether there may be scope in future to collaborate to support the same facilities, rather than all operating independently.”

One thing clear to all three was the cost of marketing, with leaflet distribution in tourism racks proving incredibly expensive. In a bid to reduce this, they are developing a combined leaflet that offers the basic but essential information of each in one non-year specific pamphlet, drastically cutting individual marketing and distribution costs.

Robin said: “The Great Little Trains of Wales scheme is a good example of a combined marketing effort working and there is no reason this shouldn’t be replicated at appropriate levels elsewhere.

“Each railway isn’t competing with the other as we will each appeal in different ways. If we share our ideas, we can broaden them to survive the market we operate in.

“There are many people who may want to come to our railways, but the cost of living crisis at the moment might well mean they cannot afford to. That market is therefore lost.

“Those who can afford to will be looking very closely at value for money, and we must be mindful, and consider just how exciting is going back and forth in a Mk.1, for example?”

“We must think about where is the ‘wow’ factor – and what is the

‘wow’ factor? When people come to our lines, do they want a nostalgic experience, and are they getting that?

“Heritage railways can have poor interpretation for visitors of what can be seen – what it is, why is it there, and how it was saved. But we must be careful and ask, ‘are we Disney or a charity?’ It will be difficult to entice volunteers if we become too commercial, and we cannot think of any business model that works without them.”

“By joining forces, we are increasing our resources and potential visitor base,” added Lisa. “A shared understanding of our industry reduces isolation and brings the challenges we all face into focus. We are part of a community that want our railways to survive and thrive, and it is comforting to know we are not alone.

“Meeting with managers from the nearby KESR and Spa valley, we all felt it was very important to share information going forward, as well as understand our costs and limited resources, review timetables, and talk about ways to introduce those added extras which encourage new visitors to our railways.

“Gone are the days of keeping secrets and pretending all is well – and we must all face the reality that we need each other in the heritage world. A proactive alliance is crucial to all our survivals.”



Nene Valley Railway-based Danish Class F 0-6-0T No.656 *Tinkerbelle* returns to Wansford on October 20 after its first outing to Peterborough since its overhaul. It was its first-ever run to Peterborough station as the line previously terminated at Orton Mere when the locomotive last ran in 1986 before it was withdrawn with firebox problems. Built by Frichs, Aarhus in 1949, *Tinkerbelle* made its first moves in 36 years around Wansford yard on September 14 as reported last issue. HAYDEN SHEPPARD



Hunlset 0-6-0ST No. 3783 of 1953 *Holly Bank No.3* approaches Chasewater Heaths with a wagon rake on the Chasewater Railway during a 30742 Charters event on November 6. It was the first charter held by the railway following the death of Birmingham photographer and Chasewater supporter Alistair Grieve in February, and the train paused by a bush planted in his memory so friends could share a few words. MARTIN CREESE

Autumnal extravaganza for North Wales

By John Titlow

ATTENTION to detail is the keyword when describing the charters that ran on four narrow gauge lines in Wales and were organised by David Williams and Bob Branch this autumn.

A great deal of work by the pair led to authentic trains coupled with a good choice of locations on their tour, which is aimed specifically at the railway photographer, providing a superb variety of trains.

The railways involved pulled out all the stops to provide trains that look more like the old days rather than passenger trains for the general public.

The 12 days of charters began on October 30 with three days on the Welsh Highland Railway. Hunslet 2-6-2T No. 901 of 1906 *Russell* was turned to work out of Dinas on its own heritage stock, and 1879-built double Fairlie No.10 *Merddin Emrys* headed the Colonel Stephens green heritage stock.

Without having to move hotels in Porthmadog on November 2-4, it was the turn of the Ffestiniog. The locomotives used were England 0-4-0STTs No. *Palmerston*, which was in the last few days of its boiler certificate, and No. 5 *Welsh Pony*, plus *Merddin Emrys*.

Four different consists were used with a mixture of vintage passenger coaches, bug boxes, mixed goods wagons and slate wagons.

Baldwin 4-6-0T No.608 appeared on days two and three, working across The Cob on skip wagons.

Chilling out

After such intensity on November 5, it was a 'chill-out train' on the Welsh Highland Railway behind Lynton & Barnstaple Manning Wardle replica 2-6-2T *Lyd* and a visit to the Snowdon Parc Brew Pub at Waunfawr.



Double Fairlie *Merddin Emrys* rounds the spiral at Ddualt on November 4 as *Palmerston* waits below. ROBERT FALCONER

Moving over to the Vale of Rheidol on November 6 for the next three days, two original GWR locomotives were used – Nos. 7 and 8 on a passenger and goods. For the final day here, it was NGG13 articulated Garratt No.60 *Drakensberg* and No. 7.

Charter action then shifted to the Welshpool & Llanfair Light Railway on November 9 and 10 for more Great Western power with Beyer Peacock 0-6-0T No. 822 *The Earl* and a GWR mixed train, followed by a passenger on the last day of the tour.

The cost of the full 12 days for trains only was £1300, equating to £108 per

day. Options were available to mix and match your choice of railway rather than the complete tour.

Attendees, who were a mix of British, Australian, German and American enthusiasts, had the overnight costs, food, and getting there to take into account.

David and Bob are already planning another Welsh steam extravaganza in the autumn of 2023, which promises to be at least as good.

David also runs many other steam charters both in the UK and Isle of Man, and several photographic day trips in the UK, not just on railways.

Overseas trips are also planned for next year to South Africa, which includes Sandstone among other destinations.

These charters raised considerable funds for the railways after their running season had finished, and a £15,000 donation was made towards the future overhaul of the Ffestiniog & Welsh Highland Railway's 1863-built England 0-4-0STT No. 2 *Prince*.

For more information about next year's planned charters and the Welsh steam extravaganza with Bob and David, email djw.edit7@btinternet.com



GWR 2-6-2T No.8 *Llywelyn* approaches Nantyrnen with a goods train on the Vale of Rheidol on Sunday, November 6. JOHN TITLOW



England 0-4-0STT *Welsh Pony* heads a slate train into Ddualt on Saturday, November 3. SAM YEELES



With autumn colours at their best, No.8 *Llywelyn* approaches Devils Bridge with a passenger train on November 6. JOHN TITLOW

Work continues on new Corris Falcon

FOLLOWING its first public steaming at the Alan Keef Ltd Open Day on September 24 (see last issue), the Corris Railway's new-build Falcon 0-4-2ST has returned to the interior of the Ross-on-Wye workshops, where more work has been carried out in readiness for it to enter traffic in 2023.

Buffers made by Corris Railway Society volunteers in the Maespoeth Junction workshops

have been fitted to the front and rear of the locomotive. The manual control for the draincocks was also being fitted.

Work on new-build clerestory carriage No. 24 (which will be hauled by No. 10) has seen external beading being fitted and glazing of saloon windows carried out.

The shelter for the line's heritage carriage shed now has a slate roof, fitted by volunteers.

'Grid' moves to Longport

AFTER 20 years in preservation at Nottingham Heritage Railway, Class 56 No. 56097 – the first preserved 'Grid' – has been sold to an undisclosed new owner and has departed from its former home.

As reported in *Heritage Railway* issue 296, the owning group had offered the Grid for sale after being given notice that the locomotive had no future on the NHR, with the sale also listing a plethora of spares and two support vehicles.

Full details of the sale have not been disclosed, but a statement on the Grid 56097 Facebook page said that one fell through during the process, and

that the group was leaving it to the new owners to announce acquisition of the locomotive.

No. 56097 departed Ruddington on November 3 and was reported as seen at Electro-Motive Diesel Ltd's Longport depot the following morning. Longport is where Progress Rail has been converting Class 56 locomotives into Class 69s, though it remained unconfirmed as this edition went to press as to whether or not this was the future for this particular Grid.

Five other preservation groups and railways have benefited from the sale by way of acquiring the spares offered for sale.

North Bay footbridge will not be removed

A PLAN to demolish a footbridge over Scarborough's 20in gauge North Bay Railway has been stopped in its tracks.

The 1960s bridge near Northstead Manor Gardens, part of a pedestrian link between the North Bay seafront and Burniston Road, has been out of use for two years over safety concerns, after an inspection report highlighted severe defects to the concrete structure and the steel balustrade.

It was estimated that the required repairs would cost £79,000.

The landowner, Scarborough Borough Council, applied for planning permission to demolish the bridge, with provisions for enhancing pedestrian access over a level crossing on the railway, but the plan was refused at a meeting of its planning committee on November 7 after councillors said that the structure was needed.

Kirkby Stephen East 1861 bridge restored

AN 1861-built bridge which provides a vantage point for operations on the Stainmore Railway at Kirkby Stephen East has had its northern span restored thanks to grant aid funding.

Work on the bridge, which has carried a key local footpath for 161 years in Kirkby Stephen, was financed by contributions from the Westmorland Dales Landscape Partnership Scheme (£3250), the Yorkshire Dales National Park Authority's Sustainable Development Fund (£3250), and Kirkby Stephen Town Council (£250).

Stainmore Railway Company's director, Mike Thompson, said: "Their support and partnership in this project, which delivers a long-term benefit to the town, our railway, and the visitors who so much enjoy the landscape we all share is a shining example of the remarkable things that can be achieved when like-minded groups work together for the community."

The company is providing a further £1000 and contributing volunteer labour.



Work being undertaken on the Kirkby Stephen East footbridge. SRC

Last of the BR-era track on Moorsline to be lifted

THE North Yorkshire Moors Railway's permanent way team is gearing up to carry out the relaying of about half a mile of track this winter.

The track runs between mileposts 9.0 and 9.5 at Kingthorpe near New Bridge.

Although that does not seem, at first glance, a particularly remarkable project in itself, it marks a major milestone – as this project will see the replacement of

the last BR-era track. The work will additionally mean that the whole of the 18-mile railway has been replaced by its heritage-era owners over the last 50 years; indeed, some of it has actually been relaid more than once as an inevitable consequence of the line being able to afford only second-hand materials in the early days.

The section to be relaid this winter is the last of the BR track

as it was bullhead rail on new concrete sleepers in the mid-1950s. It is also one of the few places still on ash ballast (or dust now) and almost impossible to tamp using the NYMR's tamping machinery. Most of the line is now laid on stone ballast.

At a time when increasing attention is being drawn to the worn-out nature of the infrastructure of several heritage railways, the NYMR, with its

extensive track and bridge works, would seem to be on top of its game in its civil engineering maintenance.

Much of the work has been carried out by volunteers from its York Area Group, which has also financed the creation of its 35-strong fleet of civil engineering rolling stock and takes care of maintenance in the workshop that the group also financed and created.

Maunsell Schools 4-4-0 No. 30925 *Cheltenham* at Ropley during a November 5 photographic charter which also saw it bow out of service prior to an overhaul. NICK GILLIAM



Double encore for *Cheltenham*

By Don Benn

FOLLOWING its final gala appearance at the Mid-Hants Railway on October 8/9, Schools 4-4-0 No. 30925 *Cheltenham* undertook further Watercress Line duties.

Previous reports had suggested that the National Railway Museum locomotive's last time in service would indeed be at the autumn steam gala. However, *Cheltenham* continued in traffic during the Wizard Week at the end of October.

A second encore came when it took part in a Mad Hants photographic charter on Saturday, November 5, which became its final operational day before the boiler certification expired on November 15.

The Schools class, designed by Richard Maunsell, comprised the most powerful 4-4-0s to run in the UK, with a tractive effort of 25,135lb

No. 30925 *Cheltenham* emerged from Eastleigh in April 1934 and was withdrawn with all the other remaining members of the class in December 1962. It was saved for the National Collection.

Having been unable to attend the gala, when it became known that *Cheltenham* would still be running, I visited the railway on Saturday, October 29 to say farewell to this superb locomotive.

I photographed it approaching Medstead with the 12.20pm from Alresford before travelling on this

service to Alton and then up the long climb, mainly at 1-in-60, back to Medstead & Four Marks. The Schools effortlessly kept to the tight 13-minute schedule, with its four-coach train running at line speed.

My picture at Wimbledon on September 26, 1961, shows *Cheltenham* working a long empty stock train down at 11.51am, with a Basingstoke headcode. I did not see it again that year and I have no record of it working any of the Waterloo to Lymington Pier boat trains in 1962.

However, as the image shows, Salisbury shed turned it out for the last leg of the 8.30am Plymouth to Waterloo on Sunday, September 2, 1962.

This train was non-stop up from Salisbury in 94 minutes for the 83.7 miles, and the 4-4-0 was going very well past our little group at Pirbright. We had been there all day to see the end of the traditional Southern classes in service, with Lord Nelson 4-6-0 No. 30861 *Lord Anson* and N15 4-6-0 No. 30770 *Sir Prianius*, both on a railtour. I think Salisbury had deliberately turned out 30925 that day to complete the trio. While the future overhaul of No. 30925 is uncertain, I hope to see it working again.

→ Find Don Benn's With Full Regulator column on pages 64-67 for more locomotive performances, then and now.



No. 30925 *Cheltenham* is seen approaching Medstead & Four Marks on October 29. DON BENN



No. 30925 passing Wimbledon with empty coaching stock at 11.51am on September 26, 1961. DON BENN



No. 30925 at Pirbright with the 8.30am Plymouth to Waterloo non-stop from Salisbury on September 2, 1962. DON BENN

Great Central awarded £280k by Town Deal board

By Owen Hayward

THE Great Central Railway's £980,000 locomotive works and education centre project has been handed £280,000 by the Loughborough Town Deal from a £16.9 million Government grant awarded to the town.

The UK Government's Towns Fund has been providing funding of up to £25 million to foster economic regeneration, stimulate investment, and deliver vital infrastructure.

Loughborough was invited to bid during 2019, and its Town Deal board submitted an initial bid in October 2020 and a revised one early 2021. A Town Deal worth £16.9 million was subsequently offered last June, and the GCR is one of 11 projects or organisations being supported.

Town Deal Board co-chairman and Charnwood Borough Council leader Coun Jonathon Morgan said: "The GCR brings thousands of people to Loughborough each year and it is good news that the Town Deal can invest in the attraction and support the visitor economy.

"The railway is also an integral part of Loughborough's history and its future, and I hope it's now full steam ahead for the GCR team."

Fellow Town Deal co-chairman Dr Nik Kotecha, founder of Morningside Pharmaceuticals Ltd, said: "This project will help the railway engage with new audiences and offer employment opportunities to budding engineers. Who wouldn't want to work on historic steam



Loughborough Town Deal representatives and Great Central Railway staff and volunteers celebrate the £280,000 grant alongside newly-overhaul BR Standard 2MT 2-6-0 No. 78109. On October 25, No. 78019 moved under its own power for the first time since 2015, following the completion of its comprehensive overhaul, prior to being run in and rejoining sister No. 78018 in revenue-earning service. LOUGHBOROUGH TOWN DEAL

engines? This is just another example of the Town Deal investing in the future of Loughborough."

The new locomotive works and education centre will be created at the locomotive repair works at the north end of Loughborough station.

It is envisioned that it will become a centre of excellence for the restoration and maintenance of the line locomotive fleet, as well as for delivering education for apprentice training and school engagement programmes."

Loughborough MP Jane Hunt said: "I welcome this Town Deal investment into the Great Central Railway, which is a unique asset for the country –

not just here in Loughborough. I look forward to seeing this exciting project develop."

GCR commercial manager David Ellar said: "The current facility is life-expired and the location has evolved over its 50-year life at the GCR.

"The new design allows the space to be better laid out, which enables a better workflow, improved welfare facilities, and improved access for visitors and designated viewing areas.

"Externally, the improved outlook of the building will be more pleasing to the local community, residents, and visitors."

It is hoped that the new centre will be completed by September 2023.

Bluebell board rings in changes

THE Bluebell Railway has appointed its first director of people services while making several changes to its board.

Chris Barber comes from a railway family; his grandfather was a signaller on the East Coast Main Line and his father worked on the engineering side of signalling. He himself has a background in human resources and is currently head of business change for Thales UK.

Chris brings experience at director level of transactional human resources including recruitment and selection, policy, discipline, and grievance procedures. His applied human resources skills include change management, organisational design and development, learning and development, succession planning, and talent management.

He has been HR director, director of music, and latterly chairman of the Musical Museum at Brentford. He has a passion for the heritage movement generally and steam in particular; for many years he was involved in the preservation and running of Burrell scenic steam road locomotive *Dragon*.

Chris said: "Just like any organisation, the people at the Bluebell Railway are vital to its future

success. We have a dedicated team of paid staff and volunteers who make the railway such a great place for people to work at and visit.

"I want to build on this by looking at the life cycle for paid staff and volunteers to ensure this is fully aligned to the strategic business and preservation aims of the railway. I look forward to liaising with – and listening to – people in all parts of the organisation to consider improvements to make the railway an even better place to work and visit"

Bluebell Railway plc chairman Geoff Mee said: "Chris Barber's appointment reflects the importance we place as a business on our people. The railway relies on the dedication of its paid staff and volunteers to provide our passengers with a first-rate experience. This new addition to the board indicates our recognition of the work of all our people."

Meanwhile, Steve Trigg has been appointed as the new finance director. Now semi-retired, he has been a finance director for various companies covering different sectors, including house building, recruitment, oil and gas, and most recently mergers and acquisitions.



Left to right: The new director of people services, Chris Barber, Bluebell Railway plc chairman Geoff Mee, and finance director Steve Trigg. BR

He grew up around railways as his father was a rail enthusiast, and he spent many hours at Didcot Railway Centre entre.

Steve said: "The Bluebell Railway, like all other businesses, is in a difficult financial position because of the general economic situation.

"I look forward to meeting the staff and volunteers to see how we can best work together to tackle the economic headwinds and put the railway on a firmer financial footing."

IN BRIEF

→ THE Llanberis Lake Railway has had to cancel this year's Santa trains following continued vandalism at its Cei Llydan station.

A railway statement said the building at the station which houses the grotto had been subject to "vandalism over recent months, including exterior fencing and decking", and this has led to the decision. Fence panels and wooden decking had been ripped out and windows smashed, and there was evidence of fires being lit in the grounds around it.

→ THE Talyllyn Railway appeared on Japanese TV on November 6.

The programme about UNESCO World Heritage Sites was focused on the North Wales slate landscape, which included footage shot on the TR earlier in the summer to emphasise the importance of railways to slate quarrying. It also included footage of slate inclines in action adjacent to the Llanberis Lake Railway.

→ THE Isle of Man's fire service spent 52 hours attending fires linked to the island steam railway this year, at the cost of more £11,000, according to the Manx government's home affairs minister, Mrs Jane Poole-Wilson, who said that while each incident could not be definitely attributed to the line, they were recorded as such when there was no other visible cause.

→ BR Standard 4MT No. 80097 has been withdrawn from East Lancashire Railway service after it failed with a blown large boiler tube, just six months after having all 157 small tubes replaced. It will be out of traffic until the spring.

→ THE photograph of Sir Nigel Gresley of page 92 of issue 299 should have been credited to Tony Windward, and not as stated. We regret the error.

→ NETWORK Rail is to remove the 19th-century footbridge at Harrington station between Workington and Whitehaven on the Cumbrian coastline so it can be restored by contractor Taziker at St Helens in a £450,000 scheme. The Victorian stairs and overbridge will be strengthened, while the steel will be grit-blasted and fully repainted in its heritage colours.

He has replaced David Burch, - who has stood down from the board because of work commitments.

Long-serving directors Bob Pamment and Mike Ellis have stood down as rolling stock director and operations director respectively.

Bluebell Railway Preservation Society chairman Paul Churchman will be interim rolling stock director and vice-chairman Neil Glaskin returns for the time being to the role he previously held as operations director.



Parkend signalbox on the Dean Forest Railway. ROB HARRIS/DFR

Dean Forest's 'box on national awards shortlist

THE Dean Forest Railway's renovation of Parkend signalbox and the associated signalling works have been shortlisted for a National Railway Heritage Award.

The 'box was commissioned in March, after more than eight years of work by volunteers – just in time for the first trains of the 2022 running season.

It was erected in 2000 using three-fifths of Maesmawr signalbox, which was made redundant in 1995. Then, in 2014 the DFR board decided to re-signal Parkend, and work commenced to equip the station area and 'box and decommission the ground frame from which points were operated for many years.

December ceremony

Electronic wheel detectors and axle counters have been introduced to Parkend as the GWR sleepers had next to zero insulation for conventional track circuits, also eliminating the need for electrical insulation in points and at rail joints.

The works were tested and signed off by Network Rail employees.

The NRHA awards ceremony will be held on December 6.



The former Bridgend Ford shunter sits at Bronwydd Arms on November 1 after entering preservation. MIKE DICKINSON/GWILI

Gwili Railway receives a double shunter boost

By Owen Hayward

THE Ford Motor Company has donated a Hudswell Clarke 0-6-0 diesel shunter from its now-closed factory at Bridgend.

The site closed on September 25, 2020, and the 1973-built shunter was due to be cut up on site.

Built as GECT 5391, the chassis was rebuilt in 2002 by the Yorkshire Engine Company, with the rebuild completed by RMS Locotec before the shunter was renumbered LWO 2108.

Following discussions with the factory site manager and a Ford representative on-site, it was suggested that it could be donated to the heritage sector.

Despite a somewhat recent overhaul, it is estimated that the shunter has not operated for a decade. An inspection carried out after its arrival at Bronwydd Arms has confirmed it to be intact, with hopes for a speedy return to service.

The Diesel Electric Shunter Company also moved its BR Class 08 No. 08888 (D4118) from the Avon Valley Railway to the Gwili on October 31, fresh from a B exam and removal of EWS-fitted remote control equipment.



The Diesel Electric Shunter Company's Class 08 No. 08888 has also transferred to the Gwili Railway for a short loan spell. MATHEW BOWEN/GWILI

The 1962 Horwich-built locomotive is to cover for the Gwili's resident Class 03, D2178, which is being withdrawn for mechanical work, with a minimum six-month deployment to the Carmarthenshire line.

Work to D2178 will include completion of repairs to the cylinder heads, along with some routine maintenance and cosmetic work.

Meanwhile, the DESC's second locomotive, No. 08359, has continued in regular use at the Bodmin & Wenford Railway, where it ran with the restored clay hood wagons over the

October 8/9 end-of-season gala. On October 22, director Mark Stuchbury also announced that officials of the Cornish line "wish to continue hosting No. 08359 on a rolling 12-month basis."

No. 08359 is believed to be the oldest-surviving BR locomotive diesel electric built by Crewe, where it was completed on March 28, 1958, and outshopped as D3429.

The group is now searching for a third 'Gronk' to purchase to fill other opportunities and enquiries it receives.



Jonathan Jones-Pratt's WR 0-6-0PT No. 9466 has passed its steam test following maintenance and now has a new 14-month boiler ticket which will allow it to participate in the West Somerset Railway's winter services if required. It has also retained its main line registration. WSR

Anglia swing bridges are renewed for the future

THREE historic swing bridges on the Wherry Line between Lowestoft and Norwich are in the process of having work undertaken by Network Rail to ensure their future reliability. The bridges at Reedham, Somerleyton, and Oulton Broad have internal components that are more than 100 years old and need frequent and costly maintenance. Network Rail engineers have embarked on a programme of renewals that will see replacement of the winch systems, hydraulic jacks and pipework, lighting and power systems to improve reliability and maintain the structures for the future. While the works will cause minor disruption to rail and river traffic, it is hoped that the benefits of reliable operation will be seen for many years to come.

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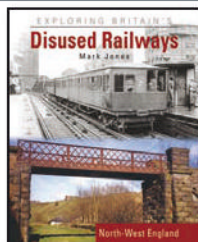


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Mark Jones

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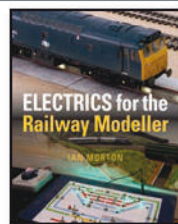


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Ian Morton

For all those involved in or thinking of plunging into the increasingly popular world of model railways, this is an uncluttered, comprehensible and jargon free guide to the electronics essential to make the railways run. Starting from the assumption that the reader has no knowledge beyond connecting up a train set, the book guides us through the various techniques used until we have the knowledge and confidence to wire up a more complex model railway.

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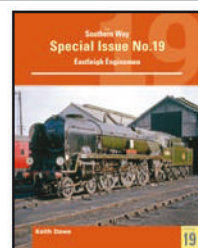


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Keith Dawe

This is an affectionate memoir of the final years of steam at Eastleigh shed written by a young fireman based there. Packed with interesting and informative insights, some of the diverse topics covered include the working of both pick up goods trains and longer distance freight diagrams including the nightly services to Feltham yard, passenger diagrams on the main line and the operation of the boat trains which served Southampton Docks.

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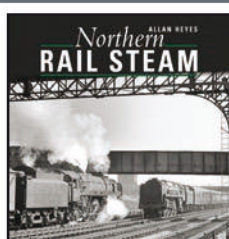


Northern Rail Steam

Allan Heyes

This is a second collection of photos from the camera of Allan Heyes, whose previous Crécy title, *Northern Rail Rover*, got great reviews and sold well. Covering an area from north Wales to the north east of England, these photos accurately portray the reality of those last years of steam, the dirty and unkempt nature of engine sheds and their locos and the whole infrastructure of the steam railway so much of which since has been swept away.

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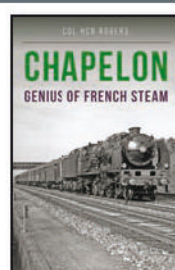


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Colonel H C B Rogers

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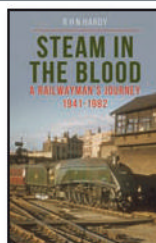


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R H N Hardy

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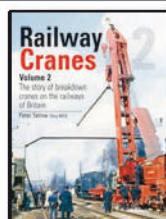


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Peter Tatlow

When this series was first published, one of the three volumes, *Railway Breakdown Cranes Vol 2*, sold out almost immediately. It has been virtually unobtainable ever since. Now back in print, this covers the larger breakdown cranes of 36 tons capacity and above used by various railway companies as well as BR and the Ministry of Supply. It provides information on the make up of cranes, technical details, weights, sizes and many photos of the cranes at work.

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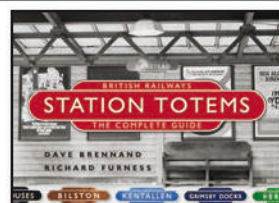


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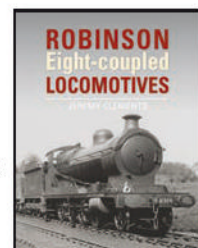


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Jeremy Clements

Starting in 1902 with three 0-8-0s for the Great Central Railway, J G Robinson's heavy freight locomotive fleet grew rapidly. This book surveys a large, complex locomotive family that saw service on four continents up to the early 1970s. It covers the signature 2-8-0s, the original 0-8-0s, the unusual 0-8-4Ts and 2-8-2T derivatives as well as the various modifications and rebuilding undertaken by Gresley and Thompson.

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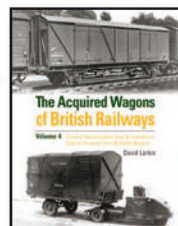
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David Larkin

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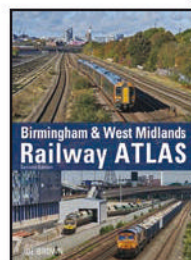


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Joe Brown

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New Llanelli company buys unique 73

By Robin Jones

A NEW company has been formed which has purchased a Class 73 electro diesel for use on a South Wales heritage line.

No. 73130 was delivered to the Llanelli & Mynydd Mawr Railway on November 4, having been collected from its previous home with the Coulsdon Old Vehicle & Engineering Society (COVES) at Bicester the previous evening.

It has been purchased outright by 73130 Ltd, formed and funded by members of the LMMR and also Class 73 enthusiasts from further afield, and set up expressly for the purpose of owning, restoring, and managing the continued operation of the locomotive.

Member Peter De Lacey, who worked on No. 73130 when it was owned by European Passenger Services, the operator of the cross-channel high-speed rail service, said: "Having worked with this loco for more than 40 years, on and off, it is great to be reacquainted with it. My last contact was when it was one of two rescue locos, along with No. 73118, purchased by European Passenger Services, and I conducted driver training with it for the EPS train crew. We would use both locos to haul a Eurostar set from Waterloo to Dollands Moor."

The project came together inside months when it was learned that COVES was vacating the Bicester site and disposing of its entire heritage railway collection. LMMR director Mark Thomas said: "Such a versatile and economical locomotive will play a vital role in the continuing development of the railway and in achieving the short, medium, and long-term aims of the project. The LMMR is delighted to be a part of this new organisation, as am



Class 73 No. 73130, complete with Scharfenberg coupling adaptors for Eurostar linking, newly arrived at Cynheidre on the Llanelli & Mynydd Mawr Railway on November 4. LMMR

I personally."

No. 73130 will undergo safety checks and essential remedial work during the coming months, with the aim of operating it at Cynheidre during the 2023 season. In the longer term, the team will make it available for hire to other railways on an occasional basis.

Mark added: "We hope that the loco can become a roaming ambassador and represent us around the UK."

It is the biggest locomotive ever to be based at LMMR since the revivalist project took over the Cynheidre site in 2001.

LMMR director and press officer David Mee said: "It will no doubt prove a huge asset, both as an attraction in its own right and in support of infrastructure projects as we plan to

extend the line."

Initial signs are that the locomotive is not in bad condition. The team intends it to remain in its current condition, with Scharfenberg coupling adaptors used for linking to the original Eurostar sets. It will retain the two-tone grey Eurostar livery with the cast metal tunnel roundels on the bodyside from its time based at the North Pole International depot in West London, the home of Eurostar's UK fleet from 1994 to 2007. "The loco will be a slice of railway history that represents the very beginnings of international cross-channel rail travel," said David.

The team will also be looking at replacing the nameplates worn

prior to its Eurostar years, when it was named *City of Portsmouth* between 1988 and 1996. It was named at a ceremony held at Portsmouth & Southsea station on July 2, 1988.

The 73 was scheduled to have taken centre stage at a static open day at Cynheidre on November 26.

Rededication

Elsewhere in the principality, comedian and television presenter Susan Calman has officially named a Class 73 based at Cambrian Heritage Railways.

While filming for a new Channel 5 series of *Grand Days Out* in Shropshire, she visited the station at Weston Wharf, along with her trademark campervan, affectionally named Helen Mirren. She took time out from filming to rededicate the locomotive *City of Winchester*.

The 73 was built by English Electric at the Vulcan Foundry in Newton-le-Willows in 1966 and was originally numbered E6036, but it was renumbered 73129 years later. The original number and new nameplates have now been applied.

CHR's general manager, Andy Green, said: "The locomotive arrived at Oswestry in 2021 and has since become a firm favourite, operating on the newly opened heritage line between Oswestry and Weston Wharf."

Susan chatted with CHR members and volunteers and after unveiling the name, she took to the controls as filming resumed along the two-mile line.

The line's Santa trains are due to be operated by the 73 and Ruston & Hornsby 0-4-0DE No.11517 *Alun Evans*.



Susan Calman unveils the nameplates for No. 73129 *City of Winchester* at Weston Wharf station. CHR

Steam loco suffers damage during collision on American heritage line

A US steam locomotive ended with its smokebox door caved in after it was in collision with a parked 'trackhoe' road-rail excavator at Leaman Place Junction, Paradise, on the Strasburg Rail Road in Pennsylvania on the morning of November 2.

The combination of a misaligned switch and the locomotive crew's apparent failure to operate at 'restricted speed' during a run-round manoeuvre have been cited as contributing to the incident that saw the SRR's Baldwin Mastodon 4-8-0 Norfolk & Western No. 475 directed onto a siding where the engineering vehicle had been stabled.

The collision, which occurred at 11.23am local time and was captured on a Virtual Railfan webcam at the railroad's terminus and by a passenger on the train, resulted in the front of the smokebox effectively being smashed in by the excavator's arm.

There were no reported injuries, and no damage was sustained to the flues or front flue sheet (tubeplate)

that could have resulted in much worse consequences.

An investigation was being launched by the Federal Railroad Administration, which was booked to visit the SRR the day after.

A statement issued by SS Chief Mechanical Officer Brendan Zeigler said: "The excavator was placed on the stub track the previous evening for storage by the Maintenance of Way (MOW) crew working in the area. Our internal investigation has concluded that after placing the excavator on the stub track for storage, the MOW crew member failed to realign the track switch and to secure it in normal position.

"When running the locomotive around the passenger train on the main track runaround where the stub track switch is located, the locomotive crew did not notice the misaligned switch and entered the stub track at approximately 10mph, the speed limit for that track, striking the stationary MOW equipment and coming to a stop



The immediate aftermath of the collision of Norfolk & Western 4-8-0 No. 475 and the road-rail excavator on November 2.

after a short distance. Both the excavator and locomotive incurred moderate damage.

"On any given day we have as many as 75 employees working in our operation, and several thousand guests ride our trains. We take seriously the safety of everyone who interacts with us in any capacity, every single day.

"We are using this opportunity to perform root cause analysis and identify training gaps, operational

monitoring practices, or other factors that may have contributed to this accident. We acknowledge our mistakes when they are made and learn from them any time they happen."

Just five days later, No. 475 was out pulling trains again after an outstanding effort by the Rail Road's engineers that saw a new front affixed to the smokebox and the damaged door welded back together.

Western loco group reports 'most successful year'

By Owen Hayward

WHILE the summer steam ban due to the freak hot weather may have been a disappointment to many, it helped the Western Locomotive Association achieve its most successful year since formation in 1973. Founded to celebrate and preserve the Class 52 diesel hydraulic locomotives, the group owns D1013 *Western Ranger* and D1062 *Western Courier*, which are based on the Severn Valley Railway.

Vice chairman Paul Finch said: "We normally expect to operate our locomotives for galas, driver experiences and service trains on about 20 days per year, averaging 1280 miles.

"This year has been exceptional when, firstly early in the spring and as a result of coal supply issues following the outbreak of war in Ukraine, the diesel groups were asked to step up

and operate additional services, and then as the summer warmed up and lineside fires became an issue, the diesels were again called upon to replace steam services.

"As a result, *Western Courier*, which has been operating as D1040 *Western Queen* to commemorate the late Queen Elizabeth's diamond jubilee and latterly her death, has operated a total of 105 return trips of the SVR, equating to 3373 miles over 58 days of service – the equivalent of six and a half return trips from Paddington to Penzance on the Great Western main line and the home line of the diesel hydraulics during the 1960s and 1970s. Not bad for a 60-year-old locomotive taken out of service nearly 50 years ago!"

The locomotive achieved 97% availability for the year, with unavailability on only 2 ½ days it



The WLA's D1013 *Western Ranger* is currently undergoing overhaul at Kidderminster, seen outside the motive power depot there on October 15. WLA

was rostered, with one day being a cancelled driver experience during July's hot weather, and the remainder owing to a vacuum leak and brake relay fault.

The increased mileage has also led to a boost for the WLA's Whizzo Woods initiative that was set up in 2021 to help the group attempt to go carbon neutral. Working with award-winning conservation and rewilding charity Trees for Life, the WLA purchased a grove where trees can be purchased and planted to offset its locomotive's carbon footprint, while also supporting the restoration of the Caledonian forests of Glen Affric, an area considered to be one of Scotland's most beautiful highland glens.

It was calculated that the WLA would need to offset almost 14,000kg of carbon emissions annually, a figure based on a normal operating season that would see a Class 52 burn a gallon of diesel per mile, producing

10.9kg of carbon emission per mile as a result. Trees for Life advised that each tonne required 4.19 trees to be planted, so the WLA set up a Direct Debit mandate to purchase half the trees and asked supporters to purchase additional ones.

The higher mileage for 2022 has seen the emissions calculated to have risen to 36,700kg, seeing in the planting of 155 trees and bringing the total planted to 216 so far – and resulting in the WLA becoming a carbon neutral operation.

Additional trees can be purchased through the WLA online store for £6 each; to support the initiative, visit westernlocomotives.com/shop

D1013 is currently undergoing an engine overhaul which is anticipated to be completed by March. This locomotive is also currently the subject of a Bogie Appeal to fund overhaul of both of its bogies, estimated to cost in the region of £350,000 each.



Running as scrapped classmate D1040 *Western Queen*, D1062 *Western Courier* departs Bewdley for Kidderminster on June 3. It has covered almost 3400 miles in service during 2022. WLA



Above: Class 24 No. 5081 approaches Toddington with a Broadway-bound passenger service as GWR 2-8-0T No. 4270 waits outside the shed for its next duty.

Left: GWR 2-8-0T No. 4270 heads from Gotherington towards Toddington on October 30 with the goods train. Photographer Paul Stratford worked for more than 10 years on the locomotive's original restoration and captured it on camera on its first gala appearance on May 24, 2014. He travelled from mid-Wales specially to see its final gala appearance on the line. PAUL STRATFORD

Deltic tops bill at Toddington gala – but not all goes to plan

Words and pictures by John Titlow

AN EXAMPLE of a locomotive type that never ran on the Stratford-upon-Avon to Cheltenham Spa route became the highlight of the Gloucestershire Warwickshire Railway's October 29/30 mixed traffic gala.

Class 55 Deltic No. 55019 (D9019) *Royal Highland Fusilier*, built in 1961 for the expresses on the East Coast Main Line, was at the end of the first-ever visit of a Deltic to the heritage line.

No. 55019 performed faultlessly over the two days, running several return trips from Broadway to Cheltenham Racecourse, and proved very popular with passengers, with its trains fully loaded. The gala was

the last opportunity to ride behind No. 55019 on the line because it left soon afterwards to return to its home at Barrow Hill.

The railway's spokesman, Ian Crowder, said: "The Deltic has been a real draw. It has been a joy to host it, and, for one weekend, sister No. 55009 *Alycidon*. It is the diesel equivalent of having No. 60103 *Flying Scotsman* on

the line, such is the draw of these magnificent locomotives."

The formula was the same as last year with an intensive timetable, double-heading, non-stop running, and a goods train.

Steam locomotives in action were rebuilt Merchant Navy Pacific 35006 *Peninsular & Oriental S.N. Co.* and WR Modified Hall class 4-6-0 No. 7903 *Foremarke Hall*.

Making its last appearance at a gala for some time was Jeremy Hosking's 1919-built GWR 2-8-0T No. 4270. Its boiler ticket ran out in October, and it was given a three-month extension so it can run over the festive period – but after that, its future is uncertain. It could now go on static display at the One:One Collection museum in Margate, which Jeremy has established.

A reliable performer on the railway over the past decade, No. 4270 looked completely at home at the head of a short rake of freight stock (see also centre spread).

WR 4-6-0 No. 7820 *Dinmore Manor* ran double-headed tender to tender with No. 7903 on the Sunday. No. 7820 afterwards visited the South Devon Railway to work that

"I would like to express my appreciation of all our volunteers. We worked so well as a team to overcome the problems and, most importantly, our visitors were not disappointed."



WR 4-6-0 No. 7820 *Dinmore Manor* and SR Merchant Navy 4-6-2 No. 35005 *Peninsular & Oriental S.N. Co* at Toddington on October 30.



Hunslet 0-4-2T No. 2075 of 1940 *Chaka's Kraal No. 6* in action on the Toddington Narrow Gauge Railway.



Class 55 Deltic No. 55019 Royal Highland Fusilier emerges from Greet Tunnel on October 30.

line's Polar Express trips and will be 'Americanised' with the fitting of a headlight and cowcatcher.

Footplate trips over the line were available on the steam locos for £125 between Toddington and Cheltenham Racecourse. A supplement of £10 a brake van trip on the goods train was offered either in the GWR Toad at the south end or SR bogie Queen Mary brake at the north.

Challenges

Other modern traction of the Saturday included Class 47s No. 47105 (D1693) and No. 47375 (D1895) double-heading. On the Sunday it was the turn of Class 24 No 5081 (24081). The line's Class 117 DMU worked a local service, stopping at Hailes Abbey Halt.

On the Saturday the service ran marginally late which was made up during the day, but locomotive allocations remained unaffected throughout.

On the Sunday, a fuse blew in Cheltenham signalbox, which prevented Gotherington 'box

opening. The first goods train ran into Cheltenham Racecourse but the following passenger was unable to access the line south of Winchcombe because the tokens could not be released, and so for a short time pilotman working was used.

The issue was resolved relatively quickly thanks to a signal and telegraph technician being available.

However, Andy Smith, the duty operations officer on the day – and a planner on the national network – said: "We had one train about an hour-and-a-half late, and the rest of the services were about 20 minutes late.

"In consultation with Mark Harding, who was gala controller that day, the timetable was abandoned to ensure that trains ran as frequently as possible with locomotive changes at both Cheltenham and Toddington.

"After all, people had in many cases travelled many miles to see either the Deltic or No. 4270 and we made sure that they were not disappointed."

Despite the problems, all locomotives performed perfectly.

By mid-afternoon on the Sunday of the gala, the published timetable was resumed – but not necessarily with the locomotives rostered for its particular services. That did not seem to detract from the enjoyment of the occasion as the frequency of services was maintained, and, as the clocks had gone back, the final trains were run in darkness, which proved popular.

Comments about the gala and the way the issues had been managed on social media were positive.

'Show on the road'

Andy added: "I must say my heart sank when it became clear we had a major problem on our hands with Gotherington 'box, but I suppose my professional crisis management training kicked in. The important thing was that we managed to keep people moving and keep the show on the road, and it was clearly appreciated.

"The number of people who came up to me afterwards and shook me by the hand was extremely gratifying. I would like to express

my appreciation of our volunteers. We worked so well as a team to overcome the problems and, most importantly, our visitors were not disappointed. I think everyone – whether passengers or volunteers – went home that night having got through an extraordinary but thoroughly enjoyable weekend."

Passenger numbers were extremely good despite the mixed weather, including torrential downpours, and all trains ran mainly full. Also proving popular was the opening to visitors of the David Page locomotive works at Toddington and Winchcombe Carriage & Wagon Works for a rare look behind the scenes.

→ The line's Santa Express starts on November 26 and runs throughout December, with tickets bookable at www.gwsr.com There will be a two-steam train service with one diesel train at the end of the day from December 27 until January 2. It will be the last chance to ride and see No. 4270 in action before its withdrawal. See also pages 54-55.



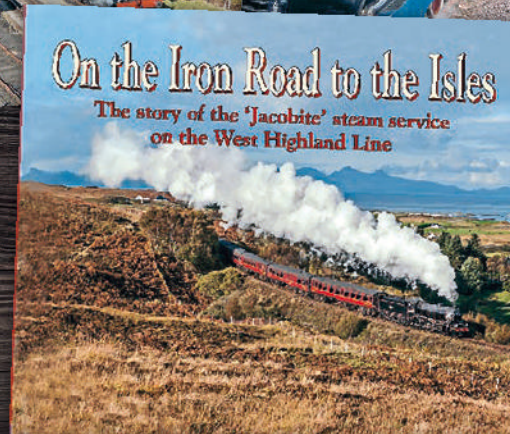
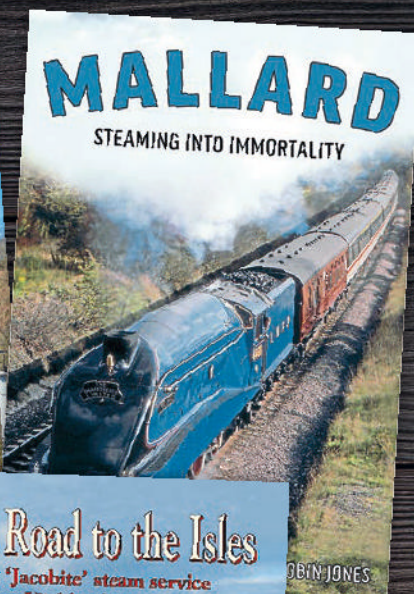
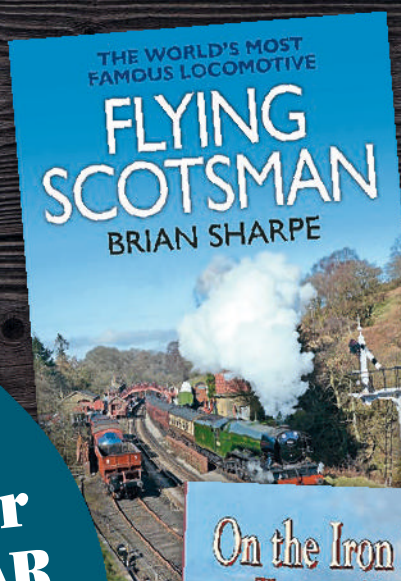
WR 4-6-0s No. 7903 Foremarke Hall and No. 7820 Dinmore Manor depart from Winchcombe after sunset on October 30.



Bulleid Pacific No. 35006 Peninsular & Oriental S.N. Co departs from Toddington.

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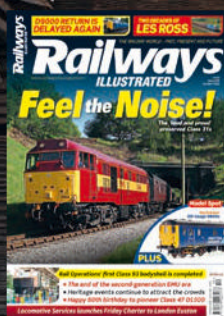
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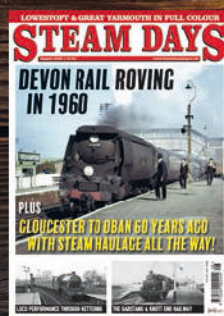
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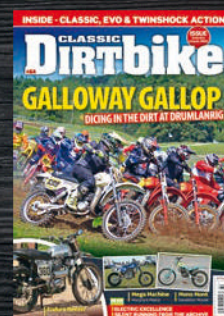
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Quorn's UK-wide wagon links!

By Owen Hayward

THE Great Central Railway's Quorn Wagon & Wagon group, which restores and maintains the line's freight wagons and associated road vehicles, held an open event that not only showcased its completed and ongoing projects, but also brought together similar groups from around the country.

Held at Quorn & Woodhouse station over the weekend of October 22/23, it saw various wagons from the GCR freight train on display in the LNER station goods yard accompanied by the restored Scammell Scarabs, BRUTE luggage trolleys, Leyland emergency response vehicles and more to celebrate one of the largest collections of railway vehicles in the UK.

The GCR freight trains are perhaps some of the best out there, making regular appearances at galas and other events throughout the year, with re-enactors and loading demonstrations often adding to the ambience. The iconic Windcutter rake is perhaps the set most synonymous with the railway, but there are sufficient wagons at present to make an equally impressive van train, as well as the beginnings of a rake of tankers, too.

Although it had been hoped to operate a freight train, last-minute issues arising unfortunately prevented this, but nevertheless a healthy number of visitors turned up over the two days.

Matt Baker, one of the event's organisers, said: "Over the last few years, QW&WG has been busy restoring a variety of goods wagons that are operated by the railway during galas, events, and photographic charters. It was decided that it was time to showcase a selection so that visitors could see them close up and find out about their history, restoration, and their importance in railway preservation."

"Centre stage was restored Test Car 2 coupled to the Heavy Tractor Group's Class 37 No. 37714 and an air-braked steel high wagon to recreate a typical 1980s slip/brake test train that would have operated from the Railway Technical Centre in Derby. Guided tours provided an insight into why and how new goods wagons were tested for acceptance by BR."

Representatives of wagon groups around the UK were invited, with attendees representing groups from the Mid-Hants, Bluebell and Nene Valley railways, as well as the National Wagon Preservation Group, each setting up informative display stands and selling merchandise to raise funds.

"What it shows is the wide variety of efforts around the country to demonstrate and educate the public how freight on rail has evolved through the years."

Shared network

The weekend was a boon for making and improving connections between the various groups, which have the potential to benefit all in the years to come.

Matthew Lander, a team leader of the Bluebell Railway's wagon group, said: "It was good to learn how the different groups do different things. For example, we learnt that the Quorn

team have recently trialled using shipping container paint on a few of their vehicles to see if it lasts longer than other exterior paints used before, with it giving a semi-gloss finish rather than full gloss.

"For many years there has been a carriage restorers' convention held annually at different railways. A wagon version is long

overdue and this was a great basis on which to build future events.

"With the rise in online visibility of wagon groups over the last few years, these sorts of events should show that we mean business and at times the things we do are done despite the railways we are based at."

The Bluebell's wagon group is approaching the end of its two current projects, with the first – Bulleid five plank open No. 12058 – essentially

complete on the west side, apart from some final painting and signwriting.

The east side is awaiting some welding to the LMS hinges that have been modified to match SR drawings, which will then allow final erection and drilling of the steelwork. It is set to be outshopped in unpainted oak, making it unique among the operating wagons in the railway's operating collection.

Also in the workshops at Horsted Keynes is SR Engineer's wagon No. 62002, which is awaiting some mechanical attention including new pads in the axleboxes. Once complete, it will be finished off in SR engineering orange.

The Bluebell Railway Trust has agreed to match-fund up to £5000 in donations to the goods wagon fund when made through the website, with options for monthly Direct Debits available to support the group. Visit bluebell-railway.com/make-a-monthly-donation for more information.

Representing the Mid-Hants Railway's wagon group, Chris Le Corney was also welcoming of the QW&WG's open weekend, saying: "It was good to meet up and put a face to names I had previously only had email of phone contact with."

"Every wagon group seems to have a slightly different slant in their efforts. Some concentrate on wooden underframed pre-nationalisation wagons, some BR 1960 era, and some more modern air-braked wagons.



The Heavy Tractor Group's Class 37 No. 37714 Cardiff Canton was coupled to restored Railway Technical Centre Test Car 2 in the Quorn & Woodhouse yard, representing a brake test train from the 1970s onwards. MATT BAKER/QW&WG



The Quorn Wagon & Wagon Group's collection of vintage vehicles were on show, recreating the goods yard atmosphere of times gone by. MATT BAKER/QW&WG



The Bluebell Railway's Bulleid open wagon is progressing well. The unpainted oak planking will remain as seen here, which will certainly stand out in the freight train. MATTHEW LANDER/BR



The Bluebell's second ongoing wagon project is an engineers' vehicle, which has now been moved inside the workshops to dry out and enable further progress. MATTHEW LANDER/BR



The Mid-Hants Railway wagon group at Alton has been undertaking small cosmetic jobs to its Presflo cement wagon, which could return to the freight train in the near future. CHRIS LE CORNEY/MHR

In the days leading up to the open weekend, Class 37 No. 37714 retrieved the freight rake from Swithland sidings during its deployment to shunt wagons into position at Quorn goods yard. MATT BAKER/QW&WG



Quorn Wagon & Wagon's restored BRUTE luggage trollies and movers were on display both inside and out of the marquee where the various wagon groups had set up their display stalls over the weekend. TIM HOBMAN

"Indeed, in addition at Quorn you can see all sorts of BR road vehicles, BRUTEs, packaging, and associated equipment.

"What it shows is the wide variety of efforts around the country to demonstrate and educate the public how freight on rail has evolved through the years. Obviously, it is difficult to justify restoring wagons and running freight trains purely on a commercial basis, and it was evident that there is quite a different level of financial and moral support from varying railways.

"It is, however, possible to get some good, free publicity in railway magazines from photographs of realistic demonstration freight trains and it is surely a better image for railways to have a rake of restored wagons than a linear siding scrapyard."

The Mid Hants wagon team is currently restoring several vehicles (including SECR Dance Hall brake van No. 55506, which is now set to move into the Ropley workshops in the New Year), while simultaneously undertaking routine maintenance and running repairs to countless others in the line's operating demonstration freight rake. One vehicle soon set to return to this is Presflo cement hopper No. PF29, which, despite being restored in 2009, has not run in the rake for several years.

Representing the Peterborough-based Nene Valley Wagon Group, Tim Hobman said: "The QW&WG was a fantastic host which provided a display of wagons throughout Quorn yard, together with vintage vehicles, all of which were accompanied by information boards. On the Saturday evening, discussions were had regarding forming a fellowship of wagon groups to support each other and mutually promote wagon preservation.

"All groups in attendance agreed that the greatest challenge is getting the railways to which they belong to promote and support their causes, in some cases with the railways being obstructive.

"We all agreed that wagons and goods traffic are so important in telling the story of British Railways that every heritage railway should

afford them a place. Since this weekend, further talks have been had and the first steps of forming the fellowship have been undertaken – on the basis that together we are stronger."

The NVR team has been progressively building an express freight rake comprising several varying 'XP' class wagons. More recently it has acquired a NCB Caerphilly Tar Plant tank wagon which is set to be restored as a vehicle from the Peterborough and District Tar Distillers in dedication to Doreen Foster, the last employee there and also a founder member of the NVR.

Modern presence

Wagon history has, of course, never stopped, and the National Wagon Preservation Group has filled a more modern gap with its MGR coal hoppers at the Chasewater Railway.

Group co-chairman William Snook said: "We attended the event with

high hopes of creating a network of like-minded freight enthusiasts to share tips and resources. The weekend did not disappoint and we came away very excited about what the future holds for railfreight preservation.

"We are still working hard on Project:MGR and have our eyes and wallets set on the last remaining hoppers for which we are still fundraising, but we are in a good position should one be listed for disposal."

The group is about to undertake routine winter maintenance of the hopper fleet, where the air braking will be reinstated on some vehicles. It is still looking for a home for TEA bogie tanker No. 87867, which is currently stored at Sutton Coldfield, and is preparing to announce another OO gauge exclusive of an asset from its collection. More information can be found at nwpg.co.uk

The QW&WG has already planned a second open weekend to take

place over July 22/23, 2023. A new IO Group has been launched to allow individuals and groups to share knowledge and ideas, with hopes that it will lead to a joint 'Railfreight Heritage' community. Those who would like to join the group can sign up at groups.io/g/RailfreightHeritage

As we closed for press, the GCR was preparing for its November 19/20 end-of-season 'The Last Hurrah' gala. With up to five steam locomotives due to be operating – including the debut of recently overhauled BR 2-6-0 class 2MT No. 78019 – and one diesel locomotive each day, the weekend additionally celebrated 30 years of preservation for the Windcutter mineral wagon rake. Although the original target of having 30 wagons in operation could not be met in time, the plans were not far off the mark, with 26 due to have been running, with two short rakes scheduled to passing during the day and later combining to form one long set.



Visiting from the Mid-Hants Railway for the Autumn Steam Gala, Ivatt 2-6-2T class 2MT No. 41312 arrives at Rothley on the Great Central Railway with the mineral wagon rake in tow on September 30. The Windcutters are celebrating 30 years of preservation and were set to star at the GCR's Last Hurrah Gala over the weekend of November 19/20. OWEN HAYWARD

KESR railcar appeal halfway to target within weeks of launch

By Geoff Courtney

THE Kent & East Sussex Railway has reacted with delight after a public appeal for donations for the long-term restoration of a GWR diesel railcar passed its halfway mark within two weeks of being launched.

Titled '20 for 20', the appeal is for funds to complete an ambitious project to return W20W to traffic by 2024 – in time for it to be one of the centrepieces of the railway's 50th anniversary celebrations.

As reported last month, the railway announced on October 14 that the Association for Industrial Archaeology (AIA) had awarded a £20,000 grant towards the restoration, with match-funding by the KESR board. This left a £20,000 shortfall, which led the railway to launch '20 for 20' – requesting a £20 donation per head towards the restoration.

Two weeks later, on October 31, KESR general manager Robin Coombes revealed that £12,000 had already been raised. "We are delighted, as it means we are more than halfway towards our target already," he said. "Many thanks to all those who have generously donated so far. Please keep donating and spreading the word to enable the completion in time for our 50th anniversary."

Art Deco example

The railcar was built at Swindon in 1940, one of 38 in a class that was acclaimed for its Art Deco design and adaptability. It was withdrawn by BR from Worcester (85A) in October 1962 and saved for preservation by the KESR, where it arrived in April 1966. Eight years later, on February 3, 1974, it ran the first public passenger train from Tenterden Town station on the railway's official opening in preservation.

After six years in service, the car was withdrawn due to corrosion. A protracted restoration began 25 years ago, and this is still ongoing. However, with the AIA grant and matched funding announced last month, and the positive response to the appeal by enthusiasts and general public, there is a realistic hope that the car will feature in the golden jubilee celebrations.

At the beginning of November, the volunteer team working on the

project in the railway's carriage and wagon shed at Tenterden provided *Heritage Railway* with an update on recent work that has included making the car weatherproof and watertight. In this regard, the roof sheets that were removed many years ago early in the restoration are now back in place. In addition, the complex job of installing the glazing and window surroundings has begun, and this has involved replicating the wooden frames in-house. These are now fitted using a number of separate components "in classic GWR fashion", said the team. This task proved to be even more challenging than expected as the car's side framework was bowed due to the many years it had been without its protective external skin, resulting in remedial work to hold the frames in alignment.

Previously, the cab panels had been only temporarily attached, but before they could be permanently fixed to the frame, joint strengthening brackets need to be fitted, and these are being fabricated by an outside contractor which will oversee the cab's complete repainting.

Creating a legacy

Reflecting on the work that is involved, Robin Coombes said: "Restoring an original 1930s-designed GWR railcar" are very easy words to say, but how you do it and who does it is a very different matter. Most of the parts are no longer made or off the shelf, and the skills necessary have, in many cases, long been forgotten, so they have to be remade or carefully restored, including everything from gearboxes to timber framing and reupholstered seats.

"Those carrying out the work are volunteers, working long hours over many years, with the only reward being the building of friendships and the creation of team spirit, and eventually witnessing the fruits of their efforts by seeing this iconic historic vehicle back in operation, and so creating a legacy for future generations.

"All I can do as general manager is to stand back in admiration at the sheer dedication and commitment of the team to undertake such a complex task. We all owe the whole team an enormous debt of thanks."

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



Fresh off the lorry, No. 34072 *Manston* sits in the yard at Tunbridge Wells on November 4, ready to start its winter holiday at the Spa Valley Railway. SVR

Festive reallocation for Southern Locomotive Ltd and its fleet

EARLY November was a busy time for Southern Locomotives Ltd and its fleet.

November 3 saw one in, one out at its Herston workshops in Swanage when Bulleid West Country 4-6-2 No. 34070 *Manston*, which has been undergoing overhaul and repairs there over the last five years, departed and moved to Norden for unloading on Swanage Railway metals, where it was due to commence running-in trials.

The vacant space was not present for long, as transferred from the other direction was the front half of Battle of Britain No. 34053 *Sir Keith Park* in readiness for stripping and commencement of its own overhaul. Once stripped of components such as the cab and smoke deflectors, the chassis will be taken to Weybourne

works on the North Norfolk Railway, where the boiler will be swapped with the overhauled one from classmate No. 34010 *Sidmouth* to facilitate a speedy return to steam.

Meanwhile, a third SLL locomotive was on the move, namely No. 34072 257 *Squadron*, which arrived at Tunbridge Wells on the Spa Valley Railway on November 4 for the festive season, where it was to operate the Polar Express services commencing November 18.

It will also operate alongside visiting Hunslet Austerity No. 2890 *Douglas* at the January 7/8 Winter Steam Up before both locomotives were due to return to their home lines.



Pre-Nationalisation diesel: On a wet and dreary November 26, 1960, GWR diesel railcar W20W rests at the Worcestershire station of Droitwich Spa. Within two years it was withdrawn, but it was saved for preservation and is currently undergoing a long-term and extensive overhaul at the Kent & East Sussex Railway. TRANSPORT TREASURY/PETER GRAY

KESR hosts major trackwork event on National Engineering Day

By Robin Jones

THE Kent & East Sussex Railway hosted the rail industry's fifth prestigious two-day trackwork training event, the start of which this year coincided with National Engineering Day on November 2.

Known as the Practical Trackwork Challenge, the initiative is organised by the Permanent Way Institution, and is held as the cornerstone of knowledge leadership and continuing professional development in its field.

The largest yet, the challenge on November 2/3 was attended by 32 delegates from throughout the UK rail industry, including Network Rail, Transport for London, and London Underground.

A "very encouraging" number of female delegates were said to have attended, and the trackwork for the event itself was designed by a young track design engineer, Jessica Brown, who is currently completing an engineering degree while working for TFL.

The challenge, which was first held in 2017, offers current rail staff, engineering students, and apprentices who have little or no practical track experience the opportunity to work on a live engineering project in a safe and

controlled railway environment. After Covid-19 delayed almost all trackwork training, which must be done with teams working in close proximity to one another, the challenge is helping deliver a vital round of catch-up experience. It also demonstrates the strong opportunities for collaboration between the modern and heritage rail sectors.

During the intensive event, delegates have the opportunity to meet with and be trained by hugely knowledgeable and experienced rail professionals, along with the chance to observe and contribute to track replacement and improvement projects.

No public trains operate on the KESR during November, making it the ideal choice for the challenge's first location in the South East.

The programme is designed to not only provide skills training, but to also leave the host railway with infrastructure improvements without a financial bill. PWI member organisations, including some of the UK's largest construction groups and plant companies, have provided equipment, material and training free of charge, while the delegates carry out the work under professional supervision.



Participants in the Practical Trackwork Challenge at Northiam station on November 2. KESR

Delegates from 18 companies and organisations with a dozen sponsors donating equipment and expertise worked in four teams of eight, rotating between theoretical presentations and work on two sites around Northiam; one just outside the station, replacing track and ballast, and the other installing new expansion switches and concrete sleepers at the 120-year-old Rother Bridge to ensure its future strength.

KESR general manager Robin Coombes said: "It is a great privilege to be hosting this important training

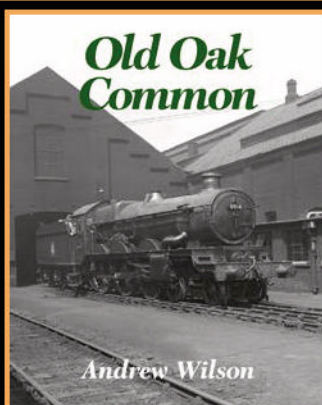
collaboration. There is a long-lasting and permanent connection between modern and heritage railways, and the engineering skills being passed on through this initiative are vital to keep both systems on the rails, serving the community.

"As a charitable operation which, now more than ever, has to keep a firm hand on our costs, we are incredibly grateful for the lasting infrastructure improvements this has provided."

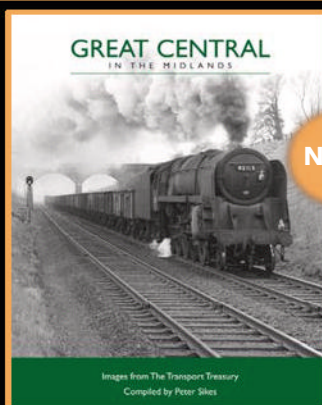
The challenge first ran in autumn 2017 at Didcot Railway Centre.



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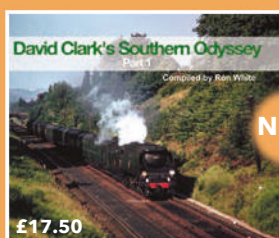
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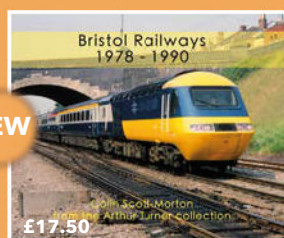
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Taken from a helicopter, this view shows the 100-car Rhaetian Railway train winding round the spiral curves and viaducts of the Albula Valley during the successful world record attempt on October 29. PHILIPP SCHMIDL/SWISS-IMAGE.CH

New world record set on Swiss heritage line

By Robin Jones

A NEW world record for the longest-ever passenger train has been set on a UNESCO World Heritage line in the Swiss Alps.

Following eight months of preparation, on October 29 the record was set on Switzerland's metre-gauge Rhaetian Railway's (RhB) Albula Line. The 2085-yard long (about 1.2-mile) train comprised 25 four-car Stadler Capricorn EMUs, making 100 vehicles and weighing 2990 tonnes in total.

It set off from the Albula Tunnel in Preda at 2.20pm and reached its destination, crossing the 213ft-high and 446ft-long Landwasser Viaduct just outside Filisur, at 3.30pm. The event was held to mark the

175th anniversary of the first domestic railway opening in Switzerland and the engineering achievements and multiple scenic beauties of the route.

It was staged as a festival in the mountain valley, and about 3000 spectators watched the train wind its way round the line's many sharp curves, spiral tunnels, and viaducts at a speed of between 18-21mph on a giant screen at Bergün, about halfway along the route. Crowds also hiked and cycled to vantage points to watch the record-breaking train pass by.

Requiring seven drivers and 21 technicians, it crossed 48 bridges and 22 tunnels, completing the 15½ miles in less than 45 minutes. A Guinness World Records official was on hand to verify the attempt, which was broadcast during a two-hour programme on Blick TV, and was also featured by numerous TV stations around the globe.

RhB director Renato Fasciati said: "After intensive preparation, we are overjoyed to have achieved this world record. Not only did we have a wonderful railway festival here in Bergün, but we were also able to present ourselves around the world as a fascinating and innovative mountain railway thanks to our partners, sponsors, and an incredibly dedicated team."

On the festival site, model manufacturer Märklin staged the world record train in G scale, using 25 Capricorn LGB trains and a length of 262 feet on a scale of 1:22.5.

Meanwhile, as the record was being set in Switzerland, Derek and Julia



A Rhaetian Railway visualisation of its record-breaking passenger train. RHB

Boswell, the British owners of the HOm gauge Andeer Line, which is modelled on a section of this route, came up with the idea of emulating the attempt using model maker PECO's British-made HOm track at the Pecorama attraction at Beer, in East Devon.

Aided by other RhB modellers, a comparable-length train more than 65 feet long and using 107 vehicles was assembled, with 'distributed power' in the form of two Bemo 'Allegra' units, one at the head of the train and one halfway along, and controlled separately. Before invited guests and members of the public, and also broadcast live on social media, it was successfully run for more than two full 92ft circuits of the layout at scale speed. It is believed to be the longest train in HOm run on an existing layout rather than a specially prepared test track.

The Boswells said: "The whole idea of doing this was just as a bit of fun to support the highly impressive feat that the Swiss were trying to achieve to mark their anniversary. It ended up being a bigger event than we thought, but on a smaller scale..."

The Rhaetian Railway in Albula and Bernina links two historic rail lines that cross the Swiss Alps through two spectacular passes. UNESCO has described the route as representing "an exemplary railway development for the disenclavement of the Central Alps at the beginning of the 20th century" which "constitutes an outstanding ensemble."

The previous record was set in Belgium in 1991. A one-off National Belgian Railway Company train more than a mile long was hauled 38.9 miles from Ghent to Ostend by an electric locomotive, in support of a Belgian cancer research charity.



Part of the model version of the world record attempt running on the HOm track of the Andeer Line at Pecorama in Devon, also on October 29. PECO

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Correct bogies next step in ECJS dining car restoration

by Roger Melton

THE LNER Coach Association is pushing forward in its quest to complete two early dining cars for potential eventual use on the North Yorkshire Joint Railway, with much of the mahogany timber needed to completely rebuild the body of a further vintage dining car (NER open third 2118) also acquired and in store.

The group's flagship project, East Coast Joint Stock No. 189, a third class diner from 1894, has undergone major work over the years, including rebuilding and shortening an underframe from an early Gresley vehicle with a turnbuckle-trussed underframe from a gangwayed carriage. This was necessary to provide an underframe that could be fitted with Pullman gangways, so as to be compatible with the other gangwayed carriages in the LNERCA fleet. Prior to this, the body had been mounted on a Gresley suburban carriage underframe, which did not have gangways fitted and had a completely different design of headstocks. That underframe has now passed into the ownership of another group looking to restore a Gresley body from a Scottish farmyard. However, the replacement underframe was paired with a set of Gresley bogies that were incorrect for No. 189.

The LNERCA was fortunate to acquire a more suitable pair of Fox pressed-steel bogies from an underframe used as a crane runner at the Colne Valley Railway, but the wheelsets had tyres worn to their scrapping limits. The wheelsets were therefore extracted from the bogies and sent to Ian Riley's works at Heywood to be retired. While they have been away, the bogie frames have been shotblasted, repaired,

and rebuilt under contract by the NYMR's bogie works in its workshop next door the LNERCA's facility at Kirby Misperton, near Pickering. The refurbished bogies have now been united with the retired wheelsets and will be replacing the current Gresley bogies as soon as an opportunity arises to lift the coach body.

Meanwhile, NER Third Open No. 945, which has joined the LNERCA collection after many years of restoration at Levisham, is also to receive refurbished bogies. Although fitted with Gresley bogies from new, its tyres too were worn to scrapping limits and so a spare pair of Gresley bogies from the LNERCA collection has also been contracted out to the NYMR team at Kirby Misperton for rebuild and repair, and the wheels were also sent to Ian Riley for retiring. They are completed, ready to fit, and have been returned to Pickering to await an opportunity to lift the coach and fit them.

The coach itself has been moved into the Atkins Building at Pickering, where it is to receive a new roof canvas and gangway connectors, as well as some body panel repairs and a fresh coat of NER maroon paint, with lining and lettering to be applied for the first time in preservation.

In addition to planning a batch of 1930s-era moquette for use in Gresley TK No. 23896 and other carriages, the LNERCA is also turning its attention to looking for a suitable material for use in the seating for No. 189. Fortunately, several good quality glass plate photographs of the interiors of this and similar cars exist in the National Railway Museum collection and have been scanned in high resolution to allow the pattern to be determined, but unlike



East Coast Joint Stock third class dining car No. 189 is undergoing restoration in the Atkins shed at Pickering. OWEN HAYWARD

a previous occasion when computer colourisation of the photograph gave a good idea of the colours involved, the picture this time has been less helpful, although hand-tinted images also exist to give clues. It is believed that the pattern could be gold on a dark blue or dark green background, but a maroon background has also been suggested.

As far as is known, there are no records of the interior colours of 1890s stock, or pattern books as there were for later stock constructed at Doncaster works. That only 30 or so seats-worth of material is needed to complete this carriage, it is unlikely to be viable to have a close match to the original pattern manufactured. The association is looking to try to find as close a match as possible – but it would help to know what it needs to match!

The LNER would like to hear from anyone who has a GNR or ECJS railway chair covered with the same original material; it was quite common for items of railway furniture to be upholstered with oddments of fabric left over from the carriage works for economy.

In addition to the information on the seating material, the enlarged photographs have provided a great deal of information on the seat frames, which are believed to have had cast iron frames. The tables also had cast iron legs that had the ECJS motif cast into them. The photographs show a great deal of detail relating to the decoration on the seats and carpets and also the wall-mounted luggage racks and bottle racks, none of which might be considered 'austere' in design.

Furthermore, during the restoration of No. 189, it has been discovered that the clerestory ceiling was decorated with Lincrusta, a form of embossed wallpaper invented in the Victorian era as a cheaper replacement for plaster

mouldings on ceilings. It has been established that the embossed features of the Lincrusta in No. 189 were picked out in gold, and after some thought and experiment it has been decided to reproduce this using gold leaf! Much has now been applied by a skilled volunteer and the effect can only be described as sensational – and this in a third class vehicle! We can only imagine what a first class counterpart would have looked like! Such was the attention to detail on these carriages that the exterior lettering was also highlighted in gold leaf, and this feature too is being replicated.

Complementing the ornate saloon roof, No. 189 and its sister vehicles had a complicated and ornate variety of gas lighting, known as gasoliers.

No. 189 was withdrawn from revenue-earning service in 1927 and sold to a pig farmer in East Yorkshire, where its grounded body seems to have been used as a store before being rescued for preservation. Although it is believed that it was gaslit for its entire working life and never converted to electric lighting, no trace of the lighting system remained when it was acquired for preservation and a new system is being built from scratch.

The LNERCA is in contact with gas lighting enthusiast Bruce Robinson, of the Hull & Barnsley Stock Fund, who has been designing reproduction gas lighting (albeit with LED lamps in place of the gas burners) for that organisation's carriages, and who offered to assist with No. 189. Preliminary CAD design work has been carried out, based on several photographs that exist showing the carriages interiors around the turn of the century, and the first components have been made and test-fitted.

Although progress to date has been very promising, the manufacture of components remains



Bruce Robinson, of the Hull & Barnsley Stock Fund, and the LNERCA's volunteer liaison officer Marcus Woodcock discussing the wooden gasolier mock-up in order to gauge heights. DAVE CULLINGWORTH

a major challenge that is yet to be fully overcome. The parts that have been made to date look to be fantastic reproductions of the originals, and there is every confidence that this will be the case for the finished assemblies. The finished carriage will certainly be one worthy of the much-overused term 'awesome'!

→ LNER CA and its many active projects – see feature on pages 90-93.



The Victorian embossed ceiling wallpaper Lincrusta.
MURRAY BROWN



An example of the gold leaf in coach No. 189. OWEN HAYWARD

Another Fairbourne locomotive returns home

THE Fairbourne Railway's fleet of heritage locomotives has increased by a further example. A supporter of the railway has purchased Lister RT auto truck *Whippet Quick* from Austin Moss, of the Windmill Farm Railway, and has loaned it as a museum exhibit that can be used on special occasions.

Named after a popular character on the wartime radio Charlie Chester Show, it was built new for the Fairbourne Railway by RA Lister & Co. of Dursley as an 0-4-0, No. 6502

of 1935, and was fitted with a V-twin JAP engine developing 9.8hp.

When the line was acquired in 1947 by Midlands industrialist John Wilkins, it was overhauled, together with sister auto truck *Gwrl* – also acquired by the line earlier this year, with *Whippet Quick* forming the first motive power on the newly reopened railway.

In 1954 its frames were extended and a four-wheel bogie added to transform it into an 0-4-4, and then a

year later, a body, which it still carries, was constructed. The locomotive remained in service until the line closed in its 15in gauge form.

Whippet Quick was sold in 1975 and passed through various owners until it was bought by Austin, who restored it to working order. It has visited Fairbourne in recent years to attend gala events on the dual-gauged section of the railway but is now set to become a permanent resident.



Whippet Quick is back in the Fairbourne fleet on loan. FR

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Praise for WHR crew's rapid response to collision

FFESTINIOG & Welsh Highland Railway general manager Paul Lewin praised the "quick and professional response" of the locomotive and on-board crew of a WHR service train after the locomotive was involved in collision with a car at an ungated level crossing at Cwm Gloch Isaf near Beddgelert on Friday, October 28.

On just its second revenue-earning trip after completion of overhaul, NGG16 Garratt No. 143 was hauling the return journey of one of the line's Snowdonian Star trips, which operate the full line between Caernarfon and Porthmadog stations, when it was in collision with a car at an ungated crossing. The vehicle was pushed onto the adjacent bank and came to rest against the coaching stock as the train came to a stop.

The incident was attended by police, fire crews, and both road and air ambulances after initial reports suggested that the driver was trapped inside.

"Thankfully it wasn't as serious as it sounded," Paul said. "The driver's side door was the one resting against the train, and the driver was of an age where they were unable to climb across and out the other side. Once freed, they walked to the waiting ambulance by themselves. I must express my relief that nobody was injured in the incident and say that I am extremely proud of the professionalism of the staff and volunteers who kept everyone safe and looked after the passengers, and were involved in the extensive recovery operation to get them all back to their starting points."

No. 143 was travelling at 10mph when the car was spotted by the fireman on the approach to the crossing. The quick reactions meant that the train stopped within a distance of just two carriage lengths. Trains were cancelled for the rest of the day as a recovery operation got underway. The Garratt sustained damage mainly to its front left side, which an initial assessment found was limited to a bent bufferbeam, damaged lubrication pipework and scratched paint; the carriages were unaffected.

Steam world mourns actor Robbie Coltrane

By Hugh Dougherty

THE steam world has been mourning the death of Scots actor Robbie Coltrane, whose career saw him achieve fame in roles such as Hagrid in the Harry Potter films, and ITV's *Cracker*, in which he played a forensic psychologist.

Away from stage and television, Coltrane was passionate about steam on both rail and on the water, and greatly supported the repatriation of North British Railway Company-built South African Railways 15F 4-8-2 No. 3007 to Glasgow by backing the appeal to bring the locomotive home.

The actor posed for pictures in front of the locomotive alongside fellow supporter TV personality Carol Smilie when it went on public exhibition in the city's George Square in August 2002, before being prepared for display in the Riverside Museum when it opened in 2011.

'Iconic'

On the occasion, Robbie said: "I am delighted to support the return of this iconic steam locomotive to the city of its birth as a permanent reminder of the thousands of steam locomotives built in Glasgow and exported all over the world."

Coltrane, who died on October 14 aged 72, also threw his not inconsiderable weight behind the restoration of LMS and BR Clyde steamer *TS Queen Mary II*. As a patron of the Friends of *TS Queen Mary*, he supported the rescue and subsequent move of the turbine steamer to Glasgow in 2015, and was a frequent visitor to the ship to view the progress of restoration. Trustee Iain Sim said: "Robbie had



Robbie Coltrane launching the public display of South African Railways 3007 in Glasgow's George Square in 2007. HUGH DOUGHERTY

a deep love of the ship and his real passion was to live long enough to sail on her, once again. Sadly, that has not happened, but his

legacy will live on with us and he raised £75,000 alone by recording greetings for fans and donating the proceeds to our restoration project. May he rest in peace."



A peck on the cheek for Robbie from fellow locomotive appeal supporter and TV personality Carol Smilie beside number 3007 in 2007. HUGH DOUGHERTY



Robbie Coltrane relaxes on the deck of his beloved *Queen Mary II* as he visits the ship to check on progress in early 2022. FRIENDS OF *TS QUEEN MARY*

Fitting legacy

Also benefitting from the actor's support was the *SS Sir Walter Scott* on Loch Katrine, as a BBC documentary on the history of the ship, presented by Coltrane, was widely credited with kick-starting the saving of the *Sir Walter*, which will sail again in 2023 after the fitting of new boilers and extensive repairs.

And, of course, the presence of Hagrid at the station to welcome Harry Potter and his co-trainee wizards coming off the Hogwarts Express in the Harry Potter films, played its part in cementing the link between the films and West Coast Railways' 'Jacobite' summer daily steam service between Fort William and Mallaig, which has boosted passenger numbers over the years.

Yugoslavian tank starts taking shape

FOLLOWING on from the return of its boiler to Shillingstone station on September 7, 1960-built Yugoslavian S100 0-6-0T No. 30075 has had its boiler returned to the locomotive's frames.

The boiler has been jet-washed and painted with a heatproof coating, as well as having a new hole drilled and tapped for a new plug to replace the redundant blowdown valve previously situated underneath the barrel. The smokebox door hinges have been reprofiled and the new door lined up with a perfect fit.

Painting of the frames has continued, which has seen the vacuum brake reservoir cylinder manoeuvred into place under the rear end.

At 8.15am on October 19, a mobile crane arrived on site at the Shillingstone base to undertake the lift, which saw the boiler lifted off its sleeper stack to allow the ashpan to be refitted.

Following the rolling chassis being moved out of the shed, the boiler and refitted ashpan were then transferred back into the frames; the smokebox and foundation ring were



The boiler and cab of Yugoslavian S100 0-6-0T No. 195462-699 (BR 30075) are now back on the frames as the locomotive takes another step towards a return to steam. PROJECT 62

bolted down to secure everything. The locomotive's cab, which has also been painted, was also craned into place.

Project 62, the volunteer team behind the restoration of 'pirate USA

tanks' No. 30075 and sister No. 30076, hold weekly Wednesday working parties with an additional day on the first Saturday of every month. A new fundraising drive has been launched with an aim to encourage regular and

affordable donations to complete the work on both locomotives, with No. 30075 potentially looking to be 'essentially complete' in 12 months' time. For further information, visit project62.co.uk

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A1 Trust names its V4 – and puts P2 monobloc on display

By Owen Hayward

THE A1 Steam Locomotive Trust has announced that its forthcoming new build project, a Gresley V4 2-6-2, will be named *Highlander* – a move met with wide approval from its supporters.

The trust announced at its Silver Jubilee Convention in October 2015 that it intended to construct a further extinct LNER design as its next new-build project and revealed the name of No. 3403 at this year's annual convention at Darlington Locomotive Works on October 22.

Chairman Steve Davies MBE said: "The name *Highlander* perfectly matches the history of the V4 class, and we look forward to enjoying an emotional and spiritual rapport with Scotland's railway scene and with the country's proud people, as well as operating in all other parts of Great Britain.

"Following the tradition of our locomotives having proud military links, we look forward to a strong relationship with the Highland Regiments, which have responded positively."

Previously described as 'Gresley's Rolls-Royce', the V4 is a type that can travel almost anywhere on the UK rail network – something that other trust-owned locomotives cannot achieve due to their size.

The V4 was Sir Nigel Gresley's last design for the LNER before his death in 1941, with only two ever constructed. They were a lightweight alternative to the V2s that suffered restricted route availability due to their size and weight, with the V4 being more versatile as a result.

Highlander will be adapted to run on the modern network with rolling bearings on all axles, air-braking with vacuum capability, increased water



Chris Ludlow's painting of V4 2-6-2 No. 3403 *Highlander* in Scotland, which was presented to The A1 Steam Locomotive Trust at the convention on October 22. A1SLT

capacity, and an electrical system as per the trust's other locomotives.

Original drawings have been scanned to enable 3D computer-aided design into being, with some materials being acquired already.

It is hoped to launch the project with a Founders Club in the first half of 2023, subject to review by the council of trustees. There is no specific appeal open for the V4 project at present, but any donations made specifically for it are being ring-fenced. Meanwhile, donors attending the convention



The new logo for the LNER V4 project. A1SLT



The monobloc for P2 2-8-2 No. 2007 *Prince of Wales* in front of the locomotive after being unveiled at Darlington. A1SLT

were also treated to a preview of the new three-cylinder monobloc fabrication for the trust's current Gresley P2 project, which took a break from machining at Howco, Irving, for the event, where it was unveiled by Steve Davies MBE, commercial director Graeme Bunker and engineering director Ben McDonald.

"The construction of the P2's three-cylinder monobloc constitutes a seminal moment in the delivery of the locomotive and also represents a further milestone in the engineering achievements of railway heritage more broadly," said Steve.

"This is an impressive piece of work, and we look forward to mounting it in the frames."

To date, the cylinder components have been cut and formed, the

fabrication welded together, and machining is under way.

The remaining work is to shrink fit the cylinder liners and valve seats then undertake final machining, after which the whole block will be hydraulically tested to one and a half times boiler pressure, which requires many unique covers to be manufactured and associated fasteners fitted. The final operation will be the application of a high temperature paint.

→ Donations of any amount are still being sought towards completion of the £250,000 monobloc manufacture, with membership of The Monobloc Club also available for £1000, payable in up to eight instalments of £125. For further information, visit a1steam.com/P2monobloc



Bagnall 2-4-0T *Polar Bear* with a train of Groudle Glen carriages approaches Ranger Bridge with the 11.30am from Amberley to Craggside. Services on its last day ran with half-hourly departures. PHIL BARNES

Farewell *Polar Bear*

THE 2ft gauge Amberley Museum Railway's Bagnall 2-4-0T locomotive *Polar Bear* operated its last day in service under its most recent boiler certificate on October 29, with stripping down for overhaul commencing less than 24 hours later.

Built in 1905 for the Groudle Glen Railway (GGR), *Polar Bear's* most recent overhaul saw it re-enter traffic on October 13, 2013. Its final duty after a day of regular service trains was hauling the museum's Halloween ghost trains, for which an illuminated pumpkin adorned the smokebox.

Early on October 30, volunteers commenced with stripping the locomotive in readiness for overhaul with a complete engine at 9.45am seen without tanks, cabs, and various fittings by 5pm.

Simon King, one of the volunteer engineers on the project, said: "A full bottom-end overhaul is to be carried out, with new rod bearings at the very

least. A new cannon box for the pony truck might be required, and castings for the Bagnall Price valve gear rocker arms. The running plates are life-expired, so will also be replaced.

"It is not yet known what boiler work is required beyond the retube. It is booked in with Bennett Boilers and will be moving there in January."

The overhaul has been aided by assistance from the GGR, which has provided drawings for reference.

Polar Bear will also be receiving a back to bare metal repaint, with the reapplied livery receiving a thicker and more accurate lining.

Work is forecast to take about two years, which will also ensure that *Polar Bear's* next ticket will not expire too close to that of the museum's other steam locomotive, Bagnall 0-4-0ST *Peter*, which returned to service only in July this year.

Visit justgiving.com/campaign/supportpolarbear to pledge support.

Polar Bear's smokebox was chalked up with farewell messages for its last day under its recent boiler ticket, a scene reminiscent with the end of BR steam. PHIL BARNES



County project is driving forward thanks to four-wheeled appeals

THE Churchward County Trust has launched four separate fundraising appeals to help complete full assembly of the coupled and bogie wheelsets for the new-build 4-4-0 No. 3840 *County of Montgomery* project currently under construction at Tyseley Locomotive Works.

As reported last issue, the contract to assemble the two 6ft 8½in coupled driving wheelsets was awarded to Riley & Son (E) in September and includes machining the axles, tyres, and crank pins, as well as retiring the existing bogie wheelsets.

The decision to launch four smaller appeals rather than a single large one allows for supporters to target where they want their donations to go, and also aids the trust's allocation of available funding. The first of these is the Inch For An Axle appeal that aims to cover the cost of the two 5ft 8½in driving wheel axles through sponsoring by the inch. Each inch can be sponsored for £120.

The Driving Wheel Tyre Fund has been set up to help finance the cost and fitting of the four 6ft 8 1/2in tyres through individual donations of £500.

The Driving Crank Fund will finance the manufacture and fitting of the four crank pins, for which the fund is seeking donations of £300 each.

Finally, The Bogie Wheel Fund aims to raise the funding required to overhaul and retire the two donated 3ft 2in wheelsets that will form part of the bogie assembly.

Each appeal is available for sponsoring in a lump sum or instalments.

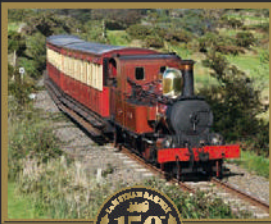
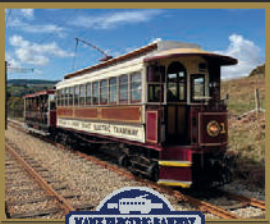
Meanwhile, the CCT's Forty 4-4-0s Club, set up to pay for the casting and machining of the four coupled wheelsets, has achieved 38 out of 40 backers, and so the trust is hoping to find supporters willing to fill the last two slots. Membership is set at £1000, payable in a lump sum or eight £125 instalments.

CCT chairman Gary Boyd-Hope said: "With the locomotive's frames taking shape at Tyseley, we are now able to focus on the next phase of the build and get *County of Montgomery* to the rolling chassis stage. However, with steel prices rising all the time, it was imperative that we place the order now as we have already seen some price increases of up to 400% in recent months."

→ Further details of all these appeals are at churchwardcounty.org.uk, or write to: The Treasurer, Churchward County Trust Ltd, C/O 4 Green End Barns, Ramsey Road, St Ives, Cambridgeshire PE27 5RH.

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Focus on Bo'ness as new film location guide gets on track

By Hugh Dougherty

THE focus was firmly on the Scottish Railway Preservation Society's Bo'ness & Kinneil Railway headquarters on November 4, when veteran Scots screen icon James Cosmo launched VisitScotland's new film location guide.

Bo'ness station was chosen as it has had several parts itself, in films as diverse as *The Railwayman*, *Outlander* and *Cloud Atlas* – not just helping to put the railway firmly on the map, but also providing valuable revenue to help keep the trains running.

James, well-known for his roles in *Braveheart*, *Game of Thrones*, and, appropriately enough for the launch's platform location, *Trainspotting*, told the assembled media that Scotland has unrivalled locations for film making.

"There's always a magic about making a film in Scotland," he said. "You just have to look at a location such as this superb heritage railway station to see what's on offer to the film industry."

"Screen tourism, known as set-jetting, has become popular with tourists visiting locations such as

this and the spectacular Glenfinnan Viaduct, made even more famous thanks to the Harry Potter films."

BKR business director Amanda Kilburn shared the limelight with James.

She said: "Being a location for many TV and film productions is a real privilege for us."

"We have a photogenic site close to both Glasgow and Edinburgh, and we have the added attraction of being able to give sole use of our line and site over to production companies."

"Our fantastic collection of railway items, including steam locomotives, historic carriages and vintage railway infrastructure, has been recognised through the Scottish Government Recognition Scheme as being of national importance."

Amanda added that being a filming location is "a real thrill" for the line's volunteers, who have built up the railway since 1979, and that this attracts visitors who would not come to see the trains alone.

"Our station master has shown many visitors the exact spot where Claire and Frank bid farewell to one another in *Outlander* or has talked



Launching the film location guide at Bo'ness Station are (left to right): Amanda Kilburn, Bo'ness & Kinneil Railway business manager; Neil Christison, VisitScotland regional director; Coun Paul Garner, from Falkirk Council; and (front) actor James Cosmo. Much-travelled Caledonian Railway 0-4-4T No. 419 gets in on the act behind. VISITSCOTLAND/JULIE HOWDEN

about our footbridge that features in *The Railwayman*," she added.

Also attending the launch was Coun Paul Garner, Falkirk Council's economic development portfolio holder, who said: "It is fitting that Bo'ness station was chosen

as the venue for the launch of this new guide, not just because of the superb heritage railway we have here, but also because the town is also home to the Hippodrome, Scotland's oldest, purpose-built cinema."

Whistlestop duo steal the show at Ravenglass & Eskdale Railway gathering

MORE than 80 staff and volunteers from eight UK narrow gauge railways attended the La'al Locomotives at La'al Ratty mini gala weekend on the Ravenglass & Eskdale Railway on November 5/6.

The event was held 59 years after a similar gathering in 1963 shared ideas, skills and expertise, supporting the development of the then embryonic heritage railways.

Two specially constructed locomotives from the Whistlestop Valley Railway (Kirklees Light Railway) – 1987-built 2-6-2T *Fox* and 0-6-4T *Badger* – were the star attractions, taking pride of place pulling trains alongside the beautifully restored 125-year-old 0-4-0T *Katie* currently based at the Ravenglass Railway Museum.

All three are very different from the regular services that run on the 15in gauge Lakeland line. *Fox* and *Badger* both have many features that were developed from modern steam ideas advocated by the famous Argentinian engineer LD Porta.

River Irt, *River Mite*, *River Esk* and *Whillan Beck* from the home fleet also ran, and there were extra 'early morning' return journeys each day, heading directly to Murthwaite yard for a special behind-the-scenes tour with a volunteer guide from the museum.

The yard is the location of the remains of the stone crushing plant that processed stone quarried in Eskdale until the 1950s.

Stuart Ross, the line's general manager for visitor experience, said: "The heritage railway industry is a major contributor to the British tourism economy and thrives on co-operation between different organisations. It was a superb weekend meeting colleagues from around the narrow gauge world."

"It was a good opportunity to showcase some of our new additions, such as our Director Saloon *Ruth*. Not only that, the visiting engines and *Katie* put in some very impressive performances and certainly won the hearts of our visitors."

RER driver Phil Brown added: "A lot of thought has clearly gone into the Kirklees engines."

"They were both very smooth and efficient at getting the trains up our challenging railway. Very impressed indeed."



Fox and *Badger* visiting from the Whistlestop Valley Railway at the Ravenglass mini gala. RER

'Mystery' blaze ravages Lydd station

By Owen Hayward

CAMPAIGNERS aiming to save the closed Lydd station in Kent were dealt a devastating blow on November 8 when a blaze tore through the 19th-century building, destroying the roof and canopy.

Built by the South Eastern Railway in 1881, the station is situated on the single-track branch that serves the nuclear power plant at Dungeness. Lydd station was closed to passengers on March 6, 1967, and was used as a vehicle repair workshop until sometime during the 1980s, since when it has lain derelict.

The site was offered for sale for redevelopment in 2006. There are no submitted planning applications for the site at present, despite having been sold off.

More recently, a campaign group was formed with a view to saving and restoring the building.

Lydd Station Heritage Group spokesman Jay Deed said: "Our mission is to save the site and return it to community use. We have

discussed many ideas so far. Our ultimate aim would be to have a public service train running – even if only in the mornings and evenings for local commuters – with a heritage service which would run from there to both Dungeness and Appledore.

"We would really love to save the original station building and the site of the former goods yard and sidings, which would allow us to bring rolling stock in to be worked on. This would allow local people to engage with the site, and youths to have something to learn and do, and by having people on site, provide security for it.

"We would also really like to have a community centre of sorts, such as a café or coffee shop, where people can meet up and enjoy the company of friends."

In the early hours of November 8, the building was alight, and four fire crews were dispatched to bring the flames under control. The cause has yet to be determined, but the group is aware that youths have been known to have set up dens in



The burnt-out remains of Lydd station on the morning of November 8 after the fire was extinguished. ANDY NASH/LSHG

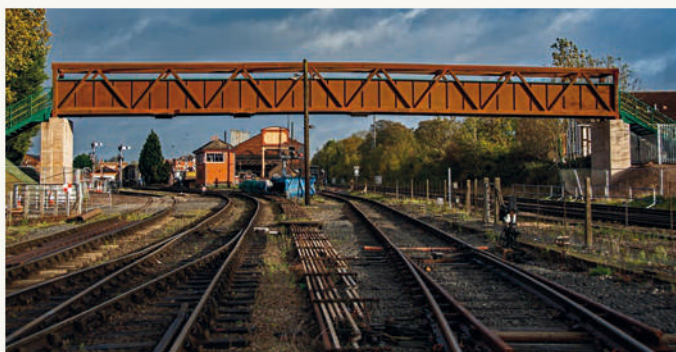
the abandoned building, using metal bins for fireplaces.

Members of the campaign group are hopeful that the damage will not result in the need to demolish the structure so as not to pose any danger to passing trains. In the meantime, they are continuing with their plans to save the station by investigating the process to have the remains listed.

"We will have a website soon to further support our mission and we are in the process of setting up our legal entity and bank account," Jay added. "Since the fire, the Facebook group has had more members. We can still save it and we are not short of volunteers for the physical side."

To join the group and support its mission, search for Lydd Station Heritage Group on Facebook.

New single-span footbridge crossing main line at Kidderminster is replaced



The new footbridge at Kidderminster. JOHN TITLOW

THE footbridge crossing the Kidderminster to Worcester main line and Severn Valley Railway immediately outside Kidderminster station was finally replaced at about 5am on Sunday, October 16.

The bridge was originally in two sections. Both spans were removed in February, and the central pillar was demolished.

The new single-span bridge was due to be lifted into place over the weekend of October 9, but problems with paperwork regarding a police escort meant

a delay of a week, and only the two end steps were delivered. The bridge was eventually delivered on the October 14.

The smoke plates mounted on the underside over the SVR lines had to be fitted afterwards because the bolts did not line up.

Made from weathering steel, it has a rust-coloured finish that is now common on Network Rail bridges. The protective finish should never need painting.

Network Rail was responsible for the funding of the footbridge.

Green appeal is made for more Moors volunteers

AN appeal for volunteers has been launched by the North Yorkshire Moors Railway to assist on its ongoing lineside conservation projects.

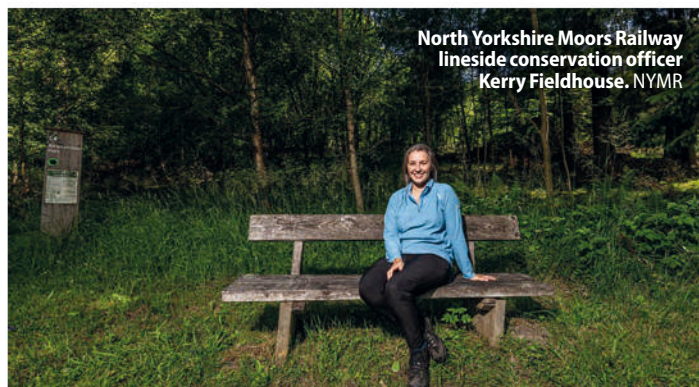
The initiatives cover the 18 miles of line from Pickering to Grosmont and a mosaic of habitats for the myriad of flora and fauna, including the rare Duke of Burgundy butterfly, otters, slow worms, adders, and common lizards.

The railway's lineside conservation officer, Kerry Fieldhouse, said: "As winter approaches and the nights draw in, it's very easy for us to hunker down. For me, there's nothing better than escaping the day-to-day by getting outdoors and enjoying all

that nature has to offer – not least the mental and physical benefits of getting active in the fresh air.

"One great way to do that is volunteering at the NYMR. We are a registered charity and are always looking for new members to join the lineside conservation team who love swapping the humdrum of the everyday for some fresh air and beautiful vistas.

"Conservation volunteering is physical work... clearing areas, digging, lopping, and using bow saws. It's hugely rewarding and there are visible results. It is genuinely suitable for lots of different people, and we encourage you to take it at



your own pace. For example, one of our volunteers, Jeff, has arthritis, so he simply takes a chair to sit on when he needs a breather."

The lineside conservation work is funded the National Lottery Heritage Fund (NLHF) through the Yorkshire's

Magnificent Journey Project. Anyone interested in conservation volunteering must be aged 18 or over. Volunteer days are usually on Thursdays, with some occasional weekend projects. Visit nymr.co.uk/ volunteer for more information.

Severn Valley heading for surplus – but greater challenges await in 2023

By John Titlow

DESPITE difficult trading conditions, the Severn Valley Railway could be set to make a surplus this year – but 2023 could bring even greater financial challenges, said the line's general manager Helen Smith.

In October, she issued a key statement regarding the railway's finances, informing members and supporters about the challenges that lie ahead. Her intention was to reassure and explain the considerable work taking place behind the scenes to safeguard the railway's future, explain the challenges ahead, and explain how this will affect future services for the next year. The statement was issued as the SVR enters its busiest period of

the year with its lucrative Christmas period.

"After a great deal of very hard work to reduce costs this year and some success in increasing income in some areas, we have reforecast that the railway's contribution (or surplus) should be slightly better than originally expected, depending on the success of our Christmas events," said Helen. "However, we will still not be anything like past the challenges that the previous few years have brought. We are expecting 2023 to be even more challenging than this year has been.

'Fast-changing'

"Naturally, the railway has been affected by recent events – Brexit, the Covid-19 pandemic, the Russian invasion of

Ukraine, the cost-of-living crisis, and soaring inflation – which have caused rapid rises in the cost of fuel, utility and supplies, and staff shortages. We have had to be as agile as possible, reviewing and replanning all aspects of the business, as we react to a fast-changing environment.

"Increased grants and donations, together with decreased expenditure, have enabled us to offset a decrease in budgeted income for 2022. Providing everything remains on course, we should be left with a modest surplus at the end of the year.

"This year we have seen a drop in visitor numbers and rising costs for staff, food, and supplies. Profit from food and beverage has dropped by 65% compared to what we expected

at the start of the year. We have seen a drop of almost 22% in traffic numbers on normal operating days. We have had to absorb an extra £363,000 on top of what we had budgeted for utilities, coal, oil, water, and insurance.

"However, we have achieved a better-than-budgeted income from events. We brought in a Cultural Recovery Fund grant of £500,000 and the ring-fenced Roof and Crane donation of £475,000, which were both missing from the original budget as we didn't know they were going to happen. We have saved considerable amounts on staff salaries and loco hire costs. We have plans to bring in more contract work to cover some engineering staff.

"Looking to our budgets for 2023, it is difficult to know what to plan. Everything is so uncertain with the cost-of-living crisis, and nationally visitor numbers are down by 30%.

"Let's have a look at where the plans are now. Visitors are continuing to purchase on a 'value for money' basis; this is evident in the fact that event traffic has continued to be strong.

"A 'value for money' purchase is not a price-based decision but the purchaser's perception of the value they're getting for the money spent. Giving free 2023 tickets for all children coming to our Christmas events is a good example of how this works and will encourage whole families to come back.

"Events will be important to drive visitor numbers in 2023, and we will see the welcome return of the Step Back To The 1940s events, as well as other themed weekends.

'Crucial' volunteers

"Concerns over supply, cost, and quality of coal will continue. We cannot keep putting up entry prices, so the answer lies in having sustainable timetables, while maintaining steam working as far as possible.

"We will need more help than ever across the railway from our volunteers, so please respond to requests in the coming months. Your skills, dedication, and hard work will be crucial.

"We are still experiencing unprecedented and very tough times. The SVR is fortunate to have some of the most talented people in the heritage world working with us at every level of the organisation and I am confident that we will all pull together to get through this.

"Let's enjoy the Christmas events and create some magical memories for our visitors."



Now in the autumn of its boiler ticket, Hawksworth WR pannier No. 1501 produces a very powerful display in Eymore Woods, near Trimpey Reservoir, with a Severn Valley Railway service on October 28. ALAN CORFIELD

'Space age' comes to Bury for leaf fall trials

By Owen Hayward

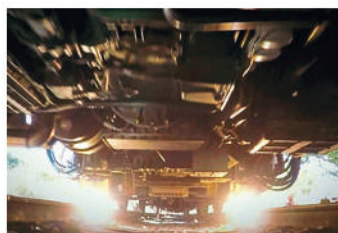
THE East Lancashire Railway has been used for trials of space-age technology as it seeks to find a more sustainable way to vaporise leaves from the main line during the autumn leaf fall season.

Throughout October, Network Rail carried out comprehensive testing of its multi-purpose vehicles on the heritage line, which saw some fitted with laser beams and superheated plasma jets to test whether these are as effective at cleaning the rails as the current high-pressure water systems employed on the national network.

NR project engineer Suhayb Manzoor said: "Leaves on the line are often seen as a joke on the railway but they can cause serious problems and we're always looking at new ways to tackle this age-old problem."

"It is exciting to be putting some of the newest technology out there to test with the hope that one day it could help NR keep passengers and freight moving safely at this operationally challenging time of year."

Two firms are involved in the tests, the first being Laser Precision Solutions, whose system uses three high-powered beams per railhead. When the intensity of the lasers hits the railhead, the contamination instantly vaporises without heating up the rail. LPS's first prototype was deployed in the US in 2018 and is now being trialled globally on multiple



A view of the plasma jets cleaning the railhead during trials on the East Lancashire Railway during October.
NETWORK RAIL

60mph trains. The LaserTrain also boasts low-energy consumption with no by-products, so is highly eco-friendly.

Ben Mendorp, the firm's head of finance and commerce, said: "You normally have to move mountains to get access to a railway network, so having a testing site like this – which is secluded, and where you can take measurements every day – is essential to gather data."

"We are proving technologies and learning valuable lessons that could help railways around the world."

The second firm, PlasmaTrack, employs direct current plasma technology. This works by superheating compressed gas to form plasma energy, which is then applied to the railhead at about 700°C, thermally ablating the compressed leaf layer.

Plasma energy is used in industry for cleaning, sterilisation, and material



Slightly more subdued in brightness, one of the lasers used during the railhead treatment trials.
NETWORK RAIL

deposition, but this is the first time it has been developed into a robust system suitable for deployment on rail networks.

Chief executive officer Julian Swan said: "We have learned much on how the autumn treatment trains currently operate and how the PlasmaTrack system could benefit train wheel traction and preventing wheel slide caused by leaves on the line."

The current NR system uses about 200 million litres of water each year over one million miles of treatment between October and December – the equivalent of travelling to the moon and back twice.

ELR chairman Mike Kelly said: "We are proud to provide our infrastructure to allow NR to do its important research and development and are excited to be at the forefront of technology which could make millions of future journeys better for passengers around the country."

Renewed accreditation status for Rocks By Rail

THE Arts Council has renewed its accreditation of Rocks by Rail, the venue formerly known as the Rutland Railway Museum.

The benchmark for standards for a well-run museum or gallery that applies throughout the UK, this accreditation defines good practice and identifies agreed standards, thereby encouraging development and opening up exciting funding opportunities while also giving access to professional advice and support. The museum's volunteers carried out much hard work for the submission, with

physical improvements including better disabled access on the site, and reorganising, cataloguing, and storing relics, drawings, and artefacts in the collection.

Rocks by Rail's chairman of trustees, Ian Reeves, said: "We were delighted and proud to hear that we had secured re-accreditation of our volunteer-run museum. The assessment process was rigorous and much impacted by problems caused by the pandemic. The result reflects enormous credit on our loyal volunteers. We are grateful for the support from Museum

Development East Midlands and the guidance by our curatorial adviser, Anita Hollinshead. And we must acknowledge the work of those volunteers who have gone before us, who developed the museum collection and set up a system on which we have been able to build."

Rocks by Rail will be closed for further improvements to be made over the winter period.

Reopening is set for Sunday, April 9.



Tired volunteers at the end of the last day of the season gather to give a thumbs-up to the news of re-accreditation from the Arts Council. RBR

HERITAGE
RAILWAY

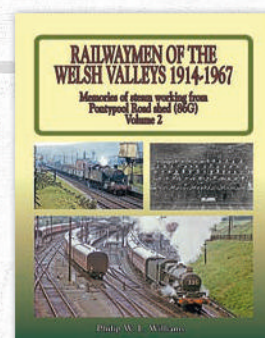
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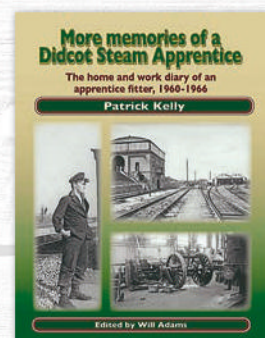
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Friends' farewell to UK main line diesel pioneer engineer

By Robin Jones

MEMBERS of the Ivatt Diesel Recreation Society have been mourning the death of their president Stan Fletcher at the age of 102.

The society is building a replica of LMS No.10000, Britain's first main line diesel locomotive.

Stan was a commissioning engineer on No. 10000 and sister locomotive 10001 and worked in this capacity for English Electric. He was focused on innovation and new ideas, later working for GEC in posts around the world.

The society's Centenary Works at Warkworth was named in honour of Stan's 100th birthday.

A society statement said: "No. 10000 and our project meant a lot to Stan, and the trustees and members offer our heartfelt condolences to Jo, Sally and all the family for their loss. While the trustees feel this loss deeply, we are resolved to follow his path from the 1940s and ensure his legacy lives on.

Knowledge

"He was actively involved in the society and we appreciate the input he gave us, including knowledge of the strengths and weaknesses of the original locomotives (classified as 16.1 under BR)."

Elsewhere, the society has been given a boost by the donation by GB Railfreight Ltd and Progress Rail of a Class 56 power unit and alternator for use in the project



Above: Stan Fletcher, who worked on Britain's pioneer main line diesel No. 10000 and later became president of the group which is making strides to recreate No. 10000

Right: The Class 56 power unit delivered to the Ivatt Diesel Recreation Society at Warkworth. IDRS

The Ruston 6 RK RC3 from the Class 56 was the final development of the 16SVT Mk1 found in Nos. 10000, 10001, 10201 and 10202: There is commonality between the first and last variant of the design.

GB Railfreight engineering strategy director Bob Tiller said: "I am pleased GBRf has been able to donate the power unit and ex-class 56 No. 56104 parts to the IDRS and assist in the building of what were some of the first development diesel locomotives in the UK.

"GBRF believes history and the development of railway traction on BR is an important part of our



heritage and we very much wish for success with this exciting project."

Saving time and money

Society secretary Andrew Hoseason said: "We are very grateful to GBRf and ProgressRail for donating this alternator and power unit together with many other parts and spares from No. 56104. This equipment will save much time and many thousands of pounds against the final completion cost of our loco."

The society already owns an English Electric 16SVT power unit, which is intended to be the first-choice unit in the new locomotive. This additional low hours power unit is a backup,

as will a 16SVT promised to the project, which is still situated on a military base.

The Class 56 power unit will allow the IDRS to statically test the locomotive's systems in house at Warkworth on the Ecclesbourne Valley Railway prior to fitting out to the former No. 58022 chassis and EM2 bogies. It will be retrofitted with VTR 200 turbos, Class 20 injectors and fuel pumps to effectively de-rate the power unit to 1800bhp at 750rpm up to a maximum of 2100bhp @ 900rpm.

Meanwhile, No. 56104 will now be reconstructed into a Class 69 loco by Progress Rail at Longport.

Volunteers combine to install new gates at Wansford

By Tim Hobman

THE Nene Valley Railway's Wansford level crossing has benefitted from a new set of wooden gates following the deterioration of the previous ones which had been in place almost 30 years.

The crossing, which is mechanically operated from the adjacent Wansford signalbox, controls traffic over the Old Great North Road. Built by the LNWR as part of its primary route into Peterborough from London, the level crossing has remained in constant operation and is a key feature of the line, both prior to and during preservation.

The newly-installed gates have been made in-house at the NVR by a dedicated team of volunteers and are exact copies of the previous gates.

All the metalwork has been cleaned and painted, with newly-painted lamps fixed to the gates, which for the first time have received new brackets



to sit on, rather than being bolted directly through the top beam.

The gates were moved into position on November 7 and the signalling and telegraph team spent the next few days completing the installation.

It is the third set of level crossing gates at Wansford in the time that the NVR has been in operation. During the course of the year the gates are moved hundreds of times, which adds



The new gates at the Old Great North Road level crossing in Wansford, and a freshly-painted lamp in place. TIM HOBMAN

stress to the wooden structure.

Several decades of use and exposure to all weathers took its toll on the previous gates, which had begun to fail in the last year. Signallers at Wansford had experienced difficulty in winding the gates and extra timbers were employed to brace the failing frames.

This new set of gates not only looks fantastic but will ensure consistent

operation for many years to come.

NVR signalling and telecoms manager Keith Parkinson said: "The installation of the new gates is a great achievement for all those involved, from those who made the gates through to my team who installed them. This is a perfect example of volunteers with a passion for heritage preservation working together towards a common goal.

"I'm pleased we have been able to safeguard the operation of the level crossing for years to come with these fine examples of rail infrastructure. This is one of the first things visitors to the railway see as they arrive and so it is important the crossing has been restored to its former glory."

It is hoped that the Grade II Listed LNWR Wansford signalbox, built in 1907, will receive similar treatment in the not-too-distant future and be repainted to complement the newly-restored crossing.



The Helston Railway's Class 127 DMU and Mk.1 suburban coach E43147 coupled to former Sproughton sugar beet factory Peckett 0-6-0ST No. 2000 of 1942 at Truthall Halt for the 60th anniversary of closure special on November 3. Peter Keenan, who owns the locomotive, came down for the day and rode on the footplate. HR

Special train marks Helston's 60th closure anniversary

A DOUBLE landmark was remembered by the Helston Railway – mainland Britain's most southerly heritage line – on November 3.

It was on that date in 1962 that BR ran the last passenger train, with coaches packed, out of Helston station at 8.45pm and that left Truthall Halt (now a stop on the heritage line) at 8.51pm, behind Class 22 D6312.

November 3 also marked 20 years to the day that the preservation

group was set up to try to reopen the GWR branch.

Accordingly a special train was organised which left Prospidnick at 6.30pm and travelled to Truthall with passengers, staff and a band on board playing 1960s music.

The oil lamps were alight on the platform at Truthall and the train sat there while passengers got refreshments and then travelled up and down to Trevarno a couple of

times. Ironically the weather was the same as in 1962 – cold, windy and wet. At 8.51pm precisely the train left Truthall heading in the direction of Nancegollan.

The branch opened on May 9, 1887 and Helston station secured its place in history on August 17, 1903 when it became the first place in the UK with a railway-operated bus service. The initial GWR motor road services took passengers to The Lizard. The last

freight train ran on October 5, 1964.

The revived railway continues to make progress with expansion plans.

A new siding at Trevarno and remodelling of the platform is planned this winter, along with the building of an access road into the main site at Prospidnick plus the continuation of excavating the filled-in cutting there. Its excavation will allow the railway to extend at this end and ultimately build a new station.

Guest engines for festive services

TWO heritage lines have brought in guest locomotives for their festive services

The Mid-Suffolk Light Railway has taken delivery of Peckett 0-4-0T No. 1631 of 1923 *Marcia* to operate steam-hauled services over the winter period.

Marcia was donated to the Kent & East Sussex Railway in 1962 where it was allocated the fleet No. 12. It re-entered service in April this year following overhaul, though its small size limits its use on the Tenterden to Bodiam railway.

Marcia has become the smallest steam locomotive to operate on the 'Middy' and was expected to make her debut on the railway at the November 27 Vintage & Bygones Exhibition & Fair before operating the sold-out Santa specials. Its last day is scheduled to be January 1 which will additionally see the Historical

Lighting Society in attendance with a display of lamps dating as far back as the mid-Victorian era.

Meanwhile the boiler for the railway's Hudswell Clarke 0-6-0ST No. 1604 was due to be returned during December for trial fitting on the fully-restored frames, before it returns to the Norfolk contractor in the New Year for tubing and both hydraulic and steam testing.

Elsewhere, Barclay 0-6-0ST No. 2138 of 1941 *Swordfish* has been hired by the Telford Steam Railway to provide motive power because of ongoing repairs to its GWR 0-6-2T No. 5619.

Buckinghamshire Railway Centre-based *Swordfish* will haul the line's Polar Express services which started on November 25 and was to be fitted with a spotlight and bell, just like the locomotive in the hit movie based on Chris Van Allsburg's book.



Pictured in Bridgnorth Shed on October 31, new BR Standard 3MT 2-6-2T No. 82045 is beginning to look more like its long-lost sisters, especially from the front with the fitting of its second tank and their painting in green undercoat. The 46th member of Robert Riddles' 82000 class – designed for light passenger, secondary main line duties and branch lines – was booked for display at this weekend's Warley National Model Railway Exhibition at the National Exhibition Centre in Birmingham (November 26/27). The boiler is under construction and further funds are needed: Visit www.82045.org.uk/index.html JOHN TITLOW

300 NOT OUT!

Heritage Railway is celebrating its 300th issue of providing a comprehensive new coverage of the complete preservation scene. Founding editor **Robin Jones** looks back at that first issue in May 1999 and the developments it predicted.

Deputy Prime Minister John Prescott has just given the green light for the rebuilding of the original Welsh Highland Railway from Dinas to Porthmadog. Across the border in England, the Gloucestershire Warwickshire Railway has permission from the HM Railway Inspectorate to go ahead with its £1 million extension from Gotherington to Cheltenham Racecourse.

In the South West, officials of the South Devon Railway have begun a fresh bid to buy the freehold of its line from Dart Valley Railway plc – which has just made preservation sector history by buying five pleasure cruisers and two river ferries. The Swanage Railway has launched a £122,000 appeal to rebuild the missing mile of track to link its station at Norden to main line operator metals at Catseyes bridge half a mile from Furzebrook sidings.

Taff Vale Railway 02 0-6-2T No. 85 is preparing to mark its centenary by entering traffic on the Keighley & Worth Valley Railway, 29 years after arriving there. Past-Time Rail's 'Dawlish Donkey' steam trips between Exeter and Newton Abbot are hailed as "fantastic" successes.

And last but certainly no means least, *Flying Scotsman* is set to reappear in traffic in apple green livery and with a double chimney – but

no smoke deflectors – following a £750,000 rebuild, and it will head a comeback trip from King's Cross to York on July 4.

No – we have not switched the thrust of our magazine to what now seems ancient history. We are looking at the headlines dominating the first issue of *Heritage Railway*, which appeared on the shelves in May 1999.

It was in early January that year that I met with a group of fellow enthusiasts, and we hit upon the idea of launching a new railway magazine to suit the needs of the preservation sector in the 21st century. Steam was, and still is, the predominant image of the sector, but there was a strong opinion that younger potential readers would also relate to the traction of their childhood, in the form of first-generation diesels and electrics and green-liveried DMUs – which was their nostalgia.

As a former newsdesk editor on an evening newspaper, I was always amazed by the sheer volume of breaking news in the railway preservation world – far more, it still seems, than in most, if not all, other heritage areas. We decided to structure a magazine that would comprehensively cover all aspects of the movement, from steam and modern traction right across the board to horse-drawn tramways and funicular railways as and when their news broke, too. Our key focus would be

all forms heritage on steel wheels, hence the title. A keynote of our editorial approach from the outset was to pro-actively support all our heritage lines and museums, big and small, and this very much is still the case today.

The magazine's founders knew we would be entering a congested niche market, but we were convinced that there was a public demand for what we were going to offer – and more than 23 years later, we are now on our 300th issue.

Of course, there are heritage schemes we have reported on but which have either failed to take off or faltered at a later stage. Many were condemned at the outset as Missions Impossible, but I have found that one principle underlines a movement that is largely reliant on an army of passionate volunteer enthusiasts: railway preservation is the art of the possible. It has proved so time and time again and continues to do so.

Mulling over those issue one headlines, I remember as a teenage enthusiast accepting as fact that we would never see the Welsh Highland Railway rebuilt. I was wrong, big time. What seemed a distant dream became reality, with the railway that closed in 1937 reopened throughout 2011. It, along with sister line the Ffestiniog Railway, now provides a 40-mile trans-Snowdonian steam highway from Blaenau Ffestiniog to



We reported the Government's go-ahead for the rebuilding of the original Welsh Highland Railway in May 1999, but it was not until February 2011 that passenger trains finally ran through to Porthmadog Harbour station. FF&WHR.



Racing certainty: WR Modified Hall 4-6-0 No. 7903 *Foremarke Hall* awaits departure from Cheltenham Racecourse with a return race special to Toddington on November 12. The trains are operated by the G/WR for Classic Hospitality for major race meetings at the National Hunt Cheltenham Racecourse. The picture was taken by the railway's youngest driver, Dan Wigg, who afterwards took the regulator! The go-ahead for the extension of the Gloucestershire Warwickshire Railway to the racecourse station made headlines in the first ever issue of *Heritage Railway*. DAN WIGG/G/WR

Caernarfon via the Porthmadog Harbour station interchange, one of the finest scenic railways in Europe, if not the world. Today, the Ff&WHR serves the North Wales slate country UNESCO World Heritage Site.

The Gloucestershire Warwickshire Railway went on not only to reach the racecourse station, but later pushed north from its Toddington base to the tourist magnet of Broadway. We all now look forward to the Cotswold line being extended a further six miles north to Honeybourne, where an interchange platform is already waiting at the main line station.

Imagine the enormous boost to the local tourist economy if main line charters could decant 500 visitors a time into Broadway and Winchcombe; district councillors and local MPs, please take note!

The South Devon Railway succeeded in its bid to buy the Buckfastleigh operation from Dart Valley Railway plc, which had previously run it under that name. Dart Valley's boat fleet purchase rekindled memories of the GWR and other pre-nationalisation railways which ran their own boat services; what is now the Dartmouth Steam Railway launched the successful 'Round Robin' trips, in which a steam train trip to Kingswear was followed by a boat up the River Dart to Totnes, and a bus trip from there back to the Paignton starting point.

Taff Vale No. 85 became a popular performer both on the KWVR and the other lines it visited, most recently the North Yorkshire Moors Railway for its autumn steam gala, as featured last issue.

The Swanage Railway completed that link and has long since been able to accept

incoming main line charter and stock movements, while planning for the day when regular services to Wareham become a permanent part of the timetable.

Sadly, Past-Time Rail is no longer with us, but steam excursions regularly run over the Dawlish sea wall en route to south Devon and Cornwall.



As we reported in our first ever issue, A3 No. 4472 *Flying Scotsman* was to haul a special comeback trip from King's Cross to York on July 4, 1999. Standing on the front of the locomotive is its then owner, the late pharmaceutical entrepreneur Dr Tony Marchington. ROBIN JONES

Happily, the legend that is *Flying Scotsman* continues to add chapters to its illustrious history, as highlighted in News, pages 14/15.

Landmarks in the third century of railways

Subsequent issues of *Heritage Railway* continued to provide a running commentary ➔



The first issue of *Heritage Railway* magazine came out in May 1999. MORTONS



A1 Pacific No. 60163 *Tornado* at Doncaster after its 101mph run in the early hours of April 12, 2017. ROBIN JONES



NER petrol electric autocar No. 3170 and its trailer in service on the Embsay & Bolton Abbey Steam Railway on October 19, 2018. ROBIN JONES



New-build Baldwin replica 2-4-2T No. 762 *Lyn* in action at Woody Bay on its Lynton & Barnstaple Railway home line. ROBIN JONES

on these and countless other headline-grabbing developments.

Among the movement's 21st century peaks are the new-build projects that filled gaps in the heritage steam fleet.

A classic example are the two new Lynton & Barnstaple 'replica' locomotives built – Manning Wardle-type 2-6-2T *Lyd*, built for the Ff&WHR at Boston Works but which has visited North Devon several times, and Baldwin 2-4-2T No. 762 *Lyn*, which is based at Woody Bay.

Then there's Ffestiniog Railway single Fairlie 0-4-4T *Taliesin*, which debuted in our first year, and more recently replica Sharp Stewart 2-4-0T No. 5 for the Southwold Railway, a product of Darlington-based North Bay Engineering Services Ltd which has become as close to a new-build steam production line as one might reasonably wish for.

There are also the 'halfway house' new-build projects, such as the West Somerset Railway conversion of GWR 2-6-2T No. 5193 into a very useful 2-6-0 tender engine, representing a 'might have been' once considered by the Swindon empire, and a new Churchward Saint, No. 2999 *Lady of Legend*, retro-converted from ex-Barry scrapyard GWR 4-6-0 No. 4942 *Maindy Hall*.

The pinnacle must be the construction and successful of a 21st-century equivalent of *Flying Scotsman* in terms of public profile and appeal – Peppercorn A1 Pacific No. 60163 *Tornado*.

The A1 Steam Locomotive Trust and its project to build the 50th example of the extinct class launched on November 11, 1990, and was 50% complete within the first year of *Heritage Railway* magazine's existence. *Tornado* was publicly launched at Darlington Locomotive Works on August 1, 2008, and hauled its first passenger train on the Great Central Railway on September 21 that year.

Main line test runs were undertaken between November 4-19, 2008, and on January 31, 2009, *Tornado* hauled 'The Peppercorn Pioneer', its first passenger journey on the national network. February 19, 2009, saw *Tornado* officially named by the Prince of Wales and Duchess of Cornwall at York.

Many adventures later, early on April 21, 2017, I joined invited guests for to ride on a test run behind *Tornado* on the East Coast Main Line between Doncaster and Newcastle. It was held in connection with raising *Tornado's* permitted maximum speed, so it would be allowed to operate at 90mph on future trips. It had to operate at 10% above its planned maximum speed to demonstrate a sufficient margin of safety. On the return leg to Doncaster, speedometers registered 101.6mph, making *Tornado* the first steam locomotive run on the national network at 100mph since 1968.

The bedrock of the success of *Tornado's* owning group has been its ability to raise sizeable amounts of money, by inviting supporters to contribute to specific clubs which sponsor individual components. The same pathway was followed by the trust's subsequent project to build the seventh Gresley P2 2-8-2, No. 2007 *Prince of Wales*. The P2s were the most powerful express passenger locomotives ever to operate in the UK, and its debut will no doubt inspire a new generation of railfans.



Crowds gather around the turntable in the Great Hall of the National Railway Museum at York on July 3, 2013, the first day of the ground-breaking Great Gathering of all six surviving LNER streamlined A4 Pacifics held to mark the 75th anniversary of *Mallard's* 126mph world steam speed record. ROBIN JONES

An amazing autocar

One of the most remarkable achievements in the sector so far this century has been the restoration of 1903-built NER petrol electric autocar No. 3170. One of two vehicles built at York's carriage works, they were powered by petrol engines that generated power for two traction motors mounted on the bogie underneath.

A first in railways, this arrangement would be developed into the diesel-electric technology that would power modern trains worldwide, and as such, the railcar was the ancestor of DMUs.

Following its withdrawal, the body of No. 3170 was adapted for use as a holiday home at Keldholme, in North Yorkshire, for more than 70 years until it was bought by ace coach restorer Stephen Middleton, who had the vision of rebuilding it to working order, with a new chassis and Cummins diesel engine. No. 3170 officially re-entered service on October 19, 2018, and is based at the Emsay & Bolton Abbey Steam Railway.

In terms of its importance to railway history, the autocar sits comfortably alongside the likes of Richard Trevithick's Penydarren engine of 1804 and George Stephenson's *Rocket* in 1829, the first modern steam locomotive. In its recreation it from a long-redundant coach body, the autocar has also become a pinnacle of the preservation movement.

Biggest event of them all

Another of the biggest highlights of our first 300 issues came in the summer of 2012, when I was relaxing on the beach in the afternoon sun at Wells-next-the-Sea with two of our advertising representatives following a visit to the North Norfolk Railway.

My mobile telephone rang, and the caller confirmed that the 'wild' rumours I had heard and asked about were true... the National Railway Museum was indeed going to temporarily repatriate the two A4s exiled in North American museums so that all surviving class members could be reunited to mark the 75th anniversary of No. 4468 *Mallard's* 126mph world steam speed record

run of July 3, 1938.

The Great Gathering, the architect of which was the York museum's then director, Steve Davies, saw Nos. 60008 *Dwight D Eisenhower* and 60010 *Dominion of Canada* make the 2500-mile journey from their museum homes – their movements being a remarkable heritage-era story in itself – to take their places around the turntable in The Great Hall alongside *Mallard*, No. 4464 *Bittern*, No. 4498 *Sir Nigel Gresley* and No. 60009 *Union of South Africa* at a series of events.

The first opened at York on the exact anniversary of the run in 2013 and lasted until July 17. The Autumn Great Gathering ran from October 26 to November 8, and the final event, the Great Goodbye, was held at the Locomotion museum in Shildon from February 15-23, after which the two ex-pats went back across the Atlantic.

The event was a dazzling success. Queues formed outside the museum entrance as about 10,000 visitors came every day, with about 500,000 coming to see the six together.

So, not only has the railway heritage sector acquired a proven track record of making Missions Impossible happen, but it has so often been the master of innovation.

In December 2018, the Dartmouth Steam Railway ran its first Train of Lights, a concept that had proved popular in North America but never tried in Britain until then. The success of that first year's venture led to lines big and small throughout Britain also draping their locomotive and carriages with lights to create another profit-making Christmas venture.

Survival instinct

However, for me, the biggest success story of all is the survival of heritage railways, largely thanks to the unpaid volunteer labour that goes a long way towards balancing the books when times get difficult and in prosperous periods leave profits to be diverted to new projects.

The National Heritage Lottery Fund has, during our first 300 issues, made many restoration projects possible, through grant aid funding which would not have been available in much earlier times.

During our 23 years, I have also noticed a marked and positive sea change by the powers that be towards the railway heritage sector, while remembering the times decades ago when revivalist schemes were often dismissed as the domain of enthusiasts undeserving of help from local councils. In contrast, it is now widely recognised that heritage railways and museums play a key part in local tourist economies.

The Severn Valley Railway was hit by a freak thunderstorm on June 19, 2007, which led to it being closed for nearly a year, while the bill to repair the storm damage was just under £4 million. The loss of revenue from visitors impacted hard on businesses in places like Bridgnorth – a lesson that would not be forgotten lightly.

The Government's Culture Recovery Fund grant threw lifelines to many railways in their hours of need during the Covid-19 pandemic lockdowns, when income streams were curtailed, yet bills still had to be met.

The value of heritage railways to their locality is often far above the benefit that the venue itself derives from passenger income or spending in its shop or cafe.

There are those visitors who are attracted to an area simply to look at the railway or to photograph trains from vantage points without spending money on it, yet will then patronise nearby facilities like shops, restaurants, pubs, and accommodation.

There are, of course, educational and cultural benefits of any heritage asset, railway or otherwise, and an increasing awareness of the need to protect what we have – or we lose it forever, to our detriment.

Following the acquisition of *Heritage Railway* in 2001, Mortons Ltd began to acquire other railway titles: *Rail Express*, *The Railway Magazine*, *Steam Days* and *Railways Illustrated*, along with railway book publisher Silver Link. Mortons now has the biggest railway magazine portfolio in the UK, and we at *Heritage Railway* are proud to be part of it.

My very grateful thanks must be extended to the lineside photographers and contributors who have come on board and supported us over the years. **HR**



HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Jeremy Hosking's GWR 2-8-0T No. 4270 approaches Greet Tunnel, with the Malvern Hills in the background, on a freight working on October 30 during the Gloucestershire Warwickshire Railway's mixed traffic gala, which was understood to be the Swindon, 1919-built locomotive's last gala appearance prior to overhaul. A veteran of Ebbw Junction, Aberbeeg, and Cardiff Canton sheds, it was withdrawn by BR in 1962. It left Barry scrapyard in July 1985, and restoration began in 2003 at Toddington, where it steamed again in 2014. See also News, pages 28-29. JOHN TITLOW



Double Castles up the Lickey to highlight centenary celebrations

By Owen Hayward

PLANS to mark the 100th anniversary of the introduction of the Great Western Railway's Castle class in 2023 will see two locomotives tackle the famous Lickey Incline on the same day, plus a double-headed excursion that will see no diesel assistance.

The announcement of Vintage Trains' 2023 calendar puts its two Charles Collett-designed 4-6-0 express locomotives front and centre of an exciting itinerary of tours and events, with double chimney No. 5043 *Earl of Mount Edgcumbe* due to return to steam very soon following completion of its overhaul at Tyseley Locomotive Works. Its return was delayed as the superheater header had to be fitted to No. 7029 *Clun Castle* in order to keep that in service, with the replacement now at the machining stage and due for installation imminently. If reassembly goes without issue, No. 5043 could potentially be rostered to some of this season's Polar Express trips that VT will be running out of Birmingham Moor Street, though there is understandably no guarantee of this.

With VT's operating season starting on February 12 with the first of the 2023 'Shakespeare Express' excursions, VT kicks off the Castle Centenary celebrations at Didcot Railway Centre on March 4 with a line-up of four classmates, with Didcot's own No. 4079 *Pendennis Castle* expected to be operating, resulting in an impressive three Castles in steam, with No. 5051 *Earl Bathurst* (formerly Dryslwyn Castle) on static display. *Clun Castle* and



On November 8, WR 4-6-0 No.7029 *Clun Castle* returned to the Great Northern East Coast Main Line for the first time since 1967, hauling a special lunch train from Peterborough to Lincoln. IAN BOWSKILL/VT

Earl of Mount Edgcumbe will arrive hauling a VT Shareholder's special before moving into Didcot's yard for turning and servicing, offering an exciting opportunity to witness the 1923-built depot doing what it was built for.

An open day on a yet-to-be-confirmed date will also take place at Tyseley Locomotive Works, where another four-locomotive line-up will occur, with both VT's operational locomotives alongside its out-of-

ticket No. 5080 *Defiant* (Ogmore Castle) and Didcot's *Pendennis Castle* – as part of a planned year on tour.

March 18 will then see both main line certified Castles tackle the Lickey Incline south of Birmingham, with Nos. 5043 and 7029 working one trip each up the 1-in-37 gradient. One trip is planned during both the morning and afternoon, with locomotive allocation for each to be confirmed nearer the time for the trips mirroring those run to Worcester with *Clun Castle* and LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* on November 20, 2021.

Celebrations will then continue with a double-headed run on May 13 on the 'Welsh Marches Express,' departing Birmingham New Street for Hereford. Picking up additionally at Wolverhampton on the outward journey, the excursion will follow a circular route across the England-Wales border and through Shrewsbury and past Stokesay Castle before its layover at Hereford to service the locomotives. The return stretch will see the Castles tackle Llanvihangel bank on its way toward Abergavenny and then through the Severn Tunnel, before racing along Brunel's Bristol to Paddington Great Western main line as it returns to Birmingham Snow Hill via Oxford and Hatton Bank.

The tour will also be a rare operation without diesel assistance at the rear.

Booking was due to open on November 21, with prices in tourist class set at £119, first class £149, and Pullman dining set at £319.

A plethora of other exciting trips include the May 20 'Whistling Ghost' to Minehead behind No. 7029 and the June 24 'Red Dragon' to Cardiff with No. 5043. VT has held its express steam and diesel explorer train fares at 2022 prices. Booking for the majority was set to open on December 1, with tickets for the Didcot and Tyseley events to follow later. Visit vintagetrains.co.uk for further information.

Vintage Trains chairman Michael Whitehouse said: "Everybody may be looking at the centenary of *Flying Scotsman*, but we can't forget these workhorses from the Great Western which thrashed the A3s during the locomotive exchanges of 1925.

"They proved so successful that the LMS wanted its own, but the GWR wouldn't provide the drawings.

"These were top-notch thoroughbreds doing a good job, and we look forward to a year celebrating the class."

The reveal of the 2023 programme came following the return of No. 7029 to the Great Northern Main line for the first time since 1967,



WR 4-6-0 No.7029 *Clun Castle* heads through Lincoln with the private charter on November 8. JOHN STORER

when the Castle hauled a special charter train for BGL Insurance of Peterborough to its home town of Lincoln.

Aboard VT's Metropolitan Cammell Pullmans, the company's employees were served a four-course lunch as the train travelled up the East Coast Main Line.

Clun Castle's previous visit to Peterborough was in the summer of 1967 when Eastern Region general manager Gerry Fiennes invited the locomotive over for a series of what he called 'japes' with A3 Pacific No. 4472 *Flying Scotsman* and streamlined A4 No. 4498 *Sir Nigel Gresley* at the end of steam and before the infamous ban was implemented.

While *Earl of Mount Edgcumbe* has previously made a trip to Lincoln via Nottingham and Newark, no other Castle is believed to have ventured on the Great Northern ECML since the 1925 locomotive exchanges.



Right: In the summer of 1967, *Clun Castle* was invited over to Peterborough by Gerry Fiennes, then Eastern Region general manager, to run a series of trips with *Flying Scotsman* and *Sir Nigel Gresley*. No. 7029 was then temporarily shedded at New England's depot under the care of shedmaster Geoff Bird while it ran several excursions from King's Cross to Newcastle, Leeds, and Carlisle. JOHN WHITELEY/VT

Steam Dreams returns with a vengeance

By John Titlow

UNDER new ownership, Steam Dreams ran its first tour on September 27 with the 'Lakes Express' from London Victoria behind West Country light Pacific No. 34046 *Braunton* over the West Coast Main Line to Crewe.

Operated by Locomotive Services Limited, from Crewe, BR Standard 7P 4-6-2 No. 70000 *Britannia* took over for a run over the Settle and Carlisle line to Carlisle, and then headed down Shap to Oxenholme for a two-day leisure break in the lakes. The return was on September 30 from Carnforth, diesel-hauled to Chester and from there behind *Braunton* to Victoria.

For the Christmas period, Steam Dreams has compiled a programme worthy of its name. The tours are centred around London, operating over multiple days using a variety of locomotives, although trips advertised with B1 4-6-0 No. 61306 *Mayflower* are now expected to feature 'Black Five' No. 45231.

After last year's success, the popular 'Santa Steam Express' will run on December 14, 16, 19 and 21 with the B1. Three round trips take place each day from Victoria around South and West London. The times and route are yet to be finally confirmed but are likely to be around 9.30am for the morning run, returning at 11.30am; 11.45am for the early afternoon run, returning at 1.15pm; and late afternoon 2pm to 3.30pm. Modern stock will be used.

In the evenings of December 14, 16, 19 and 21, Christmas dining trains will again be running, providing the perfect opportunity for festive season merriment with friends, family, and colleagues in beautifully decorated modern carriages. Passengers can enjoy a festive three-course meal or bring their own food and drink, depending on which class of travel is booked.

The dining trains depart from London Victoria at 6.15pm before making their way out across the

Surrey Hills and return at about 10pm.

Not just resting on their laurels, four tours are in the pipeline – with three to different destinations for Christmas markets and a fourth for carols.

The first on November 17 is with A4 No. 4498 *Sir Nigel Gresley* in black departing King's Cross at 7.25am to York, picking up at Potters Bar at 8am and Stevenage at 8.25am. Arrival in York is 1.10pm, allowing three-and-a-half hours before the return at 4.40pm down the East Coast Main Line, arriving at 10pm.

As previously reported, Lincoln is the next Christmas destination on December 2, again behind No. 4498.

This time the tour starts on Great Western metals from Ealing Broadway at 9.30am and joins the East Coast Main Line at Finsbury Park to pick up at 10.15am, then Hertford North at 10.45am.

Arriving in Lincoln at about 1pm, it allows four-and-a-half hours to visit the city before departing at 5.35pm

for a return to Ealing Broadway at 10pm.

The final Christmas market destination is Bath on December 5, using *Braunton* out of Victoria at 8.45am. It runs via Staines, picking up at 9.30am, and arrives in the Roman city at 1pm. Departing at 4.50pm, it allows nearly four hours there before heading back to Ealing Broadway at 9pm.

There will be special tour from the newly-appointed 'city' of Southend to Chichester for Christmas carols on December 9.

The journey starts at Shoeburyness, the end of the London, Tilbury & Southend Line, at 6.50am, picking up at Southend East at 7am and Barking at 8am before skirting around the North London line to arrive in Chichester at 1pm. There will be three-and-a-half hours there before departing at 4.30pm, returning to Shoeburyness at 10.30pm.

Timings are to be confirmed closer to the dates.

Tenth 'Emerald Isle Explorer' tour all set for May 2023

STEAM Dreams is advertising its 10th 'Emerald Isle Explorer' tour to Ireland from May 3-11. The tour features one night in Dublin, two in Galway, three in Killarney, and two in Kilkenny.

After the first night in Dublin, the following day a steam-hauled train from Dublin Heuston station heads west to Athlone and Galway for a two-night stop.

Following a day to relax, on day four steam will transport passengers from Galway to Limerick on a line opened 12 years ago. There is a break at Limerick

and then the train continues inland, passing Limerick Junction to Mallow before joining the main line south to Killarney for three-night break.

Day five is optional for a steam excursion to Tralee over a line with challenging gradients. Day six again is an optional steam trip to the southern city of Cork via Mallow. On Day seven, the train returns to Mallow and Limerick Junction before running onto Tipperary, Waterford and Kilkenny. Day eight offers either a leisure day or an optional steam tour to

Wexford. It is 30 miles by road from Kilkenny to Wexford, but by rail it is about 200 because the train has to run via Dublin. In Dublin, a locomotive change takes place before the steam train heads south to Wexford, but passengers are returned by bus to their hotels in Kilkenny.

On Day nine, a return coach transfer will take passengers back to Wexford for a final steam-hauled return journey to Dublin.

Locomotives and stock will come from Railway Preservation Society of Ireland based at

Whitehead. Two Beyer Peacock 4-4-0s will be used on the tour: V class No. 85 *Merlin* was built in 1932 for express passenger use on the Belfast to Dublin line, and S class No. 171 *Slieve Gullion*, which dates from 1913, will be making its first appearance on a Steam Dreams tour.

Pullman-style dining is £3995, premier dining £2995, and premier standard £1995. There are optional packages available for train and ferry crossings. For further details, visit steamdreams.co.uk

Blue Peter may join Saphos pool for 2023

By John Titlow

SAPHOS Trains has announced plans for 34 steam-hauled tours in 2023 to various destinations.

The programme could see the long-awaited return of LNER A2 No. 60532 *Blue Peter*, most likely later in the year. On the firm's website, the A2 is pictured alongside the regular stalwarts from Steam Locomotive Services at Crewe so might therefore be expected to head a Saphos train during the programme.

Now B1 4-6-0 No. 61306 *Mayflower* is out of the Crewe works, Locomotive Services Limited engineers have turned their attention to the A2 once again.

Good progress has continued on the A2 inside the works with the fitting of the drain cocks which were manufactured inhouse. The new centre bogie casting has arrived and is ready for machining, and once done it will be fully assembled before fitting. The valves have now been completed.

After visiting the North Yorkshire Moors Railway for its autumn steam gala, as featured last issue, A4 No. 60007 *Sir Nigel Gresley* returned to its home base at Crewe on October 26 for a thorough inspection and service before heading south to Southall for Steam Dreams duties over the festive period.

Rounding off the year, Saphos has three tours planned.

On November 26, the Great Western Envoy is steam hauled throughout, starting from Crewe at 7am picking up at Stafford, Tame Bridge Parkway, Birmingham International and Leamington Spa to Bath and Bristol. The return is via the same route returning to Crewe at 10pm.

December 17 sees the 'Christmas White Rose' to York starting at Wolverhampton at 6.20am, picking up at Telford, Wellington, Shrewsbury, Crewe, Hartford, Warrington Bank Quay, Newton-le-Willows and

Manchester Victoria. Outward is via the Hope Valley line and Sheffield and the return over the Calder Valley to Wolverhampton at 11.15pm.

The 'Pennine Moors Christmas Cracker' on December 21 is a leisurely jaunt across the Midlands starting from Leicester at 9am, picking up at Narborough, Hinckley, Nuneaton, Tamworth, Lichfield Trent Valley, Stafford, Crewe, Warrington Bank Quay through Blackburn and Burnley over Copy Pit and the Calder Valley route to Manchester. Leicester return is at 8.05pm.

The two December trips are steam hauled from Crewe using either LMS 4-6-0 No. 46100 *Royal Scot*, Bulleid West Country light Pacific No. 34046 *Braunton* or BR Standard 7P 4-6-2 No. 70000 *Britannia*. There is the possibility of A4 No. 60007 *Sir Nigel Gresley* as an option on November 22.

Saphos Trains' 2023 season kicks off on February 11 with 'The Lakelander'.

It originates at Rugby at 5.50am picking up at Coventry, Birmingham International, Tame Bridge Parkway, Wolverhampton, Stafford, Crewe, Warrington Bank Quay, Wigan North Western and Preston, returning to Rugby at 11.25pm. With steam from Preston it travels over the Settle and Carlisle line then around the Cumbrian coast on its return.

March 1 see the St David's Day 'Welsh Marches Express' depart from Holyhead at 6.10am, picking up along the north Wales coast at Bangor, Llandudno Junction, Colwyn Bay, Rhyl, Prestatyn, Flint, Chester and Crewe where steam takes over for a run down the Marches to Newport and Cardiff. Return to Holyhead is at 10.20pm. Both tours will have a choice of steam from the LSL pool of either Nos. 46100, 34046 or 70000.

LMS 'Black Five' No. 45231 travelled to Southall on November 15 in the place of No. 61306 *Mayflower*.

UK Railtours announces 'The Heart of Avon' tour

UK Railtours has announced the first new tour of the 2023 season with an opportunity to visit either Bath or Bristol on board 'The Heart of Avon'.

The date Saturday, February 18 has been chosen with St Valentine's Day in mind and will provide those of a romantic inclination the opportunity to join loved ones onboard a vintage train from Paddington. Picking up passengers at Slough and Reading, the tour will take the Great Western main line to first Bath and then Bristol, where those on the tour will have about three hours to explore whichever of the two locations take their fancy.

Back on board for the return trip to London, the train will take a slightly different route around Gloucestershire to provide a scenic backdrop to those enjoying the dining option. The tour then returns to Reading to set down passengers there, at Slough, and finally Paddington.

For further information visit www.ukrailtours.com/product/the-heart-of-avon



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The last week of West Coast Railways' 'Jacobite' runs for 2022 saw the use of Keighley & Worth Valley Railway-based LMS 'Black Five' No. 45212, seen just after Arisaig heading for Mallaig on October 25. See also pages 64-67. DAVE COLLIER



LNER A4 No. 4498 *Sir Nigel Gresley* at Thornaby station on the Esk Valley Line during the turning around process between Eaglescliffe and Stockton, as the locomotive worked tender first between Battersby and Eaglescliffe on October 26. It was running from Gosmont to Crewe while returning back to Locomotive Services Limited after its spell at the North Yorkshire Moors Railway for the autumn gala and Gresley teak specials. TONY WINWARD

'Lost' siding from 1850 unearthed in Huddersfield

By Robin Jones

A FORGOTTEN siding dating back at least 172 years has been rediscovered in Huddersfield by engineers working on Network Rail's Transpennine Route upgrade.

The siding at Hillhouse, which used to accommodate off-duty trains, was unearthed while teams studied maps from 1850 to help plan the multi billion-pound rail upgrade set to transform the region.

It is believed that the siding, which served sheds and two turntables, was used to house and maintain trains, as well as transport cattle, coal and other materials across Britain when the line formed part of the Manchester & Huddersfield Railway.

During the last three months, Network Rail has been carefully uncovering the historic site near Alder Street, to prepare the route for twice as many tracks, making way for faster, more frequent trains running along a greener electrified railway.

A programme of survey work was carried out with support from Archaeological Services WYAS. The results confirmed that the foundations of the old

sidings were buried just below the surface, spurring the specialists to bring the area back to how it would have looked over 172 years ago.

Hannah Lomas, principal programme sponsor at Network Rail, said: "This is an amazing insight into what the siding would have looked like over a century ago.

"Understanding the history and makeup of the railway along the Transpennine route is key to delivering a better, more reliable railway capable of running faster, more frequent trains in the future.

"Working closely with Archaeological Services WYAS has allowed us to carefully excavate the site at a much faster speed while also providing useful information about the origin of the materials used and how the sidings helped transport goods around the UK."

Delicately extracted samples of the brick and mortar will now help the team of experts to learn as much as they can about the site.

Kevin Moon, project manager at ASWYAS said: "As part of the planned development of Hillhouse sidings, ASWYAS investigated the remains of the

mid-19th century railway sidings underlying the modern industrial buildings on the site.

"During the project, the team of archaeologists uncovered two train turntables and a series of brick-built engine sheds, providing valuable information on the early development of the railway system in Huddersfield."



The 172-year-old railway sidings with turntables that have just been unearthed in Huddersfield. NETWORK RAIL

Return of the 'Golden Arrow'

MARCH 4 sees the first of two 'Golden Arrows'. The first starts at Birmingham International at 6.20am returning at 11.15pm, picking up at Coventry, Rugby, Long Buckby, Northampton, Milton Keynes Central, Leighton Buzzard, Hemel Hempstead and Watford Junction for a run to Canterbury and a break of three hours.

The second is on April 1, this time from Bristol Temple Meads at 6am, picking up at Keynsham, Bath Spa, Bradford-on-Avon, Trowbridge, Pewsey, Hungerford, Newbury, Reading and Maidenhead, again to Canterbury for a break. The return to Bristol is at 11.10pm.

Steam takes over on both trains in West London in the appropriate guise of *Braunton* or *Britannia*; both classes are no stranger to this train. Part of the original route is followed through Kent. From Canterbury the train runs along the south coast via Dover and the Folkstone Warren.

The rest of the year continues with a variety of routes and destinations. Regulars such as the 'Fellsman', 'Lakeland', 'Welsh Marches' and the English Riviera are in the programme.

For the complete Saphos brochure visit saphostrains.com

Statesman and Midland Pullman announce 2023 tours

by Tim Hobman

STATESMAN Rail and sister company Midland Pullman have announced their running dates for next year.

Statesman Rail promotes the luxurious experience of first class and Pullman style dining and gives a wide selection of tours throughout 2023. The majority of the tours are day excursions, such as the Settle and Carlisle Circular with six dates available, the first on January 28 followed by a second on February 18, or the Snowdonia Statesman with five dates available.

However, the Lord of the Isles offers a weekend trip to Scotland on three occasions throughout the year on March 11, August 26, and September 4.

One-off trips to Llandudno, Beamish and Durham, and Eastbourne are also advertised for special seasonal events or just as an opportunity to visit the locations.

Coastal excursions in Yorkshire and Dorset are both available on four occasions each throughout the year, before attention is turned to the Christmas period with three trips to Bath and one to Edinburgh. For each of the tours which have

multiple dates, Statesman Rail has provided a selection of starting and pickup points to cater for customers right across the country.

Midland Pullman offers tours on board its refurbished High speed Train set with luxurious interior and exterior painted in the livery of the original 1960s Blue Pullman.

As with Statesman, it offers tours with the same destination throughout the year, but with different starting and pickup points along the way.

This first of these is the 'Settle and Carlisle Pullman' which provides guest with two hours in Carlisle and is offered on six occasions throughout the year.

Another favourite is 'The Whitby Jet' on four occasions, three of which begin from Scotland and the final one of the year starts from Potters Bar.

There is a selection of other day trips on the 'West Highland (Day) Pullman', the 'North Wales Coastal Pullman', 'Ben Nevis and Lochaber Pullman', 'Yorkshire Coast Pullman', 'English Riviera Pullman', and the 'Highland Clansman Pullman'; these vary between just two and five occasions.

The opportunity to visit Llandudno is offered on one occasion for May Bank Holiday, May 1, with the tour beginning from Bournemouth and picking up at various stations via Southampton, Salisbury and Bath Spa on route to the Welsh coast.

There are two three-day trips on offer from Midland Pullman.

The first of these is the West Highland Pullman over the West Highland Line of Scotland on March 18 from Finsbury Park, September 9 from Paignton, and October 7 from Slough.

The second is the Lord of the Isles Pullman from Paignton via Bristol to the Highland Line and Inverness on April 1.

Again, there are some Christmas offerings to Bath from Ulverston on November 30 and from Newcastle on December 4, and Edinburgh on six occasions during November and December from Swindon, Potters Bar, Watford Junction, Oxford, Cardiff, and Holyhead.

For the 2023 brochures visit Statesman Rail: <https://tinyurl.com/y7xpjme5> or Midland Pullman: <https://tinyurl.com/ycy383js>

Clan Line sits out the rest of the 2022 season as further work is needed

THE Merchant Navy Locomotive Preservation Society has announced that Bulleid Pacific No. 35028 *Clan Line* will be out of traffic for the remainder of 2022, which will have a knock-on effect on main line tours.

Work had already begun to repair the thermic syphons at Stewarts Lane, but it became apparent that

further work was needed on the engine which required transporting the locomotive to contractor Leaky Finders Ltd in Devon.

While away from Stewarts Lane the boiler will be retubed and a new superheater element fitted before a hydraulic test carried out. Assuming all runs smoothly the

locomotive is hoped to be back at Stewarts Lane to resume main line duties in 2023.

One tour that will be affected is the Medway Valley Christmas Pullman hosted by UK Railtours, as *Clan Line* was scheduled for this service. However, with the help of West Coast Railways, the

rostered locomotive for the tour on Saturday, November 26 is now Battle of Britain light Pacific No. 34067 *Tangmere*. It will be the first time that No. 34067 has ventured south since the completion of a recent overhaul in October 2021 and returned to the main line in January 2022.

Three Christmas markets on one Pathfinder day trip

By John Titlow

PATHFINDER Tours' 'Cotswold Caper' ran with eight coaches on October 29 and featured some unusual track. A short train, top-and-tailed by Class 37 Nos. 37668 and 37676, was essential for it to fit into the loops and sidings rarely visited by passenger trains.

The South Marston branch to the old Honda factory in Swindon was a highlight. Apparently, it was the first time a passenger train traversed this route which was restricted for freight only. The branch closed in 2021 and Network Rail gave clearance for the charter only a week beforehand.

Due to the failure of Class 55 Deltic No. 55009 *Alycidon* with a cracked exhaust silencer, there is a change of motive power for the December 3 'North Eastern Christmas Markets' outing from Swindon to Newcastle; it will now be the Class Forty Preservation Society's Class 40 No. 40145 at the head of the

Riviera Trains vintage Mk.1 carriages. No. 40145 will come on at Burton upon Trent sidings but will not pick up in the station. Starting from Swindon at 6.30pm behind a West Coast Railways diesel, it picks up at Oxford, Banbury, Leamington Spa, Dorridge, Tamworth and Derby. Return is via the outward route, arriving back in Swindon at 11.20pm.

Timings are to allow passengers time to visit a choice of three Christmas markets: York, noon to 6pm; Durham, 1.15pm to 4.45pm; and Newcastle after crossing the King Edward Bridge, 1.30pm to 4.30pm.

Tickets were still available as *Heritage Railway* closed for press at www.pathfindertours.co.uk/events/the-north-eastern-christmas-markets

The sole tour so far announced for next year is the four-day Spring Highlander land cruise excursion from April 14-17. Joining stations on April 14 are Cheltenham Spa, Stroud, Kemble, Swindon, Oxford,



Class 37 No. 37676 on the Honda branch in Swindon on October 29.
JACK BOSKETT/PATHFINDER

Banbury, Leamington Spa, Coventry, Birmingham International and Derby. It will then head north to York before taking the East Coast Main Line to Newcastle, Berwick-upon-Tweed and Glasgow. Passengers will stay in a city hotel for three nights.

Continuing on April 15, travel is via Gleneagles and Perth to Dundee, where there is a choice of off-train activities. The following day, the tour

heads over the West Highland Line from Dumbarton to Fort William.

The train retraces its northerly route on April 17 through the Forth-Clyde belt and heads down the ECML, crossing the Border Bridge at Berwick for pick-up points south. The cost is £1349 for a premier seat, including full dining. Bookings are strong at present and this tour normally runs full.

Route change for 'The Whistling Geordie'

DUE to the derailment of a cement train outside Carlisle, the route of Pathfinders Tours' 'The Whistling Geordie' behind Class 40 No. 40145 and running from Burton-upon-Trent to Newcastle on November 12 was altered. The return route

was changed to run from Newcastle to York and the Calder Valley, regaining the original route just north of Warrington Bank Quay because work was continuing to recover freight wagons involved in a derailment on October 21. Their recovery involved

emptying cement from the wagons, which was proving difficult given the location and specialist equipment required on site. The alteration to the route affected only the return journey of the tour, with the outward movements unaffected.

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After the end of the 'Jacobite' season, 'Black Fives' Nos. 45212 and 45407 *The Lancashire Fusilier* worked the empty coaching stock from Fort William to Carnforth on October 30, and are seen crossing Alt Coralan viaduct. On the leading locomotive was West Coast Railways senior driver Peter Walker, who has now worked on the railway for 50 years. No. 45407 failed at Lockerbie and was detached. The train then ran two hours late after waiting for a diesel from Carnforth. DAVE COLLIER

November

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: 34067 *Tangmere*. 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

Loco: 43046 + 43055 (HST). MP

3 'Lindum Fayre'

London King's Cross, Lincoln, and return.

Loco: 6233 *Duchess of Sutherland*. RTC

3 'The York Yuletide Express'

Liverpool Lime Street, York, and return. Steam-hauled outward only.

Loco: TBA. RTC

5 'Bath Christmas Market'

Ealing Broadway, Bath, and return.

Loco: 34046 *Braunton*. SD

6 'The Sherborne Christmas Carol'

London Victoria, Yeovil, and return.

Steam-hauled throughout.

Loco: TBA. RTC

6 'The Merchant Venturer'

Solihull, Bristol Temple Meads, and return.

Loco: 7029 *Clun Castle*. VT

8 'Edinburgh Christmas Pullman'

Watford Junction, Edinburgh, and return.

Loco: 43046 + 43055 (HST). MP

9 'Chichester Carols'

Shoeburyness, Chichester, and return.

Loco: 61306 *Mayflower*. SD

10 'Belmond Pullman Festive Lunch by Steam'

London Victoria, Chertsey, and return.

Steam-hauled throughout.

Loco: 44871. BEL

10 'Bath Christmas Pullman'

Holyhead, Bath Spa, and return.

Loco: 43046 + 43055 (HST). MP

10 'Bath & Bristol Christmas Market'

London Victoria, Bristol, and return.

Loco: 6233 *Duchess of Sutherland*. RTC

10 'Edinburgh Christmas Market'

York, Edinburgh, and return. Steam-hauled throughout.

Loco: TBA. RTC

13 'Edinburgh Christmas Pullman'

St Albans City, Edinburgh, and return.

Loco: 43046 + 43055 (HST). MP

14 'Christmas Steam Express'

Circular tour from London Victoria.

Loco: 4498 *Sir Nigel Gresley*. SD

14 'Worcester Christmas Express'

Cambridge, Worcester, and return. Steam-hauled until Leicester (return).

Loco: 6233 *Duchess of Sutherland*. RTC

16 'Christmas Steam Express'

Circular tour from London Victoria.

Loco: 61306 *Mayflower*. SD

16 'Edinburgh Christmas Pullman'

Cardiff, Edinburgh, and return.

Loco: 43046 + 43055 (HST). MP

16 'Belmond Pullman Festive Lunch by Steam'

London Victoria, Chertsey, and return.

Steam-hauled throughout.

Loco: 44871. BEL

17 'The Christmas White Rose'

Wolverhampton, York, and return. Steam-hauled from Crewe.

Loco: TBA. ST

17 'The York Yuletide Express'

Norwich, York, and return. Steam-hauled outward only.

Loco: 6233 *Duchess of Sutherland*. RTC

19 'Christmas Steam Express'

Circular tour from London Victoria.

Loco: 61306 *Mayflower*. SD

21 'Pennine Moors Christmas Cracker'

Leicester, Burnley Manchester Road, and return. Steam-hauled until Crewe

(return).

Loco: TBA. ST

21 'Christmas Steam Express'

Circular tour from London Victoria.

Loco: 61306 *Mayflower*. SD

21 'Edinburgh Christmas Market'

York, Edinburgh, and return.

Loco: 6233 *Duchess of Sutherland*. RTC.

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.

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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
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WATERLOO TO THE WEST COUNTRY

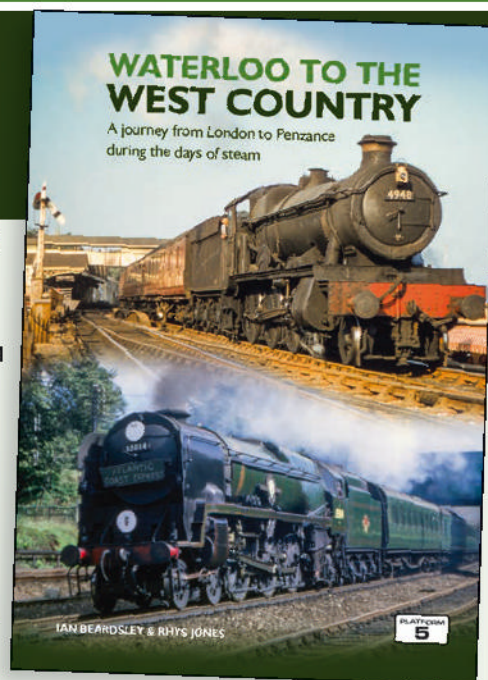
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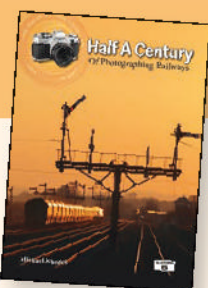
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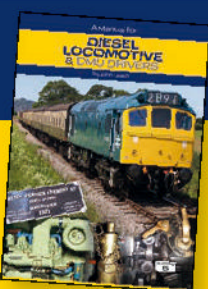
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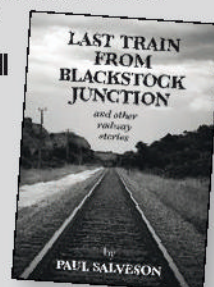


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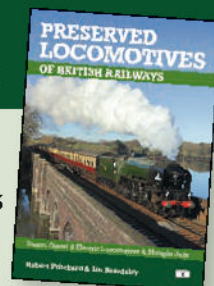
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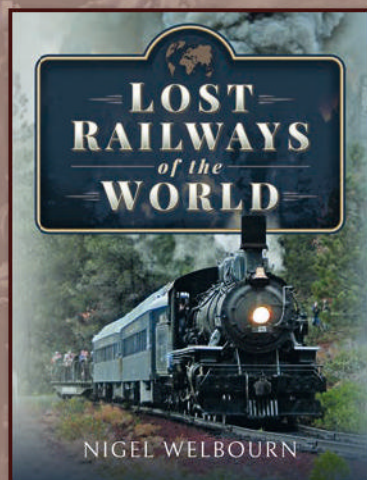
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WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn looks at the work of LMS ‘Black Five’ No. 45212 on a Fort William to Mallaig train at the end of the season, Merchant Navy No. 35018 heading south from Carlisle over Shap in September, and on the SW main line in 1964 – plus another very fast run with a Class 47 on the Midland main line in 1987.

TABLE ONE: FORT WILLIAM TO MALLAIG

Date	Saturday, October 15, 2022				
Train	10.15am Fort William to Mallaig				
Loco	LMS Class 5 4-6-0 No. 45212				
Load	Seven coaches, 258 tons tare, 285 tons gross				
Driver	M Earnshaw				
Fireman	J L Emsley				
Recorder	A Smeaton GPS from third coach				
Weather	Mostly sunny after previous heavy rain				
	miles	sched	mins	secs	speed
Fort William	0.00	0.00	00	00	R/T
Fort William Jct	0.50	3.30	04	52	14
Lochy Viaduct	1.19		06	46	32
Banavie Jct	1.76		07	54	27/2*
Banavie	2.05	7.30	09	05	3½/7½
OB 7	2.48		12	05	19/21½/10*
Corpach	3.13		14	33	13/27½
Annat West LC	3.86		16	27	23½
MP 3	4.76		18	25	34/39
Locheil	6.01	21.00	20	21	38/36½
MP 5	6.87		21	33	38½/40
Fassern No.1 LC	7.81		23	10	38½/34
Locheilside	9.76		26	24	35½/29/34
MP 10	11.76		30	00	28/21
MP 11½	13.26		33	17	35/39
MP 12	13.76		34	05	36
MP 12¾	14.51		35	25	28½
Glenfinnan Viaduct	15.81		39	28	6*/15
MP 14¼	16.01		40	21	12
MP 14½	16.26		41	40	10½
Glenfinnan	16.46	41.00	43	22	drew up

*brakes or speed restriction

ALTHOUGH I have stayed at Glenfinnan on the Fort William to Mallaig line (see later), I haven't been on the steam-hauled trains on that line, so it is always good to hear from my regular correspondent Sandy Smeaton, who makes regular visits from his home north of the border. He has sent images, plus full details of the running of LMS ‘Black Five’ 4-6-0 No. 45212 on the morning service on Saturday, October 15, and these are shown in Tables One and Two. Sandy takes up the story: “45212 and 45407 were sharing the last month of this year’s ‘Jacobite’ duties, No. 44871 having returned south when the afternoon train ceased at the end of September. This was the last day of No. 45212’s penultimate week of operation and followed a night of heavy rain. Fortunately, the sky started to clear at about 10am and the sun shone from Glenfinnan westward. “The driver was Matt Earnshaw, and Jayne-Louise Emsley, from the Strathspey Railway, fired. The load

was seven Mk.1s, 258 tons tare and almost full; about 285 tons gross. The 1957 load limit for a Class 5 on the route was 240 tons tare. “A very cautious start up the immediate 1-in-200 out of the station was made, passing the junction box at 14, with the Lochy Viaduct crossed at 32 before scrupulously observing the restriction over Banavie swing bridge at 2mph. The short climb up the 1-in-80 from the canal towpath was managed without a slip and once clear of the Corpach and Annat LC restrictions, No. 45212 ran along Loch Eil’s northern shore at a smidgeon below 40. “After Locheilside, the short 1-in-90 near MP10¼ brought speed down to 21, presumably with regulator un-touched. However, it was opened before MP11½ for the climb to Glenfinnan Viaduct, speed rising to 39 and falling to a steady 28½ before shutting off for the viaduct, where the usual slowing was made for the view up Loch Shiel. ➔





Climbing away from Glenfinnan in the rain on July 26, 1987, is LNER 2-6-0 K1 No. 2005 on the 11.05am Fort William to Mallaig working. DON BENN

'Black Five' No. 45212 departs Fort William on October 27, 2022, hauling 2Y16, the 10.15am 'Jacobite' service from Fort William to Mallaig. SANDY SMEATON



TABLE TWO: GLENFINNAN TO MALLAIG

Date	Saturday, October 15, 2022
Train	10.15am Fort William to Mallaig
Loco	LMS Class 5 4-6-0 No. 45212
Load	Seven coaches, 258 tons tare, 285 tons gross
Driver	M Earnshaw
Fireman	J L Ernsley
Recorder	A Smeaton GPS from third coach
Weather	Mostly sunny after previous heavy rain

	miles	sched	mins	secs	speed
Glenfinnan	0.00	0.00	00	00	1 late
MP 15	0.30		02	02	11½/15½
MP 15½	0.80		04	19	14½/14
MP 15¾	1.05		05	11	22
MP 16	1.30		05	46	29½/28½
MP 16½	1.80		06	47	31/31½
Summit	2.55		08	20	27½/29
MP 18	3.30		09	54	32/26½/31
Essan	5.30		13	57	27½/30
MP 22	7.30		18	01	28/31/26½
Lochailort	9.14		21	47	30
MP 24½	9.80		23	09	27½/16½
Polnish	10.30		24	34	17/26½
Armbol Viaduct	11.55		27	43	24½/31
MP 27½	12.80		30	35	21½
MP 28	13.30		32	07	16½
MP 28¾	13.55		33	00	17
Summit	13.80		33	57	14
Beasdale	13.91		34	23	21½/31
MP 30	15.30		37	16	23½/22½/32½
MP 31	16.30		39	21	27½
Arisaig	17.31	40.00	42	22	
	0.00	0.00	00	00	1 early
MP 32¼	0.24		01	26	20
MP 32½	0.49		02	05	24/29/27½
Craig Mhor	1.99		05	26	29½/30½
FB	3.40		08	19	24/32
McLeans O/A	4.41		10	52	11½*/13½
Morar	4.72		12	19	10½
Summit	5.49		14	29	27½/29½
MP 38	5.99		15	33	28/29
					stop to set points
MP 39m 24ch	7.29		19	13	0*
			19	48	
Mallaig	7.45	23.00	21	35	3½ early

*brakes or speed restriction

"The 1-in-50 climb from the viaduct to Glenfinnan was started at 15, falling to 10½ at MP14½ just before the station. The restart continued on 1-in-50, varying to 1-in-70/75 for short sections until MP15½, where the gradient eases. MP15½ was passed at 14½, with the effect of the curves seen from the recorded speeds.

"A maximum of 31½ was reached before easing for the summit. We rolled along the south side of Loch Eilt in the 30s and went over Polish minor summit at a minimum of 16½. The 30 limit for all other traction except 156's prevents any run at Beasdale bank, so the bottom tunnel was entered at 31, falling to a respectable 14 on the final curve at the top of the 1-in-48 climb.

"The schedule on both sections to Glenfinnan and Arisaig was exceeded by 2½ minutes, but departures from both stations were more or less right time. Arrival at Mallaig was 3½ early."

Enginemanship of the highest order is required on this restricted and hilly route, and it makes a

nice contrast to fast main line running.

We had a family holiday based on Glenfinnan during the last week in July 1987, during which I photographed K1 2-6-0 No. 2005 working the 11.05am Fort William to Mallaig trains in what was an awful week for weather. On Friday, July 31 we caught the 10.42am Glenfinnan to Mallaig behind No. 37413 on six coaches. It was running 70 late due to the storm and a locomotive failure. On arrival at Mallaig, the family didn't want to catch the *MV Lochmor* on the midday to Kyle of Lochalsh as the weather was very bad, so we settled on the short crossing to Armadale on *MV Pioneer* as we wanted to tick off the Isle of Skye on our holiday hit list. I sat down in the bar alone sipping single malts while everybody else was upstairs outside, clinging on as we crashed, pitched, and bounced. I have never been seasick in more than 200 short and long sea crossings to mainland Europe, so a short spin in a gale wasn't going to worry me!

No Plumpton stop

I am also grateful to Sandy for the details in Table Three of a quite rare southbound run from Carlisle over Shap without a Plumpton Loop pathing stop. This run was a number that ran diesel-free in the north of England between the end of heatwave conditions and the start of leaf fall. Such are the constraints on pure steam operation now compared with just a few years ago. Even when there is no operational reason for a diesel loco

to be taken, one is often there for back-up and indeed some TOCs take one as a matter of course. Just look back in my earlier columns to see, for instance, how many diesel-free runs there were round Kent with No. 34067 *Tangmere*, which took up to 13 coaches on the climb to Martin Mill unaided. No. 35018 *British India Line* ran diesel-free on September 20, and Sandy tells the story:

"This was the final of four 2022 'Dalesman' charter runs from Chester to Carlisle and back. The outward run was diesel-worked to Hellifield, with steam working on to Carlisle. The return run down the WCML had an improved path compared to previous years, with only one pathing stop at Grayrigg.

"The load was 11 coaches, 417½ tons tare, about 450 tons gross. Mick Rawling drove throughout, with Rob Russell firing outward and Martyn Soames firing the return. The departure south was on time with MP68 passed at 25½, rising to 52½ at MP60.

"The minimum after Calthwaite was 51. Plumpton was passed at 61, with a maximum of 72 in the short dip after Penrith, passed in 26 minutes, two more than the booked 24. At the top of the 1-in-125, speed had fallen to a steady 48, and on the short level past Shap's old station it rose to 53. The minimum before the summit was 49, with the summit board passed in 40m 38s (or 40m 30s when referred to the second coach). Down to Tebay the maximum was 77, and the time to stop in Grayrigg loop was 2s within the 54 minutes allowed.

"Both trains which overtook at Grayrigg, the

TABLE THREE: CARLISLE TO CARNFORTH

Date	Tuesday, September 20, 2022				
Train	3.08pm Carlisle to Chester				
Loco	MN Class 4-6-2 No. 35018 <i>British India Line</i>				
Load	11 coaches, 417½ tons tare, 450 tons gross				
Driver	M Rawling				
Fireman	M Soames				
Recorder	A Smeaton GPS from 10th coach				
Weather	Dry with sunny periods; little wind				
	miles	sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	R/T
Upperby	1.14		04	23	25½
MP 67	2.14		06	34	30
MP 65	4.14		10	13	36
Wreay	4.95		11	33	38
MP 63	6.14		13	19	42½
Southwaite	7.39		14	56	49
MP 61	8.14		15	50	50½/52½
Calthwaite	10.75		18	52	51½/51
MP 57	12.14		20	30	54
Plumpton	13.14	17.30	21	33	61/63
MP 55	14.14		22	31	62½/60½
MP 53	16.14		24	28	64½
Penrith	17.89	24.00	26	01	69½
MP 50	19.14		27	04	72
Eden Valley Jct	21.14	28.00	28	47	66½
Clifton	22.14		29	44	62
MP 46	23.14		30	44	58
MP 44	25.14		32	55	51½
Harrisons Sidings	27.48		35	46	48
MP 40	29.14		37	50	50½
Shap Stn	29.41		38	09	53
MP 39	30.14		38	59	50½
MP 38½	30.64		39	35	49
Top of 1-in-130	30.89		39	54	49½
Summit Sign	31.53	39.00	40	38	53½
Scout Green	33.99		42	59	71/77½
Tebay	36.93	45.00	45	21	73½
MP 30	39.14		47	13	73½/74
Grayrigg Loop	42.91	54.00	53	58	
	0.00	0.00	00	00	5½ late
Lambrigg	1.98		04	34	50/42½
Hay Fell	3.73		06	48	48
Oxenholme	7.11	9.00	10	15	68
MP 17	9.23		12	01	74½
Hincaster Jct	10.73		13	14	75
Minthorpe	12.69		14	48	77/77½
MP 13	13.23		15	13	77
Burton	15.48		17	06	66
MP 9½	16.73		18	20	56/24* sigs
MP 7	19.23		22	58	30/10* sigs
Carnforth	19.98		25	51	12½
Carnforth U&DL	20.29	26.00	27	39	7 late

* brakes or speed restriction



Merchant Navy Pacific No. 35018 *British India Line* passing Wimbleton on the 3pm service from Waterloo to Ilfracombe on November 23, 1963. DON BENN



Wellinborough station signalbox as it stood on April 3, 1987. DON BENN

2.12pm Edinburgh-Manchester Airport and 2.34pm Glasgow-Euston, were late, so departure from the loop was delayed by 5½ minutes. The maximum was 77 at Milnthorpe and after the usual approach control checks, we stopped in Carnforth loop seven late. The best time to Shap Summit (sign) on record is No. 60163's 34m 31s (referred to the second coach) on April 13, 2019, with 11 on. No. 35018 obviously did not match this record but did all that was required to stop in Grayrigg loop on time.

"The reduced traffic density on the WCML has allowed the Chester'Dalesman'three (the others on June 7 and July 5) rare scheduled non-stop steam runs to Shap Summit this summer."

The climb to Shap was very good and I would have loved to have been on this with the equivalent of 12 or 13 coaches in old stock.

35018 on the Southern

Table Four shows a run from Woking to Waterloo behind No. 35018 *British India Line* from Saturday, May 9, 1964. The day had actually started at Paddington and progressed to Iver, where my friend Bob Randall and I photographed the ill-fated No. 4079 *Pendennis Castle* going well at 75mph on the 9.30am Paddington to Plymouth Special. It was the failure of any of the specially prepared Castles on this trip to reach the expected 100mph that prompted Derek Winkworth, in his book *Bulleid's Pacifics*, to quote a passenger as saying of the 102mph through Andover behind an unprepared No. 35023 *Holland Afrika Line* on a Special trip to write: "The Southern just did it quietly with an ordinary engine". But, of course, Bulleid pacifics are anything but ordinary engines! During our spell on the GWR we saw no less than 16 other steam locos either at work or on shed, including No. 8498 on empties at Paddington and No. 7922 *Salford Hall* at Old Oak Common; an amazingly high number this late in the life of Great Western steam.

On return to the Southern we used a 10 shilling (50p) Area 2 Day Rover to good effect for the rest of the day, starting with the 11.54am Waterloo to Woking behind No. 34036 *Westward Ho* and finishing with No. 35018 *British India Line* on the 2.33pm from Plymouth, which was the 7.41pm Woking to Waterloo, worked by Nine Elms men from Salisbury. The train had arrived five early and a fellow enthusiast on the train reported that it had ran the 23.46 miles from the Basingstoke stop in 21m 57s, including a slowing to 15mph for track work at Hook. Speeds were 70 before Hook, 79 at Fleet, 87 at Farnborough, 88 over MP31, and 94 at Brookwood. Net time was about 19 minutes, which, with the 12 coach 425-ton load, was exceptional.

TABLE FOUR: WOKING TO WATERLOO

Date	Saturday, May 9, 1964				
Train	2.33pm Plymouth North Road to Waterloo				
Loco	MN Class 4-6-2 No. 35018 <i>British India Line</i>				
Load	11 coaches, one van, 396 tons tare, 425 tons gross				
Crew	Nine Elms				
Recorder	Don Benn, stopwatch, and mileposts				
	miles	sched	mins	secs	speed
Woking	0.00	0.00	00	00	3 early
West Byfleet	2.61		04	12	60
Byfleet & New Haw	3.89		05	24	72
Weybridge	5.14		06	34	67
Oatlands Box	6.17		07	29	68
Walton	7.21		08	22	72½
Hersham	8.38		09	19	75
Esher	9.90		10	37	73½
Hampton Court Jct	10.95	12.00	11	30	72
Surbiton	12.25		12	36	71½
Berrylands	13.31		13	34	68
New Malden	14.51		14	34	71
Raynes Park	15.65		15	36	67
Wimbledon	17.10		16	55	63½
Earlsfield	18.71		18	30	63
Clapham Junction	20.36	22.00	20	18	43*
Queens Road	21.48		22	05	52
Vauxhall	22.98		23	39	39*
Waterloo	24.29	29.00	26	36	5¼ early

We left three minutes early and ran to Waterloo in a good 26m 36s without any heroics, arriving more than five minutes early. I have often wondered who the crew were, as I didn't know many of them then.

Finally, in Table Five is another extraordinary run with a Brush Class 47, this time No. 47406. I was on an All Lines Rail Rover at the end of March/ beginning of April 1987 and as I had enjoyed some very good runs with Class 45s on the Midland main line, I returned to it for my last day – Sunday, April 4, 1987. Trains at that time were worked by a mixture of Class 45s, Class 47s and HSTs, and I had actually hoped for a 45 on the 4.20pm ex-St Pancras but was rewarded by the exceptional run shown in the table, albeit with the typically light load of that time. Even so, the 88½mph minimum at Elstree and two maxima of 104mph were indicative of a loco in top form confirmed by other high-end runs with the same loco.

Next time, I hope to cover more of Sandy's runs from the early autumn and another fine Class 47 performance. [HR](#)

TABLE FIVE: ST PANCRAS TO WELLINGBOROUGH

Date	Sunday, April 4, 1987				
Train	4.20pm St Pancras to Nottingham				
Loco	Brush Type 4 2580bhp Class 47 No. 47406				
Load	Seven Mk.2 a/b coaches, 229½ tons tare, 245 tons gross				
Recorder	Don Benn, stopwatch, and mileposts				
Position	Front				
Weather	Fine				
	miles	sched	mins	secs	speed
St Pancras	0.00	0.00	00	00	4¼ late
Kentish Town	1.42		03	03	57½
West Hampstead	3.79		05	13	72
Cricklewood	4.99		06	10	79½
Hendon	6.96		07	28	89/93
Mill Hill	9.23		09	02	91
MP 11	10.89		10	08	89
Elstree	12.32		11	06	88½
MP 14	13.89		12	06	98
Radlett	15.10		12	47	104
MP 18	17.89		14	28	100
St Albans	19.76		15	37	94/96
MP 22	21.89		16	59	93
Harpenden	24.52		18	38	98
MP 26	25.89		19	28	100
MP 28	27.89		20	42	90
Luton	30.12		22	12	86*
Leagrave	32.57		23	55	91½
MP 35	34.89		25	20	100
Harlington	37.14		26	39	104
MP 39	38.89		27	39	100
					sigs
Flitwick	40.18		28	35	82
MP 42	41.89		29	52	90/96
					sigs stop
MP 44¾	44.63		32	44	0*
			33	00	
					tsr
MP 48	47.89		39	10	56/62½
Bedford	49.69	42.00	41	59	
	0.00	0.00	00	00	4½ late
Oakley	3.17		04	16	74
MP 55	5.20		05	48	90
Sharnbrook	7.10		07	06	86
MP 58	8.20		07	53	83
Summit	9.83		08	58	80
MP 61	11.20		09	59	93
Irchester	12.87		11	02	98
Wellingborough	15.29	17.00	13	26	¾ late

net time St Pancras to Bedford:36¼ minutes
start to stop averages
St Pancras to sigs stop: 81.81 mph
Bedford to Wellingborough 68.29 mph
average speed milepost 14 to 39, 25 miles: 98.46 mph
* brakes or speed restriction

Approaching Wellingborough station on April 3, 1987, is Brush type 4 Class 47 No. 47508 on the 8am Nottingham to St. Pancras working. DON BENN

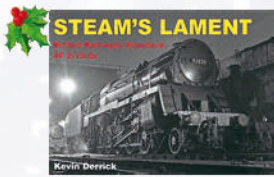


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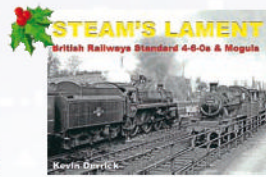
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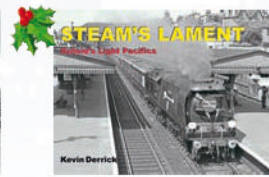
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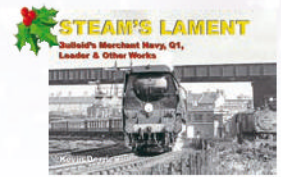
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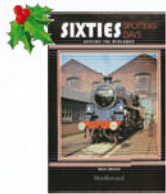
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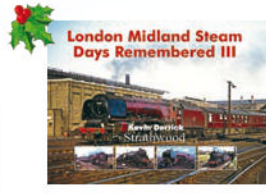
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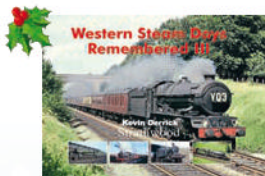
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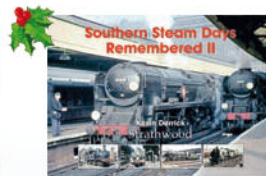
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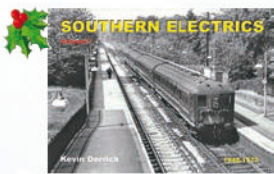
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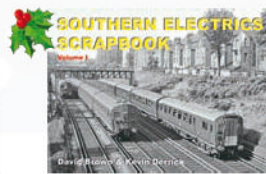
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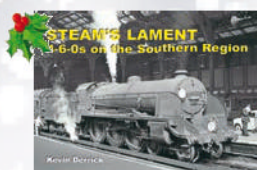
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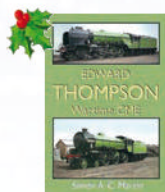
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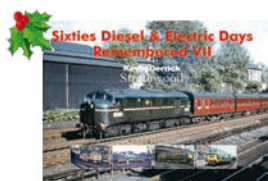
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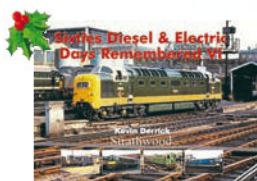
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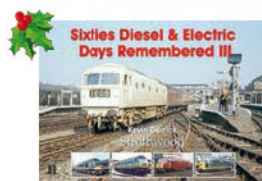
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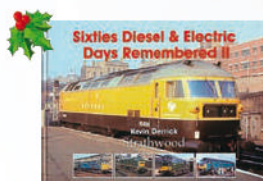
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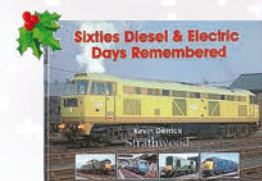
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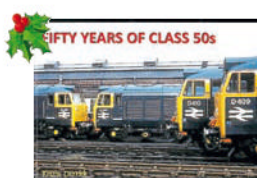
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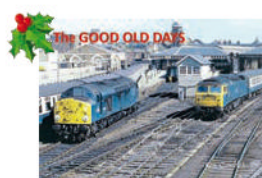
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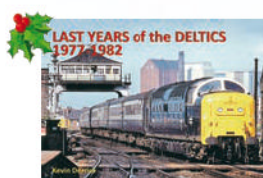
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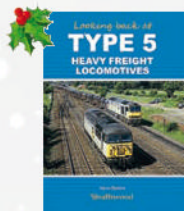
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SR bandwagon rolls on as GCRA spans two centuries

THE relentless march of Southern Railway locomotive nameplates has become an auction tour de force that is showing no sign of abating. No fewer than 18 have featured in three recent sales in successive months – Great Central on September 3, Talisman Railwayana on October 15, and GW Railwayana on November 12 – and Great Central will make it four successive months in its quarterly auction on December 3, with a trio comprising West Country, Battle of Britain, and King Arthur plates.

From the WC class comes *Seaton* with West Country Class scroll, the BoB representative is 222 *Squadron* and badge, and the King Arthur *Sir Meliagrance*, carried respectively by Nos. 34020, 34078, and 30452.

The two Pacifics were built at Brighton, No. 34020 in December 1945 and the BoB in July 1948, and each was pensioned off in September 1964 when allocated to Exmouth Junction (72A). The King Arthur, whose smokebox numberplate is also in the sale, was outshopped by Eastleigh in July 1925 and withdrawn from Salisbury (72B) in August 1959, its 34 years in service for the SR and BR eclipsing the near 19 years of the WC and the 16 years of the BoB.

Also representing the 1920s is *Huntingdonshire* from Gresley D49 class 4-4-0 No. 62722, built at Darlington in July 1928 and withdrawn from Hull Dairycoates (53A) in October 1959, while from the 1930s comes *Cranbourne Grange* from GWR No. 6811, a November 1936 Swindon 4-6-0 that was withdrawn from the Wolverhampton shed of Oxley (2B) in July 1964.

Plates from two other BR-built locomotives are *Bronzino* from A2 Pacific No. 60539, which was outshopped by Doncaster in August 1948 and taken out of service in November 1962 when allocated to Tweedmouth (52D), and *Shooting Star* from another Pacific, 'Brit' No. 70029, built at Crewe in



November 1952 and withdrawn from Carlisle Kingmoor (12A) in October 1967 after a lengthy spell at Cardiff Canton (86C). This locomotive's smokebox numberplate will also be going under the hammer.

Completing the main line steam line-up is a Victorian veteran, *Mabel*, carried by LNWR Precedent 2-4-0 No. 619, which emerged from Crewe

in October 1880, was 'renewed' at the same works as an Improved Precedent in February 1896, and withdrawn by the LMS in May 1926, which allocated it as No. 5060 but never applied it.

Heritage modern traction will also play a part with *Sir Joshua Reynolds* from Class 47 D1605/47559, a Co-Co diesel that emerged from Crewe in July 1964 and was withdrawn in January 2003, and electric traction too with *Benjamin Disraeli*, from Metropolitan Railway No. 14, built by Metropolitan-Vickers in 1923 and withdrawn in 1962.

This Bo-Bo became part of the London Transport fleet in July 1933, and the nameplate going under the hammer is one of the aluminium plates fitted in 1953 after the brass originals were removed to aid the war effort.

A variety of smokebox numberplates from named locomotives, in addition to 30452 and 70029, will be on offer, including 4900 from GWR Hall class pioneer *Saint Martin*, 5044 from Castle class *Earl of Dunraven*, and 60150 from Peppercorn A1 class *Willbrook*. Of humbler origins are 5800 from a GWR 0-4-2T and 73008 from a Standard

class 5MT 4-6-0. The cabside numberplate line-up also includes two 19th century old-timers, the oldest being from London Chatham & Dover Railway B class 0-6-0 No. 139, built by Dübs & Co (works No. 890) in February 1876. The engine was renumbered 598 in January 1899 by the then newly-formed South Eastern & Chatham Railway, was reboilered at Battersea's Longhedge Works in June the same year, and withdrawn in June 1912. The plate carries SECR and work's identifications, and the new number.

The second cabside is SR B194, from LBSCR B1 class 0-4-2 *Bickersteth*, which emerged from Brighton in June 1888 and was withdrawn in July 1931. These locomotives, the last express passenger design of William Stroudley, were nicknamed 'Gladstones' after the first member of the class, No. 214, which is preserved as part of the National Collection and is on display at the NRM.

Within the worksplate selection is LNER Doncaster 1946 (works No. 2006) from A2

No. 60515 *Sun Stream*, and there are also plates from three first-generation railbuses that entered BR service in 1958, comprising a Park Royal Vehicles example (lot no. 30480) from a 50-seat railbus, Wickham Ware (lot no. 30481) from a 48-seater, and a Waggon & Maschinenbau

Donauwörth Germany (lot no. 30482) plate from a 56-seater.

Station totem signs include Scottish Region trio Spey Bay, Grantown-on-Spey East and Grantown-on-Spey West, and also going under the hammer are a 'Cambrian Coast Express' headboard and SR West Country class Devon and Battle of Britain class RAF badges. The auction is live online and starts at 10am.



SHOOTING STAR

JaCA brings global dimension to colour slide show

COLOUR slides from the UK, mainland Europe, Africa, and Asia have brought a global dimension to a six-day sale being held by specialist auction house Justaclickago that ends on November 27. From home there are 1960s Manchester and Peak District images of steam and diesels, including the lowest-numbered diesel of them all, Class 44 D1 *Scafell Pike*, and Isle of Wight and Hayling Island early-1960s steam from the collection of the late Barry Owen.

This collection also includes original Newport Godshill & St Lawrence Railway plans of station buildings and a track plan of station yards that were rescued in the early 1960s from a skip outside a closed station that was being converted into a house. The railway opened in two stages in 1897 and 1900, and was bought by the Isle of Wight Central Railway in 1913.

France, Spain, Germany, South Africa, Indonesia, India and

Pakistan are the countries in the overseas slide selection, much of it depicting steam, while from back home comes a selection of BR publicity photographs of diesels, from November 1947-built Co-Co No. 10000 to the HSTs and APT.

There is also a selection of North Eastern Railway and LNER glass-plate negatives of steam and infrastructure from the late 19th and early 20th centuries, and a collection of GCR, LNER and BR railwayana and

paperwork from the Clifton-on-Trent to Lincoln section of the Chesterfield to Lincoln line, which opened in March 1897 and was closed to passengers in September 1955.

Within the collection is a variety of artefacts from the stations of Clifton-on-Trent and Doddington & Harby, including a 1909 GCR rent book, a ticket counterfoil booklet from 1918-20, and an LNER signalbox register dated July-November 1946, believed to be from Clifton-on-Trent.

Southern collectors enjoy Templecombe gathering

THE Gartell Light Railway in Templecombe was an ideal setting for Talisman Railwayana's saleroom auction on October 15, thanks to five Southern Railway nameplates finding new homes, smokeboxes being led by a West Country class Pacific, and an LBSCR pattern handlamp and a 'Golden Arrow' locomotive embellishment making their presence well and truly felt.

Three of the nameplates that made it into five figures were *Seaton* with West Country Class scroll from No. 34020 that went for £13,000, *Lampton & Holt Line* from Merchant Navy No. 35026 (£11,500), and *Exmoor* with scroll from another WC engine, No. 34022 (£10,000).

Providing support to this trio were *The Needles* from H2 class Atlantic No. 32423 at £7000 and *Dulwich* from Schools class No. 30907 (£5000), leaving three unsold under the hammer, *Kenley* with RAF badge from Battle of Britain No. 34068, *Sir Ector de Maris* from King Arthur No. 30794, and *North Foreland* from another H2, No. 32422.

However, the King Arthur sold after close of play for £8500, as did late entrant *Mendip* from GWR Duke class No. 3288 (£3500).

The leading smokebox numberplate, with a realisation of £4600, was 34004 from West Country Pacific *Yeovil*, followed by plates from No. 34022 (£3200) and Standard Class 2MT No. 84020 (£1750), while the southern theme was continued by a Lewes & East Grinstead Railway LBSCR-pattern handlamp that sold for £6300 and a 'Golden Arrow' arrow embellishment that went under the hammer for £6000.

Another steam locomotive category winner was GWR cabside numberplate 4085 from *Berkeley Castle* (£2500), closely followed at £2200 by South African Railways 3407 from a 1953 North British of Glasgow-built Class 25NC 4-8-4. Station signage was headed by BR(W) totem Briton Ferry and BR(S) Templecombe at £3800 and £2700 respectively, with SR target Ryde Esplanade not far behind at £2400.

Southern Railway poster duo 'Sunset over Guernsey' by Charles Pears and 'Ramsgate' by Adrian Allinson brought vibrant colour to the proceedings, selling for £2900 and £2200, and a collection of 212 pre and post-Grouping and BR tickets from the Somerset & Dorset Joint line



illustrated the enduring appeal of this railway with a realisation of £1700.

The early diesel era also played its part, headed by nameplate *Thunderer* with badge from 1968-built Class 50 D408/50008 (£9200) and *William Cookworthy* from Class 37 D6864/37675, which entered traffic in 1963 (£3000).

Another Class 50 plate, *Agincourt* from D413/50013, did not sell in the auction but did so subsequently for £10,000. Prices exclude buyer's premium of 15% (+ VAT).

Talisman's Roger Phipps said: "It was our best auction ever. Considering the current economic downturn, we were delighted to sell 10 of the 12 nameplates.

"Handlamps and local station signs did particularly well, and even a GWR locomotive safety valve bonnet that was used as an additional seat during the auction sold for nearly four figures!"

Just the ticket for Edmonson collection

A collection of 90 Southern Railway Edmonson platform tickets hit the jackpot with a realisation of £420 in the Paperchase quarterly two-week sale of railway and transport collectables that ended on November 1.

Close behind came a BR(E) passenger and freight train engine diagrams and trainmen's workings booklet that went for £410. The 43-page publication covered the depots of Colwick, Cromer Beach, Melton Constable, Norwich City, Peterborough New England, South Lynn, Spalding, and Yarmouth Beach, and was dated September 1953. Prices exclude buyer's premium of 12½%.



LMS takes precedence over GWR and LNWR

LMS Royal Scot No. 46123 *Royal Irish Fusilier* dominated the headlines in Dreweatts Transport Sale in Newbury on November 1, when an exhibition quality 5in gauge live steam model of the 4-6-0 went under the hammer for £20,000. The model, which carried an 'Irish Mail' headboard, was built by the late John Adams of Poole in 1984 and was sold with its original display track on a polished mahogany plinth.

Behind at £5500 and £4200 were two other 5in gauge live steam models, of GWR 4-4-0 No. 3822 *County of Brecon* and LNWR Precedent class 2-4-0 No. 2187 *Penrith Beacon*, followed by a gauge 1 SNCF Class 141R 2-8-2 (£3200), 5in gauge GWR 2-6-2T No. 4554 (£2700), and a second gauge 1

model of a French locomotive, Nord 'Super Pacific' No. 3.1192 (£2400).

Eight further models went for in excess of £1000, headed by 3½in gauge No. 70000 *Britannia* and a 5in gauge American-style 0-4-0 with A&SRR tender lettering, each at £1900.

The saleroom and live online auction also featured a small selection of railwayana, the highest realisation of which was £3000 for a nameplate from SR King Arthur 4-6-0 No. 30776 *Sir Galagars*. Prices exclude buyer's premium of 25% (+ VAT).



Models make a Stirling effort

MODELS of Great Northern Railway's 'Stirling single' 4-2-2 reached the heights in two model train auctions last month, firstly in a Vectis sale on October 21 and a week later, on October 28, in a Lacy Scott & Knight auction.

The Vectis model was by Rapido Trains UK and based on the class prototype, No. 1, in OO gauge, and achieved the auction's top realisation of £480 (excluding buyer's premium of 25% plus VAT). This locomotive was built at Doncaster in 1870 and was saved for preservation on withdrawal in September 1907 with 1,404,663 miles on the clock. It is now part of the National Collection and on display at the NRM.

The 'Stirling single' class was designed by Patrick Stirling, GNR locomotive superintendent from 1866 until his death in 1895, and comprised 53 locomotives, built at Doncaster between 1870 and 1895.

A week later, in the LSK sale, a 10mm scale live steam model of an unnumbered member of the class fetched £1200 and was accompanied by a tailor-made carrying case. Behind this model at £980 came a Maxitrak of Staplehurst, Kent, 5in gauge live steam 0-4-0T industrial locomotive named *Ruby*, followed by a set of three 10mm scale Gresley articulated teak coaches (£880) and a 3½ in gauge live steam LMS 2-6-4T (£680). Prices exclude buyer's premium of 22½% (+ VAT).

* Four brass plates from Rhodesia Railways' 1929-built Beyer-Garratt 14th class 2-6-2+2-6-2 No. 501, including a numberplate and RR letters, topped the charts at £540 in GW Railwayana's timed auction that ran from October 2-16. The price for the plates, which were sold as a single lot, was matched by a BR(W) Hanwell station totem sign. Prices exclude buyer's premium of 15% (+ VAT).

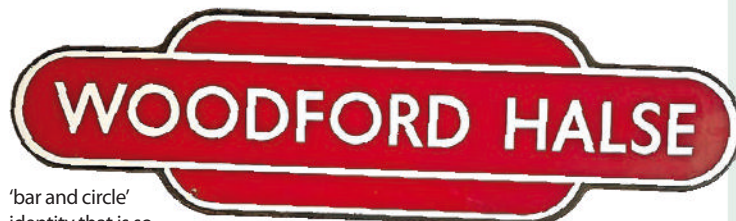
Steam shed location tops the charts ahead of LU platform signs

A Midland Region station totem sign from Woodford Halse, the location of steam shed 38E – later 2F – took the winner's laurels in a Transport Auctions of London live online sale on October 29 with a realisation of £4000.

In its slipstream came a series of other platform enamels from a variety of London Underground stations, led by Piccadilly Circus (£3000), South

Kensington (£1600), Baker Street and Oxford Circus (each at £1500), and Earl's Court (£1100).

However, all but the leader were outsold by two c1908 platform signs from Mansion House and Holloway Road, which went under the online hammer for £2500 and £1800 respectively. This pair of signs was fitted at the two stations when LU's first



'bar and circle' identity that is so familiar today was being developed.

The GWR had a say in proceedings with a cabside numberplate from 1897-built 2301 class 'Dean goods' 0-6-0 No. 2537 that sold for £1500, supported by a c1906 enamel poster map promoting the new Fishguard route to Ireland (£900), and a Cornwall poster by Adrian Allinson (1890-1959) that was issued in conjunction with the Southern Railway in 1946 and went to a new home for £850. Prices exclude buyer's premium of 15% (+ VAT).

Director Michael Wickham said: "With 99% of the lots sold, I am happy with the result."

"There is good demand for those items that are out of the ordinary, but we are finding, in common with other auction houses specialising in collectables, it is less so for the more common ones."



Railwayana Auction Calendar

■ November 25

Onslows (posters)

■ Ends November 27

JustaClickago (photographs, negatives and slides)

■ November 28

Lacy Scott & Knight (railwayana and model trains)

■ November 28-December 4

Railwayana Sales (photographs)

■ December 3

Great Central Railwayana

■ December 16

Lacy Scott & Knight (railwayana and model trains)

■ December 16

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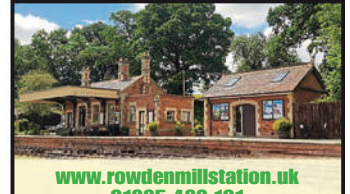
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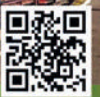
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SLATE RUNNING



Blaenau Ffestiniog is often referred to as both 'the slate capital of Wales' and 'the town that roofed the world', with three separate slate quarries commencing operations within a decade on the Allt-fawr mountain from 1819. The railway was built to replace the former method of horse and cart transport from the quarries to the River Dwyryd, where it would then be loaded onto river boats for onward travel to Porthmadog, where it would again be transferred onto seafaring vessels. The method was expensive in both time and quantity of broken slates, and thus in 1932 an Act of Parliament incorporated the Festiniog Railway company (with the Anglicised single F spelling). Responsibility for the survey and construction fell to Worcestershire-born James Spooner, who had surveyed the route between 1830 and 1831 and became manager following the opening of the line.

The continual downhill grade enabled loaded trucks, manned by brakemen to keep them in check, to roll freely all the way down to Porthmadog. Horses continued as the form of motive power to return the empties to the quarry summits, but as demand for slate and the traffic increased, steam took over from July 1863 in the form of Small England 0-4-0STTs Nos. 3 *Mountaineer* and 1 *Princess*.

Continued increase in demand led to an act being passed in 1869 that permitted the line to be double-tracked to improve capacity; this, however, would have been extremely expensive, not least because of the line negating some tight cliff edges and cuttings that would need to be widened. Thus, the double Fairlie locomotives were introduced from 1872.

Slate traffic began to decline in the early 20th century, hastened by the availability of new roofing materials, and a series of quarrymen

strikes between 1900 and 1903 saw the slate industry decline rapidly. A hope for postwar revival never arose; with road transport also proving more versatile and passenger services having ceased on September 15, 1939, the whole line closed at the start of the quarry holidays on August 1, 1946.

Important collection

Thankfully, the line was 'abandoned' with everything left where it stood, which has resulted in perhaps one of the best historically relevant collections of rolling stock on a heritage line in the UK.

Gravity power played a part in the early days of the Ffestiniog's revival, with volunteers riding wagons back down the gradients after a day out repairing the line. The operation of authentic slate wagon gravity trains was reintroduced in 1987 as a gala attraction and

Built between 1832-36, the Ffestiniog Railway served the slate mines of Blaenau Ffestiniog for more than 100 years. Now a popular tourist and enthusiast destination, the railway has not overlooked its reason for existence – with its gravity train a significant part of its special events and draw for enthusiasts, reports **Owen Hayward** in words and pictures.



On the morning of October 8, the gravity train begins its ascent of the line behind double Fairlie Dafydd Lloyd George, pictured climbing Gwyndy Bank in the morning light. MIKE H EATH

such is its popularity that operation continues to this day. These tend to be confined to a few special event weekends each year, though training trips have been run on occasions outside of these, with notice usually given in advance through the railway and supporting group's social media pages to enable people opportunity to see them.

One annual fixture of the FR's event calendar is its Bygonies (formerly Victorian) Weekend, usually held over the second full weekend of October. This year's event took place on October 7-9 (as featured in issue 299). Due to a maintenance backlog that was heightened due the Covid-19 lockdowns, the availability of the gravity train for this weekend was not known until later than normal, which resulted in just a single trip first thing each morning; previous years saw a second working in the afternoon that alternated between the full rake being

taken up to Ddualt, or a shortened rake on the rear of a vintage passenger working.

I was fortunate to be a guest passenger on the first gravity working of this year's Bygonies event, an honour normally reserved for qualified brakemen and volunteers from the Festiniog Railway Heritage Working Group. Meeting at Minffordd station at 7am, those of us riding that day were introduced to head brakemen David High and assistant Rob Bishop, who gave a very thorough safety briefing. Make no mistake, it may look all fun and games, but with all vehicles unfitted, tight clearances on the line, and very little space between wagons themselves, one wrong move could lead to serious injury and potentially the knock-on effect of seeing the gravity train operation restricted.

Shortly after 7.30am, Double Fairlie No. 10 *Merddin Emrys* arrived, having collected the

train of 39 wagons from Minffordd sidings. With cushions provided to sit on, the guests selected a wagon at the front (or what would become the rear) of the train to ride in while the team of brakemen positioned themselves on those at the opposite end of the wagons.

At 8am sharp, the double Fairlie set off up the hill towards Tan-y-Bwlch with the slates in tow. Despite a forecast of high winds, things were remarkably subdued as the train wound its way round the tight bends and cuttings on its climb to the line's halfway station, from where, after a short stop for water, it continued to Ddualt (some in the past have continued to Summit Cutting on the 'new' stretch of line around the reservoir).

With brakes on the wagons, *Merddin Emrys* detached and ran into the sidings, its crew returning a few moments later to give the wagons a push for its descent. A final check by ➔



A rider's view of double Fairlie No. 10 Merddin Emrys at the head of the uphill working on October 7. In the wagon are the last vehicle marker board and red flag that will be put up for the downhill working.



With the locomotive detached and run into the loop at Dduall, the flag and last vehicle board have been attached to denote the end of the train for the downhill run.

the brakesmen and permission obtained from control to commence the journey, brakes were released and gently we started rolling back down the grade. By this point, it had begun to rain and the open wagons provide no shelter. One can truly empathise with the quarry workers of old who would have no doubt had to endure this situation on a regular basis.

To ensure enough momentum is achieved to see gravity working through Tan-y-Bwlch and the tight bends beyond, a stop is made above Garnedd tunnel. Control is called and until the uphill passenger working has arrived at the station, the gravity train proceeds no further. Thankfully, it was only a short wait and we were soon off once more, coasting through Tan-y-Bwlch with ease, and passengers from the waiting train and hikers all admiring the spectacle.

The difference between the journey down to that of up is hard to miss; for the uphill working, the downhill grade keeps the wagons apart and couplings taut for the most part, weighed down by the few that are loaded; downward travel the opposite. As the brakes are applied and released at what is now the front of the train, the wagons bump into one another, which, without the luxury of sprung buffers, can easily catch riders off-guard. Consider there can be about a foot of space between each loose coupled wagon – a train of 39 slates will accumulate 38 feet of slack between the first vehicle and last.

Around Whistling Curve, across Cai Mawr, and through the passing point at Rhiw Goch we rolled, the brakesmen keeping speed in check by way of brake applications as instructed by chief brakesman Dave. A slow for the road crossings at Penrhyn and then gently back down into Minffordd, we returned soaked through but exhilarated by the experience.

Keeping control

Managing the descent is a fine art and one that has been perfected through trial and error over the years. Control would have been maintained by very few people hopping between wagons to apply and release brakes as required, but such operation would never be allowed by modern safety standards, so a team of up to 10 brakesmen can be seen riding the frontmost vehicles.

"Because it's a loose coupled train, we want to keep it compressed when running downhill. The way to do that is to apply the brakes at the front first, then successively further back down the train as we go along," explained the day's head brakesman, David.

"It's what we call 'digital braking' – in that the head brakesman sits on the lead wagon and applies his brake, indicating where necessary to the supporting brakesmen with a number of fingers how many brakes are needed to be applied at that point.

"In theory we have up to 10 brakes that can be applied this way, although we rarely go above five. If we find we can't control it, a red flag goes up and that indicates for everyone to apply their brake.

"When it comes to taking them off, again we want to keep them compressed so they are taken off coming back up the train."

Though the line is downhill all the way from Summit Cutting, some stretches are, of course, steeper than others, and that all plays a part in the control of the train, including working with the FR's automatic signalling.

"If the gravity train arrives first, the automatic signalling system creates the path for



On Saturday, October 8, the gravity train rolls through Tan-y-Bwlch – to the admiration of all those who had alighted the waiting up train to watch.

that and won't allow the uphill train in until we have stopped in the station, so it is important we stop before initiating the track circuit," David continued.

"The stop outside Garnedd Tunnel is a convenient place to do that, and there is quite a steep descent into the tunnel so the train gets away well there. That ensures we get through the station at 10mph and have enough inertia to reach Penrhediad.

"One of the curious things about the train is that we have a fixed number of loaded wagons at the front with a lot of empty ones behind. When empties get to places with lots of tight reverse curves, they have more inertia than momentum; a train with more empties than loaded wagons has a lot more drag and will act differently to a short, full train. You can start a short, full train at Tan-y-Bwlch and get it all the way round, but if it has empty ones it will slow more. Ironically, that means the bigger the train, the more difficult it can be to get down."

The loaded wagons vary between full slate loads and water tanks masked by slate sheets, adding the necessary weight to maintain momentum on sections such as these, and thanks to all this fine-tuning over the years, coupled with the development of recorded safety management systems and risk assessments, the gravity train has been able to operate without outside intervention for the last 35 years.

Though the two subsequent days were blessed with sun for their morning descents, a ride on the slates in the lashing rain such as the one I experienced truly puts into perspective the harsh conditions that quarrymen of the day would have had to contend with for the sake of their jobs. To have the ability to recreate this in the modern era should not be taken for granted, and the dedication of the team behind ➔



The downhill gravity working rounds Coed-y-Bleddiau curve as it prepares to stop clear of the track circuits at Garnedd Tunnel.

its continued operation is to be admired and thanked.

Quality over quantity

In the past, the slate train has run with an impressive 60 wagons, the current deficit owing to a backlog of maintenance on the restored fleet in the wake of the pandemic.

"The train isn't as long as it has been in the past," said Will High, leader of the wagon restoration team. "That was nine years ago, in 2013. We are concentrating on quality of restoration rather than quantity. Our most recent project has been overhauling the brake gear to improve performance and the maintainability of it all.

"The longest train known to work down from the quarry was 120 wagons – but that's a lifetime's work, and possibly someone else's too. We'd really like to run a 100-wagon train at some point; it's a goal that's out there, but timescale – who knows? We are fortunate that there is money for projects at the moment; if you're going to do something and you show you can do it, then you generally get the money for it, but that won't last forever."

Unlike many heritage railways, the FR has ample covered accommodation to store its wagons, something the 300ft-long and five-road wide Waggon Tracks shed at Minffordd was built for in 2016.

"When we set out to build this shed, we had something in the region of 225 pre-1954 wagons," said Will. "The aim was to get as many as possible inside, which we've pretty much achieved, though we might need to spend a weekend or two reorganising to squeeze a little bit more of the collection in."

Covered accommodation improves the life of both restored and unrestored stock, the benefit of which is that time doesn't need to be continually spent revisiting completed projects to stop deterioration, and thus that time can be spent on restoring another vehicle.

The slate wagons may, of course, be the most iconic wagons on the FR, but there is a treasure trove of a collection beyond it, said Will: "We



Converted from three-ton slate wagons pre-preservation, they were used out of Brookes Granite Quarry, which was located just north of the old Moelwyn tunnel.

have a quite a few wooden-bodied granite wagons which are conversions of three-ton slate wagons carried out pre-preservation to carry granite from Brookes quarry, much of which is now lost beneath the Tanygrisiau reservoir. One is nearly done up here in the shed and another is at Beamish, ready to come back at some point, so we are working towards having a granite train as well."

Bolster wagons, gunpowder vans, coal wagons... even a hearse van can be found amid the restoration projects.

Running lines

And it's not just wagon history. With around 500 yards of track within the Waggon Tracks shed alone, much of the rail is also historically significant. "The track itself was something we wanted to preserve as the last of the 19th century bullhead rail was coming out of the main line. We wanted to use that, so we have a 'big store' of it in case someone wanted to build a heritage section of line, and we've loaded up spare lengths in the two-foot, so rather than it sitting outside rusting, it is inside, protected and fulfilling a need."

Four of the five roads have been laid with bullhead rail, while the fifth and central road is a unique combination of two very different types. Double-head rail was a precursor to bullhead, used as it was theorised that once one side had become worn, the rail could be flipped over, and the other side used. A clever idea but in practice not so much, as the bottom side would wear into the chairs, while the worn top side would not fit into these when it was turned over.

The second type is a short length of T-bulb rail, which is exactly as it sounds – rail in a T shape and which pre-dates the steam era, having been used on horse-drawn lines. Rails were usually fastened to two separate stone blocks rather than a single wooden sleeper between them, with larger single blocks beneath rail joints.

Other paraphernalia includes slab trollies used on the slate wharfs and blacksmiths tools that may become part of the project financed by a £3.1 million National Lottery Heritage Fund that includes improvements to interpretation and conservation of areas of Boston Lodge Works, where the blacksmith's

October 11, 2020 and a slightly shorter gravity train trundles across Cei Mawr as it approaches Rhiw Goch.



THE COLLECTION

HERE ARE SOME of the seldom-seen vehicles and projects that the FR Wagon Group take care of...

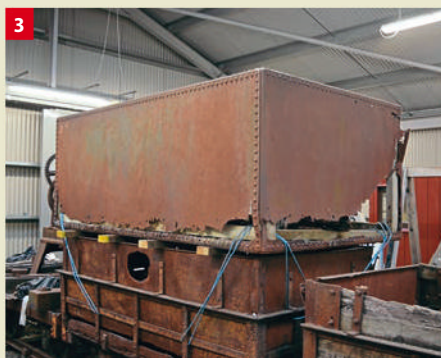
1: Dating from horse-assisted days is this wooden horse dandy wagon, which would have transported the equine motive power about the railway. Behind is a vehicle rarely seen out and about on the FR – a hearse van, believed to be a converted Mk.2 quarryman's coach, with evidence inside remaining of this past build. Its last-known pre-restoration use was in July 1946, about two weeks before the line shut.

2: Three gunpowder vehicles can be found in the collection, with No. 152 part of the operational goods train. In a 2003 sale of ex-Maenofferen slate wagons, this body of another was included, which will require a new chassis – for which a start was made a few years ago using laser-cut components. New metal will need to be welded into some of the body sides, too.

3 and 4: A brine tank wagon was once constructed which conveyed sea water for bathing use up to Plas Tan-y-Bwlch from Porthmadog. It ended up as a water tank at Pont Croesor on the Welsh Highland Railway. Sadly beyond restoration, the original tank (3) has served as a template for a replica wagon that is progressing well, with the wooden-framed chassis (4) assembled at Boston Lodge.

5: You might think someone made a mistake when it came to fitting the seats to this vehicle, but it is actually an incline wagon made for transporting workmen up and down the slopes. This example was once plinthed at the Zip World site in the former Llechwedd quarry at Blaenau but came to the FR for restoration, which was undertaken by some French students. It was due to be taken back by rail with a ceremonial unloading and transfer to the activity site, but Covid-19 intervened and the move has not yet been rescheduled.

6: As well as vehicles that pre-date the preservation era, some wagons are retained from the rebuilding of the line for modern history. In the foreground is a modified flat wagon that carried a generator and compressor when the deviation was being built. Behind it is a 'JGF' wagon (an abbreviation of an old FR phrase, 'Jolly Good Fun') that was used for gauging Moelwyn Tunnel.



shop will be fitted out and the tools potentially displayed.

There are even new replica projects being considered, including a 'carriage truck' – a vehicle that was built for transporting horse-drawn traps.

The F&WHR's general manager Paul Lewin has praised the efforts of the team behind the

gravity train and wagon restoration. He said: "The volunteers are an absolute credit to our railway.

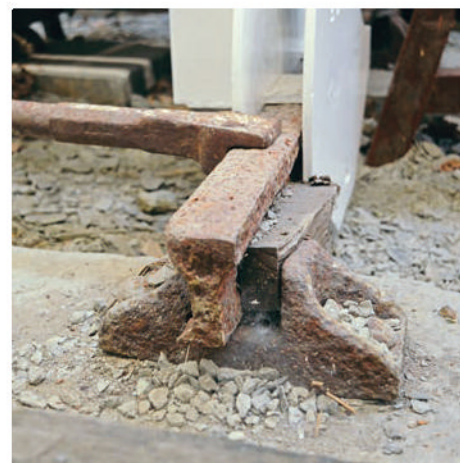
"Hard-working and dedicated, this team has some of the best people with the best ethos you can get and their commitment to projects mean we all able to enjoy the gravity train, which has a very firm place in Ffestiniog

Railway history and operation – and we have no plans to change that."

To show your support for the Festiniog Railway Heritage Group and its goals, and to discover further information about some of its projects and activities currently taking place, head online now and visit the website frheritage.org.uk **HR**



A curious dog inspects the freight train at Minffordd on October 9, 2022. Restored gunpowder van No. 152 is the vehicle immediately behind. WILL STRATFORD



It's not just rolling stock that makes up railway history. A short length of T bulb rail has been laid inside the storage shed. Though worn, the difference between the flat bottom and bullhead types remains obvious.



Bachmann's donations and an exciting winter catalogue revealed

BACHMANN Trains capped off a busy autumn with the November 2 announcement of its winter catalogue that includes several exciting new toolings.

The date of Tuesday, October 18 saw Bachmann Europe pay a visit to the North Norfolk Railway, where rail brand manager Richard Proudman presented Richard Bonnett, director of the 76084 Locomotive Company Limited, with an OO scale model of the BR 4MT mogul.

BR 2-6-0 4MT No. 76084 was outshopped in 1957 and operated in the north west of England until

withdrawal in December 1967, moving to Woodham's scrapyards the following year. After 14 years languishing there, it was bought by enthusiast Phil Rollin in 1982, who moved the locomotive to his back garden in South Leverton, Nottinghamshire, where he gave it a cosmetic makeover.

Years-long project

When Phil died in the early 1990s, the mogul was purchased by a group of enthusiasts who later formed the 76084 Locomotive Company Limited. A 16-year restoration programme, which saw

millions of pounds spent, culminated in the locomotive returning to steam in July 2013.

An extension has been granted for the locomotive to run until the end of 2023, and the Bachmann Branchline model of No. 76084 (item code 32-954A, RRP £199.99) is available from Bachmann stockists now, including the NNR Sheringham station shop, where proceeds from sales will support the locomotive's upcoming overhaul.

The manufacturer also presented a cheque for £1000 to the North Norfolk Railway's managing director

Hugh Harkett at Weybourne station, which follows the release of the station's road bridge, and water crane and tank being released in OO gauge.

Highlight of the winter announcements was undoubtedly the manufacturer's revelation of its OO9 scale Mainline Hunslet models which, at time of going to press, were already in transit from the factory and due with stockists at the end of November. Narrow gauge enthusiasts will identify these as the pre-modified versions of the Ffestiniog Railway's *Linda* and *Blanche* locomotives.

High on detail

A class of just three locomotives, with all surviving into preservation, each is modelled faithfully at differing points of their working lives thanks to careful tooling provision and decoration application. The models boast all-wheel pick-up with metal bearings on each axle, diecast metal cylinder blocks, frames and saddle tank, and a highly detailed cab interior complete with a hinged firebox door that can be opened and closed, and many other high-quality standards and features that will ensure the firm's follow-up to its Double Fairlie models – that were crowned Best OO9 Locomotive in the 2022 Hornby Magazine Awards – meet modellers' expectations.

Bachmann is releasing the models as the prototypes appeared in Penrhyn quarry days, with *Blanche* in post-1934 clean lined black with full height cab backsheet, *Linda* with a 'careworn' application of the livery, and *Charles* in post-1936 Penrhyn condition with sky blue lining and square cab spectacles, appearing as it is preserved in the Penrhyn Castle Museum.

Although these models represent their 'as-built' and early modification versions, Bachmann has confirmed that provision in the tooling has been catered for to enable models of *Linda* and *Blanche* to be produced in preserved condition at a later date.

RRP for these models is set at £189.95 for DCC-ready models, with sound options also available. The previously announced Quarry Hunslet models were also expected





in stock before this year comes to a close.

The firm has kept up the Ffestiniog connections for its narrow gauge Scenecraft range, which is now being bolstered by the addition of Porthmadog's Harbour station buildings. Being released in three sections – main hall, booking office, and gents toilets and office – the structures are presented in both the green/white and red/cream colour schemes in which the station has been presented over the years.

Moving into OO, Bachmann confirmed that the previously announced preserved BR 9F No. 92212 (owned by Jeremy Hosking and currently at the Midland Railway-Butterley for overhaul) is also being offered with sound fitted and is due

for delivery this winter. The model is presented in BR black with late crest and a BR1F tender, with RRP set at £329.95 for this upgraded model or £229.95 for the DCC-ready variant.

Building on the success of the LSWR Gate Stock, joining the EFE range is a new range of coach packs comprising three ex-LSWR carriages and made up of two brake thirds with a seven-compartment lavatory composite.

Offered in Southern Railway malachite, and both BR crimson and Southern region green, these are set with an RRP of £224.95.

An example of the brake third can be found on the Bluebell Railway, in Sussex, while a composite survives today on the Kent and East Sussex Railway.



Rapido experiences an 'unexpected' delay



MODELLERS awaiting their order of Rapido's latest run of LNER Dynamometer cars were all set to receive models towards the end of October – until an unfortunate cause for delay materialised when a pallet containing 846 models accidentally fell off the back of a lorry during unloading at the firm's Kent warehouse on October 20.

Although unaffected stocks were sent to retailers and customers, it also transpired that a third-party electrical component in some models was causing the lighting circuit to short out and, in extreme cases, damage the roof. Rapido announced a precautionary recall of the affected batches that had SKU numbers 935001-935004. If you are affected,

visit rapidotrains.co.uk/recall or call 0330 4609496.

Meanwhile, in brighter news, the firm's 0-6-0ST 16in Hunslet models took a step closer to release with first-stage decorated samples shown, including the preserved examples of the Chasewater Railway's *Holly Bank No.3* in Staffordshire-area NCB lined blue, and Nene Valley Railway's *Jacks Green* in Nassington lined green livery.

Production models will be subject minor corrections, but the samples displayed are eye-catchingly striking.

Delivery is anticipated before Christmas, with limited stocks remaining of all models, which have a RRP of £129.95 for DCC-ready.



NER electric Bo-Bo is Locomotion's newest release

LOCOMOTION Models has partnered with Rails of Sheffield once more to release North Eastern Railway electric shunting locomotive E51 No.1 in OO scale, with manufacturing undertaken by Heljan.

Built in 1902 as one of two electric locomotives built for shunting and working the short but steeply graded freight branch Trafalgar Yard (in Manors, north of Newcastle Central) and Quayside Yard, No. 1 wasn't rendered obsolete until September 1964, and it was then claimed for the National Collection as an example of early British non-steam traction.

The models include Heljan's high-level detail, with a low-profile central motor under the cab powering both bogies. Working cab and headlights, sprung pantograph, and a DCC-ready chassis with Next18 interface are all part of the features on this latest commission.

The models are currently in transit from the factory to the UK and are expected in December. The preserved example in NER livery is exclusive to Locomotion Models (locomotionmodels.com), with other liveries available from Rails of Sheffield (railsofshffield.com). Prices are set at £220.



The Last Years of London Steam and North East Steam 1948-1968

By Peter Tuffrey (hardback, Great Northern Books, 160pp and 144 pages, £19.99 each, ISBN 978-1-914227-23-3 and 978-1-914227-24-0)

THESE two books, which cover a large part of the BR network during an era remembered with affection by so many trainspotters, are the 20th and 21st volumes for Great Northern Books by the prolific Doncaster-born author Peter Tuffrey, writes Geoff Courtney.

Each contains more than 200 black-and-white and colour photographs from the author's personal collection, and both follow what has become the tried-and-trusted formula of placing the images in the alphabetic order of their locations.

Thus, the London volume starts at Acton with H16 class No. 30520 and ends at Wimbeldon with Merchant Navy Pacific No. 35016 *Elders Fyffes* passing Durnsford Road EMU depot, while the North East volume begins at Alnmouth, where V2 class No. 60836 is running light engine, and finishes its journey at Woodhorn Colliery in Northumberland, located in what was once the largest pit village in the world, with J27 class No. 65877.

London Steam embraces all the usual suspects, including King's Cross, Euston, Marylebone, Paddington, Liverpool Street, Waterloo and Victoria, and such sheds as Nine Elms, Bricklayers Arms, Old Oak Common, Neasden, Camden, Willesden, and Stratford – a cornucopia of locations that were at the heart of the capital's steam enthusiasts' hobby and doubtless the envy of many spotters from further afield.

There's 'Brit' No 70004 *William Shakespeare* on the 'Golden Arrow' at both Brixton and Victoria stations, Royal Scot No. 46115 *Scots Guardsman* on 'The Mancunian' and Princess Royal No. 46207

Princess Arthur of Connaught on 'The Shamrock,' both at Euston, A3 No. 60049 *Galtee More* waiting to depart from Marylebone with 'The Master Cutler,' Castle class No. 5055 *Earl of Eldon* ready to take 'The Bristolian' out of Paddington, and Merchant Navy No. 35014 *Nederland Line* at Vauxhall with the 'Atlantic Coast Express.'

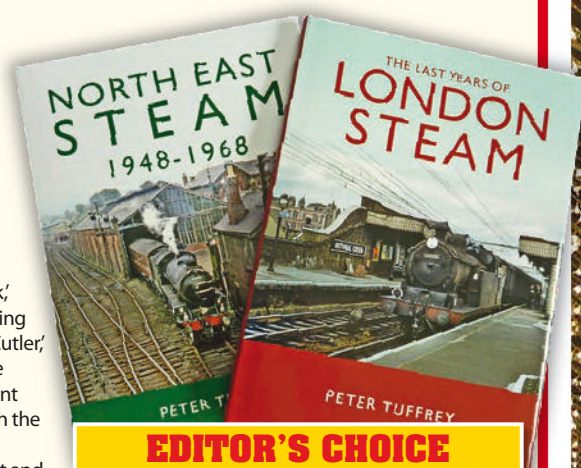
The book isn't, however, about only the great and the good, so enjoy N7 No. 69658 at Enfield Town with a fine quintuplet articulated set of carriages, Class 4P No. 42519 at the delightfully-named Gas Factory Junction in Bow, E6 class No. 32412 at the rear of the 2.26pm freight to Norwood passing through New Cross Gate station, and pannier tank No. 3799 coming off the Brentford branch onto the main line at Southall.

Lifeblood of steam

The North East Steam publication unsurprisingly features many more industrial scenes than its London counterpart, with collieries and coal trains – literally the lifeblood of steam locomotion for well over a century – ever present.

At Ashington Colliery, for example, the unglamorous side of the railway industry is typified by Class 4MT No. 43137, with steam escaping from seemingly every part of the 2-6-0, heading a rake of loaded coal wagons against a background of slag heaps. Q6 No. 63409 is similarly enveloped in steam as it banks 9F No. 92061 on a heavy iron ore train at Tyne Dock.

A reminder of the pre-Nationalisation era is provided by a North Eastern Railway public



warning cast iron sign at Bishop Auckland station in the early 1960s, four decades after the NER ceased to exist, and I was amused by an image of three railwaymen, in the company of another Q6, No. 63455, at Tyne Dock shed (54B). One of the trio is quizzically eyeing the photographer, a second is deep in thought, perhaps contemplating the Magpies' next football match, and the third, hands on hips, looks as if he reckons it's time to get on with some work.

Gresley A4 No. 60028 *Walter K. Whigham* provides a photographic teaser while waiting for the green flag at Newcastle station on a September Saturday in 1959 as its footplate crew shovels coal forward in the tender. The Pacific is carrying an 'Elizabethan' headboard, but that express ran non-stop from King's Cross to Edinburgh, and on only weekdays. Peter's explanation is that the express's set of carriages ran as a nameless train on Saturdays, stopping at Newcastle, but the headboard on this particular day had not been removed or reversed.

INSIGHTS INTO LONDON AND NORTH EASTERN STEAM

Locomotives & Recollections: D1015 Western Champion

By John Whitehouse (softback, www.mortonsbooks.co.uk/silverlink, 80pp, £10, ISBN 978-1-857-94588-1)

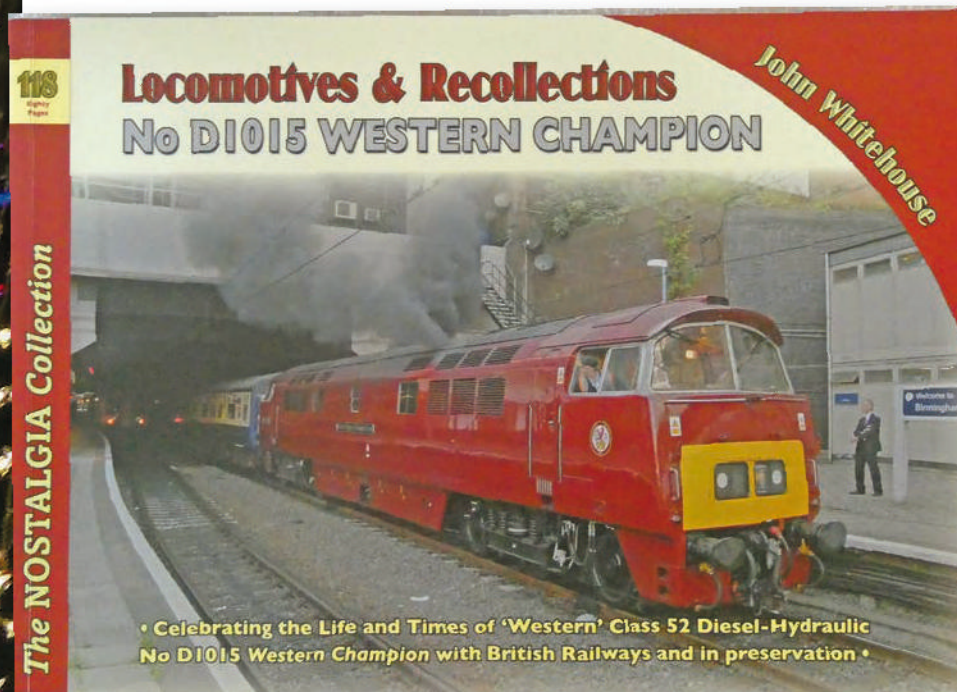
CLASS 52 WR diesel hydraulic D1015 *Western Champion* has had a very busy 2022 running season on the Severn Valley Railway where it is based. It came to the fore on services during periods when steam was banned due to the freak summer weather; during 42 days of running, it covered more than 2100 miles.

This is the 118th volume in The Nostalgia Collection's Recollections Series, which offer budget-priced locomotive biographies packed with essential facts alongside quality pictures and covers golden ochre liveried D1015's BR history – from its launch into traffic on January 21, 1963, until withdrawal on December 13, 1976.

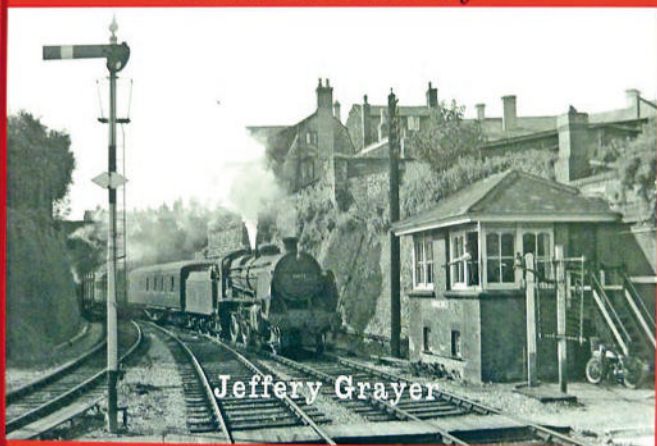
Awaiting the seemingly inevitable visit to the scrapyard, at one minute to midnight in stepped the Diesel Traction Group and saved it from the condemned line at Swindon Works. It returned to the main line in 2002, and this handy-sized volume has quality pictures of its heritage-era exploits at destination like Holyhead, Kyle of Lochalsh and Great Yarmouth, all far cries from its stomping ground of old.

The most recent images show D1015 in BR blue livery on the SVR in 2020.

POCKET PORTRAIT OF A POPULAR DIESEL



The Midland & South Western Junction Railway



The Midland & South Western Junction Railway

Compiled by Jeffery Grayer (hardback, Totem Publishing, 80pp, £13.50 inc p&p. Cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe, HP13 7PJ. ISBN-978-1-913893-27-9)

WITH the Midland & South Western Junction Railway being a line of which I knew very little, **writes Geoff Courtney**, before reviewing this latest publication I had to carry out a certain amount of research, with much help from the compiler's introduction. What was the railway's route, for example? How long was it? When did the whole route open to passengers, when did it close, and has any of the infrastructure survived?

In order, the answers are Andover to Andoversford, 61 miles, August 1891, September 1961, and very little comprising only an occasional bridge or embankment.

There is, though, a small qualification to the closure question. Jeffery Grayer tells us that, as many readers doubtless know, the Swindon & Cricklade Railway Society is seeking to recreate a flavour of the old route on its preserved 2½-mile section, while in addition, there is a short stretch of single track from Andover to Ludgershall that remains in situ and is occasionally used by MoD traffic and is also the subject of a campaign to have it reopened to passenger trains.

However, from a possible future to the past, and to a railway that the compiler says had limited coverage by contemporary photographers due to its infrequent services, which in the case of some stations amounted to one train a day in each direction. The publisher, though, has come to the rescue thanks to its collection of sufficient images from several sources.

With there being no map of the line in the book, which would have been much appreciated due to the railway's low profile, I resorted to a website map that provided a geographical guide as I wound my pictorial way from the publication's beginning at Red Post Junction, west of Andover,

to Andoversford Junction near Cheltenham – a trip of 61 miles, despite the names being nearly identical.

On the way north we pass though, among others, the aforementioned station of Ludgershall – “a rather bleak and windswept station not particularly welcoming to the ordinary passenger,” says Jeffery, Savernake High Level with its 1898 water tower, and Marlborough with a refreshment room that opened in 1884 and doubled up as a hostelry complete with dartboard, and remained open for some time after the station's closure in 1961.

Continuing the northward journey, we find GWR 0-6-0PT No. 9740 and SR U class 2-6-0 No. 31793 at Swindon Town, the location of the railway's HQ that was inevitably overshadowed by the main GWR presence in the town, and nearing journey's end we are into Cricklade, which a 1960 BR survey revealed was used by an average of one passenger a day joining a train and none alighting.

One wonders how the single passenger returned home.

Finally, we pull into Cirencester Watermoor, which in the early 1920s boasted a locomotive works that employed 80 men, and through three more stations to Andoversford Junction, including an image of a train on September 9, 1961, the last Saturday of operation.

After this spotlight on the stations come five further chapters, on the Southampton to Cheltenham service, the Swindon HQ, the Savernake Shuttle, the line's motive power, and a finale, which includes photographs of GWR No. 7808 *Cookham Manor* on a seven-coach Stephenson Locomotive Society special on September 10, 1961, the day before the line's official closure.

Of all the station and steam locomotive photographs, one image that lingers in the memory is of Swindon Town stationmaster Mr Webb and booking clerk Mrs Williams dutifully posing for the camera beside 0-6-0PT No. 4697 on September 8, 1961, just days before the closure of the station.

As Jeffery Grayer writes, the couple were doubtless finding it difficult to raise a smile, shortly being made redundant, adding: “This brings home the stark reality of railway closures which affected not just passengers, but also the staff who had loyally served the line often for many years.”

Railway enthusiasts everywhere will endorse that observation.

A PICTORIAL INSIGHT INTO A LOW-PROFILE RAILWAY

Britain's Railways in Unseen Black & White

Compiled by Kevin Robertson (softback, Transport Treasury Publishing, 112pp, £14.95 inc p&p. Cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe, HP13 7PJ. ISBN 978-1-913251-30-7)

RAILWAY publications tend to be based on a specific theme, be it, for example, the pre-Nationalisation Big Four, the post-Nationalisation six BR regions, classes of locomotives, geographical regions, or perhaps certain decades.

This one, though, is held together by three threads, **writes Geoff Courtney**, and the clue is in the title – all the images are in black-and-white and believed to be previously unpublished, while the third is that all were taken in urban and rural locations by Roy Vincent.

A professional railwayman who worked for the LNER both before and after the Second World War and subsequently BR, from where he retired in 1975, Roy's images jump from region to region, and are compiled by Kevin Robertson with no particular theme, which he says in his introduction hopefully results in “surprises on every page.” That hope is certainly fulfilled.

Having been born in Stratford, Roy's photography leans towards the LNER, and there are Stratford and Liverpool Street scenes aplenty, which is a delight to those of us steam-era trainspotters whose local shed and works was that vast East London complex.

One of the compiler's surprises, for example, is the image of an idiosyncratic Y11 class 40hp petrol-engined 0-4-0 Simplex shunter with wooden cab and rear view mirrors – “Was there a concern it might be overtaken?” writes Kevin – that somehow, and for some reason, in 1928 travelled 323 miles from the ex-North British Railway shed at Kelso to a new home in Ware, Hertfordshire, and is photographed at Stratford at the time of its 1956 withdrawal, when it was numbered 15098.

In complete contrast, four miles away at Liverpool Street, Britannia Pacific No. 70038 *Robin Hood* makes a steamy exit in the early to mid-1950s with ‘The Norfolkman’ express to Norwich, and in April 1948 the terminus is hosting a B1, B12 and K2 that are enthusiastically contributing to the smoke-filled atmosphere.

Across the Thames and onto Southern Region metals, Roy concentrated on a few favourite locations, one of them being Stewarts Lane shed (73A) in Battersea, an image of which features Battle of Britain Pacific No. 34089 602 *Squadron* and Schools class No. 30914 *Eastbourne* in June 1950, while at Brockenhurst there is Merchant Navy Pacific No. 35027 *Port Line* on the Down ‘Royal Wessex’ to Weymouth.

The Western Region also gets its fair share, an example being No. 1000 *County of Middlesex* labouring up Hemerden bank east of Plymouth on a Penzance-Paddington working with nine coaches, close to the limit for the 4-6-0 on this gradient, its task being exemplified by large quantities of steam loss, which Kevin Robertson writes “would have been better used towards propulsion.”

There is also an imposing full-page image of No. 6855 *Saighon Grange* coming off the Royal Albert Bridge over the River Tamar at Saltash with a westbound local, and another of Plymouth Laira shed on the other side of the river featuring seven locomotives in the yard, including No. 7815 *Fritwell Manor*, Britannia Pacific No. 70016 *Ariel*, and, appropriately, Castle class No. 5069 *Isambard Kingdom Brunel*, just a short distance from the bridge which is acclaimed as one of the civil engineer's finest engineering achievements.

The London Midland Region is not forgotten either and includes the poignant image of the remains of Princess Royal No. 46202 *Princess Anne* in an unidentified yard, stripped to its frames but nameplates still intact, after the tragic accident at Harrow & Wealdstone station in October 1952 that was to lead to the Pacific's scrapping.

On a less sombre note, the same region provides us with Beyer-Garratt 2-6-0+0-6-2 No. 47988 at Chesterfield fresh from overhaul in April 1953, giving us a reminder that both little and large had their place in the railways of the 1950s.

A MIXTURE OF TOWN AND COUNTRY STEAM IN THE POST-WAR YEARS



Gresley's D49s

By Peter Tuffrey (hardback, Great Northern Books, 144 pages, £25, ISBN 978-1-914227-25-7)

NIGEL Gresley's D49 'Shire' and 'Hunt' 4-4-0s formed a class denied to southern trainspotters, but two publications this year have at least given a pictorial insight into what they missed, writes **Geoff Courtney**.

The first was by Totem Publishing and was reviewed in these pages on its release in the summer, and the second is Great Northern Books' newly launched take on these popular locomotives, which were specifically designed for secondary express passenger work in the North East and Scotland.

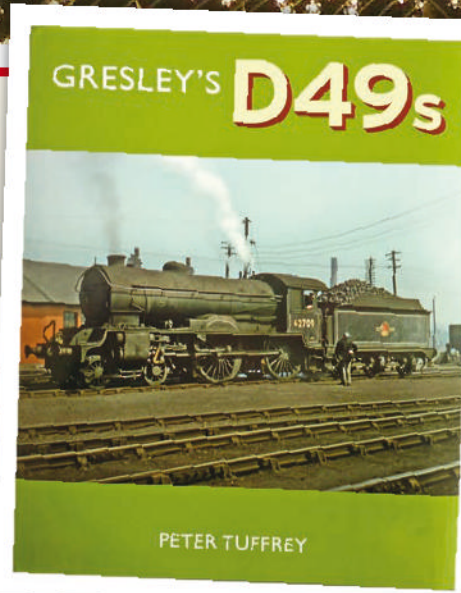
Class leader No. 234 *Yorkshire* entered service in October 1927 and the last, No. 377 *The Tynedale*, in February 1935, while the final one to be withdrawn, No. 62712 *Morayshire*, was preserved after being declared surplus to requirements in July 1961 and is now a resident of the Bo'ness & Kinneil Railway.

Nearly 200 black-and-white and colour images span the lives of all 76 members of the class in either the LNER or BR eras – some in both – at such high-profile stations or sheds as Dundee, Stirling, Edinburgh, Glasgow, Carlisle, York, Darlington, Leeds,

Doncaster, and Hull, and also at less prominent locations including Whitby, Harrogate, Bridlington, Scarborough, and Pickering.

Two attention-seeking images among a number that caught my eye were of No. 62762 *The Fernie* double-heading a Liverpool to Newcastle train of what appears to be at least 14 coaches with an unidentified A3 Pacific at Arthington in West Yorkshire, and No. 250 *Perthshire* carrying a 'Flying Scotsman' headboard at an unidentified location, but believed to be either Perth or Dundee, after working a through portion of the famous express north of Edinburgh.

No. 201 *The Bramham Moor* was the first of 40 members of the class to be named after a hunt and thus carry a nameplate adorned by a distinctive fox. In his caption to a photograph of the locomotive, the author quotes the May 1932 issue of *The LNER Magazine*, which eulogises: "The choice (of hunt names) is as appropriate as the naming of the famous Flying Scotsman Pacifics after racehorses."



"A locomotive that carries a name as well as a number is more distinctive and possesses a greater publicity value than the engine that is distinguished by an unromantic set of numerals. The introduction of a fox on the nameplate is a happy and original idea and furthers the implication of speed."

Even with a class of locomotives that, while worthy, hardly compared with the top link express engines of the day, the LNER was as publicity conscious as ever.

GRESLEY CLASS THAT STILL CAPTURES THE IMAGINATION

A Gloucestershire Warwickshire Steam Railway Journey



Cheltenham Race Course to Broadway
Paul Stratford

Silver Link Silk Editions: A Gloucestershire Warwickshire Steam Railway Journey – Cheltenham Race Course to Broadway

By Paul Stratford (hardback, Silver Link, www.mortonsbooks.co.uk/silverlink, 128pp, £25, ISBN 978-1-85794-556-0)

THE Gloucestershire Warwickshire Railway has been one of the sector's big success stories of the past four decades.

Running its first public services over 700 yards of relaid track behind an industrial tank locomotive in April 1984, it now runs for 14 miles through glorious Cotswold scenery, linking several of the region's

tourist magnets like Broadway and Winchcombe, while running an impressive fleet of main line steam and diesel types in the bargain.

The author was a volunteer and trainee driver on the line and also a first-class lineside photographer who contributed to *Heritage Railway* from the first issue.

This volume comprises views of the line and its locomotive fleet, as well as visiting engines of the ilk of GWR 4-4-0 No. 3440 *City of Truro* at their best, at each of the landmark locations in sequence. It makes for a perfect introduction to the railway, highlighting the beauty of the scenery through which it passes, its marvellous displays of motive power, and a superb souvenir for its regular visiting fans.

CREAM OF COTSWOLD STEAM

Silver Link Silk Editions: British Steam in Colour 1957-1975 – The colour slide collection of Norman Harrop

By Graham Nicholas (hardback, Silver Link, www.mortonsbooks.co.uk/silverlink, 136pp, £25, ISBN 978-1-85794-585-0)

THIS treasure trove of 200 colour slide photographs, mostly previously published, comes from the collection of the late Norman Harrop, a member of the Manchester Locomotive Society and Bahamas Locomotive Society, with all author royalties from the sale of the book to be donated to the latter.

They portray scenes from the final 11 years of main line steam, and also the early preservation years at venues like Dinting Railway Centre and Shildon, the scene of the Stockton & Darlington Railway's

150th anniversary celebrations on August 31, 1975.

Norman travelled the length and breadth of the mainland, often with fellow linesiders, and had a special interest on the pre-Grouping locomotives still in service; this collection includes LNWR 'Super D' 0-8-0s and a LSWR T9 'Greyhound' 4-4-0, a Great Central J10 0-6-0 and Midland Railway 3F 0-6-0, among delights of the period.

Norman was on hand to capture notable 'lasts' such as the final train on the Cromford & High Peak Railway on April 30, 1967, and by no means least the 1T57 'Fifteen Guinea Special' on August 11, 1968.

A real browser's pleasure, this volume's success in capturing the atmosphere of those final years will service to delight.

COLOUR WINDOW ON A CLASSIC TIME

Silver Link Silk Editions British Steam in Colour 1957-1975 The colour slide collection of Norman Harrop



Graham Nicholas

Calendars and Christmas cards



Fairbourne Railway Christmas card

(Fairbourne Railway, Beach Road, Fairbourne, Gwynedd LL38 2EX. fairbournerrailway.com shop; £2.99 per pack of £6.99, including p&p) THE card depicts the line's 1979-built Curwen quarter-size version of Hunslet 0-6-4ST of 1878 Beddgelert –

which was built for the North Wales Narrow Gauge Railway and scrapped in 1906 – in a snowstorm.

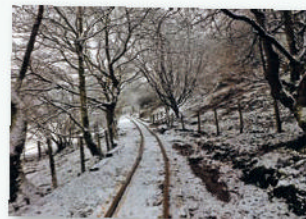
All proceeds from sales of the card will go to the Beddgelert Restoration Appeal. **SEASIDE STEAM AND SNOW**

Corris Railway Christmas card

(John Knight, 40 Fladgate Road, Leytonstone, London E11 1LY. Pack of five is £4 plus £1 p&p; cheques payable to Corris Railway)

THIS year's card depicts a wintry scene in the Dulas Valley.

CALM BEFORE THE STEAM

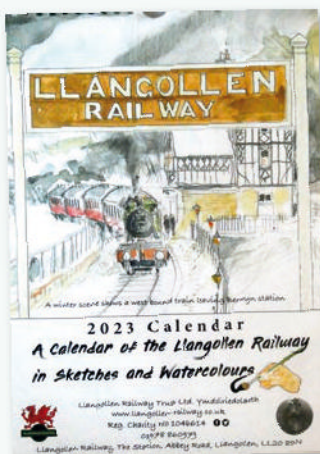
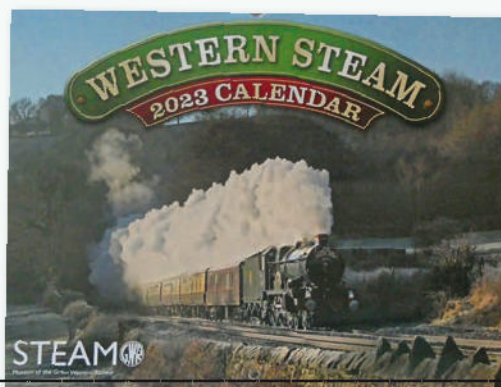


Western Steam 2023 Calendar

(Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY. www.steam-museum.org.uk/shop, £8 plus £1.95 p&p)

FOLDING out to two quality A4 pages with plenty of space for notes on dates, featured are 13 previously unpublished views of GWR locomotives by photographers Richard Bell, ranging from Kings down to small prairies.

FROM THE HEART OF THE SWINDON EMPIRE



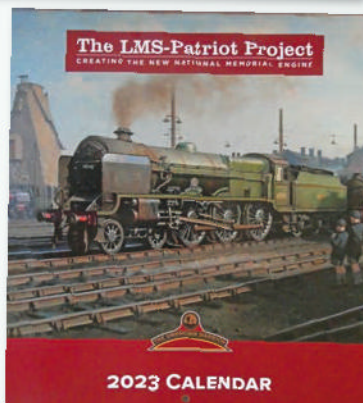
Llangollen Railway 2023 Calendar

(Llangollen Railway Trust, www.llangollen-railway.co.uk, Neil Evans, Hawthorn Cottage, 183 Delamere Street, Winsford, Cheshire CW7 2LY. Text 07530 292337, email wynfordnewil@gmail.com, £6 plus £1.60 p&p) ARTIST Wyn Neil has produced a second calendar of this beautiful line in sketches and watercolours to illustrate each month. All profits will go toward the trust's projects. **DEESIDE SHEER DELIGHTS**

The LMS Patriot-Project 2023 Calendar

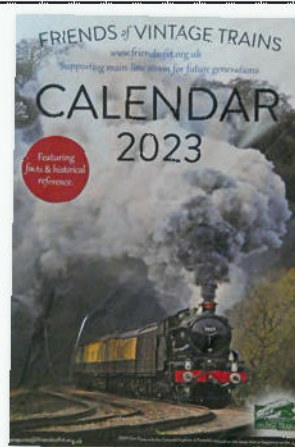
(<https://lms-patriot.org.uk/> shop, £10 plus £2.50 p&p) THE square format calendar features paintings of classic LMS locomotives from some of the UK's best-known railway artists.

These include Philip D Hawkins, Neil Kinsey John Austin and Sid Cooper. **HELPING TO CREATE THE UNKNOWN WARRIOR**



Friends of Vintage Trains 2023 Calendar

(Friends of Vintage Trains, 670 Warwick Road, Tyseley, Birmingham B11 2HL. www.friendsofvtrg.org.uk, £6 plus £1.90 p&p for up to two copies) TWELVE photographs taken by members Robin Coombes, Al Wallace, Clive Hanley, Andy Jeanes and Richard Moreton depicting steam and heritage diesel locomotives hauling Vintage Trains main line trips illustrate each month, plus WR 4-6-0 No. 7029 *Clun Castle* on the cover. **FINEST STEAM TOURS FROM BIRMINGHAM**

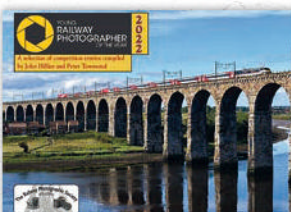


HERITAGE RAILWAY

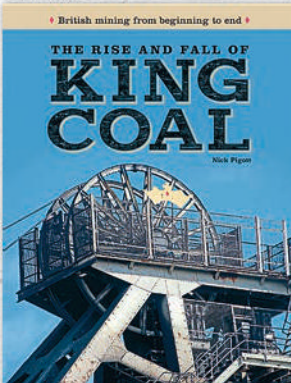
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Silver Link Silk Editions: Stratford Depot Locomotives in the Eighties and Nineties

By Roger Rounce (hardback, Silver Link, www.mortonsbooks.co.uk/silverlink, 192pp, £30, ISBN 978-1-85794-608-6)

A goldmine for fans of first-generation main line diesels and the occasional electric too, Stratford Traction Maintenance Depot and Diesel Repair Shop hosts locomotives from every region. As such, it was a draw for enthusiasts in the 1980s and 1990s.

The author showcases a collection of his own images from those days;

the volume includes Class 08s, 20s, 31s, 37s, 47s, 58s, 60s, 86s and 87s, and provides details each of the pictured locomotives relating to when it was built, numbers and names carried, plus dates of when it entered service and when it was scrapped.

LONDON MODERN TRACTION MECCA



Llangollen Railway Visitor Guide

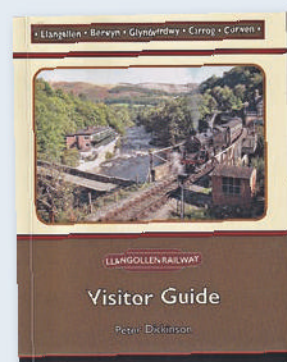
By Peter Dickenson (softback, www.mortonsbooks.co.uk/silverlink, 64pp, £8.99, ISBN 978-1-85794-550-8)

ONE of the big events in the early part of 2023 will be the opening of the Llangollen Railway's new Corwen terminus during a five-day gala starting on March 1, as outlined in our feature in issue 299. It is on track to herald a new era in the history of one of Britain's most scenic heritage lines.

This handy guide will bring both first-time and seasoned visitors up to speed on the many features to be seen and explored along the line.

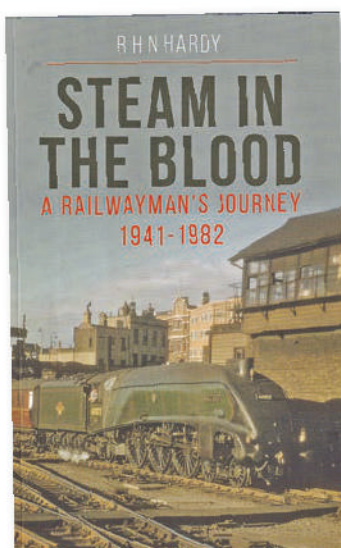
There is a potted history of the line and some classic colour pictures from the 1960s, along with a stage-by-stage description of the line and its stations today, plus details of the steam and diesel fleets and rolling stock.

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Steam In The Blood: A Railwayman's Journey 1941-1982

By RHN Hardy (softback, Crecy Publishing, 400pp, £9.95, ISBN 978-1-80035-145-5)

RICHARD Hardy, who died in 2018 at the age of 94 (*Heritage Railway* issue 239), was synonymous with the links between the 'Big Four' and BRE eras. He commanded as much respect in the heritage era – and deservedly so.

Having joined the LNER as a premium apprentice in January 1984, he rose through the ranks to become a shedmaster at the age of 22, was in charge of five major depots by his mid-30s, and eventually became a BR divisional manager.

He oversaw the big switch from steam to modern traction of the Eastern region's Stratford district.

Here is a budget-price reissue of his two autobiographical works, *Steam In The Blood* and *Railways In The Blood*, a welcome release as both have been out of print for several years.

RICHARD HARDY – LEGEND IN HIS LIFETIME

More Memories of a Didcot Steam Apprentice: The home and work diary of an apprentice fitter, 1960- 1966

By Patrick Kelly, edited by Will Adams (softback, Silver Link, www.mortonsbooks.co.uk/silverlink, 288pp, £30, ISBN 978-1-85794-572-0)

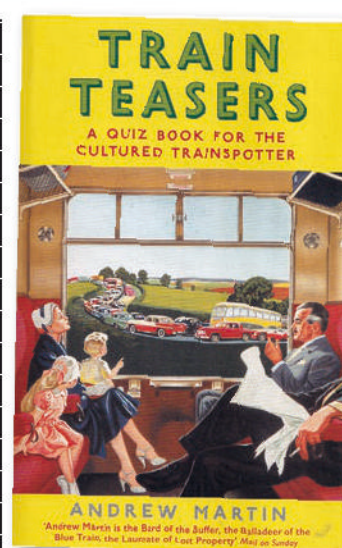
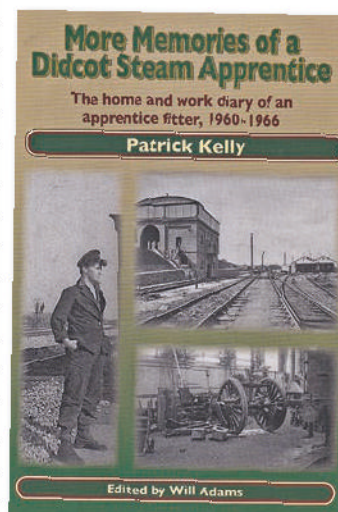
HERE is the follow-up to *Didcot Steam Apprentice*, the author's memoirs of his time with BR in the early 1960s, which was published in 2008.

He now reveals more about his day-to-day life at Didcot shed as a 15-year-old in the dying years of Western region steam.

Perilous and dirty jobs on and below the steam locomotives in his charge are described, along with his occasionally fractious relationships with his workmates, and how he developed his skills at the shed forge.

His story also covers time at Swindon, Reading, and Old Oak Common.

A BOY LEARNING TO HOLD HIS OWN IN A STEAM MAN'S WORLD



Train Teasers: A Quiz Book For The Cultured Trainspotter

By Andrew Martin (hardback and ebook, Profile Books, 228pp, £14.99, ISBN 978-1-78816-394-1)

AT first sight, a fun book ideal to test the knowledge of your railway mates over the festive season or on a long train journey at any other time, and as such here is an ultimate stocking filler.

However, it is also a thought-provoking look back at less known, forgotten, or utterly bizarre feature of railway history.

How many viaducts are on the Settle and Carlisle line? Which builder of Underground railways in London had served time in the Eastern State Penitentiary in Philadelphia? Who, on July 5, 1841, took his first step in his leisure travel business by chartering a train to take 500 temperance supporters from Leicester to Loughborough? Which actor restored kippers to the menu of the Brighton Belle?

And yes, the answers are all in the back for quick reference!

TRIVIA ON A LEARNING CURVE

Northern RAIL STEAM

THE FINAL YEARS

ALLAN HEYES



Northern Rail Steam: The Final Years

By Alley Heyes (hardback, Crecy Publishing, 224pp, £22.50, ISBN 978-1-80035-252-0)

A SEQUEL to the author's successful volume, *Northern Rail Rover*, here is a new album of more than 200 previously unpublished photographs from his 1960s jaunts around the network, covering an area from North Wales to the North East of England.

The atmosphere of the twilight years of steam is unmistakable, with scruffy and untidy engine sheds and grimy locomotives, and the steam infrastructure that was soon to be swept away. The large square format of the volume throws the pictures into sharp relief.

In addition to the expected plethora of main line locomotive types, the authors forays took him to industrial lines. For instance, we see a Bagnall fireless locomotive hauling a rake of seven-plan wagons loaded with coal at a power station and *Raven*,

a Hawthorne Leslie 0-4-0ST, hard at work at nearby Huncoast Colliery. **WARTS-AND-ALL VIEW OF THE LAST DECADE OF STEAM**

The History of Deal Railway Station

By Colin Varrall (softback, Colin Varrall addelambooks@outlook.com; also available from John Roper stationers, High Street, Deal. 66pp, £10 plus £2.05 p&p)

YOU will not see many books written only on the history of one station outside of cities, but when this station is 175 years old and in the historic town of Deal, this can be one of the exceptions. Kent historian and author Colin Varrall has explained how this station was built and how it became a vital asset to Deal.

The volume covers from the birth of steam locomotives to the station opening in 1847 at a time when it was only linked to Minster, and how it was gradually expanded to link to Dover in 1881, with intermediate stations in Walmer opening the same year and Martin Mill opening in 1899. Journeys from Dover to London were then more easily available to Deal's residents.

This book offers early timetables, maps, and snippets from newspaper cuttings on the line's progress together with diagrams, drawings, old photographs from 1860 onwards, and copies of railway posters.

The ever-evolving Deal and its railway has seen its importance as a

Peaks painting

by James Green (www.jamesgreenart.co.uk / 01733 203230).

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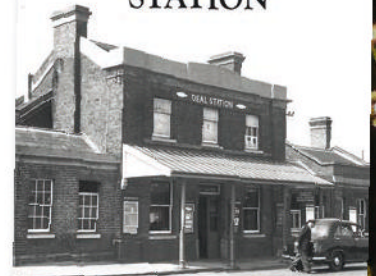
James also offers a framing service so you can receive your picture ready to hang. Visit his website to see the full range of his paintings.

trading port move to a navy base and then later an army base; during the war it was bombed, and also saw the station help with both troop evacuees from Dunkirk and the evacuation of its children to Wales.

The railway saw Nationalisation in 1948 and electrification in 1961. It won a best kept station award in 1965 and has been critical in bringing in large numbers of visitors, which slowly resumed after the war. The line was also busy with an increase in parcel post and with coal trains from Betteshanger Colliery, but by 1972 this had ceased, and the goods yard was closed. In 2011, high-speed railway services were introduced.

SUPERB INSIGHT INTO STATION THAT'S A BEATING HEART

THE HISTORY OF DEAL RAILWAY STATION



175 years of Deal Railway Station

Written by
Colin Varrall

Locomotion: A visual history of trains

By Alastair Steele (hardback, Big Picture Press/Templar Publishing, 64pp, £16.99, ISBN 978-1-78741-750-2)

WHEN you have been interested in trains throughout your living memory, it is easy to forget how you picked up some of your knowledge – and the jargon can appear daunting for those who may be trying to get to grips with the subject.

This book explains the origin and development of rail transport, while also providing an informative overview and an explanation of the commonly used terminology in British English.

Railways and locomotives featured include *Flying Scotsman*, Talylyn (the world's first preserved railway), Ffestiniog and the development of the Double Fairlie; Stockton & Darlington, and Darjeeling Himalayan Railway among many others.

Types of rail operation and traffic are also explored, including

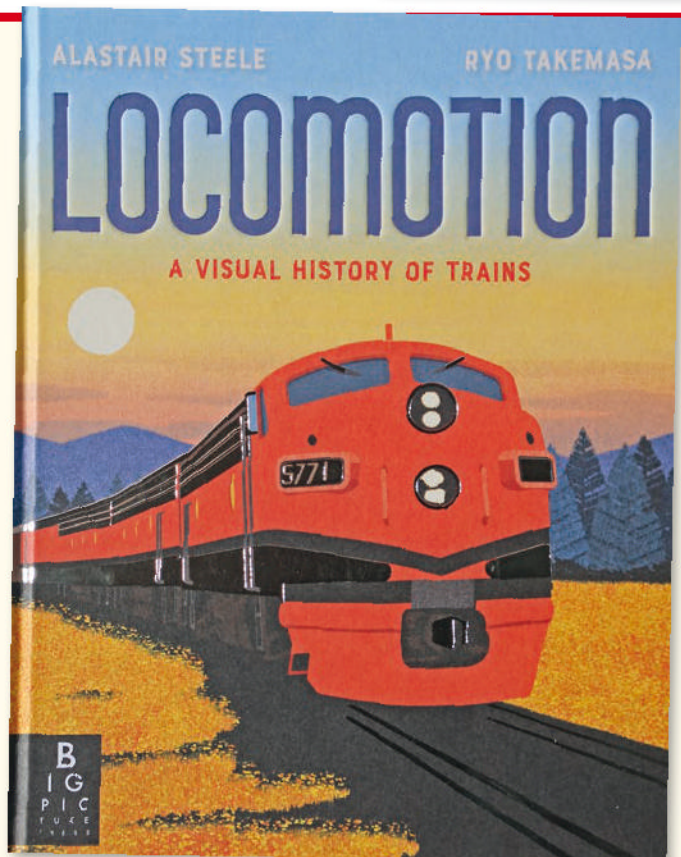
travelling post offices, freight, trams, signalling, and high-speed rail. The development of the Metropolitan Railway forms the basis of explaining mass rapid transit.

Welcome touches include a train timeline, which over two pages charts key milestones in the evolution of rail transport, and a section called record breakers around the world, which includes the largest steam locomotive and the smallest public railway.

The work of award-winning artist Ryo Takemasa is used to illustrate the book throughout; the spirit of the prototypes has been captured well.

While appearing to be aimed at children aged 7 to 13 – although it does not state that on the cover, nor inside – it serves as an introduction to railways regardless of age.

OPENING THE CARRIAGE DOOR



Collins

British railway closures from 1948 to Beeching

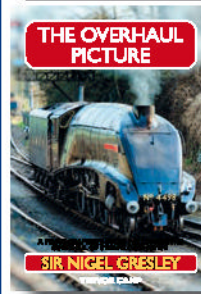


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A brief history of the seven mile railway connecting Cairnryan port to the two main lines from Stranraer to Glasgow and Carlisle. Work on the line late in 1940, and it started operation in early 1943. Parts of it were used for the construction of the Mulberry Harbours and, at the War's end it was busy handling vast quantities of explosives not now needed, which were loaded for dumping at sea. 1967. But despite extensive facilities, neither the line or the port ever worked to full capacity. An interesting story of a largely forgotten line. 49 pages with 30 full page B&W photos and 8 maps and station layouts. Paperback.

The Cairnryan Military Railway

Chapelon - Genius of French Steam

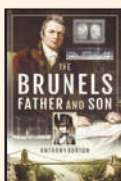
Rogers • £11.84

Colonel Roger's book on Andre Chapelon, originally published in 1972, has been difficult to obtain for many years. It remains the best and most detailed biography of this private man and his work. It is a readable and accessible guide to the life and achievements of a man who was the foremost steam locomotive engineer the world has ever seen. 206 pages including 32 pages of B&W photos. Paperback. Definitely recommended!



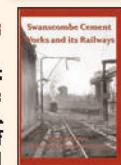
The Brunels - Father and Son • Burton • £28.95

In this book Anthony Burton writes on both men and their achievements, especially showing how each influenced, helped and inspired the other, in particular how Marc's example and support was there for much of Isambard's life. The broad stories are well known, but Burton adds another dimension to them, making this a thoroughly interesting and readable double biography. 221 pages with many B&W illustrations, including photographs. Hardbound.



Swanscombe Cement Works and its Railways Down • £42.95

Swanscombe on the north Kent coast one of the largest and longest lived of the many cement works in that county. Work started on the site around 1826, and it closed in 2003 - rail use had ceased in 1985. Contained in the 412 pages of this book are a very detailed history of the development of the site, and the machinery and techniques used there, as well as the railway systems, narrow and standard gauge, and the extraordinary variety of engines used on them. Considerable numbers of maps, sections, drawings and photos, both B&W and colour, in a very well produced A5 format hardback.



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From the Files Locomotives that Were & Locomotives that Weren't • £33.90

In this lovely book, artist & writer Robin Barnes looks at locomotive development around the world, considering and illustrating some 25 locomotives which actually were built, and a further 14 which never saw the light of day. There is also an autobiographical introduction, and an 'Interlude' devoted to the trams of Robin's home town of Edinburgh. Very readable historical and technical details are provided for each locomotive or machine illustrated and, in many cases, there are secondary illustrations, be they paintings, technical drawings, or Robin's own photographs. 96 large format (297 mm x 297 mm) pages. 65 paintings and illustrations by the author in a variety of styles, and 28 largely colour photographs. Hardbound.



Steam in the Blood - a Railwayman's Journey 1941-1982 • £13.90

Combined reprint of both Robert Hardy's *Steam in the Blood* and *Railways in the Blood*, both long out of print. Between them, they tell of his rise from Premium Apprentice in 1941 to a Divisional Manager of BR 40 years later. Hardy was a shedmaster at 22 and running five major sheds at 34. 396 pages of great reading and very highly recommended. Paperback.



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THE 'SECONDARY' EASTERN STARS

Undeniably, there are steam locomotives that steal the show wherever they go, such as LNER A4 Pacific No. 4498 *Sir Nigel Gresley* and its recent appearance at the North Yorkshire Moors Railway's autumn steam gala.

But thanks to groups such as the LNER Coach Association, we can also enjoy authentic pairs of locomotive and stock, which can truly recapture lost moments of history, reports **Owen Hayward** in words and pictures.





Earlier this year, the sole-surviving Thompson third corridor No. 1623 benefitted from having the 'scumble' (wood effect) livery refreshed, pictured here on the turntable at Pickering after outshopping from the Atkins shed. By no means a simple task, it took several weeks and entailed grinding out screws where the filler cap had 'popped' through the surface of the paint and replacing them with a longer stainless steel screw. The mustard colour base coat was applied to a rubbed-down surface and the scumble coats applied after. MURRAY BROWN

The appearance of the Gresley 'Streak' was no doubt one of the main attractions for the North Yorkshire moors Railway's September 22-25 Steam Gala, which attracted more than 6000 visitors. Over six days in the weeks following, No. 4498 was also used on several exclusive round trips, paired up with the LNER Coach Association's exquisitely restored teak-liveried carriages – a formation reminiscent of the World War Two era, with No. 4498 still in wartime black livery. Though historically accurate locomotive carriage

pairings are not uncommon, the appeal of this particular one could arguably have been the pinnacle of offerings, and while the 1937-built locomotive was the literal face of the train in either direction, the stock behind was just as crucial – and is the result of many years' hard graft by LNERCA volunteers.

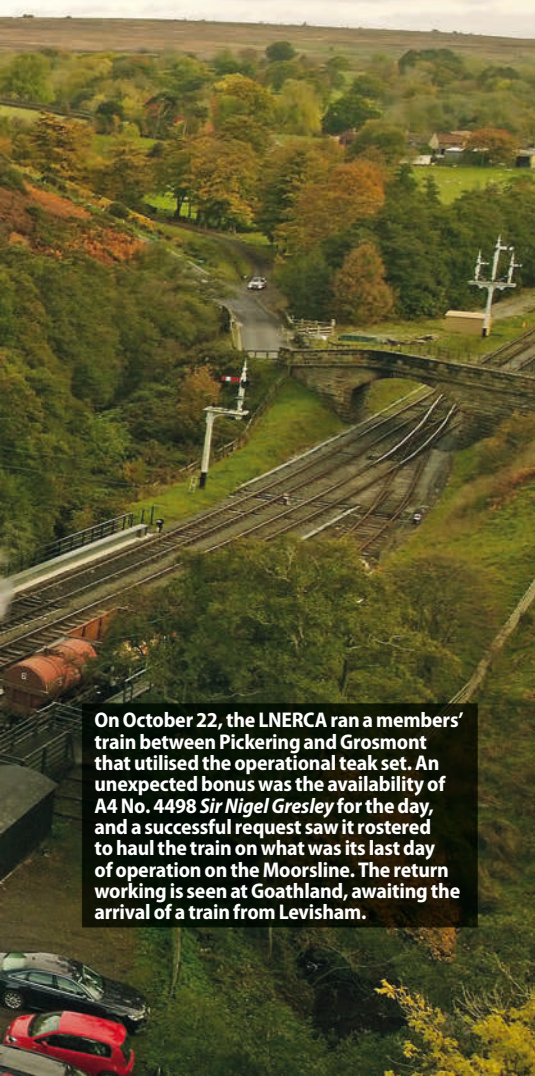
Formed in 1979, the group not only set out to obtain, restore, and operate its own fleet of LNER stock, but to also act as an umbrella organisation for members who privately own appropriate LNER and constituent company vehicles to help their projects. Members have made numerous trips to Scotland seeking out grounded bodies on farms to recover spare parts.

Vice-chairman Murray Brown was a founding member. "When we founded the association, we felt it was rather a naïve ambition to form a complete set of restored LNER carriages, yet more than 40 years later, we've done just that," he recalled. "Whenever we went out to find parts from grounded bodies we'd been told about, many of which were in Aberdeenshire, having been sold by Inverurie Works, it

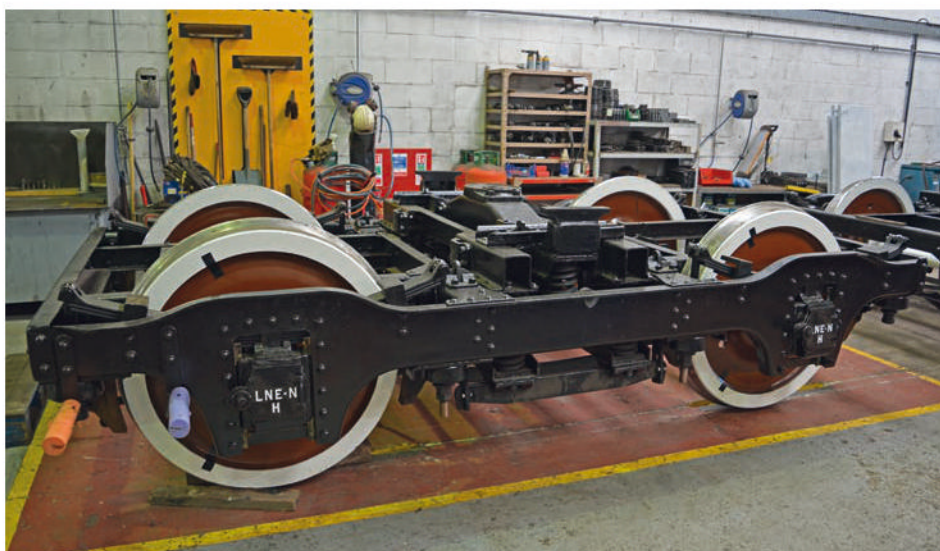
was always surprising to see how positive the reactions were of those whose land they were on. Initial scepticism when we first knocked on the door turned into interest and encouragement after we explained who we were and our goals."

Murray spent some of his career working for BR's Eastern Region, where he was in charge of disposal of condemned carriages. Some of the vehicles that survive today can be attributed to his desire to ensure they weren't sent for scrap and to help preservationists in their bid to acquire them.

"If a vehicle like one of these iconic Gresley designs came up for retirement from service, I would initially see if it could be repurposed as an internal user departmental vehicle to prevent it from going to scrap or notify interested would-be preservationists," he explained. "What's been pleasing is that a couple of vehicles in our collection exist because of that, and it has been a joy to look into their history to discover that I had a hand in their survival when they were up for retirement with BR."



On October 22, the LNERCA ran a members' train between Pickering and Grosmont that utilised the operational teak set. An unexpected bonus was the availability of A4 No. 4498 Sir Nigel Gresley for the day, and a successful request saw it rostered to haul the train on what was its last day of operation on the Moorsline. The return working is seen at Goathland, awaiting the arrival of a train from Levisham.



The refurbished bogies in the NYMR's engineering facility at Kirby Misperton, ready to return to Pickering. The high standard of work is testament to Kelvin Whitwell's skills, and there is capacity for third party contracts to be taken on at this facility. For further information, call Kelvin on 01653 669325.

Pickering projects

Of a collection of 28 vehicles, there are currently six different LNER vehicles in service, comprising both Gresley and Thompson designs – and no less than six of the remainder are being worked on in some form, with a potential seventh being started on soon.

As reported on News pages 14/15, East Coast Joint Stock Restaurant Third Open No. 189, built in 1894, is one of the prominent projects making rapid progress in the Atkins Shed at Pickering. Withdrawn in 1927 and ending up as a piggery in East Yorkshire, it was purchased in 1988 and fitted to an LNER first class carriage underframe. It could now be in a limited operational condition as soon as next year.

Its clerestory roof (there were only ever four built to this diagram) with gold leaf patterned glazing and gold leaf on the specially-made Lincrusta strips that run the full length of the saloon will stand out amid the rest of the association's vehicles, with tables in the room interior offering potential revenue by way of private hire on dining or even some service trains.

Ahead of it on the same road is North Eastern Railway Third Open No. 945, a new addition to the LNERCA asset list having been transferred into custodianship from the NER Coach Group, which has been carrying out a painstaking restoration at Levisham. Internally, the seating bays have been refitted and reupholstered, with ornate wood carvings visible throughout. There are still some 'niceties' to be installed, such as luggage racks, but the initial impression – even when walking into the saloons as they currently are – is one of high standards.

Externally, the vehicle is having panels removed by LNERCA volunteers to assess the sub-structure and replace those that have been split or rotted. Past repairs have seen galvanised steel sheets affixed over the teak panelling in many places, likely to overcome the high cost faced that comes with obtaining this specialist hardwood in the modern age. Steam heat equipment is one of the upcoming



Inside NER No. 945, the seats and tables have been refitted and things look almost ready to receive passengers.

big fitting-out jobs for the vehicle, as is a new roof canvas to ensure that the carriage is kept watertight, but once finished it is set to look stunning in lined NER livery, a definite contrast to the varnished teak finish of the LNER.

The eagle-eyed may have spotted that the doors at each end are inset rather than flush with the body; a deliberate feature of the original design that sought to make the bodies as wide as possible to maximise use of the loading gauge, thus increasing capacity. The doors are therefore inset slightly so that catches and grab handles do not protrude from this.

With teak being so costly, LNERCA is always considering ways to reduce wastage when split panels have to be removed from a carriage body. Where possible, the panel will be cut down to remove the damaged section and the unaffected section repurposed elsewhere. If not possible, then it gets turned into beading for finishing off body panels, ensuring that as much a useful life as possible is obtained from every valuable piece.



LNERCA founder and vice-chairman Murray Brown inspects the partially stripped framework of TTO No. 23956.

New worksite

About two miles away from the NYMR, the LNERCA has taken out a five-year lease on a large industrial unit that has enabled it to get three additional vehicles under cover to dry store and progress more restoration projects.

Among the three vehicles currently within this unit at Kirby Misperton is a second NER carriage, Restaurant First Open No. 22118, an ex-Tinplate Group (Great Central Railway)-owned vehicle that was transferred to the association in 2013 but stored outside and sheeted on a private farm near Malton. It was the first vehicle to transfer to the unit in 2021 to allow it to dry out and undergo assessment to determine the extent of the work required to restore it – and restore it they shall.

The structure is fragile, but inside remains some original mahogany features. Drawings have been sourced from the National Railway Museum to help rebuild it to the original look, the carriage having been downgraded to third class sometime during the 1940s.

One avenue being investigated to expedite overhaul is to partner with local colleges or universities to teach students the skills involved in such a process, benefitting all parties involved. Educational schemes in this manner can benefit further from external support when it comes to funding, of which No. 22118 will certainly need a large amount.

Adjacent to this sits Gresley corridor third No. 23896. Built in 1935 and withdrawn in 1961, it was fitted out for use in the Eastern Region Control Train, intended for use in the event of war and for which it was converted to a generator vehicle. Purchased by Resco Railways in 1980, LNERCA took ownership of it sometime after it was put in store at Carnforth in 1984. Though externally good, having had bodywork repairs undertaken by a Carnforth contractor when acquired from Resco, No. 23896 requires the toilet and compartment partitions to be reinstalled, which were ripped out when the conversion to departmental use took place.

To complete the compartments, LNERCA is looking to commission a run of reproduction moquette for the upholstery – the fourth pattern to be recreated following on from those used in several of the Gresley opens, Brake No. 3669 and Thompson corridor third No. 1623. In readiness for finishing off, thoughts are turning to the fixtures and fittings that will need to be installed; although most are in stock, there is a



Inside the Atkins shed at Pickering is NER third open No. 945, the ownership of which has been transferred to the LNERCA, which is now progressing its restoration.



The iconic Thompson ovular window is positioned where the toilet compartments once resided, and which are now due for reinstatement.

shortage of heater and ventilator controls, and LNERCA appeals for anyone with such spares and who is prepared to sell them to get in touch.

The final vehicle being worked on in-house by the association is what is believed to be the sole-surviving Thompson-designed non-corridor composite lavatory No. 88339, one of the first carriages to arrive on the embryonic NYMR in March 1970.

Having previously been operational, the carriage is now undergoing a much-needed body overhaul, with new timbers installed for the wooden framing in areas such as the corners and below the windows. The order for new steel sheet cladding was due to be placed as this edition of *Heritage Railway* went to press.

When delivered new in 1947, the first and third class compartments were divided by two toilets back-to-back and separated by a partition. These were removed when run in early NYMR open days to make it easier for ticket inspectors to pass through the vehicle. These toilets are set to be reinstated, returning this vehicle to its original layout.

One major benefit of the location of this unit is that the immediate neighbour is the NYMR's off-site engineering base, which has undertaken bogie and brake system overhauls for the association's projects, including the bogies to go under ECJS No. 189.

Saloon with a view

Perhaps the most exciting restoration is that of Great Northern saloon No. 3087, which is undergoing overhaul with Rampart Engineering at Barrow Hill.

Built in 1909, it is one of the earliest surviving Gresley carriages and has been modified several times during its life, with its first duty as an 'invalid' saloon that contained a mix of beds and seating to transport sick or infirm passengers and their friends, families, and/or attendants.

In later years, it was converted to a small observation saloon at one end, retaining the gangway connection at the other, and it was in this guise that the carriage ran on the NYMR until it was withdrawn in 2019.

The overhaul will see the saloon area expanded by way of removing the unoriginal guard's compartment, with double doors fitted to allow disabled access to the vehicle. Though one wall of this compartment is a BR addition; the second has been present since construction and thus internal strengthening of the structure will be needed.



After almost a decade of outdoor storage, restaurant first open No. 22118 became the first vehicle to enter the Kirby Misperton workshops in 2021. Assessment is underway to determine the full extent of work required to restore it, which, as can be seen, will be quite a big task. MURRAY BROWN



Great Northern Invalid saloon No. 3807 will be returning to the Moorsline soon following work at Barrow Hill. It is pictured following a revarnish in 2017, two years before it was withdrawn. LNERCA

The kitchen and lavatory facilities will be retained, making it an ideal vehicle for private hire, and it is capable of accommodating up to 24 people in comfortable chairs.

Once the major structural work has been completed, No. 3807 will likely return to Pickering for finishing off, including appropriate lining out in GNR varnished teak livery. Discussions with the NYMR are ongoing to determine its potential use upon relaunch into traffic.

In the meantime, the association has joined the carriage hire business, with two of the operational tourist third opens – No. 56856 and NRM-owned No. 23956 – going on hire to the Cholsey & Wallingford Railway for its Polar Express services, bringing in some useful income at a time of year when the NYMR does not operate the fleet.

A spokesman for the C&WR said: "We are delighted to host these historic vehicles

this Christmas for the Polar Express. With more than 27,000 tickets sold, we needed to hire in extra coaches, so we are grateful to the LNERCA for its help. We do not believe that LNER teak coaches have ever run on our branch line before, so they will make an unusual but very welcome sight."

A further NER association coach, namely 1890-built luggage composite No. 1111, is currently under a 30-year loan agreement with the Stainmore Railway company at Kirkby Stephen East, where it will be restored and returned to operational condition there, while at Wirksworth on the Ecclebourne Valley is NYMR-owned Gresley TTO No. 43632 that is being restored with disabled access; the latter was due for completion imminently.

To support LNERCA by donating or joining as a member, telephone 01653 669599, email info@lnerca.org, or visit lnerca.org **HR**



Corridor Lavatory No. 88339 is a unique survivor of its design and is currently undergoing overhaul in the offsite workshops. The external cladding has been removed and new timbers installed to the framework where required.

STAR LETTER

Thornbury Castle: An opportunity lost

I think the real pity about WR 4-6-0 No. 7027 *Thornbury Castle* is that it was the only one out of eight Castles based at a heritage line.

We could have looked forward to it working regularly at the Great Central Railway, and a Great Western-based gala would have been superb. Similarly, it would be nice to see a Castle working to Kingswear, Bridgnorth, Broadway or Minehead.

Unfortunately, this doesn't seem to happen – although Didcot

Railway Centre's Saint No. 2999 *Lady of Legend* has been at the Severn Valley Railway recently, so maybe there is some hope?

A few years ago, I travelled on the steam railmotor at Cheddleton and it was a memorable experience. Perhaps Didcot could develop further partnerships working with heritage railways so that more of its non-working fleet could be brought back to working order?

This seems to make more sense than trying to restore the derelict

remains of an ex-Barry engine?

Now that passenger numbers have been released for the Okehampton line, it seems clear that it actually carries fewer passengers than many of our leading heritage railways. This doesn't surprise me because Okehampton's resident population is only 5000, and it is not a major tourist destination.

Bearing in mind that more than £30 million was spent to upgrade the track and infrastructure, and, I guess, fairly substantial revenue

support is needed, then it confirms my view that those heritage railways that do have reasonable numbers of residents, serve popular tourist destinations, link up with the main line network, and/or provide park and ride facilities, and provide services that are sufficiently important and useful to warrant some degree of governmental financial support in much the same way as any other branch line on the main line network.

David Smith, Sheffield

A magazine for a railway star!

AS a regular reader, I just love your features and opinions on our railway heritage.

Recently I journeyed on the train to London to attend a film fair there and your excellent magazine kept me company during the ride down.



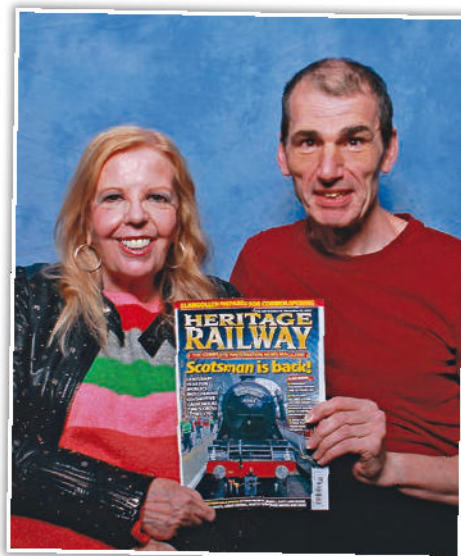
A photograph of *The railway Children* from 1970 signed by star Sally Thomsett.

When I got there, I was fortunate enough to meet the wonderful actress whom your readers may know – Sally Thomsett, who starred as Phyllis in the 1970 film adaptation of E Nesbit's book, *The Railway Children*, alongside Jenny Agutter and, of course, the late Bernard Cribbins, filmed – again, a fact I am sure your readers will know – on the Keighley & Worth Valley Railway. And who can forget the ending, when the cast are lined up looking directly at camera!

Such lovely memories that Sally told me of those long-gone days. I managed to bag this picture which shows the two of us and the real star of the piece – *Heritage Railway* magazine – which I gave to her afterwards.

She also signed this photograph from *The Railway Children* for your offices with an appropriate dedication. I hope you have space for this on one of your office walls.

Mark Dabbs, Walsall, West Midlands



Actress Sally Thomsett with reader Mark Dabbs and a copy of our magazine. MARK DABBS

Our youngest reader?

WHILE I was out, my two-and-a-half-year-old granddaughter picked up your magazine (having been delivered by subscription) from the letterbox.

Is she your youngest reader?
Keep up the work – a great read.

Keith Widdowson, email



You are never too young for heritage railways!
KEITH WIDDOWSON

An earlier share of black?
Fletcher Jennings 0-4-0ST
No. 1 at Tywyn Wharf in 1961.
ANDREW WALLER



Not Talyllyn's first time in black...

I note the news article in *Heritage Railway* issue 299 which suggests that black is a non-authentic livery for Talyllyn Railway 0-4-0ST No. 1 *Talyllyn*.

This photograph was taken at Tywyn Wharf in July 1961 – not long, I believe, after *Talyllyn* had had a major overall and, even allowing for the 'Kodachrome effect', shows it wearing a smart black livery.

Andrew Waller, email



Finnish VR Tk3 2-8-0 No. 1144 at Bressingham Steam Museum in 2016. The Tk3s were the most numerous steam locomotive class in Finland, with 161 built. FOULGER RAIL PHOTOS/CREATIVE COMMONS

'Rediscovered' Finnish broad gauge locomotive in the picture

I was interested to read about the discovery of the lost Finnish locomotive No. 1077 in issue 299. I visited the site in Suffolk on May 19, 1991 and took a few photographs.

Another locomotive from this collection is still in existence. It is a 2-8-0 and is parked as a 'gate guardian' at the entrance to the Bressingham Steam Museum.

Paul Harrison, email

RIGHT: The collection of 5ft 3in broad gauge locomotives in Suffolk in 1991.
PAUL HARRISON



A monthly encyclopaedia of heritage knowledge!

I have been a regular reader of *Heritage Railway* magazine for 10 years and each issue is full of interest.

Also, after looking through some back issues of which I have content listings for some details, it came to me that perhaps it may be of some interest for other readers that looking at back issues really reveals what encyclopaedic information of heritage railway history is contained.

Some may say that looking back is not worthwhile, but that is the foundation of our interest. The information contained in back issues is so wide and detailed that looking for some particular information of any aspect of our heritage railways at home or elsewhere is really rewarding, and surprisingly you find out about items you never thought you had. Keep them coming.

Ken Barlow, Macclesfield

When *Heritage Railway* kicked off!

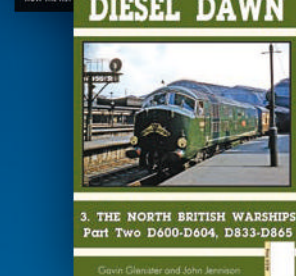
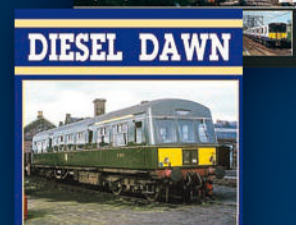
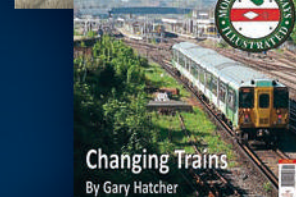
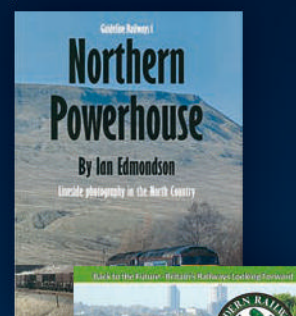
Three hundred issues – that is incredible. To think that we first met at Southam United Football Club's ground in early 1999 to discuss the imminent launch of the new publication.

You overcame the pessimists and have virtually single-handedly edited a magazine that has stood the test of time – that something to be proud of. Well done.

Paul Stratford, photographer, email

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OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Bluebell Railway

Standard gauge, 11 miles. Sheffield Park, East Sussex TN22 2QL. Tel: 01825 720800. Running: Weds-Suns + Dec 20 (Steamlights & Santa Specials)

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254. Running: Dec 3, 4, 10, 11 (Santa Specials)

Chatham Historic Dockyard

Standard gauge, one mile. Chatham, Kent. Tel: 01634 820800. Open: Nov 26 – Dec 24 (Mission Christmas)

East Kent Railway

Standard gauge, two miles. Shepherdswell, Kent. Tel: 01304 832042. Open: W/Es until Dec 24 + Dec 22, 23 (Santa By Train)

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles. Running: W/Es, Sch Hols + Dec 9, 16 (Santa Specials, Train of Lights)

Exbury Gardens & Steam Railway

12¼in gauge, 1½ miles. Exbury, Southampton. Tel: 023 8089 1203. Open: Dec 3, 4, 10, 11 (Festive Express)

Hayling Light Railway

2ft gauge, one mile. Hayling Island, Hants. Tel: 07902 446340. Running: W/Es until Dec 24 + Dec 19-23 (Santa Special)

Hollycombe Steam in the Country

2ft gauge, 1½ miles. Liphook, Hants. Tel: 01428 724900. Open: Reopens 2023.

Isle of Wight Steam Railway

Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204. Running: W/Es Dec 3-24 + Dec 21-23 (Santa Specials)

Kent & East Sussex Railway

Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155. Running: W/Es Dec 3-24 + Dec 9, 22, 23 (Santa Specials)

Lavender Line

Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515. Open: Nov 27

Mid-Hants Railway

Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810. Running: Fris-Suns. Daily from Dec 9-23 (Steam Illuminations)

Mizens Railway

7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922. Running: Dec 4, 11, 18 (Santa Specials)

Old Kiln Light Railway

2ft gauge, ¾ mile. Farnham, Surrey. Running: TBA (Santa Specials)

Romney, Hythe & Dymchurch Railway

15in gauge, 13½ miles. New Romney, Kent. Tel: 01797 362353. Running: W/Es until Dec 24 + Dec 21-23 (Santa Specials)

Royal Victoria Railway

10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246. Running: W/Es until Dec 18 + Dec 19-22

Sittingbourne & Kemsley Light Railway

2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899. Running: W/Es until Dec 18 + Dec 19 (Santa Specials)

Spa Valley Railway

Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141. Running: Thurs-Suns until Dec 23 + Dec 14, 20, 21 (Polar Express)

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: W/Es until Dec 18 + Dec 5, 20-23 (Santa Specials)

Bodmin & Wenford Railway

Standard gauge, 6½ miles. Bodmin, Cornwall. Tel: 01208 73555. Running: W/Es Dec 3-18 + Dec 19-24 (Santa Specials)

Bristol Harbour Railway

Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600. M Shed Museum open Tues-Sun (Closed Dec 25)

Dartmouth Steam Railway

Standard gauge, seven miles. Paignton, Devon. Tel: 01803 555872. Running: Tues-Sun until Dec 23 + Dec 19 (Train of Lights w/Santa option)

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon. Tel: 01884 855671. Open: Reopens 2023.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417. Running: W/Es until Dec 24 + Dec 22, 23 (Santa Specials)

Gartell Light Railway

2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752. Running: Reopens 2023.

Helston Railway

Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597. Running: Dec 10, 11, 17, 18, 21-23 (Santa Specials)

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317. Open: W/Es until Dec 24 + Dec 20-23 (Santa Trains)

Launceston Steam Railway

1ft 11¼in 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: Dec 17, 18, 20-24 (Santa Trains)

North Dorset Railway

Standard gauge, 1200ft. Shillingstone, Blandford Forum, Dorset. Tel: 01258 860696. Open: Weds, W/Es (closed Dec 25)

Plym Valley Railway

Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078. Running: W/Es Dec 3-18 + Dec 19-21 (Christmas Express)

Seaton Tramway

2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375. Running: Daily until Dec 24 (Polar Express Tram Ride)

Somerset & Dorset Railway

Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221. Running: W/Es Dec 3-18 (Santa Specials)

South Devon Railway

Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370. Running: Tues-Suns until Dec 23 (Polar Express)

Swanage Railway

Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800. Running: W/Es until Dec 18 + Dec 9, 16, 21-23 (Train of Lights and Christmas diners)



WR pannier tank No. 9681 was rolled out of Norchard shed on the Dean Forest Railway on November 3 following a nine-year overhaul. Outshopped from Swindon in May 1949, No. 9681 was withdrawn in August 1965 and sent to Barry Scrapyard. Bought for preservation, it moved to the DFR in 1975 and was returned to steam in 1984. It last hauled a passenger train in 2013 but is now set to return to service following testing. The overhaul was completed by a small team of volunteers with assistance from Western Steam Engineering. TOM BUFFIN/DFR



Hampshire's 12 ¼in gauge Exbury Gardens Steam Railway, the Rhododendron Line, which this year celebrates its 21st birthday, will be running its Festive Express on December 3/4 and 10/11. Young passengers are invited to post a letter to Father Christmas in the Exbury Central engine shed at the start of their journey, and once underway, an elf will lead passengers in carol singing. Pictured is Exmor Steam Railway-built 2-6-2 *Mariloo*, which, on May 3, 2008, following its recent delivery, carried the late Queen Elizabeth II on a footplate trip around the line, as reported in *Heritage Railway* issue 112. EXBURY GARDENS

Swindon & Cricklade Railway

Standard gauge, three miles.
Blunsdon, Wiltshire. Tel: 01793 771615.
Running: W/Es until Dec 18
(Santa Specials)

West Somerset Railway

Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.
Running: Fris-Suns until Dec 24 + Dec 20-22 (Winterlights and Santa Express)

Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.
Open: Suns (closed Dec 25). Trains: W/Es until Dec 18 + Dec 21, 23 (Santa Specials)

EAST ANGLIA

Bressingham Steam Museum

Narrow and standard gauge, one mile. Diss, Norfolk.
Tel: 01379 686900.
Open: W/Es Dec 3-24 + Dec 20-23 (Christmas Services)

Bure Valley Railway

15in gauge, nine miles. Aylsham, Norfolk.
Tel: 01263 733858.
Running: W/Es Dec 3-24 + Dec 19-23 (Festive Express)

Colne Valley Railway

Standard gauge, ¾ mile. Castle Hedingham, Essex. Tel: 01787 461174.
Running: W/Es Dec 3-24 + Dec 22, 23 (Santa Specials)

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: Weds, W/Es (closed Dec 25).
Running: Dec W/Es Dec 3-18.

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: Reopens 2023.

Mid-Norfolk Railway

Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.
Running: Wed-Suns until Dec 23 + Dec 19, 20 (Polar Express)

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.
Running: Nov 27 then W/Es until Dec 18 (Santa Specials)

Nene Valley Railway

Standard gauge, 7½ miles. Wansford, Peterborough, Cambs. Tel: 01780 784444.
Running: W/Es until Dec 24 + Dec 14, 21-23 (Santa Specials)

North Norfolk Railway

Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
Running: Thurs-Suns until Dec 23 + Dec 12-14, 19-21 (Lights Express, Santa Specials)

Wells & Walsingham Railway

10¼in gauge, four miles. Wells-next-the-Sea, Norfolk. Tel: 01328 711630.
Running: Reopens Feb 2023.

Whitwell & Reepham Railway

Standard gauge, ¼ mile. Reepham, Norfolk. Tel: 01603 871694.
Open: Tues-Suns. Running: Suns until Dec 18 (Santa Trains)

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile.
Quinton Road, Bucks. Tel: 01296 655720
Cafe open Mon-Fri. Running: W/Es until Dec 18 (Panto Express)

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 07979 055366
Running: W/Es until Dec 18 + Dec 21, 22 (Santa Specials)

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon. Tel: 01491 835067
Running: Thurs-Suns until Dec 23 (Polar Express)

Didcot Railway Centre

Standard gauge. Didcot, Oxon. Tel: 01235 817200.
Open: W/Es until Dec 18
Running: W/Es until Dec 18 + Dec 21-23 (Steam into Christmas)

Epping Ongar Railway

Standard gauge, six miles.
Ongar, Essex. Tel: 01277 365200.
Running: Weds-Suns until Dec 24 + Dec 20 (Train of Lights, Santa Specials)

Great Whipsnade Railway

2ft 6in gauge. Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.
Running: Reopens Feb 2023.

Hampton & Kempton Waterworks Railway

2ft gauge. Hanworth, Middlesex.
Tel: 01932 212235.
Running: Dec 10, 11, 17, 18 (Santa Specials)

Leighton Buzzard Railway

2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888
Running: W/Es Dec 3-24 + Dec 19, 21-23.

London Museum of Water & Steam

2ft gauge, 400 yards. Brentford, London.
Tel: 0208 568 4757.
Open: Thurs-Suns until Dec 18.

MIDLANDS

Abbey Pumping Station

2ft gauge, ¼ mile. Corporation Road, Leicester, LE4 5PX. Tel: 0116 299 5111.
Open: Reopens 2023.

Amerton Railway

2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.
Running: W/Es Dec 3-24 (Santa Specials)

Apedale Valley Railway

2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.

Running: Dec 10, 11, 17, 18 (Santa Specials)

Barrow Hill Roundhouse

Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.

Open: W/Es until Dec 12 + Dec 8, 9.

Battlefield Line

Standard gauge, five miles. Shackerstone, Leics. Tel: 01827 880754.

Running: W/Es until Dec 24 + Dec 23 (Santa Specials)

Cambrian Heritage Railways

Standard gauge, 1¼ miles (Oswestry), ¾ mile (Llyncllys).

Oswestry and Llyncllys, Shropshire. Tel: 01691 728131.

Running: W/Es until Dec 18 (Santa Specials)

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: W/Es until Dec 24 + Dec 23.

Churnet Valley Railway

Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.

Running: Weds-Suns until Dec 23 + Dec 19, 20 (Polar Express)

Crich Tramway Village

Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321

Open: Reopens March 2023.

Dean Forest Railway

Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.

Running: W/Es until Dec 24 + Dec 7, 14, 23, 23 (Santa Specials)

Ecclesbourne Valley Railway

Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.

Running: W/Es until Dec 24 + Dec 19-23 (Christmas Countryside)

Echills Wood Railway

7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.

Running: W/Es until Dec 18 (Santa Trains)

Evesham Vale Railway

15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.

Running: W/Es until Dec 24 + Dec 21-23 (Santa Specials)

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge, Staffs.

Tel: 01782 396210.

Running: W/Es until Dec 24 + Dec 21-23 (North Pole Express)

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.

Running: W/Es until Dec 18 + Dec 20-23 (Santa Express)

Great Central Railway

Standard gauge, eight miles. Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

www.gcrailway.co.uk

Running: Weds, Fris-Suns until Dec 24 + Dec 19, 20, 22 (Santa Special, Wonderlights)

Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.

Running: W/Es until Dec 24 + Dec 7, 14, 21-23 (Santa Special)

Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.

Running: W/Es until Dec 18 (Santa Specials)

Nottingham Heritage Railway

Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705.

Running: Closed UFN.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: W/Es until Dec 24 + Dec 22, 23 (Santa Specials)

Perrygrove Railway

15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.

Running: Tues, Thurs, W/Es until Dec 22 + Dec 7, 9, 16, 21, 23.

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: Dec 10, 11, 17, 18 (Santa Specials)

Rushden Transport Museum & Railway

Standard gauge, ½ mile. Rushden, Northants. Tel: 0300 3023 150.

Running: Dec 3, 4 (Santa Specials)

Severn Valley Railway

Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.

Running: Weds-Suns until Dec 24 + Dec 20 (Steam in Lights, Santa Trains)



Steam returned to the Wensleydale Railway on November 2 when Ian Riley's ex-LMS 4-6-0 'Black Five' No. 45407 *The Lancashire Fusilier* arrived to operate the line's Polar Express trains. Due to remain in the Yorkshire Dales until the end of December, No.45407 will also haul mince pie specials on December 27/28, with premium seats on these trips including mince pies, hot drinks, classic Wensleydale cheese and mulled wine enjoyed in the comfort of passengers' seats. On-board activities for children will also be taking place, with prizes to be won. Polar Express trips run Wednesdays to Sundays until December 23, with additional trains on December 19/20. For tickets, see yorkshiredalesthepolarexpressride.com, or to book for the mince pie specials, visit wensleydale-railway.co.uk WENSLEYDALE RAILWAY

Railway Museums

Beamish

The Living Museum of the North, County Durham. Open: Weds-Suns. 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: Dec 11.

Tel: 01270 212130.

Donegal Railway Heritage Centre

Donegal. Open: By appointment. 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: Castle: W/Es. Museum: Closed. 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. 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

Coltra, Co. Down. Open: Tues-Suns. Tel: +44 (0)28 9042 8428.



Ex-Barry scrapyards BR Standard 4MT 4-6-0 No. 75078, which had been withdrawn from Keighley & Worth Valley Railway traffic for an extensive boiler overhaul in 2020, returned to service on October 28. The boiler was removed from the frames in April 2021 and the main focus of the work included firebox lap copper welding, replacement of super heater flues and elements, new small tubes, regulator and super heater header inspections, and refurbishment. Its previous overhaul was completed in 2015, and the latest one was brought forward as part of the strategic planning to stagger overhauls and thus ensure locomotive availability. The overhaul was financed with funds from the KWVR Trust. No. 75078 is seen crossing Myholmes Viaduct on October 28. TOM MARSHALL/KWVR

Statfold Barn Railway

2ft gauge, one mile.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.
Running: Fris-Suns Dec 2-23 + Dec 19-22

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: Tues-Suns Dec 2-23
(Polar Express)

Toddington Narrow Gauge Railway

2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
Running: Reopens 2023.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.
Running: W/Es until Dec 24 + Dec 20-23
(Santa Specials)

Eden Valley Railway

Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.
Running: Reopens 2023.

Great Laxey Mine Railway

19in gauge, ¼ mile.
Laxey, Isle of Man.
Tel: 01624 862007/670386.
Running: Reopens 2023.

Groudle Glen Railway

2ft gauge, ¾ mile.
Isle of Man. Tel: 01624 670453.
Running: Dec 10, 11, 17, 18.

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: Nov 26, 27.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.
Near Ulverston, Cumbria. Tel: 01539 531594.
Running: Reopens February 2023.

Manx Electric Railway and Snaefell Mountain Railway

3ft gauge, 17 miles (MER), 5½ miles (SMR).
Douglas, Isle of Man. Tel: 01624 697473.
Running: Reopens 2023.

Ravenglass & Eskdale Railway

15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
Running: W/Es until Dec 18 + Dec 20-23
(Santa Express)

Ribble Steam Railway

Standard gauge, 1½ miles.
Preston, Lancs. Tel: 01772 728800.
Running: Dec 3, 4, 10, 11, 17, 18.

South Tynedale Railway

2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
Running: Dec 10, 11, 17, 18
(Santa on the Train)

Stainmore Railway

Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.
Open: Suns + Dec 3 (Closed Dec 25)

Threlkeld Quarry & Mining Museum

2ft gauge, ½ mile. Threlkeld, Cumbria.
Tel: 01772 815881.
Open: Reopens April 2023.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Dec 4, 10, 11, 17, 18 (Santa Specials)

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles.
Alnwick, Northumberland.
Tel: 0300 030 3311.
Running: Nov 27, Dec 3, 4, 10, 11 (Santa Specials)

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 until Dec 18 + Dec 22, 23
(Santa Specials)

Derwent Valley Light Railway

Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.
Open: Dec 3, 4, 10 (Santa Specials)

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.
Embsay, North Yorks. Tel: 01756 795189.
Running: Reopens 2023.

Heatherslaw Light Railway

15in gauge, two miles. Ford Forge, Northumberland. Tel: 01890 820244.
Running: Dec 10, 11, 17, 18
(Santa Specials)

Keighley & Worth Valley Railway

Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ. Tel: 01535 645214.
Running: Fris-Suns until Dec 24 + Dec 22.

Lincolnshire Coast Light Railway

2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
Running: Reopens 2023.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
Running: Dec 10, 11, 17-19 (Santa Specials)

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds. Tel: 0845 680 1758.
Running: W/Es Dec 3-24 + Dec 23
(Santa Specials)

North Tyneside Railway

Standard gauge, two miles. North Shields.
Tel: 0191 277 7135.
Running: W/Es Dec 3-24 (Elf Express)

North Yorkshire Moors Railway

Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.
Running: W/Es Dec 3-24 + Dec 19-23 (Santa Specials)

Scarborough North Bay Railway

20in gauge, $\frac{7}{8}$ mile. Scarborough, North Yorks. Tel: 01723 368791.
Running: W/Es until Dec 18 + Dec 22, 23 (Santa Specials)

Tanfield Railway

Standard gauge, three miles. Near Gateshead, Tyne & Wear.
Tel: 07508 092365.
Running: W/Es until Dec 24 + Dec 20, 21, 23 (North Pole Express)

Weardale Railway

Standard gauge, 18 miles. Stanhope, Co. Durham.
Running: W/Es Dec 3-18 + Dec 21-23 (Santa Specials)

Wensleydale Railway

Standard gauge, 22 miles. Leeming Bar, North Yorkshire. Tel: 01677 425805.
Running: Weds-Suns until Dec 23 (Polar Express)

Whistlestop Valley Railway (Kirklees)

15in gauge, four miles. Huddersfield, West Yorks.
Tel: 01484 865727.
Running: Fris-Suns until Dec 24 + Dec 5, 12, 20-22 (Santa Express)

Yorkshire Wolds Railway

Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
Open: Reopens April 2023.

WALES

Bala Lake Railway

2ft gauge, $\frac{4}{5}$ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
Running: Dec 10, 11 (Santa Specials)

Barry Tourist Railway

Standard gauge, two miles. Barry, Vale of Glamorgan. Tel: 01446 748816.
Running: Closed UFN.

Brecon Mountain Railway

1ft 11 $\frac{3}{4}$ in gauge, five miles. Pant, Mid-Glamorgan.
Tel: 01685 722988.
Running: Tues-Thurs, W/Es until Dec 22 + Dec 19 (Santa Specials)

Conwy Valley Railway Museum

7 $\frac{1}{4}$ in and 15in gauge, $\frac{3}{4}$ mile. Betws-y-Coed station, Conwy. Tel: 01690 710568.
Open: Daily (closed Dec 25)

Corris Railway

2ft 3in gauge, $\frac{3}{4}$ mile. Corris, near Machynlleth. Tel: 01654 761701.
Running: Dec 10, 11 (Santa Specials)

Fairbourne Railway

12 $\frac{1}{4}$ in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: Reopens 2023.

Ffestiniog Railway

2ft gauge, 13 $\frac{1}{2}$ miles. Porthmadog, Gwynedd. Tel: 01766 516000.
Running: Dec 10, 11, 17, 18 + Dec 23.

Gwili Railway

Standard gauge, four miles. Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.
Running: W/Es until Dec 18 + Dec 23 (Santa Specials)

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd.
Tel: 01286 870549.
Running: Reopens 2023.

Llanelli & Mynydd Mawr Railway

Standard gauge, $\frac{1}{4}$ mile. Cynheidre, Carmarthenshire.
Tel: 07956 082305.
Running: Dec 3, 4, 17, 18 (Santa Trains)

Llangollen Railway

Standard gauge, 10 miles. Llangollen, Denbighshire.
Tel: 01978 860979.
Running: W/Es until Dec 24 + Dec 21-23.

Pontypool & Blaenavon Railway

Standard gauge, $\frac{3}{2}$ miles. Blaenavon, Torfaen. Tel: 01495 792263.
Running: W/Es Dec 3-18 (Santa Specials)

Rhyl Miniature Railway

15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
Running: W/Es until Dec 24 + Dec 22, 23 (Santa Trains)

Snowdon Mountain Railway

800mm gauge, $\frac{4}{5}$ miles. Llanberis, Gwynedd. Tel: 01286 870223.
Running: Reopens 2023.

Talyllyn Railway

2ft 3in gauge, 7 $\frac{1}{2}$ miles. Tywyn, Gwynedd.
Tel: 01654 710472.
Running: Tues, W/Es Dec 3-18 (Tinsel & Turkey, Santa Specials)

Teifi Valley Railway

2ft gauge, $\frac{1}{2}$ mile. Henllan, Ceredigion, SA44 5TD.
Tel: 01559 371077.
Running: Reopens 2023.

Vale of Rheidol Railway

1ft 11 $\frac{3}{4}$ in gauge, 12 miles. Aberystwyth, Ceredigion. Tel: 01970 625819.
Running: Reopens 2023.

Welsh Highland Heritage Railway

2ft gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.
Running: Dec 17, 18 (Santa Specials)

Welsh Highland Railway

2ft gauge, 26 miles. Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Dec 4, 11, 17, 18, 23 (Santa Specials)



Barclay 0-4-0ST No. 1964 of 1929 *Spitfire* will be hauling the Lincolnshire Wolds Railway's Santa specials, which will run on December 10/11 and 17-19 with booked tickets only (available at www.lincolnshirewoldsrailway.co.uk/product/santa-special). Trains will also run on January 1.

Spitfire spent its working life in the chemical industry at Trafford Park in Manchester and following its withdrawal in the 1970s was initially preserved at the Manchester Museum of Science and Technology. Since 1984, it was based at several heritage lines, and its 10-yearly overhaul was completed at Ludborough in December 2015. LWR

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles. Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: W/Es Dec 3-18 + Dec 19 (Santa Specials)

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West Lothian.
Tel: 01506 825855.
Running: W/Es Dec 3-24 + Dec 16, 23 (Santa Trains)

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.
Running: W/Es until Dec 18 (Polar Express)

Doon Valley Railway

Standard gauge. Dunaskin, Ayrshire.
Running: Reopens 2023.

Keith & Dufftown Railway

Standard gauge, 11 miles. Dufftown, Banffshire.
Tel: 01340 821181.
Running: W/Es Dec 3-18 (Santa Specials)

Lathalmond Railway Museum

Standard gauge, $\frac{1}{2}$ mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.
Tel: 07379 914801.
Open: Reopens 2023.

Leadhills & Wanlockhead Railway

2ft gauge, $\frac{3}{4}$ mile. Leadhills, South Lanarkshire.
Running: Reopens 2023.

Royal Deeside Railway

Standard gauge, $\frac{1}{4}$ miles. Banchory, Kincardineshire. Tel: 01330 844416.
Running: W/Es Dec 3-24 (Santa Specials)

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire.
Tel: 01479 810725.
Running: W/Es until Dec 18 (Santa Express)

IRELAND

Downpatrick & County Down Railway

5ft 3in gauge. Downpatrick, Co. Down.
Tel: 028 4461 5779.
Running: W/Es until Dec 18.

Railway Preservation Society of Ireland

5ft 3in gauge. Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.
Open: Museum open Thurs to Sat.

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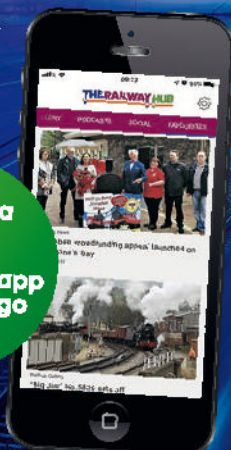
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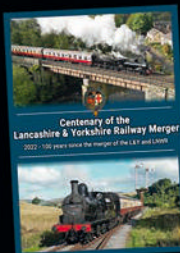
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Corey Clark in the Kidderminster signalbox with volunteer signalman Alastair Taylor. LESLEY CARR

Fundraiser Corey gets VIP treatment at Severn Valley

A DREAM came true for eight-year-old Corey Clark when he was treated to a VIP reception by Severn Valley Railway volunteers during the autumn half term holiday.

Corey, from Stourport-on-Severn, raised £290 through a sponsored 10-mile walk for the Food Share Wyre Forest Project.

Volunteer Amy Baker said: "We were really impressed when we heard what Corey has done to help his community and we know that he's completely fascinated with everything to do with railways, so we thought this would be a really nice way of celebrating his achievement."

Amy and fellow young volunteer Tom Eades treated Corey and his family to a guided tour of Kidderminster Town station, where he got a peek inside the cab of a heritage diesel, stepped onto the footplate of a steam locomotive, and even visited the signalbox.

"Corey is going to be talking about today for years to come," said mum Sara. "He'd like to work for a railway when he grows up and would love to volunteer as a junior for the SVR when he's old enough."

"The Severn Valley is so family-orientated. Just look at the smile on his face – it says everything doesn't it?"

Moseley Trust completes its restoration of first locomotive

By Robin Jones

THE first locomotive to be run by the Moseley Railway Trust has been restored to operational condition at the Apedale Valley Light Railway.

Ruston 20DL No. 354013 of 1953 was the first locomotive to run at the Cheadle School railway in Manchester in 1971 and therefore plays a key role in the trust's history.

Built to 20in gauge and supplied new to a brickworks at Crowle, near Scunthorpe, in 1970, it was bought

and moved to Cheadle, where it was overhauled using the school's metalwork room.

Unusual gauge

A 20in gauge track was laid out on which to run it, but as the school railway developed, the limitations of the unusual gauge became apparent.

Darlington company The Chemical and Insulating Co Ltd had one of the UK's few 20in gauge lines and needed a locomotive, and so No. 354013 moved there in

February 1977. Eventually, C&I ceased using its railway, and the locomotive re-entered preservation with the Darlington Railway Preservation Society.

In August 2019, No. 354013 arrived at Apedale on loan from the DRPS and was a key exhibit that September in an event marking 50 years of the trust.

Cosmetically restored for that event, it has now been fully restored, with the intention that a 20in gauge line will be constructed in due course for the loco to run on.



Ruston 20DL No. 354013 of 1953 at the Cheadle School railway in 1974. MRT



The fully restored locomotive at the Apedale Valley Light Railway on October 22. MRT

Bus shelter that's now a railway station!

HISTORY appears to have gone into reverse at Peterborough's Railworld Wildlife Haven.

There was once a time when railways all over the UK were closing, to be replaced by bus services – some of which failed to last anywhere near as long as their predecessors on steel wheels did.

At Railworld, however, a redundant bus stop donated by Peterborough City Council has been turned into a standard gauge Victorian railway wayside halt.

Nene Halt is now one of the prize exhibits at Railworld, where volunteers have been busy using components and artefacts salvaged

from the national network to create a National Railworkers' Memorial.

Visible from the adjacent East Coast Main Line, the project is making full use of its collection of Victorian



The Peterborough bus stop that has been turned into a railway halt at Railworld Wildlife Haven. ROBIN JONES

trackwork and platelayers' tools. It even has a Great Northern Railway and drill for drilling rail.

While Nene Halt is an exhibit that in itself never be rail connected, the Railworld volunteers are now planning to use a second donated bus stop to create another half at the adjacent Nene Valley Railway.

The bus stop will be used to create a shelter for passengers at Orton Mere station.

Railworld trustee and volunteer Brian Pearce said: "This is all part of the 'circular economy' – railway preservationists have known about this for years: reuse, repurpose, and share!"

NEXT ISSUE

Issue 301 out Dec 23

Don Benn looks back at the charter trains that ran over the Folkestone Harbour branch, which closed in 2014.

PLUS

BLUE PETER BACK IN 2023?

A2 Pacific No. 60532 *Blue Peter* is poised to join the Saphos Trains fleet next year. John Titlow gives an update on its restoration at Crewe.

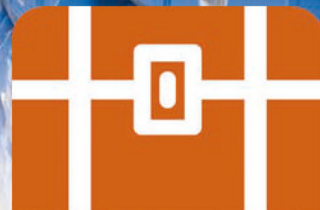


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