

NEW FLYING SCOTSMAN GIN LAUNCHED ■ STEAM IN SNOW: PRESENT AND PAST

ISSUE 301 December 23, 2022 – January 20, 2023

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

257 Squadron moves to Spa Valley



NEW GREAT CENTRAL
GENERAL MANAGER
APPOINTED

SISTER STANDARD 2MTS
RUNNING TOGETHER!

■ TALYLLYN VICTORIAN WATERING TROUGH WINS NATIONAL AWARD ■ NORTH NORFOLK GETS SIGNALBOX IN MIDNIGHT GRAB ■ ERLESTOKE MANOR RETURNS TO SEVERN VALLEY ■ 'TERRIER' FENCHURCH BACK AND HAULING TEST TRAINS

SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

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

**GET A FREE
VALUATION
ON YOUR
COLLECTION**



We purchase a wide variety of brands, including:



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



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



List

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

Offer

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

Send

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

Pay

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

Call us on: 0151 305 1755

Opening times: Mon to Sun 9:30am to 1pm / 2pm - 5pm

Email us at: preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ

Get in touch with our friendly team...



Find out more at www.hattonsmodelmoney.com



LNWR 'Ironclad' 2F 0-6-0 No. 52044 heads through a snowy Irwell Vale on the East Lancashire Railway on December 11. The locomotive will return to the Keighley and Worth Valley Railway in February. FRANK RICHARDS

EDITORIAL

Editor Robin Jones

rjones@mortons.co.uk

Staff Writer Owen Hayward

OHayward@mortons.co.uk

Senior Contributors

Geoff Courtney, John Titlow

Contributors

Hugh Dougherty, Tim Hobman,

Pete Kelly, Roger Melton

Designer Tim Pipes

Production editor

Lucy Wood

Publisher Tim Hartley

Editorial address

Heritage Railway magazine,
Mortons Media Ltd, PO Box 99,
Horncastle, Lincs LN9 6LZ

Website

www.heritagerrailway.co.uk

ADVERTISING

Advertising representatives

Craig Amess 01507 529537

camess@mortons.co.uk

Fiona Leak 01507 529573

fleak@mortons.co.uk

Group advertising manager

Sue Keily

skeily@mortons.co.uk

CUSTOMER SERVICES

General Queries & Back Issues

01507 529529

Monday-Friday 8.30am-5pm

Answerphone 24H

help@classicmagazines.co.uk

www.classicmagazines.co.uk

DISTRIBUTION & PRINTING

Distribution

Marketforce (UK) Ltd, 3rd Floor,
161 Marsh Wall, London E14 9AP
0203 787 9001

Printing

Acorn Web Offset Ltd,
Normanton, West Yorkshire.

**MORTONS MEDIA
GROUP LTD**

Sales and distribution manager

Carl Smith

Marketing manager

Charlotte Park

Commercial director

Nigel Hole

Publishing director

Dan Savage

ARCHIVE

Enquiries Jane Skayman

01507 529423

jskayman@mortons.co.uk

SUBSCRIPTION

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

EDITORIAL CONTRIBUTIONS

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

© Mortons Media Group Ltd.

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

ISSN No 1466-3560

Published

Every four weeks on a Friday.

Advertising deadline

January 10, 2023

Next issue on sale

January 20, 2023

Where connections are the big key to success

WE cannot have been anything but delighted by the success of the operation to replace the life-expired original Great Central Railway Bridge 326 over the A60 at Loughborough. Its renewal is a core component not only in the overall scheme to link both of the heritage-era Great Central lines together to create an 18-mile route between the outskirts of Nottingham and Leicester, but it will also give Loughborough Central its own direct connection to the national network.

The potential for regular main line charter trains running on to the GCR at Loughborough and maybe on to Leicester North will potentially be a massive boost to the railway and to the local tourist economy, opening up many possibilities to welcome 500 day trippers at a time – not to mention the easier arrival of big-name main line locomotives for gala events.

With Loughborough's excellent road links and other public transport connections, that one main line connection could work wonders for the town.

There is another heritage railway in the East Midlands that already has the advantage of a main line connection, but one which had sadly been closed for the time being because of the condition of a section of the track.

The Nene Valley Railway's Fletton Loop, which was acquired from Network Rail a decade ago, offers access for incoming tours and visiting locomotives to the heritage line and also to the adjacent Railworld Wildlife Haven, a significant visitor attraction in itself which sits directly on the opposite side of the East Coast Main Line from Peterborough city centre.

Funds and volunteer labour are now urgently needed to renew the affected track in order to reopen the loop and refresh the multiple benefits it can offer to both venues and their locality.

The volunteer-run heritage sector has worked wonders over its first 71 years in saving railways and stock to run over them. Now is the time to look after what has been saved and replenish it to enable to reach its maximum potential. If any organisations such as engineering businesses or technical colleges are searching for a venue for work experience sessions, which would benefit local heritage and the

community, look no further.

In the South West, MPower Kernow Community Interest Company is now offering valuable on-site training and work experience to youngsters in Cornwall by bringing the main line turntable at St Blazey back into use after five years.

Again, here is a hugely commendable scheme. The availability of the turntable will once again entice steam charters, with the potential for add-on trips for passengers to nearby attractions like the Eden Project and historic Charlestown harbour, again boosting the tourist economy.

As outlined in News, page 17, this organisation's ambitious target is having the turntable and its connecting track operational once again by April 30 – with the first locomotive to be turned being none other than A3 No. 60163 *Flying Scotsman* when it heads a charter into Cornwall on that day.

All three of these schemes deserve our support, in whatever way we can give it, and will reap rich dividends for all.

Robin Jones Editor

MORTONS
MEDIA GROUP LTD

Independent publishers
since 1885

50th!
Having trouble finding a
copy of this magazine?

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

ISSUE 301

December 23, 2022 – January 20, 2023

News



8

Headline News

6

- 257 Squadron to take up permanent residence at Spa Valley
- Tornado's boiler returns to Darlington in time for Christmas
- New general manager for GCR
- Duke of Kent retraces grandfather's footsteps at STEAM
- Erlestoke Manor test runs reveal more work is needed



11

News

10

- Santa trains graced by snow
- 'Lost' Manx coaches set for return to Isle of Man Steam Railway
- Flying Scotsman gets birthday gin
- Midnight grab as ex-Reedham Junction 'box moves to Holt
- Scammers target Polar Express passengers with bogus tickets
- Bluebell approves DEMU and Class 73 to join growing diesel fleet
- 'Project Petroleum' TTA tankers set for Dean Forest Railway home
- First preserved Class 315 for Llanelli
- Talylyn Railway general manager announces February departure



56

Main Line News

56

- Adrian Shooter death announced
- Railway Touring Company five-day Flying Scotsman holiday planned
- Revived Dartmoor Line passenger numbers double expectations
- Trespasser delays Sir Nigel Gresley

With Full Regulator

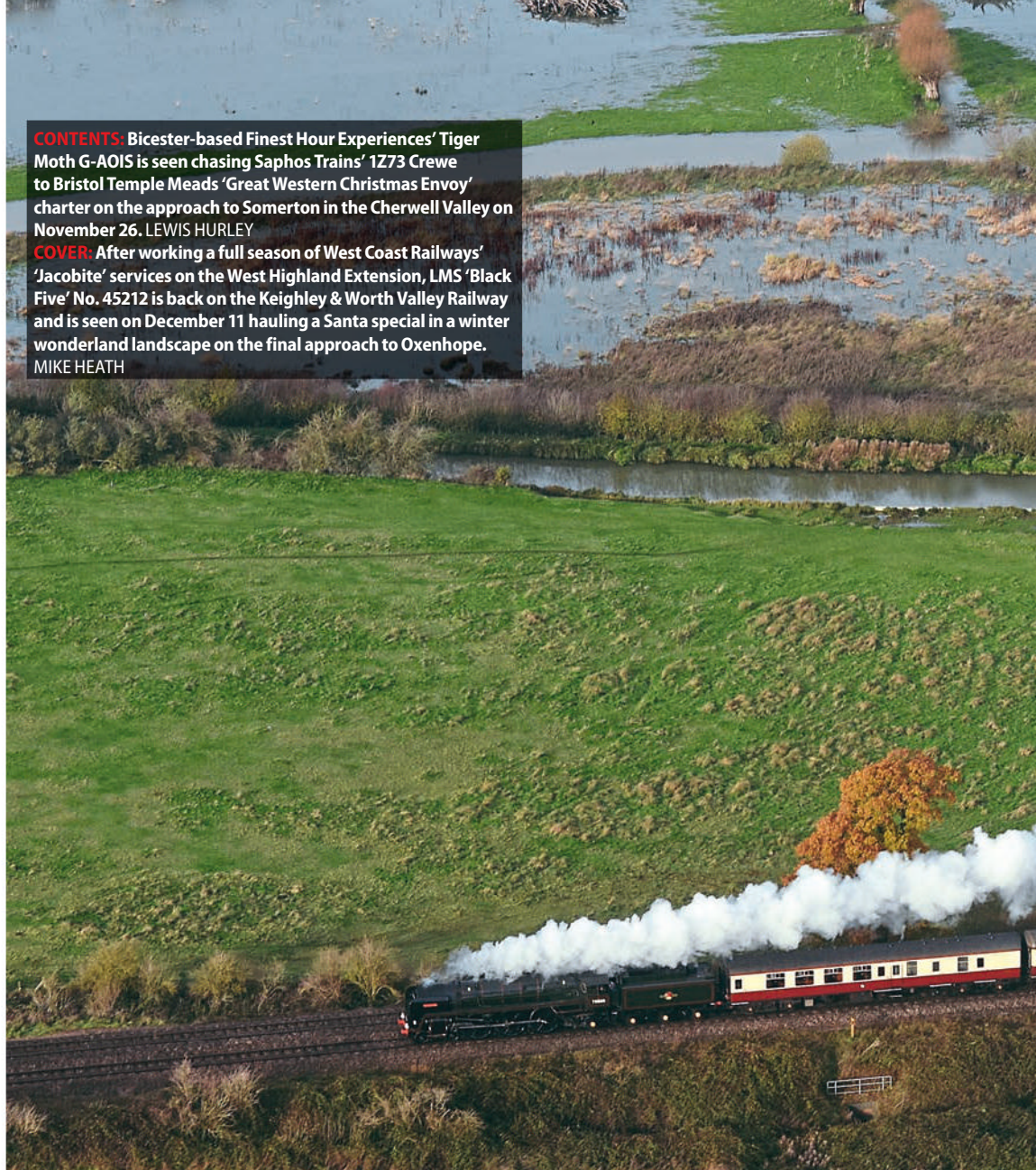
64

Don Benn compares LMS Class 5s on the Cumbrian Coast Line in 1972 and 2022, and MN Class Pacific No. 35018 on the Bournemouth Belle in 1963.

CONTENTS: Bicester-based Finest Hour Experiences' Tiger Moth G-AOIS is seen chasing Saphos Trains' 1Z73 Crewe to Bristol Temple Meads 'Great Western Christmas Envoy' charter on the approach to Somerton in the Cherwell Valley on November 26. LEWIS HURLEY

COVER: After working a full season of West Coast Railways' 'Jacobite' services on the West Highland Extension, LMS 'Black Five' No. 45212 is back on the Keighley & Worth Valley Railway and is seen on December 11 hauling a Santa special in a winter wonderland landscape on the final approach to Oxenhope.

MIKE HEATH



Regulars

Subscribe Today

30

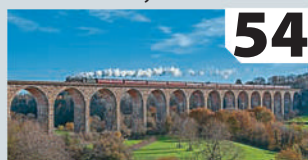
Main Line Itinerary

63

Steam and heritage diesel railtours.

Centre

LMS Jubilee No. 45596 Bahamas heads over Cefn Mawr/Dee Valley viaduct with the 'Christmas Cheshireman' charter on November 19 by John Titlow.



54

Railwayana

68

Geoff Courtney's regular column of news from the auction scene

Off the Shelf

90

Latest book and DVD releases to indulge in

Platform

94

Where your views matter most

Up & Running

96

Guide to railways running into the new year

The Month Ahead

106

Features

No business like snow business!

Lifelong lineside photographer John Titlow looks back at the winters which really were just that – and when classic steam ploughed through the blizzards to steal the show!



50



72

Folkestone Harbour steam: The last years

Don Benn looks back in words and pictures at the charter trains that ran over the Folkestone Harbour branch during its final two decades of operation.

Great Central's Last Hurrah as 'Windcutters' turn 30

84

In early 1992, a proposal was mooted to preserve a lengthy train of mineral wagons on the Great Central Railway. Thirty years on, the rake is a highlight of the GCR freight operations, taking centre stage at the railway's Last Hurrah Gala over the weekend of November 19/20.



80

A busy Yuletide on all fronts at Middleton!

Sally Clifford finds out why it's not just planning for the Christmas festivities that keeps the volunteers at Middleton Railway busy now and all the year round.

Gateway to the South West

88

Exeter was the meeting place where two rival railway cultures – the GWR main line to Penzance and the LSWR's 'Withered Arm' to North Devon and North Cornwall – came together. David Mitchell's new book, *Exeter Railways*, unfolds in detail the fascinating history of the city's railways right up to the present day.

Models



Model News

76

NER H class for OO, Railmotors enter production, plus a surprise Bachmann announcement.

PRE-ORDER ISSUE 302

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

SCAN ME
WITH YOUR
PHONE
CAMERA!



SUBSCRIBE FROM JUST £45*

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

See page 30



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



Like us facebook.com/
heritagerailway



Follow us
@HeritageRailMag



Connect with us
heritage-railway-
magazine

257 Squadron in permanent move to Spa Valley Railway

By Geoff Courtney

STAFF and volunteers at the Spa Valley Railway are enjoying a double celebration as 2022 draws to a close – the end of an exceptional year that helped to banish, or at the very least minimise, painful memories of the Covid lockdowns, and news that SR Battle of Britain No. 34072 *257 Squadron* has become a permanent member of the railway's fleet.

Jonnie Pay, the Tunbridge Wells-based line's commercial and finance manager, said at the beginning of December, with another month to go before 2022 bowed out: "It has been an exceptional year. We are expecting to exceed 70,000 visitors, a significant increase from the 30,000 we used to have, and this was due to The Polar Express train rides and the many large events we have held."

He made special mention of the railway's 25th anniversary celebrations in August, which featured visiting Standard 4MT No. 75069 and West Country Pacific No. 34092 *City of Wells*, and the unveiling of the name *Spa Valley*

Railway 25 Year Anniversary for Class 73/1 No. 73141.

In tandem with the year's successes, the railway is also celebrating the addition of No. 34072 to its permanent fleet. The Pacific arrived at Tunbridge Wells on loan in early November and was due to return to its Swanage Railway base after its last public trains on the railway over the weekend of January 7/8, but on December 5, Jonnie announced the loan had become permanent.

'Lovely comparison'

"During its time with us it has been enormously popular with visitors and volunteers, especially footplate crews, and I am delighted that we have reached an agreement with its owner, Southern Locomotives Ltd, for us to become its permanent home," he said.

"It is really good news that one of the Battle of Britain locomotives in its original streamlined guise is to become part of our stable, and it will provide a lovely comparison with our resident No. 34053 *Sir Keith Park*, which is one of the 'rebuilt' members of the class."

No. 34053, which is also owned by Southern Locomotives, is expected to return to service in the spring following overhaul, and Jonnie says he is eagerly awaiting its return. "The Bulleid Pacifics are real crowd-pullers admired by many," he said.

Southern Locomotives chairman Simon Troy told *Heritage Railway* on December 6: "No. 34072 is currently on the Spa Valley Railway working hard on The Polar Express, with a planned return to the Swanage Railway in January. However, with the current economic climate, the Swanage Railway feels that it is unlikely that 2023 will see too much of an improvement, so to have three Pacifics, of which only one would be used except on high days and holidays, would seem illogical.

"Therefore, it was agreed that we should remove a locomotive from our contract to enable the railway to make a significant saving. That said, Swanage will still be the home of two Bulleids, *Eddystone* and *Manston*, both with long boiler certificates – a pair of Pacifics no other railway can match.

"Following our very positive experience with the Spa Valley Railway over the past couple of years, we approached its commercial manager, Jonnie Pay, and asked if we could base it there permanently, with the option of hiring it to other railways. This was agreed, for which we are very grateful, especially with the undercover accommodation at 75F."

Winter Steam Up

Meanwhile, No. 34072 will be in action over the December 31-January 2 public holiday weekend and at a Winter Steam Up on January 7/8, when it will be joined by Austerity No. 2890 and one of Spa Valley's heritage diesels.

Tickets for the December 31-January 2 services are £15 for adults with concessions, and those for the Winter Steam Up on January 7/8 are £20, also with concessions. Trains will run between 9.30am and 4.15pm each day, and advance bookings are available online at www.spavalleyrailway.co.uk

No. 34072 will also be in action in February and March when members of the public will be able to drive and fire the mighty Pacific. The cost will be £500 per person, and participants will not only drive and fire the engine, but also carry out other tasks, as explained by Jonnie.

"This is a full day – hands-on, intensive experience," he said. "Participants will spend time on the regulator with our driver, shovel coal with the fireman, and have a go with the guard's green flag. They will also oil up, couple and uncouple, visit Groombridge signalbox, and go behind the scenes, being shown parts of the railway that the general public never gets to see."

The experiences will run on February 25/26 and March 4/5/11/12, and up to four guests will be permitted to ride on the train being hauled by the Pacific.

After that, *257 Squadron* will become the first Bulleid Pacific to visit the Kent & East Sussex Railway and will feature in that line's Easter programme and other events, before returning to the Spa Valley for a June steam-up at Tunbridge Wells, according to Southern Locomotives.

Jonnie has also announced that visiting Caledonian Railway No. 828 (BR No. 57566) is to undergo repairs in the New Year in the railway's former LBSCR Tunbridge Wells West shed (75F).

It will remain at the line until October next year. The 0-6-0 was built in 1899 and is based at the Strathspey Railway.



Welcome addition: Battle of Britain No. 34072 *257 Squadron* heads a Spa Valley Railway train at Poke Hill Farm on November 13, shortly after its arrival for a two-month visit that has now become permanent. DAVID STAINES



With the empty stock working for the Vintage Trains Polar Express to Birmingham Moor Street, WR 4-6-0 No. 7029 *Clun Castle* heads through Small Heath on December 8. JOHN TITLOW

Tornado's boiler is back – just in time for Christmas

AN EARLY Christmas gift arrived in Darlington after The A1 Steam Locomotive Trust announced that the overhaul of its boiler for Peppercorn A1 Pacific No. 60163 *Tornado* had been completed in Germany.

The overhaul of the A1 began in February when the boiler was sent to DB Meiningen for refurbishment – in a change to the original plan that would have seen a new one fitted in its place. Manufacturing the two new boilers was reported to have faced a six-month delay caused by Covid-19, and the trust decided that as there had been only a limited number of steamings throughout the pandemic, a refurbishment was a credible option.

While in Germany the boiler received new flue and smoke tubes, as well as new foundation ring corners. Some limited plate work was carried out, plus an increased number of flexible stays were fitted before a hydraulic test was carried out and passed, after which arrangements were made to transport the boiler home.

Haulage firm Alleleys collected the boiler from the DB Meiningen workshops on December 9 for it to arrive at the trust's Darlington Locomotive Works base three days later. There it will undergo steam testing prior to having cladding reattached and subsequent onward travel to Locomotive Maintenance Services in Loughborough, where it will be reunited with the frames.

A trust spokesman said: "This huge milestone marks the final straight of *Tornado's* overhaul and we look forward to being back out on the tracks in the spring!"

Meanwhile, work at LMS has seen the fitting of the European Train Control System main line signalling equipment and tender tank to the rewheelled tender chassis.

Subject to successful reassembly and testing in time, the first main line working for *Tornado* since November 2021 is expected to be the 'South Devon Express' on Thursday, March 23, with boarding at Worcester Shrub Hill,



The overhauled boiler of No. 60163 *Tornado* arrived back at Darlington on December 12. AISLT

Cheltenham, Bristol Parkway and Bristol Temple Meads as it heads further into the southwest. Arriving at Paignton, it will then continue along the Dartmouth Steam Railway to Kingswear, where passengers alight for a ferry trip over to Dartmouth.

New manager for Great Central

LONG-SERVING volunteer Malcolm Holmes has been appointed as the Great Central Railway's general manager.

Mr Holmes has been associated with the GCR in several volunteer roles for 28 years and will be stepping into his new role in March.

His professional life has largely been in the public transport sector, particularly rail operations, most recently as executive director of the West Midlands Rail Executive (WMRE), to which he was appointed on a permanent basis in 2019. During the previous six years, he undertook the role on an interim basis, when the WMRE oversaw major projects, including the publication of the 30-year Rail Investment Strategy for the region, and played a key role in the award of the West Midlands Rail franchise.

As reported in issue 296, a review of the GCR's management structure ended with the removal of the managing director position held

New Great Central Railway managing director Malcolm Holmes. GCR



by Michael Gough for five years, replaced by general manager. A board statement at the time said the review was conducted to ensure that the structure is best aligned with the railway's future needs. Mr Gough left the railway shortly afterwards.

GCR plc chairman Richard Patching said: "A substantial number of quality applications were received, and interviews were completed in November. The whole railway will warmly welcome Malcolm to GCR and the experience he will bring to the general manager role."

Epping Ongar general manager departs – but stays on as volunteer

DEAN Walton, acting general manager at the Epping Ongar Railway, is to step down from the position on December 24.

Dean started as the railway's commercial manager in 2014 before being appointed as acting general manager in 2017.

Revealing the news to volunteers on December 8, EOR managing director Roger Wright said: "During this time, Dean has played a major role in the expansion and development of the railway and will be greatly missed."

"On behalf of the staff, volunteers, and society members, I would like to take this opportunity of thanking Dean for all his hard work and to offer him best wishes for the future."

Dean said: "It has been a great privilege to work with the EOR and all the many staff and volunteers since 2014 and prior to that as a volunteer. Notwithstanding that, I took the decision for personal reasons to move on and, as announced, I will be leaving this month, allowing me to see out most of the crucial Christmas season."

"I leave behind a wonderful team of volunteers whose dedication over the years has led us to the successful commercial business that the EOR now is."

Dean said that he still intends to remain as a volunteer on the railway, where he has been involved in departments including signalling and the diesel locomotive crew.

Erlestoke Manor returns to Severn Valley – but is stopped for repairs

By John Titlow

RESPLENDANT in its BR line green livery, GWR 4-6-0 No. 7812 *Erlestoke Manor* finally returned to the Severn Valley Railway on December 2.

It arrived at Kidderminster in the early morning on a low-loader from Tyseley Locomotive Works following a mechanical and boiler overhaul. After unloading, it was coupled to its tender, which arrived separately.

No. 7812 was one of the early batch of 20 Manors constructed at Swindon between 1938 and 1939. Their design by Charles Collett was a lighter version of the Grange class, giving wider route availability. The class was named after manor houses around the GWR.

Successful class

Another 10 were built after the Second World War in 1950, proving their success. Nine are preserved – a high percentage out of a class of 30.

No. 7812 was rescued from Barry scrapyard in 1974 and arrived at the SVR in 1976, where it steamed between 1979 and 1986. It then took 21 years to restore before returning to SVR in 2007 for another 10 years of running, before again leaving the railway for Tyseley in 2018.

The overhaul was considerably delayed because of the Covid-19 pandemic but also when sister locomotive No. 7802 *Bradley Manor* was stopped due to its cylinder block catastrophically failing, causing its owner, the Erlestoke Manor Fund, to turn attention away from No. 7812. After a setback of 18 months, work finally commenced in Easter 2021.

Final commissioning tests took place, and it underwent its first light engine test run to Highley on December 7 and completed further runs that day. It was discovered the centre driver bearing was running warm, so further testing had to be



GWR 4-6-0 No. 7812 *Erlestoke Manor* departs Highley on its first light engine test run back at its Severn Valley Railway home on December 7. JOHN TITLOW

abandoned. The following day, it ran gently down to Bridgnorth and is now awaiting its turn on the wheeldrop for investigation.

If all had gone well, No. 7812 would have operated on the line's Santa and new year services. It will soon enter the shed for repairs, and we should see its return on trains in 2023.

More tests

Built in 1938, slightly earlier than No. 7812, *Bradley Manor* left Barry in 1979. It was bought initially as spares for No. 7812.

Once No. 7812 had vacated Tyseley's main workshop building on October 7, No. 7802 took its place inside. The replacement cylinder block is cast and has been machined ready for fitting, outside the boiler is going through non-destructive and thickness tests

The third locomotive belonging to the fund is GWR 2-6-2T No. 5164, which was recently acquired from the 5164 Preservation Group. Approval has been granted for its full restoration. No. 5164 was built at Swindon in 1930. The large prairie was designed by Collett by updating an earlier design by George Jackson Churchward for use all over the GWR. A total of 140 were produced between 1929 and 1949.

A fund statement said: "Overhauling No. 5164 will further the development of skills and experience within the volunteer team. This project will be a major factor in maintaining our industrial heritage."

No. 5164 is currently in store under cover in Barrow Hill roundhouse.

➔ For more information, visit www.erlestokemanorfund.co.uk



Returning to steam after five years, *Erlestoke Manor* is pictured at Highley station during its first light engine test run. JOHN TITLOW

Duke of Kent retraces grandfather's footsteps at STEAM – and clocks in, too

THE Duke of Kent paid a visit to STEAM – Museum of the Great Western Railway at Swindon on December 7.

He was welcomed by the Lord Lieutenant of Wiltshire, Sarah Troughton, and the town's mayor and mayoress, Coun Abdul Amin and Mrs Subena Akhtar, who were joined by Swindon Borough Council leader Coun David Renard, Coun Matty Courtliff, cabinet member for culture, heritage, leisure, and town centre experience, and museum manager Frances Yeo.

Coun Courtliff said: "We were delighted to welcome the Duke of Kent to STEAM."

"It was fitting that after arriving at the museum, the duke signed a Swindon Works clocking-in card, as was done by the then Prince of Wales at the opening of Swindon's millennium project 22 years ago."

During his visit to the Grade II-listed building, the duke viewed iconic Swindon-built engines and got up onto the footplate of GWR 4-6-0

No. 6000 *King George V*. STEAM tour guide and former GWR locomotive fireman Geoff Davies described the locomotive's voyage of more than 3500 miles to America to participate in the Baltimore and Ohio Railroad's centenary celebrations in 1927.

The duke, a cousin of the late Queen Elizabeth II, viewed objects relating to the visit of his grandfather, King George V, and Queen Mary to Swindon Works in 1924. He was especially interested to hear how King George V drove GWR 4-6-0 No. 4082 *Windsor Castle* from Swindon Works to the town station with Queen Mary also on the footplate.

He also met with STEAM volunteers and the Friends of Swindon Railway Museum to discuss their work.

The tour concluded with the duke stepping inside Queen Victoria's royal saloon and seeing two groups of schoolchildren on a visit to the museum.



The Duke of Kent is introduced to Friends of Swindon Railway Museum trustees Colin Hamling and Steve Gregory by museum manager Frances Yeo. SWINDON BC



Bulleid Battle of Britain 4-6-2 No. 34081 92 Squadron crosses the River Nene while leaving Wansford station with the 1.10pm Santa special to Peterborough on the Nene Valley Railway on December 10. Repairs to boiler stays had been completed in time for No. 34081 to resume festive services. The railway will be running a Winter Warmer mince pie special on December 31; for details, visit www.nvr.org.uk or telephone 01780 784444. ROBIN JONES

Nene Valley Railway launches urgent appeal for main line connection funds

By Tim Hobman

AN urgent appeal for funds and volunteers to repair and reopen the Nene Valley Railway's Fletton Loop main line connection has been launched.

The 1.5-mile branch line, which connects with Network Rail at Fletton Junction in Peterborough on the East Coast Main Line, is currently closed, preventing all traffic movements on and off the heritage line.

Exceptionally high temperatures experienced in the summer have had a detrimental effect on many of the branch's wooden sleepers.

As a result, the line has been closed to traffic while repairs are carried out by the railways' civil engineering team.

The closure has also delayed the incoming movement of a pair of operational Class 43 HST power car to the adjoining Railworld Wildlife Haven.

As reported in issue 299, it had been intended to move the 125 Group's Nos. 43045 and 43060, along with buffet car No. 40001, from storage to the site via the Fletton Loop.

In September, a new point linking the three Railworld sidings to the NVR's Peterborough terminus was installed.

The loop was purchased from

Network Rail by the NVR more than 10 years ago and since that time, a large section of track between Longville Junction and Oundle Road Bridge has been upgraded.

However, the section further on towards the ECML now requires attention and has been closed as a precaution against failure under the

weight of a locomotive.

In the past, movements to or from the main line have included A3 Pacific No. 60103 *Flying Scotsman* and A1 No. 60163 *Tornado*, both of which used the NVR as a refuge after main line failures.

The link is considered vital for bringing in celebrity locomotives for major visits and other gala events, part of the local tourist economy.

More recently, the NVR has hosted the Royal Scotsman train for an overnight stay. Many other main line locomotives make use of the convenient link for overnight stabling.

While the railway already has some funds in place and a plan to carry out the work, it is appealing for donations and volunteer labour to achieve the repairs as soon as possible.

Officials would also be interested to hear from any firms that might be able to contribute towards the replacement of the affected track – perhaps as a work experience project for employees.

→ Donations can be made to the Nene Valley Railway via bank transfer (account number 97253308, sort code 54-21-38, marked with the reference 'TRACK APPEAL'). Anyone offering to lend a hand is invited to email adminassistant@nvr.org.uk



The Fletton Loop at Peterborough, pictured at one of two foot crossings in Belsize Avenue, is currently closed because of the need to replace track components over a section.

ROBIN JONES

Rail helps lay the UK's highest full fibre broadband

BT Openreach engineers are working closely with the Snowdon Mountain Railway to lay more than four miles of cable along the track to deliver one gigabyte per second of ultrafast broadband to the summit of 3500ft Yr Wyddfa, the highest peak in Wales.

Once completed, the summit will be the highest point in the UK with full fibre connectivity. Customers at the summit station's Hafod Eryri cafe will be able to make contactless payments.

It is also hoped that the improved connectivity will play a vital role in supporting search and rescue operations.

STOP PRESS

RAILWAY stalwart Adrian Shooter CBE has died, it has been announced as this issue went to press.



The founder of Chiltern Railways and Vivarail Ltd was diagnosed with motor neurone disease early this year and died on December 13.

→ Read tributes in full – see page 62.

Santa specials on the white lines!

By Robin Jones

FOLLOWING the freak high temperatures in Britain during the summer heatwave and a fairly mild autumn, there were many who believed that, with climate changes, white Christmases were being confined to the pages of history.

Temperatures in the UK were about average for December at the start of the month. However, on about December 8, they dropped considerably – with daytime highs between 8°C (46°F) recorded in southern England and 5°C (41°F) in Scotland.

On December 11, the lowest recorded temperature was -15.6°C (3.9°F) in Braemar, Scotland, the coldest night since February 2021.

At Levens Hall in Cumbria, the temperature fell to -9.7°C (14.5°F)

overnight, the coldest temperature in England this year. Both Wales and Northern Ireland recorded their coldest night since January 2021, with -8.8°C (16.2°F) at Sennybridge, in Wales, and -8.7°C (16.3°F) in Katesbridge, County Down.

Country-wide

At first, forecasters were predicting snow only on high ground, such as the Scottish Highlands, but as temperatures plummeted into minus figures around the entire country, several heritage railways running their festive season services experienced a covering of the white stuff traditionally associated with this time of year.

Indeed, widespread disruption to travel was caused on December 12, and some schools were closed.

The sharp change in temperature was attributed to a large area of high pressure which had existed over Russia for some time, while a second one built up across Greenland and Iceland, moving slightly west and forcing cold Arctic air to flow south over Britain – a real Arctic blast!

It has been some years since the UK has experienced a really cold December. The coldest December on record, based on mean temperatures, came in 2010. The first half of December 2012 was also much colder than average, but since then, pre-Christmas cold spells have been short and infrequent.

For photographers lucky enough to be near a heritage line in an area bestowed with a liberal sprinkling of snow, Christmas had come early. However, the flurries were by

no means welcome throughout our sector.

Services abandoned

The Gloucestershire Warwickshire Railway experienced around three inches of snow, causing chaos on local roads.

The main road to Winchcombe was closed over Cleve Hill, as were other surrounding roads in Cheltenham, and so many would-be travellers to the North Pole were unable to catch their Santa specials.

On December 10, the last two scheduled trains were abandoned as both guests and staff were unable to get to the railway.

→ There's no business like snow business: Photographing steam in the harsh winters of past decades – feature, pages 50 to 53.



GWR 2-8-0T No. 4270 prepares to head the first train on December 11 from Toddington on the Gloucestershire Warwickshire railway amid a snow flurry. BRYONY EXTON/G/WR



Corris Railway 0-4-2ST No. 7 heads a Santa service out of Maespoeth on December 11. SAMUEL KNAPPETT



Above: In sub-zero temperatures, the North Eastern Locomotive Preservation Group's 1918-built Q6 0-8-0 departs from Grosmont with 'The Moorlander' dining train on the North Yorkshire Moors Railway on the afternoon of December 8. ANDREW JEFFERY



Right: GWR 2-6-2T No. 5541 approaches wintry Whitecroft on the Dean Forest Railway on Sunday, December 11. JEMIMA PHELPS



Hunslet Austerity 0-6-0ST No 25 *Northiam* runs light engine to take up Santa special duties on the Kent and East Sussex Railway on December 12. ROBIN COOMBS/KESR



In the first snow seen at Tywyn since 2012, Talylyn Railway 0-4-2ST No. 3 *Sir Haydn* prepares to depart from Tywyn Pendre with a service train on December 10. LUKE RYAN/TR



LMS 'Black Five' 4-6-0 No. 45212 heads towards Haworth with a Keighley and Worth Valley Railway Santa special on December 11. BEN BUCKI



Newcastle Corporation 1901-built A class Tram 114 in snow on Beamish Museum's 1900s town street. BEAMISH LIVING MUSEUM OF THE NORTH

Talyllyn takes top award for its unique watering method

By Robin Jones

THE completion of a unique project to restore an unusual Victorian method of watering steam locomotives has won a major national award for the Talyllyn Railway.

When the railway opened to Abergynolwyn and Nant Gwernol in 1865, its original engine shed was at Tŷ Dŵr, with the water supplied by a long, fixed overhead trough supported on slate columns, and fed by an adjacent stream. The outer end had a removable trough that reached across to the locomotive tank filler.

Following the line's closure and subsequent revival by preservationists led by the late Tom Rolt in 1951, it was initially believed that services would never operate beyond Abergynolwyn. Accordingly, the watering point fell out of use in the early 1950s and the slate from the columns was retrieved and used for other purposes.

When a project to rebuild this unique feature began in 2019, there was all but no trace of the original structure surviving.

The reconstruction was more complex in that the alignment of the railway had changed. Local slate craftsmen were engaged to build the replacement columns and pillars,

capturing so far as possible the differences between the original and later built columns.

The trough sections were fabricated from Welsh-sourced larch by volunteers at Pendre Works, incorporating a flap valve to control the water supply.

For the completion of the reconstruction, the Talyllyn was named as joint winner of the Hendy and Pendle Trust Volunteers Award at the 2022 National Railway Heritage Awards. A ceremony was held at the Merchant Taylors' Hall in London on December 6, at which HRH Prince Richard, The Duke of Gloucester, was the guest of honour.

'High standard'

Stephen Brindle, of English Heritage, who announced the winners at the event, said: "Among schemes which seek to reinstate lost heritage, this is a truly outstanding example. A significant amount of research, forethought and care has demonstrably fed into this venture, which has been executed to a manifestly high standard, skilfully combining the use of traditional materials with the constraints of modern safety regulations."

Dwyfor Meirionnydd MP Liz Saville Roberts, the group leader of Plaid

Cymru in the House of Commons, afterwards congratulated the railway on winning the award.

Stephen said that such was the quality of entries with a major contribution from volunteers that it was decided this year to make two awards in the category, the other being to the Staffordshire Narrow Gauge Railway Ltd for the reconstruction of the North Staffordshire Railway signalbox from Waterhouses station on the Amerton Railway at Stowe-by-Chartley in Staffordshire.

Built in 1905, the 'box was extended a decade later for use with the 2ft 6in gauge Leek and Manifold Valley Light Railway line but was closed in 1943.

After closure, the 'box was moved to a farm at Beeston Moor where it was used as a hen house. In 1985 it relocated to the old vicarage at Weeton, from where it was finally rescued in 2001.

The long restoration of the building was finally completed in May. The extensive work included replacing rotten timbers, the re-roofing of the main and porch roofs in Welsh slate, and the fitting of cast iron rainwater pipes.

The interior has been fitted out in traditional style with a lever

frame, interlocking and point rodding incorporated.

Runners-up in the category were the restoration of Bere Alton signalbox and the conversion of Hassendean station to a house and cottage.

Right royal restoration

New for 2022 was the National Highways Award for a restoration project on a closed line, highlighting bringing back into sustainable use a building or structure no longer owned by the railway industry. It was made to Richard Brown for the restoration of the Grade II-listed GER station at Wolferton, which was used historically by members of the Royal Family for the Sandringham estate, which was bought by Queen Victoria in 1862.

Passenger services over the Hunstanton branch were withdrawn in 1969 and the station was sold off, with many features, such as the level crossing gates, eventually disappearing. Used for a period as a museum, the building was acquired by the entrant in 2001, with work starting shortly thereafter on its restoration.

The extensive exterior work included replacing windows when required, restoration of the canopies, and remedial work to brick and stone as well as to the timberwork. New



A first for a first: The world's first volunteer-led heritage line with its locomotive watering system unique in UK preservation. Talyllyn Railway No. 4 Edward Thomas fills up at the Ty Dwr Watering Point Recreation, with the facility's removable trough in place. TR/RHT



The interior of Tidenham Tunnel, which was completed in 1876 as part of the GWR branch from Chepstow to Monmouth. Passenger services over the line ceased in November 1959, and while the branch closed completely north of Tintern in 1964, the southern section remained open until 1992 to serve initially a quarry at Tintern and latterly to assist in the construction of the second road crossing of the River Severn. The tunnel has now been restored as part of the Wye Valley Greenway walking and cycle route. RHT



The Duke of Gloucester presents the Hendy and Pendle Trust Volunteers Award to Mike Christensen (far left) and Ian Drummond from the Tallylyn Railway (second right). Also present are Lady Judy McAlpine, representing the trust's Sir Peter Hendy, and Railway Heritage Trust chairman Andy Savage. RHT

platform lights were installed where necessary to match any lost originals.

The signalbox foundations were repaired. Windows were replaced to match the originals, and the crossing gates were restored.

The interior of the main building has been altered to make a home. While the upper level of the signalbox has been converted into a bedroom, its lever frame, after careful restoration, has been retained with furniture imaginatively incorporated into it. The work of the royal rooms has seen woodwork and ceilings completed to the original designs, and the original toilets for both the Prince and Princess of Wales restored.

The duke, cousin to the late Queen Elizabeth II, said: "I remember as a child going through Wolferton to stay at Sandringham for Christmas."

The runners-up in this category were Allerston – The Ticket Office at The Old Station and Cashelnagor in Northern Ireland.

Bridging the gap again

The Railway Heritage Trust Conservation Award for the best restored structure, supported by funding from the trust, was won by Oxford Preservation Trust for the restoration of the Robert Stephenson-designed 1851-built Rewley Road swing bridge. It crossed the navigable Sheepwash Channel between the River Thames and the Oxford Canal in Oxford, providing access for the standard gauge London and Birmingham Railway to reach Oxford.

The bridge carried passenger services until 1951 and remained in use for freight traffic until 1984. However, following closure, the

condition of the unlisted but scheduled bridge deteriorated. Until work began on its restoration in 2019, it was considered to be at serious risk.

The key element of the restoration was the rotational mechanism dating from the 1850s, which carried the deck on a circular carriage much like a giant roller bearing, operated by a gearing mechanism via manual capstan gearing at deck level. It has been returned to an operable condition. It was decided to reinstall the track in the original style using heavy longitudinal timber baulks, and the abutments were also restored. The project was completed in August 2021.

Runners-up were Leeming Bar station house on the Wensleydale Railway and the restoration of York Tap façade at York station.

One of two Chairman's Special Awards went to Railways Paths Ltd for the work undertaken to ensure the survival and reuse of the spectacular 470-yard GNR wrought-iron Grade II-listed Bennerley Viaduct, which spans the Erewash Valley between Derby and Nottingham and opened in 1878.

It was sold to Railway Paths Ltd in 2001. In 2020, work commenced on a project costing £1.5 million to restore the viaduct and make it suitable for walkers and cyclists, and it opened to the public on January 13, 2021.

All wasted and missing pier fittings and bracings were replaced with sympathetic materials, and the abutments and parapets were repaired with recovered original bricks and masonry.

This year's Translink Structures Award for the best restored structure,



The restoration of the Rewley Road Swing Bridge in Oxford earned the Oxford Preservation Trust a major award. RHT

such as a viaduct or tunnel, was made to Greenways and Cyclerroutes Ltd for the conversion of the disused tunnel at Tidenham near Chepstow as part of the Wye Valley Greenway walking and cycle route.

The runners-up were the New Clyde Bridge Refurbishment Project in Glasgow and the Haltwhistle station footbridge refurbishment.

Bringing back the past

The BAM Nuttall Partnership Award was made for the restoration work undertaken at Sleaford station, in Lincolnshire, by the Poacher Line Community Rail Partnership. Coming second were the restoration of Lowdham signalbox and Slice Pizza at Manchester Oxford Road.

The Great Western Railway Craft Skills Award, recognising the best use of traditional craft skills in the restoration of a building or structure, was made to Network Rail for the impressive work undertaken involved in the roof renovation at Stirling station.

Runners-up were the Dover Dockyard War Memorial refurbishment and the restoration of Grade II-listed Garsdale signalbox on the Settle and Carlisle line.

The Urban Heritage Award, sponsored by the Arch Company, was made to Scotrail for work completed on the north corner building at Aberdeen station. Coming second were the Light Box restoration at London Earl's Court and the restoration of the Macmillan House block B west façade at Paddington.

The London Underground Operational Enhancement Award

went to Transport for London for the sympathetic way in which step-free access was introduced to Sudbury Hill station.

In second place were the Dean Forest Railway with its Parkend signalling project and the restoration of Wellingborough station and goods shed.

The SouthEastern Commercial Restoration Award, for projects bringing a railway building into new commercial use, was made to Station South Community Interest Company for the restoration of the ex-Great Central station at Levenshulme South, near Manchester. Runners-up were the Haltwhistle station waiting room buildings project and Scarborough – The Old Parcels Office Artspace.

The Network Rail Community Award for the restoration of a railway building for community use was made to Scottish Canals for the restoration of the Bowline viaduct on the approach to Bowling Harbour near Glasgow. Second were Levenshulme South station and the Nairn Men's Shed.

The second Chairman's Special Award went to Network Rail on behalf of Scotland's Railway for transformational work at Glasgow Queen Street station.

The Greater Anglia Award for the best overall entry in this year's competition went to Network Rail for the careful restoration and modification of the cast iron and glass platform canopies at Kettering to ensure their safe integration following the introduction of 25Kv electrification through the Grade II-listed station.

Left: Award-winning Wolferton station's downside building, as viewed from the royal drive. RHT

Right: The restored Waterhouses signalbox now serves the Amerton Railway. RHT



Go-ahead for Cumbrian coal mine gives fresh hopes to heritage sector

By Robin Jones

THE Heritage Railway Association has said it is "cautiously optimistic" following the Government's controversial decision to give the green light for a new deep coal mine in Cumbria.

Approval for the first deep mine in the UK for more than 30 years at Woodhouse Colliery was given on December 7 by Communities Secretary Michael Gove, who said he was satisfied that there is currently a UK and European market for the coal, and that it is highly likely that a global demand would remain.

The mine will extract coking coal, used in the steel-making industry, from beneath the Irish Sea.

Mr Gove said that the proposed development would have an overall neutral effect on climate change and is thus consistent with Government policies for meeting the challenge of climate change, and that the jobs provided by the proposed development would make a significant contribution to the local economy. He agreed with the recommendation of a planning inspector to approve the mine, on the condition that an underground conveyor would be constructed using a specific technique. However, Mr Gove also acknowledged that "substantial harm would occur to the

character and appearance of the Pow Beck Valley."

West Cumbria Mining said the mine will create at least 500 jobs, mostly for local people, and will extract up to 3.1 million tonnes of coal each year.

HRA chief executive Steve Oates said: "This decision does give some cautious optimism for heritage rail, although it's probably too early to say what the direct impact of approval for the mine in West Cumbria will be for our steam railways.

'Vital step'

"The mine is still some years away from production, and current plans include a large proportion of the coal being exported. Tests will need to take place with the finished product before anyone could give a definitive answer about its use as a steam locomotive fuel, but there is nothing intrinsic about coking coal that would make it unsuitable.

"What is undoubtedly positive is that the approval represents real evidence that a more mature narrative about coal is finally coming to the fore.

"A number of sectors that are very important to the UK economy – including heritage rail – still have no real alternative to coal. While everyone is committed to exploring alternatives, ending coal extraction in this country before those alternatives are tested and proven is essentially an exercise

in increasing and offshoring overall emissions.

"The HRA is committed to securing a long-term solution to locomotive fuel that will keep international icons like *Flying Scotsman* in steam for the public to enjoy for decades to come.

"It is unlikely that the answer will come in the form of a single golden bullet, so each step like this is a vital step along the road.

"In the interim, we are encouraged that the Ffos-y-fran mine in South Wales is still producing lump coal for heritage railways and that it intends to seek consent for an extension to the existing mining operation.

"Additionally, the HRA continues to actively support the research and development work being undertaken by Carbon Products Limited to produce new low emission coal and biocoal products for heritage steam use."

However, the chairman of the Government's climate change committee and former Conservative minister, Lord Deben, said that the decision would undermine UK efforts to reach net zero and "diminish" the country's global influence on carbon.

"It runs counter to the UK's stated aims as Cop26 president and sends entirely the wrong signal to other countries about the UK's climate priorities," he said.

On December 10, about 60 demonstrators gathered at the Marchon site in Wilson Pit Road, Whitehaven, urging the Government to create green energy jobs instead.

The placard-waving protesters chanted: "Coal, don't do it" and "leave it in the ground" and pinned banners on the fence with slogans including 'Coal out, renewables in' and 'fossil fools'.

At least one protest group said it was looking into the possibility of a judicial review.

Opposition

Opponents of the mine said that the demand for coking coal for steel is falling and that most of it extracted from the new mine would be exported and therefore not used in UK industry.

By contrast, the HRA pointed out that shipping coal to the UK produces up to five times more Co2 emissions than using domestically mined coal. Heritage railway coal burning produces only 0.02% of the UK's Co2 emissions, half that of garden barbecue charcoal, and just 2.5% of those from all the flights each year between Heathrow and New York.

Haig Colliery, the last mine in Whitehaven, closed in 1986, ending 700 years of mining around the west Cumbrian coast.

'UK's biggest' Santa specials are in the running for award top spot

CHRISTMAS came early for the East Lancashire Railway as its annual Santa specials earned it a place the final of the prestigious Lancashire Tourism Awards.

The line's festive specials begin with a walk through a winter wonderland at Bury (Bolton Street) station, where families meet a variety of festive characters, followed by an 80-minute round trip behind steam. Santa comes on board with gifts for all travelling children and a tippie for the adults.

Last year's specials, which claims to be the largest in the UK, saw 42,000 people travel from all over the country.

ELR chairman Mike Kelly said: "We are incredibly honoured to be named as finalists in these prestigious awards. Our Santa specials have been running for 35 years and are a vital



source of revenue in preserving and sustaining the ELR and has enabled the railway not just to survive but to thrive, even during times of uncertainty brought about by Covid-19 lockdowns."

This year, the awards are celebrating the resilience of the tourism sector in the county following the pandemic.

Winners are to be announced in February.

Right: Bulleid West Country light Pacific No. 34092 City of Wells passes Ramsbottom sidings while working the 10.20am Santa special from Bury (Bolton Street) on the East Lancashire Railway on December 3. No. 34092 will bow out of service on January 2 before entering the works for overhaul almost immediately. Meanwhile, Furness Railway Trust-owned GWR 56XX 0-6-2T No. 5643 will return to the Ribbles Steam Railway in Preston early in 2023 following expiration of its boiler certificate at the end of December. The locomotive has been on hire to the ELR since December 2020. KEVIN TRUBY



Manx carriages head home after half century away

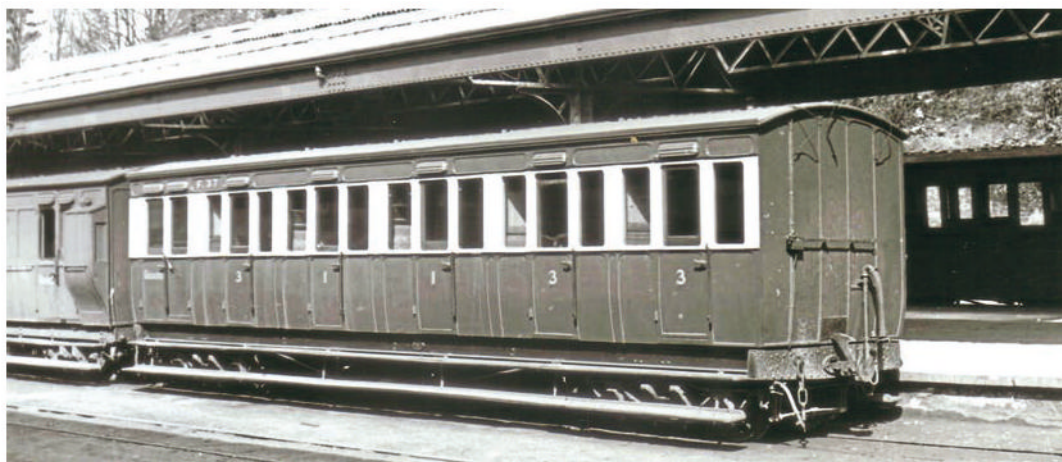
By Owen Hayward

TWO 'lost' Manx Northern Railway coaches that were disposed of by the Isle of Man Railway in 1975 have been returned to the line's ownership and could be set for restoration to traffic in the future.

Considered by Manx enthusiasts as one of the biggest mistakes of a cull of the carriage collection, MNR Nos. 15 and 16 (later becoming IOMR Nos. F.37 and F.38) held several island firsts. They were not only the first bogie vehicles built for the MNR but were also the first passenger vehicles built on steel underframes to enter service on the island's network and the first to have electric lighting from new.

Nos. F.37 and F.38 are composite bogie coaches built by Hurst Nelson and Co. Ltd of Motherwell in 1899, with No. F.37 being the guard's vehicle of the pair. They were bought to act as through carriages to Douglas, connecting with north line trains at St John's, eliminating the need for passengers to change trains.

Outwardly, they are similar in design to the later bogie stock that remains in service on the IOM Steam Railway today.



Above: On April 20, 1950, Isle of Man Railway carriage F.37 is seen at Douglas station. Withdrawal came 22 years later. IOMSRSA

Right: In October, Manx Northern Railway carriage F.38 is collected, ready for repatriation to the Isle of Man, where it is now securely stored pending a future restoration. IOMSRSA



Saved by enthusiast

Upon amalgamation of the network in 1905, they were considered the best-appointed and best riding carriages in use. However, their deteriorating condition led to withdrawal and storage in the carriage shed at St John's, where, combined with the desire to clear a surplus of stock, they were offered for sale in 1975.

Both were stripped of items of interest as it was believed they

would be scrapped, but ultimately the pair were acquired by enthusiast Peter Rampton, along with several other vehicles. The two pioneering carriages then departed the island and moved to the UK mainland, where they have been stored since.

Following Peter's death in July 2019, the Rampton Trust assessed the collection and approached the IOMSR a few years ago about a potential repatriation of some of the

Manx collection, including Nos. F.37 and F.38, which has now resulted in transfer of ownership for both to the railway company.

Back in time

Having not been touched since leaving the island, they are a time capsule of almost half a century.

No. F.37 is currently still on the mainland in storage while awaiting assessment, and F.38 has returned to

the island and is now in storage away from the railway.

No timescale has been set for their return, but it comes as the IOMSR prepares to celebrate its 150th anniversary in 2023. A celebratory event is planned to take place on July 1, followed by an eight-day festival commencing on July 23 that will jointly celebrate the 130th anniversary of the Manx Electric Railway.

Making a Mint with limited edition Hogwarts Express coin

THE Hogwarts Express has steamed into new territory – after being featured on a new series of 50p coins by the Royal Mint.

The coin was issued on December 5 to celebrate 25 years since JK Rowling's novel, *Harry Potter and the Philosopher's Stone*, was released by Bloomsbury Publishing in 1997.

It is the second in a set of four coins on a Harry Potter theme. Others to follow in 2023 will feature Professor Dumbledore and the Hogwarts School of Witchcraft and Wizardry.

Queen – and king

The Hogwarts Express collectable coin is also the final individual 50p to have The Queen's portrait appear on the obverse (heads) side of the coin. The last two coins in the set will feature King Charles III.

The locomotive as depicted on the *Hogwarts Castle* 50p bears no resemblance to David Smith's GWR 4-6-0 No. 5972 *Olton Hall*, which, painted bright red, starred as *Hogwarts Castle* in the Warner Brothers blockbuster movie, but more like Bulleid West Country light Pacific No. 34027 *Taw Valley*, which was previously reliveried as the fictional locomotive built by the Muggles and run on magic from Platform 9¾ at King's Cross.

The *Hogwarts Castle* coins are available in nine different versions, from a simple uncirculated coin to variants in silver and gold.

The cheapest is the basic 50p Hogwarts coin for £11. The most expensive coin from the series, a two-ounce gold proof version, costs £5215; according to the www.royalmint.com/shop/limited-editions/harry-potter/hogwarts-express webpage where the coins are being offered, that one is no longer available.

A special design feature on some of the coins means a lightning bolt and the number 25 can be seen by moving the coin.

'Unique opportunity'

All four coins in the set have been modelled by Ffion Gwillim at The Royal Mint, and feature the work of Jim Kay, the artist who created the first fully illustrated edition of the Harry Potter story.

The Royal Mint's director of collector services, Rebecca Morgan, said: "The Royal Mint's Harry Potter collection presents a unique opportunity for collectors and fans of Harry Potter around the world.

"This collection serves as a permanent reminder of the fascinating transition from Britain's



This colour silver proof version of the Hogwarts Express 50p in a limited edition of 15,000 costs £69.50 and is available to order from the Royal Mint website. ROYAL MINT

longest reigning monarch to His Majesty the King's first appearance on UK coins."

Previous collectors' sets produced by the Royal Mint have featured Winnie the Pooh, The Snowman and the Snowdog, fictional detective Sherlock Holmes, and James Bond.

World's most famous locomotive gets birthday gin – made in York!

By Robin Jones

FLYING Scotsman, the world's most famous steam locomotive, would at 10am each day head up the 393 miles from King's Cross to Edinburgh Waverley.

Now, to mark its centenary, the A3 has its own gin – which is 39.3% proof and made in York, the city where it used to stop for lunch.

The National Railway Museum in York has collaborated with York Gin to create a special edition London Dry gin, in a first for the venue.

Scottish heather, Yorkshire lavender and a kick of black pepper (imported into London's docks) give it a distinctive flavour profile inspired by the locomotive's famous daily route from London King's Cross to Edinburgh Waverley via York.

The NRM's group retail operations manager, Tom Mackie, said: "We are really excited to launch *Flying Scotsman's* very own gin, and it's great to work with such a wonderful local company like York Gin to produce it.

"*Flying Scotsman* is celebrating a big birthday in 2023 and what better way to help kick-start the festivities than by raising a glass to a railway icon."



York Gin's *Flying Scotsman* gin with steam and headlight background. NRM

Tom Mackie, the National Railway Museum's group retail operations manager, and Emma Godivala, co-founder on York Gin, launch the *Flying Scotsman* gin. NRM

Emma Godivala, co-founder of York Gin, said: "This gin takes you on a journey through the countryside of lowland Scotland, the Vale of York, and finally arriving in London, the end point of the spice route. The heather, lavender and black pepper are all in the flavour profile, making this a really unique, fascinating and frankly delicious gin. It fits our 'History in the Tasting' motto perfectly."



York Gin's sustainable distillery is powered by 100% renewable electricity.

The bottle, labels and packaging are all plastic-free and made in Yorkshire, and the gin is exclusively available in the National Railway Museum's shop.

The locomotive will be on display at the museum alongside a revamped *Flying Scotsman* Story exhibition from April 1 to April 16.

As previously reported in issue 299 of *Heritage Railway* magazine, to celebrate the A3's centenary, a programme of events featuring the locomotive on the main line, visits to heritage railways, and a variety of other *Flying Scotsman* events are planned – see also Main Line News, page 56, and visit www.railwaymuseum.org.uk/flying-scotsman for more information.

Mogul goes main line to Southall

BR Standard 4MT 2-6-0 No. 76017 made a second foray onto the main line when it departed the Bluebell Railway by rail on November 29.

The mogul had been visiting for the Bluebell's October Giants of Steam weekend, arriving via the East Grinstead main line connection on October 22 from Alton and the Mid-Hants Railway. However, its departure from the Sussex line was not for it to return to Hampshire, instead being towed by a West Coast Railways Class 33 to the depot at Southall.

Following the death of a shareholder of the BR mogul, former Mid-Hants locomotive superintendent John Bunch has now acquired full ownership and the locomotive will not be returning to its former home of 44 years.

The departure from the Hampshire line was said to have taken place on amicable terms.

First restored from Barry scrapyard condition and returned to steam in 1984, the most recent overhaul was completed in 2016. It is running with the tender from classmate No. 76077, the front half of which has also survived into preservation.

No announcement has yet been made as to what the plan is for No. 76017. The locomotive was still at Southall as this issue of *Heritage Railway* went to press.



Going west in the West Country: With US-style cowcatcher and headlamp fitted, WR 4-6-0 No. 7820 *Dinmore Manor*, on loan from the Gloucestershire Warwickshire Railway, is seen at Bishops Bridge on the South Devon Railway working the 1.30pm Buckfastleigh to Totnes Riverside and return 'Polar Express' Christmas service on November 18, a dramatic contrast to its usual appearance as seen on page 99! COLLIN WALLACE



After listed building consent was received in late November, MPower Kernow volunteers wasted no time in starting the dismantling process the following day. Some of the volunteers are seen here celebrating with a nut from one of the wheel bearings, being the first component removed from the turntable!
DUNCAN MITCHELL

Race to turn *Flying Scotsman* at St Blazey boosted by £54k grant

By Robin Jones

A £54,609 Railway Heritage Trust grant will boost the efforts of a skills restoration group in its race to restore the 65ft locomotive turntable at St Blazey to working order by April 30 – so it can be used by A3 Pacific No. 60103 *Flying Scotsman* during its planned centenary year day trip to Cornwall.

Out of use since 2018, the turntable and its associated roundhouse are Grade II-listed by English Heritage. The turntable has been placed on the Heritage at Risk register due to its poor condition.

As reported in issue 283, MPower Kernow Community Interest Company (MPKC) was formed by Duncan Mitchell, a former Bodmin and Wenford Railway young volunteer, as a skills regeneration project. Its first step is the Operation Trevithick project to bring the turntable back into use and create a unique practical technical training location for Science, Technology, Engineering and Maths (STEM) and construction industry skills in the heart of Cornwall.

More benefits

Returning the turntable to full working order will additionally provide important economic benefits by allowing steam trains to operate on the main line throughout the county.

MPKC has taken a 25-year lease on the site from DB Cargo and in late November obtained listed building consent from Cornwall Council to start stripping the turntable so repairs could begin in earnest.

Flying Scotsman is booked to haul the Railway Touring Company's 'Royal Duchy' charter from Bristol to Par on April 30, and MPKC has been asked to turn it at St Blazey. The group aims to have the first phase of repairs completed in time.

The trust's executive director, Tim Hedley-Jones, said: "The turntable

is an important part of the local industrial and railway heritage and is fundamental to the viable operation of steam locomotives into Cornwall.

"As it is listed, it falls within the scope of the Railway Heritage Trust, so we made a grant award of £54,609 on November 25 to cover part of the cost of phase one of its restoration.

"The fundamental ethos of MPKC is that the engineering works on the turntable and the associated site should provide opportunities to teach practical engineering and construction industry skills, particularly to individuals from disadvantaged backgrounds."

Tight deadline

The first phase mainly focuses on structural repairs by contractors to rectify corrosion on the steel turntable, making it safe for operation after several years of disuse.

Further work includes adjustments to the levels of the race rail, reinstating the vacuum-powered drive system, and ongoing minor repairs to the fabric of the turntable and associated equipment. The plan is to complete this work as a rolling programme of maintenance when the turntable is not required for operational use. This phase will primarily be completed by trainees learning basic engineering skills under the supervision of volunteer mentors.

In order to access the turntable, work will also be required to upgrade currently freight-only access lines via St Blazey Yard from the Newquay branch to make them fit for use by large main line steam locomotives. MPKC is in discussion with stakeholders to establish what support is available to enable the track repairs to be completed, with the aim of finishing this part of work before April. "We appreciate that this is a very tight deadline," a MPKC statement read.

RHEILFFYRDD FFESTINIOG AC ERYRI FFESTINIOG & WELSH HIGHLAND RAILWAYS

IMPORTANT DATES FOR YOUR DIARY

There's already a lot to look forward to during 2023. Come along and visit us - we'd love to see you here..!

► TRAIN SERVICES START ◀

25th March 2023 F&WHR

'THE SNOWDONIAN'

21st - 22nd April F&WHR

'FRIENDS OF FFESTINIOG'

29th - 30th April Ffestiniog Railway

CAERNARFON FOOD FAIR

13th - 14th May Welsh Highland Railway / External

MODEL RAILWAY WORKSHOP

20th - 21st May Ffestiniog Railway

RAIL-ALE FESTIVAL

9th - 10th June Welsh Highland Railway



WELSH HIGHLAND RAILWAY CENTENARY

23rd - 24th - 25th June Welsh Highland Railway

WHR SOCIETY MEMBERS' DAY

16th September Welsh Highland Railway

'TRAILFFEST'

23rd September Ffestiniog Railway / External



'BYGONES WEEKEND'

6th - 7th - 8th October Ffestiniog Railway

Further details will be updated on Facebook and in the Events section of our website as plans are finalised -



Ffestiniog & Welsh Highland Railways

Gorsaf yr Harbwr • Harbour Station, Porthmadog, LL49 9NF



facebook.com/festrail



festrail.co.uk/events



01766 516024



enquiries@ffwhr.com

IN BRIEF

→ **WR 4-6-0 No. 7821 Ditcheat Manor** is to remain on display in Swindon's Designer Outlet Centre, based in the long shop of the former GWR works which closed in 1986, for the foreseeable future, said a centre spokesman. Owned by the West Somerset Railway Association, No. 7821 last steamed in 2005.

→ THE North Yorkshire Moors Railway has purchased BR four-wheel horsebox No. S96300 from the Llangollen Railway. It will be used as a generator vehicle to provide additional power for dining trains.

→ **GWR Saint 4-6-0 No. 2999 Lady of Legend** arrived on the Mid-Hants Railway on November 17 to assist with the line's Train of Lights services. It is due to return to Didcot Railway Centre in the new year.

→ **WAGON-LITS** sleeping car No. 3801, which was once part of the London to Paris 'Night Ferry' services and had latterly been used as overnight volunteer accommodation at the Bluebell Railway's Sheffield Park station, has been sold. It departed the railway for Belgium, where its new owner intends to restore it.

→ **THE Bodmin and Wenford Railway** underwent a marathon tracklaying stunt in November, with a total of 18 new 60ft lengths of bullhead rail fitted on the check rail curve on the Boscarne branch.

→ A MEMORIAL to the Wisbech and Upwell Tramway is to be erected in the village of Emneth after King's Lynn and West Norfolk Borough Council granted planning permission. It will take the form of a large noticeboard charting the tramway's route and its history, located at Bird's Corner, just off the main A1101.



Like us facebook.com/
heritagerailway



Follow us
@HeritageRailMag

PRE-ORDER
ISSUE 302

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

SCAN ME
WITH YOUR
PHONE
CAMERA!



Midnight 'grab' sees signalbox moved to North Norfolk terminus

By Robin Jones

AT MIDNIGHT on November 30, a major two-day operation swung into action to move Network Rail's redundant Reedham Junction signalbox 40 miles to the North Norfolk Railway's Holt terminus.

The classic GER 'box, built in 1904 when the Reedham to Lowestoft line was doubled, was closed in 2019 as part of a scheme to replace all mechanical signalling east of Norwich with modern electronic signalling controlled from Colchester power signalbox.

NR gifted the 'box to the heritage line following the resignalling of the Wherry lines across the Norfolk Broads. An appeal to fund the move was launched in 2019 and has so far raised £41,000.

Tourist attraction

The operation saw volunteer signalling engineers and contractors split the box in two at Reedham and transport it by road for reassembly at Holt. It will be restored as an interactive facility where visitors can step into the shoes of an Edwardian signaller, ringing bells and pulling levers, and discovering how trains were controlled in the past.

NNR managing director Hugh Harkett said: "We hope it will inform, educate and entertain visitors and hopefully inspire the next generation of railway operators and engineers."

"Reedham Junction 'box will complement existing attractions including the station building itself, rescued from Stalham, the restored 1930s railway cottage built using a redundant Victorian carriage, and the William Marriott Museum housed in a recreated goods shed. It will hopefully be the first of several developments at Holt in the next few years."



The top half of the signalbox is lifted at Reedham and swung on to a waiting lorry. NNR

The project to move the 'box began in the summer, when a group of volunteer signalling engineers from the NNR, the Mid-Norfolk Railway and elsewhere came together to dismantle its interior.

At precisely midnight on November 30, the last train passed, and the team was granted line possession by Network Rail. A large crane hired in for the occasion swung into position and began the lift. The previous Sunday, the 'box had been cut in two, held together with temporary brackets.

At 2.13am, the top half was in the air. By 4am, the building was on two lorries in Reedham station car park. The convoy left at 1.45pm to start the journey to Holt. On arrival, the 'box was joined to its new base, a replica of the brick one left at Reedham.

By 8.48pm, 18 hours and 35 minutes later, the 'box was fully erected at Holt, ready for the task of repairing and restoring this distinctive building to begin.

The project is being led by NNR volunteer Steven Ashling, who is also a train driver for Greater Anglia and a one-time a signaller at Reedham Junction. He said: "This 120-year-old signalbox would be facing the bulldozer if we weren't doing what we are now. It's part of our local history."

"The next step is to restore the building to its Edwardian condition and reinstate the original items that have been recovered, including refitting the 60-lever frame. Visitors can then come into the 'box and meet re-enactors in period uniform."

1950s heyday

"The intention is that by next autumn we will receive our first visitors who will be able to get a taste of the life of an Edwardian signaller in a safe, simulated environment."

"In the longer term, the railway aims to restore the 'box so that visitors can experience what it was like in the busier times of the 1950s, when holiday expresses to Yarmouth passed from all corners of the country, and freight for the docks of Lowestoft and the sugar factory at Cantley were part of daily life."

"This amazing feat would not have been possible without the support and expertise of Ollie Robinson, former builder and now NR mobile operations manager, and Matthew Newman, NR signalling engineer, who used to maintain Reedham Junction."

"And above all, the generosity of those who have assisted with the knowledge and time or who have kindly donated to the appeal."

→ Spooner Row signalbox rebuilt and restored at Wymondham by the Mid-Norfolk Railway – see page 47.



Just 20 hours after being split in two at Reedham, the signalbox comes back together at Holt. STEVEN ASHLING/NNR



Star of the show: BR Standard 3MT 2-6-2T No. 82045 on display at the exhibition. THOMAS MILLS

New Standard 3MT tank makes debut at Warley – the first show since 2019

NEW-BUILD BR Standard 3MT 2-6-2T No. 82045 – on its first outing from the Severn Valley at Bridgnorth – was the centrepiece of the annual Warley Model Railway Club 'first show' since 2019.

The event took place over the weekend of November 26/27 in Hall 5 at the National Exhibition Centre, near Birmingham.

The highlight of the model railway calendar, it was the Warley Model Railway Club 'first show' since 2019.

Formed in 1967, the club's first display was the Bridgnorth Model Railway Club Exhibition in May that same year, with three working layouts. The group became the Warley Model Railway Club in 1971 and has always

been Midlands-based. After many years exhibiting layouts at various locations, the popularity of its events outgrew available space.

In 1991, the club took the plunge and hired a hall at the NEC, holding its first show there in 1993.

It has become unrecognisable since then, having grown out of all proportion and necessitating the hire of a larger hall – and it has become the largest model railway exhibition in the country.

At this year's event, many modelling societies attended from around the UK, in addition to specialist societies covering standard and narrow gauge from abroad.

Inside were demonstrations and specialist trade stands from all the major manufacturers, such as Hornby, Peco, Bachman and Graham Farish and publisher Crecy.

Various gauge preservation groups were represented from the UK alongside Swiss, Scandinavian, Italian, Irish, German, Benelux, Darjeeling Himalayan and European Railway societies, making the event an eclectic mix of railway preservation.

Despite a rail strike taking place on the Saturday, it was generally busy throughout the weekend.

Proceeds from the club's exhibitions are donated to various charities, including The Railway Children.

Now the Tarka Valley Group gains a Pacer!

A CLASS 143 Pacer DMU which plied its trade on North Devon's Barnstaple branch has found a permanent home on a local heritage line.

No. 143617 used to work services on the branch, marketed as the Tarka Line, on a regular basis, being based at Exeter traction and motive power depot towards the end of its main line career. Now, the Great Western Railway has moved to

the line's heritage namesake, the Tarka Valley Railway (TVR), based at Torrington station.

Allelys Heavy Haulage moved the Pacer from St Philip's Marsh depot in Bristol to Torrington on November 16 so it could begin its new life in preservation.

While it is fully operational, some minor works will now be carried out by the TVR. Subject to training

and certification, it is hoped to be in operation by the spring.

A TVR statement said: "We are very grateful to GWR for making this possible and to Allelys Heavy Haulage for achieving the very challenging transportation of this unit. We would also like to thank our volunteers who have been working hard to prepare the site for the arrival of the unit and to those involved in the months of behind-the-scenes work that have made this happen."

"Our acquisition of No. 143617 marks a tremendous leap forward towards restarting passenger services from Torrington station for the first time since 1982 – and at what better time for it to arrive than in the month of the 40th anniversary of the last train!"

"Had the line from Barnstaple to Torrington not been lifted in the 1980s, this DMU would almost certainly have visited Torrington."

Volunteers at the TVR with the line's Class 143 Pacer No. 143617 at Torrington, the first passenger train to sit in the station for more than 40 years. TVR



Oswestry line gets national recognition

CAMBRIAN Heritage Railways has scooped a prestigious national award for volunteer excellence from the British Museum.

As winners of the 2021 Marsh Award for Volunteers in Museum Learning Nationally as well as winners for the West Midlands region, representatives from the Oswestry-based heritage line were invited to a reception at the London museum on November 14 to receive the award.

Run in partnership with the museum, the Marsh Awards celebrates the outstanding contributions of people who are committed to social, cultural and environmental causes, recognising the best and most innovative ways in which volunteers engage the public with collections and projects.



Pictured after receiving the award are (left to right) CHR volunteers Phil Bradley, Dave Jones and Rob Williams. BENEDICT JOHNSON/CHR

The line's volunteers installed two miles of new track and a station at Weston Wharf after clearing vegetation and rebuilding the crumbling infrastructure.

CHR chairman Rob Williams said: "We are all delighted that the enormous hard work of our volunteers to reopen the railway has been recognised at a regional and national level. CHR has had a fantastic first season of operation since we opened the extension to Weston Wharf in April. I think it can only be good for the local economy and tourism to have an award-winning heritage railway that people want to come and visit."

Despair turns into delight after steam train ticket scam

By Geoff Courtney

DESPAIR and tears turned into relief and delight after a young couple unwittingly bought counterfeit tickets for the prestigious Polar Express on the Spa Valley Railway to celebrate their anniversary.

The couple, who purchased the tickets on social media, drove for three hours on December 3 to board the train at Tunbridge Wells West station, but were told on arrival that the tickets were fake. No seats were available as the train was sold out, but a last-minute cancellation meant they were able to travel.

Warning issued

Mark Haynes, marketing manager of PNP Events, the Telford-based company which runs the train, was at the station at the time and recounted the drama.

"The train is one of the most popular Christmas experiences in the UK and was sold out completely by November," he said. "Unfortunately, this meant many families missed out, leading to others attempting to take advantage by offering last-minute tickets on social media for a 'reduced price' to those desperate to join us.

"Sadly, this couple who wished to spend their anniversary with us fell victim to those selling counterfeit tickets, and upon their arrival at Tunbridge Wells West with their e-ticket in hand, I had to disappoint

them. The lady was distraught and broke down in tears, her anniversary gift to her partner ruined.

"Fortunately, there was a rare cancellation, and I was able to get them on the train."

The incident led PNP to post a warning on social media about the scam, explaining how the couple were initially heartbroken, and outlining that the only way to buy legitimate tickets was from PNP or the Spa Valley Railway. "We are completely sold out this year, and remember, if you're going to buy from a third party, make sure it's from someone you know and trust," the post advised.

Spa Valley's commercial and finance manager, Jonnie Pay, said: "The matter was handled very sympathetically and professionally by Mark, and we are delighted that the couple, after their long drive to Tunbridge Wells, were able to travel on the train to celebrate their anniversary.

"We hope they enjoyed their journey on The Polar Express, which is a really magical experience."

The train, for which premium tickets cost £52, is based on the 2004 blockbuster film *The Polar Express* and includes such familiar and favourite characters as the conductor, dancing chefs, a mysterious ghost, and, of course, Santa Claus.

It is described as a 'unique Christmas experience, a magical journey to the North Pole and back,



Happy ending: Battle of Britain Pacific No. 34072 Squadron, masquerading as No. 1225, with the Polar Express at the Spa Valley's Groombridge station on December 11 amid a surprise snowfall. Eight days earlier, a couple fell victim to a scammer selling fake tickets for the train, but organisers managed to provide them with seats after a late cancellation. CLAIRE ORRIDGE

and immersive theatre'.

It ran on the Spa Valley from Tunbridge Wells West to Groombridge – the 'North Pole' – five times a day from November 18 to December 23 and was hauled by

Battle of Britain Pacific No. 34072 Squadron masquerading as Polar Express No. 1225. The Spa Valley provided the locomotive and footplate crews, while PNP operated the train and staffed the carriages.



Middy's No. 4

Hudswell Clarke 0-6-0ST No. 1604 of 1928 awaits the fitting of its overhauled boiler (inset). MSLR

'Middy' is all set to run its fourth ever steam locomotive in 2023

THE Mid-Suffolk Light Railway is aiming to run a steam locomotive of its own in 2023 following the conclusion of a 15-year restoration project.

December 15 was due to see the boiler of Hudswell Clarke 0-6-0ST No. 1604 of 1928 returned from contractors to be fitted to the frames to ensure that all of the components fit together. The move, postponed from the previous week because transport problems regarding the boiler delivery, will open the door to the final testing and certification.

The locomotive spent its working life at the Bardney sugar beet factory in Lincolnshire.

In 1954, a diesel was purchased to operate at the factory and in 1970 No. 1604 was taken out of service. The following year, BR delivered the last truck of sugar beet.

In 1975, No. 1604 moved to the Nene Valley Railway before going to

the Kirton Museum in Lincolnshire in 1981, and it is now based at Brockford station. It was acquired by the MSLR because it is of a type that ran on the original 'Middy'.

In June 2018, the rolling chassis was moved as a test run. Once operational, No. 1604 will then be officially christened as No. 4 in the railway's register as literally the fourth engine owned by the Mid-Suffolk Light Railway. Nos. 1, 2 and 3, all built by Hudswell Clarke, were all scrapped in the 1920s almost as soon as the LNER took over the line.

MSLR marketing manager John Reeve said: "Having our own operational steam locomotive is a step forward. Apart from being an attraction in its own right, it means reducing the cost of hiring in steam locomotives for every open steam railway day which, like everything else, gets no cheaper."



Ring Haw in service on the North Norfolk Railway on March 9, 2010. STEVE ALLEN/M&GNJRS

Ring Haw has its boiler lifted

THE Midland and Great Northern Joint Railway Society Hunslet 0-6-0ST No. 1982 of 1940 *Ring Haw* has had its boiler lifted prior to overhaul.

The lift was carried out by the society's recently refurbished Grove Allen H404 mobile crane *Horace* at the North Norfolk Railway's Weybourne site.

The boiler will now enter the boiler shop for the work to be carried out, while the chassis will be sent away to a contractor for refurbishment. The society is awaiting quotes before agreeing a start date with the selected contractor.

Society chairman Neil Sharpe said: "This is an important day for the society as it marks two important events in one – firstly, the next stage of the restoration of *Ring Haw* and secondly the return to service after refurbishment of our crane *Horace*".

The society is aiming for *Ring Haw* to return to NNR service during 2024.

Horace, which dates from 1971 and was acquired by the society in 2013, has a lifting capacity of up to 40 tons and has just returned into service after a two-year refurbishment, during which all the electrics and hydraulic systems were overhauled and a new set of tyres and batteries fitted, together with the crane being repainted into a carmine and cream livery.

Ring Haw was built by the Hunslet Engine Company in 1940 to work at the Nassington Ironstone Quarries near Peterborough, where it was used until 1970. It and a similar locomotive were the last steam locomotives to work in ironstone quarries in England.

It moved to the NNR in 1970 and was bought by the society, the line's supporting charity, in April 2020. Visit www.mandgn.org to find out more about the society.



The successful lift of the boiler of Ring Haw at Weybourne. STEVE ALLEN/M&GNJRS

Livery tweak for Severn Valley pannier

GWR 0-6-0T No. 7714 entered the paint shop inside the Severn Valley Railway's Bridgnorth shed for the top half to be repainted after several years of service, and while there some slight changes took place. Although there was no change in its black livery, it will evolve in a slightly different guise.

SVR painter Ronan O'Brien has transformed it into early BR livery by painting the numberplate backgrounds red and hand-painting early BR crests onto the pannier tanks. This procedure would normally be accomplished by a transfer.

The lion and wheel crest were carried between 1949 and 1964. Both sides are different because the lion faces forward so is a complete opposite.

Next task

No. 7714 has recently undergone a piston and valve examination and is ready for service.

Ronan is now looking forward to his next major task, which after Christmas will be Bullied Pacific No. 70/34027 *Taw Valley/Queen Elizabeth II*. It will enter the paintshop for a major transformation into black livery with Southern Sunshine lettering that was carried between 1939 to 1948 and the cabside number 21C127.



The early BR crest hand-painted by Ronan O'Brien on pannier No. 7714 at Bridgnorth shed on December 25. JOHN TITLOW

Jubilee for Lakeside in 2023? Only if transportation costs can be funded

A PROPOSAL to take LMS Jubilee 4-6-0 No. 45960 *Leader* for a short visit to the Lakeside and Haverthwaite Railway could become a reality in early 2023 – providing funding for the required lorry movements can be raised.

Currently at West Coast Railways' Carnforth depot where it has been having repairs undertaken, including new superheater

elements, owner Chris Beet has expressed a desire to see his locomotive operate alongside BR Ivatt 2MT 2-6-0 No. 46441 – also owned by the Beet family and currently approaching the end of its first overhaul since last steaming in 2002.

At the beginning of November, the firebox was close to completion

with a handful of stays left to be fitted, and the boiler was set to be tubed providing a successful non-destructive test of the large flue was reported. It was hoped that the Ivatt locomotive would be ready for the start of the 2023 season.

As this issue went to press, discussions were ongoing about methods of funding the required

transport costs of the Jubilee for the visit, which included potential photographic charters.

The railway will also be celebrating its 50th anniversary in 2023 and owes its existence to Chris's father, Dr Peter Beet, who chaired the company that bought the line and who passed away on October 28, 2005, aged just 68.

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

Changing places for line's locomotives

FOR several years, some of the Bluebell Railway's most cherished locomotives have been stored outdoors at Horsted Keynes station. On November 27, the first steps towards returning some of these back to the railway's main operating base took place when BR Standard 9F 2-10-0 No. 92240 was towed to Sheffield Park.

One of the last 9Fs built at Crewe, No. 92240 last ran in 2002 when it was withdrawn due to deterioration of the tubes.

The move of the 9F has been planned for most of the year as commencement of its overhaul draws nearer.

Prior to the move, the locomotive was extensively oiled by volunteer Martin Payne, with another heavy oiling received the day before the shunt to ensure everything moved freely.

The 'spaceship' was then towed at a low speed south to Sheffield Park with regular stops along the way to check for anything running hot and to undertake additional oiling.

Project leader Andy Taylor said: "The locomotive glided down without so much as a squeak, almost with a smile on its face. Thanks to everyone who made this move happen – from the operations and workshop teams, right down to the shunters."

No. 92240 will be the next big engine to enter the workshops for overhaul after completion of rebuilt Battle of Britain class No. 34059 *Sir Archibald Sinclair*, with the locomotive and tender first to be split in the new year to enable to latter to be moved for work to commence.

Once No. 34059 vacates the workshops, expected to be sometime during 2023, the front half of the 9F will take its place.

"It was hoped to remove the cladding before then, but this will now wait until the locomotive has entered the works as some of the running plate will need to be removed," Andy said.

→ Further donations are sought to fund the required work, with the project's income steadily increasing and reported to be double that of 2021. More information can be obtained online by visiting www.bluebell-railway.com/brps

Bluebell approves DEMU and 73 to join collection

By Owen Hayward

ONCE an exclusively steam-operated railway, the Bluebell Railway's small diesel collection will grow further in 2023 following approval from the line's preservation society and PLC boards for a Class 207 DEMU and Class 73 electro-diesel locomotive to be adopted into its fleet.

As reported in issue 300, Class 207 Oxted DEMU No. 1305 has until recently been under ownership of the Coulsdon Old Vehicle and Engineering Society at its Bicester military depot base. Following a disagreement over the value its former Finmere location that has been compulsorily purchased for the High Speed 2 project, the group has decided to wind up and dispose of its collection.

The 207 was acquired from the East Lancashire Railway in 2021, having been out of service there for a decade and subsequently put up for sale.

Following arrival at the Bicester base, it was once again made mechanically operational but requires further bodywork repairs before it can enter public traffic on the Bluebell.

This unit was also part of the last DEMU working between Uckfield and Oxted in 2004.

Namesake loco

Also due to join the Bluebell fleet is No. 73133, appropriately named *Bluebell Railway*; the 73 is the second to don the name, the first, No. 73004, having been scrapped in about 2003. The purchase has been funded by a generous donor. Presently, the 73 is owned by Transmart Trains and is stabled at Eastleigh.

It has never visited its namesake railway before but has previously ventured onto preserved metals



Future Bluebell Railway resident Class 73 No. 73133 in action at Swanage on May 10, 2018, during its visit to the Swanage Railway Diesel Gala and Beer Festival. ANDREW PM WRIGHT

when it appeared at the Swanage Railway's May 2018 diesel gala.

Arrival dates for both these new acquisitions had not been confirmed as *Heritage Railway* closed for press.

Bluebell plc chairman Geoff Mee said: "I am pleased to say that the boards have approved the adoption of the two-car Oxted DEMU and the class locomotive, so there is a lot of organising to do by locomotive engineering director Paul Russell and diesel traction engineering co-ordinator Ben Wetherall to get the diesel gang mobilised and prepare the space to do the work."

However, there had been some criticism by those concerned that the railway would lose its unique selling point of classic steam traction paired with the railway's fleet of carriages of varying vintage. "A small minority of people are critical of the introduction of diesel traction, which I find frustrating," Geoff added. "The Bluebell will always be a predominantly steam railway, but some people are stuck in a time warp that ends in the 1960s and does not acknowledge that the history of the Southern Railway continues to this day. We are the custodians of that

journey through the archive and the display that we can put on as a living museum.

Resilience

"Just as important, diesel also gives us the resilience in hot weather without the risk of setting fire to the countryside and the risk of a prohibition order. They will also give us the ability to run earlier morning services from East Grinstead – something we want to implement at weekends during 2023.

"We need to grow our visitor numbers to provide the funds to keep our railway viable. In very crude terms, an additional 50,000 visitors (only 1000 a week) would mean an additional £1 million income for only marginal additional costs. The additional income can be reinvested in further developing our offer to visitors."

→ Diesel traction co-ordinator Ben Wetherall is on the look-out for more volunteers to join the Thumper Gang in order to both help bring the DEMU back into service and maintain it once operational. Anyone interested in getting involved is invited to email him at ben.wetherall@bluebell-railway.com



At the head of a Bluebell Railway Steamlights illuminated festive season train, Southern Railway Q 0-6-0 No. 30541 stands at Horsted Keynes on December 10 following snowfall that hit parts of south-east England. The evening services were cancelled due to icy conditions on the lanes leading to the stations. CHARLIE RALPH

LBSCR A1 'Terrier' 0-6-0T No. 72 *Fenchurch* has now received its lettering and numbers as its return to public traffic draws ever closer. On December 1, it completed two round test trips between Sheffield Park and East Grinstead with the Metropolitan Railway 'Chesham' set of vintage carriages. *Fenchurch* is set to be used on steam footplate taster days during February and March.
JAMES CUMMINS/BLUEBELL RAILWAY



Fenchurch back as Steamworks gets pair

TWO further locomotives are set to make the move to Sheffield Park in the new year, namely Manning Wardle K class 0-6-OST No. 641 *Sharpthorn* and North London Railway 0-6-0T dock tank No. 76 (BR No. 58850), both of which have played vital roles in Bluebell Railway history.

Sharpthorn, built in 1877, was owned by Joseph Firkbank, the contractor that built the Lewes and East Grinstead Railway, part of which the Bluebell runs over.

Years outdoors

Delivered to West Hoathly (just north of Sharpthorne Tunnel on the section between Horsted Keynes and Kingscote), it was employed in the construction of the line. It has not been operational since 1958 and has spent many years in outdoor storage at the junction station. Though having undergone cosmetic work, concerns were raised by Bluebell supporters as to its deteriorating condition in more recent years.

At the other end of the spectrum, No. 76 was employed in the demolition of the line between East Grinstead and Ardingly. Despite arriving at the fledgling heritage line in March 1962, it was hired by the contractors responsible for lifting the line north and west of Horsted Keynes during 1964-65. In a bizarre twist, it was then put to work by the Bluebell relaying part of that very same route when the heritage line began to extend its operations.

To have a pair of locomotives responsible for both laying and removing the original track is possibly unique in the heritage sector, and this aspect will form part of the next exhibition in the Sheffield Park Steamworks! shed. The pair will be displayed there alongside the railway's first steam locomotive LBSCR 0-6-0T A1X No.55 *Stepney* to tell the complete Bluebell story.

Meanwhile, LBSCR A1 'Terrier' 0-6-0T No. 72 *Fenchurch* has been

undergoing running-in trials as its overhaul draws to a close. In addition to light engine test runs, it has operated the full length of the line with a small goods set and on December 1 was paired up with the railway's Chesham rake of coaches for a further loaded test.

Success

At 80 tons tare, it was reported that even with the provision of steam heat to the carriages, only half a tank of water was used to reach East Grinstead on each of the two trips that day. A successful restart from stationary test was also carried out on the 1-in-55 gradient near Imberhome Cutting with that load.

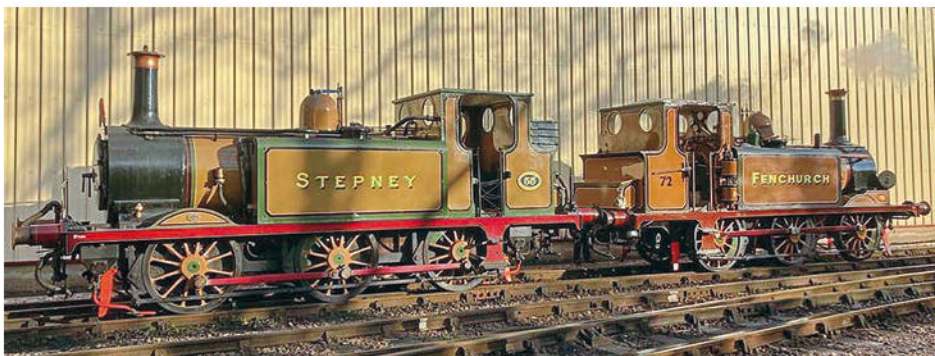
The overhaul has been split between in-house workshop staff, who focused on the boiler, and Statfold Engineering, which was responsible for the rolling chassis.

Having previously worn LBSCR umber, *Fenchurch* has now been outshopped in Stroudley's improved engine green, a livery it is not

believed to have carried in more a century.

No date for a public return to service had been set as this issue went to press, but it was advised that the popular tank engine, which although was not the first built was the first to enter service in 1872, will prominently feature at the April 21-23 Branch Line Weekend, at which Lancashire and Yorkshire Railway 'Pug' 0-4-0ST No. 19 will visit from the East Lancashire Railway.

→ The combined Bluebell Railway boards have given permission to use some of the restricted funding from the legacy of former carriage and wagon workshop volunteer Roger Williams to undertake the restoration of an additional Bulleid coach to enhance the Bulleid rake. Rolling stock director Paul Churchman and the carriage and wagon team and rolling stock committee will assess which vehicles are suitable for restoration, along with how and where the work will be undertaken.



The subtle differences between LBSCR A1 'Terriers' and the rebuilt A1X classes, as well as the livery finishes, can be clearly seen as No. 72 *Fenchurch* is lined up with No. 55 *Stepney* at Sheffield Park on November 17.
BLUEBELL RAILWAY



The newly painted lettering on the side of *Fenchurch's* tanks.
JAMES CUMMINS/BLUEBELL RAILWAY

Project Petroleum: TTA tanker fleet for Dean Forest Railway

By Owen Hayward

THE National Wagon Preservation Group, which owns and maintains the Merry-Go-Round hopper rake at the Chasewater Railway, has launched its latest venture. Project Petroleum seeks to build a rake of four-wheeled TTA tanker wagons.

Second only to coal, oil freight has been a massive business for railways, and the introduction of monobloc four-wheel tanks for the transportation of various liquid chemicals in the early 1960s started productions that totalled many thousands for the big petroleum companies. The bogie TEA tank wagons then evolved and became the industry standard and started the slow decline of the four-wheel TTA tanks.

Appeal target

TTA tanks have remained operating on the network until only recently, with the final revenue working taking place on November 15.

The NWPNG has been offered several vehicles at a reasonable price that are set for disposal, and it has launched a fundraising campaign with a target of £10,500 to fund the purchase and



West Coast Railways Class 37 No. 37687 *Loch Arkraig* heads a TTA wagon movement from Grangemouth to Gascoigne Wood on November 15. EUAN THOMSON

transportation of as many vehicles as possible in order to create a rake akin to its MGR hopper set.

Following discussions, the group has confirmed that it has been offered a home on the Dean Forest Railway for up to 11 vehicles.

The heritage line was once traversed regularly by bitumen tankers and so it was felt that these would not feel out of place there.

Furthermore, the group's TEA bogie tanker is also set to move from storage in Wishaw to the DFR.

'Perfect home'

A group spokesman said: "With a main line connection and Network Rail station, the DFR represents a perfect home for visitors and volunteers to see the tanks.

"This is the last chance to create a small rake so typical of minor yards

and depot fuel points for more than 50 years."

Larger donations will be rewarded with incentives including complimentary membership to the group, brake van rides on the MGR rake at Chasewater, and a visit to the GB Railfreight Peterborough office for a turn on the driving simulator there.

➔ For more information and to donate, visit crowdfunder.co.uk/p/petroleum

Santa DMU shuttle evacuated after engine fire

PASSENGERS in the Swindon and Cricklade Railway's Class 119 DMU were forced to evacuate after a fire broke out in one of the engines.

The DMU was being used as a shuttle service between Blunsdon and Taw Valley Halt between steam-hauled Santa special services on the morning on Sunday, December 11.

A statement from the railway said: "The situation was dealt with expertly and the fire brigade was in attendance. It was quickly dealt with, and thorough inspections were carried out to ensure full safety and no further risk. Thankfully, there was no harm or injury to any of our crews, volunteers or visitors.

"A huge thank-you to the Wilts and Dorset fire crews for their swift response and support.

"Another huge thank-you to all our volunteering staff who worked hard to ensure minimal distribution to the Santa special services, and for their care and support towards the volunteers who were involved."

One fire engine was unable to attend due to being stuck in mud in a nearby field. The DMU will now be out of action for some time.

However, the following weekend's Santa services were set to go ahead as planned, but minus the diesel shuttle. Accordingly, all trains to the North Pole had to be boarded at Blunsdon.



The Class 119 DMU in which an engine caught fire on December 11. S&CR

Peckett for sale

PECKETT R2 0-4-0ST No. 1370, built in 1915 to work the Yates Duxbury and Sons papermill at Heap Bridge near Bury, has been offered for sale for offers in the region of £40,000.

Currently located at the Beamish museum in County Durham, it underwent an extensive mechanical and boiler overhaul in 2019 and is fitted with vacuum brakes, steam heating and mechanical lubrication.

Interested parties should email Chris Beet at chrisbeet5690@gmail.com

Last day for Cotswold line's oldest locomotive

GWR Churchward 2-8-0T No. 4270 bows out at the end of the Gloucestershire Warwickshire Railway's season on January 2 following the expiry of its boiler certificate – which was extended by three months for it to take part in the railway's successful October 28/29 mixed traffic gala (see last issue).

No. 4270 has been hauling the Santa specials during the run-up to Christmas (see picture, page 10) and will be used on all operating days following. It has the distinction of being the oldest locomotive in

working order on the line, having been built at Swindon in 1919.

GWR spokesman Ian Crowder said: "No. 4270 will be missed. It continues to perform perfectly, which belies its nearly 10 years of service, and is popular with crews, especially on cold days. We are unsure what its future plans are, but it would be wonderful to think that it may return to us."

The Churchward flag will again be flown on the GWR when 1905-built 2-8-0 No. 2807, owned by Cotswold Steam Preservation, returns to service

following its overhaul. The boiler overhaul at Ian Riley's Heywood works is progressing well, and it is expected to be reunited with the frames in the spring.

No. 2807 will then not only be the oldest on the line, but also the oldest GWR locomotive in working order.

There are only two older GWR locomotives, Dean Goods No. 2516 of 1897 at STEAM, Swindon, and 1903-built 4-4-0 No. 3717 *City of Truro*. Neither, however, are likely to steam again.

ELSTREE AND BOREHAMWOOD TRANSPORT COLLECTORS FAIR 2023

Saturday 4th February 2023 • 10.00 - 16.00

Allum Manor House & Hall, 2 Allum Lane, Elstree and Borehamwood WD6 3PJ

Bus and Railway memorabilia for sale including:

- Models, Books, Photographs, Tickets
- Timetables, Ephemera, Railwayana

Admission: £3.00

Hot and cold refreshments available.

5 minute walk from Elstree & Borehamwood Station (Zone 6)

TFL bus routes: 107 and 292

Non TFL bus routes: 306, 357 and 83

For more information please contact Julian Bowden on 07932 812 268



**RIBBLE STEAM
RAILWAY AND MUSEUM**

With Ribble Steam Railway's fascinating working and static exhibits, the museum is a proud reminder of what makes Preston and Lancashire the vibrant place it is today.

Discover the history of Preston's Docks and the stories of the first electric trains, then hop aboard a steam train and travel the railway's 11.4 mile dock and riverside line. Uncover a hidden part of the city as the line passes Preston Marina and ventures over its impressive swing bridge.

Job Opportunities

**Hop aboard a Steam Train and
discover the history of Preston's
Docks and Railway...**

**See our
website for
2023 events**



Contact us on 01772 726800 or visit www.ribbonsteam.org.uk

RAILWAY HOLIDAYS

**We are a small, independent tour company
specialising in nostalgic transport themed holidays
with an emphasis on steam. Our hotel-based tours
are all accompanied by amiable, experienced
guides and we promise you will not be bored.**

Friday 21st April 2023 for 5 days

£929.00

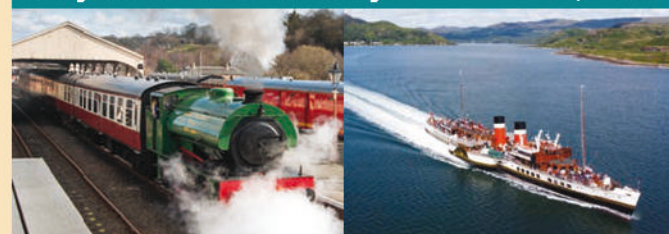


Kent & Sussex Caper

- Electrifying fun with The Volks In Brighton
- Rustic steam at the Bluebell Railway
- Spa Valley and Kent and E Sussex Railways
- Narrow gauge fun at the Romney Hythe & Dymchurch R'way
- The cliff railways of Hastings
- Battles of Hastings and Britain

Friday 16th June 2023 for 6 days

£1,069.00



Clyde Cruiser

- Day out cruising aboard P.S. Waverley
- A visit to the Isle of Arran for a distillery and a castle
- Trams at Summerlee and steam at Bo'ness
- Touring the Trossachs with a cruise on Loch Katrine
- Going underground with The Clockwork Orange
- Marvel at the engineering genius of The Falkirk Wheel

**Discover Inside Track, join our happy band of
travellers, and let the journey begin!**

**To see our full range of UK and
continental tours please request
a brochure or visit our website.**

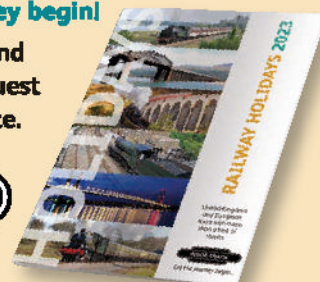
INSIDE TRACK

For a free catalogue call

01869 324444 (Please tell us where
you saw this advert)

View our full programme of holidays at

www.railwayholidays.com



WINTER STEAM GALA



**BR STD CLASS 5
73082 - CAMELOT**



**URIE CLASS S15
506**



ALONGSIDE OUR HOME FLEET & RAILCAR IRIS

27th - 29th JANUARY 2023

FULL DETAILS & TICKETS AT

GCRAILWAY.CO.UK



73082 appears with thanks to the PRR-Herts Railway and the Urie Locomotive Society Ltd
73082 appears with thanks to the Southdown Valley Railway and the 73082 Locomotive Society
All other appearances subject to availability. Conditions and Please Note: they may be changed at any time without notice.

New Loughborough bridge paves way for joining GC heritage lines

By Robin Jones

THE life-expired bridge which carried the original Great Central Railway over the A60 at Loughborough has been replaced in a project costing more than £1 million.

As highlighted in issue 299, the original Bridge 236, which dates from the building of the GCR's London Extension in late Victorian times, was removed in an operation that began on October 1.

Over the weekend of November 19/20, a crane capable of lifting 500 tons moved the two replacement 80-ton bridge decks into place. The replacement is a crucial part of a project to reconnect the two separate halves of the heritage-era GCR, creating an 18-mile route between the outskirts of Leicester and Nottingham.

Two lines

The new Bridge 236 will carry two railway lines. One is already in place to link the northern half of the GCR (currently branded the Nottingham Heritage Railway) to the national network. The second will be laid in the final stage of work to link it to the heritage line at Loughborough Central – which will therefore be linked to the national network for the first time, opening the door for the prospect of incoming and outgoing charter trains.

With comparatively low headroom by modern standards, the old Bridge



The completed bridge, with the crash protection beam in front of the main decks, has slightly improved headroom over the road compared to the original. KARL GILLOTT/FRIENDS OF THE GREAT CENTRAL MAIN LINE

234 was sometimes hit by careless drivers in vehicles too tall to fit underneath.

An innovative design means the new bridge has an extra three inches of headroom without lowering the road or raising the railway (neither of which was a practical option).

During the lifting operation, two crash protection beams were put in place. Each weighs 20 tons and is filled with concrete and will protect the bridge from being struck.

"We promised 2022 would be the year of the A60 bridge, and we are really proud to have delivered!" said Andy Fillingham, chairman of the Friends of the Great Central Main Line, the group which has championed the project. "It's only happened because so many people

responded to our fundraising appeal. Working together, we have three parts of the reunification project in place. We are so grateful to everyone who shares our passion for this transformational project – you've helped us build up quite a head of steam!"

Worldwide donations

The reunification scheme involves seven phases. The replacement of the A60 bridge joins another new built bridge over the national network and a refurbished canal bridge on the list of elements 'ticked off'. Meanwhile, more than £1 million has already been raised for two future phases.

"We hope to have more news in early 2023 about how reunification

will continue," added Andy. "We are seeing donations arrive from all over the world, as well as the East Midlands."

"When completed, the 18-mile railway will serve the local area, creating jobs and promoting sustainable tourism. Every time we take a step forward, it's so exciting for everyone involved."

The GCR has a YouTube channel featuring films of the work to the A60 bridge in progress and more information about the project.

→ All donations are directed towards the GCR's official supporting charity, the David Clarke Railway Trust, which holds a dedicated fund for the reunification project. To donate, text UNIFY to 70970 or visit www.gcrailway.co.uk/unify



View from above: The two new bridge decks in place above the A60 on the morning of Sunday, November 20. FRIENDS OF THE GREAT CENTRAL MAIN LINE

Moorsline is full steam ahead for winter work schedule

THE North Yorkshire Moors Railway (NYMR) has announced a busy schedule of winter work as its civil engineering and motive power teams prepare both its track and locomotives for 2023.

One of the first tasks for civil engineering director Tim Bruce is at Grosmont, where his team is currently replacing siding No.7 into the shed.

Relay work

Engineers will then head to Kingsthorpe, north of Pickering, to complete last winter's relay work, beginning with offloading sleepers and materials during December, in between Santa specials, ready for work starting on January 1. To complete this, the team must weld up the track, and ballast and tamp it during February, and then stress the rails at the beginning of March, ahead of the start of the new season.

In the new year, the team will ballast and tamp Bridges 24 and 25, which were replaced earlier in 2022 as part of Yorkshire's Magnificent Journey Project; this process lifts the rails up and levels the track out.

In addition, Kerry Fieldhouse and her team of lineside conservation volunteers will be busy clearing and cutting back vegetation, repairing and building drystone walls, and managing quite considerable ash dieback along the line. Her team has about 100 trees to either remove or make safe.

In the motive power department, a considerable amount of maintenance work was carried out in November, making locomotives ready for festive season services.

Steam fitters have been getting BR Standard 9F 2-10-0 No. 92134 ready for its new tyres

The valve and piston exam on BR Standard 4MT No. 80136 will see

them removed and measurement begins.

The crossheads will need new white metal pouring to replace the bearing surfaces, again in-house, and the slide bars these run in require some attention.

On the diesel front, annual tyre measurement is underway; Class 08 No. 08850 has recently had new batteries, fuel pumps, and its automatic voltage regulator serviced.

Busy times

In terms of overhauls and restoration, Class 25 D7628 is having a top-end engine rebuild and main generator overhaul; LMS 'Black Five' No. 44806's overhaul is on track with the frame rebuild on schedule, and attention will next turn to the tender and machining up the new chimney.

Bulleid West Country light Pacific No. 34101 *Hartland* is in the boiler

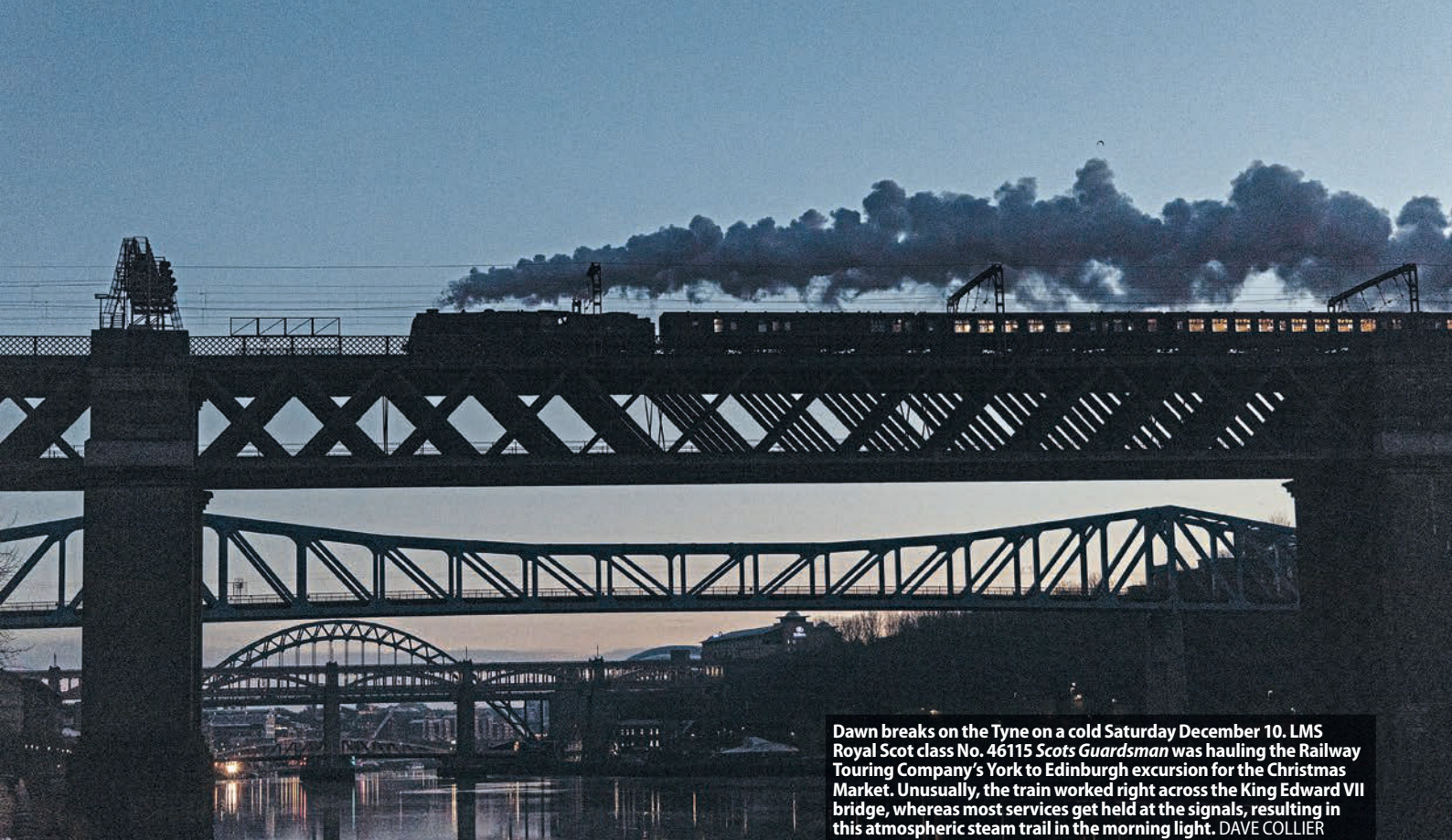


Trackwork in progress as part of the winter maintenance schedule. NYMR

shop, where all the large sections of the boiler are now welded back together.

The new tender tank and frame overhaul for WD 2-10-0 No. 3672 *Dame Vera Lynn* is progressing well. The tank design is complete, and steel ordering is about to begin as the frames near completion of examination.

An appeal for donations is being made at www.nymr.co.uk/Pages/Appeal/Category/urgent-appeals



Dawn breaks on the Tyne on a cold Saturday December 10. LMS Royal Scot class No. 46115 *Scots Guardsman* was hauling the Railway Touring Company's York to Edinburgh excursion for the Christmas Market. Unusually, the train worked right across the King Edward VII bridge, whereas most services get held at the signals, resulting in this atmospheric steam trail in the morning light. DAVE COLLIER

Milestone in GCR 'Barnum' coach restoration reached

THE scheme to restore the first of three classic Great Central Railway 'Barnum' coaches has passed a major landmark.

As highlighted in *Heritage Railway* issue 296, a £50,000 appeal to complete the fast-track restoration of 1910-built third class open saloon No. 228 in time for the 125th anniversary of the 1899 opening of the London Extension has been launched by its owner, the GCR Rolling Stock Trust. No. 228 is one of the last four surviving Barnums. All but one are awaiting restoration at the Nottingham Transport Heritage Centre in Ruddington.

The bogies have recently returned from overhaul at Network Rail. Furthermore, after the trial build and installation of the prototype back-to-back four-seat unit, which proved the design to be a near-perfect fit (adjustment was necessary only to ensure the upholstery material was fully accommodated), the first production trial of seat cushioning and backrest revealed yet another important milestone had been reached.

"We are on our way in a big way," said trustee Roger Penson, lead specialist on the interior recreation of the coach. "We are thrilled with the initial response from our supporters and sponsors to the appeal to fund the mass of materials required to furnish the interior of our first Barnum restoration, No.228,

at Ruddington – and we are most appreciative of the support being given this project.

"Our first big bid for funding, aimed at £50,000, has already brought in close to £10,000, so we can go rapidly ahead with our fast-track rebuild.

"We are aiming to be ready for the completion of the GCR reunification in the Bridging the Gap scheme at Loughborough – around 2025.

"The whole time we are trying to minimise compromises while bringing about a truly amazing

transformation from a derelict store wagon into an impressive highly-finished railway carriage – not from the Royal Train, but from the everyday passenger stock serving the Watkins empire and his dream of providing workforce breaks with excursions to seaside, to cup finals and other high profile sporting events... a carriage you will really want to climb into for its comfort, style and character."

No. 228 was last used at Hull Docks as an engineers' support

vehicle until it was taken out of service in the 1970s and adopted with three stoves inserted as a tomato-growing hothouse!

→ To support the Barnum rebuild, join the Barnum Restoration Club and boost the £50,000 appeal by donating online at <https://gcr-rollingstocktrust.co.uk/donate/> to assist seat purchasing. Alternatively, make contact with chairman Richard Tilden Smith by email at gcrollingstocktrust@live.co.uk for details.



GCR Barnum No. 228's refurbished bogies back from Nemesis Rail: celebrating their return to Ruddington are, left to right: Clyde Pennington (GCR Rolling Stock Trust archivist), Steve Andrews (Thompson B1 Locomotive Trust engineer), lead trustee Mike Lang, Ian Parker (member) and Keith Stimpson (trust CAD Expert) - ANDREW COALWOOD/GCRRST



Barnum prototype seating now with trial upholstery in the Kreativ Joinery workshop featuring trustee Roger Penson seated. STEVE BILLINGS/GCRRST

**HERITAGE
RAILWAY**

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

First preserved Class 315 finds a home in South Wales

By Owen Hayward

EVOKING memories of the now-closed Coventry Electric Railway Museum, the Class 315 Preservation Society is to base its newly retired EMU on the Llanelli and Mynydd Mawr Railway, where the London Transport Traction Group is also based with two former Isle of Wight line ex-tube stock units.

On December 1, the C315PS announced that Class 315 No. 315856 had been donated to the group by Eversholt Rail. Built between 1980 and 1981, the fleet has until recently been a regular performer on the route out of London Liverpool Street to Shenfield and has developed its own following among modern traction enthusiasts.

Society chairman David Silman said: "This is a monumental achievement by the society, with several years of hard work paying off to allow future generations to enjoy an unsung workhorse for the masses."

Paul Sutherland, client services director of Eversholt Rail, added: "We are delighted to support the Class 315 Preservation Society by donating this unit. The fleet has been running

in service on the Liverpool Street to Shenfield route for 42 years and it is fantastic to see this one being preserved for future generations to enjoy."

A farewell tour was run out of the capital on November 26 that saw two of these units coupled together to Shenfield. No. 315846 has been stored at Ilford following withdrawal and was due to be towed by rail to Lydney on the Dean Forest Railway on December 12, pending any further rail strikes, from where it will be transported to the L&MMR by road.

Passenger-carrying

Once there, the unit will be restored to its original state as delivered to BR, which will include a full repaint and interior refurbishment to original specifications.

The society intends for No. 315856 not to be a static exhibit, but one that can carry passengers, although stated that it has no plans to return the unit to the main line.

L&MMR Director David Mee said: "We would like to congratulate the C315PS on securing a unit for preservation and look forward to



Class 315 EMU No. 315856 at London Liverpool Street on November 26. This unit has been saved for preservation and will be taking up residence in Wales. C315PS

welcoming both it and the society members to our base at Cynheidre.

"We look forward to working closely with the society to develop the best possible future for the unit."

Class 315s are alternating current EMUs that were built by British Rail Engineering Limited at Holgate Road Carriage Works in York from 1980/81 as replacements for the Class 306 units. The 315 was

the fifth and final variant of unit derived from BR's 1971 prototype suburban EMU design. Each Class 315 unit is formed of four vehicles, and up to three units can be used together in service for a maximum 12-car formation.

➔ For more information about how you can support the society or get involved, visit www.class315preservationsociety.com

From Taiwanese forests to Welsh valleys – meet Welshpool's furthest visitor

A THREE-YEAR loan agreement will see a Taiwanese diesel locomotive operating on the Welshpool and Llanfair Light Railway from early next year.

The WLLR and Alishan Forest Railway – a five-mile network of 2ft 6in line running throughout the mountain resort of Alishan in Chiayi County, Taiwan – have been affiliated since 2017. It is hoped that the loan of locomotive DL-34 will help further the educational and cultural co-operation.

The loan will also bolster the home fleet of diesel locomotives which are now in need of overhaul.

With DL-34 capable of hauling passenger trains, this will release both 1949-built Baguley Drewry No. 7 *Chattenden* and former Taiwan Sugar Corporation Diema No. 175 in turn for major works to be carried out.

An official handover ceremony took place on November 23 to start the 6196-mile journey from

the AFR (the highest narrow gauge railway in Asia) to the WLLR, with arrival of DL-34 expected in Wales early in the New Year. Upon arrival, it will undergo a period of commissioning and modifications to its coupling and braking systems to make it compatible with the WLLR's existing rolling stock, with a launch into passenger service during the first part of 2023.

DL-34 was built in 1972 by Mitsubishi of Japan and designed

to tackle the steep gradients and tight curves on the AFR route, producing 523hp.

Welshpool and Llanfair chairman Steve Clews said: "This loan is the culmination of four years of discussions and hard work and is a great opportunity for our two railways to continue building their relationship."

There is no reciprocal arrangement at present, but a possibility for such in future has not been ruled out.

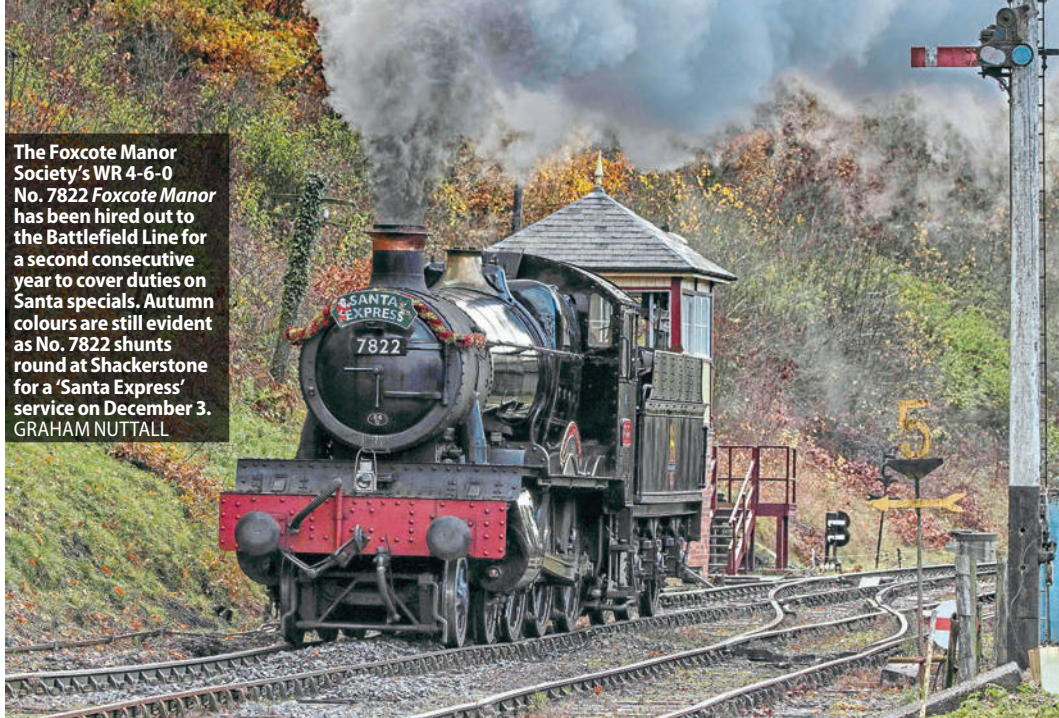


Welshpool and Llanfair Light Railway company secretary Michael Reilly (left) shakes hands with Lin Hwa-Ching, director general of the Taiwan Forestry Bureau, during the handover ceremony for DL-34. DAPHNE LAI/ALISHAN FOREST RAILWAY



DL-34 begins its 6196-mile journey from Taiwan to Wales. MICHAEL REILLY/WLLR

The Foxcote Manor Society's WR 4-6-0 No. 7822 Foxcote Manor has been hired out to the Battlefield Line for a second consecutive year to cover duties on Santa specials. Autumn colours are still evident as No. 7822 shunts round at Shackerstone for a 'Santa Express' service on December 3. GRAHAM NUTTALL



Dean Forest acquires land from Network Rail for carriage shed plans

THE Dean Forest Railway was celebrating on November 24 when it received the deeds to a plot of land at its Lydney Junction site. Bought from Network Rail, the land will enable the railway's proposed carriage and restoration sheds to increase to the maximum desired size.

Since October 2019, DFR volunteers had been in negotiations with NR over the purchase of the third-of-an-acre plot at the bottom of the Lydney Junction site, adjacent to its main line connection.

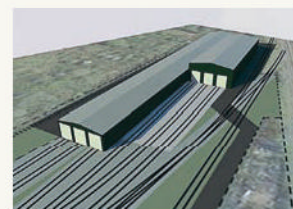
The plot, which equates to 14,530 square feet, will provide an estimated 64 extra feet in length and enable each road to increase from four coaches to five-coach length. The workshop will also double in size as a result.

Trustee Adam Williams said: "Now the hard work starts, with properly setting out the designs, obtaining the planning permissions, and finding the funding.

"This development plan focuses on the often-overlooked aspect of the railway – our coaches. They are hidden in plain sight but are key to giving a good impression to our visitors.

"We are always accepting donations towards the restoration and maintenance of these historic vehicles."

→ To donate using online platform Paypal, visit www.paypal.com/GB/fundraiser/charity/3761180



An artist's impression of the proposed carriage and restoration shed at Lydney Junction which will provide undercover accommodation and workshop space for the Dean Forest Railway's passenger vehicle fleet. The shorter building will house carriage jacks and an overhead crane. Solar panels and rainwater harvesting are being considered in the detailed planning, as are public viewing areas. DFR

Warnings and praise as KESR bosses assess past – and look to the future

By Geoff Courtney

AGAINST the background of economic uncertainty affecting every sector of the leisure industry, two of the most senior officials at the Kent and East Sussex Railway have penned appraisals in the heritage line's winter journal that combine hard-hitting honesty with deeply felt positivity.

Chairman Simon Marsh writes of the difficulties of spending more money running trains while customers have less disposable income, but counters that with confirmation that he believes the coming year will be successful. Newly appointed general manager Robin Coombes follows a similar path by speaking of people's need to prove their resilience while balancing that with praise for the railway's strengths and charm.

"We will have to spend a lot more money to run our trains and keep up with maintenance and overhauls, while our customers will have less disposal income to spend with us," said Simon. "We are not alone in this in the heritage world, and we ignore the implications at our peril."

To back up his comment, he said the railway had no intention of being passive and would continue to look for more innovative marketing techniques, explaining: "We are developing new partnerships locally and further afield. We have made considerable progress in ensuring that we spend wisely and get value for money; we are clearly going to need to go further."

On what he describes as 'human capital', he wrote: "On the one hand, it is exceptional and is what keeps us going. On the other hand, it is limited. We always need more volunteers, not only in the obvious frontline roles, but in the back room, too."



Facing the future: Kent and East Sussex Railway chairman Simon Marsh (left) welcomes Robin Coombes on his first day as general manager on August 15. Both have spoken in the railway's winter journal of past and future challenges, Simon saying the railway must evolve and Robin urging resilience. ALAN CROTTY

Simon ended his message with belief in the future allied to pragmatism and honesty: "Will we be successful in 2023, and going forward? Yes! But only if we keep focused on increasing revenue and getting value for every pound we spend, if we are prepared to take difficult and perhaps unpopular decisions, and if we continue to evolve as an organisation."

'Charming and friendly'

Robin Coombes was writing his thoughts just a month after he joined the railway as general manager. "My overall impression is of a charming, friendly, welcoming railway with much to offer. The jewels in the crown are the Pullman service and the vintage train."

Such areas of concern as being "too reliant on a small number of key committed individuals" were recoverable and fixable, he said, but warned: "The picture is made more complex and complicated by the external environment. It is easy to use words such as 'unprecedented', and it is a fact of life that the future is unknown and thus uncertain, but we are facing a combination of circumstances most of us have never experienced."

Speaking of the railway's survival, he writes: "I do not minimise the importance and significance of the word." The key, said Robin, would be effective leadership, and maintaining a positive cash flow and agile responses to rapidly changing events.

"We, along with every heritage railway, need to prove our resilience like never before," he added.

He went on to highlight such strengths as committed people, a light railway culture of 'make do and mend', no major infrastructure such as viaducts, tunnels and significant embankments, and cash in the bank.

And like Simon, he draws his comments to a close on a positive note: "We are a repository to a unique collection of historic assets, we are an important part of the community, and we bring much economic value and social benefit. We are a place to make friendships (many lifelong), learn skills, have fun, and enjoy our hobby."

Each morning, he said, he pinched himself when he walked along Tenterden platform and saw his favourite view of the station, gardens, level crossing, signalbox, and the rolling Kent countryside.

"It is something very precious," he concludes. "We perhaps need to remind ourselves of how special what we have is."

Subscribe and Save

- Save 28% off the cover price • Never miss an issue of *Heritage Railway*
- Get every issue delivered to your door

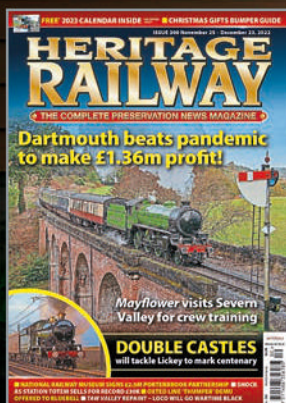
Print only

13 issues £45
Direct Debit

*Just £3.46
per issue!*

13 issues £47
Credit/debit card

26 issues £90
Credit/debit card



Digital only

6 issues £18.99
Credit/debit card

*Just £3.17
per issue!*

13 issues £34.99
Credit/debit card



Call 01507 529529 (Quote HRDPS)
Lines are open from 8.30am-5pm Monday to Friday



Visit classicmagazines.co.uk/hrdps
For overseas rates classicmagazines.co.uk/hr-overseas

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/hr-overseas. Subscriptions will start with the next available issue. Offer closes 27/01/23. Direct debit payments will continue at the price you paid, on this offer, every 12 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms. Quoted savings are based on a 13-issue direct debit subscription.

Bulleid Battle of Britain Pacific
No. 34070 *Manston* is back in
action on the Swanage Railway.
The 1947-built locomotive ran
light engine for the first time since
2017 on November 14 following an
extensive engineering overhaul by
Southern Locomotives Limited in
the railway's engineering works at
Herston. ANDREW PM WRIGHT

**Save
28%**

when you subscribe to
Heritage Railway



Williton diesel group special event to mark half centenary

By Robin Jones

THE West Somerset Railway-based Diesel and Electric Preservation Group will be celebrating its 50th anniversary in September.

The group has agreed to stage special running days on Friday, September 22, when the WSR will not be operating steam services, and Saturday, September 23.

The days will be in addition to the railway's own diesel gala, which will be held on June 8-10.

Meanwhile, its Class 35 'Hymek' D7017 has returned to service after failing during June's diesel gala by blowing a cylinder head joint ring on the final service of the first day.

Following repairs, D7017 was used to shunt the south yard at Williton on November 5.

Class 14 'Teddy Bear' D9518 continues to make progress, with disassembly work started on the Paxman 6YJXL V6 diesel engine which last operated in sister D9526 until removed for overhaul in 2017. The engine will be completely stripped down, with each part cleaned, inspected, and replaced or repaired as necessary.

The required parts are already in stock, so what is needed now is many hundreds of hours of volunteer time to perform the overhaul.

Class 52 D1010 *Western Campaigner* celebrated the 60th anniversary of entering service on October 15, when a cake was cut in time for afternoon tea.

Work on the locomotive is showing progress, with battery compartments restoration and the painting of several parts that are being added back to the locomotive following the disassembly stage. Regarding the transmission, attention is now being given to the processes and equipment identified into the rebuild plan, and the repair and replacement options for the parts that are damaged or approaching the end of their life have been evaluated.

Sponsors needed

D1010 has been painted in a protective coat of maroon in case it has to spend a few months outside the shed while work is undertaken on the group's other locomotives.

The group has appealed for supporters to sponsor a patch or a part of D1010. Sponsorship will be recorded on a drawing that shows the precise location of the patch or part on which the donor's name may be engraved if they wish. For details, visit www.depg.org

Repairs to Class 33 D6566 (33048) are ongoing, with the work on cleaning up the engine room continuing, with more deck plates



Class 35 'Hymek' D7017 shunting at Williton on November 5. TOM COURTNEY/DEPG

being removed and steam-cleaned. The failed heat exchanger has been rebuilt by specialist subcontractor Applied Radiators in Stoke-On-Trent, which turned this project around in

one week, the part being replaced over November 12/13. Accordingly, D6566 is ready to stand in for sister D6575 (33057) for works trains and 'Thunderbird' duties.

New *Betton Grange* may haul passenger trains this summer

SET to become Britain's newest standard gauge steam locomotive, GWR 4-6-0 No. 6880 *Betton Grange* is on course to steam this spring and head its first trains in the summer, its builders have said.

Difficulties in sourcing materials for the remaining components for the project have delayed construction in the wake of the Covid-19 pandemic and has also created a small financial shortfall due to escalating costs in materials and labour.

Yet, with No. 6880 now largely complete at Tyseley Locomotive Works, a 6880 *Betton Grange* Society spokesman said that completion was now "firmly in sight".

£10k to go

Rising costs have meant a £20,000 shortfall in funding. However, recent fundraising efforts and two large donations from members have closed the gap.

About £10,000 is still needed to give the locomotive a professional paint finish in BR lined green.

Recent jobs completed have included fabricating and fitting the steam pipe covers, fitting out the smokebox, making and fitting handrail knobs, adding valves, fitting ejector covers, and remaining pipework.

"Work on the locomotive is now at the fettling stage, with final pipework, attention around the smokebox area, and fitting of gauges and components in the cab currently taking place," said the spokesman.

New draw gear is being manufactured for coupling the locomotive to the tender. The boiler cladding sheets are also being adjusted following their temporary fitting to the boiler from No. 5952 *Cogan Hall* for *Betton Grange*'s visit to the Warley Model Railway Exhibition in November 2016.

Once the locomotive is test-steamed, which will hopefully take place in early spring, its boiler ticket will start running and a venue will



The vacuum exhaust pipe fitted to No. 6880 *Betton Grange* at Tyseley Locomotive Works. LYNN MOORE/6880 BERTON GRANGE SOCIETY

need to be sorted for running-in – with a view to hauling revenue-earning trains this summer. Several heritage lines have offered to host the testing and running-in, but no decision has yet been made.

Chassis lift next

The society has been dismantling the tender from *Cogan Hall*, which it also owns, with scrap from the tank being

disposed of and useful parts retained. The next step will be to lift the chassis and remove the wheelsets for future use on No. 6880's new tender, a replica Collett 3500-gallon version as paired with the majority of Granges and for which a £150,000 appeal is ongoing, with about £25,000 raised so far.

➔ For further details about the tender appeal and progress on *Betton Grange*, visit www.6880.co.uk



THE South Devon Railway's London Transport-liveried GWR pannier No. L92 (5786) went travelling over the Santa season when it visited the Battlefield Line on November 26/27, covering for the delayed arrival of WR 4-6-0 No. 7822 *Foxcote Manor*, and then returned to the West Country as back-up motive power for Bagnall Austerity 0-6-0ST No. 2766 on the Bodmin and Wenford Railway's Santa trains. The BWR's GWR special saloon No. 9044 returned to Bodmin General after a loan period at the SDR and has been used as Santa's grotto on Platform 2. BWR

Talyllyn Baguley pair's 40th birthday will kick-start 2023 events calendar

THE Talyllyn Railway's two resident Baguley Drewry four-wheel diesels, Nos. 11 *Trecwn* and 12 *St Cadfan*, will be celebrating their 40th birthday in 2023 – and plans are afoot for two days where the fleet of narrow gauge diesels will make rare appearances on service trains.

Built in 1983, the pair worked and resided at Royal Naval Armament Depot Trecwn, Pembrokeshire, until purchased by the TR in 2008. Restored and regauged from 2ft 6in to 2ft 3in, they entered service in 2014 and have been regularly used as 'Thunderbird' and engineering locomotives.

To celebrate, a day of diesel takeover is being planned that will see Nos. 11 and 12, together with 4WDM Ruston No.5 *Midlander* and Hunslet 0-4-0DM No. 9 *Alf*, operating both short shuttles to Brynglas and Rhydyronen and trains across the full length of line, offering some mileage opportunities behind locomotives rarely on passenger workings. A non-stop full line trip is expected to operate, subject to sufficient blockmen availability.

A running day has been scheduled for the early and later part of the

season; Saturdays April 22 and October 15. Further details and timetables will be published nearer the time.

The TR's Founders Day on Saturday, May 14 will celebrate 72 years since the very first train ran in preservation and is the new target for the return to service of Fletcher Jennings 0-4-0WT No. 2 *Dolgoch*, the rolling chassis for which is now back at Pendre following a visit to the Vale of Rheidol workshops in Aberystwyth for valve setting. As this issue went to press, the boiler had also been returned to the frames. All being well, carriage No. 4, which has also ventured to Aberystwyth for spring and running gear repairs, may also bring the vintage fleet back up to strength for the first time since 2018. It is believed to be first time that carriage No. 4 has left the TR since it first arrived in 1866!

July 1/2 sees the annual Anything Goes Gala with interesting carriage and locomotive combinations, footplate experiences, and freight workings. The event ties in with the Llechfan Garden Railway Weekend at Tywyn Wharf station, where the

volunteers' 16mm scale garden circuits will be open for public viewing and clubs to operate on, along with trade stalls and a ride-on 5in gauge miniature line. The first beer festival of 2023 will also take place.

One of the railway's most successful events of recent years, the Awdry Extravaganza, will take place on July 22/23. Celebrating the TR's connection with the Thomas the Tank Engine creator, author the Rev Wilbert Awdry, the weekend has proven a runaway financial success for two consecutive years.

Over August 23/24, a heritage weekend will showcase the Talyllyn's rich history, with a mix of special passenger and goods trains running on an intensive timetable, including the original Victorian-era four-wheel coaches and slate wagons, plus slate splitting demonstrations at Wharf station.

Visitors will be encouraged to come dressed in period attire if possible to help set the scene, with guided tours of the Pendre workshops also set to be available. Further exciting attractions are also being discussed.

Twin Peaks for joint April diesel gala

NEIGHBOURS the Ecclesbourne Valley Railway and Peak Rail have announced they are to host their first ever joint diesel gala event over the weekend of April 15/16.

The event is being dubbed 'Twin Peaks', in reference to their respective locations in the Derbyshire Dales White Peak area and Derbyshire Peak District.

Special fares will be available that offer travel on both railways under one ticket, with a heritage bus service operating at regular intervals each day to allow visitors to make the five-mile connection between with ease.

Partnership

EVR operator Wyvern Rail operations manager Helen McKortel said: "We are so excited to be working closely with our friends at Peak Rail to bring a joint event for the first time. It is just the start of many ways we can work together in the future."

Peak Rail general manager Mark Sealey added: "This is just the start of our new collaboration with the EVR, and a joint diesel gala is a great way of working together to provide an interesting event for enthusiasts."

The event will see both railway's fleets of main line and industrial diesel locomotives in service, including Class 44 Peak D8, built in Derby in 1960, which is owned by the North Notts Locomotive Group and based at Peak Rail. A second Peak – Class 46 D172 *Ixion* – is also based on the line and is owned by the Waterman Railway Heritage Trust, though this is currently stored and is non-operational.

Visit www.e-v-r.com and www.peakrail.co.uk

Vehicles are moved out pending Station Hall closure

THE National Railway Museum's rail operations team has been moving all vehicles from its Station Hall goods road (Road 1) in advance of the hall's closure.

Temporary track repairs had to be carried out to move the freight vehicles, which will be stored in the York museum's depot. The museum's 1936-built Southern Railway Queen Mary bogie brake

van No. 56297 (BR 041414) and the Stanton Ironworks 12-ton mineral wagon of 1931 are to be moved by low-loader to the Locomotion museum in Shildon.

As reported in last issue, Station Hall is to close from January 3 for 18 months to allow urgent structural repairs to take place as part of the museum's ambitious redevelopment plans.

The NRM's head of interpretation, design and communication, Charlotte Kingston, said:

"Station Hall is one of the most popular parts of the museum and home to its royal carriages, but the condition of the roof meant that temporarily closing the hall was the only viable option to enable us to protect and preserve this unique listed structure."



On the move: The National Railway Museum's Queen Mary brake van. NRM

Just a few minutes before fog descended, Southern Railway U 2-6-0 No. 31806 headed the Swanage Railway's first Steam and Lights train of the season out of the town's station on December 1. In what was the third year of illuminated trains on the Purbeck line, the pre-booked services ran on 10 selected days, each with two evening trains, up to December 23. There were lighting displays at each station and at other locations along the 5½-mile line, while the festively decorated interiors of the steam-heated carriages had on-board music synchronised to the displays. ANDREW PM WRIGHT



Talyllyn general manager to depart after five years at helm

By Owen Hayward

FOLLOWING five years in the post, Talyllyn Railway general manager Stuart Williams has announced that he will be leaving the railway in early February 2023 for a new role at a development trust in Orkney.

Stuart said: "Managing the Talyllyn has been tremendously enjoyable, even if the period throughout the Covid-19 pandemic was very challenging. I am confident that I will be leaving the railway in a sound financial position and with robust development plans to take it forward to the 75th anniversary of its preservation in 2026.

"When I started at the Talyllyn, I was keen to stay around long enough to make a difference and at the outset said that 'at least five years' would be a good tenure. I have achieved that, so thank goodness the new job appeared now and not six months earlier!"

Teamwork praised

Stuart has been a strong advocate for managing the environmental impact the railway has, championing for the installation of solar panels as one such method from very early on, as well as numerous other steps.

"When I look back at stand-out moments, it almost always comes down to people," he said. "Building a team where you have people all pulling in the same direction is very satisfying. It's taken some doing, but I'm confident the team can take the railway forward to great things.

"That also applies to volunteers and seeing that people want to come and volunteer at the railway because of the good work we are doing. It's especially good to see younger ones progress through the ranks, who are not the typical 'heritage' volunteers.

"Any manager that had to lead an organisation through Covid-19 will have known what a strain that was. We certainly tackled the period

head-on at the Talyllyn, and indeed the period saw the introduction of the now famous 'weekly walkabouts', which has really changed how we take our marketing forward. From the Talyllyn's point of view, the railway has come out of the restrictions in an extremely healthy place, mainly due to the support of the membership and the successful way we have traded."

Role changes

The railway has announced that from February 1, the general manager's role will be shared between two of the current senior managers, with job titles adjusted to reflect this. Current commercial manager Lorraine

Simkiss will become GM (commercial), responsible for all income-generating aspects of the railway and covering human resources matters for staff and volunteers.

Lorraine said: "The Talyllyn is unique. Having been here for almost 11 years, I have forged strong relationships that will hold me in good stead for the years ahead.

"The joint venture and sharing of the responsibilities create a confidence that will enable us both to grow and continue to build on the strong foundations already in place."

Overseeing operations, engineering and developments as GM (operating) will be Liz Porrett, the current safety and environmental manager, who added: "I am very excited to be taking on this position in the new year.

"I strongly believe that Lorraine and I can drive the business forward and bring the future projects to fruition while preserving the ethos that makes Talyllyn a wonderful place to visit, volunteer and work."

Railway chairman David Ventry added: "We are delighted to appoint Lorraine and Liz into their new roles.

"They will provide continuity and stability in uncertain times, and we are confident that they will successfully lead the railway forward."



From left to right: Liz Porrett and Lorraine Simkiss, who will take on shared general manager roles on the Talyllyn Railway from February 2023, with outgoing general manager Stuart Williams, who announced he will be departing after five years. TR

Bygones may pave a future for Mid-Suffolk

THE Mid-Suffolk Railway is to kick off 2023 with another vintage exhibition – in the form of its Steam and Light Festival.

January 1 will see Brockford station host the Historical Lighting Association's display of vintage oil lamps dating from the mid-Victorian era, as seen both in grand houses and practical workplaces. Steam trains will also be running.

The event follows on from the line's first Vintage and Bygones Fair and Exhibition on November 27.

Among the early mechanical and electrical objects on display were musical boxes, planetary clocks, lighting and oil lamps, stoves and cookers, and model trains from clockwork to steam and vintage clothing – all in keeping with the 'Middy' style of an Edwardian country railway.

Visiting was Peckett 0-4-0T No. 1631 of 1923 *Marcia* from the Kent and East Sussex Railway.

Weighing just 12 tons and having 2ft 3in diameter driving wheels and outside cylinders, *Marcia* has the look of a narrow gauge locomotive and is the smallest steam locomotive ever to operate on the 'Middy'.

The event proved popular despite heavy rain. The car park field became waterlogged and unusable, so visitors had to park near the station instead.

However, on arrival they walked straight into a festive atmosphere as they were greeted by a traction engine and a Dutch street organ playing lively music.

For safety reasons, the trains were topped-and-tailed with Ruston Hornsby 0-4-0DM No. 304470 of 1956 in case the track became too wet and greasy with the wrong kind of leaves on the line!

Marketing manager John Reeve said: "We hope this might become one of our regular events in future years."

Meanwhile, all Santa specials tickets were sold out. Find out more about the line at www.msrl.org.uk



Peckett 0-4-0T *Marcia* descends by the water tower on November 27. JAMES KINDRED



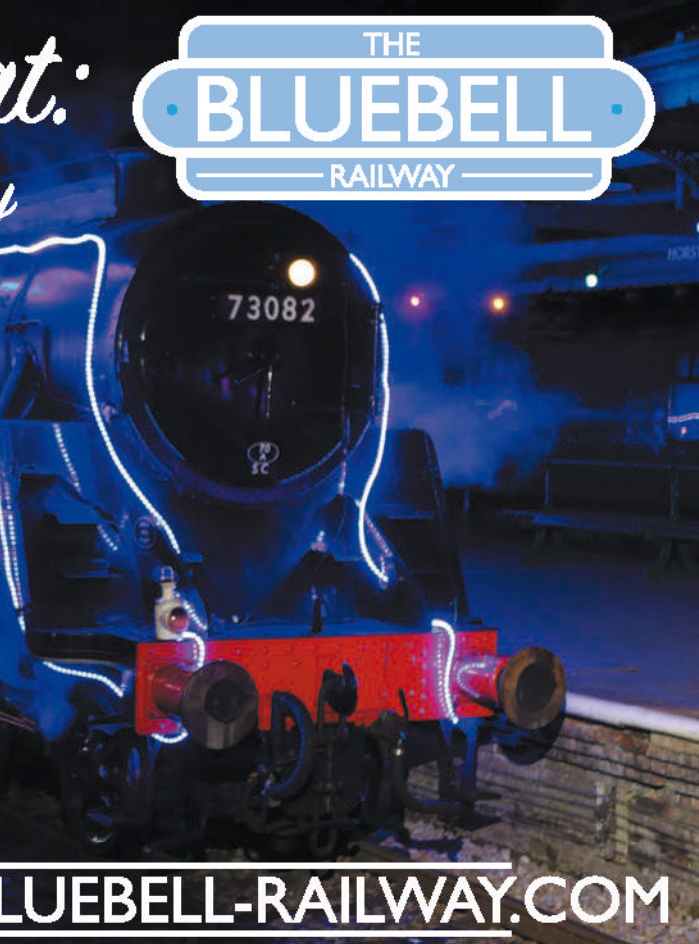
Some of the exhibits in the successful Vintage and Bygones Fair and Exhibition at Brockford station. JOHN REEVE



A traction engine and street organ greeted visitors on arrival at Brockford station. BRIAN SCOTT

SteamLights at:

10 November to 8 January



Sparkle, glow and shimmer on a magical steam train covered by thousands of colourful lights.

Illuminate the dark landscape as you journey and feast your eyes on an amazing light show along the way. With brand new sparkling displays, music and narration, this is a steam train experience not to be missed!

TICKETS AVAILABLE NOW!

Book online at: WWW.BLUEBELL-RAILWAY.COM

THE BLUEBELL RAILWAY

Birthday celebration held for smart centenarian No. 461

By Hugh Dougherty

THE 100th birthday of Dublin & South Eastern Railway 2-6-0 No. 461 was celebrated in style at Whitehead Railway Museum on November 16, when a special centenary birthday cake was cut to mark the occasion.

Railway Preservation Society of Ireland president Dr Joan Smyth invited Alderman Noel Williams, the Mayor of Mid and East Antrim Council, to cut the cake alongside RPSI volunteer Gill Lewis, who has worked for the last four months to return the locomotive's cab to pristine condition for the event. No. 461, which was withdrawn from service in 1918, is currently on display in the museum, with cab access for visitors.

Dr Smyth said: "We are honoured to have No. 461 as part of our collection and it is thanks to the work and dedication of Gill, who removed grime galore from the cab and polished all metal fittings to perfection, that the locomotive is ready to mark 100 years on the railways of Ireland."

No. 461, originally numbered 15, was ordered by the Dublin & South Eastern from Beyer Peacock originally as an 0-6-0, and was altered during construction to a 2-6-0 following concerns about weight on the coupled wheels.

The locomotive was delivered in 1922 via Belfast but had to be kept with sister engine No. 16 at the Great Northern Railway of Ireland's Adelaide shed until 1923 because of the civil war raging in what was then the Irish Free State.

Absorbed into the Great Southern Railway in 1923, the 2-6-0 quickly showed its flexibility on both passenger and goods trains, although the class was conceived as a goods design.

No. 461 was withdrawn by CIE exactly 60 years ago in 1962, but it was set aside by the state railway body for preservation and was originally intended to be mounted on a plinth and displayed at Waterford. However, the locomotive was offered to the RPSI and was originally housed at Mullingar before being returned to main line condition at Whitehead for hauling RPSI trains between 1990 and 2001.

Work started on a full overhaul in 2001, and No. 461 returned to service in 2011, running in the Dublin area until withdrawal in 2018.

Meanwhile, the RPSI has launched a £25,000 Getting To The Summit appeal to restore GNR (I) 4-4-0 No. 171 *Slieve Gullion* to running order to take over from hard-worked GNR(I) stablemate, 4-4-0 compound No. 85 *Merlin*, whose boiler ticket runs out in 2024.

Dr Smyth said: "It is imperative that we return much-loved *Slieve Gullion* to the main line in time to withdraw No. 85 and I'd ask as many people as possible to support this appeal."

→ Details of how to donate can be found at www.steamtrainsireland.com

Right: *Slieve Gullion* on display at Whitehead Railway Museum while undergoing its latest overhaul: £25,000 is needed to finish the job. HUGH DOUGHERTY



No. 461's centenary birthday cake is cut alongside the locomotive's pristine cab. Left to right are Railway Preservation Society of Ireland president Dr Joan Smyth, the Mayor of Mid and East Antrim Council, Alderman Noel Williams, and volunteer Gill Lewis. CHARLES P FRIEL



Right: *Slieve Gullion* on display at Whitehead Railway Museum while undergoing its latest overhaul: £25,000 is needed to finish the job. HUGH DOUGHERTY



Left: K2 2-6-0 No. 461 on its native Dublin & South Eastern Railway territory at Rosslare Strand on March 25, 2012, on the Railway Preservation Society of Ireland's 'Spare Link' railtour. No. 461 was on its way north though Dublin to the Howth branch, having run down to Rosslare the previous day with the RPSI Cravens coach set. RPSI

Nameplates for 'Queen Mary' coach 95 years on!

THE Lincolnshire Coast Light Railway's 'Queen Mary' coach has finally got its nameplates – after 95 years.

The carriage was built in 1927 on Lincolnshire's 2ft gauge Nocton Estates Railway. Its frames came from First World War bogie wagons used to take soldiers and supplies to the Western Front trenches, and some components are thought to be from ambulance vans built to transport wounded troops in the conflict.

The carriage was used to take shooting parties around the Nocton estate, which otherwise produced potatoes for Smith's Crisps and supporting crop, and was equipped with comfortable chairs, drink holders and gun racks.

Such was the estate workers' perception of the aloof manner of those enjoying its comforts that it was nicknamed 'Queen Mary'.

When the line ceased to operate towards the late 1950s, the carriage was sold, becoming variously a taxi

office and a scrap merchant's office, it is believed, in the Sleaford and Boston areas.

When the Nocton system closed, some of the rails and vehicles were sold to the Lincolnshire Coast Light Railway (LCLR) at Humberston, near Cleethorpes, enabling it in 1960 to become the world's first heritage railway built by enthusiasts on a greenfield site. The 'Queen Mary' coach was eventually rescued by the LCLR and moved there, transferring to storage at Burgh le Marsh when the line closed in 1985 and then in 1992 to the current site in the Skegness Water Leisure Park, where the railway was relaid and reopened in 2009.

Extensive restoration and some modifications to make it suitable for public use, and adaptations to enable wheelchairs to be accommodated, enabled the carriage to carry its first fare-paying passengers in 2022.

Now, two nameplates have been made by traditional signwriter Tim Fry at his workshop in Martin Dales, Woodhall Spa, opposite the site of the closed Woodhall Junction station.

Tim said: "It is a pleasure to help these volunteers who are keeping alive an important part of Lincolnshire's heritage".

Long-time LCLR volunteer Mick Allen, who joined in 1960, said: "I am thrilled with the nameplates Tim has made for the 'Queen Mary'".

"I will fit them during further restoration over the winter. They will help bring alive the story of this unique carriage."



Mick Allen, who is doing much of the work on the carriage with the 'Queen Mary' nameplates made by traditional signwriter Tim Fry. CHRIS BATES/LCLR



Keith and Sara Southwell with members of the Lappa Valley Railway team with representatives from Trebah Gardens, who took the silver award in the same category at this year's Cornwall Tourism Awards. NICK WILLIAMS

Top award for Lappa Valley Railway

THE Lappa Valley Railway has won the gold award in the Large Visitor Attraction of Year category at this year's Cornwall Tourism Awards.

Created on the trackbed of the GWR Chacewater to Newquay line, the multi-gauge attraction at St Newlyn East has become a firm favourite with local families and tourists alike since it opened in 1974.

Keith and Sara Southwell took over the Lappa Valley in 2014 from the founder's family. They began their tenure with a clear vision to sensitively improve the attraction.

A year ago, the biggest development in the attraction's history saw The Engine Shed open. This new building was built at a cost of more than £1.5 million and houses a large soft play area, café, party rooms, and a Changing Places toilet for visitors with disabilities. Earlier in 2022, the railway was given a TripAdvisor Traveller's Choice Award following consistently high levels of visitor feedback on the online review platform.

"Cornwall is blessed with numerous top visitor attractions, and we are truly humbled to be recognised in this way," said Keith.

"We must thank our incredible team who works so hard and are passionate about making sure our guests have a fun, enjoyable and safe visit. It really does set us apart.

"We listen to our visitors and have invested in creating the facilities they require.

"The Engine Shed is a big part of an ongoing project to ensure Lappa Valley continues to be a special place that families fall in love with and that will create wonderful memories for years to come."

The winners of the 21st annual awards were announced in Truro Cathedral on November 17 in front of more than 300 guests. In total, 65 awards were presented in categories ranging from accessible and inclusive tourism and dog-friendly businesses to Holiday Park and Large Hotel of the Year.

Swilly wagon resurfaces seven decades after closure

A LONG-LOST Londonderry & Lough Swilly Railway covered wagon has come to light near Letterkenny almost 70 years after the 3ft gauge line closed.

Thought to be the only Swilly goods wagon still in existence, it was discovered by Joe and Francis McCafferty, friends of the Donegal Railway Heritage Centre, who were out on a walk near the town's Port area.

They immediately contacted the museum to say that they had found a railway wagon partially hidden by greenery, and it has since been assessed and verified onsite as a Lough Swilly survivor by heritage centre manager Niall McCaughan and director Jim McBride.

Jim, author of *The Lough Swilly Remembered*, said: "It was believed that no Lough Swilly wagons had survived, although we know that the company auctioned them off to farmers for use as stores after the line closed in 1953, so it was a great surprise to come across this example. We visited the site to verify the wagon's origins and we are currently assessing the find to see if it can be rescued and rebuilt at the railway heritage centre."

The wooden wagon body with intact metal fittings is either an example of one of 27 covered wagons or one of 29 versions built with centre roof canvases, dating from the opening of the narrow



Left: The Swilly wagon huddled in the undergrowth, nearly 70 years after the line closed.



Right: The inside of the wagon, with part of the frame visible. BOTH DRHC

gauge Letterkenny Railway in 1883 or the regauging of the Swilly main line from Derry to Buncrana two years later.

One six-wheeled Oldbury-built carriage, No. 6, preserved at the Foyle Valley Railway Museum, and one ex-Letterkenny & Burtonport Extension Railway crane truck, originally rescued by Lord O'Neill for

use on his erstwhile Shane's Castle Railway, and also now at the Derry museum, are the only other known survivors of Lough Swilly Railway rolling stock.

"That's what makes this find all the more exciting," added Jim. "Who knows, there may be other examples yet to come to light in remote parts of Donegal!"

'Best-kept secret' home of steam pioneer given £34k

By Robin Jones

A CHARITY which is responsible for an historic house where the seeds of the world's railway age may have been sown has been awarded £34,000 in grant aid for its refurbishment.

Murdoch House, in Cross Street, Redruth – once the home of Scottish inventor William Murdoch (1754–1839), who produced the *Murdoch Flyer*, the first working model of a steam locomotive – has been described as one of the best-kept secrets in Cornwall.

The *Murdoch Flyer* paved the way for Cornish mining engineer Richard Trevithick, who was born at Tregajorran in the nearby parish of Illogan, to develop his high-pressure steam engine, followed by the world's first railway locomotive.

While living in the town, Murdoch also developed gas lighting. Grade II-listed Murdoch House was the first domestic residence in the world to be lit by gas.

Redruth 2000, the charity running Murdoch House, has been awarded

the funding from Historic England's Redruth High Street Heritage Action Zone, Cornwall Council and Redruth Town Council to start the refurbishment of the property and install an interpretation of Murdoch's life within it.

Redruth 2000 has long held an ambition to retell the story of William Murdoch and introduce his accomplishments to a wider audience. Once the upgrades are complete, Murdoch House will extend its opening hours and be made even more available to schools and other groups. The project will begin in January, with a public opening expected in March, and will play a prominent role in Murdoch Day celebrations held each June.

Redruth 2000 vice-chairman Colin Saxton said: "It is well over a decade ago that I accidentally discovered Murdoch House and William Murdoch.

"I was puzzled that such an important story was one of the best-kept secrets in Cornwall.

"I am delighted by recent progress; through the efforts of our current

chair, Deborah Reeve, and intensive research by Manny Hernandez, plus hard work and enthusiasm from trustees, the story of William Murdoch may at last be told."

Ross Williams, of the Percy & Lily Reed Williams Charitable Trust, said: "The charity's trustees are very pleased that funding has been secured to enable some significant refurbishment and improvement works to Murdoch House. We purchased it nearly 30 years ago to save it as a public resource for the town and we are very grateful both to Redruth 2000 for its stewardship since then and to the funders who are supporting this work."

Redruth High Street Heritage Action Zone chairman Coun Barbara Ellenbroek said: "Murdoch House is an important but little-known part of the history of Redruth. The inventions of people like William Murdoch really did change the world and it is good to be reminded of how significant they were. I hope that the work being done here will inspire another inventor or two of the calibre of



Grade II-listed Murdoch House in Cross Street, Redruth, where Scottish inventor William Murdoch lived when he designed the *Murdoch Flyer*, the world's first working model of a steam locomotive. REDRUTH 2000

Murdoch as we look forward to the 21st century and beyond."

John Ette, partnerships team leader at Historic England, added: "The late 18th century building is a tangible link with one of Redruth's most important inhabitants and his legacy. Murdoch House has been used as centre for culture and education since the 1930s and we're proud to help it to continue to fulfil this role long into the future."

Cornwall Council portfolio holder for economy, Coun Louis Gardner, said: "This project will contribute to Redruth's reputation as a place for telling Cornwall's cultural and economic story so generations to come can appreciate how what has gone before contributes to what is happening now and in the future."

Conference marks 200 years of first railway without horses

By Robin Jones

A LANDMARK conference marking the bicentenary of the world's first railway designed from the outset to be operated without the use of animal power was held at Houghton-le-Spring, Tyne and Wear, on November 19/20.

Organised by the Hetton Colliery Railway 200 group, it featured talks by historians about the first wholly new line to be developed by George Stephenson. The railway ran from Hetton Colliery, about three miles to the south of Houghton and eight miles to a staith on the River Wear.

Officially opened on November 18, 1822 – exactly 200 years and one day before the opening of the conference at the Easington Lane Community Access Point at Brickgarth in Houghton (with a banquet at Hallgarth in Durham that evening) – the line operated until 1959, by which time it was acknowledged as being the oldest mineral railway in the UK.

The welcome speech and opening address were given by James Michael Joicey, the fifth Baron Joicey. This title was created in 1906 for the coal mining magnate and former Liberal MP for Chester-le-Street, Sir James Joicey.

John Cook then gave a talk on the locality and its collieries and described the railway route from Elemore to Sunderland. It was followed by John Balham's talk on the Hetton Coal



Above: Anthony Coulls, senior curator of rail transport at the National Railway Museum, delivers his speech at the Hetton Colliery Railway bicentenary conference on November 20. HCR200

Right: A world first – a sketch of the Hetton Colliery Railway, which opened 200 years ago.

Company partners between 1820 and 1836, including founder Arthur Mowbray, who turned to Stephenson to devise a route through Durham's magnesium limestone escarpment. The net result was a ground-breaking idea for a new railway using both stationary engines and steam locomotives, plus self-acting inclines, rather than horse traction. It was built to Stephenson's standard gauge of 4ft 8in, which had already been used for the Killingworth wagonway, in which Stephenson had been involved.

Bill Lancaster then gave a talk about Nicholas Wood, who worked with Stephenson on early locomotive



development both as a fellow designer and as his technical author and secretary. Michael Bail's talk centred around the early Hetton locomotives, including the surviving *Lyon*, for long wrongly considered to be one of the original Stephenson locomotives built in 1822. A recent forensic archaeological and archival study found it dated from 1849, when it was erected in the Hetton Colliery workshops using components prepared largely by the Derwent Iron Company.

Opening the second day was a talk by Anthony Coulls, senior curator of rail transport at the National Railway Museum, on the challenges,

opportunities and joys of the conservation of steam locomotives built before 1900. Mining and railway historian Les Turnbull then delivered a talk on the international significance of the Hetton Colliery Railway in railway history. He looked at the development of railways prior to 1820 and placed Stephenson's work at Hetton in a global context.

All papers presented at the conference are to be made available in video format at <http://hcr200.org>.

The conference also saw several new publications about the railway available for the first time, which can be bought from the HCR 200 Ebay shop.



Former Minas y Ferrocarriles de Utrillas Orenstein and Koppel 0-4-0T+WT No. 2378 of 1913 *Utrillas* next to the preserved colliery headgear. MIKE HEATH.

Spanish mining veteran *Utrillas* steams below colliery headgear once again

ON November 20, the East Lancashire Railway-based 3P20 Parcel Group held a photographic charter at the Lancashire Mining Museum at the former Astley Green Colliery in Greater Manchester. The museum houses the last-surviving colliery headgear in Lancashire.

In action was Orenstein and Koppel 0-4-0WT No. 2378 of 1907 *Utrillas*, the first resident steam locomotive on

the venue's 2ft gauge demonstration line which opened last year.

The locomotive was supplied new to Minas y Ferrocarriles de Utrillas, a now defunct Spanish mining company founded in 1900 to exploit lignite from the Tereul Mining Basins in Zaragoza. The company built its own railway network, and the locomotive became its No. 21.

The last train ran on January 15, 1966, and the tracks were lifted from the closed line, with many facilities dismantled or abandoned.

Saved for preservation and imported to the UK, *Utrillas* was based at the West Lancashire Light Railway until it was sold to the museum in 2021. Visit <https://lancashireminingmuseum.org>



Utrillas hauls three of its coal 'tubs' along the demonstration line. MIKE HEATH

Minehead's new first lady of mechanical engineering

THE West Somerset Railway has appointed Rowan Joachim as its new mechanical engineering director designate.

The voluntary non-executive appointment will see Rowan monitor and oversee all aspects of mechanical engineering on the railway.

Rowan, who is the full-time head of engineering for London Overground with Transport for London, will initially join as adviser, with the intention that she will join the board in the next two months.

She is a chartered engineer, with further qualifications in leadership, management and railway accident investigation, and has held a succession of posts in railway engineering, mainly in the London area. She also served with the Railway Accident Investigation Branch as inspector of rail accidents.

Her father encouraged Rowan's interest in railways. In 1994, she learned to fire steam locomotives and worked on the track and rebuilt rolling stock for the Welshpool and Llanfair Light Railway as a volunteer. She became a qualified fireman, a traffic controller, and train guard, and later volunteered to become the first female fireman on South African narrow gauge.

West Somerset Railway plc chairman Jonathan Jones-Pratt said: "We are delighted that Rowan is joining us initially as an adviser and then as a full board member.

"Mechanical engineering is a critical area for the success of the railway, and this includes working with the team managing our fleet of steam engines, in addition to all other rolling stock.

"Rowan has had a very successful professional career in the field, in addition to her practical commitment to the heritage railway environment. We look forward to working with her over the years to come."

The WSR's previous mechanical engineering director, Bob Meanley, retired earlier this year.



Like us facebook.com/heritagerailway



Follow us
@HeritageRailMag

IN BRIEF

Big garden rail show in March

FIVE clubs and 11 layouts have so far been confirmed for the 2023 Midlands Garden Rail Show taking place over the weekend of March 11/12.

The show, one of the leading model railway events featuring O Gauge, G Scale, Gauge 1, 16mm and more, will be held at the Warwickshire Event Centre, near Leamington Spa (CV31 1XN).

Clubs confirmed include Coventry Model Engineering Society, Bromsgrove Society of Model Engineers, the Gauge 3 Society, Leamington and Warwick Model Railway Society and the National 2½in Gauge Association. More than 30 leading suppliers will also be present.

For further details, visit www.midlandsgardenrailshow.co.uk

Could Cromer get its very own miniature railway?

A MINIATURE Railway could be built in Cromer in a bid to ease tourism congestion.

The Cromer Light Railway Club has proposed building the line and an engine shed on land opposite the Amazona Zoo to the southwest of the resort's centre and has received support from the town council.

The club already has a steam locomotive and refurbished second-hand track with new sleepers lined up for the operation if it is given the go-ahead by North Norfolk District Council's planning committee.

If it proves popular, the line could be extended towards the town centre and could help visitors move between the resort's attractions.

SUBSCRIBE TODAY!
GREAT RATES SEE PAGE 30



Class 89 No. 89001 Avocet loaded and ready for departure from Barrow Hill by road to UKRL on November 24. STEVEN DONALD

Avocet makes move to Loughborough as 2023 network return beckons

By Owen Hayward

THE return of BR Class 89 No. 89001 Avocet to the national network entered its next phase with the transfer of the unique locomotive from Barrow Hill to UK Rail Leasing works at Loughborough for installation of the main line equipment.

Barrow Hill workshops are currently at capacity, so Locomotive Services Limited and the AC Locomotive Group (Electric Traction Ltd) decided to move No. 89001 to enable the equipment required and recently obtained to be installed. During its stay in Loughborough, a faulty blower motor will also be replaced and the two driving cab air conditioning units shall be overhauled. The repaired traction motors will be refitted.

The locomotive departed by road on November 24.

LSL's AC Locomotive engineer, Robert Fenner, said: "After months of work behind the scenes and very much away from the public eye, No. 89001 is finally at a stage where all outstanding works can be completed now all materials have been sourced.

"This will be done at one of its original birthplaces in Loughborough

thanks to UKRL. Work will now ramp up to get the 'Badger' over the finish line ready for a busy season of main line operations with LSL in mid-2023."

ETL's electrical engineer, Paul Steane, added: "Carrying out the design work for installation and obtaining the necessary parts has been a long and arduous job.

"Some of the critical parts were on very long lead times and it was pointless trying to plan the final installation until these items had been delivered.

"With the help of staff at LSL and our suppliers, we are now ready for this next step towards No. 89001 becoming a main line-approved locomotive again."

Prototype

The only Class 89 ever built, Avocet was constructed as a prototype in 1986 for a fleet of locomotives that were never ordered. The slanted front ends led to a nickname of 'Aardvark' by locomotive crews and 'The Badger' by enthusiasts. The class had been intended to operate on the East Coast Main Line with Mk3 coaches, but by the time No. 89001 had been completed, BR had changed favour to fixed-formation

rakes with Class 91 locomotives semi-permanently attached at one end, as opposed to locomotive-hauled sets as initially proposed.

Withdrawn from main line service by GNER with failed traction motors in October 2000 and used as a static generator for a short time thereafter, it was bought by the AC Locomotive Group in December 2006, which has been undertaking an extensive and expensive overhaul in order to return No. 89001 to main line operation. Much of the work has concentrated on rectifying the faults that led to its withdrawal.

The owning group announced in December 2021 it had partnered with LSL to expedite the return to operational condition, with Jeremy Hosking's firm funding the required remaining works in exchange for a five-year operational agreement.

It is intended that as much static testing as possible will be undertaken at the Loughborough works before Avocet returns to Crewe for movement testing. Once operational, the InterCity-liveried locomotive is expected to be predominantly and aptly work Inter-City Railtours, with dates to be confirmed nearer to completion.

Railworld launches new viewing platform for East Coast Main Line

PETERBOROUGH'S Railworld Wildlife Haven has taken full advantage of its prime location next to the East Coast Main Line by building a viewing platform so visitors can enjoy a grandstand view of passing trains and photograph them.

The elevated platform was designed by Steve Gowan, the former engineering manager at Precision Valves, a firm founded in 1949 and which grew into the world's largest manufacturer of aerosol valves.

The decking was donated and supplied by Composite Prime and other materials by AVS Fencing.

The paving was donated by Peterborough City Council following the refurbishment of the city centre on the opposite side of the main line, 400 yards away. Volunteer Rob Smale undertook the painting and laying of the paving.

More details about the new viewing platform and other projects can be found at www.railworld.org.uk



The new elevated viewing platform at Railworld Wildlife Haven. RWH

News from the LNWR George V Steam Locomotive Trust

More metal... at long last!

AT LONG last we have received the second cab side panel to enable us to build up the cab. It has taken longer than expected, but things should move more quickly now.

In our picture, the panel is lying on its side, inside face up. It is being trial fitted to the cab rail, and fortunately the corner radius of the panel, as bent by THE Section Bending of Sheffield, is a good match for the radius of the rail, manufactured by GGS Engineering. The lower view shows the inside face of the bend. The marks on the bend show the stages of THE's bending operation.

The panel will next get grit-blasted and painted with primer. A series of 'rivet' holes will be drilled round the perimeter of the panel, and those at the top drilled through into the rail. Why the inverted commas? Because the 'rivets' will be button head screws, looking just like rivets on the outside but allowing the cab top to be readily removed for transport to shows and for maintenance.

Keyte-Smith will now be working on the cab assembly, and early in 2023

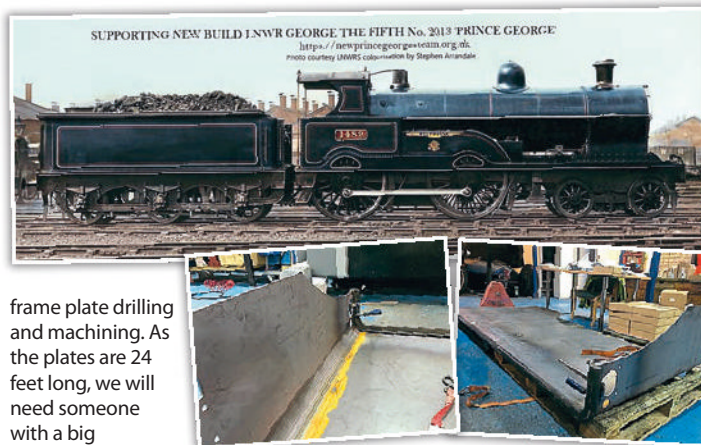
we will host a viewing for supporters who have contributed £50 or more towards the cab. Please join us – we would love to see you there and, yes, we do need your donation!

Less tangible work has been progressing on the main frame assembly. Having identified the purpose of all the frame holes on the LNWR drawings, we have been able to produce a drawing for our strengthened main frame plates.

Changes are required to avoid a few features that are not acceptable today and to allow larger horn gaps to accommodate roller axlebox bearings.

Of course, to do this we have had to design the motion plate, frame stretcher, driving and trailing hornblocks and dragbox. The last of these needs detailed design; the rest are fully detailed. As you may imagine, it has been a substantial piece of work.

Our next steps are to produce a justification for our design and submit it to Ricardo for review. In parallel, we will be going to tender for the main



frame plate drilling and machining. As the plates are 24 feet long, we will need someone with a big machine... and sadly, this means money.

On the subject of money, we are pleased to report that we have won some new contributors, and one supporter has made a very generous donation to our cause. Just the same, we will need more, and anything you can do to assist will be gratefully received.

Another helpful step is that we are now members of the New Build Steam Group. Through our membership, we hope to play our part in sharing knowledge rather than each group reinventing the wheel.

All our immediate efforts are focused on our planned display at Crewe Heritage Centre this coming summer. We hope to meet up with Gordon Heddon, chairman of the CHC, and the council's heritage

officer in the near future, and we will announce the plans in the new year.

We stand ready to welcome volunteers into our ranks – engineers, quality managers, IT specialists (particularly for Sharepoint), fundraisers, volunteers to attend publicity events, and a painter who can paint our display when it is ready.

As ever, we owe thanks to our friends and helpers: Ken Wood; Gordon Heddon, of Crewe Heritage Centre; Jamie Keyte, of Keyte-Smith Ltd; and last but not least, you, our supporters and donors, without whom nothing could be accomplished.

We at the trust wish you all a merry Christmas and look forward to an exciting new year.

www.newprincegeorgesteam.org.uk

Severn Valley's 'forgotten heroes' honoured by plaque

TEN navvies who died during the construction of the Severn Valley Railway's Falling Sands Viaduct a century and a half ago have been honoured by a commemorative blue plaque.

The landmark viaduct, which was completed in 1877 as part of the Kidderminster Loop Line, carries the railway across the Staffordshire and Worcestershire Canal and stands 64 feet above the River Stour, about half a mile from Kidderminster Town station.

A National Lottery Heritage Fund-backed £1.3 million project to restore the viaduct also included the story of the construction of the original line and the army of more than 1000 navvies who built it. At least 10 were known to have died there, and there are many reports of serious accidents during the two phases of construction.

New interpretation panels have also been fitted to the viaduct illustrating its original construction and eventual restoration more than 140 years later. The NLHF also funded the blue plaque.

SVR managing director Helen Smith said: "Unlike today, health and safety measures were not considered important. For the Victorian navvy, danger was just an occupational hazard."

"It is fitting that we are now commemorating these forgotten heroes who constructed most of our rail system by hand and who, until now, have received little recognition."



Helen Smith at Falling Sands Viaduct. Inset: The new commemorative plaque. BOTH: SVR

Light-fingered thieves strike at Bressingham

POLICE are hunting thieves who stole £7000 worth of lighting equipment from Bressingham Steam Museum.

The high-value Viking lights and cables were taken from the Diss venue between November 12 and 18. The items include 14 VL2410 flare lights, six Viking VK1815 Egress 18 IP par lights, 150 metres of cable with specialist Trucon plugs and sockets, two 50-metre 16-amp blue cable reels and 30 metres of 16-amp extension cables.

The equipment was intended to be used for the annual Bressingham at Night festival, which ran from November 11-26.

Anyone with information regarding the theft is urged to contact PC Dawn Froud on 101, quoting crime reference 36/89710/22, or Crimestoppers anonymously on 0800 55511.



Like us facebook.com/heritagerailway

Early days recalled as Welsh Highland Railway unveils summer centenary plans

By Geoff Courtney

LIFELONG steam enthusiast Nick Booker, chairman of the Welsh Highland Railway Heritage Group, will raise a glass to his 60 years of involvement with the world-famous line next summer during the railway's centenary celebrations of the opening of its 13-mile extension from Rhyd Ddu to Porthmadog.

The festivities, which will be held over June 23-25, will be the railway's second centenary celebration within a year, following events held in July to mark the reopening of the line in 1922 from Dinas Junction to Rhyd Ddu.

The 1ft 11½in gauge line was opened in stages by North Wales Narrow Gauge Railways from Dinas Junction to Rhyd Ddu between 1877 and 1881, but passenger services ceased in 1916 while freight traffic continued. Four years later, NWNGR was bought by the Aluminium Corporation of Dolgarrog, which in 1922 incorporated it into the Welsh Highland Railway and brought back passenger trains, and it was this centenary that was celebrated in July.

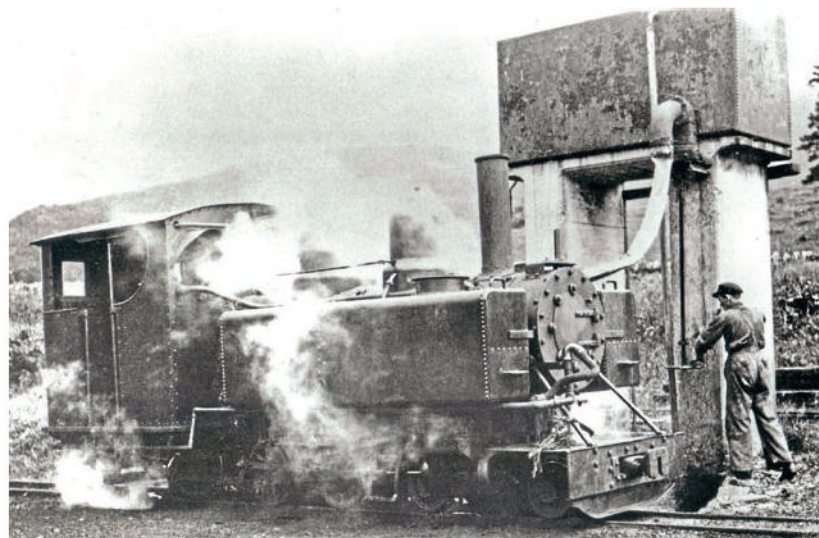
In June 1923, the new owners opened a southern extension from Rhyd Ddu to Porthmadog and so completed the entire 22-mile Dinas-Porthmadog line, a landmark that was welcomed by the local slate industry at the time and has given the Welsh Highland Railway a second cause for celebration.

'Dream'

"The directors of NWNGR and others dreamed about opening the line from Rhyd Ddu to Porthmadog but never managed to pull it off, and it took Swansea-born Henry Joseph Jack and his Aluminium Corporation colleagues to make it happen," said Nick.

Operations continued for 14 years, but in 1937 the line was closed. "Those 14 years are far fewer than the 25 years the 'new' WHR has run trains in preservation," Nick said, adding that plans for the June 23-25 celebrations were being developed by the heritage group of which he is chairman, in conjunction with the Welsh Highland and Ffestiniog railways and the WHR Society, and will include a centenary timetable and a series of events and activities.

Steam too will be centre of attention, with the star being 1906-built Hunslet 2-6-2T *Russell*, the only surviving original WHR locomotive, which it is hoped will be



Iconic survivor: One of the crew busies himself on the footplate of Hunslet 2-6-2T *Russell* at the Welsh Highland Railway station of South Snowdon – previously named Snowdon and subsequently Rhyd Ddu – in 1923, the year the line's 13-mile southern extension to Porthmadog was opened. The 1906-built engine, which is the only surviving original WHR locomotive and as such an icon within narrow gauge preservation circles, is to star in the line's centenary celebrations next June.

RK BLENOWE COLLECTION

joined by a second engine currently being restored at the Vale of Rheidol Railway on behalf of the WHR.

This engine, 4-6-0T No. 794, is a member of the same class as ex-WHR No. 590, which was built for the War Department by Baldwin Locomotive Works of Philadelphia, USA, in 1917 and bought by the Welsh Highland in 1923 for £240. It worked on the line until closure in 1937 and was cut up in 1942, but classmate No. 794 survived and is now owned by the Imperial War Museum and is on long-term loan to the WHR.

It is being restored as No. 590, and everyone involved with the upcoming centenary celebrations hope it will make its debut at the event, so providing another reminder of the railway's motive power of 100 years ago.



Identity change: Welsh Highland Railway No. 590 takes on water at Beddgelert in about 1936, a year before the line's closure. The 4-6-0T was scrapped, but classmate No. 794 survives in preservation and will emerge from its current restoration as No. 590, hopefully in time to take part in next year's WHR celebrations marking the 100th anniversary of the railway's extension from Rhyd Ddu to Porthmadog.

WHRHG COLLECTION

"The celebrations will not only mark the centenary of the 1923 extension into Porthmadog, but also the line's re-emergence 25 years ago as a successful operating railway and tourist attraction," said Nick.

More to celebrate

"They will also mark the 150th anniversary of the issuing of the financial prospectus by North Wales Narrow Gauge Railways in 1873 that led to the line being built from Dinas Junction to Rhyd Ddu.

"On a personal note, it will be 60 years since I became involved with the railway following a family holiday in 1963 in Snowdonia where, as a very young steam enthusiast, I met some of those who even then were planning the restoration of the WHR.

"I will certainly be raising a glass in

memory of that meeting."

In addition to the festivities over June 23-25, the winner of a research competition into the railway's history, sponsored by *Heritage Railway* (see issue 291) and its sister publication *The Railway Magazine*, will be announced.

Nick reported that a number of expressions of interest in submitting an entry to the competition, which carries a cash prize of £500, had already been received. "We are looking forward to publishing some new insights into the WHR story, its predecessors, and its social and commercial context," he added.

➔ Full details of the competition's rules, including on what criteria the judges will base their decision, may be obtained from nick.booker@welshhighlandheritage.co.uk



Hunslet 0-6-OST No. 3782 of 1953 *Arthur* in 'as withdrawn' condition at the Buckinghamshire Railway Centre in May 1985.

HUGH LLEWELLYN/CREATIVE COMMONS

Quanton's *Arthur* on track for its heritage-era debut

By Robin Jones

THE Buckinghamshire Railway Centre is making rapid progress on restoring Hunslet 0-6-OST No. 3782 of 1953 *Arthur*, which has not steamed for the past 46 years.

Built to a 1923 design, *Arthur* was supplied new to Markham Main Colliery at Armthorpe, where it was in use until 1967, four years after having acquired parts from a similar locomotive, No. 2688.

When withdrawn from service in 1976, it was the last steam locomotive working for the NCB in the Doncaster area. It then lay stored out of use until 1978, when it was moved to Crab Key, Ellastone, near Ashbourne, where it joined a private collection of industrial engines. A year later, it was briefly moved to a similar collection at High Cogges, near Witney, and then arrived at Quanton Road on December 1, 1979, having been purchased by a Quanton Railway Society member. It became the property of the society after several members funded the purchase through regular monthly contributions.

After a 37-year wait, in late 2016 *Arthur* reached the front of the centre's restoration queue and was stripped down, with the tanks, cab, boiler and wheels all taken off. The frames were grit-blasted to get them back to bare metal.

The front and rear buffer beams and the rear frame stretcher were replaced with new ones, having been hot rivetted on. The society bought and modified a set of side tanks from a 14in Hunslet.

The cylinders have been bored and sleeved. The tanks and cab are painted and ready to go back on, and a new smokebox has been made.

The boiler has had a new skirt added to the lower part of the firebox and 50 new copper stays have now been fitted and rivetted over.

Recently, boiler contractor Alex Beasley fitted new washout plugs. The mounting bosses have been blanked off and the overhauled pressure gauge has been fitted ready for the hydraulic testing scheduled for December.

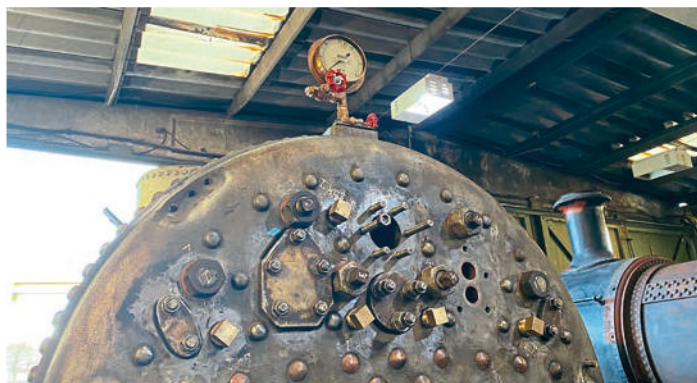
New gauge frames, safety valves and whistle valves have been ordered. The regulator and main steam pipe assembly is being overhauled by an external contractor.

The original axleboxes have had new bronze horn liners with bronze shear screws fitted. The axlebox crowns are being white-metalled, ready to be fitted into the axleboxes and then onto the axles. New eccentric sheaves have been cast in iron as the old ones were worn out.

Running boards have been rivetted onto the frames and the welds have been ground off.



Volunteer Max Walshe grinding off welds from *Arthur*'s running boards. LOUISA RICHARDS/BRC

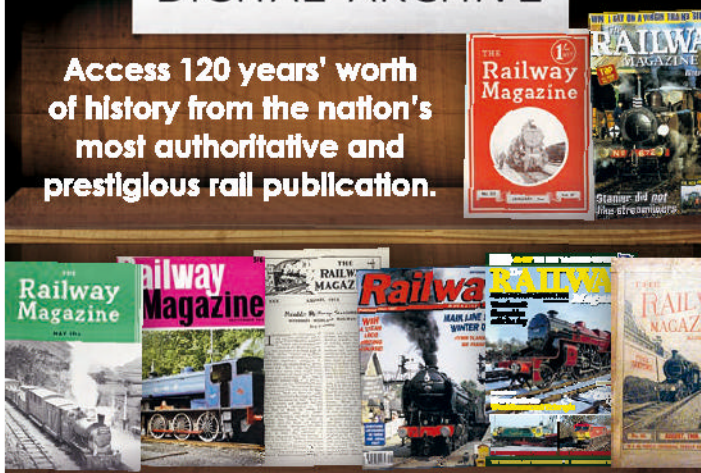


The boiler's new washout plugs and pressure gauge. LOUISA RICHARDS/BRC



DIGITAL ARCHIVE

Access 120 years' worth of history from the nation's most authoritative and prestigious rail publication.



ACTIVATE YOUR ACCESS TODAY FROM AS LITTLE AS £6*

*This gets you three months' access to the Digital Archive. Magazine subscription rates start from £20 for six months.

WWW.RAILWAYMAGAZINE.CO.UK/ARCHIVE

Development plan for 250 new houses on land north of Mangapps

THE tranquil country branch scenes that John Jolly's Mangapps Railway Museum, near Burnham-on-Crouch in Essex, can recreate are under threat following a planning application being submitted by a developer seeking to build 250 new dwellings on the land around the three-quarters-of-a-mile line.

The proposed development by David Wilson Homes would see the new houses built on land north of the railway between Southminster Road, from which the museum entrance road is accessed, and a copse opposite an occupation crossing.

This plan comes in addition to an already approved development to the west of the museum.

As a result, instead of being situated in the countryside, the museum will become almost entirely surrounded by new housing developments. Concerns have been expressed that should this application be approved, then developers may seek to build further dwellings around Old Heath station.

'Quiet environment'

John Jolly said: "We know how many of our passengers and visitors enjoy the quiet environment of our railway – they are in danger of losing that."

"That would undoubtedly reduce the attraction of our railway to visitors."

"Moreover, we know from the experience of other heritage railways that having housing so close to our line will cause problems of trespass, vandalism, criminal damage, theft, and complaints about noise and smoke – unavoidable products of a heritage railway – which will threaten our freedom to operate."

A planning document described the proposed housing development as being comprised of '250 new dwellings and 54 units of keyworker/ NHS accommodation'.

It also includes provision for shops, footpaths, and surface water drainage.

A call to send objections to the plans to Maldon District Council was made. The deadline for objections was December 22.

SVR apprentice goes for gold in prestigious national skills contest

By Robin Jones

A SEVERN Valley Railway heritage engineering apprentice has landed a gold medal in the esteemed WorldSkills UK competition.

Jack Kerswill, 22, who is based at the railway's boiler shop in Bridgnorth, was competing in the construction metalwork category. Before gaining his place in the finals, he had to undergo a seven-month process of regional heats and intensive training.

"I'm really happy at how far I've come," said Jack. "It's been a long road getting here."

"The help and support from colleagues along the way has been invaluable, and winning the gold medal makes it all worthwhile."

Testing times

"The two days of the finals were quite nerve-wracking, but at the same time I enjoyed the pressure of competing alongside others. Our task was to produce four construction metalwork modules, which all came together to make a small stove. This tested us on a range of skills, such as oxyacetylene cutting, welding, and using tools such as guillotines and angle grinders."

"We were given a basic set of plates to mark out, cut out, and then find an efficient way of clamping it all together, ready for welding, all the time bearing in mind the tight tolerances you were being judged on."

Jack is three years into his four-year apprenticeship as a boilermaker.



Jack Kerswill with a boiler for the Isle of Man Railway, made at Bridgnorth Works on the Severn Valley Railway as part of a large contract. LESLEY CARR/SVR

He attends a day-release course at Dudley College.

Duncan Ballard, the SVR's head of steam engineering, said: "We couldn't be prouder of Jack. He is a shining example of someone who's not only extremely talented, but is also prepared to work hard for what he wants to achieve."

"With young people like him coming into the heritage sector, we know that the future of our locomotives and rolling stock is going to be in good hands."

The SVR's heritage apprenticeship scheme was established to ensure the continuation of the specialised skills needed to overhaul and maintain its fleet of steam locomotives and heritage carriages.

More than 500 young students and apprentices took part in the WorldSkills UK finals in 60-plus disciplines. The organisation is an independent charity and a partnership between employers, education and governments.

'Fantastic'

The winners of the 2022 awards were announced by Steph McGovern, the presenter of Channel 4's Packed Lunch, who said: "What a brilliant result. We need to ensure that these fantastic achievements encourage others to follow in their footsteps. Skills have the power to transform lives and economies. WorldSkills UK competitions show how the UK is brimming with brilliant young people doing exceptional things."

Douglas says farewell as Douglas retires!

DOUGLAS, the most senior Douglas Bay Horse Tramway Clydesdale trammer, retired on December 2 after 20 years' service with the Manx line.

Over the years, Douglas has been a favourite trammer with his easily recognisable classic Clydesdale body markings, pulling single tramcars or the double-decker as a pair, grazing in the fields, attending special events, and competing in island ploughing matches.

He has not pulled trams on the promenade for some time now and has instead been helping to chaperone the young horses up in the fields above Onchan.

He will now live in the Isle Of Man Home of Rest for Old Horses on Richmond Hill.



A tramway statement said: "We wish him a hugely deserved and enjoyable retirement with his many old buddies up at the Home of Rest."

Douglas hauling single-deck tramcar No. 44 on the Douglas Bay Horse Tramway. DOUGLAS BAY HORSE TRAMWAY ONLINE



LET'S PUT A FACE ON 61673!

Manufacturing Status

Over the past 12 months, construction of new build B17 no. 61673 *Spirit of Sandringham* has made great advances. Six main driving wheels have been cast, machined and passed all inspection tests, whilst the Cannon Axlebox castings and Hornblocks are currently being machined; the latter will shortly be fitted to the frames.

Other 'rolling chassis' components are already under manufacture, in store or on order. Of note are the 12 spoke bogie wheels; an order for the manufacture of the pattern and the casting of the four bogie wheels is imminent.

As a result, the B17 Steam Locomotive Trust is turning its attention to constructing the locomotive's smokebox in order to put a "face" on 61673.

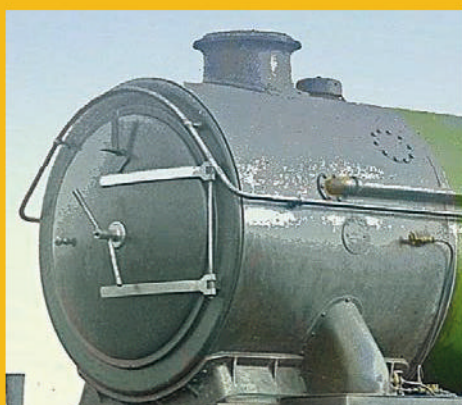
Our work with Education and Sheffield University

As a charitable Trust, the B17 SLT has chosen to deliver public benefit in the field of education and training, by maintaining and developing traditional engineering skills in the UK. Since moving our project from Llangollen to a new base in Sheffield during 2020, we were introduced to the University of Sheffield's Faculty of Engineering

Department by our colleagues in STEM. Once we had made contact, we were invited by them to set a Design Brief for their 3rd Year Undergraduate students. So successful was this in 2021, that in this academic year another brief was drawn up by the Trust to investigate possible enhancements to the 1935 LNER design. This particular brief focussed on improving the gas flow in the exhaust side of the engine, by removing pinch points as well as investigating the draughting in the smokebox, to review ways of improving this and reducing 'back pressure' on the engine. The possible use of a 'Kylchap' arrangement was to be considered, but without altering the heritage appearance of the B17 profile.

Smokebox Appeal

The students did an excellent job of work looking at all the various alternatives, and their conclusions will hopefully be included in the detailed design work for the smokebox which is now underway. Which leads on the subject of this piece. The B17 SLT have asked for indicative costs from Locomotive Services at Loughborough and in anticipation of these being acceptable, we have launched an appeal to raise the necessary funds; details are given below. Thank you in advance for any amount you feel you can contribute to the building of the next B17.



Make your donation in 1 of 2 easy ways –

- 1) By cheque made out to the B17 Steam Locomotive Trust at 171 Clifton Road, Shefford, Bedfordshire SG17 5AG or
- 2) By electronic transfer to our bank account
The B17 Steam Locomotive Trust
Account number – 53357821
Sort Code 20-41-12

Please mark your donation with the word **SMOKEBOX**
(If paying by instalments, please advise us separately)

Donations of any amount will be welcome but anyone donating £1,000 or more will receive a gift of a miniature replica Spirit of Sandringham nameplate (size 330mm x 92mm x 10mm)



By supporting this project, you will be ensuring the training and development of rail engineers for the future and the continuity of heritage craft skills.

Time is running out for Cold War ambulance car's survival

By Phil Marsh

A Cold War ambulance carriage faces being scrapped unless it can be given away to a new home free of charge.

The Coulsdon Old Vehicle Engineering Society (COVES) held its last weekend operating as a private preserved railway at its temporary base inside the Bicester military depot in February last year.

The collection has since been disposed of following an ongoing dispute surrounding the High Speed 2 project's valuation of its former home at Fimere, near Buckingham. The station opened in 1899 as part of the Great Central Railway's London Extension and is now a HS2 worksite.

COVES initially used the station for storing vintage road vehicles, but subsequently brought it back into rail use. A running line was laid using track from the East London Line project.

Ceasing operations

The anticipated proceeds of the compulsory purchase were to have funded the purchase of the massive shed and associated railway at the former Bicester Army depot.

However, given the Fimere site's HS2 valuation disagreement, COVES has given up the financial struggle to continue operations.

As reported in the last issue of *Heritage Railway* magazine, the Bluebell Railway has been offered

Oxted Line Class 207 'Thumper' DEMU No. 1305. Class 734 No. 73130 has been sold for use on the Llanelli and Mynydd Mawr Railway, to where it was delivered on November 4.

Peter Moore, of COVES, said: "It has become evident that HS2 has no intention of paying anywhere near the true value of Fimere without a long struggle.

"Because of this, we decided to give up on Bicester and dispose of all the stock. So far, we have found homes for almost all of it."

The only item remaining as this magazine closed for press was the German-built ambulance coach, which has been designated by the Railway Heritage Designation Advisory Board as being of historic interest.

This vehicle has end roller doors to enable stretchers to be carried between coaches and a double door on the sides for the same purpose, and is sparsely equipped inside, with lots of room available for alternative use.

It is likely to be temporarily relocated to Reidfreight and might make a quirky visitor attraction at a heritage railway.

Peter added: "It is available free of charge to anyone prepared to take it, but I need to do something with it fairly soon."

→ If your railway or museum can offer the ambulance coach a home, email Peter at coves1@btinternet.com



The German-built Cold War ambulance car at the now-closed Coulsdon Old Vehicle Engineering Society preservation centre at Bicester is being offered free to a new home. PHIL MARSH



The interior of the ambulance car. The roller shutter door is at the far end. PHIL MARSH

Vintage Trains seeks staff

VINTAGE Trains has launched a recruitment drive as part of a planned expansion of its services.

The Tyseley-based Train Operating Company is developing Pullman restaurant car services for its 'Shakespeare Express' trips between Birmingham and Stratford-upon-Avon, with appeal to both the national and international markets. It also offers special private trains for family and corporate functions.

It has recently been running the UK's only main line Polar Express trips from Birmingham Moor Street (see picture, *Headline News*, page 9).

The company is now seeking to appoint a new commercial manager and a media manager, and hospitality and catering staff to work on its trains.

For more details, including an information pack and an application form, email enquiries@vintagetrains.co.uk

Middleton turns back clock with mineral wagon arrival

THE Middleton Railway Trust has acquired a 16-ton mineral wagon for its collection.

Once one of the most numerous wagons operated by BR, with more than a 250,000 built to carry coal, minerals and scrap metal, they were a common sight on the Middleton Railway, carrying coal from Broom Pit and scrap metal from Robinson and Birdsell Ltd's Yard to the BR interchange at Balm Road.

Indeed, many of the trust's older volunteers will have worked trains of these wagons to and from Robbies Yard in the 1960s and early 1970s.

The trust has acquired No. B154977 because it will help tell a very important part of the story of the line.

Built in 1954, it is one of the 15,190 wagons to Diagram 108 made by Teesside Bridge Engineering Ltd.

While in BR ownership, it was rebodied and lost the upper flap doors – sometimes referred to as 'London Traders Doors' – which were a characteristic feature of the design.

It was sold to Rosyth Dockyard in Scotland before finally being preserved by the Manchester Museum of Science and Industry.

Now surplus to requirements, this wagon, along with others, was offered to accredited museums and following an approach, MOSI

allocated it to the trust. Trust vice president Ian Smith said: "We are grateful to MOSI for donating the wagon to us. We can now tell the story of the early preservation years when, as the only all-volunteer freight operating railway, we ran trains of these vehicles almost daily for many years." Hopefully this wagon will soon be seen in use on demonstration freight trains.

→ Thirty years of the Great Central Railway's 'Windcutter' rake – see feature, pages 86-89.



Once a common sight on Britain's network, this newly-arrived 16-ton mineral wagon will play a key role in telling the story of the Middleton Railway's heritage. MRT



The Lynton and Barnstaple Railway Trust's First World War Kerr Stuart 0-6-0T Axe waits to depart from Woody Bay on Remembrance Sunday, November 13, against a background of autumnal colours. TONY NICHOLSON/L&B

Fundraiser relaunched as Spooner Row signalbox rises once more at the MNR

FOLLOWING the launch of a fundraising appeal for the restoration of the former Spooner Row signalbox last year, the Mid-Norfolk Railway has reached the initial target of £15,000.

Significant progress has also now been made on the refurbishment of the signalbox, which will become the railway's Wymondham Church Lane 'box. It will eventually control the signals for the MNR's new station at Wymondham Abbey, including the Church Lane crossing.

The 'box was originally taken out of use 10 years ago when Network Rail resignalled the Norwich-Ely line and gifted the box to the MNR. The new locking room was built by MNR working members nearly seven years ago, but it took until the end of 2021 before the 'box itself could be moved, due to having to wait until a Network Rail possession that closed the whole Norwich Cambridge line for a weekend. The closure resulted in numerous simultaneous projects taking place, including the retrieval of the 'box itself.

It finally arrived during February 2022, despite the intervention of Storm Eunice on the planned movement day.

Further delays were caused by scaffolding issues, but since then a group of working members on the railway has made steady progress on refurbishing the 'box.

The railway's in-house signal and telegraph department has also refitted the Mackenzie and Holland 15-lever frame that was recovered by the railway in 2012 from the 'box and has been in storage ever since. When first fitted, the frame was rebuilt at the GER's signal and telegraph workshop at Leyton and as such is therefore an important part of the heritage of the 'box. It had replaced an earlier Saxby Rocker frame.

Rot removal

Meanwhile, the feather boarding has been replaced, together with some of the structural mullions that were found to be suffering from wet rot or dry rot. The roof has had the Network Rail fibreglass coating removed, and work at time of writing is ongoing to fit new under felt before the original slates are relaid.

However, most of the windows have had to be replaced due to rot, with the work being carried out using the originals as templates by

an outside contractor. The 'box is being painted in ER from the 1950s and 1960s using the original paint specifications. It is therefore the intention that the 'box will have the appearance of that period both inside and out.

The appeal is being relaunched firstly to ensure there is enough funds to cover the additional expenses that have occurred due to more work having to be done than was initially thought necessary, and secondly to make a contribution to the signalling work that will be required at Wymondham.

→ Details of how to donate are at www.midnorfolkrailway.co.uk/wymondhamsappeal

There is also the opportunity to sponsor a signal for £1000 for small groups or individuals, who will in recognition be given access to the 'box on a future running day, where they will meet Richard Pike, the head of the MNR's signal and telegraph department, and will be able to operate their signal under his supervision. Further details of this sponsorship opportunity can be obtained by emailing peter.singlehurst@mnr.org.uk



Above: The lever frame back in place inside the signalbox. MNR

Left: Spooner Row signalbox being rebuilt at Wymondham Church Lane. MNR

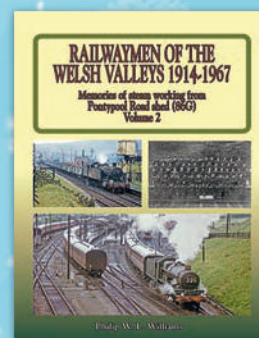
HERITAGE RAILWAY

BOOK CORNER

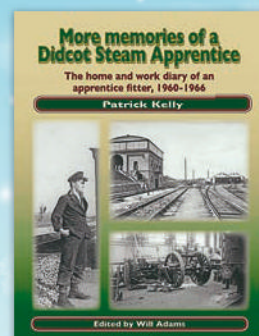
20% OFF BOOKS
WITH CODE **XMAS20**
offer expires 31/12/22



Roger Rounce
£30.00 - Quote 15069



Philip W. L. Williams
£35.00 - Quote 15518



Patrick Kelly
£30.00 - Quote 15549

Order your copy today, visit www.mortonsbooks.co.uk
Or call **01507 529529** and quote the five-digit number

MORTONS BOOKS WANT TO HEAR ABOUT OUR LATEST BOOKS!

JOIN OUR BOOK CLUB!
AND GET **10% OFF** YOUR FIRST ORDER!

www.mortonsbooks.co.uk/newsletter

To view the privacy policy for Mortons Media Group, please visit www.mortons.co.uk/privacy

An icon waiting in the wings

By John Titlow

BACK after 21 years – with A2 Pacific No. 60532 *Blue Peter* included in the new Saphos Tours brochure thanks to its potential return to steam later in 2023, attention is again focusing on the history of this preservation icon which is once more set to take the sector by storm.

The A2 Pacifics were four subclasses. Each variation had double chimneys, 6ft 2in driving wheels and three cylinders with divided drive, whereby the inside cylinder drove the front driving wheels and the outside cylinders the centre drivers.

The class was introduced between 1943 and 1948 and had two designers, Edward Thompson and Arthur Peppercorn. The majority were built by the LNER immediately before nationalisation took place in 1948.

→A2/2 class: BR Nos. 60501 to 60506 (LNER 501-6), power classification 7MT, were designed by Thompson, who became Chief Mechanical Engineer of the LNER after Sir Nigel Gresley's death in 1941. These were not new locomotives but rebuilds produced between 1943 and 1944 using as many parts as possible from Gresley's six P2 class 4-8-2s. Thompson wanted a standardised,

non-streamlined powerful mixed traffic locomotive, but during the war, new builds would not have been authorised. The A2/2s were the only ones built without smoke deflectors. All others either started with the small wing type but were changed to the larger ones later.

→A2/1: BR Nos. 60507-60510, 6MT. Again, these were Thompson-designed and LNER-built at Darlington in 1944 to 1945.

→A2/3: BR Nos. 60500, 60511-60524, 7P, originally Thompson-designed and LNER-built at Doncaster in 1946 and 1947. During this time, design amendments were made by Arthur Peppercorn, who succeeded Thompson in 1946, becoming the last Chief Mechanical Engineer of the LNER prior to nationalisation.

→A2 BR Nos. 60525-60539, 7MT. In 1946 and without Thompson's authorisation, draughtsman Peppercorn started to modify the A2/3s design. He continued between 1946 and 1947 in preparation for the final batch of this class. The first Peppercorn A2 was completed in 1948 – so is it an LNER or BR locomotive?

No. 60532 *Blue Peter* was outshopped from Doncaster works on March 25, 1948, in LNER apple

green livery with British Railways on the tender. It is the sole survivor of this attractive class and is now under extensive overhaul inside the LNWR Heritage works at Crewe.

As was typical of the LNER, the tradition of naming locos after racehorses continued. The horse *Blue Peter* was known for its speed; in 1939, it won the Derby and the 2000 Guineas, earning £32,000 for owner Harry Primrose, the sixth Earl of Rosebery. In its day, this would have been enough to buy three Doncaster Pacifics!

Working life

The A2s were designed to take over on postwar top link passenger expresses and were allocated to the East Coast Main Line. Shedded from New England in Peterborough to Haymarket in Edinburgh, they could be seen as far south as King's Cross.

They were best known for the Edinburgh to Aberdeen route, on which six started working in 1949. Although considered ideal for this line with its gradients and curves, there were conflicting reports on performance. One notable A2 performance took place in 1961 on the legendary Stoke Bank in Lincolnshire, when 101mph was achieved by No. 60526 *Sugar Palm*.

Their final years were spent on the Aberdeen route, with withdrawals starting in 1962. The last of the class, Nos. 60528 *Tudor Minstrel*, 60530 *Sayajirao* and 60532 *Blue Peter*, retired in June 1966.

Allocated to Dundee, No. 60532 was the last Peppercorn Pacific to be overhauled at Darlington Works and for this reason was used on several railtours venturing to Holyhead and Exeter St David's. Its final railtour took place in October 1966, running over the Waverley Route and Beattock on the West Coast Main Line.

It was withdrawn from service on December 31, 1966, and put into storage, but at this time there was no mention of it being preserved. The rest were scrapped.

Blue Peter was not the first choice for enthusiast saviour Geoff Drury, because he bought LNER A4 No. 60019 *Bittern* in 1966. His attempt to buy an A1 failed after they were cut up and instead, he was offered No. 60532 in 1968, saving the last of this class.

Both locomotives moved to Dinting Railway Centre, near Glossop, which opened in 1968 and closed in 1990. They were steamed infrequently.

The BBC children's programme *Blue Peter* became involved in



A2 Pacific No. 60532 *Blue Peter* climbs over Blea Moor on the Settle and Carlisle route on March 6, 1993. JOHN TITLOW



A2 Pacific No. 60532 lets off steam after having its tender refilled at the coal hopper at Grosmont on the North Yorkshire Moors Railway on October 6, 2000. ROBIN JONES

campaigning for the locomotive's restoration, featuring it several times over the years.

Restoration took place on three sites – York, Leeds, and its birthplace of Doncaster Works – where it was repainted into LNER apple green livery as No. 532.

About 60,000 people and countless television viewers witnessed its renaming by Blue Peter presenters at the works open day in 1971.

In an unusual move in the early to mid-1970s, both locomotives were stored at Walton Colliery, Wakefield, for a time. Little can be found about this period or what happened to them until in 1987, when the Drury family placed the A2 on long-term loan to the North Eastern Locomotive Preservation Group.

No. 60532 moved to Imperial Chemical Industries works at Wilton, Teesside, to be fully restored in 1991 for main line running, while No. 60019 was cosmetically restored as 2509 *Silver Link* for display at the Stephenson Railway Museum in Newcastle upon Tyne.

Returning home

Blue Peter made its welcome return in BR livery running northbound over the Settle to Carlisle line on March 3, 1992, returning south the following week. Regrettably it had a diesel on the rear.

In 1994, it returned to its home stomping ground at Aberdeen, hauling a Scottish Railway Preservation Society tour from Stirling via Perth.

That same year on October 1, with the first steam run from Edinburgh to York, it suffered a catastrophic wheelslip.

After an initial wheelslip departing Durham, the boiler primed and water got into the regulator valve, jamming it fully open.

That mishap created a more serious wheelslip which destroyed some of the motion, causing extensive damage.



Departing Montrose, *Blue Peter* heads south with a Scottish Railway Preservation Society tour from Stirling to Aberdeen on August 8, 1994. JOHN TITLOW

The driver was injured while attempting to close the regulator.

No. 60532 was moved to Thornaby for repairs, which took 18 months to carry out. It then moved to the North Yorkshire Moors Railway for running in before returning to the main line in 1996.

Its television programme namesake became involved again for its 40th anniversary edition in 1998, when the locomotive ran from Edinburgh to London.

Its main line certificate expired in September 2001, and it was based on the NYMR, working until the end of 2002 when its boiler certificate expired.

It was afterwards displayed at the Darlington Railway Centre and Museum, now known as Head of Steam, and in 2007 it went into storage at Chesterfield before moving to Barrow Hill roundhouse, where it was repainted into apple green livery once again.

During this time, NELPG hoped to raise £600,000 for its restoration, but the Drury family sold it to Jeremy Hosking in 2014.

Now under the ownership of the Royal Scot Locomotive and General Trust, *Blue Peter* is inside LNRW's workshop at Crewe under overhaul. It did make another appearance on the television programme, which covered its movement from Barrow Hill to Crewe.

The overhaul is progressing well. The boiler is at an advanced stage, a new middle cylinder block cast by H Downs Foundry of Huddersfield is in position, and the frames realigned. A new ashpan has been manufactured and is awaiting fitting, and the one-piece pistons are on site ready for machining.

To see an A2 once again on the main line, especially with the Saphos Trains rake of red and cream carriages, is all set to be one of the big highlights of 2023, towards the end of the year.



No. 60532 passes Long Strumble on the Settle and Carlisle line on March 6, 1993. JOHN TITLOW



A2 No. 60532 *Blue Peter* in store minus its nameplates at Walton Colliery near Wakefield in 1974. JOHN TITLOW



Pacific line-up at Barrow Hill's LNER II gala on April 3, 2009. Left to right are A1 No. 60163 *Tornado*, A2 No. 60532 *Blue Peter* and A4s Nos. 60007 *Sir Nigel Gresley* and 60009 *Union of South Africa*. JOHN TITLOW

NO BUSINESS LIKE SNOW BUSINESS!

Lifelong lineside photographer **John Titlow** looks back at the winters that really were just that – and when classic steam ploughed through the blizzards to steal the show!

With the onset of global warming, recent winters have become markedly warmer and so the harsh conditions of years ago are rare by comparison. We all remember the extreme cold spells of our childhoods and often hark back to when winter guaranteed snow... and lots of it!

This year, it was not until the second week of December that late autumn, without a hint of frost until then, began the shift towards 'typical' Arctic blast wintry conditions.

It is not just the seasons that have may have altered, but preservation in general, especially with the variety of festive trains now on offer.

This time is often the best opportunity for those wintry photographs in low sunlight, freezing conditions, and – better still – snow, a combination producing the best results.

Santa trains on heritage railways can be a good opportunity because they are the most frequent. One problem for seasoned linesiders

can be the decorative headboards that appear with tinsel decorations on the carriages and locomotives, but this is a time for children and their families, so we have to work around this, and we must remember that Christmas trains generate vital revenue to help run our lines for the rest of the year.

By thinking slightly differently, distance and snowy landscape photographs can help reduce the impact of headboards and decorations. Some railways run trains after Christmas up into the new year, when decorations and headboards tend to be removed.

Fickle conditions

Snow is rare enough but trying to combine it with the running of steam trains, let alone a still sunny day, places it into the realms of nearly impossible. Even after a lifetime of photography, these conditions are exceptional.

Then there is the fickle wind. Snow generally comes with north and east winds;

this is okay for morning photography. As most trains run in the afternoons, this then becomes difficult for steam blowing down; as most of our shots tend to be taken from the west, many shots have been ruined because of this.

Choosing your location is one thing but getting there is another story. The country grinds to a standstill when snow arrives... other countries cope, but we never seem to.

The authorities appear unprepared, and excuses like 'the wrong kind of snow', 'it was unexpected', and 'the wind changed direction' will be familiar. With winters getting warmer and snow less likely, dealing with it will become more difficult.

Motorways and main roads are the first to be cleared, but the country lanes used to access most lineside locations are left until last, if at all. Farmers are our friends here!

Make your choice of where you want to take your photograph, but always have a back-up ➔

Climbing southbound on the Settle and Carlisle line, Midland Compound 4-4-0 No. 1000 pilots LMS Jubilee No. 5690 Leander along Mallerstang Edge on February 2, 1983. Is this the ultimate double-header combination ever to appear in preservation?





Above: Back in time when Q1 0-6-0 No. 33001, nicknamed Charlie's, was working and doing the job it was built for, long before the extension opened to East Grinstead on the Bluebell Railway, the Q1 is seen approaching Horsted Keynes on January 10, 1982, with four Bulleid carriages.



Right: In 1991, you had to travel to Scotland to see A4 'Number Nine' working. It was special then, being in BR livery. With extensive snow on the ground, it was worth the return journey from Barnet in one day to photograph this. Incidentally, we were one of the last cars to drive to Beattock that night before snow closed the road. LNER A4 Pacific No. 60009 *Union of South Africa* departs Gleneagles on January 14, 1991.



On a day trip from King's Cross to Norwich and return in near perfect conditions, A4 Pacific No. 60019 *Bittern* heads down the East Coast Main Line through Hadley Wood on the slow line on December 19, 2009.



Snow in the south east and in particular on the Bluebell is rare. In the early afternoon, BR Standard 4MT 4-6-0 No. 75027 heads a Bluebell Railway Santa special out of West Hoathley Tunnel on December 19, 1999.



With an empty stock working used to get the locomotives into position for the Santa trains of the day on December 9, 2017, Bulleid West Country light Pacific No. 34053 *Taw Valley* and GWR 4-6-0 No. 7802 *Bradley Manor* pass Foley Park on the Severn Valley Railway on their way to Kidderminster.



With the last Santa train of the day on the Midland Railway – Butterley, BR Standard SMT 4-6-0 No. 73129 departs Butterley past Ais Gill signbox on December 28, 2014. Dressing your photograph is acceptable, so snow on top of the posts was added!



The Northern Belle ran from Eaglescliffe, Newcastle, Carlisle to Leeds on March 16, 1985, behind LMS Princess Coronation Pacific No. 46229 *Duchess of Hamilton*. There was no sign of snow for the front three-quarter shot of it departing Haltwhistle station, but the going away has a slight dusting of snow.

plan and be prepared to change in case you cannot get there due to road closures. Also, be suitably equipped for a long walk – especially if you intend trudging up hillsides in difficult conditions.

Try to keep your footprints out of your photograph. Though this can be impossible at times, they can be removed and tidied up in a photographic editing suite.

Pick a spot where the snow is at its most prominent. Simply by moving a few hundred yards can make all the difference. It is always best to get a really good dumping of the white stuff, but even the slightest dustings can produce pleasant results.

Because of the warm maritime climate in this country and general rises in temperature worldwide, snow has become rarer. But even with snow on the ground, days can be dark and miserable, with little contrast in light;

always remember that exposures are increased due to the reflection from the snow.

Tips for tricky shots

To get snow on trees is more difficult. This requires fresh snowfall, followed by freezing conditions. As soon as the sun rises, it will heat up the snow and it will melt off the branches.

Film was very difficult to use because snow gave a completely false exposure reading. It exposed for the brightness of the snow, but this tended to darken the locomotive and carriages too much. A manual override had to be made by overexposing, but you never knew how your results would turn out until days later when your images were returned from the developer.

Film also had the added problem of tending to go slightly blue in snow; adjusting the

colour using an editing suite can very easily correct this.

With digital photography, it is so much easier because it's possible to do a test before to ensure the best results. Some people prefer to manually expose, overriding auto, but I have personally not found this essential.

When out, don't be afraid to dress your photograph. For fun, I put snow on the tops of the fenceposts while waiting for the last train of the day at the Midland Railway – Butterley.

Memory lane

Christmas and the new year is a time of reflection, so here we look back to snow scenes featuring classic preserved steam in action. Looking back at my old photographs, especially when the Bluebell was my local steam railway, has opened my eyes to the lack of good snow scenes.



The south east was almost brought to a standstill in 2010 due to the hard winter. It was just possible to get out to photograph Bulleid Merchant Navy Pacific No. 35028 *Clan Line* from Victoria round the Guildford circle back to Victoria on January 9, 2010. It is seen heading the Venice-Simplon Orient Express up Gomshall Bank.

Right: When Dinting was one of the centres for main line running. On February 24, 1979, The Leander Envoy ran from Guide Bridge to York, then onto Carnforth behind No. 5690 *Leander*. Approaching Edale in the Hope Valley with a dusting of snow in the foreground and on the hills, this location was chosen to show the snowy landscape. Sadly, the north wind blew the smoke down and the loco had just shut off.



What was apparent is that locos we took for granted then will perhaps never steam again. Midland Compound 4-4-0 No. 1000 double-heading with Jubilee 4-6-0 No. 5690 *Leander* over the Settle to Carlisle line brings back wonderful memories. Those who were out on February 2, 1983, when No. 1000 piloted No. 5690 *Leander*

northbound over that route in a blizzard of horizontal snow will never forget that day. Photographers were deserting their posts in droves after giving up in some of the worst conditions imaginable, while the more determined fools nonetheless stood it out! Sadly, the Compound and Q1 0-6-0 No. 33001 are now both museum pieces and,

regrettably, are unlikely to ever steam again. We all weather-watch, and us photographers go out dependent on conditions, especially with the cost of fuel nowadays. Snow negates this overriding cost and practicality; perhaps common sense, for it must be the best conditions of all for our lineside hobby. **HR**



Snow into March is unusual, though it was only on the ground in certain places on the Severn Valley Railway on March 18, 2018. Getting it to remain on carriage roofs is even more unusual. BR Standard 4MT 2-6-4T No. 80072 approaches Stanley Cutting, Highley.

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Back in its correct identity following its temporary renaming as sister No. 45606 *Falklands Islands* to mark the 40th anniversary of the conflict with Argentina, LMS Jubilee No. 45596 *Bahamas* heads over Cefn Mawr/Dee Valley viaduct with the first leg of the Railway Touring Company's 'Christmas Cheshireman' charter from Bristol Temple Meads to Chester on November 19, as photographed from Ty Mawr Country Park. JOHN TITLOW





Celebrate *Flying Scotsman's* birthday on five-day tour

By Robin Jones

IN A major coup for the King's Lynn-based operator, the highlight of the Railway Touring Company's 2023 programme of 30 UK rail-themed holidays is a five-day trip behind the world's most famous steam locomotive.

'The Flying Scotsman Centenary Weekender' will also be a main part of the high-profile celebrations to mark the 100th birthday of LNER A3 Pacific No. 60103 *Flying Scotsman*, running on its former regular route from King's Cross to Edinburgh, reaching maximum speed on stretches.

The tour will depart from King's Cross and Peterborough for York on Friday, June 30, heading north behind the A3 the following day. Sunday will be free for passengers to tour

Edinburgh. Back on board on the Monday, *Flying Scotsman* will head over the Forth Bridge, a UNESCO World Heritage Site, follow the estuary through Burntisland and Kirkcaldy with outstanding views, cut inland to Perth, and then run on to Dundee, Arbroath, Montrose and Stonehaven before visiting the 'Granite City' of Aberdeen.

The tour finishes on the Tuesday when No. 60103 hauls the train as far as York, from where it returns to London behind a diesel.

RTC managing director Kelly Osborne said: "We are excited to be working in partnership with the National Railway Museum, Riley and Son, and operator West Coast Railways for the 2023 celebrations. This weekend

with *Flying Scotsman* will be the highlight of the main line centenary activity and promises to be a truly memorable travel experience."

Prices start from £1175 per person, including accommodation.

RTC will be running its 'The Great Britain XV' annual nine-day steam tour from April 15-23, taking in the Settle to Carlisle line, the Dawlish sea wall and the North Wales coast. Prices start from £2765, including accommodation.

Several tours in Scotland are among the operator's UK holidays for the coming year, including 'The Shetlander', 'The Cock O' the North', 'The Summer Highlander', 'Arran and Kintyre', 'The Heart of Scotland' and 'The Western Isles', while 'The Emerald Explorer' will visit Ireland,

with trips to a whiskey distillery, the River Shannon, Blarney Castle and the 3ft gauge Waterford and Suir Valley Railway included.

'The English Lake District' tour includes the Ravenglass and Eskdale Railway, 'The Isle of Man Adventure' the Snaefell Mountain Railway, 'Snowdonia and the Northern Fells' the Snowdon Mountain Railway and the Ffestiniog Railway, 'The West Country Explorer' the Dartmouth Steam Railway, and 'The East Anglian' the Bure Valley Railway.

Further afield, RTC is offering rail holidays in Europe, with the likes of 'Rail and Fjords of Norway' and worldwide, with 'Colorado and the Rocky Mountains Steam Tour'.

More details are available online at www.railwaytouring.net

Railway Touring Company voted number one by customers at 2022 British Travel Awards

THE Railway Touring Company has been named Best Small Travel Company for Rail Holidays 2021/22 at the British Travel Awards.

In the annual event, travellers are asked to vote on customer service, product offering, and the best holidays across various categories.

Established 26 years ago, RTC has built a reputation for UK and international rail-themed holiday expertise, as well as for organising main line steam day trips. It also won the awards for Best Small Specialist Interest Holiday Company in 2020 and Best Small Rail Holiday Company in 2019.

Managing director Kelly Osborne said: "We want to thank all our customers who took time to vote

for us and I'd like to thank the team here for their tremendous work. Everyone at RTC is passionate about rail travel, and particularly heritage rail. We are constantly researching routes and destinations in the quest to provide unique and interesting holidays and days out. This accolade makes all that dedication worthwhile."

The awards were presented at a ceremony at Evolution London, in Battersea, on November 29 hosted by Alison Hammond from ITV's *This Morning*, with a special performance from *Strictly Come Dancing's* Anton Du Beke and Giovanni Pernice. During the evening guests bid for auction items in aid of this year's partner charity, the NSPCC.



The 2022 British Travel Award-winning Railway Touring Company team with managing director Kelly Osborne (centre). RTC



Bulleid Pacific No. 34067 *Tangmere* approaches Edenbridge through the autumn colours on November 26 with UK Railtours' 'The Medway Valley Pullman' circular from London Victoria. It was *Tangmere's* first trip into Kent since its return to traffic. PETER HOLLANDS



LMS Princess Coronation Pacific No. 6233 Duchess Of Sutherland at Laceyfields in Langley Mill with the Railway Touring Company's 'York Yuletide Express' from Ealing Broadway to York on November 26. GAVIN THOMSON

New date for Class 56 farewell

By Tim Hobman

THE UK Railtours 'Farewell to Grids' tour which was postponed from Saturday, September 17 and rescheduled for Saturday, January 7 has been rearranged again due to proposed strike action.

The current wave of strikes is having a knock-on effect on not only the national rail companies, but also some railtour operators.

The further change in date to January 14 has meant that some tickets have become available for this tour, which has proved popular as a last opportunity to see GBRf's Class 56 locomotives in their current form before the last of them is withdrawn for conversion and refurbishment.

The route remains unchanged, with the tour starting from Wembley Central and picking up additional passengers at Watford Junction, Bletchley, Bedford and Leicester.

On leaving Leicester, the tour will head north via Trent, Lenton Curve, Radford Junction, Trowell Junction and along the Erewash Valley route to

Barrow Hill, where there will then be a short break to experience the last operational roundhouse.

Departing from Barrow Hill, the tour will head north via Mexborough and Hexthorpe Junction to Bentley Junction and the Doncaster Avoiding Lines towards the River Humber. Crossing the Goole Swing Bridge to Hesse Road Junction, the train will divert off on to the Hull Docks freight line before passing Spring Junction and taking the Walton Street Goods branch. The excursion continues towards Selby and at Gascoigne Wood Junction heads to Castleford via Milford Junction, then the Cutsyke branch to Pontefract Monkhill.

Heading along the Knottingley-Askern-Shaftholme freight line, the tour re-joins the East Coast Main Line at Doncaster to head south to Peterborough. At Peterborough there will be a reversal and the tour will head via Stamford to Leicester, then to Wembley Central.

Visit www.ukrailtours.com/product/the-class-56-farewell for more details.



The cab of unique BR 8P 4-6-2 No. 71000 *Duke of Gloucester* is now in position at Tyseley Locomotive Works. The locomotive's overhaul is reaching the latter stages pending its return to traffic and availability for hire in mid-2023. Its owner, the BR Class 8 Steam Locomotive Trust, held a successful members day at Tyseley on November 19 that included a tour of the works, presentations, and a 45-minute talk with driver Ray Churchill. In service, the *Duke* will carry the trust's logo on its tender to acknowledge the contribution made by members, who will be offered an exclusive ride on the locomotive's test run for £10. The last time the *Duke* ran on the main line was on August 15, 2012, when it hauled Torbay Express Ltd's Oxford to Poole 'The Dreaming Spire Express.' For details of membership, visit www.theduke.uk.com BRC8SLT

Strike action sees Branch Line Society's 'Holly and Hoover' tour redated

PROPOSED strike action has seen 'The Holly and The Hoover' charter, which was planned for Saturday, December 17, rearranged for Saturday, January 14.

There will also be two further alterations to the tour, which will see the second locomotive changed from Class 31 No. 31128 *Charybdis* to Class 37 No. 37418. The featured locomotive of Class 50 No. 50008 *Thunderer* will still participate in the charter, but No. 31128 is not available for the new date.

The second alteration will see the excursion starting from Derby to provide some additional mileage en route to the original starting point of Burton upon Trent. From here, passengers will join at Tamworth, Birmingham New Street and Coleshill Parkway before heading into Arley Goods Loop and the Nuneaton Chord. With the locomotives in a top-and-tail formation, the tour will continue to Coventry and Banbury, where there is another addition to the

original schedule, the Aynho Goods Loop. The next location is Oxford on route to Marylebone. After a brief stop and reversal, the excursion will retrace itself before turning towards Warwick. After setting down passengers who want to explore, the tour continues to Stratford-upon-Avon, where there will be a break for a few hours.

Nos. 50008 and 37418 take the train back to Warwick to collect those who alighted earlier and then on towards Paddington.

Another reversal from here will see the train retrace the route back to Leamington Spa before arriving at Tyseley. Taking in some of the goods lines of the area, the tour concludes by setting down passengers at their departure stations and is planned to arrive back in Derby at 11.50pm.

The society has also invited customers to save the date of February 11 and February 12 for a main line tour, further details of which are yet to be released.

Steam Dreams makes its presence felt in the pre-Christmas build-up

By John Titlow

UNDER new ownership, Steam Dreams ran its first tour last September with the 'Lakes Express' from London Victoria behind Bulleid West Country light Pacific No. 34046 *Braunton* and BR Class 7 Pacific No. 70000 *Britannia*. The firm continues to make strides into the railtour market, with the first run out of King's Cross for an A4 in wartime black – certainly a preservation first and perhaps the first time for 80 years.

On November 17, it ran the first of its Christmas market trains to York behind A4 No. 4498 *Sir Nigel Gresley*, using 11 carriages from the Saphos stock and Class 47 No. 47593 *Galloway Princess* on the rear.

The day started early with the empty coaching stock departing Southall at 5.05am, 15 minutes late. It was a leisurely jaunt around North London, taking nearly three hours to arrive into platform seven at King's Cross at 7.51am.

Making its comeback on its East Coast Main Line home stomping ground, No. 4498's departure was three minutes down at 8am. After Peterborough at Werrington Junction, it turned off the ECML to run via Sleaford and Lincoln before rejoining south of Doncaster for

the run down to York, arriving one minute early.

For those on board, bad weather made little difference. The departure from York was 25 minutes late at 4.33pm, and return was in the dark via the outward route. After some spirited running, time was made up by Saxilby. It was back into King's Cross five minutes down at 10.22pm. And the day was not over, because the consist had to return to Southall, arriving at 12.33pm.

Second jaunt

The second Christmas market destination on December 2 was to Lincoln, again behind No. 4498 with 11 coaches plus Class 47 D1935 *Roger Hosking MA 1925-2013*. This time, the trip started on foreign territory at Ealing Broadway. After running round North London, No. 4498 joined the ECML at Copenhagen Junction just outside King's Cross to follow the route on November 17 via Sleaford. Digswell was passed six late and Lincoln arrival was 40 minutes down (see separate story). Departure was on time for the return from Lincoln at 5.53pm, but late running occurred after Peterborough. The return at Ealing Broadway was reached 10 minutes late at 11.31pm. A change of advertised motive power from No. 34046 saw

Gresley out again on December 5 for the final Christmas market to Bath. With 11 coaches plus D1935 on the rear, it departed Victoria one minute late at 8.50am, with the first stop at Staines eight minutes late. Reading was three minutes late, but timings went awry after Newbury, arriving in Bath at 1.31pm, 23 minutes late.

Timings went wrong on the return because of a late coal delivery. It left Bath almost two hours late at 6.51pm for a high-speed dash up the Great Western line to Reading.

The stop at Reading Spur Junction was cut, saving 15 minutes, but this made only a minimal reduction to the timings; arrival at Victoria was one-and-a-half hours late. This tour is likely to be its last outing on the main line in black.

With B1 4-6-0 No. 61306 *Mayflower* not quite ready, LMS 'Black Five' 4-6-0 No. 45231 *The Sherwood Forrester* took over the Steam Dreams Christmas trains in the South East.

On December 9, No. 45231 ran from Shoburyness to Chichester for a Christmas Carol service before taking up duties on the Christmas 'Steam Express' trips from London Victoria.

The empty coaching stock movement started from Southall at 4am to get the train into place. It ran

round the North London line to join the London, Tilbury and Southend line heading for Shoburyness, where the train started at 6.50am.

A slightly different route was taken through North London before joining the Southern to head to Chichester for an arrival at about lunch time.

After more than three hours in the city, return was via a different route especially through North London for a midnight arrival back in Shoburyness.

New year routes

The 2023 Steam Dreams programme's first tour is on March 16, steam-hauled from London Victoria at 9.45am, heading for Bath and picking up at Slough.

The March 25 tour over the Settle and Carlisle departs from Euston at 7.10am behind an electric or diesel locomotive to Crewe, where steam takes over.

The 'Sunset Steam Express' diner will make its return in the summer from London around the Surrey Hills route.

Motive power will be from the LNWR Heritage pool of steam locomotives including *Mayflower*, *Braunton*, No. 70000 *Britannia*, LMS No. 46100 *Royal Scot*, A4 No. 60007 *Sir Nigel Gresley* and No. 45231.

Get booked for Christmas... 2023!

STEAM Dreams has announced the dates of the 2023 four-day excursion to Edinburgh to experience the Christmas market.

The dates are Thursday, November 23 to Sunday, November 26, and although no details have yet been released of the tour, Steam Dreams is asking customers to register an interest and has stated that the tour will include a trip along the East Coast Main Line and also the Settle and Carlisle route.

For details and to register, visit www.steamdreams.co.uk

Trespasser delays *Sir Nigel Gresley*

THE Steam Dreams tour from Ealing Broadway via Finsbury Park to Lincoln headed by No. 4498 *Sir Nigel Gresley* on December 2 was delayed by 37 minutes due to trackworkers at Conington Brook, just south of Peterborough, reporting a lineside trespasser. The trespasser, who was believed to be a steam enthusiast,

had parked their car and blocked a Network Rail access gate before going lineside to photograph No. 4498.

As a result, all northbound trains were slowed, meaning that the tour ran slightly late, and those wanting a glimpse of No. 4498 had to wait patiently to get that all-important

photograph of the A4 on home turf. Network Rail continues to issue warnings about the dangers of trespassing on the network, which has been a frequent occurrence in recent years and is seen as an ongoing threat to the continuation of steam on the main line.



Like us [facebook.com/heritagerailway](https://www.facebook.com/heritagerailway)

Follow us @HeritageRailMag

Connect with us [heritage-railway-magazine](https://www.heritage-railway-magazine.com)



LNER A4 No. 4498 Sir Nigel Gresley waits to depart platform one at Peterborough, hauling the return 1Z72 Steam Dreams tour from Lincoln Central to Ealing Broadway on December 2. HAYDEN SHEPPARD

Saphos ends 2022 on top form – and looks ahead

By John Titlow

AFTER laying out considerable plans for 2023, Saphos Trains rounded off a successful year with three tours.

Despite most rail companies being unable to run any trains due to a rail strike taking place on November 26, Saphos was still able to run its 'Great Western Envoy' behind BR Standard Class 7 Pacific No. 70000 *Britannia* from Crewe to Bristol Temple Meads (pictured on Contents, pages 4/5).

The train was steam-hauled throughout, starting from Crewe at 5.44am with 11 coaches on and with Class 47 No. 47614 trailing. A scheduled stop at Challow to allow another train to pass was cut due to very few actually running, and thus it continued its journey 35 minutes early, which caught linesiders out.

The tour passed through Swindon station 22 minutes early and arrived at Bath Spa station that was devoid of passengers five minutes early, and Bristol Temple Meads two minutes early. There were reports that it was the only stopping train at Bath that day as most Great Western trains were cancelled.

On the return on the same route, timings were less sporadic, with an on-time departure for Bristol at 4.04pm, Bath two minutes late, Swindon seven minutes early, and a Crewe arrival one minute late at 10.20pm.

The last two Saphos tours of the year were the 'Christmas White Rose' from Wolverhampton to York on December 17 and the 'Pennine Moors Christmas Cracker' from Leicester and back, with steam coming on at Crewe for a run

via Warrington Bank Quay, through Blackburn and Burnley over Copy Pit, and the Calder Valley route to Manchester on December 21.

The Saphos Trains 2023 season begins with 'The Lakeland' on February 11. Starting at Rugby at 5.50am, it picks up as far as Preston, where steam takes over outward over the Settle and Carlisle line, returning round the Cumbrian coast on the return. The train will be back at Rugby at 11.25pm.

St David's Day on March 1 sees the 'Welsh Marches Express' from Holyhead departing at 6.10am, collecting passengers at Bangor, Llandudno Junction, Colwyn Bay, Rhyl, Prestatyn, Flint, Chester and Crewe, where steam takes over. From Crewe, it heads down the Marches to Newport and Cardiff, with the return to Holyhead at 10.20pm.

The legendary 'Golden Arrow' returns in 2023, hauled by a class of locomotive familiar with this train, either No. 34046 *Braunton* or No. 70000 *Britannia*, with steam coming on in in West London.

After threading its way through the capital, the train then runs along part of the original route through Kent. From Canterbury it heads along the south coast via Dover and the Folkstone Warren. The first 'Golden Arrow' is on March 4, starting at Birmingham International at 6.20am and returning at 11.15pm. It picks up at Coventry, Rugby, Long Buckby, Northampton, Milton Keynes Central, Leighton Buzzard, Hemel Hempstead and Watford Junction. At Canterbury, there is a break of three hours.



December 5 saw the final railtour for the year for A4 Pacific No. 4498 Sir Nigel Gresley, as well as its last appearance in wartime black, with the Steam Dreams Christmas excursion from London Victoria to Bath Spa. It is seen passing through Sydney Gardens in Bath. DUNCAN SAVIDGE

Revived Dartmoor Line a double success!

By Robin Jones

THE Dartmoor Line – which was once used as a heritage railway and reopened to regular passengers on November 20, 2021 – has passed the landmark figure of 250,000 carried in its first year, doubling all expectations.

The previously mothballed surviving section of the LSWR Exeter to Plymouth line, which links Okehampton to Exeter, was restored in just nine months and delivered £10 million under budget, becoming the first former line to reopen under the Government's £500 million Restoring Your Railway programme with a year-round daily passenger service, following more than £40 million of Government investment.

Since the modern-day Great Western Railway increased services to hourly in May, passenger use of the line has continued to rise, with more than 500 journeys starting at Okehampton every day and a further 300 travelling into the town from across the rail network.

On November 28, Rail Minister Huw Merriman met with local dignitaries at Okehampton and officially opened

the renovated station building, featuring The Bulleid Buffet café, the Dartmoor National Park information centre, a shop, toilets, a heritage-style waiting room and a museum, and unveiled a plaque to mark the occasion.

Ironically, the success of the Dartmoor Line, where the new passenger figure of 258,479 carried in the first 12 months is double the originally anticipated demand, comes 50 years after another Devon branch was uniquely transferred in service from British Rail to a private railway preservation company.

Path to success

On December 30, 1972, the Paignton to Kingswear line was sold to the Dart Valley Light Railway Ltd, which had reopened part of the GWR Ashburton branch between Totnes and Buckfastleigh as a heritage line, and which is now the South Devon Railway.

The line was officially closed on October 28, 1972, but BR ran a DMU service on behalf of the Dart Valley, subsidised by Devon County Council. A winter service was operated from January 1, 1973, principally for the

children at Churston Grammar School. The two early-morning and two afternoon services were soon supplemented by a midday one each way, as the locomotive and stock were otherwise unemployed.

However, from the end of that summer it became a purely seasonal operation, and with its unrivalled coastal and estuarine scenery, one of Europe's most successful heritage railways.

By way of contrast, in the case of the Dartmoor Line, the Exeter to Okehampton passenger service was withdrawn by BR in 1972, but the route itself remained open for freight services from the railway ballast quarry at Meldon.

From 1997 until 2019, the line was operated as a heritage railway by the Dartmoor Railway Community Interest Company. During this time, Great Western Railway ran a public service between Exeter and Okehampton on summer Sundays. However, Meldon Quarry was mothballed in 2011, ending the use of the line for freight.

Mr Merriman said: "Congratulations to everyone involved in bringing this wonderful line back into regular use. Restoring this vital route has undone 50 years of damage – we've reconnected a community and created new opportunities for jobs, tourism, education and leisure."

Network Rail's Wales and Western regional managing director, Michelle Handforth, said: "I am so pleased with the positive impact the Dartmoor Line is having on supporting greater connectivity, boosting businesses and the tourism sector, and providing greater access to education and work for those who live locally."

The Dartmoor Line scooped two awards at the ICE South West Civil Engineering Awards 2022



GWR managing director Mark Hopwood (left) with Rail Minister Huw Merriman at the official opening of the refurbished Okehampton station building on November 28. GWR

ceremony in Bristol on November 22. The project won the Showcase Award and also the Community Award in recognition of outstanding community engagement and the benefits it brings to rural communities.

'Inspirational'

The judging panel chairman, Sally Walters, said: "The Dartmoor Line is an inspirational example of what can happen when civil engineers and communities work together. The project shows how infrastructure can improve connectivity for rural areas and how quickly improvements can be delivered for everyone's benefit. What's more, it has created a template for the successful restoration of other disused railways across the UK."

The revival of the mothballed branch saw 11 miles of track renewed, with 24,000 concrete sleepers replaced, in just nine months. Devon County Council's Coun Andrea Davis said: "Winning these two awards is an incredible achievement and we are proud to have been part of the team."

While work to finish the line is now complete, efforts are still being made to provide better connections to surrounding communities. The county council and bus operators have worked with Great Western Railway to provide better bus links to Tavistock, and new routes to Launceston and Bude – once connected by rail as part of the LWSR's 'Withered Arm' – now run directly to the station.



Civic dignitaries celebrate the success of the first year of daily public services to Okehampton. GWR

Kinlet Hall is set for comeback in 2023

GWR 4-6-0 No. 4936 Kinlet Hall, currently under overhaul at Tyseley Locomotive Works, could return to steam in 2023.

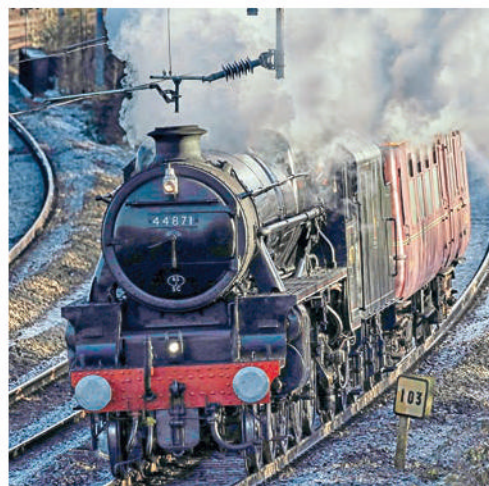
It is intended to return it to the main line after a seven-year absence, with it becoming part of the Vintage Trains fleet, with a hoped-for visit to the WSR.

In the summer of 2016, it was announced that the firebox brick arch had been found to be broken beyond repair. This defect caused firebox and boiler damage, and as a result, the locomotive's main

line certificate was withdrawn. No. 4936 last ran on the West Somerset Railway in autumn that year, after which it was moved to Tyseley.

The locomotive's owner, WSR plc chairman Jonathan Jones Pratt, has now agreed a 10-month plan with Tyseley for the completion of the outstanding work.

The boiler work, which is nearly complete, has included attention to the firebox sides, back door plate, and the fitting of new copper and steel stays.



LMS 'Black Five' No. 44871 hurries round the reverse curves at Baddesley Bridge at Atherstone with the 5M43 10.40am Southall to West Coast Railways' Carnforth headquarters light engine and positioning move on December 8. Later that day, it worked to the Keighley & Worth Valley Railway. GRAHAM NUTTALL



LMS Jubilee 4-6-0 No. 45596 *Bahamas* heads the Railway Touring Company's 'The Christmas Cheshireman' from Bristol to Chester through Onibury on the Welsh Marches line on November 19. PAUL STRATFORD

Royal Border Bridge repairs to continue – and help reinstate its former glory

MAJOR multi-million-pound repairs to the 170-year-old Grade I-listed Royal Border Bridge on the East Coast Main Line are being extended into the spring of 2023.

With more than 2.5 million bricks stretching up to 130 feet high, the full extent of the repairs was hard to pinpoint from the ground by Network Rail.

Upon close inspection, specialist engineers have decided to take the opportunity to carry out even more repairs, improving efficiency and helping the bridge look its best for years to come.

Work began at the start of this year to repair all 28 arches of the bridge spanning the River Tweed.

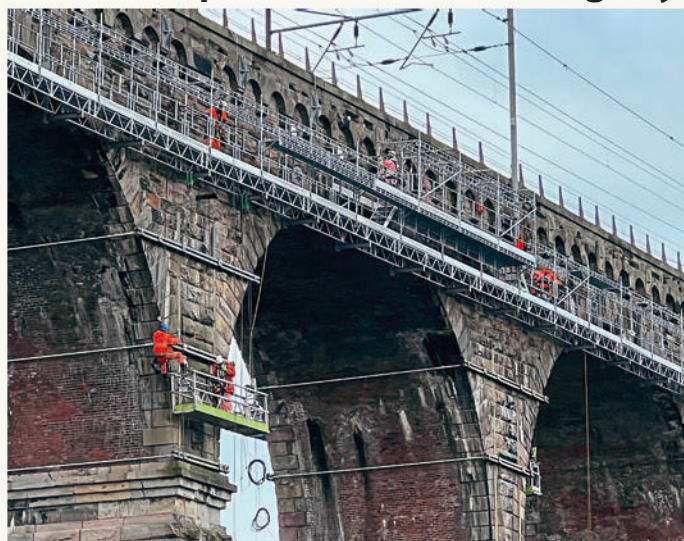
Innovatively, teams have used a rope access system to save time and millions of pounds, rather than building bulky and extensive

scaffolding spanning the length and height of the bridge.

Periods of industrial action and delays in getting listed building consent have also contributed to the project's extension.

Network Rail's portfolio delivery director, Ben Brooks, said: "We are making great progress so far on the Royal Border Bridge repairs, but we have spotted the opportunity to go even further. We will be carrying out additional repairs to bring the famous bridge back to its former glory, and it will mean that we won't need to complete any major maintenance work on it for the next 30 years.

"We are continuing to work with our partners to minimise any disturbance to the community and the footpath will remain open throughout."



Engineers repairing the Royal Border Bridge using a rope access system rather than traditional scaffolding. NETWORK RAIL

UK Railtours announces 'Midland Meander' tour

UK Railtours is to run a 'Midland Meander' tour on Saturday, January 28 – planned to be something a little different from the firm's usual offering.

With a leisurely start time of 10am, this excursion is planned to commence from Peterborough and will head south, picking up passengers at Stevenage, Potters Bar and Finsbury Park.

Guests will be greeted on board with a glass of chilled sparkling wine and invited to sit back and relax in first class luxury while enjoying

a circular tour of London and the South Midlands.

Navigating through North London, the tour passes Camden Lock and Camden Roundhouse before passing Wembley stadium and then heading north along the West Coast Main Line.

Turning west towards Coventry, with views of the cathedral, the train continues to Birmingham, with plenty more to see en route while indulging in a six-course lunch. Returning to London, the tour will

retrace its route back to Finsbury Park, dropping off passengers on the journey north to Peterborough.

This diesel electric-hauled charter will also provide guests with the opportunity to meet and speak with the UK Railtours team, who will be on board throughout and are happy to answer any questions or take suggestions.

For further information and booking details, visit www.ukrailtours.com/product/a-midland-meander-lunch-circular/

PRE-ORDER ISSUE 302

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

SCAN ME
WITH YOUR
PHONE
CAMERA!



UK Railtours set date for land cruise to Scotland and the Military Tattoo

By Tim Hobman

UK Railtours is offering a three-day excursion to Scotland for the Royal Edinburgh Military Tattoo between Friday, August 11 and Sunday, August 13.

The first class-only trip is planned to depart London King's Cross on the Friday and collect passengers at Potters Bar, Stevenage and Peterborough, after which all guests are served breakfast.

Heading north, there will be a two-hour stop at York before continuing

into Scotland, where dinner is served prior to arrival in Edinburgh. The chosen hotel is a short walk from the station and the evening is spent at leisure.

The next day, Saturday, involves activities in and around Edinburgh. Guests are welcome to stay in Edinburgh itself and explore the Royal Mile or take a bus to the Ocean Terminal where the former Royal Yacht Britannia is moored.

UK Railtours has also provided some options for excursions, which include

the Falkirk Wheel at the nearby canal, the Bo'ness and Kinneil Railway (the home of the Museum of Scottish Railways) or the Three Bridges Cruise along the Firth of Forth. All include coach transfers from the hotel.

Guests will then be returned to Edinburgh for the highlight of the visit, which is the Royal Edinburgh Military Tattoo. Taking place on the floodlit castle esplanade, the celebration of music, dance and military pageantry is a wonder to behold and is concluded with a

firework spectacular.

On the Sunday, passengers will return to Edinburgh Waverley and board the train for the return journey. Breakfast will be served on board as the tour heads southwest for the Settle and Carlisle line.

There will be a break of about 90 minutes at Skipton while the train is serviced, before the home leg of the tour and during which dinner is served.

Visit www.ukrailtours.com/product/the-edinburgh-tattoo/ to book.

Tributes paid following death of Chiltern Railways founder Adrian Shooter

By Owen Hayward

THE heritage sector was in mourning following the announcement as this issue went to press that Adrian Shooter CBE FREng FIME had died on December 13 following a short battle with motor neurone disease.

Born in November 1948, Adrian joined BR as a management trainee in 1970 before becoming a maintenance engineer at Bletchley a few years later. He later became area maintenance engineer when he moved to Carlisle and worked on expansion projects at Bournemouth and Selhurst, before becoming area manager at St Pancras.

In 1996, he founded Chiltern Railways; in February this year, Pen and Sword Books published *Chiltern Railways: The Inside Story*, which Adrian wrote to give "an insight into the business strategy and its delivery that underpinned the performance on one of rail privatisation's greatest successes". In it, he also hinted at how the nation's railway network could be more efficiently organised and operated.

A statue of him was unveiled at Marylebone station on August 30 when class 168 No. 168001 (the first train purchased by CR as a private sector operator and reported to be Adrian's favourite) was named *Adrian Shooter CBE* in his honour.

After retiring in 2011, he set up and was chairman of Vivarail Ltd, the firm converting former London Underground D78 stock into Class 230 units. The firm announced it had entered administration on December 7.

Adrian owned the Darjeeling Himalayan Railway B class 0-4-0ST No. 778, which he operated on the Beeches Light Railway in the grounds of his Oxfordshire residence. He became chairman of the Churnet Valley Railway in 2013 and was a director of main line tour operator Vintage Trains between 2018 and 2020.

He was diagnosed in early 2022 with motor neurone disease.

Kent and East Sussex Railway general manager Robin Coombes said: "I first knew Adrian as area manager at St Pancras 35 years ago, and later our paths crossed as Vintage Trains director and



Adrian Shooter with his Darjeeling and Himalayan Railway B class 0-4-0ST No. 778 at his Beeches Light Railway on October 12, 2021. JACK BOSKETT

chairman of VT's operating company. He was a true railwayman and enthusiast.

"The railway community has lost a big name and he will be greatly missed."

Within hours of the news of his death being announced, numerous other tributes were posted online.

Early start for the 2023 'Shakespeare Express' steam tours

VINTAGE Trains has added extra dates to its popular summer Sunday Birmingham to Stratford-upon-Avon and return 'Shakespeare Express' steam-hauled tours.

The first trip in 2023 will run on February 12, then March 26, April 16, May 28 and June 28, and followed by trips every Sunday during the summer. Two return journeys are on offer, one in the morning and another in the afternoon.

Each trip offers an hour's ride in each direction with time to spent in Stratford, with tickets from £35 return. Some trains will feature entertainment such as Murder on The Shakespeare Express and Mad Hatter's Tea Parties.

Passengers can also join the train at Stratford and enjoy Sunday lunch in Pullman class from £85 per person.

The season has been extended so that last trips will be run on October 22.

More details are available at vintagetrains.co.uk



BR Standard Class 7 No. 70000 *Britannia* powers past Wantage Road en route to Bristol Temple Meads with Saphos Trains' 'Great Western Christmas Envoy' from Crewe on November 26. JAMES TAVINER

WR 4-6-0 No. 7029 *Clun Castle* accelerates through Leamington Spa at the head of Vintage Trains' 1Z70 8.19am Solihull to Bristol Temple Meads 'Merchant Venturer' tour on December 6. GRAHAM NUTTALL



December

30 'The Awkward Week Adventurer'

Finsbury Park, Doncaster Freight Yard, Meadowhall, and misc. Freight lines. Diesel-hauled throughout.

Loco: Class 66 + TBC. UKRT

January

14 Class 56 Farewell Tour

Wembley Central, Barrow Hill and return. Loco: No. TBC. UKRT

21 'The Winter Cumbrian Mountain Express'

Manchester Victoria, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).

Loco: TBA. RTC

28 'The Winter Cumbrian Mountain Express'

London Euston, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).

Loco: Class 86 + Steam TBA. RTC

28 Settle and Carlisle Circular

Circular tour from Uttoxeter. Diesel-hauled throughout.

Loco: TBA. SR

28 Midland Meander Lunch

Circular tour of London and South Midlands from Peterborough. Diesel-hauled throughout.

Loco: TBA. UKRT

February

4 'The Bath and Gloucester Steam Express'

London Paddington, Gloucester and return. Steam-hauled throughout.

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.

Loco: TBA. RTC

4 Settle and Carlisle Pullman

Cardiff Central, Carlisle and return.

Loco: 43406 + 43055 (HST). MP

11 'The Winter Cumbrian Mountain Express'

London Euston, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).

Loco: Class 86 + Steam TBA. RTC

11 'The Lakeland'

Rugby, Carlisle and return. Steam-hauled from Preston.

Loco: TBA. ST

12 'The Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-Avon and return. Steam-hauled throughout.

Loco: TBA. VT

18 'The Cotswold Venturer'

London Paddington, Worcester Shrub Hill and return. Steam-hauled throughout.

Loco: TBA. RTC

18 Settle and Carlisle Circular

Circular tour from Chester-le-Street. Diesel-hauled throughout.

Loco: TBA. SR

18 'The Heart of Avon'

London Paddington, Bath, Bristol and return. Diesel-hauled throughout.

Loco: TBA. UKRT

22 Settle and Carlisle Pullman

Potters Bar, Carlisle and return.

Loco: 43406 + 43055 (HST). MP

24-26 'The Push-Pull Scottish Tour'

Three-day tour of Scotland utilising push-pull fitted stock. Departs Crewe (24), Edinburgh Waverley (25), Inverness (26).

Loco: 47712 *Lady Diana Spencer*. IC

March

1 'The Welsh Marches Express'

Holyhead, Cardiff and return. Steam-hauled between Crewe and Cardiff.

Loco: TBA. ST

4 'The Cheshireman'

London Euston, Chester and return.

Steam-hauled throughout.

Loco: TBA. RTC

4 'The Golden Arrow'

Birmingham International, Canterbury and return. Steam-hauled from Watford Junction to Canterbury.

Loco: TBA. ST

4 'The Whitby Jet'

Aviemore, Whitby and return.

Loco: 43406 + 43055 (HST). MP

11 'The Stratford Flyer'

Manchester Piccadilly, Stratford-upon-Avon and return. Steam-hauled throughout.

Loco: TBA. RTC

16 London to Bath

London Victoria, Bath and return. Steam-hauled throughout.

Loco: TBA. SD

17 Golden Age of Travel by Steam

Circular tour of Kent from London Victoria. Steam-hauled throughout.

Loco: TBA. BEL

18 'The Winter Cumbrian Mountain Express'

London Euston, Appleby and return. Steam-hauled between Carnforth (outward) and Preston (return).

Loco: Class 86 + Steam TBA. RTC

18 'West Highland Pullman'

Three-day tour of Scotland and West Highland line. Departs from Finsbury Park (18) and Fort William (19/20).

Loco: 43406 + 43055 (HST). MP

23 'The South Devon Express'

Worcester Shrub Hill, Kingswear and return. Diesel-hauled from Bristol Temple Meads (return).

Loco: 60163 *Tornado*. A1SLT

25 Settle and Carlisle Steam Special

Coventry, Carlisle and return. Steam-hauled from Carnforth.

Loco: TBA. NB

25 'The Edinburgh Flyer'

York, Edinburgh and return. Steam-hauled throughout.

Loco: TBA. RTC

25 'The Mancunian'

London Euston, Manchester Piccadilly and return. Steam-hauled throughout.

Loco: 6233 *Duchess of Sutherland*. RTC

25 London to Settle & Carlisle Railway

London Euston, Carlisle and return. Steam-hauled between Crewe and Carlisle.

Locos: TBA. SD

25 'The Whitby Jet'

Dundee, Whitby and return.

Loco: 43406 + 43055 (HST). MP

26 'The Cornishman'

Bristol Temple Meads, Newquay and return. Steam-hauled throughout.

Loco: 60163 *Tornado*. A1SLT

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
IC	Intercity 0800 038 5364
MP	Midland Pullman midlandpullman.com
NB	Northern Belle northernbelle.co.uk
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SRPS	Scottish Railway Preservation Society 0131 202 1033
SR	Statesman Rail 0345 310 2458
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 0333 996 6720

WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn compares the work of LMS 'Black Five' 4-6-0 No. 44871 on the Cumbrian Coast Line in 1972 and No. 44932 in 2022, together with a run behind Merchant Navy Pacific No. 35018 *British India Line* on the 'Bournemouth Belle' in 1963, plus another fine performance behind a Class 47, this time on a heavy express from South Wales to Paddington in 1970.

THIS column rarely visits the scenic Cumbrian Coast Line from Carlisle to Carnforth via Whitehaven and Barrow-in-Furness but Sandy Smeaton has sent details of a run behind LMS 5MT 4-6-0 No. 44932 on September 24, 2022, which I have compared with a run with sister engine No. 44871 on the same line – which,

by chance, I timed almost exactly 50 years before on September 23, 1972. I would like to believe that the use of No. 44932 on the near-50th anniversary of the 1972 event was no coincidence but showed that those at Carnforth had deliberately planned it as 44932 had also been used on September 23, 1972 (see image).

No. 44932 was built at Horwich in September 1945 and withdrawn from Rose Grove in August 1968, though it was in store at Carlisle Kingmoor for the previous nine months. It has therefore spent far more years in preservation than in BR service. I had one run with it prior to the end of BR steam, on

TABLE ONE: SELLAFIELD TO CARNFORTH

Date	Saturday, September 24, 2022				
Train	1.33pm Carlisle to Euston				
Loco	LMS Class 5 4-6-0. No. 44932				
Load	11 coaches, 399 tons tare 430 tons gross				
Driver	M Rawling				
Fireman	C Holmes				
Recorder	A Smeaton with GPS from 11th coach				
Weather	Dry and mostly sunny				
	miles	sched	mins	secs	speed
Sellafield	0.00	0.00	00	00	8½ late
Seascale	1.75		04	33	38
Drigg	3.90	4.30	07	27	54½
Ravenglass Viaduct	5.76		10	34	14*
Ravenglass	5.89		11	00	19
MP 56	7.89		14	24	47
Bootle	10.44	14.00	17	29	54
MP 52	11.89		19	00	61½
MP 50	13.89		21	17	24* sigs
			LC fault stop		
Whitbeck LC	14.04		22	29	0*
			26	20	
MP 49	14.89		28	49	38½
Silecroft	15.76		29	58	50/57½
MP 45¾	18.14		31	32	42½*
Millom	18.86	25.00	33	43	47/50
MP 42¾	21.14		37	02	21*
Green Road	21.45		37	54	25½*/36
Foxfield	23.40	34.00	42	00	25*
MP 39½	24.39		43	53	37/25½*
Kirby-in-Furness	25.68		46	27	30
MP 35½	28.39		50	11	51½
Askham	28.85	42.30	50	45	43/22/28½
Park South SB	30.81	48.30	55	06	21½*
MP 32¾	31.14		56	02	18½
MP 32	31.89		57	56	24½/17½
Sandscale LC	32.34		59	21	22
MP 30¼	33.64		61	34	45½/16½
Barrow-in-Furness	34.89	56.30	64	46	17½*
St Luke Jct	35.89		66	51	38½/39½
Roose	36.73		68	06	39
MP 26½	37.89		69	07	40½/41
MP 26	37.89		69	51	39½
MP 25¼	38.64		71	03	36
Dalton Jct	39.43	64.30	72	22	35/33½
Dalton	40.05		73	29	34
MP 23	40.89		75	04	30
MP 22½	41.39		76	03	30/29
Lindal Summit	41.89		77	04	31½
MP 21	42.89		78	35	43½/40½/45
Ulverston	44.55	73.30	81	28	23½*
MP 15½	48.39		86	16	57½/58
Cark	50.19		88	10	54½/35*
Kents Bank	52.55		91	29	47
Grange-Over-Sands	54.36	86.30	93	41	54½
Armside	57.64	91.30	97	18	53½/54½
Silverdale	60.16		100	08	52½
			sigs stop		
Carnforth	63.41	101.00	106	38	0*/12½
			108	47	
Carnforth Loop	63.88	104.00	111	27	16 late

* brakes or speed restriction



the 2.38pm Marylebone to Brackley on September 19, 1964, when it was based at Annesley. Currently, it is part of the West Coast Railways fold, and being a 'Black Five', it's a good engine. Table One shows the section of Sandy's run from Sellafield to Carnforth. Sandy describes the run: "WCR turned newly overhauled No. 44932 out for this 'Cambrian Coast Express'. The load was 11 coaches, 399 tons tare and about 430 tons gross. Driver was Mick Rawling, with Chris Holmes firing. The weather was mostly sunny to Sellafield, becoming slightly cloudier south thereof but staying dry throughout.

"Leaving Carlisle, hard work is required to drag the 11 coaches round the S curves to Currock Junction, passed at 17½mph and taking five minutes from the start to cover one mile. On the rising three miles of 1-in-309, easing to 1-in-1948 for a mile to the minor summit at MP23, No. 44932 worked up to 43. The falling grades to Wigton produced 60½ before braking for what I assume is a clearance slack through Wigton. On the next climb to MP9, rising at between 1-in-234 and 1-in-539, a maximum of 50 was reached, falling to 48 at

the summit. After the Aspatria slack, the maximum down to Maryport was 50, the latter passed 3½ minutes down on the 41 allowed. However, time was kept to Whitehaven, mainly due to the 6½ minutes allowed for the last section from Parton.

"The short climb out of Whitehaven to MP73 saw speed rise to 32½ at the minor summit. After the St Bees stop, the maximum before Sellafield was 53½ at Braystones. Arrival at Sellafield for water was 1½ late. Here the water tanker, delayed somewhere, reversed past the BNFL sidings to reach the loco after we had arrived; we left Sellafield eight late.

"A maximum of 61½ was reached at MP52 after Bootle, but a full set of flashing red lights at Whitlock level crossing, presumably signifying a fault, caused a dead stand for four minutes and increased the lateness passing Millom to 17½. A minute had been won back by Barrow passed at a restricted 17½. The generally favourable gradients to Roose allowed acceleration to a maximum of 41 at MP26¼. The steeping grade then brought this down to 33½ after Dalton Jn, recovering slightly to 34 before falling to a minimum of 29 on the

1-in-103 to Lindal Summit. A further two minutes were regained on the schedule by Arnside by brisk running in the mid-50s, but a dead stand at Carnforth meant final arrival in the loop was 16 late."

"A comparison of No. 44932's climb of Lindal bank with two previous Jubilee runs is shown in Table A, with all times corrected to the second coach. It can be seen that the 'Black Five' did everything its two bigger Class 6 sisters did, if not marginally better.

"From Table B below, No. 44932 has less in hand between Carlisle and Whitehaven compared to the 5XP's. Another hard 3 hour shift for Chris Holmes who seems to disproportionately fire this run.

"Assuming a steady 30mph between MPs 23 and ➔

TABLE TWO: BARROW TO CARNFORTH

Date	Saturday, September 23, 1972
Train	2.15pm Barrow to Carnforth
Loco	LMS Class 5 4-6-0 No. 44871, running tender first
Load	10 coaches, 345 tons tare 370 tons gross
Recorder	Don Benn, stopwatch
Weather	Fine

	miles	sched	mins	secs	speed
Barrow-in-Furness	0.00	0.00	00	00	2¼ late
St Luke Jct	1.04		03	37	23/13*
Salthouse Jct	1.34		04	57	24½
Roose	1.84		06	07	34
MP 26	3.00		08	02	40
MP 25	4.00		09	39	34½
Dalton Jct	4.54		10	32	36
MP 24	5.00		11	27	34
Dalton	5.16		11	38	32½
MP 23	6.00		13	20	30
MP 22	7.00		15	25	29
Lindal	7.03		15	30	28
MP 21	8.00		17	01	44
MP 20	9.00		18	29	43½*
Ulverston	9.66	16.00	19	37	29*
MP 19	10.00		20	17	45
MP 18	11.00		21	28	54½
Plumpton Jct	11.20		21	45	56
MP 17	12.00		22	31	58½
MP 16	13.00		23	34	56½
MP 15	14.00		24	34	61
Cark	15.30		25	55	56½
MP 13	16.00		26	38	56
MP 12	17.00		27	44	51*
Kents Bank	17.66		28	31	49*
MP 11	18.00		28	57	53
Grange-Over-Sands	19.47	31.00	30	39	48*
MP 8	21.00		32	27	55½
MP 7	22.00		33	30	56
Arnside	22.75		34	21	51
MP 5	24.00		35	44	56½
Silverdale	25.27		37	12	51
MP 3	26.00		37	01	52½
MP 2	27.00		38	10	48½
Carnforth	28.52	47.00	43	02	1¼ early

* brakes or speed restriction

TABLE B: TIMES FROM CARLISLE TO WHITEHAVEN

Date	Loco	Load	Time
24.03.18	45690	11/404/435	65m 06s
29.09.18	45699	11/411/445	64m 53s
24.09.22	44932	11/399/430	69m 49s

TABLE A: CLIMBS OF LINDAL BANK FROM PASSING BARROW (ALL TIMES CORRECTED TO 2ND COACH)

Date	24.03.18		29.09.18		24.09.22		
Loco	45690		45699		44932		
Load	11/404/435		11/411/445		11/399/430		
Miles	Location	M s	Speed	M s	Speed	M s	Speed
0 00	BARROW (pass)	0 00	18	0 00	19	0 00	17½
1 67	ROOSE	3 26	44	3 35	41½	3 33	39/41
4 40	Dalton Jn	7 46	32	7 42	35	7 43	35/33½
5 13	DALTON	9 00	33½	8 52	33½	8 52	34
6 40	MP22½	11 34	30	11 27	28½/28	11 27	30/29
7 00	Summit (MP22) (pass)	12 36	28	12 31	30	12 28	31½

From Table B, 44932 has less in hand between Carlisle and Whitehaven compared to the 5XP's.



No. 44932 at Carlisle on the stock for the September 24 'Cambrian Coast Express'. SANDY SMEATON

TABLE THREE: WATERLOO TO SOUTHAMPTON

Date Saturday, November 30, 1963
Train 12.30pm Waterloo to Bournemouth West
Loco MN class 4-6-2 No. 35018 *British India Line*
Load Nine Pullmans, 351 tons tare 370 tons gross
Crew Nine Elms No.1 link
Recorder Don Benn

	miles	sched	mins	secs	speed
Waterloo	0.00	0.00	00	00	R/T
Vauxhall	1.29		03	39	34
Queens Road	2.81		05	36	53
Clapham Junction	3.93	7.00	07	16	40*
Earlsfield	5.58		09	34	48
Wimbledon	7.24		11	28	55
Raynes Park	8.64		12	56	60
New Malden	9.78		14	04	63
Berrylands	10.98		15	12	64
Surbiton	12.04		16	09	68
Hampton Court Jct	13.34	18.00	17	20	70
Esher	14.39		18	14	73
Hersham	15.91		19	52	31*
Walton	17.08		22	07	15* tsr
Weybridge	19.15		25	06	51
Byfleet	20.40		26	27	58
West Byfleet	21.68		27	42	63
Woking	24.29		30	15	61
Woking Jct	24.75	28.00	30	42	62
Brookwood	27.99		33	46	63
MP 31	31.00		36	35	65
Farnborough	33.20		38	32	72
Fleet	36.48		41	09	76/78
Winchfield	39.83		43	52	72/68
Hook	42.16		45	52	71
Newnham Siding	43.70		47	08	75
Basingstoke	47.75		50	51	64
Worting Jct	50.26	52.00	53	20	60
Wootton Box	52.50		55	38	57
Roundwood Box	56.20		59	12	65
Micheldever	58.05		60	48	72
Wallers Ash Box	61.70		63	45	78
Winchester Jct Box	64.45	66.00	65	53	80
Winchester	66.55		67	31	78
Shawford	69.61		69	59	77
Allbrook Box	72.55		72	20	64*
Eastleigh	73.45	73.00	73	11	65
Swaythling	75.71		75	16	40* sigs
St Denys	77.12		77	49	41/5* sigs
Northam Jct	78.20	78.00	81	35	15*
Southampton Central	79.24	81.00	84	48	3¼ late

net time 77 minutes



On October 26, 1963, Merchant Navy No. 35018 *British India Line* is captured leaving Waterloo on the Bournemouth Belle. DON BENN

22¼, 44932 was developing 1110edbhp. It should be noted that there was a greater incentive to work 44932 harder as it was 16½ late passing Barrow, whereas the 5XPs were more or less on time."

Good comparison

My 1972 run was part of the return to steam, and everyone was keen to do their best with this new freedom. However, problems on the main line out of Euston nearly ruined our attempts to sample the BR initiative to run steam-hauled trains from Carnforth to

Barrow-in-Furness. We caught the 8am from Euston to Preston, which had 13 on for 465 tons hauled by Class 86 No. E3171. We got no further than Bletchley before being stopped by a signal failure, which made us 10 late at Crewe, and then disaster – a points failure delayed us badly and we arrived at Preston behind D403 65 late with all hope of catching the steam special to Barrow gone. However, the late Lance King made a huge fuss, and we were given a special DMU comprised of M56267 and M50983 to take us to Barrow for the return steam special at 2.15pm. Our locomotive was



LMS 'Black Five' No. 44932 leaving Carnforth on September 23, 1972, with the 4.05pm working to Barrow. DON BENN



September 23, 1972, and No. 44871 brings the empty coaching stock into Barrow for the 2.15pm to Carnforth. DON BENN

SMT No. 44871, now owned by Ian Riley. Built at Crewe in March 1945, it lasted to the end of steam in August 1968. Its load was 10 coaches for 370 tons full. Table Two shows the detail, and that it was running tender first made no difference to the performance, which was competent throughout. The main interest was the climb of Lindal bank, and this was similar to the 2022 run, albeit with one coach less. The time from Roose to MP22 was 9min 22sec compared to 8min 58sec on the recent run. After taking a shot of No. 44932 leaving Carnforth on the 4.05pm to Barrow, we caught our DMU back to Preston to await the late-running 5.03pm to Euston, which left 26 behind time with D446 as far as Crewe. It seems that Avanti's West Coast problems aren't new to the line at all, though my experiences in the 1960s caused less concern. On to Euston, we had Class 86 E3194 up front on 13 for 470 tons and the driver produced my best ever run with one of this class in an effort to regain time. More on this next time.

No. 35018 on the Belle

Next, more about No. 35018 *British India Line*, this time from 1963. In the latter part of 1963 and the spring of 1964, the Bournemouth Belle between Waterloo and Bournemouth West ran with just nine Pullmans compared to its 10 Pullmans and a bogie van which was normal in later years.

It was booked for Merchant Navy Pacifics both ways, but I had runs where the old two-hour booking was kept with a Bulleid Light Pacific on the usual load of about 450 tons. It was very unusual to find Class 5 motive power on the train, but on August 28, 1965, Harry Pope failed No. 34002 *Salisbury* at Bournemouth after working the down train and was given BR Standard SMT 4-6-0 No. 73117 to bring the train back. Remarkably, the Class 5 kept the by-now-extended

schedule and ran into Waterloo a minute and a half early, despite being stopped before Northam Junction and a check to regain the fast line at Brookwood. Speed reached 45½mph on the bank at Winchester but fell to 34½ at Roundwood summit. A good spell over 70mph from West Byfleet to Earlsfield, maximum 75, saw the job done.

I had other good runs with No. 73117, including one on the 6.30pm down, also booked for a Merchant Navy Pacific. Returning to No. 35018, Table Three shows its performance on November 30, 1963. It was a fairly typical down Belle run as, if running on time, checks in the St Denys area were inevitable from a Netley line DEMU which was timed just in front. The time lost through a relaying slack at Walton-on-Thames was steadily recovered and it was nice to record an 80mph down Roundwood bank among the rattling and shaking of the Pullman car, and the net time of 77 minutes for the 79.24 miles was decent enough.

Heavy load for a 47

Carrying on with my Class 47 theme, Table Four shows a heavy load run behind D1925 in 1970. I went to South Wales to cover some of the Valley lines and returned on the 2.30pm from Cardiff to Paddington. With the 13-bogie, 465-ton load, the climb to Pilning was good and the driver ran in the mid to upper 80s where he could, the signal stop at Didcot destroying any chance of an on-time arrival. However, the net time of just under 109 minutes for the 133.4 miles was nine minutes inside schedule and actual start-to-stop average 66.22mph, net 73.4mph. I wonder if the 88 maximum and 86mph average between Twyford and Hanwell required full power throughout. Possibly, as 90mph or more was normal on this stretch with 10 or 11 coaches. **HR**



BR Class 47 No. 47500 on the 12.55pm Swansea to Paddington service passes Reading on September 2, 1976. DON BENN

TABLE FOUR: NEWPORT TO PADDINGTON

Date Friday, October 16, 1970
Train 2.30pm Cardiff to Paddington
Loco Brush Type 4 2580hp Class 47 No. D1925
Load 11 coaches and two vans, 423 tons tare
460 tons gross
Recorder Don Benn, stopwatch and mileposts
Weather Fine

	miles	Sched	mins	secs	speed
Newport	0.00	0.00	00	00	1½ late
Maindee Jct	0.65		01	50	31
Llanwern	3.75		05	41	72/74
Major	7.40		08	41	73
Severn Tunnel Jct	9.80	11.30	10	48	64*
Middle Tunnel	13.10		13	30	78
Severn Tunnel E SB	15.60		15	56	61
Pilning	16.75	19.00	17	03	56½/60
Patchway	20.25	23.30	20	57	51/55½
Stoke Gifford WJct	21.55	25.00	22	13	53*
Winterbourne	23.55		24	24	62
Westerleigh W Jct	26.30	29.00	26	56	68
Chipping Sodbury	28.85		29	06	74½/72
Badminton	33.40	36.00	32	54	74
Hullavington	39.15		37	10	83/86½
MP 91	42.40		39	30	83
Little Somerford	43.65		40	23	85/82
Brinkworth	46.40		42	18	83½
Wootton Bassett	50.50	50.00	45	36	64*/74
Swindon	56.10	55.00	50	16	73/19* tsr
Shrivenham	61.80		57	52	76
MP 70	63.40		59	03	78/51* sigs
Uffington	66.90		62	18	75
Challow	69.60	65.30	64	24	82
Wantage Road	73.00		66	51	86
Steventon	76.90		69	36	83
Didcot	80.30	72.30	73	23	sigs stop 0*
			74	14	
Moreton SB	81.95		77	13	55½
Cholsey	84.95		79	51	75
Goring	88.65		82	38	83
Pangbourne	91.85		84	54	86½
Tilehurst	94.75		86	55	85
Reading	97.40	86.00	88	57	76*
Twyford	102.40	90.30	92	41	85
Shottesbrook	105.50		95	52	88
Maidenhead	109.15	95.30	97	22	87
Burnham	112.45		99	31	85
Slough	114.95	99.30	101	26	85
Langley	117.20		103	00	84
Iver	118.65		104	04	85
West Drayton	120.15		105	08	86½
Hayes	122.50		106	44	86
Southall	124.30	107.00	108	03	85
Hanwell	126.05		109	13	87
West Ealing	126.90		109	48	85/48* sigs
Ealing Broadway	127.70		110	31	56½/50* sigs
Acton	128.15		112	03	55
Old Oak Common	130.15		114	08	56½/9* sigs
Westbourne Park	132.15	114.30	117	31	30
Paddington	133.40	118.00	120	53	4½ late

Schedule is from the Working timetable, not public
net time 108¾ minutes
start to stop average 66.22mph
* brakes or speed restriction

Activity below as Lower totem is higher than the rest

WHILE station totem sign Crianlarich Lower and a worksplate from Class EM1 electric locomotive No. 26000 *Tommy* dominated the headlines from GW Railwayana's November 12 auction with realisations of £30,000 and £12,500 (as reported in last month's issue), there was plenty of activity beneath this record-breaking duo.

Inevitably, that activity was headed by nameplates, with the Southern Railway leading the charge as it has done so often of late. Providing auctioneer Simon Turner with his third five-figure realisation was *Harrow* from Schools class No. 30919 (£14,500), below which was a closely-matched clutch of four plates comprising King Arthur *Sir Blamor de Ganis* from No. 30797 (£6900), a second Schools representative, *Wellington* from No. 30902, which went for £6800, LMS Jubilee *New Zealand* from No. 45570 (£6400), and another King Arthur, *Sir Dodinas le Savage* (No. 30796 – £6300).

Tempting trio

Then it was the turn of the GWR with a trio consisting of *Pitchford Hall* from No. 4953 at £5300, fellow class member *Gopsall Hall* from No. 4999 (£3300), and *Mersey* from Bulldog No. 3314 (£2500), leaving a sole main line non-seller, *St. Alban's Head* from SR H2 class No. 32426.

An industrial nameplate, *Sapper*, with Royal Engineers' badge, from a Hunslet 1953-built former Ministry of Defence 0-6-OST that is now preserved on the Kent & East Sussex Railway, sneaked in among the big boys with a realisation of £4100, as did heritage modern traction contenders *The Red Arrows 50 Seasons of Excellence* from HST Class 43 power

car No. 43155 (£3900) and *Clyde Iron* from Class 37 Co-Co D6837/37312, which went for £2500.

There were other locomotive items that justify an honourable mention, starting with smokebox numberplates 70041 from Britannia Pacific *Sir John Moore* (£5200), and 60145 from another 4-6-2, Peppercorn A1 class *Saint Mungo* (£4300), and continuing with GWR cabside numberplates from Nos. 6868 *Penrhos Grange* (£3250), and 7034 *Ince Castle* and 6992 *Arborfield Hall*, each of which went for £3100.

Worksplates are usually the domain of steam, but this auction bucked the trend, not only with the *Tommy* plate, but also with the runner-up, a 1956 Andrew Barclay Sons & Co (works No. 396) from O1 class 0-4-0 shunter No. 11504/D2954/01001 (£2500).

Others pulling their weight among the locomotive memorabilia were a SR Battle of Britain class RAF enamel crest that went to a new home for £5000, perhaps to join one of the nameplates from the class, and a Merlin badge from LNER A4 Pacific No. 60027 *Merlin* (£4000).

Although eclipsed by the aforementioned totem from Crianlarich Lower, others within the category put on a decent show and included BR(M) Bullwell Common (£3700), BR(NE) pair Ilkley and Bradford Exchange, each at £3400, and a second London Midland Region example, the delightfully named Whatstandwell, which went for £3100.

Continuing the theme of station signs, Kyle of Lochalsh, depicting a highland stag and bought by



the vendor direct from the station in 2004, sold for £4000. A station master enamel doorplate, unusually in yellow and blue, from Penychain in North West Wales, fetched £3700, and a BR(M) Liverpool Exchange direction sign £2800, while signalling was headed by an Isle of Man Railway Port Soderick & Santon single line staff (£2000) and London Underground platform roundels by Bond Street (£2200) and King's Cross St. Pancras (£2000).

On a par

On the day prior to the main sale, November 11, Simon held a 300-lot auction of posters, clocks, shedplates, advertising enamels and other general railwayana, from which a c1925 LMS poster emerged the winner, with a hammer price of £4000. Depicting a golfing scene on the eighth green at the Portrush course in Northern Ireland, it was the work of Norman Wilkinson (1878-1971), who also produced posters for the LNWR and Southern Railway.

Behind this example of railway art were two regulator clocks, a GWR 14in dial wall clock at £2900 and an ex-Hassocks Clayton Tunnel signalbox 7½in dial clock supplied to the LBSCR in 1863 at a cost of £12 10s (£2700), and a BR(NE) 'Please have all



tickets ready' enamel sign that went under the hammer for £2600. Prices exclude buyer's premium of 15% (+ VAT).

Reflecting on the two days' events, Simon said: "The Crianlarich Lower totem was a complete surprise, and the *Tommy* record was a deserved one. It was another fantastic auction, especially for the totems, with every one of the 92 in the auction selling either under the hammer or the following day.

"It has become noticeable how the trend is going towards heritage modern traction, especially worksplates, which are more buoyant than steam. The economic climate is having some effect, but it's certainly not doom and gloom."



→ Seven China/Hong King second and third class tickets, one dated June 1934 and another the following year, from the Canton Kowloon Railway sold for £1550 at a three-week postal sale held by Paddington Ticket Auctions that ended on November 18. Eight other tickets from the same railway sold in two further lots for £1150 and £1100.

From Australia came a Victorian Railways' first class Melbourne and Hawthorn monthly ticket dated December 1879 that also went for £1100, and 11 early 1950s Tasmania Government transport department tickets (£1050). Prices exclude buyer's premium of 10% (+ VAT).

Preservation board flies right to the top in 'Bloxham' record

A preservation era 'Scarborough Flyer' headboard went under the hammer for £2950 at Great Central's November 19 sale, a record realisation for this 'Bloxham' no-frills style of auction that comprises general railwayana with few reserves and no telephone bidding.

Second came an early-BR(E) ex-Sleaford station platform ticket machine that fetched £1750, followed by an LNWR/LMS locomotive chimney from a Class 7F 0-8-0 (£660). The pioneer of this class, No. 49395, a November 1921 Crewe product that was withdrawn from Buxton (9D) in November



1959, is preserved as part of the National Collection and is on display at Locomotion in Shildon, Co Durham. Another piece of LNWR memorabilia, a locomotive tenderplate numbered 20, also made its mark by selling for £450. Prices exclude buyer's premium of 15% (+ VAT).

Having seen all 608 lots going to new homes, auctioneer Mike Soden said: "No unsolds, there was a lot of bidding, a record 'Bloxham' realisation, and prices were surprisingly strong."

Pacifics and express are kept on their toes by county badge

NAMEPLATES from two BR-built Pacifics and a steam era BR(W) express headboard were the star turns in Great Central's December 3 live online auction, although a SR West Country class Devon badge threw its hat into the ring as the fourth item to break into five figures.

Leading the quartet with a realisation of £20,500 was nameplate 222 *Squadron*, from Bulleid BR-built Battle of Britain No. 34078, which emerged from Brighton Works in July 1948 and



was withdrawn from Exmouth Junction (72A) in September 1964. In its tracks at £12,500 was *Shooting Star* from Britannia No. 70029, a Crewe November 1952 product that ended its working life in October 1967 when resident at Carlisle Kingmoor (12A). This Pacific's smokebox numberplate sold immediately after the plate for £3200.

The price for the 'Brit' plate was matched by a 'Cambrian Coast Express' headboard of the style incorporating the Cambrian Railway's coat-of-arms that was adopted by BR in 1958 and used until 1967.

Continuing the coat of arms theme, bringing up the five-figure rear at exactly £10,000 was a SR West Country class locomotive Devon badge, although an RAF badge from a BoB classmate failed to sell.

Fuller details of the auction's results will be published in next month's column, but worthy of mention now are nameplates *Seaton*, with West Country Class scroll, from No. 34020

(£8000), *Mabel* (LNWR Precedent 2-4-0 No. 619/LMS No. 5060 – £6400), and *Bronzino* from LNER A2 Pacific No. 60539 (£6000).

Other category winners included totem station signs BR(W) Crumlin High Level and BR(Sc) Grantown-on-Spey East, each at £3800.

At the same price was a William Beardmore & Co worksplate from July 1927-built LNER N7 class 0-6-2T No. 69687.

Prices exclude buyer's premium of 15% (+ VAT).

Auctioneer Mike Soden said of the higher echelon prices: "Considering the current economic climate, we were delighted with a highest realisation of more than £20,000, although the price fetched by the 'Cambrian Coast Express' headboard wasn't a surprise as anything connected with that train always attracts considerable interest."

→ A full report of the auction will be published in next month's *Railwayana* column.

Midland, LMS and LNER share the models' spoils at sale

MIDLAND Railway and LMS locomotives in O gauge caught collectors' eyes in a Vectis model train sale on November 18, although the LNER did get into the action with an A4 Pacific. It was the Midland that led the way when a Bing of Germany electric model of 4-2-2 No. 650 went under the hammer for £1800, some way ahead of the runner-up, blue-liveried A4 No. 4496 *Dwight D. Eisenhower*, made by the Far Eastern company Darstaed, which achieved £640.

Third and fourth went to a British Marx clockwork streamlined LMS Princess Coronation No. 6220 *Coronation* (£560), modelled as an 0-4-0, with two LMS coaches, and LMS Patriot No. 5538 *Giggleswick* that sold for £540. Prices exclude buyer's premium of 25% (inc VAT).

Late 1960s and early 1970s era in the spotlight at specialist slides auction

A collection of 600 colour slides of overseas main line steam in the late-1960s and early 1970s went under the hammer for £840 in a 500-lot online sale run by specialist auction house Justadickago from November 21-27. The second-highest realisation was

£740 for 180 colour slides, also from the 1960s and 1970s and featuring mainly Manchester and north Derbyshire railway infrastructure, comprising stations, signals and signalboxes, junctions, bridges, cranes and docks, and also images of Bolton,

Rose Grove and Buxton motive power depots.

Infrastructure in the same BR era was also the theme of 150 colour slides that fetched £640, while £520 was the winning bid for an Isle of Wight paperwork collection that

included original Newport Godshill & St Lawrence Railway plans that were rescued in the early 1960s from a skip outside a closed station that was being converted into a house. Prices exclude buyer's premium of 18%.

Dates for your diary

With 2023 just a few days away as this issue was published, railwayana and model train collectors' thoughts are turning to the 2023 calendar, so here are the dates of specialist auctions that have so far been confirmed.

The style of the auctions varies, with some of them saleroom and live online, and others online only.

The list is as comprehensive as possible, but some events may be added as the year progresses. A monthly diary will continue to be included in this column.

January

- 14 Thirsk
- 14-31 Paperchase
- 20 Vectis (*model trains*)
- 21-February 4 Great Northern Railwayana (*Alpha's sale*)
- 23-29 Railwayana Sales

February

- 17 Lacy Scott & Knight (*model trains*)
- 17 Vectis (*model trains*)

- 18 Great Central Railwayana (*Bloxham's sale*)

- 20-26 Justadickago
- 25 Transport Auctions of London

March

- 4 Great Central Railwayana
- 10/11 GW Railwayana
- 17 Vectis (*model trains*)
- 18 Talisman Railwayana
- 27-April 2 Railwayana Sales (*photographs*)

April

- 1 Great Northern Railwayana
- 14-May 2 Paperchase
- 15 Great Central Railwayana (*Bloxham's sale*)
- 21 Vectis (*model trains*)
- 23 Bristol Railwayana
- 28 Lacy Scott & Knight (*model trains*)

May

- 22-28 Justadickago
- 26 Vectis (*model trains*)
- 29-June 4 Railwayana Sales

June

- 3 Great Central Railwayana
- 17 Great Central Railwayana (*Bloxham's sale*)
- 23 Lacy Scott & Knight (*model trains*)
- 23 Vectis (*model trains*)
- 24 Transport Auctions of London

July

- 14/15 GW Railwayana
- 14-August 1 Paperchase
- 21 Vectis (*model trains*)
- 24-30 Railwayana Sales (*photographs*)
- 26 Dreweatts (*Transport Sale*)

August

- 5 Great Central Railwayana (*Bloxham's sale*)
- 18 Vectis (*model trains*)
- 21-27 Justadickago
- 25 Lacy Scott & Knight (*model trains*)

September

- 2 Great Central Railwayana

- 15 Vectis (*model trains*)

- 16 Great Central Railwayana (*Bloxham's sale*)
- 25-October 1 Railwayana Sales
- 30 Great Northern Railwayana

October

- 14-31 Paperchase
- 20 Vectis (*model trains*)
- 27 Lacy Scott & Knight (*model trains*)
- 28 Transport Auctions of London

November

- 10/11 GW Railwayana
- 17 Vectis (*model trains*)
- 18 Great Central Railwayana (*Bloxham's sale*)
- 20-26 Justadickago
- 27-December 3 Railwayana Sales (*photographs*)

December

- 2 Great Central Railwayana
- 15 Lacy Scott & Knight (*model trains*)
- 15 Vectis (*model trains*)

Frank Mason heads poster charts with main line and dockside art

A poster of an A3 Pacific sweeping past a picturesque bay heading 'The Flying Scotsman' express sold for £4700 at a live online Onslow's auction on November 25. It was issued by the LNER

in 1930, and was the work of Frank Mason (1875-1965), the son of a railway clerk and highly regarded as a maritime, shipping, coastal and harbour artist. This runaway winner was followed at

£960 by another example of the Co Durham-born artist's skills, depicting a dockside scene titled 'Another convoy is discharged' that was issued by the LNER in 1941, and by a circa 1930 LMS 'Ireland

for holidays' poster that went for £910. It was painted by Paul Henry (1877-1958) and featured Dingle Peninsula in Kerry. This realisation was matched by Terence Cuneo's 'Track laying by night', released by BR in circa 1955, ahead of 'It's quicker

by rail', advertising Coney Beach in Porthcawl from circa 1939 (£680), and 'Somerset' by Frank Sherwin (1896-1986) issued by GWR in the mid-1930s (£650).

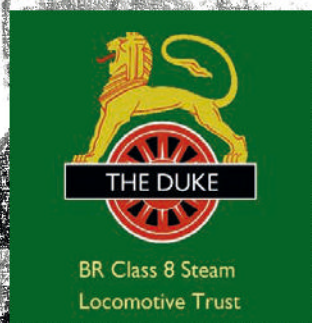
A touch of humour during the dark days of the Second World War was a 1944

'Please don't smoke in a non-smoking car' London Underground poster. It was painted by Fougasse, the pen name of Cyril Kenneth Bird (1887-1965), with the words "Funny thing - I could have sworn someone was staring at me!!!" It went for £600. Prices exclude buyer's premium of 25% (inc VAT).



71000 BR CLASS 8 RETURN^{OF} THE DUKE

Join the Duke family as we celebrate his much-anticipated return to the mainline this year



Your support will bring The Duke to life for today, the next generation and beyond!

Join us at www.TheDuke.UK.com or write to

BR Class 8 Steam Locomotive Trust

Aurora House, Delta Avenue Rookley Milton Keynes MK13 8LW

EVERYTHING YOU NEED FOR YOUR DIGITAL RAILWAY

DIGITRAINS

**Just starting out in DCC and not sure what's available?
Grown out of your system and thinking of upgrading?
Getting into sound and want to know the best decoders?**

DIGITAL COMMAND CONTROL (DCC) is one of the fastest growing areas of the model railway hobby.

As the first new company to set up as a DCC specialist in the UK, DIGITRAINS now has over 16 years experience to share.

Working in all the popular scales, we are here to guide you through choosing the best equipment.

We stock a wide range of products as well as offering free advice, a decoder installation service, a huge range of sound files and the best DCC 'test drive' facility around.

Don't leave that major purchase to chance!

Why not visit our shop? Our comprehensive library of loco sounds can be demonstrated.

We stock 1,000s of products from more than 30 leading manufacturers. And don't worry if you're not digital. We're also a traditional model shop, holding all the major ready-to-run lines



- Try before you buy
- Expert advice
- Great service
- Experience
- Major brands
- Worldwide mailing



Digital Day
Saturday 21st January
Demonstrations by Bachmann,
Hornby magazines & other
exciting guests

15 Clifton Street, Lincoln LN5 8LQ
01522 527731



www.digitrains.co.uk
enquiries@digitrains.co.uk



FOLKESTONE HARBOUR STEAM: THE LAST YEARS

Don Benn looks back in words and pictures at the charter trains which ran over the Folkestone Harbour branch during its final two decades of operation.

The line to Folkestone Harbour from Folkestone Junction was opened by the South Eastern Railway on January 1, 1849, as part of a project to develop the port. It was 1.06 miles long and involved a reversal in the sidings at Folkestone Junction. As it developed and became important for cross-

Channel traffic, the line became double track and the sidings west of Martello Tunnel could hold the 14-coach boat trains from Victoria, which in the 1970s comprised three 4CEP electric units and a motor luggage van, plus, before they were withdrawn, a trailer luggage van, making 13 or 14 coaches.

The port was used as an alternative to Dover in the days when rail travel to Europe by train and ferry was important, and I used it several times, the most memorable being on January 28, 1972.

My group was visiting the Rheine to Emden line in West Germany for steam and we were

**Bulleid Battle of Britain Pacific No. 34067
Tangmere crossing Radnor Viaduct with the
1.3pm special to Taunton on April 12, 2008.**



on the 2pm London Victoria to Folkestone Harbour, which ran well to the sidings above the harbour in 72 minutes five seconds from London. However, all wasn't well as there was a severe easterly gale blowing and the ferries couldn't use Dover, and so the single berth at Folkestone Harbour was occupied by a ferry from Calais which was two and a half hours late and our ship to Oostende was standing off.

The lady courier (yes, they travelled on boat trains then) kept my small group informed as we sat up in the sidings for 85 minutes but eventually descended to the harbour to board the Roi Leopold III, which left 82 minutes late for by far the worst channel crossing I experienced out of more than 200 in total. We took five hours instead of the booked four. My notebook states 'severe gale and snow with very heavy seas: worst crossing ever'. Today, of course, no ship would be allowed to sail in such conditions, let alone one as small as our Belgian Marine ship of just 3338 tonnes.



September 12, 1991, saw Bulleid Pacific No. 34027 *Taw Valley* on the 4.30pm from Folkestone Harbour climbing the 1-in-32 by the tram road with BR Standard 4MT 2-6-4T No. 80080 banking.



BR Standard 4MT 2-6-4T No. 80079 at Folkestone Harbour at the head of the 2.45pm departure to the East Sidings on May 7, 1994. Inset: A view of the harbour station in 2019, taken from the same place. COLIN PRICE

However, the main purpose of this article is to look at the details of some of the charter trains which used the branch in its last years and which I photographed.

The main vantage points were from various places around the quayside, to include Radnor Viaduct, the swing bridge and Harbour station, and from the Radnor Bridge road looking down on the tram road.

We start with Saturday, September 12, 1991, which saw the start of the two-day Shepway Festival, which was organised by Network South East.

Class 73 No. 73126 ran from Ashford with the seven-coach train and Bulleid West Country light Pacific No. 34027 *Taw Valley* topped-and-tailed with BR Standard 4MT 2-6-4T No. 80080.

It was a fine but chilly day, which resulted in some nice smoke effects from No. 34027 on the climb. At 2.07pm, running late, Nos. 80080 and 34027 ran down from the sidings to the harbour. The pair, led by No. 34027, made no less than seven climbs

between 2pm and 6.30pm. I travelled on the 5.50pm up the hill with No. 34027 on seven coaches for 275 tons, banked by No. 80080. We made the 1-in-32 with ease and reached the sidings in three minutes 52 seconds, returning in four minutes seven seconds.

In between the steam runs, No. 73212, topped-and-tailed, with Class 33 No. 33204 taking the empty stock of the Venice-Simplon Orient Express Pullman down to the harbour, returning at 4pm with the VSOE to London Victoria. No. 33204 would be left in the sidings, with No. 73212 taking the train on to Victoria. This was by far the best of all my trips to see steam on the branch, with Network South East managing to fit so many trips in, as well as dealing with the VSOE. The Pullman ran from the harbour for the last time on November 9, 2006.

'The Harbour Master'

Next was 'The Harbour Master' on May 7, 1994, run using BR Standard 4MT 2-6-4Ts Nos. 80079 and 80080 on nine maroon BR

Mk.1 coaches weighing 355 tons full. These may have arrived on a charter from Cardiff behind a Class 47 diesel.

I photographed BR 7P 4-6-2 No. 70000 *Britannia* running as No. 70014 *Iron Duke* (one of the 'Golden Arrow' locomotives in the 1950s) passing Paddock Wood in the rain on the 10.25am Victoria to Folkestone Central which was run to take people to the event, before driving to Folkestone Harbour to photograph the two tanks topping-and-tailing the trains and travelling on the 2.45pm from the harbour, which did the climb in four minutes 30 seconds, returning down the hill in four minutes 21 seconds.

No. 70014 returned from Folkestone Harbour at 10pm. I photographed it passing Paddock Wood at 11.54pm in the rain at 75-80 mph. It was preceded by a Class 47 on a special from Folkestone Harbour to Cardiff at 10.47pm and followed at 12.03am by two Class 319 EMUs, presumably another special from Folkestone. There were some very late nights home for those on the trains and indeed for me!

Apart from the very last trip on March 14, 2009, the remaining days when I attended were all part of wider itineraries which included a trip down to the harbour and all used Bulleid Battle of Britain 4-6-2 No. 34067 *Tangmere* with a diesel on the back. These were on January 27, 2007, April 12, 2008, and January 24, 2009.

The Kingfisher Railtours charter on April 12, 2008, was advertised as being the last train to the harbour but it wasn't – that honour fell to BR 7P 4-6-2 No. 70013 *Oliver Cromwell* and No. 47245 on March 14, 2009,



BR Standard 4MT 2-6-4T No. 80079 banked by sister No. 80080 storms up the 1-in-32 by the tram road with the 3.30pm from the harbour station on May 7, 1994.

which I photographed passing Paddock Wood on the Railway Touring Company's 8.40am from Victoria. I didn't go to the harbour to see the shuttles which ran until the two locomotives returned the train to London. An inspection train ran on February

24, 2012, and the line was formally closed on May 31, 2014. The bottom section of line, including the station, Radnor Viaduct and swing bridge and signalbox, has been developed as a tourist attraction in recent years, though trains will never run again. **HR**

"The main vantage points were from various places around the quayside, to include Radnor Viaduct, the swing bridge and Harbour station, and from the Radnor Bridge road looking down on the tram road."

Bulleid 4-6-2 No. 34067 *Tangmere* arrives at Folkestone Harbour with the 9.05am special from London Victoria on January 27, 2007, with Class 67 No. 67018 on the rear.





1. Battle of Britain 4-6-2 No. 34067 *Tangmere* leaves Folkestone Harbour over the swing bridge with the 11.56am to East Sidings on January 24, 2009.

2. BR 7P 4-6-2 No. 70013 *Oliver Cromwell* is seen passing Paddock Wood with the 8.40am London Victoria to Folkestone Harbour charter on March 14, 2009. It was the last train in public service to use the harbour branch.

3. West Country 4-6-2 No. 34027 *Taw Valley* crosses Radnor Viaduct with the 5.10pm to East Sidings on September 12, 1991.

4. No. 34067 *Tangmere* struggles up the 1-in-32 by the tram road with the 12.45pm to Canterbury West on January 24, 2009, with Class 47 No. 47787 at the rear not doing much.



Rapido reveals latest addition

RAPIDO Trains revealed its latest project to join its OO scale range of models as the NER 0-4-0T H class (LNER Y7) at the Warley Model Railway Exhibition over the weekend of November 26/27.

Two have survived into preservation – LNER No. 985 (owned by the M&GN Society, undergoing overhaul on the

Mid-Suffolk Light Railway) and NER No. 1310. The latter is included in the range of nine variants being offered and will be available in the distinctive NER saxony green livery as shown in the coloured CAD render.

Prices had yet to be set, but the order book was due to open before

the end of 2022, with tooling to commence in early 2023.

Western region modellers would also have been delighted by the firm also revealing its intention to produce an all-new tooled range of small prairie models, incorporating the whole family of 44XX, 45XX and 4575 classes. Design work was underway, with the key differences between classes over the years being incorporated. Further details will be revealed in due course.

These locomotives will perfectly match the rake of GWR B set suburban coaches that are also being manufactured. Based on those built to diagram E140, the design has referenced original works drawings to set the stage for models of

exceptionally high detail, both inside and out. Separately fitted luggage racks will be present in the passenger bays, along with full detailing of the guard's compartment interior, complete with lights.

These coaches will be presented in twin packs with accurate carriage number and region pairings, and prices are set at RRP £169.95.

Liveries will include BR crimson, maroon and GWR shirtbutton and postwar schemes.

The award-winning OO scale Dynamometer carriage is being scaled down to join Rapido's range of N gauge models. The compromises of working to a smaller scale have not threatened the high level of detail present on the forerunner, and the firm promises to deliver something of equally high standards for its 'shrunk' version of the LNER vehicle, which has an RRP of £99.95.

Four different liveries are being produced, with Rails of Sheffield additionally commissioning an exclusive faux-BR lined maroon example as recently seen in OO.



KR Models showcases Bellerophon tooling samples



Fellow Canadian-origin manufacturer KR Models revealed its tooling sample for its 0-6-0WT *Bellerophon* models. The level of detail is highly impressive, and it is clear how much time has been dedicated to getting the valve gear right. Delivery is anticipated to be during the third quarter of 2023. Prices are currently set at £133.33 for a DCC-ready version and are available exclusively through KR Models. Visit krmodels.net/shop to order.



Kernow's newest motors along

CORNISH retailer and manufacturer Kernow Model Centre has confirmed that its GWR Steam Railmotor models in OO scale have entered production – and has announced that sound-fitted versions are also now being offered.

Decorated samples were received in September for the five variants that are available, which, following minor corrections, led to full production commencing in mid-November. Modifications to the engineering of models has included an upgrade

to Plux-22 DCC sound decoder compatibility, with the manufacturer confirming that sound-fitted models will be available to order.

Despite the current climate and rising costs, KMRC has been able to commit to the pre-order price of £179.99 RRP for DCC-ready and rising to £289.99 for sound-fitted versions of the models.

Following delivery of the final models, prices will rise by £10 each. Delivery is anticipated in early 2023.



On Dapol's stand at the Warley exhibition were decorated samples of its upcoming O gauge 'Terrier' identities, which includes No. 55 Stepney in unrebuilt A1 guise. Delivery is anticipated in the early part of 2023, with prices starting at £251.51 RRP for DCC-ready models.

Accurascale 'Badger' engineering sample breaks cover

WITH news of the Class 89 prototype's move to Loughborough as it undergoes further work to return to main line service, Accurascale has revealed the engineering sample for its OO scale model, which is being produced in partnership with retailer Rails of Sheffield.

A high level of crisp detail is present, particularly on the bogies, with the distinctive shape of the 'Badger' accurately recreated. As this issue went to press, the sample was undergoing assessment, with corrections due to be fed back to the factory ahead of decorated samples being delivered in the first quarter of 2023. Delivery is on schedule to be in the third quarter.

Five versions have been produced of No. 89001 Avocet, available exclusively through the manufacturer's own website (accurascale.com) as well as the Sheffield retailer (railsofsheffield.com), with prices starting from £229.99 DCC-ready. A £30 deposit is payable when placing an advance order, with the balance payable by six instalments or when models are in stock. Arriving in the New Year will also be Accurascale's OO scale GWR Siphon G models that are available in seven different liveries – including Enparts and Second World War ambulance variants – and several running numbers. Prices are set at £54.95 per model.



Another Hunslet from Bachmann

HOT on the heels of the release of the narrow gauge 0-4-0ST main line Hunslets, Bachmann announced on December 12 that the highly anticipated tender variant would be joining the OO9 scale range, with delivery to stockists anticipated just in time for Christmas.

Revealing the newest model as Linda in early Ffestiniog Railway condition, it represents the condition of the Hunslet as it ran between 1964 and 1969 with 0-4-0 wheel arrangement and tender

in FR lined green livery. It also incorporates modifications made to the locomotive such as conversion to left-hand drive, removal of the cab backsheet, and cab profile modifications to enable it to better clear the tunnels.

With an RRP of £214.95 for DCC-ready and £314.95 for sound-fitted versions, the models were due to arrive at retailers the week commencing December 19 and are expected to sell fast.

TOY & TRAIN COLLECTORS' FAIRS

The events have moved from a Saturday to a Sunday

GATESHEAD INTERNATIONAL STADIUM

Neilson Road, Gateshead, Tyne & Wear NE10 0EF
(A184 off Felling bypass)

SUNDAY 5TH FEBRUARY

10am - 3pm

Admission: Adult £4. Senior/Child £3

GATESHEAD INTERNATIONAL STADIUM

Neilson Road, Gateshead, Tyne & Wear NE10 0EF
(A184 off Felling bypass)

SUNDAY 26TH MARCH

10am - 3pm

Admission: Adult £4. Senior/Child £3

GATESHEAD INTERNATIONAL STADIUM

Neilson Road, Gateshead, Tyne & Wear NE10 0EF
(A184 off Felling bypass)

SUNDAY 18TH JUNE

10am - 3pm

Admission: Adult £4. Senior/Child £3

For table bookings and enquiries contact

Jlm 07504 035955 email: jlm_corr73@hotmail.co.uk

DURHAM VINTAGE TOYS

Durham Indoor Market, Unit 68, DH1 3NJ

Open 6 days per week 10.30am-4pm

Old & New Diecast, Trains, Star Wars,
Model Soldiers, Old Comics & Football
Programmes, Collections wanted





A RENOWNED SPECIALIST DCC CONVERSION SERVICE

- All scales and budgets • Friendly, reliable service
- Quick turn-around • Servicing and repairs • Weathering
- Resprays • Kit building service • ESU, Digikeijs & Lenz dealer

www.marks-trains.co.uk

01733 609 414 - info@marks-trains.co.uk

Wishing you a Merry Christmas

[marks.trains.uk](https://www.facebook.com/marks.trains.uk) [marks_trains_uk](https://twitter.com/marks_trains_uk)



Redcar Models & Hobbies

Stocking a wide range of '00' railways
by Bachmann, Hornby, Peco and Gaugemaster

Also Model Kits and Diecasts and all other
modelling accessories

FREE PARKING FOR THE FIRST HOUR

T: 01642 494 912 E: andrewnpaton@ntlworld.com

Coastal DCC

www.coastaldcc.co.uk

**Friendly advice, support and
installation services**

01473 710946

enquiries@coastaldcc.co.uk

DCC by modellers for modellers

WANTED

Model Railway & Collectables

Top Prices Paid

**For all makes, all gauges and live steam,
aeroplane kits, boats, die cast etc.**

Instant cash paid

Will travel to collect



email: littleworthmodels@gmail.com

01775 630385

07723 336344

**Woodgate Cottage
New Road,
Deeping St Nicholas,
Spalding, Lincs, PE11 3DU**



Orwell Model Railways

Ipswich Model Railway Centre

48-52 Tomline Road, Ipswich, Suffolk IP3 8DB
01473 724578

Opening times Monday to Friday 10am to 4pm,
Saturday 10am to 5pm,
with Late Night Opening until 6pm on Wednesday

enquiries@orwellmodelrailways.co.uk
www.orwellmodelrailways.co.uk

Kent Garden Railways

16mm and G Scale Specialists

LGB * Accucraft * Peco * Piko * Bachmann * Roundhouse * Pola * USA Trains and more



Great Stocks of OO, HO & N

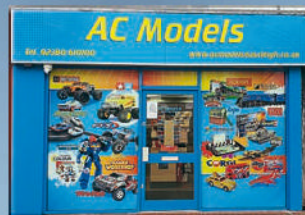
We have large stocks from the leading manufacturers

Hornby * Bachmann * Peco * Gaugemaster * Metcalfe * Heljan * Graham Farish * Dapol *
Woodland Scenics * Kato * Walthers * Kadee * Expo * Noch * Oxford Diecast * Kestrel
Atlas * Broadway * Parkside * Ratio * Wills * Modelscene * Minitrains and more

68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH
Tel 01689 891668 email sales@kgmodels.com www.kgmodels.com
Internet, telephone and exhibition sales only.

AC Models

www.acmodelseastleigh.co.uk



Stockists of Bachmann,
Graham Farish, Hornby,
Peco, Scalextric and
much more for all of
your modelling needs.

Find us on Ebay
ACModels2
& Amazon
ACModelseastleigh

Gift Vouchers
Available

www.acmodelseastleigh.co.uk

Now Open - New R/C Department

Opening times Mon-Tue-Thurs-Fri & Sat 10am-4pm, closed Wed & Sun
ON-STREET PARKING OUTSIDE THE SHOP

9 High Street, Eastleigh, Hants SO50 5LF

Tel: 02380 610100

E: info@acmodelseastleigh.co.uk

LOCOMOTION MODELS

EXCLUSIVE MODELS



NORTH EASTERN
RAILWAY
'ES1' NO.1

NOW AVAILABLE!
FOR IMMEDIATE DELIVERY
DCC READY £220*

2 VERSIONS AVAILABLE

1200 NER 'ES1' No.1 in NER Green, as preserved as part of the National Collection.
1201 NER 'ES1' No.1 in NER Green, as running 1908-1923 (Era 2).

IN PARTNERSHIP WITH



RAILS

Some accessory parts may require fitting by customer. *Plus postage.

VISIT LOCOMOTIONMODELS.COM FOR FURTHER DETAILS

MODELS FEATURED ARE OO GAUGE / 1:76 SCALE

FIND US ON:



The National Collection in Miniature

A BUSY YULETIDE ON ALL FRONTS!

Sally Clifford finds out why it's not just planning for the festive season that keeps the volunteers at Middleton Railway busy all year round.

Christmas has arrived, and like most other heritage lines throughout the UK, the Middleton Railway was ready and waiting to welcome aboard passengers on its Santa Express.

Santa specials are now as traditional as the festive season itself, but what the thousands of schoolchildren and hundreds of families who travel during the railway's eight-day celebration rarely, if ever, see is the amount of work that goes into planning and preparation – which begins in June – and the continuing efforts that go on behind the scenes to ensure the line, its locomotives and its rolling stock are primed and ready to roll for next year's season.

Middleton Railway commercial director Janet Auckland and Fran Bailey, who helps to run the shop, are among a number of volunteers who help to make this event happen. Their year-on-year commitment and dedication keeps the world's oldest continually-working railway on track. And they sprinkle that seasonal magic, decking the Engine House – a showcase for the premier industrial heritage line's

legendary locomotives – with lights and fir trees, and ensure that Father Christmas has plenty of presents in his sack.

For heritage lines like the Middleton, events such as the Santa Express are a prime means of raising awareness of its origins and existence, and also the important contribution that railways made to Britain's industrial history. The Middleton's location was, at one time, home to many of the world-renowned

locomotive engineers, among them Hudswell Clarke, the Hunslet Engineering Company and Manning Wardle.

Their legacies live on, with the likes of Hudswell Clarke No. 1544 of 1924 *Slough Estates No. 3* currently undergoing overhaul in the workshop.

The locomotive spent some of its working

life at a large trading estate and when that closed, it went to Mid-Hants Railway. In 1992 it came into the custodianship of the Slough and Windsor Railway Society and underwent restoration at the Swindon and Cricklade Railway and returned to steam in 2000. Following overhaul, it again returned to steam in 2009 and then moved to the Middleton.

"It's worth all the effort that goes into it to see the children's faces when they receive their Christmas presents and see the festive lights and the trees."



All aboard: Richard Pike, one of the Middleton Railway's directors, and its vice president Ian Smith with *Brookes No. 1*, bearing 'The Christmas Cracker' headboard for the Santa Express. SALLY CLIFFORD



Janet Auckland, Middleton Railway's commercial manager, and fellow volunteer Fran Bailey put the finishing touches to the groto for the railway's Santa Express. SALLY CLIFFORD



Manning Wardle 0-6-0ST *Sir Berkeley* will soon be back on track following its overhaul in the Middleton workshops. SALLY CLIFFORD



Above: The overhaul of Hudswell Clarke 0-6-0ST No. 1544 of 1924 *Slough Estates No. 3* is currently work in progress, which volunteers continued in earnest during the build-up to the festive season. SALLY CLIFFORD

Left: New lease of life: The rebuild of the former PMV into a coach which, once complete, will add to the rolling stock in service on Middleton Railway. SALLY CLIFFORD



Manning Wardle 0-6-0ST No. 1601 of 1903 *Matthew Murray*, driven by Middleton Railway's civil engineer Mark Calvert, heads a Santa Express. MR

"The Slough and Windsor Railway Society has pledged the engine for a long-term loan, and the railway is very grateful for that and for the continued support. It has been unstinting – the society has donated money for its upkeep for it being here, and that is one of the reasons why it is being overhauled," explained Middleton vice president Ian Smith.

The overhaul of Manning Wardle 0-6-0ST No. 1210 of 1891 *Sir Berkeley*, one of the stars of the 1960s BBC TV serialisation of the Edith A Nesbit classic *The Railway Children*, is also taking place here.

Winter work

Owned by the Vintage Carriages Trust, *Sir Berkeley*'s overhaul began five years ago and is now nearing completion, with the locomotive anticipated to be back on track early next year. Work on it keeps the line's volunteers busy long after the last Santa Express has transported its final party on Christmas Eve.

Contrary to downing tools when the railway closes to the public over the winter months, behind-the-scenes volunteers carry on with stock-taking in the shop and refreshing the reception area, along with crucial maintenance tasks.

As well as the overhaul of *Slough Estates* No. 3 and the completion of *Sir Berkeley*, the restoration of a PMV (Parcels and Miscellaneous Van) – similar in design to the iconic Cavell Van used to repatriate the body of First World War nurse Edith Cavell and which is preserved as a memorial to her at the Kent and East Sussex Railway – is also underway in the Middleton workshop. Designed by the South Eastern and Chatham Railway in about 1923, No. 2223 was built by Southern Railway in 1935.

Ian explained how it was used as a stores van for BR Standard 5MT 4-6-0 No. 73156,



Christmas inside the Engine House: Behind a tree to the left is 1893-built Danish State Railways Class Hs No. 385, which last steamed in 1999. SALLY CLIFFORD



Hunslet 0-6-0T No. 2387 of 1941 *Brookes No. 1*, carrying a wreath in honour of the death of The Queen, at Moor Road station on September 18. MR

now based on the Great Central Railway. Following that engine's restoration, the van, which was previously at the East Lancashire Railway, had become surplus to requirements. "And we wanted it," he added.

It arrived at Middleton in June 2020 and is currently undergoing a complete rebuild. It will emerge as a 40-seat passenger coach identical to existing PMV No. 1867. Its original doors have already been repurposed through the Vintage Carriages Trust.

Ian said that the plan is to run the former PMV as a fourth coach, giving the railway additional options when overhauling its fleet.

Another project in hand is the overhaul of what Ian refers to as the most modern diesel engine on site – Hunslet 0-4-0DH No. 6981 of 1968.

Boasting a six-cylinder Rolls-Royce engine, No. 6981 worked at the ConocoPhillips (now Phillips 66) oil refinery in Immingham.

"It was acquired by a member of Middleton Railway in 2011 and sold to the railway, and it is now undergoing overhaul and repainting," said Ian, who hopes that the diesel will be back in service in 2023.

Although all three are works in progress, they join an illustrious showcase of railway icons at Middleton, including Hudswell Clarke 0-6-0T No. 1329 of 1921 *Manchester Ship Canal No. 67*, famous for 'bringing Daddy home' in a scene from the 1970 big screen version of *The Railway Children*.

Mary, a Hudswell Clarke 0-4-0DM dating from 1932, and LMS 0-6-0DM No. 7051

John Alcock, an unintentional collaboration between Stoke-on-Trent locomotive manufacturer Kerr Stuart and the Hunslet Engine Company, are also showcased here.

It was No. 7051, also built in 1932 as works No. 1697, which hauled the first standard gauge passenger train on a preserved railway anywhere on the Middleton Railway when, in June 1960, during the Leeds University rag week, it was coupled to Swansea and Mumbles Railway double-deck tram No.2 (regular operation of passenger services began in 1969).

Magical times

Receipts from Santa Expresses and the other important calendar events that entertain visitors throughout the year help to fund these restoration projects – and also make a vital contribution towards keeping the railway on track, as it the case throughout the entire heritage sector.

Running from the first weekend in December until Christmas Eve, Ian said the Santa Express services are sold out often within days of ticket sales going live on the railway's website in October and/or November.

Visitors ride from Moor Road to Park Halt, taking in the sights of Middleton Park, in a carriage pulled by Hunslet 0-6-0T No. 2387 of 1941 *Brookes No. 1*, which, for the duration of the event, bears the headboard 'Christmas Cracker', which was previously mounted on a Class 40 tour.

The railway also runs a quiet coach for people with disabilities over the first two weekends of the event.

For the volunteers, without whom the railway – like so many others – would struggle to survive, Christmas a magical time.

"It's all to do with the atmosphere," said Ian. "And it's worth all the effort that goes into it to see the children's faces when they receive their Christmas presents and see the lights and the Christmas trees."

Once the trimmings have been taken down, it will back to usual business for the railway's volunteer team. With several important restoration projects on the go, there is certainly plenty of work to keep everyone occupied.

"The railway, as with most heritage railways, depends on volunteer labour," said Ian. "We are always looking out for new volunteers, and we are so grateful to these people who give their time so freely to keep this going."

"We couldn't run without the volunteers on both sides of the house," he added, referring to the workshop and the museum side of the business.

"It is very much a legacy – we are preserving a part of Leeds history at this railway."

For more information about visiting the Middleton Railway and the events it offers, visit www.middletonrailway.org.uk. To find out more about volunteering opportunities, or about becoming a member, visit www.middletonrailway.org.uk/get-involved **HR**

**FAMILY
BUSINESS**
**FRIENDLY
SERVICE**



RAILS OF SHEFFIELD



**SCAN
ME!**

PRE-OWNED & SECOND HAND

WE VALUE YOUR COLLECTION VERY HIGHLY

WANTED CASH OR EXCHANGE

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

**LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE**

**DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED**

IMMEDIATE PAYMENT IN 4 EASY STEPS

CONTACT US

get in touch by email,
phone or post with
your list of items



STEP
01



STEP
02

WE MAKE AN OFFER
our friendly, experienced staff
review your list and make an
honest valuation and offer



BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we
will arrange collection for you

STEP
03



STEP
04

PAYMENT MADE!
we confirm the offer and make
a fast, secure payment via your
choice of payment method

**TOP
GUARANTEED
PRICES
PAID**

DON'T DELAY - GET IN TOUCH TODAY!

+44 (0)114 255 1436 ✉ secondhand@rallsofsheffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE  **Stuff to Sell? LINK:**

www.rallsofsheffield.com

Quote Ref:
HERITAGE22

Corporate Partners of
**RAILWAY
MUSEUM**



Fresh from overhaul, BR Standard 2MT No. 78019 rounds the curve at Swithland Sidings with the 9.20am Loughborough-Rothley local service. GRAHAM NUTTALL

GREAT CENTRAL'S LAST HURRAH AS WINDCUTTERS TURN 30

In early 1992, a proposal was mooted to preserve a lengthy train of mineral wagons on the Great Central Railway. Thirty years on, the rake is a highlight of the GCR freight operations, taking centre stage at the railway's Last Hurrah Gala over the weekend of November 19/20.

The final enthusiast event of the year for the Loughborough Central-Leicester North line saw both a diesel locomotive (BR Class 33 D6535) and railcar (Derby Lightweight *Iris*) operating alongside five steam locomotives that included the public debut of newly overhauled BR 2-6-0 class 2MT No. 78019, operating with classmate No. 78018 for the first time in preservation; the latter had developed a fault just six days before the event, which entailed the shed staff replacing a steam pipe inside the boiler during the week to enable the locomotive to run as planned.

Ahead of scheduled winter maintenance, *Iris* was turned to face the opposite direction to its appearance at the September 29-October 2 Autumn Steam Gala.

An intensive timetable ran late into Saturday evening, complete with dining trains and differing double-headed formations each day, offering plenty of enjoyment for a final pre-Christmas outing.

Undoubtedly, the highlight was the operation of two short rakes of the mineral wagons for the first part of each day, then combining into one impressive 23-wagon (plus two brake vans) long train in the

afternoon to mark the 30th anniversary of preservation for the Windcutters.

Once a common sight on British railways, the origins of the mineral wagon date back to the Second World War. The Ministry of War Transport placed orders for steel-bodied wagons, and it was the designs for these that formed the base for the 16-ton mineral seen today. A total of 10,000 were built during 1945 and 1946 for the SNFC (Société Nationale des Chemins de Fer, the French National rail system) and more than 220,000 were built between 1950 and 1958 by both BR and private works for use in the UK, lasting in BR service until the late 1980s. Many were rebodied during the 1970s, which saw the removal of the top drop-down door they were originally built with.

A regular service ran over the GCR route from 1947 to transport coal from the Nottinghamshire coalfields and steel products from Yorkshire and the North East, gaining a reputation for fast running. Enginemen referred to the wagons as 'runners' but the term Windcutter was adopted by enthusiasts, and these trains supplied inspiration and name for the GCR project. Following the original proposal, an appeal was launched by

Nick Pigott (who later became editor of our sister publication, *The Railway Magazine*) that raised more than £14,000 to purchase and restore what could be obtained.

By this time, very few remained in BR service, which led to a scouring of the country to find suitable contenders for preservation. The first wagons came from Onllwyn Washery in South Wales in August 1992, with more later acquired from the Rover car plant at Longbridge, Birmingham. Over subsequent years, a total of 41 were acquired by the project, though some of these have since departed.

Project manager Philip Herrick has been with the group since the very beginning. "Little did I realise that I would still be involved 30 years later in keeping them running," he said. "Nick Clare was the first project manager and a team of about 10 people managed to get about 30 wagons back into running order for events and charters."

"This work involved emptying compacted steel swarf and other debris, welding obvious cracks, ensuring that vacuum brakes worked, and then de-rusting, preparing and painting."

Over the ensuing years, team numbers reduced, and stricter inspection rules



The first operational pairing in preservation of these two former Kirkby Stephen shedmates, BR 2MT Nos. 78019 and 78018 double-head through Woodthorpe on November 19.
GAVIN THOMSON



BR 5MT No. 73156 catches the sun at Kinchley Lane as it heads the afternoon dining service towards Swithland on November 19. MARTYN TATTAM



On its first day of revenue-earning service since completion of overhaul, BR 2MT No. 78019 heads away from Rothley Brook with the 11.20am from Loughborough to Leicester North. MARTYN TATTAM



BR 5MT No. 73156 departs from Swithland Sidings with the Windcutter wagons in tow, working the 8.40am trip to Leicester North on November 19. GRAHAM NUTTALL



It wasn't all steam: Working the Loughborough-Rothley Brook local, BR Class 33 D6535 passes Kinchley Lane on November 20. BEN SCOTT

highlighted more faults that saw the number of out-of-service vehicles increase. This made things tricky for the group as Phil explained: "Siding space became scarce and the railway needed to reduce wagon numbers. Two very poor vehicles were stripped and sold for scrap. Three were donated to the Manchester Museum of Science and Industry. In 2018, six went away on long-term loan to the Blaenavon and Pontypool Railway; upon departure from the GCR, they were out of service but have since been returned to operational condition following arrival in Wales in January 2019.

"Meanwhile, there were about 18 operational vehicles left in Loughborough and an active team of about five people.

"The wagons had been in scrap condition when purchased and being kept outside in all weathers meant that the overall condition of the steel bodies in particular was getting worse. Overhauls needed more metal replacement on the sides and even complete floors. Some of the damage in previous industrial use needed proper repairs so that the wagons could pass the increasingly stringent fitness-to-run annual exams."

The result of this was about 12 wagons being classed as out of service for one reason or another, some standing for nearly two decades and all but one having run during the late 1990s. A meeting with GCR management in June 2021 led to the agreement to run a feature Windcutter in November 2022, and thus the '30 at 30' was born. Could the group return a further 10 wagons to service within 18 months?

"As some wagons only appeared to need a limited amount of work, it seemed to be a realistic but challenging prospect," Phil continued. "But first, the existing running rake needed all the axleboxes and oiled pads examining as part of the FTR following the Covid-19 shutdowns. Sterling work by the team and Rothley C&W fitters, and 80 axleboxes were split and examined. By September 2021, we had 20 wagons fit to run."

The push then started to complete the desired next 10 vehicles. As one wagon was completed, the next was brought in to the Rothley restoration shed. Work varied from replacing floors to correcting excessive axlebox play in the W irons. By July 2022, four wagons were complete. Those that remained were in a varying state, ranging from needing extensive bodywork to new wheelsets.

"If we just concentrated on getting FTRs on those wagons, we could have reached our '30 at 30' target, but we need to use time in the shed at Rothley to properly repair the wagons," said Phil. "Plan B was to find other running wagons to make the numbers up to 30 for that lengthy train."

Alas, the availability of other freight wagons was not present and despite a valiant effort, the target of 28 'runners' wasn't quite made; instead, 23 were available for service which, when coupled with a brake van at either end, still made an impressive 25-wagon length train – the longest Windcutter set for 25 years and something the volunteer group could be proud of, nonetheless.

"It was a fantastic sight to see the wagons snaking through Swithland and dipping progressively into Leicester North," Phil concluded, adding: "The sound of 25 wagons, hauled by 9F No. 92212, going through Quorn station was spine-tingling!"

The team is now 10-strong again and is working with renewed vigour to bring the



As part of the GCR's Last Hurrah Gala, the Windcutter group celebrated its 30th anniversary since the first wagons were saved for preservation at the line. All serviceable wagons were put together to recreate a lengthy set that would once have been witnessed in steam days. BR 9F No. 92214 is seen heading the 25-vehicle set around the curve at Kinchley Lane. MARTYN TATTAM

remaining seven Windcutter wagons into service. Perhaps by this time next year we will be able to enjoy an even longer train?

Pair of twos

Of course, the weekend was not just about the mineral wagons. It also saw the public relaunch into traffic for BR 2-6-0 2MT No. 78019, fresh from overhaul.

No. 78019 was built at Darlington in 1954 and was first allocated to Kirkby Stephen. In February 1955, its classmate and shedmate, No. 78018, became stuck in a snowdrift with a goods working bound for West Auckland.

No. 78019 was fitted with a snowplough, but it was two days before it was able to reach the stricken train. Twelve years later, both engines would also arrive at Woodham Brothers' scrap yard together, and 55 years after that, and for the first time in preservation, both could be seen running together once more during this gala.

No. 78019 last ran in May 2015, with No. 78018 only making its operational debut in preservation in August the following year. As well as operating independently over the weekend, the two were double-headed from Loughborough right through to Leicester

North on Saturday, November 19. The event saw an approximate 10% increase in visitor numbers compared to 2021, which was welcome news and comes as the GCR prepares to celebrate its 50th anniversary in 2023.

To mark the occasion, a celebratory event will take place over the weekend of June 17/18, in addition to the regular calendar of events, which includes steam galas (January 27-29 and October 5-8), diesel galas (April 22/23 and September 1-3), plus the return of the 1940s weekend (June 2-4).

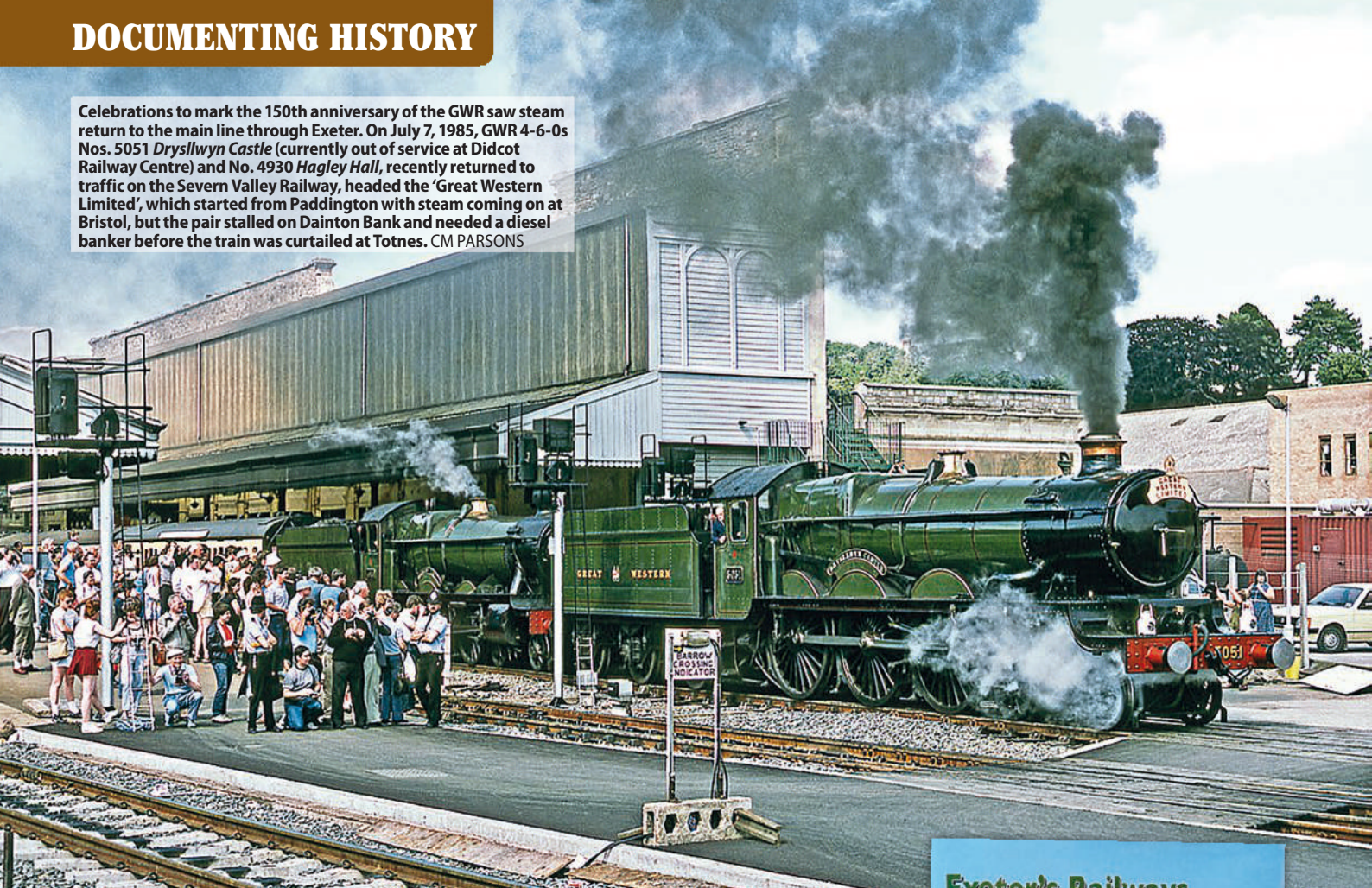
Find out more online at www.gcrailway.co.uk **HR**



Above: A guard's eye view from aboard the Windcutter set as it approaches Swithland sidings on November 19. PHILIP HERRICK

Left: Derby Lightweight single railcar *Iris* was also in use over the weekend, seen departing Quorn and Woodhouse on November 19. KENNY FELSTEAD

Celebrations to mark the 150th anniversary of the GWR saw steam return to the main line through Exeter. On July 7, 1985, GWR 4-6-0s Nos. 5051 *Dryslwyn Castle* (currently out of service at Didcot Railway Centre) and No. 4930 *Hagley Hall*, recently returned to traffic on the Severn Valley Railway, headed the 'Great Western Limited', which started from Paddington with steam coming on at Bristol, but the pair stalled on Dainton Bank and needed a diesel banker before the train was curtailed at Totnes. CM PARSONS



GATEWAY TO THE SOUTH WEST

Exeter was the meeting place where two rival railway cultures – the GWR and its main line to Penzance and the London and South Western's 'Withered Arm' to North Devon and North Cornwall – came together. **David Mitchell's** new book, *Exeter's Railways*, unfolds in detail the fascinating history of the city's railways.

Although the extent of Exeter's railway network does not compare with that found in larger urban centres, it has always held a great deal of interest for railway enthusiasts, not least due to having several distinctive features that arose in part due to the different railway companies which built two main lines through the city.

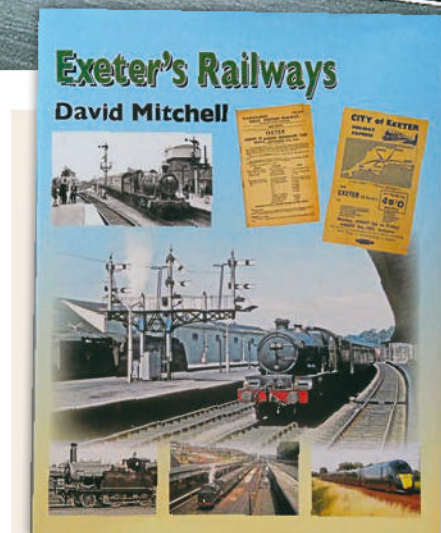
These lines met at St David's station, making it an important crossroads and the main centre for railway operations in the South West.

What is today's main line from Bristol through to Plymouth was constructed by two separate companies, the Bristol and Exeter Railway and the South Devon Railway, and their lines formed a continuation of the Great Western Railway's broad gauge route from Paddington.

The engineer for all three railways was Isambard Kingdom Brunel, and although the B&E was a straightforward extension of the GWR that reached Exeter in 1844, Brunel's pursuit of technical innovation led him to using the atmospheric system on the SDR; this proved to be a catastrophic decision that wasted a great deal of money and means that today we have a railway from Newton Abbot to Plymouth which must traverse the notorious South Devon Banks.

Valley descent

The other main railway to reach Exeter was the LSWR's standard gauge line from Waterloo, which opened in 1860. Its Exeter terminus was located in the centre of the city, but as this was on a hill, when it came to



→ *Exeter's Railways* by David Mitchell, a Silver Link book from The Nostalgia Collection, is available priced £40 and can be ordered from www.mortonsbooks.co.uk. Postage is free.

extending its network further west, it needed to descend into the River Exe valley, some 150 feet below, where it used the B&E's St David's station.

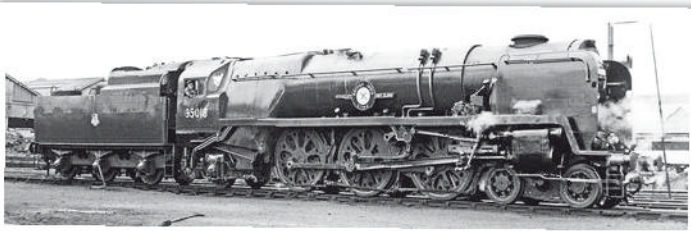
The gradient for this extension is 1-in-37, which is comparable with the renowned Lickey and Dainton inclines, and although the actual length of the bank is much less than those famed rural ascents, its location immediately between Exeter's main stations means that operations could always be easily viewed from both. Although the bank doesn't present a great problem on today's railway, it provided great entertainment to the many observers and locospotters who congregated at these stations in steam days, when the heaviest trains needed up to four locomotives to complete the ascent.



Above: GWR prairie No. 5530 leaves Ide Halt with the 12.45pm Exeter to Newton Abbot service on June 7, 1958, the last day of passenger services on the Teign Valley branch. BB WILLIAMS



Above: A world away from its East Coast Main Line stomping ground. During the 1948 Locomotive Exchanges, LNER A4 Pacific No. 4468 Mallard, the world's fastest steam locomotive, departs from Exeter St David's with the 8.30am Plymouth to Paddington service on April 27, 1948, in what was a 'pre-test' run for crew familiarisation purposes. DAVID MITCHELL COLLECTION



Above: Bulleid Merchant Navy Pacific No. 35018 *British India Line*, now owned by West Coast Railways chairman David Smith and a regular performer on main line charters, took part in the 1948 Locomotive Exchanges and in 1956 also became the first of the class to be rebuilt, being seen in its new guise at Exmouth Junction on May 11, 1956.



Above: GWR Saint 4-6-0 No. 2911 *Saint Agatha* enters Exeter St David's in the early 1930s with a mixed rake forming the 1.30pm Paddington to Penzance service.



Left: Pre-dating the Western Region diesel hydraulics seen elsewhere in the volume is Britain's first main line passenger diesel locomotive, LMS Co-Co No. 10000 is seen resting at Exmouth Junction on May 24, 1953, between working the 11am from Waterloo and the 4.56pm from Exeter Central. CHS OWEN

Another notable feature of St David's was that due to their different approaches to the station, B&E and LSWR trains bound for the same destination travelled in opposite directions.

Subsequent amalgamations meant that these two main lines were later operated by the Great Western and Southern railways, and both became iconic as holiday routes to Devon and Cornwall in their own ways, whether it was the Western route along the Devon Sea wall or the Southern's penetration of the more rural areas in the north of these counties, its network becoming known as 'The Withered Arm'.

In addition to the main lines, three branch line services started in Exeter, the LSWR's line to Exmouth and the GWR's Exe and Teign Valley routes, each with their own distinctive characteristics. The latter two routes closed in 1958 and 1963 respectively, but the rationalisation of the former Southern lines west of the city means that today there are two branch services to Barnstaple and Okehampton running from the city, the latter line reopening in 2021.

Exeter's Railways, a new book from Silver Link/Mortons, covers this history and gives details of operations on the bank, providing a comprehensive examination of passenger and freight services from the 19th century to the present day. It also looks at signalling and signalboxes, and the city's engine sheds, with

specimen allocation lists and a summary of the locomotives used – not only the usual types that operated the regular services, but also details of many rare visiting engines.

The narrative is supplemented by the recollections of several enthusiasts who observed operations in the city through the

20th century and is illustrated by more than 320 colour and black-and-white photographs, the majority of which have not been previously published.

This 224-page volume also includes a selection of maps, diagrams, and items of printed ephemera to complete the story. **HR**



Summer Saturday: A busy scene at Exeter St David's on August 9, 1958, sees Battle of Britain 4-6-2 No. 34061 73 Squadron heading the noon Ilfracombe to Waterloo train in platform three, GWR 4-6-0 No. 6012 *King Edward VI* passing through non-stop with the Down 'Cornish Riviera' and GWR 2-6-2T No. 4117, having just arrived with a stopping train from Taunton. PETER W GRAY

Backtracking Around: Plymouth, Looe, Liskeard, Three Stations for Bodmin, Wadebridge and Padstow

By Bernard Mills (softback, 160pp, £18.95, Pen & Ink Publishing, 34 New Street, Barbican, Plymouth PL1 2NA. Tel: 01752 705337 or visit www.chrisrobinson.co.uk. ISBN 978-1-916019-08-9)

THE fifth in Bernard's series about branch lines looks at southeast Cornwall and the westernmost extremity of the LSWR's 'Withered Arm' to Padstow. Many of the colour photographs were taken by the author half a century ago (and updated last year). Accompanied by informative captions, the volume is a superb record of an era that has sadly passed.

That the former country town of Bodmin was once served by three stations is in itself a fascinating part of West Country railway history. Indeed, the volume is essential reading for anyone interested in the Bodmin and Wenford Railway or taking a cycle ride down the Camel Trail.

REDISCOVERING LINES IN THE DELECTABLE DUCHY

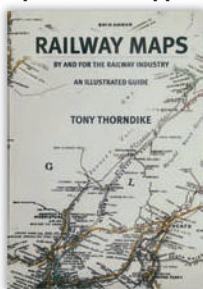


Railway Maps by and for the Railway Industry

By Tony Thorndike (softback, Golfapress, www.golfapress.co.uk, 60pp, £12.50, ISBN 978-1-739741-50-1)

HERE is a publication for the serious historian or cartographic specialist. While it contains 33 maps, its main purpose is as a catalogue detailing the maps that have been published over the years specifically for professional railway personnel but excluding those of railway routes and networks specifically produced for the public to inform and advertise.

From the earliest professional maps produced at the beginning of the railway era, particularly those published by John Airey and the Railway Clearing House, through to the modern railway atlases much loved by enthusiasts, and the highly-detailed Trackmaps, listed are the various publications produced over the years. Various editions of the different maps are tabulated, some of which are extremely rare and much sought-after by historians.



Working on Bulleid Pacifics

By Derek Phillips (hardback, 162pp, £28.95, Irwell Press. Tel: 01525 86188 or visit www.irwellpress.com. ISBN 978-1-911262-48-0)

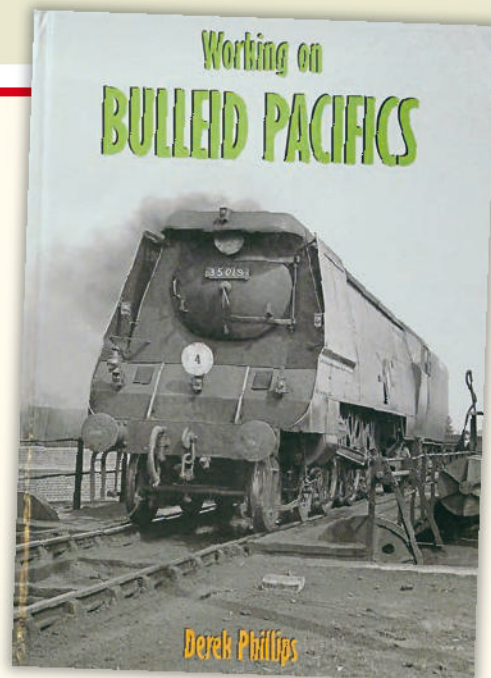
BULLEID Pacifics are back in the news this month – as if they have ever been out of it! Battle of Britain 4-6-2 No. 34072 257 Squadron is to be permanently based at the Spa Valley Railway, for long having been part of the furniture at the Swanage Railway, where sister No. 34070 *Manston* has just returned to steam after overhaul.

There is a fervent following for these magnificent machines, and the accounts in this volume comes from the iron horses' mouths, so to speak. The author, a former Southern Region fireman who was born in 1941, the year when the first Merchant Navy Pacific appeared, has collected the reminiscences of fellow footplate crewmen who also worked on the Bulleids, all of which offer fascinating and personal insights into the times when these machines ruled the sunny south.

Separate sections detail 17 sheds where Bulleids were based at various times.

A lavish collection of monochromatic archive pictures of these Pacifics in all these guises, from their construction at Brighton Works to the launch of restored No. 35006 *Peninsula & Oriental S.N. Co.* by Pete Waterman at the Gloucestershire Warwickshire Railway on May 16, 2016.

In his opening remarks, the author states that the Bulleid Pacific was a revolutionary design reflecting the brilliance of its creator, which left the British locomotive sector taken aback with the appearance of the pioneer No. 21C1 *Channel Packet* with its air-



EDITOR'S CHOICE

smoothed casing, looking to some as if it had arrived from outer space. It was the first steam locomotive in the UK to be equipped with electric lighting powered by a steam-driven generator, and the first Pacific to run on the Southern.

A volume is a refreshing insight built on the memories of those who were there.

A MUST-READ FOR SOUTHERN FANS

While this is not a publication for the average enthusiast, cartographers and historians should find invaluable information within its pages to whet their appetites and possibly point them in a new direction for their research. **RAILWAY CAROGRAPHERS' REFERENCE GUIDE**

Vintage Steam Calendar 2023

(Bahamas Locomotive Society, 11 Clark Spring Rise, Morley, Leeds LS27 7UT. Tel: 01535 690729 or email sales@ingrowloco.com. £7 plus £2 p&p; cheques payable to BL Trading Ltd)

COVERING 13 months rather than the usual 12, this ring-backed calendar draws on largely unpublished black-and-white images from the Eric Oldham, Martin Welch and Manchester Locomotive Society collections.

Every sale contributes toward keeping Jubilee No. 45596 running on the main line today. **NOSTALGIA EVERY DAY OF THE YEAR**



The Ivo Peters Collection: Volume 11 – Steam In 1963

DVD (Julian Peters, 2 Dark Lane, Steeple Ashton, Nr Trowbridge, Wiltshire BA14 6EY. Tel: 01380 871077. 53mins, £16.95)

HERE is another instalment from Ivo Peters' superb film archive. This volume covers 1963 and focuses on the south and west of England. This was the year of the Beeching Report, and many of the lines where Ivo Peters filmed were soon to disappear!

After the big freeze of the winter of 1963, highlights include LMS 'Silver Jubilee' on the Mendip Rail Tour and Gresley Pacifics *Mallard*, *Flying Scotsman* and *St Simon* in the West Country, together with the Cheddar Valley and Hayling Island lines.

Southampton Docks with SR 0-4-OT *Normandy* is just one of many fascinating stories covered by Ivo in that busy year.

As always, the quality of the colour film and sound is excellent



for its date, and the commentary by Peter Woods is first rate. There is also a map inside the DVD cover showing the majority of the lines filmed.

A very warm welcome for this latest volume, and it is strongly recommended by us here at *Heritage Railway*.

STEAM ERA 'TIME TRAVEL' DOESN'T GET ANY BETTER

SUBSCRIBE TODAY!
GREAT RATES SEE PAGE 30



BIG DVD SALE NOW ON

**Steam • Diesel • Electric • Cab Rides
Documentaries • Trams • Buses**

**Over 700 DVDs and Blu-rays
from only £9.95**

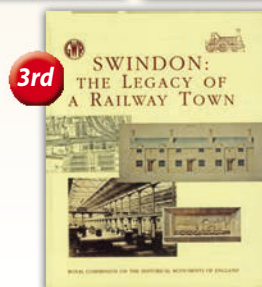
www.videoscene.co.uk

Sale: 27/12/22 to 31/01/23

Limited stock on some items

You can win super rail prizes

Fancy winning a lovely Hornby OO model, or enjoying a riveting railway read this new year? Here at Heritage Railway we've got some superb prizes which must be won... and all you have to do is find the words hidden in our grid...



On this page you'll see our wordsearch grid... while on the page opposite are 14 adverts.

On each of those adverts you'll notice one word is underlined... and each of those underlined words is sneakily hidden in this wordsearch grid!

Mark those answers on the grid – they could be written forwards, backwards, horizontally or vertically.

Once completed please send the answer form (photocopies are accepted) to Heritage Railway, Wordsearch Competition, Mortons Media Group Ltd, PO Box 99, Horncastle, Lincolnshire LN9 6JZ.

Closing date is February 17, 2023

Winners will be chosen at random and contacted.

Name: _____

Address: _____

Postcode: _____

Tel: _____

Email: _____

■ There are no cash alternatives available.
 The winners will be the first names drawn at random from those who answer the wordsearch correctly.
 Terms and conditions apply.
 To view the privacy policy of MMG Ltd (publisher of Heritage Railway) please visit www.mortons.co.uk/privacy

1ST PRIZE – Thanks to our friends at Hornby, the winner will receive this superb GBRf Co-Co Class 66 'Cambridge PSB' No.66733 in OO gauge. The first locos of the type entered service in 1998, and became a mainstay of the fleet.

2ND PRIZE – Two brilliant books – one is Steven Brindle's beautifully illustrated and highly entertaining publication Paddington Station, Its history and architecture. The second is Andrew Roden's The Duchesses, a highly readable book about Britain's most powerful steam locomotives.

3RD PRIZE – The authoritative Swindon: The legacy of a railway town.

O	R	N	S	H	B	A	C	S	B	T	U	N	T	G
S	T	Q	R	X	S	L	I	D	E	S	S	L	L	I
E	X	M	H	E	I	T	S	E	S	T	O	L	I	G
K	E	J	N	D	A	U	O	A	P	I	P	Z	Q	U
O	E	S	H	W	O	T	N	C	O	L	E	L	Y	L
R	M	E	D	I	C	A	L	C	K	P	N	L	F	I
I	N	E	C	A	C	S	I	E	E	I	I	A	E	A
E	C	A	T	N	I	O	N	S	S	S	N	R	M	W
C	P	N	Y	N	F	C	E	S	I	S	G	G	H	J
S	O	M	A	C	H	I	N	I	N	G	T	E	M	P
C	L	B	I	F	C	E	H	B	G	I	T	E	I	J
Z	G	S	I	E	R	T	N	L	J	D	P	S	G	T
G	B	G	W	M	L	Y	N	E	E	D	S	K	E	E
C	O	L	L	E	C	T	I	O	N	S	X	M	I	N
I	E	X	N	X	L	C	C	Y	A	S	N	T	P	I

AC Models
www.acmodelsastleigh.co.uk
 Open Mon, Tues, Thurs, Fri, Sat 10am-4pm.
 Closed Weds and Sunday
 ON-STREET PARKING OUTSIDE THE SHOP
 9 High Street, Eastleigh, Hants SO50 5LB • Tel: 02380 610100 • E: info@acmodelsastleigh.co.uk

Stockists of Bachmann, Graham Farish, Hornby, Peco, Scaletric and much more for all your modelling NEEDS
 Find us on Ebay ACModels 2 & Amazon ACModelsastleigh
NOW OPEN - NEW R/C DEPARTMENT
www.acmodelsastleigh.co.uk

Chanter BioMed Engineering **73** *1949 - 2022*

Celebrating 73 years of engineering excellence.

Boiler water & relief gauges plus a full range of spare parts.
 Most in stock, shipped same day.
 We also have a full manufacturing facility for bespoke parts.

Chanter Biomed Limited, 1 Hanworth Road, Bradford, BD12 0SG
 01274 414666 Web: www.chanterbiomed.co.uk Email: sales@chanterbiomed.co.uk

justaclickago
 specialist online auctions
www.justaclickago.co.uk

Railway photographs, slides and negatives
Now consigning for 2023 Auctions
 20th-26th February • 22nd-28th May
 21st-27th August • 20th-26th November
01509 890785
admin@justaclickago.com

TONYS TRAINS
 AT BARRY MODEL RAIL

New and Used Model Railways, Hornby, Bachmann, Mejan, Dapol, PECO, Oxford, Gauguemaster and more...
 Large selection of 2nd hand models.
 Mail order available, pre-orders welcome.

Open Tuesday to Saturday 10am - 5pm (4pm on Saturdays) Studio 4, The Locks, Millmoreton, Rugby CV21 4PP
 Tel: 01788 543442 Email: tonystains@outlook.com web: www.tonystainsofrugby.com
WE BUY YOUR MODEL TRAINS Good Prices Paid. Please Call to Arrange a Valuation

Orwell Model Railways
 Ipswich Model Railway Centre

48-52 Tomline Road, Ipswich, Suffolk IP3 8DB 01473 724578
 Opening times Monday to Friday 10am to 4pm, Saturday 10am to 5pm,
 with Late Night Opening until 6pm on Wednesday
enquiries@orwellmodelrailways.co.uk www.orwellmodelrailways.co.uk

JOIN RCTS Today
WWW.RCTS.ORG.UK
 The Society for all Rail Enthusiasts

LOST LINES OF WALES AND ENGLAND
 Order online www.graffeg.com
 or call 01554 824000
GRAFFEG

Trackside views, Victorian splendour, cosy charm, close to beaches, dog friendly, fully accessible, woodburning stove, countryside vistas, day trips by train, woodland walks... Which carriage will you choose?
Your Cornish Railholiday awaits!
 At Railholiday we've got something for everyone.
 Five carriages in two locations: St Germans, on the stunning Rame Peninsula and Hayle, in West Cornwall.
www.Railholiday.co.uk - 07776 261192
£50 off if you come by train. Short breaks available off-season.

Redcar Models & Hobbies
 130 High Street, Redcar, Cleveland - 1st Hour Parking Free

Stocking a wide range of '00' railways
 by Bachmann, Hornby, Peco and Gauguemaster
 Also Model Kits and Diecasts and all other modelling accessories
 Tel: 01642 494 912 Email: andrewnpaton@ntdworld.com

Do you have Private Medical Cover?
 Visit our website to see our Private Medical Plans
 Call today for a no obligation quote:
01423 799949
 or enquire online at: www.hmca.co.uk/hr

STEAMWAYS ENGINEERING LTD
LIVE STEAM LOCOMOTIVES
FROM 0 GAUGE TO 10 1/2" GAUGE

- BESPOKE PARTS MANUFACTURING
- STATIONARY AND MARINE ENGINES MANUFACTURED
- FULL PAINTING AND LINING SERVICE
- EC COMPLIANT BOILERS FOR SALE
- UNFINISHED MODELS COMPLETED

STEAMWAYS ENGINEERING LTD Dovecote House, Main Road, Malby Le Marsh, Alford, Lincs LN13 0JP
 Tel/Fax: 01507 206040 Email: info@steamwaysengineering.co.uk
www.steamwaysengineering.co.uk

RON LINES Tel: 02380 772 681 www.ronlines.com

Large stocks or pre-owned railways in store & on our website
 We also purchase your unwanted railways, whether it's a single item or collection, anything considered.

342 Shirley Road, Southampton SO15 3HJ
 OPEN MON - SAT 11am to 4pm

Self-catering holiday accommodation
THE OLD STATION
 The Old Station, Allerston, North Yorkshire
 This former station ticket office has been carefully renovated and converted into a spacious two bedroomed cottage, each with a walk-in shower.
 Lounge and dining area contains several restored period features. There is a wood burning stove in the original fireplace and underfloor heating throughout.
 Kitchen includes freezer, dishwasher and washer dryer.
Contact 01723 859024 • www.theoldstationallerston.co.uk

HERITAGE RAILWAY
 To advertise in **HERITAGE RAILWAY**
contact Craig 01507 529537
cames@mortons.co.uk

TRACK TALK

→ British steam is prized in Scandinavia

I am glad to have stirred things up and provoked a response to my article in issue 298 on the Swedish Railway museum.

People in the museum are fully aware of the important role these locomotives play in preservation, not only in Sweden but also the UK.

It is very interesting how Scandinavian railway museums have such a collection of early British locomotives. Norway and Finland are other examples.

Within the constraints of producing a six-page article on the museum, it is impossible to go into great detail about the complete collection. We did lead on all the British locomotives with the photographs and gave priority listing to them.

I must thank Mark Smithers (Star Letter, Platform, issue 299) for enlarging on and emphasising the importance of these locomotives.

John Titlow, email

→ The holly and the malachite

YOUR description of the Southern Railway green on the two Lynton and Barnstaple Railway replica locomotives shown on page 11 of *Heritage Railway* issue 299 is wrong – the locomotives are, in fact, in SR holly green, the colour used throughout Maunsell's tenure as Chief Mechanical Engineer until 1937. Malachite green did not appear until Bulleid took over. The Lynton and Barnstaple closed in 1935 so would have ever used only holly green malachite green.

Mike Johns, Taunton, Somerset



Like us facebook.com/heritagerrailway



Follow us @HeritageRailMag

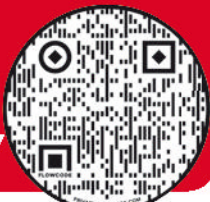


Connect with us heritage-railway-magazine

PRE-ORDER ISSUE 302

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

SCAN ME WITH YOUR PHONE CAMERA!



STAR LETTER

WONDERLAB: An interactive diversion from the core mission?

ROSE Mockford, lead interactive gallery curator at the National Railway Museum, in reply to Roger Backhouse (Star Letter, Platform, issue 298) largely reiterates comments made by Sir Peter Hendy, chairman of the NRM advisory board, in replying to Roger's earlier letter to *Model Engineer* magazine.

Sir Peter offers a justification for terminating the present locomotive heavy overhaul capacity at the National Railway Museum tentatively misrepresenting the history of the facility.

He further states that the forthcoming substantial capital expenditure at the museum will emphasise Wonderlab as an 'experience' designed to inspire young people to think like engineers; interactivity is the key to inspiring...

In writing to *Model Engineer*, I expressed the view that, based upon my own experience of museums of technology, the aspirations expressed for the interactive experience were misplaced and represented a diversion of limited resources away from the fundamental role that such museums should be performing.

No reply was received from Sir Peter Hendy, and Ms Mockford's letter fails to address the points raised by Roger and within my own correspondence. I therefore restate the questions:

1. In view of the investment of public funds involved in creating the Wonderlab experience, has a rigorous evaluation has been undertaken to assess the potential return to capital? Interactive displays intended to stimulate potential technologists, engineers, scientists etc. have been around for 50 years, sufficient to prove or disprove their efficacy. What objective measures have been employed to quantify their success in promoting sustained interest in technology?
2. Museums of technology including the NRM and its antecedents were established to preserve and conserve significant historic engineering artefacts for the enjoyment, edification and education of the general and specialist public. Until recently, this object-based function was considered a perfectly adequate *raison d'être*. The success of the A4 Great Gathering at the National Railway Museum in 2013, when visitor figures rose by 23% to a record 931,000, vindicates the physical object as the central attraction, while the widespread dismay expressed at the loss of workshop lends further support to the argument. Notwithstanding this, the NRM's collection remains under-exploited and deficient in interpretive development. Major areas of railway engineering enterprise, notably civil engineering

and the private sector railway industry, receive cursory treatment.

3. Assuming that Sir Peter Hendy's view is acceptable that the role of the museum should be to support the rail industry, inspiring young people to think like engineers, it seems reasonable to ask how many of the NRM's curatorial staff are experienced in the engineering professions or possess craft skills in wood or metal?

Equally valid, it seems to me, is the question of what proportion have academic or published credibility in the history of technology or in railway history – that is, possession of a relevant research degree, or are contributing members of the Newcomen Society, the internationally-recognised society for the history of technology, the Stephenson Locomotive Society or the Railway Correspondence and Travel Society?

I believe that without reference to its public, the NRM's management has decided redeploy scarce resources away from the main asset of the establishment towards the more questionable benefits of the Wonderlab. If Sir Peter or Ms Mockford disagrees, I would appreciate specific evidence-based replies to the questions I have raised.

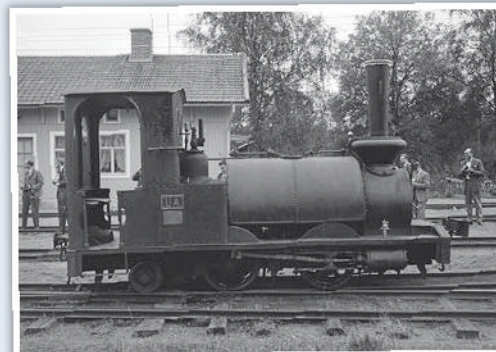
Dr Ron Fitzgerald, email

A Loughborough-built loco preserved in Sweden

ANOTHER 'find' in Sweden: this 2ft 11½ in gauge locomotive is preserved in Hagfors Railway Museum.

It is recorded to have been built as a 0-4-0ST, allegedly in 1874 by Hughes Locomotive and Tramway Engine Works of the Falcon Works, Loughborough, and rebuilt by 1900 with a cab, extended frames and a pony truck.

The smokebox, chimney and spark arrester would also appear to be rebuild items, as would the raised leading buffer beam. The family resemblance to the 3ft 6in gauge Frog and Toad of the Caldon Low quarries in Staffordshire is clearly there, although the coupled wheels appear to be proportionately a little larger, as evidenced by the splashers size. It would be lovely to restore the engine to original condition but therein lies a problem. The Caldon Low locomotives had smokeboxes apparently only slightly 'waisted in' and 'lift up' smokebox doors. The Swedish export has a much more 'waisted in' smokebox (probably extended on rebuilding), more akin to Corris Nos. 1-3, which were built with side-hinged doors. The smokebox shape



The Hughes 0-4-0ST now in Sweden's Hagfors Railway Museum.

on the loco at Hagfors suggests a side-hinged door as built, whereas its status as apparently the second oldest surviving Hughes product suggests a lift-up door. In the absence of any further evidence, I would lean towards the latter.

Mark Smithers, email



Lancashire and Yorkshire Railway 0-6-0ST No. 51241 and 0-6-0 No. 52322, both carrying BR black livery, as seen at the East Lancashire Railway's October 14-16 autumn gala. OWEN HAYWARD

Pre-Grouping must play a bigger part

ONE aspect shown by your feature 'Lancashire Glory Revisited' in issue 299 I found disturbing and disappointing.

It was supposed to be a celebration of the Lancashire and Yorkshire Railway, yet all the L&YR locomotives were in BR black.

Railway groups around the country are working miracles restoring pre-Grouping carriages to their original

condition, yet so many pre-Group and Big Four locomotives are turned out in BR liveries.

While there are notable exceptions, there is a definite trend towards our heritage railways looking just like each other, with a mish mash of anything with wheels they can get hold of, most of which is in BR liveries. Why would a visitor spend money at your railway

if they visited a line which looked the same the previous week? Pre-Grouping liveries on pre-Grouping locomotives provide not only appropriate haulage for the growing fleets of pre-Grouping carriages, but also greater individuality for heritage lines and a more memorable experience for the visiting public.

Chris Harris, email

Why this S&D 200 logo?

I AM A lifelong steam enthusiast and mechanical fitter, and I cannot understand the imagery of the Tees Valley Combined Authority's new Stockton and Darlington bicentenary logo.

I have passed it around my steam friends and family, and no one can explain the meaning of the tapered white lines or, more particularly, the green, red and white graph-like line.

We have all debated over this logo. If we are unable to fully understand it, what hope does the non-steam public have?

This logo should be encouraging people to get involved and interested, not confusing them – or are we the only ones who do not understand it? Could someone please explain this logo's message?

Colin Wheeler, Dartford



Right: The new Stockton and Darlington Bicentenary logo, as reported in issue 298. TEES VALLEY COMBINED AUTHORITY

Please steam Bridgnorth's Trevithick 200 Catch Me Who Can locomotive...

I WOULD like to make an appeal about a forgotten locomotive

The Trevithick 200 reconstruction of the Catch Me Who Can locomotive (the Science Museum stated it is a reconstruction and not a replica) stands uncovered on a siding at the end of Bridgnorth station.

It brings attention to steam and show how the railways progressed, as well as highlighting Bridgnorth's contribution to the development of railways.

I know it is not a Severn Valley Railway locomotive, but alone and forlorn, it sits opposite a railway workshop.

If only the SVR management realised what a jewel in the crown this locomotive is, particularly as the real one was built in the town in 1808. Put it under cover and make it work.

It cannot be good to leave any historic locomotive out in the elements, as this has been for quite a while. I believe the SVR would benefit having this locomotive steam on the line, even if just an exhibition locomotive.

Chris Magner, email

Silver Link smokebox 'plate' resurfaces on Scilly island

ONE of railwayana's long-lost treasures has emerged for the first time in 60 years.

A Gresley Society member, I tracked down what is possibly the most famous smokebox numberplate from the

first of the streamlined A4 locomotives, No. 60014 Silver Link, to St Mary's in the Isles of Scilly.

In ex-locomotive condition, it has not been seen since 1963 and has all the BR paperwork from Doncaster Works.

It has been with the same owner all of these years.

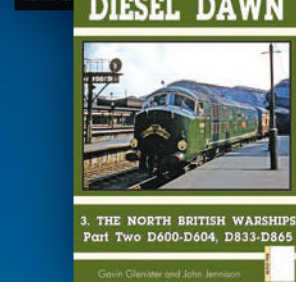
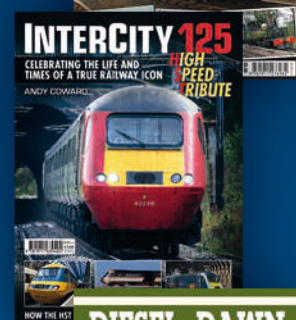
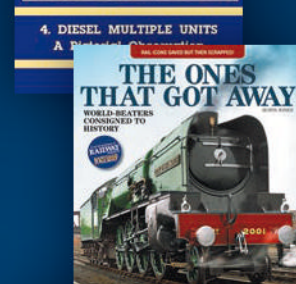
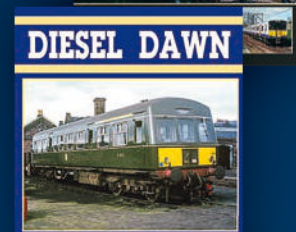
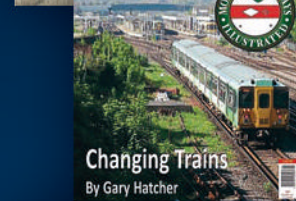
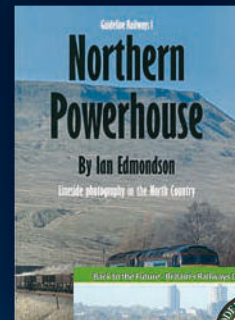
Stuart Pitchforth, Scarborough, North Yorkshire

Left: Stuart Pitchforth with the smokebox numberplate from A4 No. 60014 Silver Link. STUART PITCHFORTH



Great reads from £6.99!

132-page full colour, perfect bound bookazines



ORDER TODAY FROM CLASSIC MAGAZINES:
www.classicmagazines.co.uk/thebookshelf
CALL: 01507 529529
Also available at WHSmith

OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Amberley Museum

2ft gauge, ¼ mile. Arundel, West Sussex.
Tel: 01798 831370. Open: Weds, W/Es from Jan 14.

Bluebell Railway

Standard gauge, 11 miles. Sheffield Park, East Sussex TN22 2QL. Tel: 01825 720800.
Running: Dec 27-31, Jan 3-8 (Steamlights)
Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.

Reopens Spring 2023.

Chatham Historic Dockyard

Standard gauge, one mile. Chatham, Kent.
Tel: 01634 820800.

Reopens Feb 2023.

East Kent Railway

Standard gauge, two miles.
Shepherdswell, Kent. Tel: 01304 832042.

Open: TBA.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, ¼ mile.
Running: W/Es, Sch Hols until Jan 2.
Closed Dec 25.

Exbury Gardens & Steam Railway

12¼in gauge, 1½ miles. Exbury, Southampton. Tel: 023 8089 1203.

Reopens March 2023.

Hayling Light Railway

2ft gauge, one mile.
Hayling Island, Hants.
Tel: 07902 446340.

Running: Dec 27-31.

Hollycombe Steam in the Country

2ft gauge, 1½ miles. Liphook, Hants.

Tel: 01428 724900.

Reopens 2023.

Isle of Wight Steam Railway

Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.
Running: Dec 26, 27, Jan 1.

Kent & East Sussex Railway

Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.

Running: Dec 30 – Jan 2.

Lavender Line

Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.

Reopens 2023.

Mid-Hants Railway

Standard gauge, 10 miles.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: Dec 27-31, Jan 1, 6, 7. (Steam Illuminations)

Mizens Railway

7¼in gauge, one mile. Woking, Surrey.
Tel: 07962 400922. Reopens 2023.

Old Kiln Light Railway

2ft gauge, ¾ mile. Farnham, Surrey.
Reopens 2023.

Romney, Hythe & Dymchurch Railway

15in gauge, 13½ miles. New Romney, Kent.
Tel: 01797 362353.

Running: Dec 31, Jan 1.

Royal Victoria Railway

10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246.

Running: Dec 26-31, Jan 1, 7, 8.

Sittingbourne & Kemsley Light Railway

2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899.

Reopens 2023.

Spa Valley Railway

Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.

Running: Dec 31, Jan 1, 2. Winter Steam Up: Jan 7, 8.

Volk's Electric Railway

2ft 8½in gauge, one mile. Brighton.
Reopens 2023.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538.

Running: Dec 26, Jan 1.

Bodmin & Wenford Railway

Standard gauge, 6½ miles.
Bodmin, Cornwall.

Tel: 01208 73555.

Reopens 2023.

Bristol Harbour Railway

Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600.

M Shed Museum open Tues-Sun until Dec 31. Closed Dec 25.

Dartmouth Steam Railway

Standard gauge, seven miles.
Paignton, Devon.

Tel: 01803 555872.

Reopens 2023.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Reopens Easter 2023.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Reopens March 2023.

Gartell Light Railway

2ft gauge, one mile. Yenston,

Templecombe, Somerset.

Tel: 01963 370752.

Reopens Easter 2023.

Helston Railway

Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.

Reopens 2023.

Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile.
Newquay, Cornwall.

Tel: 01872 510317.

Open: Dec 28-Jan 1.

Launceston Steam Railway

1ft 11½in gauge, 2 ½ miles.
Launceston, Cornwall.

Tel: 01566 775665

Running: Reopens 2023.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.

Running: Dec 29-Jan 1.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: Dec 27-Jan 2. W/Es from Jan 7.

North Dorset Railway

Standard gauge, 1200ft. Shillingstone, Blandford Forum, Dorset.

Tel: 01258 860696.

Open: Weds, W/Es. Closed Dec 25.

Plym Valley Railway



GWR 1897-built Avonside 0-4-0ST No. 1340 Trojan in steam at Didcot Railway Centre on December 5 during the first weekend of Didcot Railway Centre's Steam into Christmas event, when it hauled the first train on the branch demonstration line. Didcot is holding steam days on January 1/2.



BR Standard 4MT 2-6-0 No. 76084 hauls the North Norfolk Railway's 'Norfolk Lights Express' through Weybourne station on December 1. The service, which passes stunning lineside displays, and with new dioramas added this year, will operate every day from December 27 until January 2. Advance booking is essential at www.nnrailway.co.uk/2022-the-norfolk-lights-express or on 01263 820800. STEVE ALLEN/NNR

Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078.

Running: Dec 31, Jan 1.

Seaton Tramway

2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.

Running: Dec 27-Jan 2.

Somerset & Dorset Railway

Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY.

Tel: 01761 411221

Running: Jan 1.

South Devon Railway

Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370.

Running: Dec 26-29, Jan 2. Steam Gala: Dec 30-Jan 1.

Swanage Railway

Standard gauge, six miles. Swanage, Dorset. Tel: 01793 771615.

Running: Dec 27-Jan 2 + Jan 7, 8.

Swindon & Cricklade Railway

Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615.

Running: Jan 1, 2.

West Somerset Railway

Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.

Running: Dec 27-31 (Winterlights).

Yeovil Railway Centre

Standard gauge, ¾ mile. Yeovil Junction

station, Somerset. Tel: 01935 410420.

Reopens 2023.

EAST ANGLIA

Bressingham Steam Museum

Narrow and standard gauge, one mile. Diss, Norfolk. Tel: 01379 686900.

Reopens 2023.

Bure Valley Railway

15in gauge, nine miles. Aylsham, Norfolk. Tel: 01263 733858.

Running: Dec 27-Jan 3.

Colne Valley Railway

Standard gauge, ¾ mile. Castle Hedingham, Essex. Tel: 01787 461174.

Running: Dec 28, 29.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: Weds, W/Es. Closed Dec 25

Running: Jan 1.

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.

Reopens 2023.

Mid-Norfolk Railway

Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.

Reopens 2023.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.

Running: Jan 1.

Nene Valley Railway

Standard gauge, 7½ miles. Wansford, Peterborough, Cambs. Tel: 01780 784444.

Running: Dec 31.

North Norfolk Railway

Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.

Running: Dec 27-Jan 2.

Wells & Walsingham Railway

10¼in gauge, four miles. Wells-next-the-Sea, Norfolk. Tel: 01328 711630.

Reopens Feb 2023.

Whitwell & Reepham Railway

Standard gauge, ¼ mile. Reepham, Norfolk. Tel: 01603 871694.

Open: Tues-Suns. Running: Diesel W/Es, steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile.

Quainton Road, Bucks. Tel: 01296 655720

Cafe open Mon-Fri. Running: TBA.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.

Chinnor, Oxon. Tel: 07979 055366

Running: Dec 28, 29, Jan 1.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon. Tel: 01491 835067

Reopens 2023.

Didcot Railway Centre

Standard gauge. Didcot, Oxon. Tel: 01235 817200.

Open: W/Es from Jan 7.

Running: Jan 1, 2.

Epping Ongar Railway

Standard gauge, six miles.

Ongar, Essex. Tel: 01277 365200.

Running: Dec 28-Jan 2, Jan 6-8, 13-15 (Light Trains).

Great Whipsnade Railway

2ft 6in gauge. Whipsnade Zoo, Dunstable. Tel: 0344 225 1826.

Running: Reopens 2023.

Hampton & Kempton Waterworks Railway

2ft gauge. Hanworth, Middlesex.

Tel: 01932 212235.

Reopens 2023.

Leighton Buzzard Railway

2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888

Running: Dec 27-29.

London Museum of Water & Steam

2ft gauge, 400 yards. Brentford, London. Tel: 0208 568 4757.

Open: Thurs-Suns from Dec 31.

MIDLANDS

Abbey Pumping Station

2ft gauge, ¼ mile. Corporation Road, Leicester, LE4 5PX. Tel: 0116 299 5111.

Reopens Feb 2023.

Amerton Railway

2ft gauge, one mile. Stowe-by-Chartley, Staffs.

Tel: 01889 271337.

Reopens 2023.

Apedale Valley Railway

2ft gauge, ½ mile.

Apedale, Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: Dec 27.

Barrow Hill Roundhouse

Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.

Reopens March 2023.

Battlefield Line

Standard gauge, five miles.

Shackerstone, Leics. Tel: 01827 880754.

Running: Dec 28-Jan 2.

Cambrian Heritage Railways

Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys). Oswestry and Llynclys, Shropshire. Tel: 01691 728131.

Reopens 2023.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Reopens 2023.

Churnet Valley Railway

Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.

Reopens 2023.

Crich Tramway Village

Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321

Reopens March 2023.

Dean Forest Railway

Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.

Running: Dec 27, 29, 31, Jan 1.

Ecclesbourne Valley Railway

Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.

Reopens 2023.

Echills Wood Railway

7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.

Reopens 2023.

Evesham Vale Railway

15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.

Running: Dec 27-31.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge, Staffs.

Tel: 01782 396210.

Reopens 2023.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.

Running: Dec 27-Jan 2.

Great Central Railway

Standard gauge, eight miles. Loughborough, Leics LE11 1RW. Tel: 01509 632323.

www.gcrailway.co.uk

Running: Dec 26-29, 31-Jan 2. Steam Gala: Jan 27-29.

Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.

Reopens 2023.

Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.

Running: Jan 1.

Northamptonshire Ironstone Railway

Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.

Running: Reopens 2023.

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.

Reopens 2023.

Perrygrove Railway

15in gauge. B4228, Coleford, Gloucestershire.

Tel: 01594 834991.

Reopens 2023.



Diminutive and distinctive: Par Docks Bagnall 0-4-0ST No. 2572 of 1934 *Judy* was steamed on November 17 following its overhaul at its Bodmin and Wenford Railway home, where it was afterwards used for steam heating the stationary Santa train in Platform 2 at Bodmin General. It will feature on brake van rides in 2023. JIMMY JAMES/BWR

Railway Museums

Beamish

The Living Museum of the North, County Durham. Open: Dec 27-Jan 8. W/Es from Jan 14

Tel: 0191 370 4000.

Coleford GWR Museum

Coleford, Gloucestershire.

Open: Fris, Sats from Jan 6.

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.

Reopens 2023.

Tel: 01270 212130.

Donegal Railway Heritage Centre

Donegal. Reopens 2023.

Tel: 00353 (0) 749722655.

Head of Steam

North Road Station, Darlington.

Open: Weds-Suns. Closed Dec 25, Jan 1

Tel: 01325 405060.

Irchester Narrow Gauge Railway Museum

Irchester, Northamptonshire.

Open: Suns. Closed Dec 25.

Tel: 01604 675368.

Leeds Industrial Museum

Armley Mills, Leeds.

Open: Tues-Suns. Closed Dec 25.

Tel: 0113 378 2097.

Locomotion: The National Railway Museum, Shildon

Co Durham.

Open: Weds-Suns. Closed Dec 24-26.

Tel: 033 0058 0058.

London Transport Museum

Covent Garden.

Open: Daily. Closed Dec 24-26.

Tel: 0343 222 5000.

Manchester Museum of Science & Industry

Castlefield, Manchester.

Open: Daily. Closed Dec 24-26, Jan 1.

Tel: 033 0058 0058.

National Railway Museum

Leeman Road, York.

Open: Weds-Suns. Closed Dec 24-26.

Tel: 033 0058 0058.

Penrhyn Castle & Railway Museum

Bangor, Gwynedd.

Open: W/Es.

Tel: 01258 353084.

Rail Story

Ingrow, West Yorks.

Open: Carriage Works daily, Engine Shed

Tues-Suns. Closed Dec 25.

Tel: 01535 690739 or 01535 680425.

Railworld Wildlife Haven

Peterborough.

Reopens 2023.

Tel: 01733 344420.

Riverside Museum

Glasgow.

Open: Daily. Closed Dec 25.

Tel: 0141 287 2720.

STEAM – Museum of the GWR

Swindon.

Open: Daily. Closed Dec 25, Jan 1.

Tel: 01793 466637.

Tiverton Museum

Tiverton, Devon.

Open: Tues-Sats from Jan 3.

Tel: 01884 256295.

West Cumberland Railway Museum

St Bees, Cumbria.

Open one week per month or by appointment for special interest groups – contact petergrooke@btinternet.com

Ulster Folk & Transport Museum

Cultra, Co. Down.

Open: Tues-Suns. Closed Dec 25.

Tel: +44 (0)28 9042 8428.



In its as-built form minus Polar Express modifications, WR 4-6-0 No. 7820 *Dinmore Manor* heads through Stretchford with a South Devon Railway service. R SHERWOOD/SDR

Two guests and three locomotives for South Devon's winter steam gala

THREE locomotives – including two guests – will be in action during the South Devon Railway's December 30 to January 1 winter steam gala.

Gloucestershire Warwickshire Railway-based WR 4-6-0 No. 7820 *Dinmore Manor*, which has been masquerading as Polar Express locomotive No. 1225, complete with US-style cowcatcher

and headlight, will be returned to its BR outline and livery and will haul trains throughout the gala.

It will be joined by Ivatt 2MT 2-6-2T No 41312, which was once based at Barnstaple Junction during its Southern Region days. They will run alongside home-based GWR 0-6-0PT No. 6430.

The gala comes after a busy Christmas period, with record ticket sales for the Polar Express. Tickets can be pre-booked at www.southdevonrailway.co.uk

The line will also be open with a three-train daily service between Boxing Day and December 29.

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 31.

Rushden Transport Museum & Railway

Standard gauge, ½ mile. Rushden, Northants.

Tel 0300 3023 150.

Reopens 2023.

Severn Valley Railway

Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Running: Dec 26-Jan 2.

Statfold Barn Railway

2ft gauge, one mile. Tamworth, Staffs B79 0BU.

Tel: 01827 830389.

Reopens April 2023.

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.

Reopens Easter 2023.

Toddington Narrow Gauge Railway

2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.

Reopens Easter 2023.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles. Bury, Lancs. Tel: 0333 320 2830.

Running: Dec 26, 27, 31, Jan 1, 2.

Eden Valley Railway

Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.

Reopens Easter 2023.

Great Laxey Mine Railway

19in gauge, ¼ mile.

Laxey, Isle of Man.

Tel: 01624 862007/670386.

Reopens 2023.

Groudle Glen Railway

2ft gauge, ¾ mile.

Isle of Man. Tel: 01624 670453.

Running: Dec 26.

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.

Reopens March 2023.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

Near Ulverston, Cumbria.

Tel: 01539 531594.

Reopens Feb 2023.

Manx Electric Railway and Snaefell Mountain Railway

3ft gauge, 17 miles (MER), 5½ miles (SMR). Douglas, Isle of Man.

Tel: 01624 697473.

Reopens March 2023.

Ravenglass & Eskdale Railway

15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.

Running: Dec 26-Jan 1.

Ribble Steam Railway

Standard gauge, 1½ miles. Preston, Lancs. Tel: 01772 728800.

Reopens 2023.

South Tynedale Railway

2ft gauge, 4¾ miles. Alston, Cumbria. Tel: 01434 338212.

Reopens 2023.

Stainmore Railway

Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.

Open: Suns. Closed Dec 25

Threlkeld Quarry & Mining Museum

2ft gauge, ½ mile. Threlkeld, Cumbria. Tel: 01768 779747.

Open: Reopens April 2023.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs. Tel: 01772 815881.

Running: Reopens 2023.

NORTH EAST

Aln Valley Railway

Standard gauge, 1½ miles. Alnwick, Northumberland. Tel: 0300 030 3311.

Running: Dec 27-29.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.

Tel: 07889 297271.

Running: Jan 14, 21.

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.

Reopens 2023.

Derwent Valley Light Railway

Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.

Reopens 2023.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks. Tel: 01756 795189.

Reopens March 2023.

Heatherslaw Light Railway

15in gauge, two miles.

Ford Forge, Northumberland.

Tel: 01890 820244.

Reopens 2023.

Keighley & Worth Valley Railway

Standard gauge, five miles.

Haworth, West Yorks, BD22 8NJ.

Tel: 01535 645214.

Running: Dec 26-Jan 2. W/Es from Jan 7.

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.

Reopens 2023.



The North Yorkshire Moors Railway has launched its hugely popular Pullman Dining services for 2023, beginning on March 30. It includes a 50th anniversary Pullman menu to mark its golden anniversary between April 27 and May 7. Departing from Grosmont, the service centres around the line's luxurious restored Pullman dining cars. Guests can upgrade to private coupe seating. Prices start at £72.50 per person. To book, visit www.nymr.co.uk/pullman-dining. Pictured is BR Standard 9F 2-10-0 No. 92134 heading a dining train though the heather-clad moors on June 6, 2022. CHARLOTTE GRAHAM/NYMR

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds. Tel: 0845 680 1758.

Running: Jan 1.

North Tyneside Railway

Standard gauge, two miles. North Shields.
Tel: 0191 277 7135.

Running: Dec 26, 30, 31.

North Yorkshire Moors Railway

Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.
Reopens March 2023.

Scarborough North Bay Railway

20in gauge, ¾ mile. Scarborough, North Yorks. Tel: 01723 368791.

Running: Dec 26-Jan 2.

Tanfield Railway

Standard gauge, three miles. Near Gateshead, Tyne & Wear.
Tel: 07508 092365.

Running: Dec 26, 27.

Weardale Railway

Standard gauge, 18 miles.
Stanhope, Co. Durham.
Reopens 2023.

Wensleydale Railway

Standard gauge, 22 miles. Leeming Bar, North Yorkshire.
Tel: 01677 425805.

Running: Dec 27, 28.

Whistlestop Valley Railway (Kirklees)

15in gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.

Reopens Feb 2023.

Yorkshire Wolds Railway

Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
Reopens April 2023.

WALES

Bala Lake Railway

2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
Reopens 2023.

Barry Tourist Railway

Standard gauge, two miles. Barry, Vale of Glamorgan. Tel: 01446 748816.

Running: Closed UFN.

Brecon Mountain Railway

1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan.
Tel: 01685 722988.

Reopens 2023.

Conwy Valley Railway Museum

7¼in and 15in gauge, ¾ mile. Betws-y-Coed station, Conwy. Tel: 01690 710568.

Open: Daily. Closed Dec 25.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, near Machynlleth. Tel: 01654 761701.
Reopens 2023.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Reopens Feb 2023.

Ffestiniog Railway

2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Dec 28-Jan 2.

Gwili Railway

Standard gauge, four miles. Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: Dec 29, 30.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Reopens Feb 2023.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile. Cynheidre, Carmarthenshire.
Tel: 07956 082305.

Reopens 2023.

Llangollen Railway

Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.

Running: Dec 27-29.

Pontypool & Blaenavon Railway

Standard gauge, 3½ miles.

Blaenavon, Torfaen. Tel: 01495 792263.

Reopens 2023.

Rhyl Miniature Railway

15in gauge. Rhyl, North Wales.
Tel: 01352 759109.

Reopens 2023.

Snowdon Mountain Railway

800mm gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
Reopens 2023.

Talyllyn Railway

2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd. Tel: 01654 710472.

Running: Dec 26-Jan 2.

Teifi Valley Railway

2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 5TD.
Tel: 01559 371077.

Running: Reopens 2023.

Vale of Rheidol Railway

1ft 11¾in gauge, 12 miles. Aberystwyth, Ceredigion. Tel: 01970 625819.

Reopens March 2023.

Welsh Highland Heritage Railway

2ft gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.

Reopens 2023.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.

Running: Dec 28-Jan 1.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441.

Running: Dec 28-30.

SCOTLAND

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West

Lothian. Tel: 01506 825855.

Running: Dec 29-31, Jan 2, 3.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.

Reopens 2023.

Doon Valley Railway

Standard gauge.
Dunaskin, Ayrshire.

Running: Reopens 2023.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire. Tel: 01340 821181.

Reopens 2023.

Lathalmond Railway Museum

Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.
Tel: 07379 914801.

Reopens 2023.

Leadhills & Wanlockhead Railway

2ft gauge, ¾ mile. Leadhills, South Lanarkshire. Running: Suns.

Royal Deeside Railway

Standard gauge, 1¼ miles. Banchory, Kincardineshire. Tel: 01330 844416.

Reopens 2023.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.

Running: Dec 27-31.

IRELAND

Downpatrick & County Down Railway

5ft 3in gauge. Downpatrick, Co. Down.
Tel: 028 4461 5779.

Running: Jan 7.

Railway Preservation Society of Ireland

5ft 3in gauge. Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.

Museum Reopens 2023.

The details in this list were correct at the time of going to press. We strongly advise that you confirm details with the venue concerned. Pre-booking is often essential. TBA = To Be Announced



STAY A WHILE

RAILWAY RETREATS

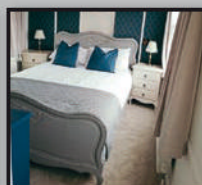
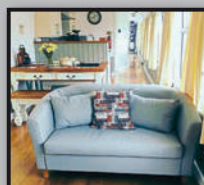
www.railwayretreats.co.uk

Tel: 01797 253850

Email: bookings@railwayretreats.co.uk



First-Class Self Catering Holiday Accommodation



MK1 Plum & Custard

- Sleeps 6 • Two double bedrooms • Bunk bedroom • Family bathroom
- En-suite bathroom • Open plan lounge and dining area
- Full kitchen with everything you need.

The carriage also offers you the best view of the station, surrounding countryside and golden sunsets from the elevated glass balcony.

Guns & Roses Ammunition Wagon (Sleeps 2+2)

- Double bedroom • Sofa bed • Shower room/WC • Microwave • Fridge
- Barbecue • Individual garden • Fully insulated • Double glazed and heated with great views of the station platform.

GWR TOAD Brake Van (Sleeps 2)

- Fitted kitchen/dining area • Double bedroom • Freesat TV
 - En suite shower room/WC • Fully insulated • Double glazed and heated
- The fully glazed kitchen and balcony providing panoramic views of the station platform and Rother Valley.

All our carriages are situated on the beautiful Kent and East Sussex border within Northiam railway station, a working heritage station.

You don't even need to leave the carriage to get the full railway experience as the steam trains will pull up at the station just 20ft away!

SHED & BURIED

TAKE PART!

Henry and friends are back on the hunt for sheds full of automotive gear and trinketry for the new series of Shed & Buried...

Does your shed fit the bill? Email info@hcaentertainment.com, with the subject line : HERITAGE

Applicants must be 18+

RAILWAY MAGAZINES YOU'LL LOVE GREAT OFFERS AVAILABLE ACROSS THE RANGE



SUBSCRIBE TODAY AND SAVE UP TO 29%

VISIT: WWW.CLASSICMAGAZINES.CO.UK/RAILWAY22
CALL: 01507 529529 QUOTE: RAILWAY22

FFESTINIOG/WHR

Penrhyndeudraeth near Porthmadog

Bungalow, sleeps 4, GCH, superb views,
FREE WIFI, available all year.
Ffestiniog trains pass below. No pets.

Tel: 01766 770740

Email: alanmaureenpye@gmail.com

ISLE OF MAN



THE WELBECK HOTEL

Hotel • Apartments • Restaurant

Moore Drive, Off Central Promenade, Douglas
ISLE OF MAN IM2 4LF

Tel: +44 (0)1624 675663

Email: mail@welbeckhotel.com

www.welbeckhotel.com

No. 1
on Trip
Advisor

NORTH YORK MOORS



HUNGATE COTTAGES

11 highly individual self catering cottages
set in peaceful gardens, a short walk to
Pickering Railway Station, the starting point
of the North Yorkshire Moors Railway.

Tel 01751 476382 • Mob 07876 404152

Book online at hungatecottages.co.uk

HERITAGE RAILWAY

Advert booking deadline
for the next issue is
Thursday 5th January
- please call Craig on
01507 529537
or email
camess@mortons.co.uk

WEST SOMERSET

BLUE ANCHOR WEST SOMERSET RAILWAY



Traditional
Great Western
camping coach.

Updated to comfortable modern standards.
Sleeps 6. Right by station, yards from beach,
steam trains running by...

www.britishrailholidays.co.uk
or call 07850 741628

KENT & EAST SUSSEX

RAILWAY RETREATS



MK1 Plum & Custard Sleeps 6

- Two double bedrooms • Bunk bedroom
- Family bathroom
- En-suite bathroom
- Open plan lounge and dining area
- Full kitchen with everything you need

The carriage also offers you a great view of the
station, surrounding countryside and golden sunsets from the
elevated glass balcony.



ICI Salt Van Sleeps 3

- En-Suite Shower Room
- Double glazed • Fridge • BBQ
- Individual Private Garden and Outdoor seating overlooking
the railway and surrounding Rother Valley.

www.railwayretreats.co.uk

Tel: 07494 520867 / 01797 253850 • Email: bookings@railwayretreats.co.uk



GWR TOAD Brake Van Sleeps 2

- Fitted kitchen/dining area
- Double bedroom
- Free Sat TV
- En suite shower room/WC
- Double glazed

The full fitted kitchen and balcony providing panoramic views
of the station platform and Rother Valley



Guns & Roses Ammunition Wagon

Sleeps 2+2

- Double bedroom • Sofa bed • Shower room/WC
- Microwave • Fridge
- Barbecue • Individual garden
- Double glazed with great views of the station platform.



Emerald Express Sleeps 5

- Two bedrooms
- Family Shower Room
- Full Kitchen
- Open Plan Lounge and
dining area
- Elevated Balcony giving
a great view of the K&ESR

CLASSIFIED

EXPRESS GOODS

Contact Craig Amess on 01507 529537 • camess@mortons.co.uk

ACCOMMODATION

RAILWAY STATION COTTAGES

Seeking some railway nostalgia on your next holiday?
Choose from over 60 self-catering stations, carriages & cottages.

www.RailwayStationCottages.co.uk

Property-owners – advertising your holiday property costs as little as £55 per year, with no commission fees.

enquiries@railwaystationcottages.co.uk • 01670 791564

AUCTIONS



Thirsk Railwayana Auctions

SALE OF RAILWAYANA & COLLECTORS ITEMS

NEXT SALE: 13th to 16th January 2023

TIMED INTERNET AUCTION ONLY

Over 800 Lots

Viewing Wednesday 11th to Friday 13th January. Strictly by appointment.

Full details at www.thirskmarket.co.uk or tel 07730 765569

BOOKS



Martin Bott

Bookdealers Limited

@Treasure Chest Books - Felixstowe

Railway & Transport Books

As one of the UK's leading dealers in quality secondhand & antiquarian transport and related books, we are always interested in buying good quality collections – books, timetables, ephemera, photos, slides, negatives, posters etc., relating to Railways/Trams/Buses/Lorries/Shipping/Aviation.

UK, Irish & Overseas
(including foreign language titles).

We pay the top prices for quality material, will collect UK wide, and no collection is too big for us!

We have around 15,000 transport books in stock, many of which can be seen at our shop in Felixstowe (along with 30,000 other books).

61 Cobbold Road, Felixstowe IP11 7BH

www.bottbooks.com

e: bottbooks@btinternet.com t: 01394 270717

BOOKS

NICK TOZER

RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD

Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ

Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

web: www.railwaybook.com email: nick@railwaybook.com

Relocated to new premises in Matlock, visitors are welcome.
Please call or email in advance before travelling.

BILL HUDSON TRANSPORT BOOKS

FAMILY RUN BUSINESS SELLING NEW AND SECOND HAND RAILWAY BOOKS

To view our stock please call or email in advance

www.billhudsontransportbooks.co.uk Call: 07921 833469

Published 10 December

WATERCRESS LINE

MID-WANTS RAILWAY

PRESTON TO LANCASTER
LIVERPOOL TO RUNCORN
NEWMARKET TO HAUGHLEY AND LAXFIELD

Albums £18.95 + P&P **MAIL ORDER**

www.middletonpress.co.uk

128A Cameldale Road,
Cameldale, Haslemere, Surrey GU27 3RJ
T: 01730 813169 E: sales@middletonpress.co.uk

THE MOST UP-TO-DATE
COVERAGE OF STEAM ERA
PRESERVATION...EVERY ISSUE

**SUBSCRIBE
or RENEW...**

classicmagazines.co.uk

01507 529529

PAGES 30 & 31

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- ◆ Extremely cost effective
- ◆ Workshops/Garaging/Storage
- ◆ Widths from 20ft to 70ft
- ◆ Unlimited Lengths
- ◆ Buildings to BS 5950
- ◆ Finance available



Tel:

01709 578333



BLUELINE BUILDINGS LIMITED

e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

HERITAGE RAILWAY

THE ONLY LATE PRESERVATION NEWS MAGAZINE

To advertise contact Craig

01507 529537

camess@mortons.co.uk

ENGINEERING



Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

For assistance please call us on: 0121 568 7575
Email: sales@jones-springs.co.uk

JONES SPRINGS (ENGINEERING) LTD.

Gladstone Street, Darlaston West Midlands WS10 8BE
T: 0121 568 7575 F: 0121 568 7692
E: sales@jones-springs.co.uk
www.jones-springs.co.uk

Reg. in England - Company No. 00520744

THE RAILWAY HUB

The Railway Hub is a central point for all rail news past and present from
The Railway Magazine, Heritage Railway, Rail Express, Steam Days and Railways Illustrated

Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

Includes a **FREE** easy to use app for on-the-go access



STEAM | DIESEL | ELECTRIC | MODELLING

www.therailwayhub.co.uk

EVENTS

BURTON RAILWAY COLLECTORS FAIR

Saturday February 11th 2023

BURTON-ON-TRENT TOWN HALL

Burton-on-Trent DE14 2EB

10.30am-3.30pm

5 minutes walk from Railway Station

The Premier event for Railway Books, ephemera, Rails, Postcards, Magazines, Maps, Models, Tickets etc. Many leading dealers and private traders in attendance. Lots on offer for every collector. Parking ~ Refreshments.

Organisers: Rod Ash and James Hudson
Enquiries/Staff Bookings: James Hudson 07921 833468
www.tobaz.co.uk

FOR SALE

MANUFACTURERS OF HIGH QUALITY
PROCAST RAILWAY REPRODUCTIONS
IN BRASS AND ALUMINIUM
THE RANGE INCLUDES:-
Steam Locomotives
Locomotives, train headboards, building plates, shed plates, smoke box number plates and many more.
For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

www.phototransport.com

Quality Photographs of Railways, Ships and Aircraft

Please send £3.95 for our list/sample print. Please state which list you require (cheques payable) to:- MR D SMITH, 2 Brian Way, St. John's Road, Clacton-On-Sea, Essex CO16 8LR

10% off orders over £50 (exc. P&P)

DIGITAL DOWNLOADS NOW AVAILABLE

If you're looking for a good home for your treasured pictures then please email us mail@phototransport.com or write to us at the above address.

HERITAGE RAILWAY

RAILWAYANA

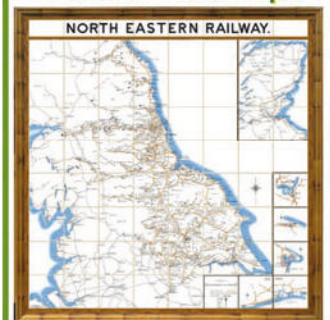
BARRY JONES

Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.

Model railway items always sought.
28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

MAPS/GUIDES

The NER Tiled Maps



Handcrafted again by their original manufacturers

Full, threequarter and half sizes are now available from

The North Eastern Tile Company
4 Foundry Cottages, Wreton, Pickering, YO18 8PF
01751 477216
www.northeastertilecompany.co.uk

RESTORATION

Supergears

part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Blotting, Sewing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 8 • Nine Trees Trading Estate
Morthen Road • Thurgot
Rotherham S68 9JG
Telephone 01708 708313
Fax 01708 701242
email info@swallownestgroup.com

www.swallownestgroup.com

SERVICES

HAWKINS INSPECTION SERVICES LTD

- Boiler inspections carried out to current regulations
- Annual inspections
- Repairs assessed & overseen
- AIBI Member
- Specialist in heritage plant, rivetted boilers, loco type boilers, air receivers workshop & loco
- Modern plant also catered for

T: 01243 554623 M: 07872 903401
www.boiler-inspector.co.uk
office@boiler-inspector.co.uk

WANTED

Railway Lamps
Original Specifications
Repairs & Bespoke Design
New build or refurb, eg Midland, GWR or any new lamp from photos. Brackets and columns etc.
01484 456 456
email: 456@maheheritage.com
www.gaslamps.co.uk

WANTED Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email staff writer Owen Hayward at ohayward@mortons.co.uk

York's railway heritage – a smaller view

By Sally Clifford

YORK is clearly very well connected when it comes to railway heritage.

Already a renowned home of locomotive history thanks to the National Railway Museum, The Grand, a luxury hotel at the city's heart, was built as the North Eastern Railway's headquarters, and York is currently vying to become the HQ of Great British Railways.

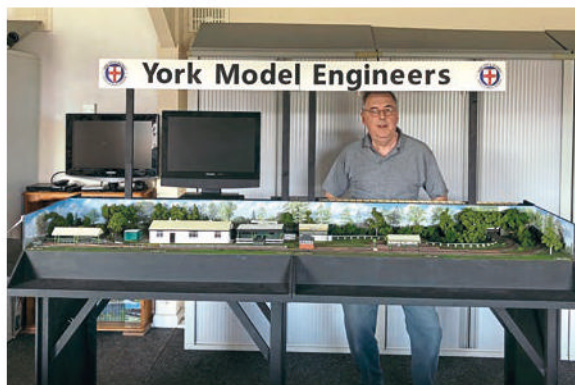
These are significant nods to the important part the railways played in York's development and future progression, and also the pleasurable pastime it continues to provide to hobbyists, creating memories in miniature.

Located in Dringhouses, York, The York City and District Society of Model Engineers was founded in the 1920s. Meetings were initially held in various locations until after the end of the Second World War, when farmland was rented in Stockton Lane to build a raised track circuit. The track was made and assembled in the LNER workshops and the rails created in York Carriage Works.

Eventually, the club purchased an old section of railway sidings at Dringhouses next to the East Coast Main Line in the 1980s. Sections of the original LNER-built track were recycled and incorporated into the current site.

Creative membership

Today the club has a thriving membership of more than 150, whose combined knowledge and expertise in all manner of professions, including



Dave Foster with his N and Z gauge replica of the York City and District Society of Model Engineers site. SALLY CLIFFORD

the airline industry, has led to some impressive creations.

"There are many people who want to pursue their hobby and make things," said the club's former vice chairman and member, Richard Gibbon OBE.

"It brings enormous pleasure and satisfaction."

Richard, former head of engineering at the NRM, is currently working on his 15th model loco – a prototype of an 1883 French Corpet Louvet, which spent its working life in a Spanish coal mine.

The prototype of his first model steam locomotive, Beyer Peacock 2-4-0T No. 1 *Sutherland*, ran in the Isle of Man in 1873, and since 2020 has been on static display in the Isle of Man Railway Museum at Port Erin. Richard has also created a Leeds-type steam crane and a Kerr Stuart Wren 0-4-0ST.



Richard Gibbon OBE with his current project, a replica model of the French Corpet Louvet locomotive of 1883. RICHARD GIBBON

Fellow member Bob Lovett bought a 5in gauge brake van at auction some years ago. He retained the chassis and wheels but overhauled the rest, including the intricate interior, to create an almost replica of the Midland Railway No. 860 taking inspiration from the original at the Middleton Railway in Leeds.

"A lot of the detail is similar, but it isn't identical," said Bob, who has also rebuilt a 5in gauge railmotor, a simple 0-4-0 live steam locomotive in Southern Railway livery, along with four freight wagons.

His most unusual creations are the miniature bottled locomotives. He created a Class 08 diesel shunter and brake van, complete with passengers waiting on the platform, for himself and another as a gift for fellow club member Dave Foster.

Dave, who was head of quality for Westinghouse, which became Siemens Rail Automation, joined the club in 2015 after retiring.

Site replica

During this time, he has completed some pretty impressive builds, including a model replica of the York Model Engineers 4.5-acre site featuring 16mm garden railways, and there are future plans for 45mm and locomotives ranging from 2½ to 7¼in gauge.

Working in N and Z gauge, Dave's detailed replica of the entire site also features the clubhouse set within its

woodland landscape. "It was three months solid," said Dave, referring to the length of time for the build.

Since Dave completed the replica, which has been showcased at local model engineering shows in Doncaster and York, the club's site now has two new buildings – a workshop and storage facility.

Funded through Covid-19 pandemic business grants and bequests, the buildings are 'the future,' according to members.

Energy efficient, the fully insulated workshop also features LED lighting and an air source heat pump gifted to the club.

The workshop signals positive steps for future generations to join up, learn new skills, and partake in and preserve an enjoyable pastime.

"We are trying to encourage younger members. We are always trying to do that – obviously, they are the future of the club," said Dave.

"The new buildings and the work going on inside give us the best possible chance of passing on the baton of enthusiasm and skills to younger members to carry on making things as we go forward into a future time when throwing things away when they break down, rather than mending them, becomes the norm," Richard added.

For more information or to get involved, visit www.yorkmodelengineers.co.uk



Above: Bob Lovett's Class 08 diesel shunter and wagon in a bottle.

Left: Bob Lovett with his model of a Midland Railway 860 brake van. BOTH: SALLY CLIFFORD

NEXT ISSUE

Issue 302 out Jan 20

Sally Clifford looks at a skills training course held at Locomotive Maintenance Services in Loughborough.

PLUS

SPECIAL EVENTS IN 2023

Our indispensable at-a-glance guide to galas, festivals and other special events at UK heritage railways and museums in the year ahead.



PRE-ORDER ISSUE 302

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

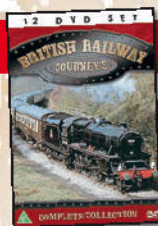




www.gwpvideo.com

Tel: 01948 770033

Email: sales@becksdvds.co.uk

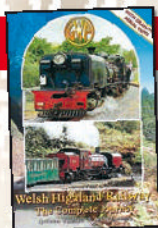
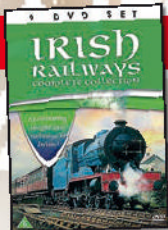


British Railway Journeys 12 DVD Set Complete Collection £29.99

Featuring: The Severn Valley & The Cotswolds, South West Scotland, South Wales & The Borders, West Coast of Scotland, The Peak District, The Lake District, Weymouth to Isle of Wight, East Anglia, The North East, North Wales, The South West, and Northern England.

Irish Railways 9 DVD Set Complete Collection £19.99

Featuring: Irish Railways Miscellany, The Swansong of Steam in Ulster, The Irish Narrow Gauge 1939-1959, Twilight of Steam in Ulster, The 1940s & 1950s, The Peat Railways of Ireland, The 1960s from Steam to Diesel, From Baltimore to Belfast, and On Tracks Broad & Narrow.



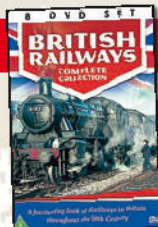
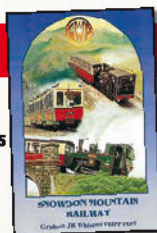
Welsh Highland Railway DVD £13.99 Blu-ray £18.99

The Welsh Highland Railway is now fully restored and connected to the Ffestiniog Railway. This two foot narrow gauge railway runs 25 miles from Caernarfon on the Menai Strait in North Wales through the dramatic Snowdonia National Park to Porthmadog. Our film takes you on the complete journey and features the powerful South African Garratts. With dramatic cab ride, track side action, and aerial views. See the track gangs at work in the Aberglaslyn Pass and the tunnels, including riding with the works train. Narrated by BBC's Nicholas Owen.

Snowdon Mountain Railway DVD £13.99

Britain's only rack railway, up the highest mountain in England and Wales. Set in superb Welsh scenery and shot in summer weather with the stirring sights and sounds of steam locomotives working to their limits.

The remarkable Snowdon Mountain Railway is unique in Britain for the narrow gauge of 800 mm and for the Swiss Abt rack system, which enables grades as steep as 1 in 5½ to be climbed to reach the highest station in England and Wales.

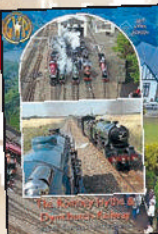


British Railways 8 DVD Set Complete Collection £19.99

Featuring: Waterloo Sunset, Rails in the Isle of Wight, Vintage Southern, From Bewdley to Blaenau, British Narrow Gauge Miscellany, Steam in the Midlands, Channel Tunnel Trains, and English Branch Lines & Byways.

Trains And Railways Of Central England 4 DVD Set £14.99

Four DVDs filmed between 1993 and 1998, give a unique insight into the railways, buildings and rolling stock of the Midlands and North West. Made by enthusiasts for enthusiasts.

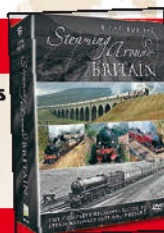


Romney Hythe & Dymchurch Railway 2017 DVD £14.99 Blu-Ray £18.99

In 2017 the Romney Hythe and Dymchurch Railways celebrated its 90th Anniversary. This 15 inch miniature railway is 13.5 miles long and runs from Hythe to Dungeness on the Kent Coast. Built by Captain J.E.P. Howey in 1927 it has the largest collection of one third scale express steam and diesel locomotives in the world. Most of the locomotives are featured including a cab ride with No 8 Hurricane and plenty of dramatic trackside action. Several double headed trains with special headboards are featured taking part in the anniversary events. Amazing drone footage by Chris Munn adds new dramatic views of this great little railway in its 90th year. Narrated by BBC's Nicholas Owen.

Steaming Around Britain Collection: 8 DVD set £22.99

Eight documentaries looking at past and present steam railways in the United Kingdom. Regions covered include the North West, Scotland, Wales, the North East, the Midlands, London and the South East, the South West and Southern England.



Glory Days of British Steam: 3 DVD set £14.99

The ultimate profile of British Steam in the 40s, 50s and 60s and coverage of Britain's heritage lines.

If nostalgia is what you're looking for you will find this DVD box set provides it in abundance, from main line steam to long lost branch lines, complete with lots of action, views of the surrounding countryside, even a glimpse of a waiting passenger waving down a train with his handkerchief on a

rural platform, its all there just as you remembered it. There are 3 DVDs in this set: 1. The East Coast Main Line from London to Scotland, which begins at Kings Cross & covers locations that include Doncaster, York, Newcastle, Edinburgh, & beyond to Perth, Dundee & Aberdeen, with some shed locations included. The motive power is many & varied. All the main line pacific classes are there, as well as a considerable range of familiar goods locos. 2. Steam in Lancashire & Yorkshire, including main line steam along the West Coast Main Line, Liverpool Lime Street, Settle to Carlisle, branch lines, freight traffic around Wigan, Bolton, & Manchester, & much more. A3s, B1s, V2s, Duchess, Princess, Jubilee, Royal Scot, Patriot, Britannia, & many others. 3. South West of England, featuring Salisbury to Exeter, the Devon Belle in 1947, Bodmin branch, Gloucester & Cheltenham. Great Western Main Line steam from Bristol to Plymouth & on to Paddington, including Dawlish, Newton Abbot, Swindon, Sonning Cutting & Reading. Also Lyme Regis to Axminster & much more. West Country, Merchant Navy, Castles, Kings, Halls, Manors & huge variety of many others. There are many different locations shown & loads of action, in fact there are so many locos dashing past in all directions that you have to focus on what is happening or you are certain to miss something. Most of the footage was taken during the late Fifties & in the 1960s.

Great Little Trains of Wales DVD £13.99

This 15th GWP railway video features all 8 members of the Great Little Trains of Wales: BALA LAKE RAILWAY; BRECON MOUNTAIN RAILWAY; FFESTINIOG RAILWAY; LLANBERIS LAKE RAILWAY; TALLYLYN RAILWAY; VALE OF RHEIDOL RAILWAYS; WELSH HIGHLAND RAILWAY (Portmadog) and WELSHPOOL AND LLANFAIR RAILWAY. These narrow-gauge steam railways all run in dramatic countryside and were filmed in beautiful weather.



Ravenglass & Eskdale Railway 2017 DVD £14.99 Blu-Ray £18.99

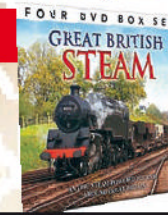
The 15 inch, 7 mile long Ravenglass & Eskdale Railway (also known affectionately as La'al Ratty) runs from the Cumbrian Coast through two of the most beautiful valleys in the Western Lake District.

This all new film includes plenty of action from three of the railway's resident steam locos and diesel Douglas Ferreira. See the new "Spanish Loco" including footage from Spain,

its arrival and restoration in Cumbria. Steam trials of the new loco on the railway in December 2016 are featured, as well as Santa Special Trains.

The film will take you on the complete journey featuring River Mite with cab ride and dramatic trackside action. There are some amazing aerial drone footage of the railway, skillfully filmed for us by Chris Munn.

Narrated by BBC's Nicholas Owen.



Great British Steam 4 DVD Set £14.99

Featuring: Northern England, Scotland, Southern England, and Wales.



**BUY 3 ITEMS OF THE ABOVE AND GET ONE OF THESE FREE
BUY 5 OF THE ABOVE AND GET BOTH OF THESE FREE**

Just add a message with your preference when ordering on-line

PLUS POSTAGE & PACKING

To see our full range or to order visit

AVAILABLE WHILE STOCKS LAST

www.gwpvideo.com • 01948 770033 • sales@becksdvds.co.uk

Rail Holidays of the World



Make 2023 a 'Bucket List' Holiday Year!

The Very Best of Australia ~ Departs 5 November 2023 - 24 days from £7,945pp

The ultimate bucket list holiday. A rail adventure through diverse scenery combined with stays in vibrant cities. Travel on the famous Ghan train from Darwin to Adelaide, ride Melbourne's famous Puffing Billy Railway and journey through tropical rainforest on the scenic Kuranda Railway and so much more. A great way to experience Australia. Includes stopovers in Singapore and Bangkok.

- Guided sightseeing tour in Singapore
- The legendary Ghan In Gold Class and Overland in Premium
- Puffing Billy & Kuranda Scenic Railways
- Great Barrier Reef day cruise
- Bridge on the River Kwai day trip by rail and road
- Time to explore In Singapore, Adelaide, Melbourne, Sydney, Brisbane, Cairns & Bangkok

Japan - Trains & Cherry Blossom ~ Departs 28 March 2023 - 19 Days from £7,575pp

An ideal tour for lovers of train travel and culture. Journey on several bullet trains for the opportunity to explore Tokyo, Nagoya, Osaka, Hiroshima, Kyoto and Kanazawa. As well as high speed rail journeys, enjoy rides on steam, narrow gauge and electric railways and visit iconic landmarks en route.

- A 14-day first class Japan Rail Pass for flexible unlimited travel
- Sightseeing in Tokyo, Nagoya, Osaka, Hiroshima, Kyoto and Kanazawa
- Journey on the Hakone, Oigawa, Sangi, Wakayama, Sagano Keihan and Eizan Railways
- Visits to many of Japan's UNESCO World Heritage Sites
- Visits to Rail Museums including SCMaglev and Railway Park, Kyoto Railway Museum and Usui Pass Railway Heritage Park
- Overnight in a traditional Onsen (hot springs) hotel
- Option to opt out of sightseeing and explore independently using your Japan Rail Pass
- Local Japanese speaking guide to accompany the group throughout



The Best of Colorado ~ Departs 15 June 2023 - 11 Days from £4,900pp

A superb rail holiday that rides the very best and most famous railroads of Colorado. Many were pioneering lines of the Old West, now preserved as a living legend that serves to illustrate the ingenuity and hard work involved in creating new frontiers. All the railroads run through magnificent Rocky Mountain scenery and deliver stunning views of 'big sky' landscapes. Between journeys on six railroads we visit towns and landmarks for a taste of the old 'Wild West'.

- Scenic journeys on the Georgetown Loop, Royal Gorge, Pikes Peak, Leadville Colorado and Southern, Durango and Silverton and the Cumbres and Toltec Railroads
- Colorado Railroad Museum
- Free time in Denver with an opportunity to ride the extensive light rail system or visit the Forney Museum of Transportation
- Air-conditioned private coach for the duration of the trip

Jordan: Steam, Petra & the Dead Sea ~ Departs 9 October 2023 - 9 Days from £3,195pp

A wonderful opportunity to explore Jordan's long history by visiting its ancient cities and landmarks and enjoy steam journeys on the last remaining sections of the Hejaz Railway. See the wonders of Petra, Jerash and Madaba.

- Two private steam charters
- Four UNESCO World Heritage sites
- Discover Petra by Night
- Visit Jerash, Madaba & Mount Nebo
- See Bethany Beyond the Jordan
- Two-hour 4x4 Jeep tour in Wadi Rum
- Experience the buoyant waters of the Dead Sea
- Amman City tour



2023 Brochure Now Available

Book online at www.ffestiniogtravel.com to secure your seat with a small deposit refundable immediately if the tour is cancelled by us

01766 512400 * info@ffestiniogtravel.co.uk * www.ffestiniogtravel.com

Guidelines in Place so you can Travel with Confidence

Ffestiniog Travel



Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.