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ISSUE 306 May 12 – June 9, 2023

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THE COMPLETE PRESERVATION NEWS MAGAZINE

Moorsline reruns opening train 50 years to the day



FLYING SCOTSMAN

'reopens' Cornwall's St Blazey turntable

■ SPRING GALA SPECIAL: BLUEBELL, SEVERN VALLEY, WEST SOMERSET, MID-HANTS, NORTH NORFOLK, STRATHSPEY AND BEAMISH ■ PARK AUTHORITY BLOCKS BALA LAKE EXTENSION ■ PUBLIC RALLIES BEHIND SEVERN VALLEY £1.5M SURVIVAL APPEAL

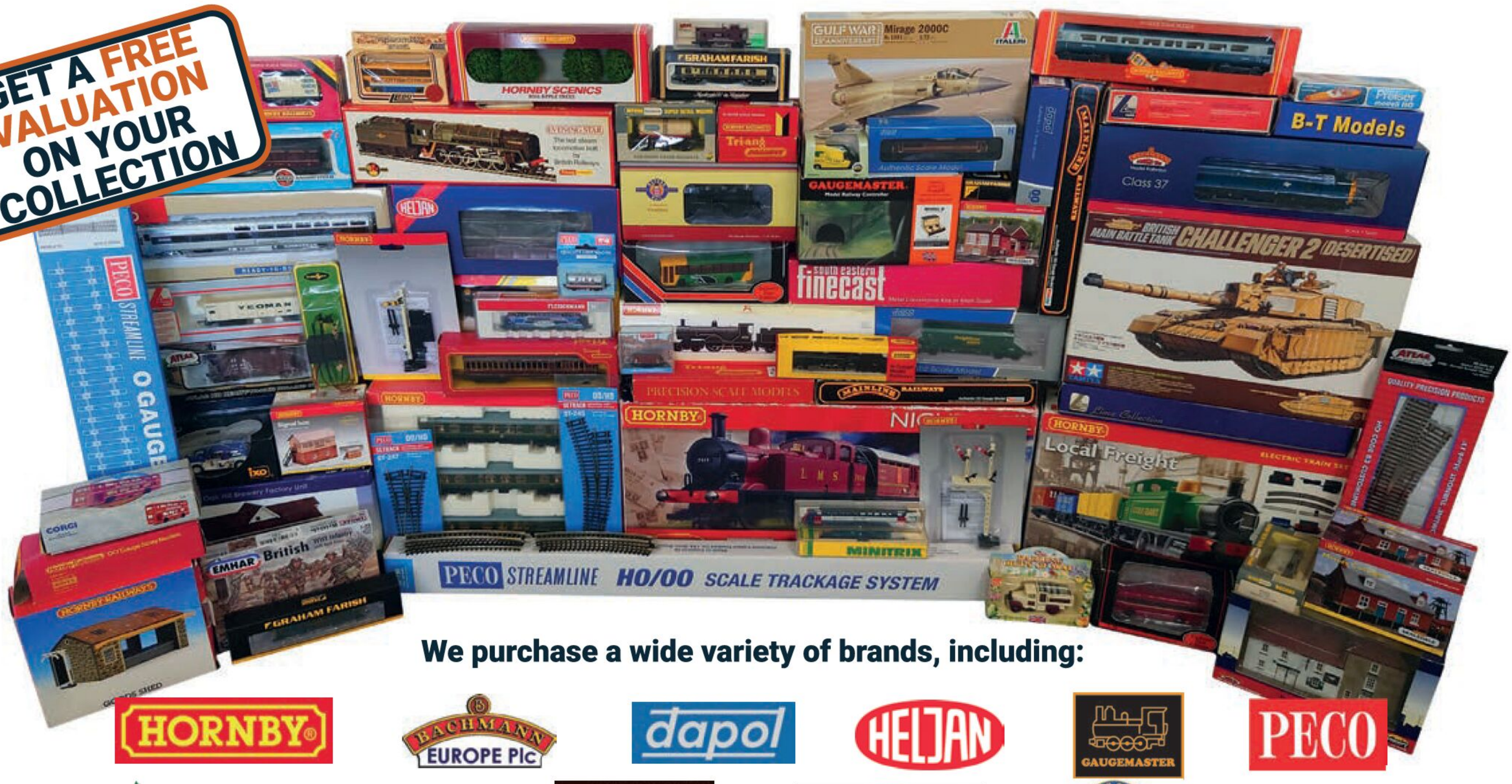
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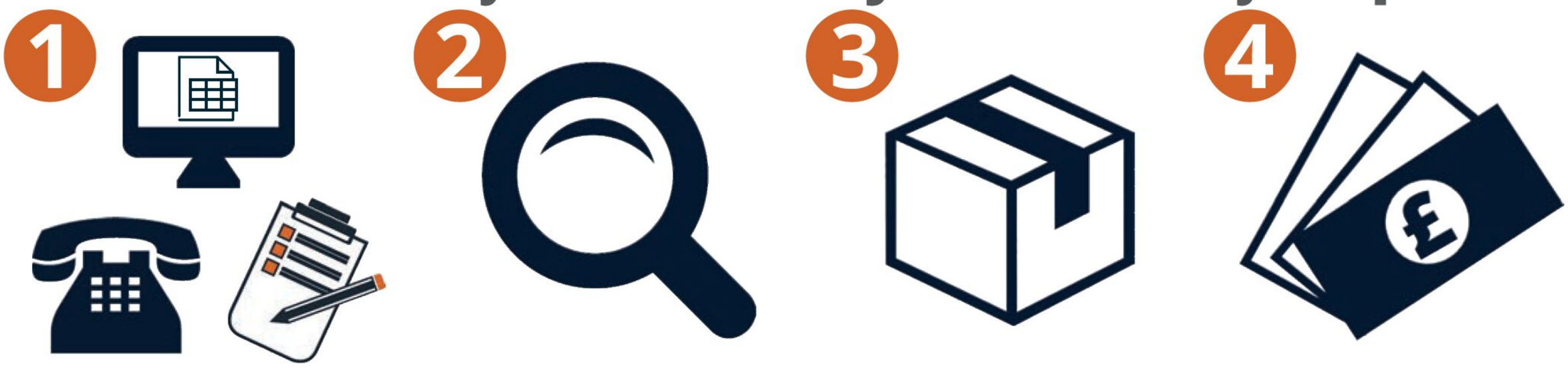


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Exactly 50 years to the day they double-headed the official opening train for the North Yorkshire Moors Railway, J27 0-6-0 No. 65894 and Lambton, Hetton & Joicey Collieries 0-6-2T No. 29 haul the half-centenarian commemorative special past Moorgates on May 1. See Headline News, page 6. CHARLOTTE GRAHAM/NYMR

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We must win these challenges

LIKE many followers of the heritage sector, and fully aware of the multiple benefits it brings to many a local community and their economies, I was astonished at the decision by Snowdonia National Park Authority to refuse permission for Bala Lake Railway's well-advanced plan to extend into the town centre. The primary reason appears to be the potential rise in phosphate levels in the River Dee, resulting from the increase in sewage generated by many more visitors to the town and using toilets.

For many years, I have been concerned by reports of discharges of effluent of all types into the UK's rivers and seas. However, we do have the technology to deal with it, but so often it appears that water companies fall short of their responsibilities in this field.

As it stands, guidance issued by the Welsh Government through Natural Resources Wales has stalled thousands of building projects earmarked for sites near rivers throughout the country.

For decades, we have been told that the Welsh tourist economy must be supported and, where acceptable, boosted. Opening a terminus for the heritage line in the town centre will definitely catch passing trade, with visitors likely to use other facilities in the town to the betterment of its economy. If river pollution is deemed to be a problem, why not add a local surcharge to business rates to finance greater capacity for the treatment of sewage, rather than let a chance-in-a-lifetime opportunity to open a significant tourist draw disappear down the plughole?

It is 16 years since, on June 19, 2007, the Severn Valley Railway suffered nine landslips during a freak storm, keeping the line closed for nine months. Traders in Bridgnorth fast felt the impact of the absence of visitors, and yet across the border we have a town that risks having to forego them in the first place.

I am greatly heartened by the public response to the Severn Valley's appeal for £1.5 million to cover running costs – a shortfall of which could lead to dire consequences for one of Europe's most popular heritage lines and, again, for the local economy. With the Covid-19 pandemic followed by the Ukraine war and the cost of living crisis, we, as a society, have entered uncharted territory, and the heritage sector must again do what it has always excelled at – success against all odds.

> "We, as a society, have entered uncharted territory, and the heritage sector must again do what it has always excelled at – success against all odds."

We should all support the SVR survival appeal, and indeed any SOS request for financial help from other heritage venues big and small. If you can, donate, or better still, buy ticket and travel: use it or lose it.

Elsewhere, I cannot but praise the staff and volunteers of social enterprise company MPower Kernow CIC, who have refurbished the turntable at St Blazey depot and returned it to working order.

Again, steam trains bring big dividends to the regions in which they run, and *Flying Scotsman*'s landmark visit on April 30 will no doubt be added to the annals of Cornish folklore and legend.

The revival of the Grade II*-listed turntable is now on course to see more steam charters visit the duchy, with add-on coach tours, for people to see the many delights it has to offer.

Robin Jones Editor

CONTENTS

ISSUE 306
May 12, 2023 – June 9, 2023

News



Headline News 6
- *Flying Scotsman* is first steam on repaired St Blazey turntable
- Park authority blocks on Bala Lake Railway extension
- Public shows support for Severn Valley's £1.5 million survival appeal
- Moorsline's opening train recreated for 50th anniversary
- Spa Valley bags second-ever visit away for Bluebell's SECR O1



News 10
- KESR GM calls for a 'can do' approach within heritage sector
- £213k Lottery grant for Kirkby Stephen East S&D bicentenary plans
- Sale of 'controversial' A1 nameplate to benefit Doncaster youth
- Wartime bomb discovery fails to disrupt German steam gala
- Back in blue – *Sir Nigel Gresley*'s sold-out Nene Valley debut
- New technology and sleeper campaign for London's mail rail
- Bluebell's 73 renamed at Eastleigh
- Plus the best of spring galas from across all four regions!



Main Line News 58
- The 'holy grail' of tours – 13 termini visited by Hastings DEMU
- *Clan Line*'s comeback delayed
- Trio of West Coast steam drivers retire from duty
- 'Surprise' Deltic trip to Edinburgh

With Full Regulator 64
Don Benn focuses on Scots Guardsman working 'The Cumbrian Mountain Express' on March 18 and a struggle north from Carlisle in 1965.



Regulars

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No. 2999 Lady of Legend pilots mogul No. 9351 on the West Somerset Railway. RUSSELL AYRE



Main Line Itinerary 63
Steam and heritage diesel railtours.

Railwayana 82
Geoff Courtney's regular column.

Platform 90
Where your views matter most.

Off the Shelf 94
Latest book and DVD releases.

Up & Running 98
Guide to railways' running dates during May and June.

The Month Ahead 106

Features

Bluebell's branch line bonanza
Despite the cost of living crisis and a poor weather forecast, the return of one of the Bluebell Railway's enthusiast highlights proved sufficiently attractive to draw the crowds for a weekend of small engines, vintage coaches and a packed timetable of services, reports Owen Hayward.

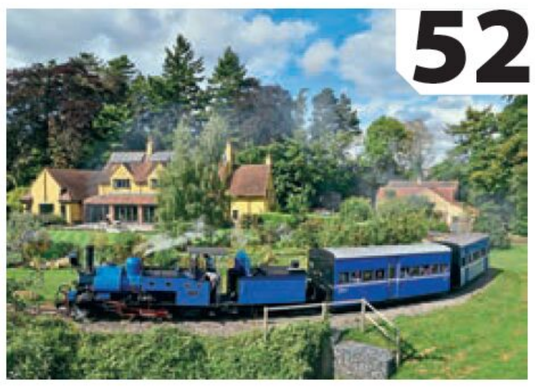


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CONTENTS: Left: Gresley A3 Pacific No. 60103 *Flying Scotsman* is turned on the recently restored St Blazey turntable on April 30. See Headline News pages 6-7 for the full story. ROBIN JONES
Above: GWR 2-8-0T No. 5239 *Goliath* emerges from Pines cutting on the Mid-Hants Railway during the line's steam gala. On loan from the Dartmouth Steam Railway, No. 5239 will be spending the summer at the Hampshire line. See news page 14. OWEN HAYWARD
COVER: Fifty years to the day after they ran the first opening train, BR(E) J27 No. 65894 and Lamton Colliery 0-6-2T No. 29 double-head the North Yorkshire Moors Railway's half centenary anniversary special into Pickering on May 1, 2023. CHARLOTTE GRAHAM/NYMR



Help keep Adrian's Darjeeling 'B' in Britain 52
A new trust is racing against time for an auction bid to secure the purchase of the sole-surviving Darjeeling Himalayan Railway 'B' tank locomotive outside India for a future to continue in Britain, reports Phil Marsh.



Gala crowds shower Severn Valley with pride 68
The Great Western-themed April 14-16 Spring Steam Gala showcased the Severn Valley Railway at its finest, with packed trains on an intensive timetable that ran into the evenings, surpassing expectations, reports John Titlow.

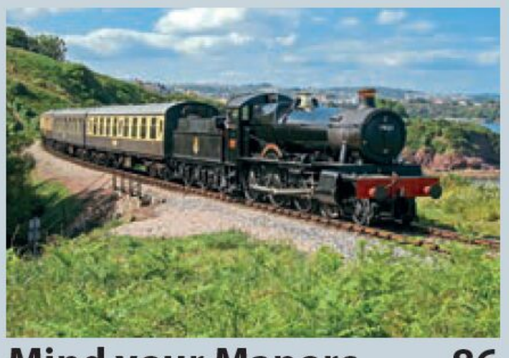
Mixed traffic delights at a Highlands Easter gala 74
"If it has wheels and was available, it was out," said Strathspey Railway operations manager Kieran Murray, describing the ethos behind the planning of the four-day mixed traction gala that took place over the Easter bank holiday weekend.

For the love of freights and goods charters 76
John Titlow became enthralled by the sight of steam-hauled freight trains at an early age. He went on to capture the last such workings at UK industrial sites – and helped pioneer goods photographic charters, as he recounts here.

Models



Model News 85
Ellis Clark reveals plans for OO Quad Art carriages, the Bala Lake Railway quarry Hunslet exclusive from Bachmann, and more.



Mind your Manors 86
With two manufacturers releasing models of the class in 4mm scale, Daniel Long takes a look at the how the GWR 78XX class of 4-6-0s came to be.

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Flying Scotsman becomes first steam on repaired St Blazey depot turntable

By Robin Jones

IN its centenary year, LNER A3 Pacific No. 60103 *Flying Scotsman* made history again by becoming the first steam locomotive to use the newly-refurbished 65ft turntable at St Blazey depot in Cornwall – opening the door for a resumption of steam-hauled tours into the duchy.

On April 30, No. 60103 headed the Railway Touring Company's 'The Royal Duchy' from Bristol Temple Meads to Par and back, and was turned at St Blazey midway.

It was originally thought that the A3 would be able to haul the tour only as far as Plymouth, with a diesel taking it on to Par. However, on April 22, a successful trial run saw Class 66 No. 66131 turned at the nearby depot, the turntable's first use since 2018, paving the way for *Scotsman* to follow.

Concerned about the risk of mass trespass by members of the public, Network Rail decreed that exact timings for the tour should not be published beforehand for security and safety reasons. Some stations, including Par, introduced restrictions limiting access to purchasers of travel tickets only. Also, official closure notices for the day were posted on foot crossings along the route – which nonetheless ended up being thronged with sightseers at vantage points.

Scotsman became the guest of honour at the formal launch of MPower Kernow CIC, the recently-established Cornish social enterprise ventury and rail engineering project in St Blazey.



Job done: *Flying Scotsman* was successfully turned on the St Blazey depot turntable on April 30. ROBIN JONES

Ongoing project

With much of the work carried out by trainees and volunteers enlisted by MPower Kernow, by mid-April all corrosion repairs, riveting and fabrication work, as well as restored carriage sections and reassembly and testing of the turntable bridge components, had been completed.

This first phase of the project received £49,500 from Historic England and a £54,500 grant from the Railway Heritage Trust, plus support from local benefactor.

Network Rail and DB Cargo UK provided extensive support to inspect and upgrade the turntable's access lines, while rail industry specialists Ground Control Ltd,

Flying Scotsman a sell-out for RTC

ALL 10 Railway Touring Company tours with *Flying Scotsman* in its centenary year have sold out.

The first tour, 'The Royal Duchy' to Par, will be followed by five further trips in June, the first from Paddington to Cardiff on Wednesday, June 7, then from Euston to Chester on Saturday, June 10.

Afterwards, No .60103 returns to the south coast with a trip to Portsmouth from London Victoria on Saturday, June 17, quickly followed by Salisbury from Paddington on Wednesday, June 21. There follows a return to the locomotive's old stomping ground from King's Cross to Great Yarmouth, via the Hertford Loop and the Cambridge Branch, on Saturday, June 24.

The next excursion is on Sunday, July 9 from York via Leeds to Carlisle. This tour is repeated on Sunday, August 6 and Sunday, September 10, again with opportunities to see the A3 travel over the Settle and Carlisle line.

The final RTC engagement of the year for *Flying Scotsman* will be a tour from Derby to Carlisle on Saturday, October 14, once again over the S&C line.

Moorsline reprises opening train 50 years to the day

THE North Yorkshire Moors Railway, the UK's most popular heritage line in terms of passenger numbers, marked the exact 50th anniversary of its official opening train on May 1, 1973, by running a special service headed by the same two locomotives.

Furthermore, three volunteers returned to perform the same duties they did on that historic occasion half a century ago, when the Duchess of Kent rode on that train.

Double-headed by J27 0-6-0 No. 65894 and Lambton, Hetton & Joicey Collieries 0-6-2T No. 29, just as in 1973, the special departed from Grosmont at 1.30pm for a return trip to Pickering. It was driven by the original train crew Chris Cubitt and Terry Newman from Platform 3, while John Bruce was busy in the Goathland signalbox, just as he was on the opening day half a century previously.

Elsewhere, the railway received major national publicity after featuring in Channel 5's new documentary series The Big Steam Adventure. It features NYMR's director of mechanical engineering, Paul 'Piglet' Middleton, travels with journalist and presenter John Sergeant and actor Peter Davison from London to Scotland using only steam – in the form of paddleboats, barges, steam cars and train. Under Paul's guidance, John and Peter get the chance to learn how steam vehicles operate, and drive them for themselves.

Paul said: "The programme couldn't have aired at a better time – we are celebrating our 50th anniversary year and it engages with new audiences, which will keep the love the love of steam alive for the next 50 years."



Original crew 50 years on: For the landmark anniversary, three original volunteers who were on duty on May 1, 1973 reprised their same roles – Chris Cubitt (left) and Terry Newman (right) were footplate crew on the same two locomotives, while John Bruce (centre) was signalman at Grosmont to see off the celebratory departure. CHARLOTTE GRAHAM/ NYMR

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The Bishop of Truro, the Rt Revd Philip Mounstephen, rededicated the turntable on April 30. ROBIN JONES



***Flying Scotsman* crosses the Royal Albert Bridge over the River Tamar before heading through a packed Saltash station en route to Par with the Railway Touring Company's 'The Royal Duchy' on April 30.** JIMMY JAMES

Taziker, GPX Engineering and Quattro also assisted MPower with 'in kind' sponsorship.

The ongoing restoration of the turntable and the creation of a servicing facility for steam locomotives is expected to provide many and varied training opportunities for a broad cross-section of the community. MPower is already working with local education and training organisations to provide hands-on experience in a range of skills, from woodwork to plumbing, electrics, construction and engineering.

It will acquire, refurbish and install engineering equipment, allowing Cornish trainees to undertake wagon repairs and convert old railway vehicles into 'glamping' accommodation or catering outlets, both of which are much in demand.

Long-term ambitions

Led by Duncan Mitchell, a locally-born Merchant Navy engineer, and Mervyn Allcock MBE, who saved Barrow Hill Roundhouse in the 1990s, MPower leased the St Blazey facilities, including the turntable, from DB Cargo UK two years ago, as previously reported. Since then, it has cleared vegetation and refurbished redundant buildings, as well as repairing the turntable.

Duncan said: "This is the culmination of several years' planning and hard work. It's my passion to provide practical training and employment opportunities for disadvantaged youngsters in Cornwall. But it's not just about turning a few steam locomotives; this is a long-term project to provide a sustainable and viable facility that will benefit this community and the region's engineering industry.

"Cornwall has a rich engineering history and we want to inspire the next generation of engineers."

At a special private reception laid on at the depot by MPower Kernow following the turning of the A3 and its tender, the turntable was officially dedicated by the Bishop of Truro, the Rt Revd Philip Mountstephen.

Simon Hickman, at Historic England South West, said: "The repaired turntable will allow main line steam trains to be turned in Cornwall again, with each train bringing hundreds of visitors to the duchy.

"What better way to celebrate its restoration than with *Flying Scotsman*, the most famous steam engine in the world?"

Mervyn added: "I am very pleased to have been able to bring my skills and experience to help this very worthy project develop."

Park authority 'pulls the chain' on Bala Lake extension

By Robin Jones

THE heritage sector has expressed outrage after advanced plans by the Bala Lake Railway to extend into Bala town centre were halted by the Snowdonia National Park Authority over fears that the tourist boom it will bring may lead to more sewage polluting the River Dee.

The railway's planning application for the extension was refused by the park authority's planning and access committee on April 19 after its planning officer recommended refusal, partly because of concerns that additional visitors to Bala would result in recent Welsh Government guidance regarding the discharge of additional phosphates into watercourses being breached. In short, more tourists using toilets in the town will result in higher sewage levels.

The decision immediately dismayed volunteers who have worked on the project for more than nine years and to hundreds of donors who provided financial support.

Bala Lake Railway Trust chairman Julian Birley said: "It really is not the outcome we had hoped for. We expected consent with a number of conditions or to have the case deferred to allow us time to further engage with the consultees to finalise all outstanding issues, some of which had only been made aware to us with the publication of the final report.

Fresh appeal

"It was very apparent that the committee members were, in principle, in support of our project and the economic and commercial benefits it will undoubtedly bring to Bala and the surrounding area. However, many of them were reluctant to go against the planning officer's recommendation and direction. Some members argued vigorously in the railway's favour but it was not enough to carry the majority and the application was refused."

However, the railway, which has already spent £1.4 million on buying land and drawing up plans for the 1300-yard extension from its current western terminus at Pen-y-bont, has responded by launching a fresh appeal for funds to contest the decision.

Julian added: "Everybody wants this to happen, from MP Liz Saville-Roberts, who took time out from the Westminster chamber to find out the result, to Mabon ap Gwynfor AM, to county councillor Dilwyn Morgan, Bala town mayor Owain Rhys Evans, Gwynedd Council, the businesses and residents of the town – not to mention the 300 letters of support that were sent in to the national park, as well as the countless donors. For all those people, we are going to apply again and the town of Bala will get its railway. But in keeping with the nation's railways, it has been delayed!"

The decision came after tighter planning guidance introduced by Natural Resources Wales halted numerous developments within the principality, including housing schemes. NRW is concerned by the potential impact on rivers in Special Areas of Conservation, as sewage and agricultural run-off can raise phosphate levels.

A statement from the park authority said: "Although there was potential for some issues to be resolved through the provision of further information by the applicant, others were of such significance that they could not have been resolved within the scope of this application, despite planning officers working closely with the developers from the very beginning.

"These included the effect of the development on the River Dee and Llyn Tegid Special Area of Conservation, as well as insufficient information about the development's effect on the road network in terms of access, traffic and congestion levels, and the safety of pedestrians and road users.

'Potential'

"The authority recognises the economic benefits of this development to the town of Bala, and it sympathises with the applicant's disappointment.

"Planning officers support the principle of this development and are of the opinion that there is potential for this development to be approved in the future, provided that all the required information is submitted.

"However, as some aspects of the application do not satisfy regulatory requirements, it was impossible for planning officers to recommend the approval of the application.

"The applicant is free to appeal the decision or to resubmit the application once all the relevant information has come to hand."

➜ Support the appeal at www.balalakerailwaytrust.org.uk

Public backs Severn Valley £1.5 million survival appeal

By Robin Jones

A SOS appeal for £1.5 million to prevent the Severn Valley Railway from closing due to soaring overheads has produced a massive response from a supportive public.

After we closed for press last issue, the line launched its survival appeal with a stark warning that a viable future for the railway will be at risk unless there is an urgent injection of cash.

Writing to more than 25,000 shareholders, members and donors to explain its current predicament, the SVR said that the past three years have seen it profoundly affected by changes in the financial climate.

"These have come about as a result of the Covid-19 pandemic, the war in Ukraine, post-Brexit supply chain issues and the cost-of-living crisis," said a statement.

The appeal produced a swift response, with more than £185,000 donated as this issue of *Heritage Railway* closed for press. It is supported by pop mogul and enthusiast Pete Waterman, who said that the SVR is "too precious to lose."

The SVR's interim managing director, Jonathan 'Gus' Dunster, said: "It's clear that many people understand the bigger picture of why the SVR is in financial difficulties and, very importantly, why an injection of cash over the coming months will help us get beyond this, so we can concentrate on ensuring the long-term future of the SVR's heritage.

'Special place'

"We have received hundreds of donations already, from people we know well and some who are digging deep and supporting the railway for the very first time.

"Some of the stories behind why people want to help us are extremely heartwarming and show what an incredibly special place this railway holds for so many individuals.

"When we launched the appeal in mid-April, we knew two things – one was that we might get some kick-back from people who perhaps don't fully understand the enormous difficulties facing the heritage railway movement in general and the SVR in particular, after three years of financial battering. The second was that making this appeal was absolutely the right thing to do and this was the right time to do it. This brave initiative is going to make all the difference to our long-term survival.

"Of course, our appeal is not the whole solution. Alongside this, we have implemented every single cost-saving measure we could. These have included a significant reduction in paid staff, along with renegotiating supplier contracts, especially for utilities, which have rocketed in price.

"We have also devised a timetable of reduced running days and services for the early part of our season to save on costs, although we will be reviewing this as the season fully gets underway.

"Attracting large numbers of visitors is key this year. We have an enviable programme for 2023, from our enthusiast galas through to events that will appeal to a wider audience, such as Step Back to the 1940s, Vintage Transport, Model Railway weekends and a Real Ale and Music Festival.

"Our Spring Steam Gala in April (feature, pages 68-71) surpassed our budget expectations and we are hoping for a similar response to our forthcoming Spring Diesel Festival, which celebrates 50 years of diesel preservation."



On a very wet Saturday evening, April 22, visiting GWR 4-6-0 No. 4079 *Pendennis Castle* was coupled to the Severn Valley Railway's Great Western stock for a Timeline Events photographic charter in and around Bewdley station. MIKE HEATH

Invaluable support

Former chartered management accountant Chris Walton, an SVR volunteer since 1969 and Bridgnorth stationmaster for 33 years, took over as interim chairman of SVR (Holdings) plc on March 31 after previous post-holder Mike Ball stepped down.

Chris said: "We place huge value on the support the SVR has received over the years.

"This has helped it to grow from its humble beginnings in the 1960s into one of the UK's leading, award-winning and much-loved heritage railways.

"It's meant the preservation of our buildings, infrastructure, locomotives, rolling stock and artefacts for future generations to enjoy, and it brings pleasure to many thousands of people each year, generating tremendous economic benefit for the surrounding communities.

"We would not be making this appeal if it wasn't completely necessary for the survival of the railway, and we hope our supporters will understand the difficulties we face, and give us their backing."

Paying tribute to Mike, Jonathan said: "I don't think any words from me can adequately describe the monumental contribution Mike has made to the SVR over the years I have known him.

"His efforts have been magnificent and have literally saved the railway on more than one occasion.

"I am really pleased that he will continue as both a volunteer and supporter of the railway going forward."

➜ To make a donation, visit www.svr.co.uk/survival

SVR launches premium on-train dining experiences following trial lunch

THE Severn Valley Railway has teamed up with a local luxury catering business to launch a range of premium on-train dining experiences for 2023.

Working in partnership with Bewdley-based Paisley Flour Catering, the railway is offering high-quality Sunday lunches, afternoon teas, wedding breakfasts, private dining in a luxury observation saloon, ploughman's lunches and Murder Mystery evenings on selected dates from May to September. Diners will travel in first-class luxury as they are served locally-sourced and seasonally-inspired dishes.

The SVR's visitor experience manager, Nicky Freeman, said: "We successfully trialled a Sunday lunch at Easter with Paisley, which received excellent feedback from our travelling diners."

Local businesswoman Emma Passey, who has been running Paisley Flour since 2012, said the firm was "incredibly excited" to be working with the SVR. Find out more at https://svr.co.uk/experience/dining-experiences/

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BR Class 47 D1842 arrives at Shottle station on the Ecclesbourne Valley during the Twin Peaks gala, passing Class 121 'bubblecar' No. W55034. GEORGE DIXON/EVR

Ecclesbourne and Peak Rail gala hailed a success

IN what is believed to be a first of its kind in heritage railway circles, the Ecclesbourne Valley Railway and Peak Rail ran a joint diesel gala over April 15/16.

It that saw up to nine different locomotives and units operating between the two lines, with a connecting vintage bus service.

The title of the gala was derived from Peak Rail's location in the Derbyshire Peak District and the EVR's position in the White Peak area of the Derbyshire Dales.

Bars were open at both venues, with the Heritage Shunters Trust shed at Rowsley on the EVR open for viewing, while at Peak Rail the LMS 10000 Project Shed could also be accessed to witness the progress of the new-build project.

Double-heading and top-and-tailed formations presented plenty of opportunity for travel behind the full roster of locomotives.

Short driver experience courses aboard a shunting locomotive were also on offer at Wirksworth station.

EVR commercial manager Leigh Gration said: "It took some innovative thinking to achieve a fantastic event, which was a fantastic achievement from all involved.

"We have recently made many friends in the course of organising and staging the gala and I am looking forward to the possibilities the future may hold."

King's brother-in-law takes on new role at Toddington

THE Gloucestershire Warwickshire Railway Trust has appointed Sir Timothy Laurence KCVO, CB, ADC, CSM, the husband of the Princess Royal, as president.

Trust chairman Philip Young said: "We are delighted that Sir Tim has accepted our invitation to become our president just as we seek to raise £1.5million in our appeal to restore Stanway Viaduct. I and my fellow trustees look forward to working with Sir Tim, not only to secure the viaduct for the future but to also develop the heritage railway we love."

Sir Tim, who latterly was President of English Heritage, said: "I look forward to helping the GWRT in its important work supporting the steam railway and to meeting the dedicated staff and volunteers who work so hard to keep the railway running for the benefit of the public".

Princess Anne performed the official opening of Cheltenham Racecourse station on April 7, 2003.



The Ffestiniog and Welsh Highland Railway was visited by two locomotives from Kent, Arnold Jung 0-4-0WT No. 3175 of 1921 from the Richmond Light Railway and Orenstein and Koppel 0-4-0WT No. 5668 of 1912 *Eigiau* from the Bredgar & Wormshill Light Railway, seen at Boston Lodge Works. CHRIS PARRY/FF&WHR

Spa Valley secures second ever-visit away for Bluebell's SECR O1

TWO Victorian 0-6-0s built just three years apart from one another will meet for the first time at the Spa Valley Railway during its June 17/18 Summer Steam Up.

The 2022 Scottish Steam Up event – which brought together the Caledonian Railway pairing of McIntosh 'Jumbo' 812 class No. 828 and Class 439 0-4-4T No. 419 for the first time outside Scotland and only the second time in the heritage era – was the railway's most successful enthusiast event to date.

The Spa Valley has now secured a visit from SECR O1 No. 65 for its second-ever visit away from its base at the Bluebell Railway since arriving there in 1999.

Built at Ashford Works in 1896 for the South Eastern Railway, No. 65 has local connections to Tunbridge Wells, having operated on both the Hawkhurst branch, which connected Hawkhurst and Paddock Wood in Kent, and regularly over the Kent & East Sussex Railway during the 1950s – and what was that railway's final BR decade. In May 2009, it briefly returned to the KESR.

No. 65 will meet the 1899-built 'Jumbo' at Tunbridge Wells for the gala, presenting a rare example of 0-6-0 tender engines from opposing ends of the nation operating in the same place.

No. 828 has remained in Kent since arriving last March. It was stopped during the summer when a warm axlebox was discovered and subsequent repairs needed. The offending box was sent back to the Strathspey Railway at the start of the year and is due to arrive back in Kent in mid-May for reassembly, with No. 828 expected to remain on there until October.

Alongside the veteran pair will be yet another locomotive of the same configuration – Hunslet Austerity conversion No. 2890 *Douglas*, the hire of which has been extended through 2023. The Summer Steam Up will also be the first gala on the line to feature Bulleid light Pacific No. 34072 *257 Squadron*, which will be back at its new operating base fresh from a visit to the KESR itself (as reported last issue).

Commercial manager Jonnie Pay said: "The original plan was that Maunsell Q Class No. 30541 was going to visit, which had been planned for quite a while. Sadly, due to the problems it now has with its firebox and boiler, I was offered the SECR O1 No. 65 as a substitute and I gladly accepted it!

"I'm very pleased and grateful that the Bluebell has been able to release the locomotive for our events, and seeing the O1 back near its old stomping ground will certainly be lovely."

Negotiations for an additional guest locomotive were also ongoing.

For the weekend following the gala, the railway has now added a new event. The June 24/25 Victorian Steam weekend will see both Nos. 65 and 828 operate alongside one another on a special timetable for one final time.

➜ **Full details are at spavalleyrailway.co.uk**



SECR 0-6-0 class O1 No. 65, pictured at Horsted Keynes on April 22, will be making only its second-ever visit away from the Bluebell Railway this June when it attends the Spa Valley's Summer Steam Up. OWEN HAYWARD

Farewell to Southall's Bob Gorringe

BOB Gorringe, former chairman of the Southall-based GWR Preservation Group, died in April after a short illness. He was 94.

His nephew Michael said Bob had suffered from dementia since 2013 when he gave up the chairmanship. He leaves his wife Elizabeth and their children Nicola and Timothy. His funeral will be held at Hanworth Crematorium in Middlesex on May 23.

KESR boss calls for positive approach by heritage railways

EXCLUSIVE

By Geoff Courtney

KENT & East Sussex Railway boss Robin Coombes has called for a positive 'we can' approach within the heritage movement rather than 'doom and gloom' following a successful Easter programme that achieved the line's best loadings for eight months.

Reflecting on this, Robin, the railway's general manager, said: "Good Friday was a special day of 'firsts' for us – the first time a Pacific locomotive, Bulleid Battle of Britain No. 34072 *257 Squadron*, had run over the line in public service, and the first time also in public service of *Hastings*, one of the railway's original preservation locomotives.

"With the media present to record it, many happy visitors, and pride among staff and volunteers, the day was a success in every sense. It was very much proof of the impact of our 'we can' approach. There is some doom and gloom around heritage railways, and we want to promote positive stories.

"That approach is translating into increased visitor numbers, and over Easter we achieved our best passenger loadings since I arrived last August. We are now looking forward to a series of events during the spring that will showcase the railway, utilising *257 Squadron*, *Marcia*, *Hastings*, and visiting diesel No. 33202."

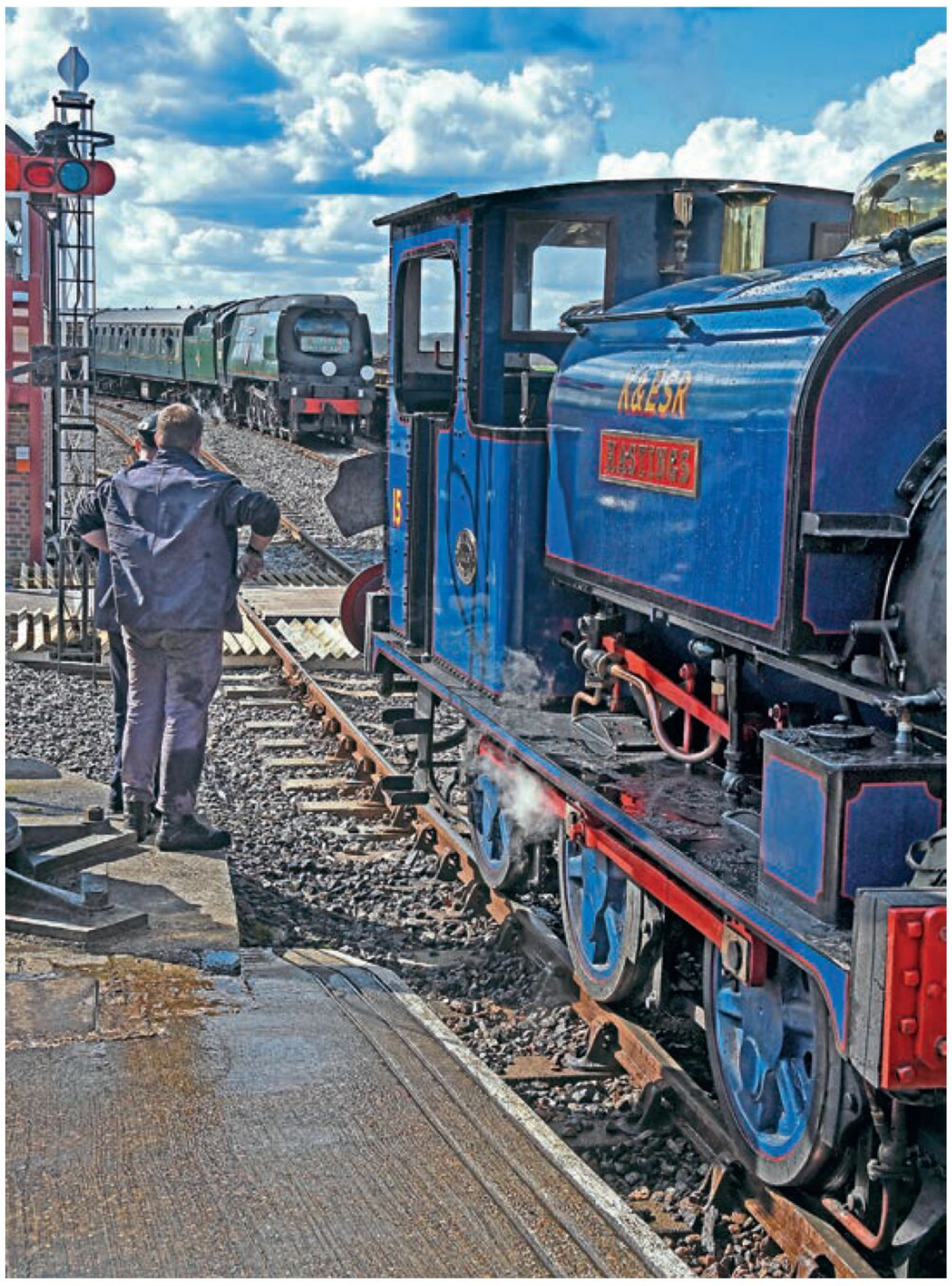
The three steam locomotives highlighted by Robin will combine to create a 'little and large' scenario at the railway's Steam Up gala on May 27-29. No. 34072 is the largest, most powerful – and at 134 tons the heaviest – engine to ever to run on the line. *Marcia* is a 1923 Peckett 0-4-0T that weighs just 12 tons, no more than a London double-decker bus, and *Hastings* is an 0-6-0ST built by Hunslet in 1888.

The Bulleid is visiting from the Spa Valley Railway until June 4, while the two tank engines are from the home stable, *Marcia* having arrived at Tenterden in 1962 and *Hastings* two years later.

No. 33202 is a Class 33 Bo-Bo diesel built by the Birmingham Railway Carriage and Wagon Co in February 1962 as D6587 and withdrawn in September 2007. Guesting from the Mid-Norfolk Railway, it is no stranger to Kent – during part of its service life, it worked the Tonbridge to Hastings line.

No. 34072, *Hastings* and the Class 33 will be joined at the Steam Up gala by two former MoD Hunslet Austerity 0-6-0ST engines, Nos. 75008 *Swiftsure* and WD132 *Sapper*, while the diminutive *Marcia* will also get a slice of the action by offering driving experiences at Tenterden for just £10.

Other attractions are a DMU shuttle service between Tenterden and Rolvenden, public access to the carriage and wagon works at Tenterden and the locomotive depot at Rolvenden, trains running for the first time in many years to the western end of the line at Junction Road rather than terminating at Bodiam, traction engines at Rolvenden and Northiam, and classic car and scooter displays at Tenterden.



Little and large: The footplate crew of 0-6-0ST *Hastings* watch Battle of Britain Pacific No. 34072 *257 Squadron* draw into Northiam with a Tenterden-bound train on April 7, the first running day of the Pacific's landmark visit to the KESR. ROBIN COOMBES



Hunslet 0-6-0ST *Hastings* at Tenterden Town station on April 7, prior to its inaugural run in public service. The 1888-built engine carries a 'Hook Continental' Liverpool Street-Harwich Parkeston Quay express headboard as a nod to the little engine's footplate crew, which hailed from East Anglia. In the 1950s and early 1960s, such a headboard would have been carried by very different locomotives, Standard Britannia Pacifics. ALISON MILES

Lucie set to star at East Lancashire gala as small engines come to the fore

WHILE the large express engines catch the eyes of many, industrial and smaller locomotives are responsible for starting off many heritage lines – and it is these diminutive engines that will take star billing at the East Lancashire Railway's June 10/11 Small Engines Gala.

The small but perfectly formed locomotives – some having been built for stamina rather than speed – can often be found shunting around the station at Bury. For one weekend, enthusiasts will have a rare chance to ride behind the charismatic power houses along the railway, with locomotives drawn from both steam and diesel fleet. Headlining the weekend will be 0-4-0VB Cockerill Tram No. 8 *Lucie* courtesy of owner Paul Middleton and the North Yorkshire Moors Railway.

Up to five steam and six diesel locomotives from the home fleet will be in action throughout the weekend, including L&YR Aspinall class 3 0-6-0ST No. 51456 (which has recently undergone valve and motion repairs), LMS Jinty No. 47298 (which has also recently returned to service following repairs over the winter), Hudswell Clarke 0-6-0 D4002 *Arundel Castle* and 0-6-0 BR class 14 D9531 *Ernest*.

Shuttle services behind the smaller locomotives and shunting demonstrations will take place at Bury Bolton Street station, with full event details to be confirmed.

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Stainmore Railway welcomes £213k grant for S&DR bicentenary project

By Owen Hayward

THE Stainmore Railway Company at Kirkby Stephen East has been awarded £213,108 by the National Lottery Heritage Fund to support its own celebrations for the 200th anniversary of the opening of the Stockton & Darlington Railway in 2025.

The award follows two years of hard work behind the scenes collaborating with the Locomotive Conservation & Learning Trust, which cares for LNER J21 0-6-0 No. 65033 and other NER stock.

SRC project manager Mike Thompson said: "This is fantastic news, not only for our fast-developing heritage railway, but also for Cumbria. The opening of the S&DR changed the world and so the bicentenary will quite rightly receive global recognition.

"However, the same company also changed Cumbria with its line from east to west, linking the Durham coalfields with the Furness iron ore and steel-making plants in West Cumbria.

"Our project will build on our longstanding relationship with the fund, being the fourth of our projects it has supported. It will also be our third enterprise delivered in partnership with the LCLT, whose J21 will steam at Kirkby Stephen East during the bicentenary."

This new award builds on the successful 2011 Stainmore 150 event, the 'World of Water' provision of an NER water tower and crane, and the ongoing restoration of No.65033.

Westside Story will bring an extensive schedule of events including a 2025 August bank holiday steam gala. As well as a busy outreach programme that will see the SRC's community work expanded to include individuals living with dementia and autism, the grant will also fund the restoration of the 1861-built S&DR signalbox that, once in use, will become the oldest operational 'box in the world. Work is expected to begin this summer.

With previous S&DR celebrations focusing on the north east, the SRC plans to tell the story of the railway west of the Pennines, other key features including a travelling photographic exhibition, an investigation into the role of women in the S&DR, NER and LNER.

The SRC and LCLT partnership must raise at least £50,000 in matched funding, for which donations will be invited to achieve the plans for the 2025 event. A formal appeal will be launched soon.



Ex-Blackpool Gasworks Peckett 0-4-0ST No. 2111 of 1949 *Lytham St Annes* at Kirkby Stephen East. BRIAN GRANEY



The original 1861-built NER signalbox at Kirkby Stephen East will be rebuilt thanks to the NLHF grant. JOHN BOYES/COURTESY JOHN MIDCALF

Four-day-long celebration for Llangollen's new terminus opening

A FOUR-DAY event will take place this June to mark the opening of the Llangollen Railway's new terminus at Corwen. The project has cost in the region £1.25million and started in 2011.

The initial opening day of Thursday, June 1 will be for the railway's staff, volunteers and trust members, along with invited guests and donors who have supported the project. The following day will see the formal opening ceremony take place, when Sir Peter Hendy, chairman of the Heritage Railway Association, will 'cut the ribbon'. Other guests will include local MP Simon Baynes, who has been a strong supporter of the LR and its push to reopen to Corwen, and who asked the Prime Minister Rishi Sunak to join him in congratulating the railway's volunteers on the achievement during the live broadcast of PM's Questions on April 19.

Steam and diesel

The weekend of June 3/4 will then be a three-train service that will see an intensive service operate with steam and diesel locomotives, plus some of the resident diesel railcar fleet.

Dapol will also be announcing a new 4mm scale model in conjunction with the event.

Timetables and full details will be available online at llangollen-railway.co.uk

The opening trains will be worked by visiting Austerity 0-6-0ST No. 6806 banking the stock, which will, rather fittingly, be headed by Kitson 0-6-0ST No. 5459 *Austin No. 1*, which was the very same locomotive to run the preserved railway's first services in July 1978.

Resident 57XX 0-6-0PT No. 7754 will not be ready in time; having successfully passed its in-frames steam test on May 2 and moved around the yard, an estimated eight weeks is needed to finish assembling and testing the locomotive. A subsequent event to launch this into service alongside WR 2-8-0 2884 class No. 3802, which is still undergoing mechanical work with its owner, will be scheduled for a later date.



Trevor Stockton celebrates his own 50th anniversary with centenarian *River Esk*. RER

Marking half a century working for La'al Ratty

THE Ravenglass & Eskdale Railway not only celebrated the 100th birthday of Davey Paxman 2-8-2 *River Esk* with its special gala weekend on April 29-May 1, but also half a century of service of its longest-serving employee, 68-year-old Trevor Stockton.

Introduced to La'al Ratty during the 1950s, he later volunteered and took on his first role as a guard in April 1973. Since then, Trevor has worked in many roles, including 14 seasons as driver on flagship 2-6-2 *Northern Rock*, maintenance foreman, and later, the line's general manager.

He cited travelling to Japan to help instruct local drivers on the Ravenglass-built *Northern Rock II* as a career highlight. To mark his 50th anniversary, he has been made a vice president.

He said: "I am honoured to continue working in the signalbox two days a week alongside a great bunch of people and carrying on my dad's legacy, who himself worked for BR for many years."

Blow dealt to sector as council blocks UK's last steam coal mine

By Robin Jones

A MAJOR blow to the heritage sector has been dealt by Merthyr Tydfil County Borough Council's refusal to allow the last UK mine producing high quality low-emission lump steam coal to continue operating until next spring.

On April 26, the council's planning committee rejected an application for the giant Ffos-Y- Fran open-cast mine to continue coal production until March 31, changing a condition that all extraction should have stopped on September 6, 2022.

The Welsh Government had issued a direction that unless authorised by ministers, the local authority could not grant permission for the application to extend the period of time for coal extraction. Closure of the pit means that heritage lines must now buy coal imported from as far afield as Colombia, Kazakhstan and Australia, with the current war in Ukraine hitting supplies from that region.

While climate campaigners and local residents have loudly welcomed the council's decision, the estimated 30,000 tonnes of coal per year used by the heritage railway sector (equivalent to the weekly demand of a coal-fired power station) accounts for just 0.02% of the UK's carbon emissions – less than that of garden barbecues – yet is an important contributor to the UK tourist economy.

Heritage Railway Association chief executive Steve Oates said that the closure of Ffos-Y-Fran will almost certainly increase the global carbon footprint because of emissions resulting from the import of coal from faraway countries.

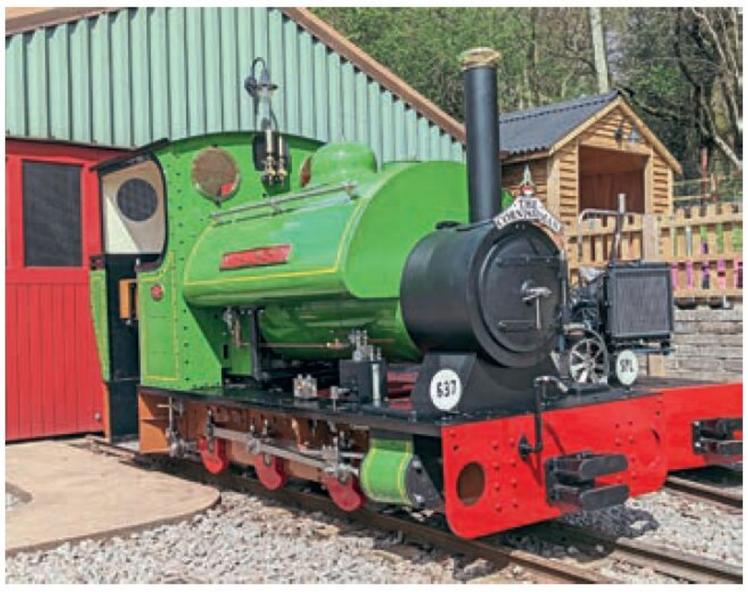
"I'm sure many people do believe that ending coal mining at Ffos-Y-Fran is good for the environment," said Steve, "but the reality is that overall emissions are almost certainly going to increase as a result of the closure.

"There's still a belief in this country that coal is inextricably linked to power stations. That's not the case anymore. Coal in the UK is chiefly used by a relatively small but important number of sectors, and the volumes involved are pretty small – but the impact of having to import from thousands of miles away is huge.

"Most of those sectors still do not have a viable alternative to coal that they can turn to right now – no matter how much research might be going into an eventual solution.

"We think this is a very short-sighted decision that is likely to have dire longer-term consequences. We know that many in the Welsh Government understand just how pivotal the supply of coal is to the heritage rail sector. Wales was the birthplace of railway preservation and has an unparalleled heritage rail visitor offer that helps people the world over appreciate stunning scenery without dependency upon the private car." Although alternative fuels for steam locomotives are being researched and developed, currently none can completely replace coal.

The HRA, whose representatives have visited Ffos-Y-Fran and discussed the implications with local politicians, is waiting to see if the mine's owner, Merthyr (South Wales) Ltd, will appeal against the decision or approach the Welsh Government. "I hope the strategic value of this mine will mean the bigger picture can be properly considered before it's too late," said Steve. Merthyr (South Wales) Ltd claims an extension to the permitted time for coal extraction at Ffos-y-Fran was needed for the pit's nationally significant role in supplying a local source for Tata's Port Talbot steelworks.



Newest steam loco named after Bodmin expert

WHILE Britain's newest steam locomotive has been built to run on the Perrygrove Railway, it has been named after a late Bodmin & Wenford Railway stalwart.

The 0-6-0ST, built by North British Railway services in Darlington, has been named *Mr Hallworth*, honouring Tony Hallworth, a central figure at the Cornish standard-gauge line.

Perrygrove's managing director, David Nelson-Brown, and his son Tom unveiled the name at a ceremony on April 28, ahead of the Forest of Dean narrow-gauge line's bank holiday gala.

The first addition to the line's fleet in 14 years, it was brought from Darlington to Perrygrove just for the ceremony with the valve gear not finished, and so it made a swift return back up north for that to happen and thus enable it to return for a running debut in the summer.

David said: "Our engine is dedicated to the memory of a late friend who nurtured a generation of people who are now looking after railways."

Left: The Perrygrove Railway's new locomotive has been named *Mr Hallworth*. PR

Betton Grange passes hydraulic testing

NEW-BUILD GWR 4-6-0 No. 6880 *Betton Grange* passed its hydraulic boiler test at Tyseley Locomotive Works on April 18. With the boiler ticket now started, there will be a concerted effort to get the locomotive finished.

The boiler cladding and sheeting can now go on and the remaining cab fittings installed, ready for No. 6880 to enter the paintshop.

Parents 'shocked' by children's vandalism

A GROUP of youngsters placed wooden sleepers across the Wells & Walsingham Light Railway in a bid to detail a train at about 3.30pm on April 24 and set fire to sleepers under a Victorian brick bridge. Managing director Nick Champion said: "We are grateful to the community for its help and would like to make it clear that the parents have been shocked by the incident and have been proactively in contact with us."



Thousands of enthusiasts packed trains at the Great Central Railway during the April 22/23 diesel gala, which featured now-unique visiting Class 17 Bo-Bo D8568 from the Chinnor Princes Risborough Railway. Over the weekend of June 17/18, the GCR will celebrate 50 years of running trains, hauled by steam and diesel traction, and will feature a 50-wagon freight. GCR

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During the 1950s Cambrian shed-themed photoshoot on April 30, Manors No. 7812, 7822 and 7828 line up at Minehead station. NICK GILLIAM

Somerset's spring steam success

THE West Somerset Railway's spring steam gala took place over the May Day bank holiday weekend and once again drew the crowds with a line-up that saw three WR Manors present on the line and resident Hawksworth pannier tank No. 9466 return to public service.

Visiting from the Severn Valley, No. 7812 *Erlestoke Manor* will now take up residency on the WSR throughout the summer months before heading back to Shropshire in the autumn to take up Christmas duties there. The opportunity was present to witness three Manors together as No. 7812 joined WSR resident classmates Nos. 7828 *Odney Manor* and 7822 *Foxcote Manor*, although the latter was not in service as it was still undergoing repairs but was on static display at Minehead over the weekend.

Also travelling over from the SVR and making its first visit away since completing overhaul in 2015 was rebuilt SR West Country No. 34027 *Taw Valley*, which was recently turned out in its new SR wartime black livery with sunshine lettering and adopting No. 21C127. The Bulleid Pacfic was substituting for previously-announced WR 4-6-0 No. 4953 *Pitchford Hall,* which was booked to appear from the Epping Ongar Railway. Unfortunately, issues with that line's other resident locomotive – small prairie No. L150 – meant that the Hall had to cover bank holiday steam turns at home and therefore was unable to attend the gala.

The Great Western Society's Saint 4-6-0 No. 2999 *Lady of Legend* was the third guest locomotive to appear at the event and brought the total number of locomotives operating over the four days up to seven.

Resident WR 0-6-0PT No. 9466, owned by West Somerset Railway plc chairman Jonathan Jones-Pratt, made its public comeback over the weekend, having been out of service since last year for firebox repairs to be carried out. Joining it from the home fleet were No. 7828, large prairie No. 5199, and West Somerset mogul No. 9351. Locomotives were regularly turned to facilitate as much smokebox-first running as possible.

The visitor count was reported to be around 3120 and resulted in the gross income achieving just over £100,000 for the event.

Goods trains operated with rides available aboard the brake vans on these, offering passengers the opportunity to view the line from a different vantage point. In addition to these, local services also shuttled between Bishops Lydeard and Williton each day, with some passenger services also continuing along the southern most stretch of line to Norton Fitzwarren.

Photoshoots were arranged at Minehead for the evenings of April 27 and 30, the former offering a distinct early Great Western 1930s flavour, with Nos. 2999 and 5199 posing with appropriate goods vehicles in the platform as well as outside the shed. The second shoot took participants back to Cambrian shed scenes of the 1950s with the three Manors lined up and posed together.

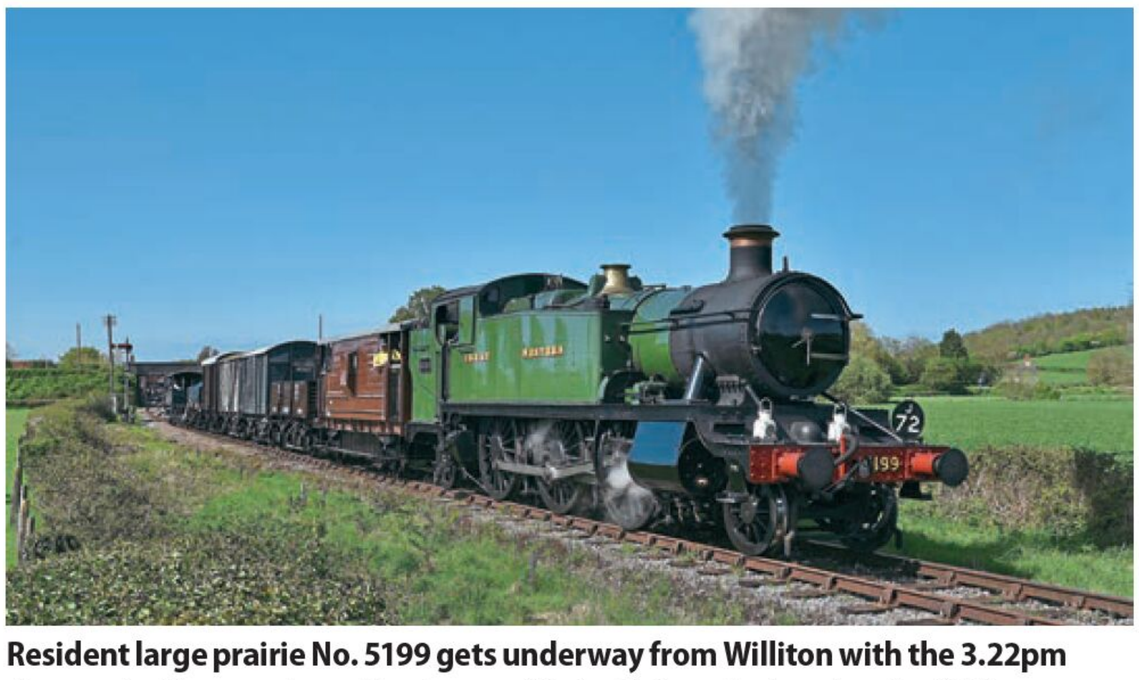
➜ **See also centre spread, pages 54-55.**



SR West Country No. 34027 (as 21C127) approaches Nornvis bridge with the 3.30pm departure from Bishops Lydeard on May 1. NICK GILLIAM



WR Hawksworth pannier No. 9466 returned to service in time to operate at the gala, pictured operating a 'local' shuttle service on April 29. JOSH BRINSFORD



Resident large prairie No. 5199 gets underway from Williton with the 3.22pm demonstration goods and brake van ride to Bishops Lydeard on April 28. STEPHEN GINN

Western pair for Mid-Hants gala – as *Goliath* starts summer visit

THE Mid-Hants Railway Spring Steam Gala took place over the bank holiday weekend of April 29-May 1 and welcomed a pair of Great Western locomotives for the occasion.

Headline in the centenary year for its class was 4-6-0 No. 4079 *Pendennis Castle*, fresh from its visit to the Severn Valley Railway's own gala (see pages 68-71). The Castle proved to be a draw but on day one was briefly stopped after a gasket on pipework around one of its injectors required replacing; a quick fix, the end of its first trip was worked by Class 47 No. 47579 between Ropley and Arlesford while the repair was made, resuming its booked duty after the 'Spoon' arrived back at Ropley with the second Up working.

However, the discovery of leaking small tubes that same evening meant on the Sunday morning the Castle was replaced by Urie S15 4-6-0 No. 506 for two of its three round trips, as the locomotive had to cool down sufficiently to facilitate repairs. Once complete and brought round to working pressure, No. 4079 top-and-tailed with No. 506 to Arlesford and back, with the Urie then detaching and running to shed.

A late addition to the roster was GWR 2-8-0T No. 5239 *Goliath*, courtesy of the Dartmouth Steam Railway. It will be spending the summer months on the Watercress Line to assist with the motive power needs there.

"With Standard 4MT No. 76017 having left and the 7F coming to the end of its ticket, an extra locomotive will make life a lot easier for us," said operations manager Richard Bentley.

"We are very grateful to the team at the Dartmouth Steam Railway for helping us out."

Making what will be its final gala appearance on the line was another 2-8-0 – Somerset & Dorset Joint Railway 7F No. 53808 – whose boiler ticket expires later this year. It was temporarily stopped in the weeks prior to the event in need of some repairs itself and was completed in time to appear but is described as mechanically tired, and any major failure could potentially result in it being stopped earlier: leaves the railway with just No. 506 and LMS Ivatt 2MT 2-6-2T No. 41312 as its main steam motive power fleet, if not for the extended stay of No. 5239.

A three-train service was in operation, with a goods rake comprising 14 vehicles also operating with brake van rides available aboard the Queen Mary.

At Ropley, the Somerset and Dorset Railway Trust's Peckett 0-4-0ST No. 1788 *Kilmersdon* was available for driver experience turns within the confines of the yard.



GWR 4-6-0 No. 4079 *Pendennis Castle* starts off from Ropley with the 9.50am to Alton on April 29. DON BENN



Visiting GWR 2-8-0T No. 5239 *Goliath* heads the demonstration goods train through Bishops Sutton. The locomotive will be staying on the MHR through the summer. OWEN HAYWARD



Yellow fields encompass the line as S&DJR 7F No. 53808 passes the whistle board for the farm crossing at Wanderers Curve as it heads for Ropley on April 30. OWEN HAYWARD



Urie S15 4-6-0 No. 506, deputising for *Pendennis Castle*, passes below Mount Pleasant Road bridge on the approach to Alton on April 30. OWEN HAYWARD

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Celebrating their 40th birthday this year, Baguley pair Nos. 11 *Trecwn* and 12 *St Cadfan* sit at Nant Gwernol after running round the double-headed non-stop service. LUKE RYAN/TR



Hunslet No. 9 *Alf* is prepared for the first train of the day with a razzmatazz selection of coaches. CHARLES BREWSTER/TR

Farewell to No. 4 as Talyllyn Baguley pair turn 40

By Owen Hayward

THE Talyllyn Railway stepped into relatively new ground on April 22 when it ran its first diesel-centric event to mark the 40th birthday of its two Baguley Drewery shunting locomotives, Nos. 11 *Trecwn* and 12 *St Cadfan*, before bidding farewell to Kerr Stuart 0-4-2ST No.4 *Edward Thomas* two days later as it departed for overhaul at Aberystwyth.

Built in 1983 for RNAD Trecwn, the two Baguleys arrived on the TR in 2008 but initially lay out of use for some years as they required regauging from 2ft 6in to 2ft 3in. Running trials commenced in 2013, with both starting regular use from the following year. No. 12 was named after a local church in Tywyn and blessed in 2016 by the Bishop of Bangor, despite No. 11 being the prototype for the design and thus older than its classmate; in 2018, the second Baguley was finally named after its former operating base by Network Rail chairman Sir Peter Hendy.

The Baguley Birthday Bash saw the two diesels work passenger services to Brynglas and Quarry siding, as well as a demonstration engineering train, prototypical of their regular duty on the pioneering heritage line. They were joined by resident Hunslet 0-4-0DM No. 9 *Alf*, which worked a full round trip in the morning. The unusual locomotive has gained something of a following and like its Baguley counterparts is seldom seen on passenger services, although it is restricted to a top speed of 9mph.

During the afternoon, No. 9 again worked a passenger train to Abergynolwyn, followed later on by a rare non-stop service hauled by both Nos. 11 and 12 – a first for the line's diesels. Adding to the rare traction offering were rides aboard *Toby*, the inspection trolley, which shuttled between Tywyn Wharf and Pendre at regular intervals.

The event was planned and overseen by volunteer Phil Budd.

YouTuber presence

YouTube content creator Lawrie Rose, of Lawrie's Mechanical Marvels, was present at Tywyn Wharf during the day and gave a talk in the café that evening see also News, page 37).

Phil said: "The idea behind the event was to draw people to the railway during the shoulders of the season.

"We ran the diesel event in the spare paths around the booked steam workings to preserve the 'Talyllyn experience' for anyone turning up expecting a ride on a steam train.

"The event itself went very smoothly, with a really tangible 'gala buzz' to the day, and we attracted enthusiasts from as far afield as Newcastle, Gloucestershire and Cornwall.

"The timetable ran smoothly all day, the weather was fantastic, and everyone was smiling – both passengers and volunteers!

"It was a pleasure to work with Lawrie Rose. He draws an extra audience while he gets to film content for his channel, thus providing more publicity for the railway – a win-win!"

Lorraine Simkiss, TR's general manager (commercial), said: "There was a definite vibe around the railway and people were pleased to see the diesels out, which do not usually get to be centre stage. Passenger numbers were more than double for the same day in 2022, and the café and shop were extremely busy.

"This was not only an enthusiast day but also one that appealed to all visitors. To have this run by a volunteer was, from a management point of view, fabulous and I encourage anyone with thoughts or ideas to try new events and who would also be willing to organise them to please come forward. Volunteers have more ideas as to what volunteers and enthusiasts want and we are always happy to discuss something new."

An additional diesel running day has been scheduled for October 14, when it is planned that No. 9 will be the focus, potentially assisted by Ruston & Hornsby 4WDM No. 5 *Midlander*, which is currently out of service for gearbox repairs.

Farewell to *Edward Thomas*

On April 24, the railway said a temporary goodbye to *Edward Thomas* following the expiry of its boiler certificate. The Kerr Stuart's final day in service was on April 15 and despite wet weather either side of that date, the occasion itself was blessed with sunshine that accentuated its Corris red livery.

The locomotive was then taken by road to the Vale of Rheidol Railway, where its overhaul will be carried out. Having had some mechanical work carried out in 2018, which included machining of the horns and axlebox renewal, it is hoped that the overhaul will be straightforward, with an estimated turnaround of 12 months.

The boiler will be retubed and other known work to be carried out includes the need to rebore the cylinders.

Meanwhile, Andrew Barclay 0-4-0WT No. 6 *Douglas* has successfully returned to service following axlebox repairs. It will be the next locomotive to go out of ticket in February 2024.



Left: The sun shines on No. 4 *Edward Thomas* as it crosses the viaduct at Dolgoch Falls on April 15, the Kerr Stuart's last day in service prior to overhaul. OWEN HAYWARD



Right: Its final fire cleaned out and boiler ticket completed, No. 4 *Edward Thomas* sits in the south shed at Pendre at the end of the day on April 15. It departed for overhaul in Aberystwyth 11 days later. OWEN HAYWARD

Express nameplate is set to support railway town's youth

By Geoff Courtney

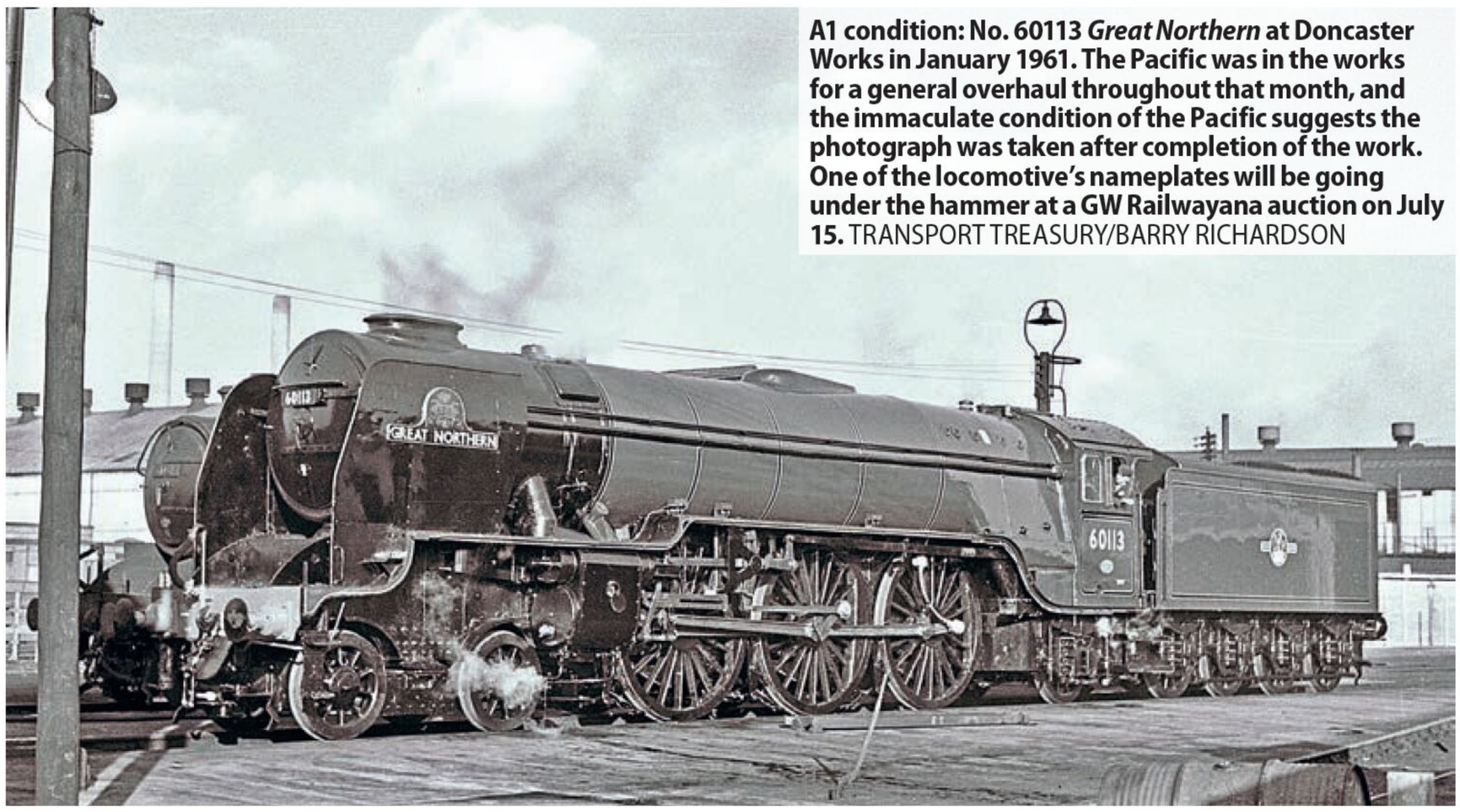
A NAMEPLATE from what was arguably the most controversial express locomotive in the 25-year history of the LNER will go under the hammer on July 15 – coincidentally, a year after one of the Pacific's worksplates was sold by the same auction house.

The plate, *Great Northern*, is from No. 60113, whose history illustrates what many railway historians claim was deep animosity between its designer, Nigel Gresley, and his successor, Edward Thompson. The claim has polarised opinion within the steam railway movement for decades and will doubtless continue for many more years.

No. 60113 was built at Doncaster in April 1922 (work No. 1536) as the prototype of what became the LNER A1 (later A3) class. Numbered 1470 by the Great Northern Railway and subsequently 4470 by the LNER, it was Gresley's first Pacific and the forerunner of a class of 79 locomotives that gave sterling service well into the BR era.

In May 1945, the locomotive entered Doncaster Works for an extensive rebuild that included an A4-type boiler, double blastpipe chimney, three cylinders with derived drive, three sets of Walschaerts valve gear, new extended frames, and smoke deflectors.

The work was instigated by Thompson, who became LNER's Chief Mechanical Engineer in 1941 following Gresley's sudden death, and in 1944 had started designing a new class of express locomotives. His choice to rebuild *Great Northern* as a prototype of his new class led to much debate due to the locomotive having historical significance as Gresley's first Pacific and the pioneer of a successful class.



A1 condition: No. 60113 *Great Northern* at Doncaster Works in January 1961. The Pacific was in the works for a general overhaul throughout that month, and the immaculate condition of the Pacific suggests the photograph was taken after completion of the work. One of the locomotive's nameplates will be going under the hammer at a GW Railwayana auction on July 15. TRANSPORT TREASURY/BARRY RICHARDSON

Alleged enmity

Thompson's decision to use this engine confirmed to many the much discussed alleged enmity between him and Gresley at the time, said to have arisen during Thompson's period as works manager at Stratford prior to him taking over the Chief Mechanical Engineer role. Others said his choice was logical as it was the oldest member of the class.



On a plate: The *Great Northern* nameplate that will be a highlight of a GWRA auction on July 15 dominates a railway display at Doncaster Museum, where it was on loan from its owner, YMCA Doncaster. The plate is being sold on July 15 to further the charity's work in the city. YMCA DONCASTER

Whatever the truth to use *Great Northern*, the engine was greeted with some dismay when it reappeared after its 148-day rebuild, with one respected observer declaring that it had been turned "into a machine of such hideous appearance as might well have made its designer (Gresley) turn in his grave."

Some of the criticism was doubtless due to the smoke deflectors that were regarded by many as being ungainly.

The rebuilt engine had a number of early teething problems, and in the first 12 months after its rebuild it entered Doncaster Works seven times for repairs. Plans to construct a further 16 were dropped by Arthur Peppercorn, who became CME after Thompson's retirement in 1946.

Instead, Peppercorn proceeded with a new design that was to become Class A1 Nos. 60114 to 60162. *Great Northern* retained its original name, was numbered 60113, and classified an A1/1. It remained in service until November 1962, and thus enjoyed a 40-year ECML career despite its controversial history.

From entering traffic in April 1922, the Pacific was fitted with straight plates carrying simply the *Great Northern* name, but in 1951 BR replaced them with more eye-catching plates that included the GNR coat of arms, and it is one of these that will be going the hammer at a GW Railwayana sale on July 15.

Skill and craftsmanship

The plate is being sold by YMCA Doncaster, to whom it was donated in 1971 by Derek Porter, a member of the youth charity's railway club, "to commemorate the skill and craftsmanship of countless numbers of Doncaster men who contributed so much to the steam age."

Louise Roffey, chief executive of YMCA Doncaster, told *Heritage Railway*: "When I first arrived more than 20 years ago, the plate was on display in our lounge. We would have occasional visits from railway enthusiasts wanting to see it, but it was clear it needed to be on proper display for people to enjoy it more regularly.

'Significant sum'

"We agreed a long-term loan to Doncaster Museum, where it was on display for several years, but when they moved they decided not to continue the loan. We were unsuccessful in finding another suitable place for display, so our committee decided to sell it and use the proceeds for our work with young people.

"We have enjoyed having this part of history and feel a little sentimental to be giving it up."

Simon Turner, who will be putting the plate under the hammer and who is coincidentally Doncaster-born, said: "It is a fine plate from an interesting locomotive that was built in my home town. Having sold one of its worksplates last year for £8100, I am hopeful it will fetch a significant sum for good work within the local youth community."

Although Simon was reluctant to forecast how much the plate would sell for, the smart money is on well into five figures, with the possibility of £20,000 being mooted. The auction is live online and starts at 9.30am.

➜ See Geoff Courtney's column on pages 82-84 for his monthly round-up of railwayana and model train auction news around the country.

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The reopening day special pauses at Castle Caereinion in April 1963. A since modified example of the basic 'toastrack' carriage seen directly behind Beyer Peacock 0-6-0T No. 1 *The Earl* will return for the gala event. WLLR ARCHIVE

Sir Drefaldwyn back after 23 years at Welshpool gala

By Robin Jones

THE Welshpool & Llanfair Light Railway is to stage a treble celebration at its June 17/18 gala weekend.

It was 60 years ago that the 2ft 6in gauge line was reopened by volunteers on April 6, 1963.

Sixty years before that, on April 4, 1903, it opened for the first time with much pomp and ceremony in both Welshpool and Llanfair Careinion.

The highlight of the gala, however, will be the return to traffic of 1944-built Société Franco-Belge 0-8-0T No. 699.01 *Sir Drefaldwyn* following the conclusion of a long overhaul that was delayed by issues including the Covid-19 pandemic.

Built in 1944 in France for the occupying German military, it never saw service before the supply depot it was stored in was captured by Allied forces.

Sent to work in Austria, it was discovered redundant on a siding by WLLR members in 1968, following the gift to the railway of four open-balconied carriages by the Austrian Zillertalbahn line.

It entered WLLR service in spring 1970 and worked until 2000 when its boiler ticket expired. With other heavy-haulage locomotives then available, it was placed in store and restoration did not begin until 2014.

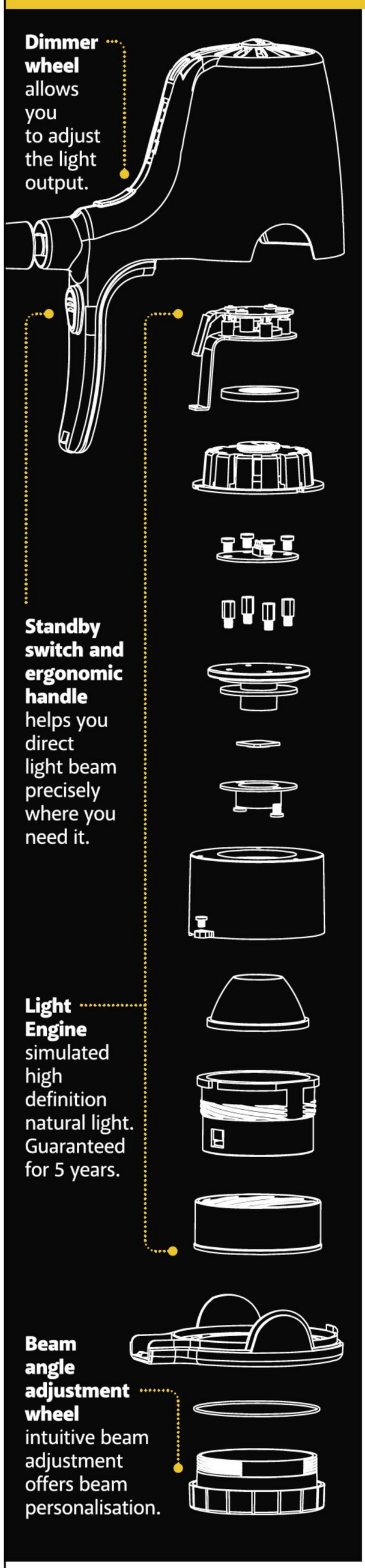
With the line's original carriages scrapped in the 1930s, in 1961 the revivalists secured a set of basic 'toastrack' carriages from the Royal Navy's Upnor & Lodge Hill Railway in Kent. When better vehicles became available, they were sold to the Sittingbourne & Kemsley Light Railway. However, for the gala one carriage will return to Wales to recreate the look of trains in the line's early heritage eras.

Other gala highlights will include re-enactments of important events, such as the cutting of the first sod ceremony and the chairman's speech on reopening to a recreation of the jazz trains run in the 1980s and an evening dining train.



***Sir Drefaldwyn* in 2014 with correct Austrian carriage stock before the latest overhaul started.** KEVIN HEYWOOD/WLLR

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Private papers from 'forgotten' Stockton & Darlington pioneer

By Robin Jones

A NEWLY-discovered treasure trove of historically priceless documents from largely forgotten Stockton & Darlington Railway pioneer Leonard Raisbeck has been digitised by the National Railway Museum and made available online to the general public.

Born in Stockton-on-Tees in 1773, Raisbeck was a solicitor, and it was his suggestion that the town's proposed link with Darlington to carry coal to market should be a railway, a new form of transport technology at the time, as opposed to a canal.

He worked closely with the line's chief financial backer, Edward Pease, and engineer George Stephenson, but unlike them, he disappeared into obscurity with the passage of time.

First for the NRM

The collection of 258 documents, which the museum acquired from a booksellers two years ago, had always been in private hands and never been seen by the public before.

Following a major project, it has become the NRM's first archive to be fully digitised online – giving people free access to every page, front and back.

NRM staff and volunteers and members of the Friends of the Stockton & Darlington Railway spent nearly 300 hours transcribing more than 50,000 words. The results were made available on the Science Museum Group's Collections Online website at https://collection.sciencemuseumgroup.org.uk/documents/aa110127047 from April 14 – the date of what would have been Raisbeck's 250th birthday.

The archive includes letters sent by him and the railway's backers, surveys of the local coal interests in the area, and printed pamphlets detailing the politics surrounding the project that led to the creation of the world's first steam-hauled public railway.

It also documents a major rift with the Pease family; Raisbeck resigned from the railway in 1828, objecting to an extension of the line to Middlesborough.

The archive additionally records the Raisbeck family's background as they came into local prominence through the 17th and 18th centuries, alongside their legal and commercial activities.

Project leader, NRM associate archivist Tania Parker, said: "These documents are tremendously important and give us a rare, first-hand account into the creation of the Stockton & Darlington Railway.

"We want people to use the archive to discover things for themselves, whether finding out about their local area or shedding new light on aspects of railway history. As the bicentenary of the railway approaches in 2025, this archive provides a fascinating snapshot into the early days of the railways, and thanks to the efforts of our volunteers, we can now share these online for everyone to see."



NRM associate archivist Tania Parker, the museum's archives manager, Alison Kay, Leonard Raisbeck's relative, Debbie Thompson, and NRM volunteer archivist Peter Bainbridge with the Raisbeck Archive at Locomotion on April 14. NRM

'Privilege'

Deborah Thompson, a relative of Leonard Raisbeck, visited Locomotion in Shildon, which is close to the site of the Stockton and Darlington Railway, to find out more about the project, and attended the launch there on April 14.

She said: "It was such an honour and a privilege to be able to assist with this project and to read documents that were written and signed by my ancestors going back to the 1700s.

"I believe that to understand Leonard Raisbeck, you need to understand his position in 19th century society, and it was wonderful to be able to help the team from the NRM with family background and information."

LSWR T3 boiler passes steam test

SUCCESSFUL hydraulic and steam tests on the boiler of Swanage Railway-based LSWR T3 4-4-0 No. 563 were carried out at the Flour Mill workshop at Bream in the Forest of Dean at the end of April.

Steaming for the first time in 75 years, the out-of-frames steam test took place on April 25, five days after the hydraulic test was passed at the same workshop.

A group spokesman said: "This brings us ever closer to returning 563 to steam and it's a huge credit to the team at the Flour Mill for all the work they've undertaken to get the boiler this far!"

The tender tank was moved to the Flour Mill earlier in the year due a shortage of labour causing delays in the original schedule for the necessary platework repairs.

The tank has now been fully shotblasted and the interior surfaces treated, and a well tank fabricated and fitted, along with a new filler plate manufactured and installed on the top. When complete, the tank will return to Herston Works, where the chassis is now almost ready to accept it, and it will be painted and lined. The cost of this aspect of the project and other expenses has been covered by a generous legacy.

The group is now working on the detailed plan for No. 563's entry into service and the arrangements for the supporters' launch event. Once back at Swanage, there will be a period of testing, running-in and crew training. The first passenger trains will be reserved for supporters, with the launch event likely to be held towards the end of the main summer season.

Less than £50,000 is now needed to complete the overhaul. Donations are invited by direct payment to the 563 account at the Swanage Railway Trust (account number 93757269, sort code 20-68-79) with the donor's name and 'T3' as the reference. Alternatively, payments can be made via www.swanagerailwaytrust.org/t3-appeal or www.563locomotivegroup.co.uk or by cheques made payable to the Swanage Railway Trust with '563 Locomotive Group' on the back, and sent to: 563 Locomotive Group, Swanage Railway Trust, Station House, Swanage, Dorset BH19 1HB.



The boiler of LSWR T3 No. 563 being filled with water and pressurised to check its integrity at the Flour Mill workshop on April 20. 563 GROUP

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Darlington-built *Edgar* is running now on a heritage line... in France

BRITISH-BUILT Decauville Type 1 0-4-0T replica *Edgar* has been officially launched into traffic on the Tacot des Lacs Railway in the forest of FontaineBleau, near Bourron-Marlotte, in France.

In 2018, *Edgar* became the second new steam locomotive to be built by North Bay Railway Engineering Services of Darlington. It was based on measurements taken from 1910 Decauville 0-4-0T *Balhalla* at Sandstone Estates, in South Africa, and was rebuilt after being retrieved from Angola. *Edgar* was named after the enthusiast father of John Sutton, who first based it at the Apedale Valley Light Railway and later sold it to Tacot des Lacs owner Patrick Mouret.

His 600mm line opened in 1985 on the trackbed of a former industrial line that was built in 1901 to serve sand quarries in and around Bourron-Marlotte and which closed in 1969.

Edgar was officially launched into traffic on April 1 at a ceremony attended by the mayors of several local municipalities.

Patrick said: "*Edgar* is a big turning point as it's a new locomotive. It's small, consumes very little, and works on wood, which we don't lack here. The locomotive is also very friendly because it makes zero noise – advantages that make *Edgar* an ideal choice for this season."



***Edgar* in action on the Tacot des Lacs Railway.** PATRICK MOURET

Another young volunteer progresses to fireman role at Bodmin & Wenford

BODMIN & Wenford Railway volunteer Will Dingle was passed out as a fireman on Easter Monday, his 18th birthday, the earliest permitted age that anyone in the heritage sector can achieve this.

Will, who lives in nearby Par, started volunteering at Bodmin when he was 14.

For the last year he has been employed by the railway as an apprentice fitter, and proved to be a keen and useful member of the steam locomotive department team. He is also an accomplished amateur photographer.

The BWR has established a good record in recruiting and nurturing young talent. In 2012, Ashley Helleur from St Austell was also passed out as fireman on his 18th birthday. He is a steam driver at Bodmin and also works on the main line driving Intercity Express Trains and High Speed Trains for Great Western Railway.

Also on Easter Monday, the guard on the BWR service train was 19-year-old Matt Simpson, and presiding in the signalbox at Bodmin General was 25-year-old Ryan Gay.



Will, leaning out of the cab of GWR 0-6-0PT No. 6412 at Bodmin General, with 36-year-old driver Will Marshall in the background. Very proud of his Cornish heritage, Will is seen here wearing a Cornish tartan tie. JIMMY JAMES/BWR

NVR begins work on Wansford signalbox

By Tim Hobman

THE Nene Valley Railway has begun restoration work on Wansford signalbox to safeguard its future.

The 'box, which sits along the River Nene, was built in 1907 to replace three other smaller ones at Wansford and is believed to be the largest signalbox in preservation still in its original location.

Over the last decade, the LNWR-style 'box has suffered from a lack of maintenance or investment in the external fabric of the structure.

Following the recent renewal of the level crossing gates on the adjacent Old Great North Road, which are controlled from the 'box, the NVR station and buildings team at the NVR has begun work to see it returned to its former glory.

The programme of works will see every external surface receive attention, with timbers replaced where necessary, and then a full repaint.

The roof will also see repairs made as some slates are missing or have slipped. The characteristic finials on each gable end will be repaired, with one almost completely coming away from the structure at present.

Scaffolding was erected on April 19 to ensure a safe working space until work is completed in July. Until then, the NVR has lost the ability to run round trains at Wansford, as the track directly outside the 'box is occupied with scaffolding, but this is a small price to pay to see the building restored and the area to the front of the station visually improved.

Once complete, I have pledged to gift resin copies of LNWR trespass signage to the project from my Handy Hobman Signage business, which should go towards further enhancing the heritage feel of the location and provide a point of interest for NVR visitors.



Restoration work is underway on Wansford's landmark signalbox. TIM HOBMAN

Swindon & Cricklade forges new security partnership

THE Swindon & Cricklade Railway has joined forces with Tops Security, a Banham Group company, to protect the line after Blunsdon station was recently the target of trespass, arson, graffiti, and theft

The aim is to safeguard buildings, possessions and stored rolling stock through physical and digital security systems. CCTV cameras are monitored 24/7 through Banham's in-house alarm receiving centre.

In May 2016, a 'Thumper' DMU was destroyed by an arson attack, with the damage estimated at £100,000.

Trustees' chairman Bill Poling said: "Having experienced so much wanton damage in the past, it was decided to set up a small team to investigate how we could best protect the railway, because volunteers were having to spend valuable time making repairs instead of being able to concentrate on other important projects."

IN BRIEF

➜ EIGHT home-based examples of modern traction plus one guest locomotive will be in service during the Gloucestershire Warwickshire Railway's July 7-9 summer heritage diesel gala. In action will be Class 20 No. 20137, Class 24 No. 5081, Class 37 Nos. 37215 and D6948, Class 45 No. 45149, Class 47 Nos. 47105 and 47376 and Class 117 No. L425, with a guest due to be announced, and Class 20 No. 20228, Class 26 No. D5343 and Class 122 No. W55003 on static display. A discount is available for tickets purchased online at www.gwsr.com

➜ THE planned visit of Peppercorn A1 Pacific No. 60163 *Tornado* to the North Norfolk Railway between May 27 and June 4 has been cancelled due to delays with the overhaul of the new-build locomotive and its boiler, and revised plans for the dates were being made. It is hoped that *Tornado* may visit the Poppy Line in the future.

➜ THE Plym Valley Railway has bought operation Class 101 DMU Nos. 977963+977964 from Cambrian Transport based at the Barry Tourist Railway. The former Network Rail unit known as *Iris II* saw work on main line test trains before being preserved at the West Somerset Railway and late moved to Barry. A Plym Valley statement said that the railway was looking forward to the flexibility and operational benefits that the 1957-built DMU will bring.

➜ DEPARTMENT of Transport-owned property and regeneration firm London and Continental Railways has bought Midland House, the former headquarters of the Midland Railway in Derby, for £2.8 million, with the aid of a £500,000 loan from Derby City Council. The building has in recent years housed a free school and a Covid-19 vaccination centre, and LCR and the council will now draw up a regeneration masterplan for the station area while protecting the building's heritage. Separately, Derby has been confirmed as the home for the headquarters of the Government's Great British Railways.

➜ THE Dean Forest Railway will have two pannier tanks in operation during its May 20/21 spring gala. GWR 0-6-0PT No. 1369 will be visiting from the South Devon Railway to run alongside resident WR No. 9681, which recently returned to steam, and GWR prairie No. 5541.

➜ 2ft gauge 4-4-0T Bagnall No.2287 *Sinembe* arrived at the Teifi Valley Railway on April 4 on an initial five-year loan. It is presently non-operational and will therefore be on static display.

Historic dual voltage EMU is offered to a good home

By Robin Jones

A SURVIVING example of the oldest EMUs in service on the national network is being offered to a good home.

Under statutory powers, the Railway Heritage Designation Advisory Board has designated dual-voltage three-car Class 313 No. 313121 – last used as Network Rail's dedicated European Rail Traffic Management System (ERTMS) Class 313 test unit – for preservation. It has invited applications from institutions that can guarantee its long-term survival.

The 64 Class 313s were built by British Rail Engineering Limited's Holgate Road carriage works between February 1976 and April 1977, and were the first production units derived from BR's 1971 prototype suburban EMU design. They were the first BR units equipped with both a pantograph for 25kV 50Hz AC overhead lines and contact shoe equipment for 750DC third-rail supply.

The RHDAB was established by statute to ensure a secure and sustainable future for railway records and objects. The board has the function of agreeing which institution shall hold designated records and artefacts when no longer required by the railway business that owns them. Although sitting under the Science Museum Group umbrella, the RHDAB is a separate body to the National Railway Museum, which therefore is not responsible for designated items. A RHDAB designation does not mean that an object will move to the NRM's collection; indeed, most designated items go to organisations outside of the NRM. The RHDAB's aim is that transferred items remain in the public domain and priority is given to accredited museums.

Original condition

When selecting one of the 46-year-old Class 313s for preservation, originally No. 313001 was designated as it was the first production unit of the class. However, the lack of original features, such as seating, and the difficulties in the finding original features to replace them led to second thoughts. The RHDAB became aware of No. 313121, which retained its original 1970s seating and other internal features and is equipped with both overhead power and third rail current collection equipment. Accordingly, it was decided to change the designated unit as No. 313121 best represents the class in its original condition.

Ten years ago, No. 313121 was extensively rebuilt by Alstom at its Wembley depot to support the testing of ERTMS infrastructure and had technicians' areas fitted, along with a kitchen. After it was no longer needed for testing purposes, it was stored at Eastleigh.

Any institution – including a heritage railway or accredited museum – wishing to take No. 313121 must demonstrate that it falls within its collecting policy and can meet approved minimum storage standards in terms of security (fire, water and environmental control, and space) and layout of its site, along with approved minimum standards for public display facilities in terms of the supervised and safe inspection of items. It must also show it has an approved long-term plan and also long-term financial security.

➜ Organisations wishing to make an application to take on No. 313121 must apply by June 12 by emailing full details to smgrailheritage@sciencemuseum.ac.uk

➜ Find out further information about the RHDAB online at www.sciencemuseumgroup.org.uk/about-us/railway-heritage-designation-advisory-board

Network Rail's Class 313 EMU No. 313121 in use in 2020. CA850/CREATIVE COMMONS



First preserved Mk.3 EMU is destined for Harwich

THE EMU-oriented Clacton Express Preservation Group has reached agreement in principle to receive a donation of a complete four-car Class 321 unit.

It will be the first complete Mk.3 EMU to be preserved in the UK.

The set will be placed on static display in Harwich, where it will serve as a community cafe, events space and museum. A section of track for it has also been donated.

All proceeds are being reinvested back into the CEPG to help fund the upkeep of its heritage vehicles, including Lavender Line-based Class 309 No. 309624, a project from which the primary benefactor pulled out earlier this year, leaving the group to seek financial assistance elsewhere.

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GWR 2-6-2T No. 4144, on loan from Didcot Railway Centre for the 2023 season, is seen ready to depart to Chinnor from Princes Risborough on April 10. PHIL MARSH

Corris Falcon progresses as carriage departs

THE construction of the new Corris Railway Falcon 0-4-2ST No. 10 has continued to progress at Alan Keef's workshops, with the locomotive now sporting its brand-new buffers. It has also been decided to fit sanding gear to the locomotive, a feature that was absent from the original 1878 Loughborough Works-built trio.

The locomotives arrived at Maespoeth Junction without the equipment fitted and this arrangement never changed throughout their working lives, not even when the best components of each were cannibalised and reassembled to become No. 3 at the end of the 1920s, nor when the GWR took the merged engine to Swindon for workshop attention. Given the curves and gradients of the Corris route, wet weather could cause slipping, which was combatted by the fireman or guard perching above the front buffer beam and transferring sand from a box placed in front of the smokebox to the railhead by means of a watering can.

Even if the modern-day Corris wished to maintain this approach, it would – quite rightly – not meet current safety requirements, and air sanding gear will be fitted to No. 10 before it enters traffic.

The cab for No. 10, which was bolted together for the first public steaming on September 24 last year, has now been riveted. However, one section that will continue to have removable bolts is the upper part of the rear of the cab, making this section removable to improve conditions on the footplate on hot days, a bonus being that passengers in the front coach will have a unique view of the crew at work on the journey from Maespoeth Junction to Corris. It will also recreate the look of the Falcon's cabs in the early 1900s.

Stock departures

The second week in April saw a Land Rover and trailer arrive at Maespoeth Junction to collect a carriage for onward movement to an eventual new home with the Ashton Packet Boat Company, Manchester – under the custodianship of Adam Rickett.

The small carriage was originally used at the neighbouring Centre for Alternative Technology. It was presented to the CR when it became surplus to requirements there some years ago, but as the heritage line developed, the coach become redundant there too, and was out of use for several years.



Members of the Glyn Valley Tramway Trust bid RNAD van No. 5 a temporary farewell after loading it for transport for overhaul and regauging. GVTT

Its new home in Manchester is a genuine industrial railway setting dating back to the early 1970s and is also home to the oldest wooden narrow boat in the world. It additionally hosts railway enthusiast days in aid of registered charity the Francis House Family Trust.

In 1974, it conveyed the late Duke of Edinburgh, whose Welsh title was Earl of Merioneth, during his visit to the then newly-established CAT, which then had an internal narrow-gauge railway. It will be renovated by a small group of dedicated APBC volunteers, with the aim of it operating on future charity open days.

Meanwhile, work on the CR's new-build carriage No. 24 has seen some internal seating fitted, the roofing fitted to the clerestory roof, external handrails put in place and glazing carried out.

Departing on the same transport were surplus rail fixing spikes that were then delivered to the Glyn Valley Tramway Trust at Chirk, which is recreating part of this lost tramway adjacent to the main line station there.

At the same time, the GVTT's replica RNAD box van, which has been stored at a nearby member's house for many years, was also collected and transported by road on April 14 to Cameron Stevenson's workshops in Wigan, where it will be overhauled and regauged from 2ft 6in to 2ft 3in. It is expected to be returned in time to be present at the GVT's 150th anniversary open weekend event on July 8/9.

Work on site at Chirk has seen continued site clearance for a new rolling stock shed, and the trackbed and land around Hand Lane Bridge has been cleared to enable the correct track alignment through it.



The former Centre for Alternative Technology carriage is loaded onto a trailer at the Corris Railway on April 12, ready to depart for a new home. DAVID COLEMAN/CR



The construction of the Corris Railway's new Falcon 0-4-2ST No. 10 has progressed further at Alan Keef's workshops, with the locomotive's buffers now fitted. When complete, it will be fitted with sanding gear, which was absent from the original Loughborough-built trio in 1878. ALF OXFORD/CR

Sir Berkeley back in the colours when it helped build the GC

By Sally Clifford

MANNING Wardle 0-6-0ST No. 1210 of 1891 *Sir Berkeley* is back in Middleton Railway traffic after a two-year overhaul.

A star of the BBC TV black-and-white 1960s serialisation of Edith A Nesbit's classic The Railway Children, which pre-dated the big-screen blockbuster, *Sir Berkeley* returned to the rails on April 15 with all the expected fanfare for an iconic locomotive.

Invited guests for the relaunch were Anthony Coulls, senior curator of rail transport and technology at the National Railway Museum, Trevor England, chairman of the Vintage Carriages Trust, and Roger Crombleholme, who bought the engine for preservation in 1964, just in time to save it from being scrapped.

They, alongside former Leeds councillor Baroness Blake of Leeds, Judith Blake CBE, and visitors, gathered on the platform for the journey to Middleton Park.

However, the locomotive and its rake of three carriages had covered over half the distance to its destination before workhorse Hunslet 0-6-0T No. 2387 of 1941 *Brookes No 1* had to take charge for the rest of journey and the return.

Middleton vice president Ian Smith said: "On its first trip, due to the fireman's lack of familiarity with the locomotive after a gap of several years, *Sir Berkeley* didn't steam properly and had to be assisted to maintain schedule.

"Subsequently, it performed very well both on the Saturday and the following day, proving once again that it was easily capable of handling a three-coach train."

Sir Berkeley is one of only two Class Ls in the country, the other being No. 1601 of 1903 *Matthew Murray*, which is also based on the Middleton.

Originally supplied to engineering contractors Logan & Hemingway, *Sir Berkeley* helped to build the Great Central Railway's London extension, and was seen on the excavation of the Nottingham GCR/GNR joint station site, which was eventually named Nottingham Victoria. It later worked in the iron industry, latterly at Cranford Ironstone Co in Kettering.

Roger said: "When I first bought the locomotive, I thought, 'it needs me'. I have always been a great admirer of Manning Wardle and I knew something of the engine's history when I came across it".

He said that the locomotive's involvement in the construction of the railways and the history it embodies prompted him to preserve it. "I felt our industrial heritage wass disappearing at such a rate – 'if I don't step in and buy this, I don't think anybody else will'," he added.

During the 1980s, Roger placed the locomotive into the care of the Keighley & Worth Valley Railway-based Vintage Carriages Trust, a charity he knew would restore, maintain and preserve the engine for the enjoyment of future generations.

It was later moved on loan from Ingrow to Middleton, where its overhaul began two years ago.

The locomotive has been painted in a representation of the original Logan & Hemingway livery as a working memorial to all those who worked as navvies in the construction of Britain's railways.

Anthony paid homage to *Sir Berkeley*'s livery and the fact that it is one of the 'unsung heroes' of the railway: "Seeing it in steam again, in its contractors' colours, really gives us an opportunity to celebrate the unsung side of the railways, the unglamorous side.

"These were the tools of industry. There were hundreds of them unseen by anybody, and this is the last survivor back in the city where it was made."

It is hoped that *Sir Berkeley* will now become a railway ambassador.

The next special occasion at Middleton Railway commemorates the 91st anniversary of LMS diesel shunter No. 7401.



Right: Anthony Coulls, of the National Railway Museum, Roger Crombleholme, who bought the locomotive for preservation, Middleton Railway vice president Ian Smith, and Vintage Carriages Trust chairman Trevor England at the relaunch of *Sir Berkeley* at the Middleton Railway on April 15.
Below: *Sir Berkeley* arrives at its destination at Middleton Park.
BOTH: SALLY CLIFFORD





Richard Proudman and Stephen Tooley from Bachmann Europe are joined in front of *Joem* by NELPG volunteers as a cheque for £504 is presented to its chairman, John Hunt. BACHMANN EUROPE

Bachmann shows its support for J72 overhaul with financial donation

REPRESENTATIVES of model manufacturer Bachmann Europe Plc visited the North Eastern Locomotive Preservation Group at its Hopetown workshop in Darlington on April 18 to present models of the firm's LNER J72 0-6-0T – specifically the group's sole-surviving example No. 69023 *Joem* – and a cheque for £504 to help with the completion of the locomotive's overhaul.

Released in 2020 as a Bachmann Collector's Club exclusive, the OO scale model of No. 69023 was a produced in a limited run of just 504 models, and £1 from each sale has been donated to its overhaul. *Joem* is being returned to steam in time for the 200th anniversary of the Stockton & Darlington Railway in 2025, as reported.

The cheque was presented by Richard Proudman, Bachmann's rail brand manager, to NELPG chairman John Hunt, while Bachmann's research and development manager, Stephen Tooley, handed over the first model to group archivist Chris Lawson. Two further models were provided for NELPG member Fred Ramshaw, who recently stood down as *Joem*'s long-serving caretaker, and

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Intruders vandalise Didcot offices after successful Easter

By Owen Hayward



Over the Easter weekend, Furness No. 20 was in steam on the Didcot Railway Centre's demonstration running line. The weekend was also attended by historical reenactors in Victorian attire, with Gerald Dickens (front) signing copies of his book, Dickens and Staplehurst – A Biography of a Rail Crash. GWS

RIDING high on the success of its recent Castle centenary and Easter weekend events, Didcot Railway Centre's joy was short-lived when thieves rampaged through the site overnight on April 18/19.

Staff were devastated to discover the damage when they arrived for work. The offices were the main focus of the attack, with windows smashed, debris scattered everywhere, and computers destroyed due to fire extinguishers having been set off.

It is believed that the perpetrators accessed the site – which is landlocked by the Great Western Main Line on all sides – by crossing the running tracks, as there is no evidence of entry via the access tunnel through Didcot Parkway station.

Administration manager Chrissy Crisp said: "We really are devastated that this has happened to us following such a positive year so far. Luckily, nothing major was stolen – only some walkie talkies and our SumUp payment machines – however, that is not the point. We are shaken by the vandalism of the listed building and also, as a charity, that we would be targeted like this.

"We aren't currently thinking of running an appeal to cover the damages as we have made a start on the repairs. However, if people wish to make a donation to the railway centre or pay us a visit to show support, we are still open as usual."

A CCTV camera inside the 1932-built locomotive shed, which dates back to 1932, caught images of the culprits, who were believed to be two young males. Footage was handed over to Thames Valley Police, which is dealing with the incident.

Events manager Sarah Jermyn added: "The café, shop and archive weren't touched. They are all alarmed and I'm only five minutes away, so my husband and I would have got here. Looking at the CCTV from just outside the office, they were wearing rucksacks, so they were probably looking for things they could put in there."

Anyone with information should call 101 or make a report on the police force's website, quoting reference number 43230169351.





Two intruders broke into the railway centre overnight between April 18 and 19, smashing up the charity's offices. CCTV caught images of the perpetrators, who are believed to be two young males. GWS

Successful Easter

Didcot reported a successful Easter weekend that saw visiting Furness Railway 0-4-0 No. 20 running on the museum's demonstration line.

Over the four-day bank holiday, nearly 2000 visitors were welcomed through the entrance gates. There was a Victorian flavour, as the veteran locomotive joined by living history reenactors in period costume.

Operating alongside No. 20 was former Alexandra Dock Railway 0-4-0ST No. 1340 *Trojan*, the oldest operating GWR locomotive, having been built by the Avonside Engine Company in 1897.

The weekend also launched the museum's new exclusive beer, called Off The Rails, with bottles reported to have been "flying off the shelves" over the weekend.

It has been brewed with assistance from Hook Norton Brewery, a steam-powered brewery in Oxfordshire, and is therefore an ideal partnership for the museum and its former steam shed base. Such was the demand that supplies had to be replenished on the morning of April 8!

for Maureen Howe, partner of the late NELPG member Allan Toomer, whose bequest has significantly aided the overhaul. Several volunteers working to return *Joem* to steam were also in attendance.

John said: "I would like to take this opportunity to thank Bachmann for its generous support of the overhaul of *Joem* through the sales of its superb model of the locomotive, which, with the presentation of this cheque today, has now exceeded £1600. It is very much appreciated.

Richard added: "NELPG helped us immensely during the development of this Bachmann Collectors Club model of *Joem*, even supplying paint samples to ensure the colour was spot on, and we are delighted to reciprocate that help with this donation to help get *Joem* over the line.

"Today's visit has been a long time coming as the Covid-19 pandemic halted our plans shortly after the model was released. It has been a privilege to meet the NELPG team and see the amazing work going on to ensure the locomotive steams again in time for the S&DR 200th anniversary."



Bachmann's model of No. 69023 *Joem* is a club exclusive with limited numbers remaining in stock to order. BACHMANN EUROPE

New members for Minehead board

TWO directors have been appointed to the board of West Somerset Railway plc.

A chartered engineer who holds a senior main line railway post, former board advisor Rowan Joachim has volunteered on heritage lines for several years. "She has already made substantial contributions to the railway's progression," said a WSR plc statement.

Also holding a senior management position with a main line railway is Rachel Stoneham, who is appointed as director (commercial) after also working as a board advisory.

Andy Castledine has left the board due to demands on his time. Arthur Diejomaoh has also resigned.

Wartime bomb discovery fails to halt German steam gala

Words and pictures by Kaoru Akagawa

THE 16th Steam Engine Festival in Dresden, which took place over the weekend of April 14-16, saw plans quickly altered when an unexploded bomb was discovered close to the city's museum on the first day – resulting in the main line being closed and a nearby area evacuated.

A steam-hauled morning departure scheduled to depart from Dresden Central station on April 15 was cancelled after the 250kg American air bomb was found on Friday afternoon by construction workers on a site near Dresden Railway Museum. An exclusion zone was in force from 9am on the Saturday morning, which saw 15,000 civilians evacuated and the adjacent railway lines closed until roughly 3pm while the bomb was disarmed.

A photographic event on the evening of April 14, along with a special trip to Nossen and RoBwein, was thankfully still able to take place. The photographic shoot saw locomotives from the museum's collection taken out and turned on the turntable. In place of the cancelled train on the main line, the museum decided to pull out many of its operational steam, diesel and electric locomotives from the shed for display at Dresden Central, where some could be seen shunting coaches, attracting many enthusiasts.

Following the lifting of the exclusion zone, the event continued with an evening steam and diesel excursion that departed Dresden at 5.30pm and travelled to Bischofswerda, Tharandt and Klingenberg-Colmnitz, before arriving back at its starting point at 10.32pm. This trip was worked by Class 52 'Kreigslok' 2-10-0 No. 52 8154-8 and V200 diesel No. 120 274.

The Sunday morning presented a parallel run by two trains on the main line. The first was Class 41 2-8-2 No. 1144 and Class E77 electric E7710, which top-and-tailed a rake of coaches, with No. 52 8154-8 running adjacent with a goods train. The passenger train departed from Dresden at 9.29am, with the goods train commencing its parallel run at Tharandt station, from where they set off at 10.13am.

The steam engines ran parallel to each other, passing repeatedly on the climb up the 2.6% gradient until shortly before they reached the Freital station. E7710 then pulled the passenger train on the return journey to Dresden Central.

The day concluded with a double-headed steam run to Freiberg with Class 50 2-10-0 No. 50 3648-8 and Class 35 2-6-2 No. 35 1097-1, with E7710 attached to the rear.

The date for next year's festival event is April 13/14.



Despite the discovery of an unexploded bomb in the city, the planned photographic evening on April 14 took place at Dresden Railway Museum, located beyond the evacuation area. Steam and diesel locomotives lined up around the turntable, giving enthusiasts two and a half hours of exclusive opportunities.



Due to the closure of the main line while the unexploded bomb was dealt with, some of the museum's operational locomotives were displayed at Dresden Central station during the morning of April 15.



The passenger train, banked by electric locomotive E7710, draws ahead of the freight set worked by Class 52 No. 52 8154-8 during the parallel run to Freital on April 16.



Class 35 2-6-2 No. 35 1097-1 and DR class V60 0-8-0DH No. 346 738-8 sit in Dresden Central station yard on April 15.

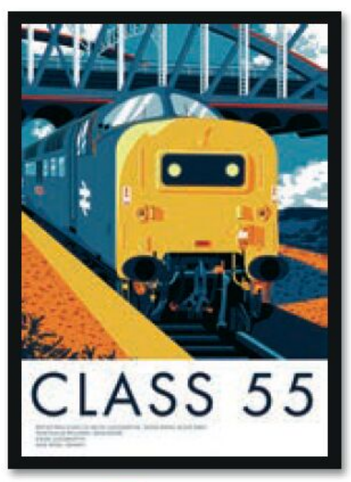
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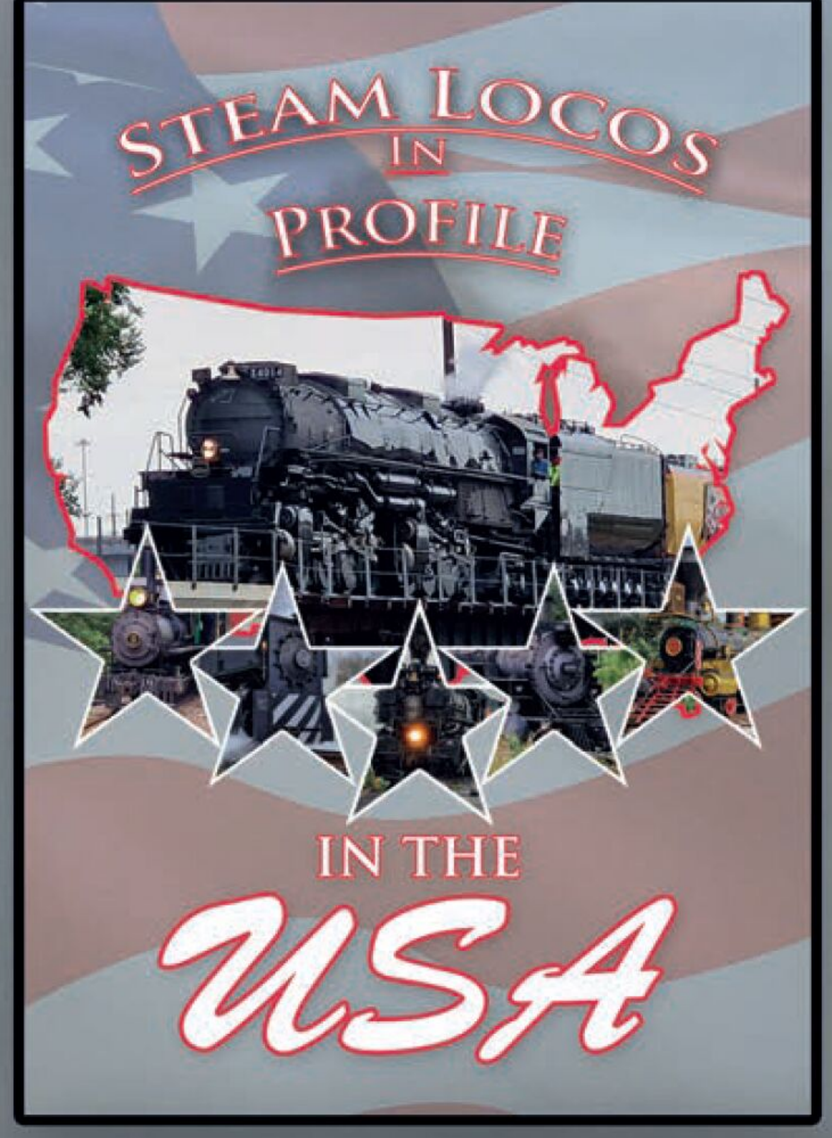






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Where steam still runs on the railways in the Ukraine...

By Bill Parker



Giving rides in a ZIM draisine at Bershad. BILL PARKER

DESPITE the ravages of war in Eastern Ukraine and the Russian attempts to cripple the economy with missile strikes on infrastructure, Ukrainian Railways (Ukrzaliznytsya) continues to perform an essential service in uniting the country.

It enjoys immense local support and respect, despite having a previous reputation for being run on very old-fashioned lines. It is the world's sixth largest passenger carrier and seventh largest freight carrier – or it was, before the war started.

In stark contrast to Britain, where the state railway washed its hands of steam engines as soon as it could, several steam locomotives belonging to Ukrainan Railways survive, some of which are maintained in operable or near-operable condition.

One is a narrow-gauge 0-8-0 tender locomotive, 1950 Babelsberg, Potsdam-built No. Gr-280. It is based in Haivoron, roughly halfway between Kiyiv and Odesa, which was once the centre of an extensive network of 750mm lines, with a workshop maintaining most of the Soviet Union's narrow-gauge engines until the break-up.

Kaluga-built 1950s TU2 diesels, 300hp Bo-Bos, continue to operate from Haivoron westwards to the main line at Rudnitza, the journey for the 45 miles as the crow flies taking nearly four hours, but the line is very much alive.

Over the bridge

At regular intervals through the winter, No. Gr-280 has been the centrepiece of Saturday galas. After a chance of a ride in a remarkable ZIL (actually a GAZ-12) car converted to a rail draisine, passengers in the train, with TU-274 leading, set off for the nearby three-span truss bridge over the Southern Bug river, which flows down to the Black Sea. There, an informal festival is held, with fish soup and millet porridge, a local staple, for lunch, accompanied by live music and general merriment.

Once everyone is full, after a photographic run-past, the train carries on over the bridge for about an hour to the village of Bershad, where more local delicacies are available, and some Tsarist buildings are still to be seen.

I was privileged to visit on a mild day in February – a remarkable experience in the midst of a war, sharing a carriage with a group of Metro drivers who had travelled overnight from Kiyiv and were very generous with beer and fruit brandy.

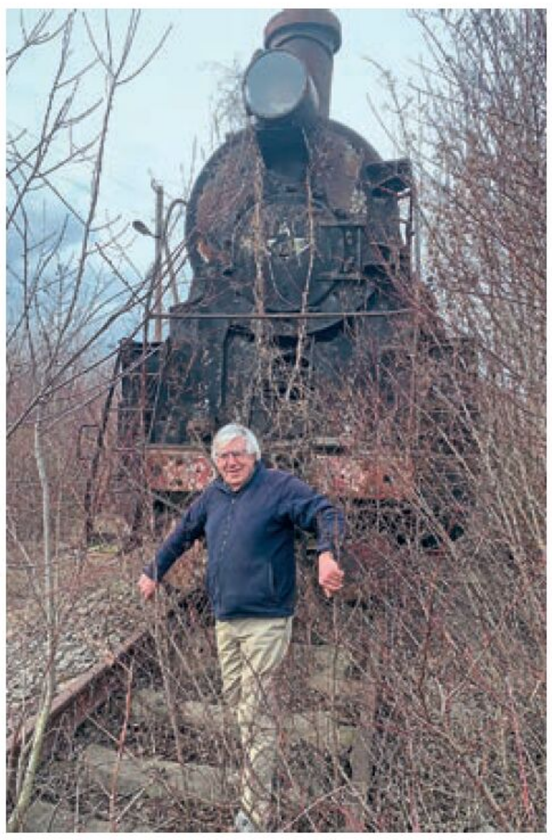
The journey back behind Gr-280 across the vast open plain of Ukraine and then over the bridge on the footplate was very special indeed.

Three days of steam

A much bigger event is planned for late May, although it may be postponed to June if the locomotives are not ready.

There is a Russian 5ft gauge freight line coming from the east that





Above: In echoes of Dai Woodham's legendary scrapyard at Barry, Bill Parker, founder and owner of the Flour Mill workshop at Bream in the Forest of Dean, inspects Budapest-built 0-10-0 No. Er-799-95 in the undergrowth at Tsvitskove.

Left: No. Gr-280 at Bershad station. BILL PARKER

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750mm gauge 1950-built No. Gr-280 pausing in the steppe. BILL PARKER

replaced the 750mm narrow-gauge towards the end of Soviet times, and three days of steam are planned on both gauges.

Refreshingly, the local mayor sees the town's railway history as central to its future and is 100% behind the venture.

Dmitry Babarika, of the Korostiv Railway, which is reinstating a forestry line in the Carpathians, 312 miles to the west, is advising Ukrainian Railways on reinstating the steam locomotives.

I travelled with Dmitry to the remote depot at Tsvitskove, where there were not only locomotives awaiting recommissioning, such as the enormous 1948 Bryansk-built 2-10-0 No. SO17-4371 (one of about 2,500 built), but also others abandoned and overgrown, including 1954 MAVAG Budapest-built 0-10-0 No. Er-799-95, one of more than 10,000 E-classes. Barry scrapyard in the bushes!

It will be interesting to see what Ukrainian Railways is able to achieve with these locomtives at such short notice, but nobody can doubt its intentions.

One step at a time...

Meanwhile, Dmitry – whose day job is working for a fuel distribution company – has not been neglecting Korostiv.

During the past month, his group has acquired a mass of concrete sleepers, good for another 70 yards, and delivered them to the end of the line. Little by little…



Korostiv Railway restorer Dmitry Babarika (left) and Bill Parker (third from right) with Ukrainian Railways staff inside Tsvitskove depot. UKRAINIAN RAILWAYS



2-10-0 No. SO17-4371 at the remote Tsvitskove depot with boiler cladding removed for inspection. BILL PARKER



The builder's plate of No. Er-799-95. Would such relics have survived in Western Europe? BILL PARKER



Proudly displaying a track measurement device on the 750mm narrow-gauge. BILL PARKER



A4 No. 60007 approaches Wansford with a wagon train on April 7. JOHN TITLOW



In silhouette against an orange and red sky, No. 60007 slows on the approach to Wansford station at dusk on April 7. JOHN TITLOW

A4 visit a triumph – as Nene Valley brings home the goods

By Tim Hobman

THE visit of LNER A4 Pacific No. 60007 *Sir Nigel Gresley* to the Nene Valley Railway during the Easter period has been heralded as a major success, with visitors flocking to glimpse the locomotive making its first visit to a heritage line fresh from the paintshop and back in BR Express Blue livery.

The locomotive's landmark visit was made possible by an heroic all-out effort by the railway's civil repairs team to complete track upgrades on the 1/5-mile Fletton Loop connection to the East Coast Main Line in time. The A4 arrived at the NVR from its base at Crewe on April 5 and was in steam the next day for a *Sir Nigel Gresley* Locomotive Trust members' day. This event saw No. 60007 coupled to my freshly repainted BR Standard 20-ton brake van No B953944 and engaged in trips to Yarwell and back, which gave the members an opportunity to ride on the footplate in the brake Van.

Over the four days of the Easter weekend, the A4 pulled four service trains a day along the full length of the line.

Rare opportunity

There was also the opportunity for people to visit the footplate while the train was in motion through the corridor tender. This rare experience proved very popular, with all available slots quickly selling out. The following weekend saw service trains on the Saturday and Sunday, again with the chance to visit the footplate.

On both Saturday evenings, the NVR hosted a fish-and-chips special under 'The Coronation' and 'The Silver Jubilee' banners of the famous LNER express trains.

However, by far the most popular event during the locomotive's visit was a photographic charter hosted by the Nene Valley Railway Wagon Group during the evening of Good Friday, April 7.

It is not often these days that an A4 can be seen on a freight turn and so there was no surprise to the group that the initial 40 tickets sold out within four hours of going on sale. A further 10 tickets were then released and those sold out within 20 minutes.

I planned and directed the evening in my role as wagon manager and group leader, which involved several static staged scenes around Wansford station. The first of these saw *Sir Nigel Gresley* coupled to the goods rake in the platform, and from this position the participants were able to access the locomotive yard and adjacent platform in order to capture No. 60007 from the front. Wagon group member Colin Dewey, dressed as a member of permanent way staff, posed trackside, while other members of staff posed on the platform in 1950s porters' clothing.

The next static shot saw *Sir Nigel Gresley* run to the east end of the station and sit on the level crossing, coupled to two wagons.



Newly-applied Express Blue livery and matching sky as *Sir Nigel Gresley* crosses the River Nene to enter Wansford station with a passenger service from Peterborough on April 7. JOHN TITLOW

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***Sir Nigel Gresley* heads out of Wansford Tunnel with the 2pm departure from Wansford to Yarwell on April 9.** GAVIN THOMSON

In this position, at the right angle, photographers were able to capture the rear of the goods rake in the platform, while it appeared that another goods train was coming in on the other platform. It was designed as a two-for-one shot and worked really well.

During this scene, another star of the show made an appearance in the form of a Morris Van in BR crimson and cream livery, owned by wagon group member Matt Baker. The van was positioned on the platform, and staff in period dress were loading and unloading vans. Much preparation went into this element of the evening, with members of the group spending hours making up parcels and bundles of newspapers, and, for seasonal interest, 25 boxes of cut flowers.

Matt had assisted me with ensuring every detail was authentic and he even produced original paperwork to accompany the posed scenes. I was dressed as a 1950s police officer for these shots and was sporting the uniform of a British Transport Commission constable, complete with lion and wheel helmet badge. In the lead-up to the event, almost all of the wagons had been repainted or had been some form of attention by the group, and with the addition of heritage posters, they looked outstanding.

During the action, stationmaster Tony King kept a watchful eye on the loading of parcels, while porters Jason Isaac, Phil Halstead, Steve Wainwright, and Phil Venn were busy with the goods. This part of the evening concluded with a friendly exchange between Matt and I after he completed loading his van, which saw me check his driving licence before waving him off with a "cheerio".

Once the locomotive returned to the west end of the train, the next part of the evening saw the wagons propelled back across Wansford river bridge, and the photographers were treated to four runs into the station. This move allowed pictures to be taken from the platform, the roadway, the riverbank, or the fields adjacent to the river. By this time, the sun was setting, so some of the pictures that have come from the evening see the A4 silhouetted against an orange and red sky, with the exhaust from the funnel creating very atmospheric shots.

'Most successful'

Just as the sun was disappearing over the horizon, No. 60007 went on shed and visitors were permitted to capture photographs of the crew disposing, which included the 'cods' mouth' being opened. Matt also brought his van on shed alongside the engine for some final pictures before the evening was concluded.

It was by far the most successful event the wagon group has hosted and raised some much-needed funds to allow it to continue its good work.

Hot on its heels, the group is looking forward to its next freight driving course, on Friday, June 2 with home-based Battle of Britain 4-6-2 No. 34081 *92 Squadron*.

That evening will see *92 Squadron* take the wagons to Peterborough for a wagon-related event and the opening of the wagon museum, which I have single-handedly been creating.

This free event will start at 6pm and is an opportunity to showcase our work, open the museum, and meet our supporters. Everyone is welcome to attend.



Parcels are unloaded and checked while a wheeltapper takes a break as No. 60007 shunts in the background at Wansford station on April 7. JOHN TITLOW



No. 60007 posed at Wansford with railway staff during the Nene Valley Railway wagon group charter on April 7. OWEN HAYWARD

The group plans to return more wagons to traffic later this year, with the chance to raise more funds through driving courses and photographic charters.

For more information, visit nvrwagons.wordpress.com

After the Nene Valley visit, No. 60007 was booked to haul a series of Saphos Trains tours during the summer and visit the North Yorkshire Moors Railway during late September and October.

➜ **See also Next Stop on page 106 of this edition of *Heritage Railway*.**



On April 10, *Sir Nigel Gresley* departs Wansford for Yarwell on a round trip to Peterborough. ROBIN JONES

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On the evening of April 7, LNER streamlined A4 No. 60007 *Sir Nigel Gresley* shunts around Wansford on the Nene Valley Railway with a few wagons in tow, reforming the demonstration freight train during a NVR Wagon Group photographic charter. The charter took place at the end of the first day of the newly repainted A4's two-week visit to the Peterborough line, which was also its first appearance in its new livery. See News pages 28-29 for the full story. OWEN HAYWARD

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£168k Euro grant for Tyseley facilities to meet demand boom

By Robin Jones

TYSELEY Locomotive Works has been awarded a £168,369 European Regional Development Fund grant to expand facilities and generate further employment to meet growing demand for heritage engineering design, manufacture and repair skills.

The works, owned by Vintage Trains Charitable Trust and based at the original GWR locomotive depot at Tyseley, is experiencing unprecedented demand for its services in heritage railway engineering, design, manufacture, repair and maintenance.

Thriving

It has a full order book until the end of 2024, and has embarked on a staged and significant expansion of facilities and growth in recruitment to meet the increased demand.

Tyseley is the last remaining steam-era depot of significant size by locomotive allocation. It was a catalyst for the development of the Tyseley district, with more than 1000 employees in its heyday.

The grant was made on February 6 by Birmingham City Council from the ERDF-funded Property Investment Programme.

Tyseley has been building a new carriage works and will employ an extra 10 full-time equivalent staff members as part of a £340,000 project match-funded by VTCT from its reserves and its newly-launched major donor scheme, the Patrons Club. The works currently has 19 full-time and 31 part-time staff and 155 active volunteers, and has an annual turnover of about £1.4 million.

Two days after the grant was announced, Tyseley awarded the construction of an additional 1550 square metres of commercial floor space to Springfield Steel Building Limited of Hull.

The building will form the second phase of the carriage works and enable Tyseley to accept additional commercial work. The first phase is already in use as a single carriage



In the driving seat: Fran is in her element with the 'sensory overload' of being on the footplate. SALLY CLIFFORD

Meet Fran – the Worth Valley's sole female steam driver!

By Sally Clifford

LNER A3 Pacific No. 60103 *Flying Scotsman* again made world history on March 8 when it was crewed by an all-female team for three round trips on the East Lancashire Railway to mark International Women's Day.

However, a female steam train driver is nothing new for the Keighley & Worth Valley Railway, as *Heritage Railway* discovered when we caught up with Fran Hartley on the footplate.

Spools of steam signal the arrival of something special. Whether you're there for the journey, or simply for the love of locomotives, there is something captivating in watching more than 200 tons of intricate engineering puffing its way into the station.

On the platform, the gathering throng, poised with cameras and mobile gadgetry, are capturing a moment perhaps without even realising the significance. For navigating LMS 'Black 5' 4-6-0 No. 45212, one of the home fleet, and its rake of six coaches along a challenging gradient through Brontë country – the immortalised backdrop to the original The Railway Children film and the recent sequel The Railway Children Return – is the KWVR's only female steam driver.

The 41-year-old is one of a number of women forging their way forward in what has traditionally been a man's domain, but instead of being proud that she is the only one of her kind on the KWVR, Fran hopes to be a role model to encourage more women to follow in her footsteps.

"I think it is a bit of a shame when there aren't any other women – I would love for there to be more, but I am extremely proud to do it," said Fran, who is keeping her fingers crossed that one day her three daughters might keep up the family tradition.

Family affair

Her husband, Noel, is the KWVR's business and operations manager, but it was her father, Nicholas Hellewell, who she has to thank for introducing her to the world of steam.

Fran's father joined the KWVR as a volunteer at the age of 16. "In that period, many boys were interested in steam and trainspotting and, as steam was disappearing from the national network, he was keen on preserving steam railways," said Fran.

Her father became a fireman and then also a signalman. She recalls that she and her sister Emma would often accompany him to the railway



Fran and her sister Emma helping out on a KWVR Santa service. FRAN HARTLEY



Keeping it in the family: Fran with her sister Emma and their father Nicholas Hellewell on GWR pannier No. 5775, which Fran and her father are helping to overhaul. FRAN HARTLEY

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repair shop. The third phase will see further expansion at a later date, to include additional maintenance facilities such as carriage lifting jacks, which originally came from the GWR depot at Old Oak Common. Construction of phase two was due to be completed by April 30, with subsequent fitting out taking place over the coming months.

The carriage works will be promoted under the banner of Metropolitan Railway Carriage & Wagon Co., which VTCT has acquired to perpetuate the internationally famous name used to build railway carriages in Birmingham for export worldwide, including four of its Pullman Cars, built in 1960.

The depot upgrades will form part of further phases to be announced in due course when funded as part of the Tyseley Depot Master Plan, which is designed to improve facilities for engineering and operations, encourage community participation and house the Tyseley collection.

Supporting growth

VT chairman Michael Whitehouse said: "We are delighted that this support from the City of Birmingham's ERDF fund will enable us to increase employment and skills training for a new generation of engineers in the heart of the Tyseley community, which has a long and proud history of railway engineering excellence."

Ashfaq Ashraf, principal business officer for the city's business enterprise and innovation team, added: "We are pleased to be able to support TLW to continue its engineering growth and employ more people in Tyseley."



Grand handshake: Vintage Trains chairman Michael Whitehouse with Birmingham city councillor Zafar Iqbal (Tyseley and Hay Mills Ward) in the new works at Tyseley under construction on April 11. VT

on his signalman duties. "When we were around eight or nine years old, we took it in turns to spend the day with him in the signalbox, with colouring books and teddies. That was my first introduction to how railways operated."

In 1989, her father qualified as a driver and she recalled that he would often come home and regale the sisters with tales from the day.

"We would often have gone to bed by the time he returned, but I would often listen for his car backing in. He used to smell of oil and steam engines and tell us a story of what happened that day. It was intriguing and I was curious about the whole thing.

"I was 14 when I started volunteering to be a pixie on the Santa trains. I did a bit of stewarding on the dining trains and at 16 became a locomotive cleaner."

With her sights set on the footplate, Fran embarked on her fireman's training and, for three years, she worked as a paid employee during the railway's busy summer season.

"That gets you into the railway because you are here every day. You get to know more people," said Fran, referring to the friends she has met through volunteering on the railway.

In 2001, aged 19, Fran passed her fireman's exam. The ambition to become a driver was a "natural progression."

Even throughout her studies at university, which led to a career as a physiotherapist, Fran still found time to help out on the railway, expanding her experience and, more importantly, developing her knowledge.

Driving, she explained, is not just about going backwards and forwards. It is understanding the mechanics of the locomotive, knowing how everything works, and putting that knowledge into practice through rigorous assessments, competence tests and theoretical examinations.



On the footplate: Fran at the controls of 45212 after pulling into Oxenhope station on the KWVR. SALLY CLIFFORD



Steaming along: Fran Hartley followed in her father's footsteps to become a steam train driver on the KWVR. SALLY CLIFFORD

"And how you look after the rest of your crew," added Fran, emphasising the teamwork involved in running not only the locomotives, but also this historic railway itself, which relies on its voluntary workforce.

Safety and attention to detail is paramount at all times and, even now, during her whistle-stop break, she swaps a half-eaten butty for a spanner.

Aspirations

Working the controls on the footplate, Fran, her fireman and their trainee run the engine round to the other end of the train and prepare No. 45212 for the return journey to Haworth.

"It's the ultimate goal. You reach a point where you are the fireman, but to be the driver, to be fully in charge is the natural thing that most firemen will aspire to reach that point," said Fran.

"There are certainly female steam drivers on other railways up and down the country, but there are obviously fewer girls doing it than lads. This is gradually changing. We have had two brand-new inductees, who are women, in the last month and we had another two join not long ago so. Hopefully, the trend will start to grow."

Fran acknowledged that it is by no means an easy job, but considering the beauty of the landscape through which the KWVR operates its fleet, it's certainly worth the hard work.

"Obviously, it is not for everybody. It is dirty, hot, and a tough job sometimes," she admitted.

While some tasks, such as heavy lifting, may be easier for her male counterparts to tackle, Fran has found ways to adapt.

"I've learned ways to compensate for the fact that I am smaller and not as strong as most of my male colleagues, but it's not necessarily about brute strength, it is skill, technique, and using your brain – and you are a team, at the end of the day."

'Exhilarating'

Despite the hot and smoky confines of the space where she is busy operating the brake valve, then attempting to finish off that butty before the return journey to Haworth, Fran is in her element on the footplate.

"I love it," she said. "There is something about being in charge of something that feels really powerful. It is exhilarating. I love the noise, the smell. It is a sensory overload on the footplate and there is no better place to be, I would say."

➜ **For more information, or to get involved on the line, visit https://kwvr.co.uk**

Derelict East Midlands ironstone survivor restored as showpiece

By Robin Jones

A NEW railway heritage centre based around newly cosmetically-restored 3ft gauge Hudswell Clarke 0-4-0ST No. 633 of 1902 *Lord Granby* is being established near Melton Mowbray.

The purpose-built centre is being set up by Eastwell History Group at Crossroads Farm following the transfer of *Lord Granby* from its restoration workshop at the end of April.

It will showcase the history of the Eastwell and Waltham Ironstone Company's quarries in the county in the late 19th and early 20th centuries.

Rail operations commenced in 1885, made possible by the opening of the GNR and LNWR joint line between Bottesford Junction and Melton Mowbray in 1879, which provided an outward transportation route for iron ore.

A narrow-gauge incline linked the quarries at the top of the escarpment, with the standard-gauge joint line in the Vale of Belvoir below. Superseded by road lorry haulage, freight on the quarry system finished in 1959, when *Lord Granby* last steamed.



Hudswell Clarke 0-4-0ST No. 633 of 1902 *Lord Granby* in service on the Eastwell Iron Ore Company's 3ft gauge system in Leicestershire, possibly before the First World War. EHG



Newly arrived from Leeds Industrial Museum in July 2013, *Lord Granby* is now back at Eastwell for a restoration project to begin. EHG

Two years after the quarry railway ceased operation, *Lord Granby* was taken to Leeds Industrial Museum for preservation but was left out in the open in a field for four decades. All moving parts were seized, all brass items stolen, and the cylinders and pistons pitted.

Group members interested in the area's quarrying heritage tracked it down and arranged for it to be moved from the Armley Mills museum to a workshop in Stathern, Leicestershire.

During the past eight years, the group's volunteers have undertaken its restoration – one of the few narrow-gauge survivors from the East Midlands ironstone lines – in a project that has seen every component removed and refurbished, with many replaced with bespoke parts. While the group does not intend to return *Lord Granby* to steam, it is mobile and in a very respectable state as a static exhibit in pristine cosmetic condition.

Group spokesman John Wood said: "It was in an appalling state when we got it, but you would never know to look at it now.

"We took apart every nut and bolt and put it back together, and it looks magnificent. We have guys who can make anything.

"Unfortunately, we haven't been able to get it moving under its own steam because we are a history group, not a railway group, but the team has done an amazing job.

"Once we are settled, we plan to approach the museum sector to see if they are interested in a working arrangement with us as an outpost for their educational programme."

At the locomotive's new home, the group has laid a short length of 3ft-gauge track following the assembly of two more 14ft panels using rail from the Eastwell Iron Ore Company system that had survived on local farms.

➜ **Further details about the project can be found at www.facebook.com/LordGranby**



Right: *Lord Granby* is proudly displayed during the Eastwell History Group's open day in October 2022 following the meticulous cosmetic restoration by volunteers. The original nameplate and newly-commissioned maker's plate were attached. EHG

New season, new terminus for Gwili

EASTER services on the Gwili Railway proved a double success – as the line officially began operating its new terminus station at Abergwili Junction while celebrating 45 years of running trains.

Healthy passenger numbers were recorded for the weekend, them making use of the newly-opened car park that was built adjacent to the station over the winter months, the railway now starting and finishing its operations at this improved station that was once a brownfield site. On April 7, visiting GWR 0-6-0PT No. 6430 had the honour of being the locomotive to start the line's new timetable.

Saturday, April 8 was also the 45th anniversary of the heritage line commencing operations, which saw the new station car park officially opened by longstanding supporters Brian Jones and Caroline Langsdale. They were joined by Peter Gabell and John Jones, who were guard and driver respectively on the original opening train 45 years ago.

The Abergwili site has seen many improvements required to facilitate its use as the new starting point for the line's services, with new power supply and diversions installed and the transfer of various cabins and facilities from its previous Bronwydd Arms base. The latter station is currently not open to the public but will in time serve as an intermediate stop on the line.

Chairman Mathew Bowen said: "We had a very good Easter weekend, with trains running at more than 80% of the available capacity and the new Abergwili Junction car park in use for the first time.

"The next steps on the site are the completion of the utility connections, and further work is also in hand to reassemble the three-way point recovered from Burrows Yard in Swansea Docks that will allow access to the new shed."

Work on erecting the new carriage shed commenced on April 17 and is expected to be completed later in the year, providing much-needed undercover storage space for the railway's coaching stock.



GWR pannier No. 6430 and the crew of the first train to operate out of the new terminus pose for a photograph at Abergwili station on April 7. JOHN JONES/GWILI

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Fly-past: Thompson B1 class No. 61205 approaches Ilford station with the 10.10am Liverpool Street to Norwich express on April 21, 1951. The Stratford-based (30A) 4-6-0, which is passing under a flyover that opened in October 1947 to carry local trains over the through lines, was one of 290 members of the 410-strong class built by North British of Glasgow. It entered traffic in June 1947, and after withdrawal in November 1963 was taken into departmental stock as a stationary boiler for train heating, a role it fulfilled until being scrapped in February 1965. Ilford station, which was opened in June 1839 and currently handles nearly five million passengers a year, was in the spotlight in a railway conference held at Essex Record Office in Chelmsford on April 1. TRANSPORT TREASURY/ROY VINCENT

History of a county's railways that goes back nearly two centuries from the 1830s to Privatisation

By Geoff Courtney

THE railways of Essex – from the very earliest days of Queen Victoria's long reign to the present day and beyond – was the theme of a conference held on April 1 by the Essex Record Office in Chelmsford, home to the county's railway records and drawings that stretch back nearly two centuries.

Among the seven speakers who addressed the audience were Dr Colin Runeckles, of Ilford Historical Society, Great Eastern Railway Society vice-president Nigel Bowdidge, and Lyn Brooks, the society's archivist.

Dr Runeckles told the conference that two lines were proposed through Ilford in the mid-1830s, and spoke of 66 houses being demolished to make way for the railway and station. Meticulous research revealed their location, and many of the materials were re-used after their demolition. Some roads were also stopped up and others built, and the line opened in June 1839.

After outlining the histories of the GER and Eastern Counties Railway, Nigel highlighted some of the Essex lines that came into being following the Light Railways Act of 1896, including the Benwick Goods Railway, established in 1897, the Kelvedon & Tollesbury Light Railway of 1904, and the Elsenham & Thaxted Light Railway of 1913.

Lyn explained that in its early days, the GERS, which was formed in 1973, had a collection of about 20 documents, but that this extended to a massive archive of thousands, embracing photographs, plans, drawings, timetables, scrapbooks, legal agreements, signalling diagrams, rolling stock records, accident reports, weekly operating instructions, Bradshaw's guides and much else, all of which is held at the Essex Record Office.

Replica GER locomotive

There was also a talk by Graham Rowland, of the Holden F5 Steam Locomotive Trust, which is building a replica of a GER F5 2-4-2T, a class of locomotives fondly remembered by Essex trainspotters.

He said that detailed drawings of the class held at the ERO had been vital to the manufacture of the replica's components, including buffer beams, footplate supports, and the smokebox, chimney and bunker. Another area of interest was that some of the locomotives which operated on coastal routes during the Second World War ran with armour and were camouflaged.

Jonathan Denby, head of corporate affairs for train operating company Greater Anglia, and Jayne Sumner, Essex County Council's rail engagement manager, brought the 21st century into focus, the former talking about meeting the challenges of the post-pandemic world and Jayne explaining of the role of the Essex and South Suffolk Community Rail Partnership.

Jonathan told the audience that Greater Anglia managed 134 stations and operated more than 1200 trains a day in London and five counties, including Essex, while 191 new trains had been introduced in a £1.4 billion investment. Jayne explained that the rail partnership, one of 73 in the country, included in promotional events and material, line guides, walk booklets, history boards, artwork, and other facilities.

The final speaker was leading transport artist Malcolm Root, an Essex resident all his life and a fellow and vice president of the prestigious Guild of Railway Artists. He told attendees that his interest in a career in art and railways began when he first saw an illustration of Thomas the Tank Engine. Many of his railway paintings, 10 of which were exhibited at the conference, have been used on jigsaws, calendars, cards, plates, and even four Grenada stamps.

Attendee Adrian Corder-Birch, vice chairman of Essex Industrial Archaeology Group and a GER Society member, said: "The conference was brilliant, with seven excellent speakers, ranging from the construction of the railway through Ilford in the late 1830s to Greater Anglia meeting the challenges of the post-pandemic world.

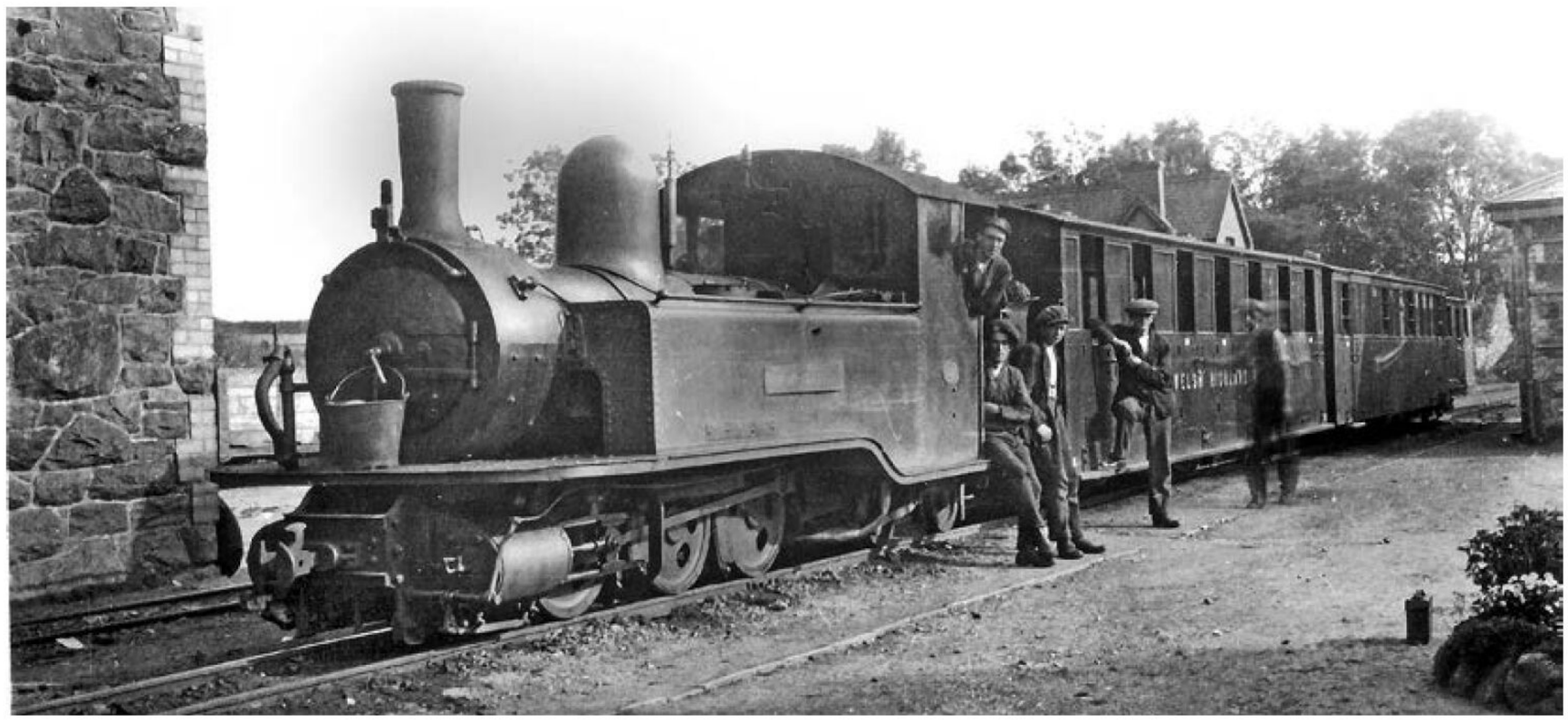
"Three of the speakers referred to the valuable archives of the GER held at the Essex Record Office, and another highlight was Malcolm's exhibition, which attracted considerable interest."

Edward Harris, customer service team supervisor at the ERO, said the conference was a great success.

"The talks by Graham Rowland and the GER Society highlighted just some of the records we care for, and the exhibition by Malcolm Root was the icing on the cake," he said.

Judges faced a 'challenge' in railway research competition

By Geoff Courtney



Caught on camera: Welsh Highland Railway 0-6-4T *Moel Tryfan* poses with its two carriages and accompanying staff at the Welsh Highland Railway terminus of Dinas on June 11, 1925, having arrived with the 2.08pm train from Porthmadog. The 14½-ton single Fairlie, named after a local 1407ft-high mountain, was built by the Vulcan Foundry in 1875 (works No. 738) for North Wales Narrow Gauge Railways and taken out of service by the Welsh Highland Railway for overhaul in 1936, never to run again. It survived for a further 18 years, albeit in a desperately poor state, but was cut up in October 1954. WELSH HIGHLAND RAILWAY HERITAGE GROUP ARCHIVES/ALFRED CROUGHTON

THE winner of a *Heritage Railway*-sponsored research competition commemorating the centenary of the opening of the entire 22-mile length of the Welsh Highland Railway from Dinas to Porthmadog via Rhyd Ddu has been chosen after the two judges faced a 'challenge' reaching their decision due to the high standard of the three entries that made it into the final.

The trio had reached the final after deliberations by the two judges, eminent historians Dr Dafydd Gwyn, a trustee of the Ffestiniog Railway who advised Gwynedd Council on its successful bid for UNESCO World Heritage status for the slate landscape of North West Wales, and Gareth Haulfryn Williams, archivist of the WHR Society and former county archivist of Merioneth.

Entrants were invited to submit original research on the history of the WHR and its predecessor, North Wales Narrow Gauge Railways, including the personalities and customers involved.

Nick Booker, chairman of the WHR Heritage Group, which supported the prestigious competition in conjunction with the WHR Society, the Welsh Highland Heritage Railway and the Ffestiniog Railway, said that due to the high standard of entries, the judges faced a "challenging" task choosing a winner.

"The subjects of the submitted research essays ranged across analysis of the complex legal aspects of the railway companies involved, the railway's extraordinary financial history, and a general overview of its whole development from its birth in the 19th century to its metamorphosis into the heritage railway we know today," he said.

The winner will be announced in next month's *Heritage Railway*.

Centenary gala

Meanwhile, the WHR has announced details of a gala being held on June 23-25 to celebrate – to the very month – the centenary of the opening of the southern extension of the line from Rhyd Ddu to Porthmadog. This extension led to the completion of the 1ft 11½in gauge 22-mile route, a long-held ambition of the local slate industry as it gave access from the quarries to the sea port of Porthmadog as well as Caernarfon via Dinas.

The gala will recreate scenes from the original WHR and showcase its history through to the heritage line that it is today. On the first day, June 23, the focus will be on the North Wales Narrow Gauge Railways' Dinas to Rhyd Ddu era from the line's opening in 1877 until its incorporation into the WHR in 1922. The following day will see the WHR in the spotlight, including the opening of the 12½-mile southern extension from Rhyd Ddu to Porthmadog exactly 100 years ago. The third day on will be themed on the revival of the line in the preservation era, which started with the formation of the Welsh Highland Railway Society in 1961 and culminated in the reopening to passenger traffic of the entire line in February 2011, a northern extension from Dinas to Caernarfon opening in 1997.

A highlight for enthusiasts over the three days will be *Russell* working its first public train out of Porthmadog Harbour station since 1936, when passengers services ceased and a year before the end of freight operations and the closure of the line.

The 2-6-2T, which was built by Hunslet Engine Co in 1906, is the only surviving original WHR steam locomotive and as such has gained iconic status within the preservation movement.

A bonus will be Baldwin Locomotive Works 4-6-0T No. 794 back in action after a 14-year restoration at the Vale of Rheidol workshops in Aberystwyth. This engine, which was part of the Imperial War Museum collection prior to its ownership being transferred to the WHR, was, as reported last issue, to be officially relaunched into traffic at Gelert's Farm on the Welsh Highland Heritage Railway at 11am on May 27 as No. 590, a member of the same class that ran on the original WHR from 1923 to 1936 and was cut up in 1942.

➜ Information on the centenary gala, including ticket details, may be found on the railway's dedicated 2023 celebration website – www.festrail.co.uk/whr-centenary/



Narrow gauge enjoyment: One of the passengers in the first coach behind Welsh Highland Railway No. 590 is clearly enjoying the sight and sound of the locomotive at Beddgelert in 1936. The 4-6-0T was built for the War Department by the USA manufacturer Baldwin Locomotive Works in March 1917. After use on the Western Front, it was bought for £240 by the WHR, arriving in July 1923. It was scrapped in 1942. WELSH HIGHLAND RAILWAY HERITAGE GROUP ARCHIVES/R W CHANEY

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YouTuber's appeal for locomotive smashes target in just two hours

By Owen Hayward

WHEN Lawrie Rose launched his appeal to purchase 4WDM Ruston 48DS No. 393303 from scrap, few would have imagined that it would achieve the £4000 target the same evening, let alone double it within 24 hours. To the surprise of all, that is exactly what happened.

Lawrie, who owns former Fawley Hill resident and fellow 48DS No. 294266 on the Mid-Suffolk Light Railway and whose YouTube channel is being sponsored by the Foxfield Railway during 2023 (as reported in issue 305), came across No. 393303 in a scrapyard where it has stood for nearly 40 years after Wagon Repairs Ltd. in Wellingborough closed in 1983. While it appeared to be a no-hoper, it still had a good set of wheels with which to swap out those on his locomotive which is currently out of service, in need of new tyres.

Anomaly in the records

"According to all records I had, No. 393303 was scrapped or didn't exist – but here it was in a scrap yard," Lawrie said. "I initially came to see it as a source of spares, but though it is missing some components, such as its cab and bonnet, many of the important parts are still there. That's when I realised – how often do people of my generation get the opportunity to save a locomotive from scrap? What's more, I have a template to work with in No. 296266."

With the cost of buying the full remains of the former Wellingborough wagon yard shunter only marginally more than the price of the wheels and work required to extract them in situ, Lawrie apprehensively launched a fundraising appeal through his social channels on April 26 to raise the £4000 required to complete the purchase and transport it.

The scale of the positive response was astonishing, the target being smashed in just two hours. What's more, success didn't stop there and the funds continued to roll in, with more than double the target achieved 24 hours later. As this issue went to press, more than £11,000 had been raised in online and cash donations.

Lawrie is now all set to begin restoration of this forgotten shunter and sees it as very much a 'community' project.

"I am amazed at how the community has got on board to help," he said. "By opening it up as a project for my audience to come and help themselves, I'm hearing from many new people who want to get involved in preservation and that is what I initially set out to achieve – to be a gateway to preservation in this modern world.



Lawrie Rose discovered the remains of Ruston 48DS No. 393303 in a Wellingborough scrapyard and launched a fundraising appeal to save it. His appeal smashed its £4000 target within hours and then went on to almost treble the amount originally sought. LAWRIE ROSE

Get involved

"It may look a wreck, but it is substantially complete, with almost all of the engine components still present. It's a really exciting thing to do, saving a locomotive such as this from scrap in the 21st century – something my generation would not have otherwise had the opportunity to do."

No. 393303 moved to its new home at the Whitwell & Reepham Railway at the end of April, when the wheelsets were also extracted ready to transport to the Mid-Suffolk to swap with those under No. 294266. Some minor work was additionally undertaken to conserve the locomotive and improve its appearance for public display ahead of the full restoration attempt commencing.

➜ Anyone interested in getting involved is invited to contact Lawrie by emailing: team@lmm.media

MPs support campaign for Rugeley Miniature Railway planning reprieve

A CAMPAIGN to save the popular 1950ft-long Rugeley Miniature Railway in Staffordshire from being cut in half or relocated is underway.

The landscaped and fully-signalled 3½in/5in raised level track, which can also accommodate smaller 7¼in gauge locomotives, is operated and maintained by the Rugeley Power Station Society of Model Engineers.

It has been on its current site for over 35 years, but has never been accessible to the general public.

It is located within the grounds of what was the now-demolished power station.

The land is currently being redeveloped, with 2300 houses earmarked for its former golf courses, open spaces and a large sports field.

The railway – which runs through trees, a tunnel, two stations and past a pool that hosts an abundance of wildlife, nature and birds – faces having more than half of its running line removed to make way for just 11 houses, for which planning permission has been granted to the site owner, Engie UK.

An online petition at www.rugeley-sme.org.uk collected more than 1000 signatures in its first four weeks.



Amanda Milling MP visited the Rugeley Miniature Railway on March 18 to offer her support. RMR

The 'Save the Rugeley Miniature Railway' campaign has also received the support of local MPs Amanda Milling and Michael Fabricant, as well as local councillors, and has led to the railway being offered a 12-month licence to remain on the site.

Railway trustee Terry Dell said: "This does not secure the long-term future of our railway but will provide a respite and allow time to negotiate our future with a new landowner and hopefully secure the future of our railway for the benefit of our local community and our members."

IN BRIEF

➜ TWO more guest locomotives have been added to the line-up for the Severn Valley Railway's May 18-21 Spring Diesel Festival – Class 31 No. 31270 from Colne Valley Diesels and an unnamed Class 88 from Direct Rail Services.

The Class 88 locomotive will operate services only on the Saturday and Sunday. Seven guests are now to be confirmed, with more set to be added before the event.

➜ THE chairman of the West Lancashire Light Railway Trust, Michael Spall, attended a reception for Local Charity Champions at 10 Downing Street on April 24. Hosted by the Minister of Charities, Stuart Andrew MP, the railway was invited because of the community work that volunteers had undertaken on the Hesketh Bank line, which recently held a volunteer training day.

➜ THE Foxfield Railway is to reopen its volunteer-led 7¼in gauge miniature railway on May 20, after 90% of the track was relaid. A new station is to be built and a new turntable is to be installed soon.

Easter week sunshine sends Poppy Line numbers soaring

By Robin Jones

PASSENGER figures on the North Norfolk Railway during the Easter holiday period soared by 13% compared to last year.

The busy weekend was followed by yet more glorious sunshine over the successful April 14-16 Spring Steam Gala, both featuring visiting West Country light Pacific No. 34028 *Eddystone* from the Swanage Railway.

Powerful Bagnall 0-6-0ST No. 401 of 1951 *Vulcan* was the line's second gala visitor and also performed well, impressing crews and visitors alike as it tackled the Poppy Line's demanding 1-in-80 gradient with a variety of train formations.

Unusually for an industrial design, No. 401 boasts outside cylinders and Walschaerts valve gear, as well as several features that were relatively modern at the time of construction, such as roller bearings, hopper ashpans and rocking grates, which contributed to the locomotive's reputation for being robust and reliable in service.

Appearing courtesy of the North Tyneside Railway, *Vulcan* is on long-term loan to the Embsay & Bolton Abbey Steam Railway.

The NNR's commercial manager, Graham Hukins, said: "We are buoyed by the start to the season with Easter, the gala and the midweek running all up on 2022.

"Calendar changes mean we have run on 16 days over the Easter holiday this year compared to 18 last year, but total passenger numbers are fractionally up and daily loadings have jumped by 13%.

"Of course, it's very early days, but with parts of the sector struggling and slashing services or heavily discounting tickets, it's heartening that our approach of fine-tuning the timetable and calendar to trim costs, while still providing plenty of activity, a great visitor experience and value for money has landed well with the key family market."

The line welcomed 2001 passengers during the gala, travelling behind both visitors plus the home fleet of BR Standard 9F 2-10-0 No. 92203, BR Standard 4MT 2-6-0 No. 76084 (which guested at the Swanage Railway's March 24-26 Spring Steam Gala, as highlighted last issue), WD No. 90775 and Class



BR Standard 4MT 2-6-0 No. 76084 approaches Holt with a gala service on April 15. STEVE ALLEN/NNR



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Above: BR Standard 9F No. 92203 *Black Prince* with the North Norfolk Railway's unique LNER Quad-Art set of teak carriages, which, as reported last issue, has returned to service after its tyres were reprofiled. STEVE ALLEN/NNR

Right: Spring gorse in bloom beneath azure skies as Bulleid West Country 4-6-2 No. 34028 *Eddystone* heads towards Weybourne on April 15. STEVE ALLEN/NNR

37 D6732, which covered the WD's diagram on Saturday and Sunday as the 2-10-0 was receiving attention from the fitters. The four days of Easter services that also featured Nos. 76084 and D6732 saw 2918 passengers carried.

The railway's next special event is Mixed Traction Gala and Rails & Ales Showcase on June 9-11. Main season services run on almost every day until October, with visitors able to enjoy unlimited travel through the purchase of day rover tickets, as well as special discounts for booking online in advance.

Full details can be found online at www.nnrailway.co.uk



The North Sea as the backdrop: Recent tree-felling has opened up a new panorama as Bagnall 0-6-0ST No. 401 *Vulcan* heads up the 1-in-80 towards Weybourne on April 16. JAMES KINDRED



No. 34028 *Eddystone* approaches Windpump Crossing in superb morning light. JAMES KINDRED



Visiting Bagnall 0-6-0ST No. 401 *Vulcan* works hard through Kelling Cutting on April 15. *Vulcan* entered service at Port Talbot steelworks in 1951 and carries the red livery from that time. The locomotive gained its name when purchased by the Austin Motor Company in 1957 for the Longbridge car plant; it was named after the V bombers being deployed with the RAF at the time. JAMES KINDRED

Visiting Barclay 0-4-0ST No.1219 of 1910 *Caledonia Works* departs from the transfer sidings with a rake of chaldron wagons heading for Beamish Colliery.

From Blaenavon to Beamish for 'pit' railway gala guest

Words and pictures by Dave Wilson

BEAMISH Colliery and its 'pit village' form an integral part of the Beamish Open Air Museum which, over April 1/2, held its annual steam gala. Visiting Beamish to work on its colliery line during the event was Barclay 0-4-0ST No.1219 of 1910 *Caledonia Works* from another 'pit' railway – the Pontypool & Blaenavon in South Wales.

Visiting courtesy of Ryan Pope, No.1219 was scheduled to move from Blaenavon by road on March 27, but there were problems with the low-loader. As a result, No.1219 did not arrive at Beamish until 10pm on March 29, leaving the venue's transport collection manager Matt Pickering and steam collection manager Antony Walker still working at 11pm – a long shift indeed.

The following day, Antony had to supervise the engine being unloaded and carry out safety checks, fill the boiler, light the fire and raise steam to conduct a steam test. On March 30, No.1219 was steamed for crew familiarisation and loaded test runs, hauling a train of chaldron wagons from the Beamish collection over the colliery railway.

No.1219 was supplied new to Stewarts & Lloyds, makers of steel and steel tubes, and entered service at its Mossend Plant in Lanarkshire, working there until the 1950s. Following the gala, No.1219 remained on an extended stay at Beamish until May 8.

Railway locomotives were not the only steam on offer at the Beamish gala. The museum hosts a fine selection of steam lorries, traction engines and steam rollers. The 2ft gauge system was also in operation featuring another Barclay 0-4-0WT No. 1994 of 1931, *Glyder*, which was owned by Durham County Water Board and worked on the construction of the nearby Burnhope Reservoir dam in the 1930s before it was sold to Penrhyn Quarries in North Wales.

Working alongside *Glyder* on the narrow gauge system was replica Stephen Lewin 0-4-0WTG *Samson*, which was built over a period of three years by David Young at Beamish. When new in 1874, the original *Samson was* built by Lewin at Poole Foundry, in Dorset, for the London Lead Co. and was employed at its Cornish Hush lead mine near Stanhope, in Weardale.



Head Wrightson & Co 0-4-0VB *Coffee Pot No. 1* heads a rake of chaldron wagons.

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Above: Fireman Peter Pickering (left) and driver Antony Walker take Head Wrightson & Co 0-4-0VB *Coffee Pot No. 1* off shed at the start of the Sunday's operations. The locomotive was built in 1871 on Teesside for the Dorking Greystone Lime Company for use at its Betchworth Quarry in Surrey.

Right: No. 1259 runs past 1900-built Stockton Ironworks 0-4-0ST *Malleable Iron Co No. 5*. MATT DITCH





Barclay 0-4-0WT *Glyder* busy shunting at the 'pit village' end of the 2ft gauge system.



The Beamish-built Stephen Lewin replica 0-4-0WT *Samson* runs light engine from the transfer sidings towards Beamish Colliery on the narrow gauge system.

The replica *Samson* was recreated as near as possible to the original from no more than an old photograph, two engravings of the engine and a trade magazine description.

Next year, Beamish will see the long-awaited return of Sharp Stewart 0-4-4T No. 4085 of 1895 *Dunrobin*. The locomotive was to a design by David Jones for the Duke of Sutherland for use on his private railway, which eventually became part of the Highland Railway route to Wick and Thurso. The Highland Railway's W class was largely based on *Dunrobin*.

After BR revoked the duke's running powers in 1949, he sold *Dunrobin* to the Romney Hythe & Dymchurch Railway, where it became a static exhibit.

It was sold again in 1963 and exported to Canada, from where it was purchased by Beamish in 2011.

Dunrobin is in the latter stages of its overhaul at the Severn Valley Railway's Bridgnorth Works and is now at the reassembly stage.



No.1219 *Caledonia Works* enters Beamish Colliery sidings from the transfer sidings.

New technology and sleeper campaign boost 'secret' railway

By Geoff Courtney

NEW state-of-the-art driver controls and a 'support a sleeper' fundraising campaign have been unveiled by Mail Rail, one of the world's most innovative railway revival projects that in its first year of operation carried 165,000 passengers.

The line, in Clerkenwell, near King's Cross station, is a restored stretch of the former 2ft gauge Post Office Underground Railway that opened in 1927 and ran 70 feet beneath the capital's streets for 6½ miles from west to east London, carrying millions of letters and parcels a day on driverless electric trains. It became known as London's 'secret railway' due to most residents and tourists being unaware of its existence, but closure came in 2003 and its role was taken over by lorries and vans.

Instead of being sealed up, it was mothballed and a small maintenance team retained, and that decision proved to be a master stroke when in 2013 a £26 million project was announced that comprised a new postal museum and restoration of nearly three-quarters of a mile of the railway as a visitor attraction, based at Royal Mail's Mount Pleasant centre.

One of the first signs that the revived railway would be a success came when a £4.5 million Lottery grant was announced, and such was the pace of other fundraising efforts that the line was opened in September 2017, more than a year earlier than originally planned. It was an instant hit, with 55,000 passengers being carried in the custom-designed battery-powered trains in the first four months. On the line's first anniversary, it was revealed that the trains had carried 165,000 passengers and completed 9000 journeys over a distance of 10,000km – more than 6000 miles, further than an air journey from London to Tokyo.

The 20-minute subterranean journey includes two audio-visual displays and passage through both platforms of Mount Pleasant, one of the line's original eight stations that in the railway's operational days were served by London's major sorting offices. However, even in the world of heritage lines, time and engineering progress doesn't stand still, and Mail Rail has unveiled major technological upgrades to the trains that will significantly enhance and broaden drivers' roles as they transport passengers through the 100-year-old tunnels.

The upgrades, supported by a £45,000 grant from the Michael Bishop Foundation, a charity that works within such sectors as the arts, culture, heritage and science, include improved critical fault diagnosis, new motor control units, and an updated audio-visual display system.

In addition, drivers now have a wi-fi connection that allows them to check and reset any of the platform AVs, a move that is said to vastly improve visitor experience. The foundation's grant also supported replacing the trains' batteries, each of which weighs a hefty 110lb (nearly eight stone).



Parcel force: Postal workers loading and unloading a Post Office Underground Railway train shortly after the line's opening in 1927. THE POSTAL MUSEUM



Underground movement: A battery-powered Mail Rail train is ready to take its passengers on a subterranean ride beneath the streets of central London. Inset: The new state-of-the-art train driver controls. THE POSTAL MUSEUM

Donor's benefits

The 'support a sleeper' fundraiser allows donors to have their name on one of the original wooden sleepers still in use on the line today.

For £500, the donor's name will be engraved on a plaque fixed onto a sleeper for five years. Additional benefits include two tickets to walk the tunnels, ride on the railway, and visit the nearby Postal Museum, as well as a certificate of authenticity, the donor's name featured on the museum's website, and the option to renew the sponsorship after five years.

Annie Duffield, the museum's head of marketing and communications, said: "Donations will support the essential upkeep of the original and historical sleepers to ensure that this feat of engineering, which kept the postal service moving across London for 76 years, can be enjoyed by future generations."

Visit www.postalmuseum.org/support-us/supportasleeper/

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Rare haulage tops the bill at the Spa Valley

VISITORS to the Spa Valley Railway's March 25/26 mixed traction gala enjoyed a variety of steam and diesel haulage, with the rare chance to travel behind both a ballast tamper and regulator to boot.

With up to 10 forms of motive power in action, the weekend saw the last appearance of Bulleid Pacific No. 34072 *257 Squadron* before it departed for a two-month visit to the nearby Kent and East Sussex Railway, with home fleet diesels and resident Class 207 DEMU No. 1317 also in action. A late change to the line-up saw Class 25 D7535 – which was planned to visit from the South Devon Railway and operate alongside fellow SDR Class 25 D7612 at the Kent line's event – substituted with another SDR resident after it developed a fault during testing prior to its scheduled transport.

GWR prairie No. 5526 was secured and arrived for a fleeting visit, resulting in the chance to enjoy two steam locomotives in operation at the gala.

One highlight was the unusual opportunity to ride on the line's Queen Mary brake van behind two pieces of on-track plant, Plasseur & Theurer tamping machine No. DR73434 and Ballast Regulating machine No. DR77329, which were on the railway to assist with infrastructure work. However, it was not the first time that the Spa Valley has run such trains, with tamper No. 73250 also operating rides during a visit in 2009.

The gala saw 851 passengers travel over the two days, with ticket sales and secondary spend turning a healthy income; profit is indicated to be between £6000 and £8000.



South Devon Railway's small prairie No. 5526 double-heads with Bulleid Battle of Britain Pacific No. 34072 *257 Squadron* at the Spa Valley's Spring Mixed Traction gala, pictured on March 25 at Birchden, where the heritage line runs parallel to Network Rail. DAVID STAINES



Plasseur & Theurer tamping machine No. DR73434, aided here by class 33 No. 33063, operated brake van rides over the weekend, offering a rare opportunity to enjoy haulage by these engineering vehicles. PHIL BARNES

Commercial manager Jonnie Pay said: "The popularity of the Tamper was seen by the well-loaded brake van and it was very nice to speak to people who had come specifically to see and ride behind the prairie. Overall, this event has been a great way to start our season and an enormous thank-you must go to all the volunteers who made it happen."

The planned visit for D7535 will take place later in the year, with D7612 returning home to Devon at the same time.

Rods arrive – but new wheel needed for G5 project

THE Class G5 Locomotive Company, which is building a new example of the NER Wordsell 0-4-4T, No. 1759, has announced that the forgings for the connecting rods and straps have been completed by Somers Forget and delivered to Springfield North East Ltd, where machining will take place.

The Get Connected fund has raised about two thirds of the £25,000 target and so a renewed appeal for support has been made to secure final payment for the work. It is anticipated that the components will be ready for delivery by the spring.

However, following an independent inspection of a trailing wheel casting carried out by Northern Steam Ltd, it has been found that extensive remedial welding would have been required, which would have also led to it still not meeting the required standards. The inspection was arranged in light of other new-build projects experiencing similar issues with wheel castings, with one of the G5LC's being damaged, scrapped and replaced by the foundry prior to delivery.

Meanwhile, the machining of the cylinder block was due to be completed by Daniela Works Ltd and fitted back into the locomotive's frames in April. Final measurements will also be taken to enable machining of the cylinder covers.

Over the winter, the preparation and painting of various components, including the sandboxes, has been carried out. Both sets of brake gear are ready to be fitted once the cylinder block is back in the frames.



Above: The sandboxes for G5 No. 1759.



Left: A connected rod for the new G5 No. 1759. BOTH: IM TAYLOR/CG5LC

Upgrade at last for Strathspey 'open' crossing

SCOTLAND'S last automatic open railway level-crossing at Dalfaber Drive, Aviemore, on the Strathspey Railway, has been upgraded.

The crossing was created as part of the Dalfaber development of the early 1980s but needed to be upgraded to meet modern safety standards. The upgrade was commissioned by Scotia Homes, the Highland Council and the railway company, and was a condition of the planning permission to build 75 new homes off Dalfaber Drive.

The upgrade has half barriers and footways for pedestrians, as well as a new road surface, railway track, road traffic light signals, rail signals, control equipment building, power supply, signage, fencing and street lighting.

It was brought into use, after extensive testing, on March 3/4.

Highland Council convener Coun Bill Lobban said: "At long last, the community's safety concerns over this 'open' level crossing have been recognised."

LSWR 'Ironclad' tool coach is on the market

THE Suburban Electric Railway Association – which owns a two-car BR class 416 EPB unit at the Battlefield Line at Shackerstone and other items of stock there, at Sellindge, and the East Kent Railway – has listed its LSWR tool van No. 748 for sale.

Built in 1924, the 'Ironclad' was converted to a breakdown train support vehicle based at Hither Green in 1959 and upon withdrawal moved to the Electric Railway Museum in Coventry. When that closed, it transferred to Shackerstone.

Described as having good tyres, an operational braking system and a good underframe, SERA has opted to offer it for disposal as it requires smaller storage space. It has been comprehensively cleaned to allow interested parties a more 'honest' view. An additional grounded body is also available.

Interested parties should first email ndhair37@gmail.com and are requested to leave a telephone number.

Bluebell Railway's new electro diesel is renamed at Eastleigh

By Owen Hayward

THE Bluebell Railway's privately-owned Class 73 electro diesel E6040 emerged from the paintshop at Eastleigh Works to be officially unveiled at a renaming ceremony on April 5.

Following months of speculation and rumour as to what livery the locomotive would be turned out in – a detail that was kept a closely-guarded secret – and following completion of bodywork repairs undertaken by Arlington Fleet Services at Eastleigh, E6040 (TOPs No. 73133) was revealed to have been painted in early BR blue (often referred to as 'electric blue') with half yellow ends.

The ceremony saw the locomotive officially readopting the name of its new home line, which it carried between 1990 and 2004. *The Bluebell Railway* name had previously been adorned by classmate No. 73004, which was scrapped in 2003 and transferred over.

Project leader Paul Auckland said: "This is a key milestone on the journey for having *The Bluebell Railway* locomotive operating at its namesake railway. As a long-standing Bluebell volunteer on steam and diesel locomotives, I'm excited that the railway has been so welcoming of E6040 and look forward to it operating trouble-free for many years at its new home."

The ceremony saw a small group of invited guests present, drawn from the locomotive's previous custodians through to representatives from its new home, as well as those who have worked on it during the four months it has been at the works.

The unveiling of the nameplates was performed by the railway's preservation society vice chairman Roy Watts, who was instrumental with the first diesels that arrived on the once exclusively steam-operated Sussex line. He said: "*The Bluebell Railway* continues to move with the times and we've now had diesels for many years, starting with diesels operating the tip trains as part of us getting to East Grinstead more than 10 years ago.



BRPS vice chairman Roy Watts unveils the nameplates for E6040 *The Bluebell Railway* at Eastleigh on April 5, watched on by project leader Paul Auckland. BRPS

"It will be a highly versatile and economical locomotive, allowing us to enhance our timetable alongside steam locos.

"I am confident it will find a number of uses, including giving us an option to keep operating during high fire risk periods."

The locomotive was collected from Eastleigh and travelled to its new home by road, arriving there on April 25. It will undertake commissioning runs before entering service.

Details of a formal launch event were being devised and will be announced in due course.

A working group to maintain the locomotive and undertake fundraising for future work has been set up. Those interested are invited to contact Paul by emailing paulchillout@aol.com

➜ An online Crowdfunder appeal is still active to help cover the costs of the work to bring E6040 up to its current standards at crowdfunder.co.uk/p/73133-the-bluebell-railway-restoration



On April 25, E6040 arrived and was unloaded at Sheffield Park ready for life at its new home. JAMES CUMMINS/ BLUEBELL

Double standards and a 'U Boat' cap off Cotswold gala billing

A SECOND BR Standard was added to the roster for the Gloucestershire Warwickshire Railway's May 12-14 Cotswold Festival of Steam, before a fifth and final visitor was also announced.

BR 2MT 2-6-0 No. 78019 from the Great Central Railway will run alongside previously announced visitors BR 4MT 4-6-0 No. 75014 *Braveheart* from the Dartmouth Steam Railway, GWR 4-6-0 No. 4079 *Pendennis Castle* from the Great Western Society at Didcot Railway Centre, and Lancashire & Yorkshire Railway 'Pug' 0-4-0ST from the East Lancashire Railway.

The final guest is 97-year-old BR (SR) Maunsell 2-6-0 U class No. 31806, which will appear courtesy of JMB Locomotive Services and the Swanage Railway. The visit ensures that resident rebuilt Merchant Navy 4-6-2 No. 35006 *Peninsular & Oriental S. N. Co.* has Southern Region company once again for the prestigious event, with rebuilt West Country Class No. 34028 *Eddystone* having visited from the Purbeck line last year.

The U class was a familiar sight in Cheltenham, working services up from Andover over the Midland & South Western Junction Railway, with No. 31806 known to have visited Cheltenham during its working life. As such, its visit ties links to the gala's Cheltenham and Gloucester Steam Days theme, while the Standard 2MTs had an historic connection because between 1962 and 1965, a small number were allocated to Gloucester Barnwood and Horton Road sheds.

One of the local Standard 2MT's regular workings was freight on the branch from Stonehouse to Stroud and Nailsworth. The class was also used on passenger workings between Hereford and Gloucester and beyond.

Tickets, timetables and further information for the event can be found at gwsr.com/galas/steam-gala

Meanwhile, on April 4, the railway held a successful promotional event to encourage further support and closer working relationships with the community, welcoming businesses, associations, councillors and MPs.



Visiting BR Standard 4MT 4-6-0 No. 75014 *Braveheart* arrives at Winchcome station on April 4. ALEX FARRAN/G/WR

Invited guests were transported between Cheltenham Racecourse and Winchcombe in first-class coach Mary, hauled by No. 75014 *Braveheart*. At Winchcombe, a presentation was given in the Tim Mitchell Building by the railway's plc chairman, Richard Johnson, who said: "It was excellent to see so many businesses join us for the event and to understand our railway and how we operate.

"Networking with individuals from a variety of backgrounds really helps us promote the railway with the local community and forge stronger relationships. We look forward to many more opportunities in the future."

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Romney dreamer's namesake for gala visit

THE Romney, Hythe and Dymchurch Railway will welcome a special and significant guest to its May 13/14 steam and diesel gala – Bassett Lowke 4-4-2 *Count Louis,* which was built in 1924 for racing driver and automobile engineer Count Louis Zborowski.

The count and fellow racing driver Captain John Edwards Presgrave Howey went on to dream up the RHDR, with Zborowski agreeing to donate rolling stock from a railway he had constructed at his Higham Park home. Sadly, the count died on October 19, 1924, before construction of the new line had even begun, but he was nonetheless instrumental in the 14-mile line's establishment.

Following his death, the locomotive was sold to the Fairbourne Railway, where it resided until 1980. It passed into the hands of the Little Giant Trust but was not restored until it was sent to TMA Engineering, where it returned to steam in 2016.

All available steam locomotives will be in service, supported by 2-8-2 *River Esk* from the Ravenglass & Eskdale Railway, which is celebrating its centenary during 2023 and was the forerunner of the seven engines on the RHDR.

The RER's 1955-built diesel *Shelagh of Eskdale*, which is currently on long term loan to the RHDR, will also be in service.

The weekend will also be the first gala appearance of recently overhauled Canadian Pacific-style 4-6-2 No. 10 *Doctor Syn*, which returned to service on April 2 following a five-year absence for intermediate overhaul.

Up to six sets of passenger coaches in service, with express runs, stopping services and shuttles form part of the timetable that will commence on Saturday, May 13, with a parallel run featuring a train hauled by *River Esk* starting at Romney Sands. It will then pass non-stop through New Romney, where the second train will start for the eight-mile 'race' to Hythe, before services continue into the early evening.

An impressive 28-mile non-stop run will also operate, departing and returning to Hythe and covering the full length of the line.

Sunday, May 14 will see a mix of passenger and freight workings throughout the day, culminating in the RHDR's iconic multiple-header finale.



Visiting 4-4-2 *Count Louis*, named after one of the founders of the Romney, Hythe & Dymchurch Railway, will be appearing at the steam and diesel gala on May 13/14. RHDR



Pacific No. 10 *Doctor Syn* returned to service on April 2, pictured here starting off from Dungeness with one of its first trains. It will also be appearing at the gala. COURTNEY FORDER

New cycleways and paths to boost Stockton & Darlington heritage

A SERIES of new cyclepaths and walking routes are planned for a path along an 11-mile stretch of the Stockton & Darlington Railway after Durham County Council allocated more than £7 million from its £20 million Government Levelling Up Fund boost for the Bishop Auckland area.

The paths between Witton Park and the council's boundary with Darlington, south of Newton Aycliffe, will link the Locomotion museum at Shildon and the town's station, as well as those at Newton Aycliffe and Heighington and the National Cycle Network.

It is hoped the route will include Gaunless Bridge, the world's first iron railway bridge, designed by George Stephenson.

The county council was recently awarded funding from Historic England for restoration of the bridge's abutments.

Work on the new paths is due to be completed by March 2024 in time for the 200th anniversary of the SDR the following year. The funding is part of the £20 million the authority received for the Bishop Auckland area in the first round of the Levelling Up Fund.

Coun Elizabeth Scott, the council's cabinet member for economy and partnerships, said: "We hope that what we will be delivering will encourage more people to walk and cycle, with obvious benefits for their health. The routes can also help reduce reliance on cars.

"The paths will help connect communities along the route of the line, creating new active travel links to culture and heritage sites.

"This active travel project ties in with exciting developments at Locomotion to mark the bicentenary of the SDR."

Spa Valley 'Jinty' boiler is returned to its frames

THE boiler for the Spa Valley Railway's LMS 0-6-0T 3F 'Jinty' No. 47493 was returned to the frames on January 16 as the overhaul takes another major step forward.

The new front tubeplate, which was fitted at Weybourne while the boiler was overhauled under contract there, requires drilling to accept the smokebox, which is ready and waiting in the yard to be lifted into place.

Once the railway's winter maintenance has been completed on the operating locomotives, the boiler will be cleaned and heat resistant paint applied, enabling the refitting of the pipework to commence, and to be followed by the crinolines, lagging and cladding. Overhauling of the motion is also nearing completion, after which attention will then turn to the brake gear.



The overhauled boiler for 0-6-0T Jinty 3F No. 47493 has been returned to the locomotive's frames at Tunbridge Wells. SPA VALLEY

Meanwhile, volunteers continue to clean, repair and paint the locomotive's water tanks in the shed.

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Preserving 91 131 – more to it than you think!



Dr Becky Peacock with her new pride and joy, No. 91131, before it was moved into the museum itself. ALL PICS: HUGH DOUGHERTY

IT'S about much more than just turning an example of modern traction into a museum piece.

That's the message from Dr Becky Peacock, director of the Museum of Scottish Railways, who spoke to *Hertiage Railways'* Hugh Dougherty about taking delivery of its newest and most modern acquisition, Class 91 131.

Becky is proud of the latest addition to the vast locomotive and rolling stock collection at the museum in Bo'ness. "The 91 arrived on 9 March," she said, leaning on the front buffer of the loco, temporarily parked in yard sidings a few days before it was due to be moved into the museum building for permanent display.

"Some people have asked us what we're doing acquiring such a modern piece of traction and there's been some flak from the Crewe area, where the loco was the last of its class to be built by BREL in 1991, and the last locomotive to be built at Crewe Works. Some people believe that the former owner, Eversholt Rail, which has donated the engine to the SRPS for display here, should have sent it to Crewe.

"I can understand that, but it was donated to us because of the 91's association with Scotland by running up the East Coast Main Line to Edinburgh – and, of course, in the fullness of time, it could be possible to send it on temporary loan to Crewe for display there. My priority right now, however, is to get the 91 fully prepared for public display and, contrary to what some may believe, there's a great deal of work in that, even with a modern item. The locomotive has been out of service for two years and was stored in Doncaster before coming to us, so we have had work to do.

"As with all exhibits, our trustees carried out a rigorous assessment of all that's involved before accepting the offer. This engine has a real story to tell as a very worthy addition to our collection."

Becky said that just because a locomotive is modern, it still needs to be properly prepared, with the costs of displaying it long-term fully understood. Initial work has meant washing the 91 down, removing mould formed during its storage at Doncaster, and having the SRPS diesel team check it over, identifying some minor rust damage that will need to be repaired. All real and potential hazards have been surveyed and, although there are small amounts of asbestos present, they do not present any risk to the public.

Livery choices

"We are going to put the 91 on display in the LNER livery it arrived in," said Becky. "It may well be, that, in the future, we do return its original, BR Inter City livery, or even GNER, but LNER for now, as young visitors, especially, will recognise it. It's important as a museum that we cater for them and generations who never knew steam. The 91 tells the story of electrification and that's important; we already have a Glasgow Subway motor car and the former Stephen's of Linthouse electric steeple cab loco in the collection, so the 91 is not alone."

Once in the museum, after solving a giant shunting puzzle to move stock around, the 91 will have a set of steps specially made as its cab sits higher than any other vehicle in the collection, so visitors can access it. Becky feels that this is essential, especially for younger visitors, as the museum prides itself in being hands-on. The cab is of its age, functional and comfortable, but much less ergonomic than the cab of today's replacement, the LNER Azuma.

It's striking just how small the windscreen seems from the driver's seat and how large the vigilance treadle is, and notices that were there when last in service are displayed.

It is also interesting to see that someone had used a felt-tip pen to write up the loco's number on the bulkhead and make good the perceived deficiency of the powers-that-be back then, as, clearly,



The newest acquisition at Bo'ness from the blunt cab end in the company of some working heritage traction in the shape of the SRPS's 37 403 *Isle of Mull*.



The internal electrics and machinery corridor is exactly as it came out of service, with plenty of authentic scuff marks.

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Becky tries out the driver's seat. The cab will be open for visitors in due course as a key part of telling the 91's story.



The cab, complete with notices, an unofficial crew-applied loco number, and the defects book, with which the loco came out of service, still situated in its pocket beside the driver's seat.



Special instructions for drivers cleaning windscreens from the inside. Becky said this tells us that someone must have been otherwise too enthusiastic!

drivers needed to know what the fleet number was when out on the road and took matters into their own hands.

Becky is now gathering oral history and mementoes about the 91 and has already received information from drivers and maintenance staff.

"One driver told us that the 91 is a better locomotive to drive than the replacement trains, but he conceded that the Azuma's driver's seat is more comfortable!" she said.

Relevant to all

Once on display, the locomotive will be matched up with the museum's Caledonian Sleeper coach, donated to the museum as though it's ready to go back into service – it even has the berths made up and water bottles filled – to tell the story of modern trains, while information boards are being prepared, which, Becky admits, are a challenge.

Part of that challenge, she says, is that an electric locomotive does not come with the in-built romance of steam, while there must be a balance between satisfying the enthusiast, especially 91 fans mourning their passing from the main line, with very technical information and making the exhibit relevant to general visitors of all ages.

With electrification going on apace in Scotland, she added, the railway scene is changing fast and the museum must tell that story.

"Railway and industrial museums aren't solely about the past," asserted Becky. "They must conserve modern items, such as our 91, as they will become historical in the future.

"If we hadn't accepted this locomotive, it would have been scrapped, and so far it's the only one of this iconic class to be preserved."

The story of electrification is being further told with an overhead line display thanks to Network Rail, which is providing and installing the equipment, while the museum is making a pantograph available.

The display, to be completed later this year, will complement the 91, while also explaining how electrification works and, crucially for Network Rail, reinforcing its vital safety message, especially to young people.

'Unique exhibit'

The museum will also be home to one coach from the former Class 314 unit, now Class 614, which was altered to run on hydrogen at Bo'ness, now that the experiment has been wound up.

"The project partner asked if we wanted the three cars, but we have had to say that because of space constraints, we can only accommodate one, No. 614 209, as a unique exhibit reflecting, as the 91 does, the modern traction scene and technological evolution. We'll keep the coach in its hydrogen livery."

Although donated to the SRPS, No. 91131 is being transferred to the Scottish Railway Museum Collection Trust to be accessioned as an artefact and confirmed in its new home. "And no, before someone asks," smiled Becky, "we won't be returning it to working condition as the costs would be astronomical and, in any case, the legal agreement is that the engine will not run again. As a museum, we have a responsibility to ensure that this locomotive will be here in the future – and who knows what other modern traction may join it.

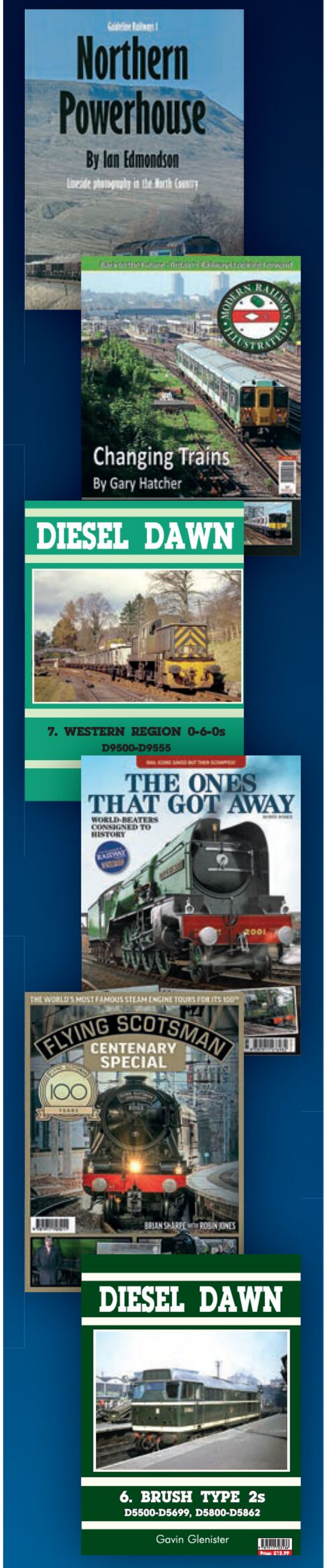
"If you came back 100 years from now, the 91 would still be in the museum – and perhaps maybe with an Azuma for company!"



Another modern traction exhibit: Coach 614 209 from the now hydrogen train experimental set, which has been donated to the museum. It will be kept in its current livery.

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BLUEBELL'S BRANCH LINE BONANZA

Despite the cost of living crisis and a poor weather forecast, the return of one of the Bluebell Railway's enthusiast highlights proved sufficiently attractive to draw the crowds for a weekend of small engines, vintage coaches and a packed timetable of services. **Owen Hayward** reports.

With its variety of veteran locomotives and exquisite pre-Grouping carriages, the Bluebell Railway has often played this to its advantage over the years at its branch line weekends, where the smaller engines of preservation take centre stage to recreate scenes long confined to the past. After a four-year hiatus (for obvious and well-documented reasons), over April 21-23, the Sussex heritage line pulled out all the stops to lay on another impressive branch line weekend that saw six locomotives in steam.

Where some lines are scaling back on hiring in guest locomotives, the Bluebell did the opposite and hired three for the occasion. Built at Horwich in 1910, 0-4-0ST 'Pug' (previously Lancashire & Yorkshire Railway No. 19 but now turned out as LMS No. 11243) has been a crowd-puller at its East Lancashire Railway home since returning to steam at the start of 2022 (issue 293), the first time it had moved under its own power in some 52 years. Its charm and appeal followed it all the way down south for the event, which was only the second visit away from home since restoration.

No. 11243 was joined by another ELR resident, L&YR Aspinall Class 27 0-6-0 No. 52322, owned by Andy Booth. Another product of Horwich Works, it predates the

LBSCR A1 Terrier No. 72 *Fenchurch* pilots BR 4MT No. 80151 to depart from Kingscote with the 6.30pm from East Grinstead, bound for Sheffield Park, with the last train on April 22. With an 85-year difference between the two and a combined age of 216, they are the oldest and youngest surviving locomotives from Brighton Works, having been built there in 1872 and 1957 respectively. NICK GILLIAM



Mike Hart's Hunslet 0-6-0ST No. 15 *Hastings* prepares to depart Sheffield Park on April 21 with the SR pre-Grouping carriage rake, comprising three compartment vehicles. JAMES CUMMINS/BLUEBELL RAILWAY



The former North London Railway 0-6-0 goods tank was repainted by volunteers from the Goods Division wagon group, turning it out in its unlined black LMS identity as No. 27505. It was on static display in Platform 1 at Horsted Keynes with some of the recently-completed wagon restoration projects. OWEN HAYWARD

'Pug' by 15 years but unlike No. 11243, it survived in service long enough to pass into BR ownership. The 'Pug' was withdrawn in 1931 and sold to John Mowlem for use on a major contract at Southampton Docks, before moving to London and the Charlton works of United Glass Bottle Manufacturers Ltd. There it was painted maroon and named *Prince*, and passed into preservation in 1967. An initial steaming concluded there was too much work to do and thus it was confined to static display. During the Covid-19 pandemic, its owning group, the Lancashire & Yorkshire Railway Trust, commissioned a full assessment with a view to gauging viability of overhauling it, which shone a much more favourable light on the prospect, and work started in early 2021.

No. 52322 was withdrawn in 1960 and purchased by Lancashire-based civil engineering company Leonard Fairclough. It was restored by apprentices at Horwich Works and placed on display at White Bear station in Adlington, but a return to steam did not happen until 1982; it was purchased by its current owner in 2003.

Oldest Hunslet

The third visitor for the event was Hunslet 0-6-0ST No. 15 *Hastings*, courtesy of its owner, Mike Hart OBE, and the locomotive's base at the Kent & East Sussex Railway. Built in 1888 for T A Walker, contractor to Manchester Ship Canal, it originally carried the name *Liverpool*. It ended up at Sproxton Quarry in Leicestershire, but by 1957 lay virtually abandoned; the quarry closed in 1963 and *Hastings* was purchased by the Kent & East Sussex Locomotive Trust that October. It steamed only briefly in 1965, and full restoration was not completed until May 2021 under Mike's ownership, with assistance from Statfold Engineering and the Weybourne workshops on the North Norfolk Railway.

Unfortunately, a piston rod and crosshead coupling rod joint failure caused serious damage to the cylinder covers and pistons during running-in trials on the KESR and the locomotive was first returned to Statfold before transferring to JM Engineering at Quainton Road where it returned to service in February this year. *Hastings* is the oldest surviving Hunslet 0-6-0 in the UK.



On Friday, April 21, the final train for East Grinstead departs Horsted Keynes, worked by 0-4-0ST 'Pug' No. 11243 and Hunslet 0-6-0ST No. 15 *Hastings*. The Pug's injectors experienced problems as the train headed for Kingscote, which resulted in the pair being swapped for the O1 from there. PHIL BARNES



Resident BR Standard 4MT No. 80151 starts off from Horsted Keynes with a rake of SR green Mk.1 carriages bound for Sheffield Park on April 23. JAMES CUMMINS/BLUEBELL RAILWAY

Operating alongside the visiting locomotives were three of the Bluebell's resident fleet, the current star of which for many is undoubtedly newly overhauled LBSCR 0-6-0T A1 'Terrier' No. 72 *Fenchurch*, resplendent in Stroudley's improved engine green livery.

Having completed overhaul at the tail end of 2022 and undergoing running-in and crew familiarisation trials over the winter months, *Fenchurch* made its public debut working the February 2023 half term trains and has proven to be a popular and economical locomotive for the railway at a time when the line north of Horsted Keynes was closed for track renewal near Sharpthorne Tunnel, this event being its gala debut.

SECR 0-6-0 O1 No. 65, wearing its striking fully-lined SECR green livery, is another veteran of the fleet but still 24 years younger than the 'Terrier', having been built at Ashford works in 1896, whereas No. 72 was Brighton-built in 1872. There was some uncertainty that No. 65 would miss the event as its mechanical lubricator had failed the weekend before – thankfully, the railway's engineering team worked wonders to rectify this.

The final locomotive in service was another Brighton product, BR 2-6-4T Standard 4MT No. 80151, which entered service in January 1957. It is both the youngest of its class to be preserved and the youngest surviving locomotive to have been outshopped from Brighton Works; by comparison, No. 72 is also the oldest.

Although not operational, one surprise appearance was that of ex-North London Railway goods 0-6-0T No. 76, which had been repainted in the Horsted Keynes carriage works by volunteers from the wagon group in record time, turned out in unlined LMS black as No. 27505. It has not operated since 1993, but is historically significant to the Bluebell having been used by the contractors responsible for lifting the line between Horsted Keynes and East Grinstead and then by the heritage line in relaying some of that very same section.

Carriage formations over the weekend gave a flavour of Southern region progression through the years, with a rake of green Mk.1s representing the BR era and a four-coach rake of Bulleid carriages giving a SR design to compare. Two sets of three coaches were also in use, one comprising the restored Maunsells (introduced between 1926 and 1967) in Olive green, the other a mixed rake of pre-Grouping carriages comprising LBSCR first No. 7598 (built 1908), SECR 100 seater third No. 1098 (built 1922) and SECR Birdcage composite No. 3763 (built 1910), also all wearing SR colours.

Much missed are the railway's Metropolitan Railway and vintage four-wheel rakes of carriages. Both sets are currently out of service, with the four-wheelers nearing the end of periodic maintenance and repair work, having been out of service for several years. The 'Chesham' set, meanwhile, is having replacement door locks being fitted.

C&W volunteer Richard Salmon said: "The Metropolitan carriages have double-acting slam locks, but these are now more than 120 years old and are showing their age. They are also non-standard, with detail differences between locks making the provision of spare parts extremely problematic. With some of the brass lock cases also starting to show signs of age, a decision has been taken to replace all of the door locks in the four carriages with newly-made replacements, which we have commissioned from a local firm, and the manufacture of which is well under way."

With the vehicles having been heavily used on socially-distanced post-Covid-19 services, as each one enters the works, the opportunity to undertake routine repairs is also being taken, with two of the four having been in near constant service since an award-winning restoration 24 years ago.

Focus on Horsted

Horsted Keynes station was very much integral to services for the weekend. Once a junction station where trains would branch off to Ardingly and Haywards Heath, over the three days the carefully planned timetable saw the station become the starting and terminating point for multiple services, with locomotives regularly swapping sets throughout the days.

Nos. 11243 and 15 alternated on brake van ride duty, propelling the Queen Mary brake van down the carriage yard sidings at intervals and running-in parallel to arriving and departing trains on more than one occasion. These departed from the south end of the line through Platforms 4 and 5, the majority of which are currently closed as scaffolding is up around the station building while repairs and improvements take place.



After its first train up each morning, No. 11243 detached at Horsted Keynes to operate brake van rides out of Platforms 4 and 5 and down the carriage yard sidings. JAMES KINDRED



Following the first departure with No. 52322 on the Friday morning, the three small tank engines triple-headed the first Horsted Keynes shuttle service. No. 11243 pilots Nos. 72 *Fenchurch* and 15 *Hastings* away from the site of Ketches Halt as they start the climb up Freshfield Bank. OWEN HAYWARD



L&YR Aspinall Class 27 No. 52322 tackles Freshfield Bank on April 22 with a three-coach rake of SR Maunsell stock in tow. PHIL BARNES.



***Hastings* heads the 11.50am departure from Sheffield Park on April 21, passing the location of the long-closed Holywell Halt.** OWEN HAYWARD

The final train of the event and the two Midland Region locomotives – 'Pug' No. 11243 and class 27 No. 52322 – approach Leamland Bridge as they double-head out of Horsted Keynes bound for East Grinstead. OWEN HAYWARD

The opportunity has also been taken to repair the north end of Platform 5.

Sales stands could be found around the station, while tours were available around the carriage and wagon workshops, offering visitors a glimpse at the projects taking place. The wagon group stall was also situated here, and in the days prior to the event the group received a £1000 donation from the carriage shop located on Platform 1.

Down at Sheffield Park, the yard was opened up, allowing views into the locomotive workshops where SECR H class 0-4-4T No. 263 and BR(SR) 4-6-2 Battle of Britain class No. 34059 *Sir Archibald Sinclair* are currently undergoing overhaul, while the frames of SECR P 0-6-0T P No. 27 were on show outside. The Atlantic house was also opened up and LBSCR 4-4-2 No. 32424 *Beachy Head* could be seen; this new-build project is fast approaching the finish line, with various fittings now installed on the backhead. It is envisaged that the locomotive will move into the main workshops during the autumn for final assembly to be completed, with a potential first steaming taking place during the first half of 2024.

Many trains over the weekend were packed to the brim, and that has translated into financial success for the railway. PLC chairman Paul Churchman said: "Advance sales were way beyond our expectation and meant that the event had already covered the costs of transport and steaming fees for the hired-in engines, as well as the estimated cost of the coal.

"We had positive feedback from lots of people. We specifically made sure there were things going on everywhere and making Horsted Keynes the centre of attention through the timetable having trains start and terminate there."



On April 21, LBSCR A1 'Terrier' No. 72 *Fenchurch* saunters through Rock Cutting, pulling its three-coach set of pre-Grouping carriages on the final train of the day. OWEN HAYWARD

The railway's next big event will be the May 20/21 Road Meets Rail weekend, where traction engines, road rollers and more steam powered entertainment will take over Horsted Keynes alongside the steam trains. Demonstration goods shunting is also expected to take place, further adding to the busy atmosphere of the station.

Following this, June 10/11 will see Bluebell on Parade take place, a weekend celebrating the centenary of the formation of the Big Four, as well as 75 years since the establishment of British Railways.

Tours will be available of areas usually off-limits right across the railway, with the chance to speak to those spearheading some of the projects that are taking place in the locomotive, carriage and wagon departments – including access to the inspection pits in the works at Sheffield Park.

The event will prove excellent value as the Kids for a Quid offer will be in effect throughout both days.

Additional tickets have also been released for those wishing to travel behind LNER A3 Pacific No. 60103 *Flying Scotsman* during the locomotive's visit between August 23 and September 3.

For more information on all the events for the rest of the year and to book tickets for the upcoming events, head online and visit bluebell-railway.co.uk HR

HELP KEEP ADRIAN'S DARJEELING 'B' IN BRITAIN

A new trust has its sights set on an auction bid to secure the purchase of the sole surviving Darjeeling Himalayan Railway 'B' tank locomotive outside India for a future to continue in Britain, reports **Phil Marsh.**

A NEW trust set up to acquire the late Adrian Shooter CBE's 1889-built Sharp Stewart Darjeeling Himalayan Railway 0-4-0STT 'B' class No. 19B at auction is aiming to base it at the Statfold Barn Railway.

As reported last issue, the Darjeeling Tank Locomotive Trust, which has applied for charitable status, aims to buy No. 19B at an auction on June 21 and has made plans to begin its 10-yearly overhaul next February.

Chiltern Railways founder Adrian, who had motor neurone disease, died on December 13 aged 74, as reported in issue 301. Aside from his professional railway career, he had a lifelong voluntary and professional main line and narrow-gauge steam involvement in the heritage sector.

Volunteering at the Ffestiniog Railway from 1963 and elected to its board of directors aged 23 in 1971, he became its managing director by 1979. He was latterly chairman of the then embryonic Tyseley-based Vintage Trains, president of the Chinnor & Princes Risborough Railway, and vice president of the Buckinghamshire Railway Centre.

Adrian was also president of the UK-based Darjeeling Himalayan Railway Society. His love of mountain railways was reflected in his private, steeply-graded 2ft gauge Beeches Light Railway at Steeple Aston, Oxfordshire.

Unique in UK

He purchased No.19 (works no. 3518 of 1889, No. 778 under the all-India number scheme) from the America Hesston Railway Museum, near Chicago, where it had been on display since the 1950s and is the sole UK example of the 34-strong B class, 28 of which were built in Glasgow, three in America by Baldwin and three at the Indian Tindharia Works.

Adrian raised tens of thousands of pounds for charitable causes at the BLR and claimed that the 1-in-14 gradient on his extensive garden railway was the UK's steepest adhesion railway. Its operation and locomotive were supported by a dedicated, tight-knit voluntary support crew, who also managed the infrastructure and operational safety. The team was made up of young and old, male and female, from across a range of narrow-gauge railways in Wales and England. No. 19B retains is original Victorian firebox despite being overhauled in 1908 at the Indian Tindharia Works and 96 years later at Tyseley Locomotive Works. Originally built as a saddle tank, a tender was built and added in 2004, along with a pair of replica Darjeeling carriages used on the BLR.

The supporting group had believed that following Adrian's death, No. 19B would be bequeathed to a railway. Within days of the auction being announced, the group set up the trust with the objective of purchasing it and carrying out the potentially costly overhaul; the two aims are estimated at costing about £250,000 in total, and within one month a significant six-figure sum had been pledged.



Sharp Stewart B 0-4-4TT No. 1913 heads the replica Darjeeling Himalayan Railway carriages on the Beeches Light Railway. DTLT



The supporting group of Darjeeling Himalayan Railway 0-4-0ST No. 19B with the locomotive at the Beeches Light Railway on April 2. JOEY EVANS/DTLT



Rinkingpong Road station at the Beeches Light Railway on February 4, 2022. PHIL MARSH/DTLT

The trustees have asked the Charity Commission to expedite approval for its application and as a Charitable Incorporated Organisation will be the ultimate owner and operator of No. 19B, giving this unique engine a stable and secure future that shares it with the public.

Trust chairman Jeremy Davey said: "Assuming we are successful in bidding for the locomotive on June 21, we will maintain and operate it with the aim of making the engine highly accessible to the public at 2ft gauge railways around Britain.

"It is also envisaged that an associated educational project looking at why it was built, by whom, and for what purpose in the Himalayas will be created."

The second major charitable objective is to continue the development of personal and engineering skills for youngsters, carrying on what happened at the BLR, as encouraged by Adrian.

Experienced team

Group members have known each other for many years through involvement with both Adrian and the Ffestiniog. Three of the trustees were behind the successful project to fund and build the line's replica single Fairlie *Taliesin*.

The commercial arm of the trust is the Darjeeling Tank Locomotive Limited, a not-for-profit company limited by guarantee without shareholders. If the bid is successful, the company will assume responsibility for the locomotive. Both organisations will initially be governed by the same team of directors and trustees.

Jeremy has 40 years of experience on narrow-gauge railways, including the Ravenglass & Eskdale and Ffestiniog & Welsh Highland, and for the last 20 years has supported Adrian at the BLR. With Adrian's ill health in recent years, Jeremy has taken on the leadership of the team there.

In charge of fundraising will be Andy Savage, who has more than 50 years' narrow-gauge experience, peaking in becoming deputy chairman of the Festiniog Railway Company. His career was in railway civil engineering and culminated in the role of deputy head of the Rail Accident Investigation Board.

He was also the executive director of the Railway Heritage Trust for 13 years. Now its chairman, he was awarded an MBE for his services to railway heritage.

Treasurer Peter 'Fuzz' Jordan is a chartered accountant and is well-known for running Darjeeling Tours Limited. He has also been chairman of the Ffestiniog Railway Society.

Handling trust publicity is Gordon Rushton, a former manager of the Ffestiniog Railway, as well as having a long management career with BR.

The trust has set a minimum target to raise the £250,000 necessary to purchase, overhaul, and carry on operating the locomotive as per Adrian's wishes.

Jeremy said that members of the BLR supporting group raised concerns that a third party may launch a rival bid for the locomotive and possibly export it.

Peter said: "Fundraising is being carried out via donations, monthly covenants, loans, and partnerships with key interested parties. If we are outbid at auction, 100% of monies will be returned.

"If we are unsuccessful, the engine will either depart the UK permanently or probably not be kept in its original condition, and may not be accessible to the public and young engineers as it would be with our trust."

Pledges for the auction bid had by Easter already passed the six-figure mark, with a similar amount anticipated following discussions with corporate and other benefactors. This includes a four-figure donation from Joanna Bowles, Adrian's eldest sister, which underlines firm family support for the project.

Jeremy said that the BLR group's purpose in looking to own and operate No. 19B is "to keep it as original as possible, carry out the upcoming overhaul by a group that knows the engine, and by no means least, to maintain Adrian's legacy operating the locomotive for the pleasure of others".

"No other group or individual has this ambition," he continued. "We are now well on track to have sufficient funds but need to grow our supporter base, and we are particularly keen to contact those who are able to enter covenants."

Ideal home

Trustees visited Statfold Barn on April 12 and it was readily agreed that this Staffordshire location would be the operating base for No.19B, with mutual support promised between the groups.

Jeremy said: "We have said previously that we hoped to base No. 19B at Statfold, recognising it as the leading narrow-gauge museum in the world and the ideal location to achieve many of our aims – including making the loco accessible to the public, maintaining it in excellent condition, and operating it for everyone to enjoy. And, of course, we appreciate that it would very much complement the collection there.



Darjeeling Tank Locomotive Trust chairman Jeremy Davey on No. 19B. DTLT

Pledge your support

→ To donate to the auction bid for No. 19B, visit www.darjeelingtank.org.uk/support-us

→ For those without internet banking, cheques made out to Darjeeling Tank Locomotive Ltd can be posted to: The Darjeeling Tank, Lime Tree Lodge, Thorpe Road, Mattersey, Doncaster DN10 5ED.

"We also recognise that there has been a long-standing relationship between the BLR and Statfold Barn.

"As well as being geographically close, we have all become good friends and our visit last year for Statfold's Indian Steam event was one of the most memorable we've had.

"If we succeed at the auction, No. 19B will move to the Statfold museum and will operate there. When its overhaul is due in February 2024, we will have full access to Statfold's renowned engineering expertise to get another 10-year ticket as soon as possible.

"After a month of fundraising, we believe we are within touching distance of our target, but with another £100,000, we think we could also fund the overhaul and the ongoing operation."

The first donation came from 12-year-old Archie Davey, who donated £20 of his pocket money – followed by 50p, which he picked up on a pavement!

His first cab ride at the BLR was at the age of just six weeks, and he knew Adrian simply as 'Uncle Adrian'. HR



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Having arrived on the West Somerset Railway ahead of the successful April 28-May 1 Spring Steam Gala, GWR Saint 4-6-0 No.2999 *Lady of Legend* was given a run out on the afternoon of Sunday, April 23, piloting train engine WSR mogul No. 9351 on the 2.40pm Bishops Lydeard to Minehead service and the 4.30pm return from Minehead. This unprecedented combination provided the unusual spectacle of two 'new build' GWR types double-heading, No.9351 having been converted from prairie No.5193 at Minehead in 2004, while No. 2999 was constructed largely using components from GWR 4-6-0 No. 4942

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Maindy Hall **and completed at Didcot Railway Centre in 2018.**

The duo are pictured here climbing away from Williton towards Stogumber at Castle Hill with the 4.30pm Minehead to Bishops Lydeard service. The pair formed part of seven-locomotive line-up for the gala, which saw Nos. 7812 ***Erlestoke Manor*** **(joining resident Nos. 7822 and 7828) and 34027** ***Taw Valley*** **visiting from the Severn Valley and resident Pannier No. 9466 return to service following firebox repairs.**

See news page 13 for the full story.

RUSSELL AYRE

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No. 45596 *Bahamas* leaves the Forth Bridge with the day five Edinburgh to Aberdeen leg of the 'Great Britain XV' DAVE COLLIER



April 16, day two of the Great Britain XV', sees Jubilee 4-6-0 No.45596 *Bahamas* pass Abergele on the way to Llandudno Junction. BARRY JOHN MARTIN

'Great Britain XV' a triple peak of success – despite breakdowns

By Robin Jones and Rodney Towers

THIS year's Railway Touring 'Great Britain XV' nine-day tour of the UK was hailed as an outstanding success, despite the failure of two locomotives.

On day four, LMS 4-6-0 No. 46115 *Scots Guardsman* failed with a tender hotbox at Lockerbie, having taken over at Carnforth for the run to Edinburgh. It was replaced by train operator West Coast Railways' Class 47 No. 47802, which took the train on to Edinburgh, and the next day, LMS Jubilee 4-6-0 No. 45596 *Bahamas* stood in for No. 46115 for the leg to Aberdeen.

RTC managing director Kelly Osborne praised both West Coast and Network Rail for their prompt actions to ensure that the tour continued as planned.

Day five saw Jubilee No. 45699 *Galatea* fail with a tender hotbox at Preston while bringing the empty coaching stock to Blackpool North.

It had been due to double-head the next leg of the tour to Scarborough via York, with sister No. 45690 *Leander*, which then undertook the whole journey on its own.

Three times the joy

One of the highlights of the 'Great Britain XV' was its ascent of three of the great main line summits: Shap (914ft); Beattock (1016ft); and Ais Gill (1169ft) – made in three days but by three different locomotives, partly due to the abovementioned unforeseen change in motive power on day four. *Scots Guardsman* headed the 10-coach train over Shap prior to its breakdown, and then on day six, *Bahamas* headed the tour from Edinburgh, and by the time it passed Crawford, it was about 20 minutes early, with the Jubilee taking the northerly ascent to Beattock summit in its stride, albeit supported with a touch of rear diesel assistance. A planned locomotive



LMS Jubilee 4-6-0 No. 45690 *Leander* nearing Ais Gill Summit on Day 6 of the 'Great Britain XV' on April 20. RODNEY TOWERS

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LMS 4-6-0 No.46115 *Scots Guardsman* nearing Shap Summit with day four, the Llandudno to Edinburgh leg of the 'Great Britain XV', on April 18. RODNEY TOWERS

change in Carlisle saw *Leander* take over from *Bahamas* for the run south to Blackpool.

The usual gathering of photographers at Ais Gill were ready to capture the train rounding the last curve on the final ascent to the highest main line railway summit in England. *Leander* did not disappoint as it steamed the final approach in unusually perfect weather without diesel assistance, and arrival in Blackpool was five minutes early.

Thanks to all

The complete tour itinerary was as follows: day one (April 15), Paddington-Plymouth-Bristol behind LMS 'Black Five' No. 44932; day two (April 16), Bristol-Severn Tunnel-Hereford-Chester-Bangor-Holyhead-Llandudno Junction behind *Bahamas*, and diesel-hauled from Holyhead to Llandudno Junction; day three (April 17), free day; day four (April 18), Llandudno-Carnforth-Edinburgh behind *Bahamas* and then *Scots Guardsman*; day five (April 19), Edinburgh-Perth-Dundee-Aberdeen behind *Bahamas*; day six, Edinburgh-Carlisle-Preston-Blackpool behind *Bahamas* and *Leander*; day seven (April 21), Blackpool North to Scarborough behind *Leander*; day eight (April 22), Scarborough-York-Lincoln-Peterborough-King's Lynn behind *Leander* and No. 44932; and day nine (April 23), King's Lynn-Felixstowe-Ipswich-Liverpool Street behind No. 44932. A total of 186 passengers were carried in either Premier Dining or First Class.

Kelly said that planning next April's trip is already underway: "Our gratitude and thanks go to all those who travelled and those who worked to make it happen."

Right: LMS Jubilee 4-6-0 No.45596 *Bahamas* at Crawford, nearing Beattock summit, with the 'Great Britain XV' day six leg from Edinburgh to Blackpool on April 20. The locomotive was carrying a wreath for the late Steve Peachy, one of the directors of the Bahamas Locomotive Society. RODNEY TOWERS



Below: LMS 'Black Five' 4-6-0 No. 44932 heads west passing Coryton Cove on the Dawlish seawall on the first day of the 'Great Britain XV', running from Paddington to Plymouth, on April 15. THOMAS MILLS



Steam Dreams upgrades its 'Garden of England' route

STEAM Dreams has upgraded its route for the 'Garden of England' lunchtime tours, which start on Thursday, June 22 and continue on Tuesdays July 4/11/18/25 and August 8/15/22/29.

Departure is from London Victoria at 10am, returning at 3pm. The new route still crosses the Medway through the Garden of England but continues further south to Canterbury and Dover for a run along the Warren to Folkestone. Return to Victoria is via Ashford, Tonbridge and Redhill.

An alternative to London's theatres and nightlife is the 'Sunset Steam Express' round the Surrey Hills. It departs on the same days as the 'Garden of England' trains from Victoria at 6.15 pm, returning at 9.45pm. Standard, Pullman and Dining is available. Bookings were going well on this popular train.

Steam Dreams has announced a four-day tour from London to Edinburgh on November 23-26 with a real East Coast Main Line feel.

The tour starts at King's Cross, departing at 9am behind a Deltic, and at York an earlier form of ECML motive power is attached, with LNER A4 No. 60007 *Sir Nigel Gresley* taking the train on to the Scottish capital and arriving at 8pm.

The tour allows two days to visit the Edinburgh Christmas market, but there is an optional lunch trip with the A4 around the Fife circle via Stirling and the Forth Bridge.

Departure from Edinburgh on November 26 is at 9am, returning to Kings Cross at 9pm.

Dates for the 'Royal Windsor Steam Express' trains from London Victoria were still awaited. Visit www.steamdreams.co.uk/tours.php for details.

Motive power in the south at present is Bulleid West Country 4-6-2 No. 34046 *Braunton*, B1 4-6-0 No. 61306 *Mayflower* and BR Standard 7 Pacific No. 70000 *Britannia*.

London circular tour takes in 13 termini

By Owen Hayward

UK Railtours completed a tour that it had been hoping to achieve for many years, with Hastings Class 201 DEMU No. 1001 visiting 13 terminus stations around the nation's capital in one excursion.

Departing from Liverpool Street at 7.40am, the DEMU first ran to Stratford before reversing to access Fenchurch Street on the former London Tilbury & Southend Railway route. From here, it returned to Stratford via Bow Junction and on to King's Cross, after which it ran to Hornsey Down reversing sidings to then run into Euston station.

The tour then ran to St Pancras International, West Ruislip, Marylebone, Paddington, Waterloo, Blackfriars, Victoria and Charing Cross before making its way to its final destination at London Bridge, where the trip terminated at 9.20pm.

Booking for the tour sold out within three days, with 250 paying customers filling the train alongside a handful of invited guests from the charter firm, Hastings Diesels Ltd, and main line operating company GB Railfreight. A waiting list of almost 100 people was held in reserve for this unusual trip.



Hastings Class 201 DEMU No. 1001 sits at Charing Cross below London's familiar skyline, ready for the final part of the journey to London Bridge as the end of 'The Bakers Dozen' tour draws near. MARK HERRIOT/UKRT



Right: Just a small number of those responsible for the planning and operation of one of the most high-profile trips for UK Railtours pose with No. 1001 at Marylebone. UKRT

'Holy grail'

UK Railtours operations manager Simon Farrow said: "'The Baker's Dozen' has been a tour we've wanted to run for many years and has always been something of a holy grail. We believe it has been done before, but not since the 1970s, so for many enthusiasts, this will have been the first ever opportunity to attempt this sort of day.

"UK Railtours is always looking to run 'something different', particularly in these rather trying times with the cost of living increasing and with so much competition in the charter market.

"With our burgeoning relationship with our good friends at GB Railfreight and Hastings Diesels Limited, this presented an unmissable opportunity to finally get the tour done in a single day.

"Everything went incredibly smoothly, particularly when you consider how complex the day was.

"The DEMU ran faultlessly all day, GB Railfreight's crews were brilliant throughout, and the timings and pathing from Network Rail were perfect. Enabling our customers to have a photo opportunity at each of the stations while we changed ends was the cherry on the cake.

"We didn't have a single problem all day. The tour has been very well received by both the customers on board and trackside photographers and spotters alike, and on that subject we drew big crowds everywhere we went – it's certainly our highest-profile tour for many years."

No. 1001 is next out on May 13 operating 'The West Sussex Wanderer' between Hastings and Chichester, followed by the 'Jurassic Coast Explorer' on June 3 that will start from the same location but head for Bournemouth, Wareham, Dorchester South and finally Weymouth.

To book these and future tours, visit hastingsdiesels.co.uk

Hastings Diesels announces Jurassic Coast tour to seaside and railway line

HASTINGS Diesels Limited is to run a tour of the Jurassic Coast on Saturday, June 3 – its fourth offering of the year.

The excursion will start from Hastings and pick up additional passengers at St. Leonards Warrior Square, Battle, Etchingham, Tunbridge Wells, Tonbridge, Redhill, Guildford, and Reading, before running non-stop via Basingstoke to Bournemouth for the first set-down point.

Customers will then have the option of alighting at Bournemouth or staying on the train to Wareham for the Swanage Railway, which is the next stop for the tour. Those making the choice to spend time in Bournemouth will have about five-and-a-half hours in the seaside resort or those opting for Swanage Railway will have about four-and-a-half hours to explore the heritage railway, Corfe Castle, or the seaside resort.

The train will continue after Wareham and give passengers another option for off-train exploration in Dorchester.

There will be just under four hours for customers in Dorchester, or the final option is Weymouth, where the train is expected to arrive just after lunchtime.

After three and-a-half-hours in Weymouth, the tour will return home, picking up passengers at Dorchester South, Wareham and Bournemouth, before heading back to Hastings, setting down passengers en route.

There is the option for First Class and Standard Class travel, with a slight reduction in price for those joining at Reading.

A buffet car is available on the train and passengers in First Class will receive light refreshment en route.

For further details and to book, visit www.hastingsdiesels.co.uk

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WR 4-6-0 No. 7029 *Clun Castle* returned to the Settle and Carlisle line after a 56-year absence to haul Vintage Trains' 'Cumbrian Mountain Express' from Tyseley to Carlisle and return on April 22. It was a special day for the photographers who also saw it on the route in 1967. MAURICE BURNS

'Suir Lee Knot' tour takes in historic diesel

PASSENGERS on the 'Suir Lee Knot' railtour, operated by Tailte Tours on Sunday, April 16, received a bonus in the shape of a special viewing of the first main line diesel locomotive to be preserved in Ireland.

The tour train, made up of a four-car Irish Rail 1993-built Toyku Car railcar set, the oldest type now running on the system, called at Carrick-on-Suir to view the Irish Traction Group's Class 201 No. C226, which is under restoration.

The locomotive was built by Metropolitan Vickers at its Dukinfield plant in Manchester as one of a batch of 34, with Metro Vickers traction equipment, Crossley engines, and Metro Cammell bodywork, all designed for use on branch lines and lighter trains. No. C226, which was re-engined with a General Motors power plant, was bought by the group in 1992 and is being put back into working order at the group's Carrick-on-Suir base.

Niall Kelly, of Tailte Tours, a voluntary-led committee which donates the proceeds from its railtours to Ireland's smaller heritage railways, said: "The tour was very popular given the age of the railcar set we used and we were very grateful to the ITG for bringing C226 out into the limelight for it to be admired by participants."

More tours are planned by Tailte this year. See www.tailtetours.com for details.



No. C226 looks out of its shed at Carrick-on-Suir for an examination by tour passengers. TAILTE TOURS

Bookings are steady as Pathfinder celebrates its half centenary

DURING its 50th year in business, Pathfinders Railtours is finding that bookings are steady for its 2023 programme.

Places are still available for the 'Pathfinder Golden Anniversary' to Weymouth on June 10. However, despite being fully booked, 'The Cambrian Coast Express' on April 21 had to be cancelled for operational reasons.

A Pathfinder spokesman said that all further advertised tours will run, including the 'Mazey Day Special' to Penzance on June 24, the 'Tall Ships Excursion' to Hartlepool on July 8, the 'Capital Deltic' on July 29 and the 'Pembroke Coast Express' on August 6.

September 2 sees the redated 'Cornish Explorer' to Penzance behind two West Coast Railways Class 37s. The day starts at Dorridge at 5.50am, returning a 11.15pm and picking up at Warwick Parkway, Leamington Spa, Banbury, Oxford, Swindon, Chippenham, Bath Spa and Bristol Temple Meads. Options are available for Truro, Cambourne, St Erth for St Ives and Penzance. Standard Class is already fully booked.

Two additional steam tours have been added. On September 9, the 'Cumbrian Fells Steam Express' starts at Cardiff Central at 6am, returning 10.45pm. It picks up along the Welsh Marches at Newport, Cwmbran, Abergavenny, Hereford, Ludlow, Craven Arms, Shrewsbury and Crewe. It will run Shap on the outward journey, returning over Ais Gill.

The second is the 'Cumbrian Coastal Express' on September 21. It starts from Bristol Temple Meads at 5.35am, returning at 11.45pm, and picking up at Bristol Parkway, Cam & Dursley, Cheltenham Spa, Worcestershire Parkway, Birmingham New Street, Stafford, Crewe and Preston.

The tour is diesel-hauled over Shap to Carlisle, where steam takes over for a run round the Cumbrian Coast to Carnforth for a locomotive exchange.

Visit pathfindertours.co.uk/day-tours/ for more information.

Main line return for *Clan Line* is pushed back to 2024

THE Merchant Navy Locomotive Preservation Society has announced that its Bulleid 4-6-2 No. 35028 *Clan Line* will not return to the main line until 2024.

Recent boiler work on the thermic syphons and the replacement of several hundred firebox stays has identified that more work is required to the firebox than first thought. It has therefore been decided to bring forward the next major overhaul and at the same time complete the replacement of the inner firebox and boiler tubes, which are required to get the locomotive back into traffic. The boiler is in the process of being stripped of cladding and lagging at Leaky Finders in Devon to carry out repairs and allow the inspector access to the whole boiler.

Once complete, it is hoped that a new seven-year boiler ticket will be granted, which will see the locomotive fit for the main line again.

Are you a user of online professional networking website LinkedIn?

If so, follow the recently launched *Heritage Railway* magazine page on LinkedIn at **www.linkedin.com/company/heritage-railway-magazine/**

Spring sell-out for Midland Pullman trips!

THE ever-popular Midland Pullman is seeing no let-up in bookings despite the current cost of living crisis.

Sold-out tours include the May 13 'North Wales Coastal Pullman', the May 24 and June 14 'Ben Nevis & Lochaber Pullman', and the June 10 and July 5 'Settle and Carlisle Pullman'.

Limited places are available on the June 1 and July 1 'North Wales Coastal Pullman', the June 21 'English Riviera', and the July 1 'North Wales Coastal Pullman'. It is not until the middle of July bookings start to ease. Visit https://midlandpullman.com/ for details.

Travel on the 'Shakespeare Express' for only a tenner

BARGAIN-priced £10 trips on Vintage Trains' 'Shakespeare Express' trips are on offer this season.

A limited number of Tourist Class seats on the 12.52pm departure for the Stratford-upon- Avon-Birmingham-Stratford round trip are available via website bookings, with an additional booking fee. Upgrades for Pullman Sunday lunches are available on payment of the difference in fare, bookable in advance only no later than one week before travel and subject to availability.

The 'Shakespeare Express' will run on Sundays May 28, June 18, July 16-September 3 (inclusive) and October 22.

Bookings can be made at https://vintagetrains.co.uk

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Three West Coast men steam into retirement

By Phil Marsh



Steam drivers Andy Taylor and Dave Hewson with Les Ross (far right) at the West Coast Railways retirements gathering at Rugby. PHIL MARSH

THE success of West Coast Railways over the last 25 years since becoming a Train Operating Company was based not only on a lot of hard expensive behind the scenes work, but also the policy of attracting time-served railway professionals.

A quarter of a century ago, retirement in the rail industry was 99% mandatory at 65 years old and WCR challenged these unwritten rules by taking on operational staff who had decades of experience and still lots to offer the industry, including a wide route knowledge and traction and rolling stock experience.

A belated Covid-19-delayed retirement gathering was held at Rugby on March 21 when three WCR steam drivers were presented with retirement certificates by operations manager Andy Taylor and DJ Les Ross, who owns Class 86 No. 86259 that the WCR uses to haul charters on a regular basis.

Ray Poole joined Wolverhampton's Bushbury steam shed on April 20, 1955, immediately after leaving school. He completed half a century on the footplate before joining WCR and decided to retire during Covid-19 in 2021 despite being medically fit after 16 years, therefore managing a 66-year career on the footplate.

Dave Hewson failed in his attempt to join the crews at Guildford shed in 1958 but was successful aged 15 in August 1959, becoming a fireman in 1960. While driving Bulleid West Country No. 34021 *Dartmoor* on the 8.35am Waterloo to Bournemouth service in 1966, he was passed for driving on his 23rd birthday.

Dave suspects he was the very last main line steam driver to be trained and passed by BR when he retired in 2022 after 14 years with WCR.

Appropriately, his last turn was driving Bullied Merchant Navy No. 35028 *Clan Line* from London to Yeovil Pen Mill, drawing a 64-year long career to a close.

Micky Valla joined London's Stratford Shed on July 29, 1963. He moved to Hornsey the next year and returned to Stratford in 1967 via a short time a Bishops Stortford.

Promoted to driver in 1972 at Broad Street, Micky drove from several London depots in BR days on passenger and freight services, ending with Freightliner. With his WCR service, Micky manged a mere 57 years on the railways!

Heritage DMU services from main line to the coast are now underway

HERITAGE DMU services are now running from Wareham's main line station and via the Swanage Railway to the Purbeck resort.

As reported last issue, the heritage line is running its three-car Class 117 DMU (which can have a Class 121 railcar added at busy periods) over a mile of the national network to Worgret Junction before heading over the LSWR branch to the coast.

The trial service operates on Tuesdays, Wednesdays, Thursdays and Saturdays until September 10. With the first train departing Wareham at 11.19am and the last train leaving Swanage for Wareham at 4.20pm, visitors have the ability to spend up to four hours in Swanage or Corfe Castle. The timetable is subject to change on special event days at Swanage Railway.

The trains, operated by West Coast Railways, comprise the first regular DMU service over the branch since January 1, 1972. Tickets for the Wareham service are available at swanagerailway.co.uk and also from main line train operator South Western Railway.



On Tuesday, April 4, the first Swanage Railway DMU service from Wareham was welcomed by the town's mayor, Coun Malcolm Russell, who later greeted the Mayor of Swanage, Coun Tina Foster, when she arrived at 1pm on the first train from the seaside terminus. ANDREW PM WRIGHT

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Deltic No. 55022/D9000 *Royal Scots Grey* at King's Cross, all set to depart with the Intercity special to Edinburgh on April 21. DECLAN HARGREAVES

'Surprise' East Coast Deltic run

IN a surprise move, Class 55 Deltic No. 55022/D9000 *Royal Scots Grey* ran a special Intercity one-way journey from King's Cross to Edinburgh, complete with the traditional thistle and wings headboard, on April 21.

It hauled six ScotRail carriages, two support coaches and Class 90 No. 90001 *Royal Scot* seen with the pantograph down. The cost was a bargain for First Class at £75 and Second Class £50. It departed King's Cross on time at 11.15pm, but timings started to slip after Oakleigh Park, getting progressively worse as the journey continued.

Travelling down the East Coast Main Line, Peterborough was reached 24 minutes down, York 89 down and Newcastle 97 down, but time was made up to Edinburgh, with arrival at 9.08pm, 66 minutes late.

For future tours, visit https://intercity.co.uk/

As reported last issue, another Deltic ventured out onto the main line on March 29 when No. 55009 *Alycidon* completed a loaded test run from Carnforth to Carlisle over Shap with a Class 57 in tow. The day started at Barrow Hill, with the pair coupled together running light engine to Carnforth.

UK Railtours offers two-in-one visit to Buxton

By Tim Hobman

UK Railtours is offering customers the chance to visit the spa town of Buxton with the 'Well Dressed Queen' or stay on board for a Class 47 climb to Hindlow Summit under the title of 'The Buxton Brush'.

Starting from Euston, the railtour will head north on the West Coast Main Line and pick up passengers at Watford Junction, Milton Keynes Central, Northampton, Nuneaton and Stoke-on-Trent, before continuing on to Stockport for a reversal and then on to the tour's first destination of Buxton.

There, passengers will have the chance to alight for the well dressing festival and carnival day – a tradition dating back to Celtic and Roman times where local communities would decorate their wells and give thanks for the fresh water supply. The visit of the 'Well Dressed Queen' railtour coincides with the carnival, so there will be live music, a funfair, and a parade of floats and dancers for passengers to see. The stay in Buxton is expected to be about three hours.

For those who don't get off at Buxton, UK Railtours will provide an exploration of a freight line behind the Class 47s heading the tour. Leaving Buxton, the train is planned to head to Hindlow and pass the Network Rail boundary, with a chance to take in several goods loops. There may be a chance to spot some Class 20s employed on shunting stone trains here, before returning to Buxton for a short break while waiting the return of the customers from the festival. After leaving Buxton for the second time, the tour will head for Crewe Basford Hall Yard and continue through Stafford to Nuneaton, where passengers will be set down at their joining stations on route back to Euston.

As with most UK Railtours excursions, there is a discount for early booking. For more details and to book, visit www.ukrailtours.com

Minister asked to stop Liverpool Street plans

COMEDIAN, actor and TV presenter Griff Rhys Jones OBE and heritage campaigners have asked Michael Gove to intervene to stop London's Liverpool Street station from being partially demolished.

The Liverpool Street Station Campaign (LISSCA) has asked Mr Gove, Secretary of State for Levelling Up, Housing and Communities, to 'call in' plans to build a tower over the Grade II*-listed former Great Eastern Hotel and make the decision himself.

The Secretary of State has the power to direct local planning authorities to refer an application to him for a final decision.

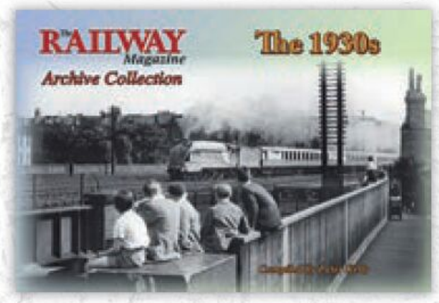
Network Rail, developer Sellar and rail network operator MTR plan to demolish much of the listed sympathetic 20th century trainshed which closely matches the Victorian original, severing the link between the two listed Victorian buildings, and cantilevering a 21-storey tower above the hotel and station.

A LISSCA statement said: "The new tower would set such a terrible precedent for the treatment of listed buildings, conservation areas, Network Rail's care for London's great termini and views of St Paul's Cathedral that this is clearly a case where the Secretary of State should intervene."

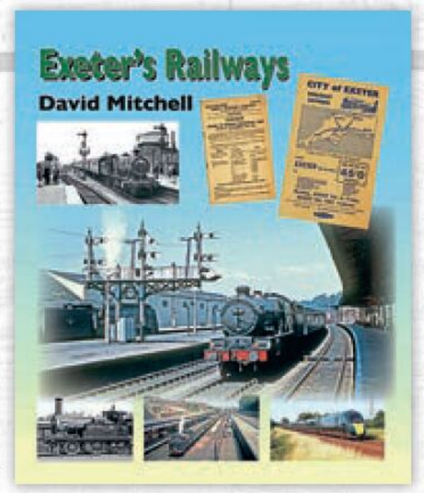
Griff Rhys Jones, president of LISSCA and the Victorian Society said: "The final version of this scheme is as bad as we expected. It is insensitive and unnecessary and traduces a famous gateway to London, a listed working part of our history. I know all the heritage bodies combined are appalled by the precedent it would set. It must be rejected, and we will fight to ensure that it is."

HERITAGE RAILWAY

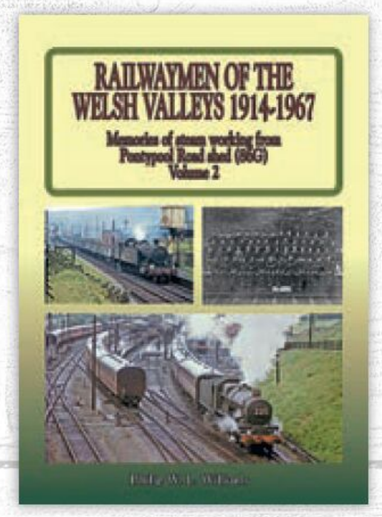
BOOK CORNER



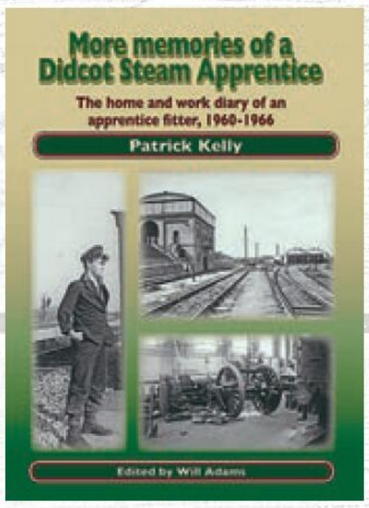
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May

11 'The Jurassic Crompton'
Eastleigh to Swanage only.
Loco: 33012 *Lt. Jenny Lewis RN* + 2x class 73 TBC. BLS

12 Golden Age of Travel by Steam
Circular tour from London Victoria. Steam-hauled throughout.
Loco: TBA. BEL

13 'Welsh Marches Express'
Birmingham News Street, Hereford and return.
Locos: 5043 *Earl of Mount Edgcumbe*, 7029 *Clun Castle*. VT

13 'The Cumbrian Mountain Express'
London Euston, Appleby and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: Steam (TBA) + 86259 *Les Ross*. RTC

13 'The North Wales Coastal Pullman'
St Albans City, Llandudno and return.
Loco: Midland Pullman HST. MP

13 'The Coronation Deltic'
London King's Cross, Scarborough and return.
Loco: 55009 *Alycidon*. UKRT

14 'The Return of the Jurassic Crompton'
Swanage to Eastleigh only.
Loco: 33012 *Lt. Jenny Lewis RN* + 2x class 73 TBC. BLS

17 'The Settle & Carlisle Fellsman'
Crewe, Carlisle and return. Steam-hauled from Chester (outward).
Loco: TBA. ST

20 'The Lakelander'
Leeds, Carlisle and return. Steam-hauled from Preston (outward).
Loco: TBA. ST

20 'The Atlantic Coast Express'
London Waterloo, Exeter St Davids and return.
Loco: 45596 *Bahamas*. RTC

20 'Heart of Wales Explorer'
Bristol Temple Meads, Shrewsbury, Dorridge.
Locos: 2x Class 37s TBC. PT

20 'The Edinburgh Flyer'
York, Edinburgh and return. Steam-hauled throughout.
Loco: TBA. RTC

20 'The Whistling Ghost'
Birmingham Snow Hill, Minehead and return.
Loco: 7029 *Clun Castle*. VT

24 'Ben Nevis & Lochaber Pullman'
Morpeth, Fort William and return.
Loco: Midland Pullman HST. MP

24 London to Bath
London Victoria, Bath Spa and return.
Loco: 34046 *Braunton*. SD

27 'The South Devon Explorer'
Woking, Plymouth and return. Steam-hauled between Bristol (outward) and Taunton (return).
Loco: 45596 *Bahamas*. RTC

27 London to Oxford
London Paddington, Oxford and return.
Loco: 61306 *Mayflower*. SD

27 Chiltern Hills Afternoon Tour
Circular tour from Oxford.
Loco: 61306 *Mayflower*. SD

27 Settle & Carlisle Steam Special
Darlington, Appleby and return. Steam-hauled from Carnforth (outward) to Preston (return).
Loco: 34067 *Tangmere*. NB



The Railway Touring Company ran its 15th 'Great Britain' tour across the UK network from April 15-23. As reported in Main Line News, pages 56-57, the Scottish leg of the tour to Edinburgh was being worked by LMS Royal Scot No. 46115 *Scots Guardsman,* when it ran a tender hotbox owas replaced by Jubilee No. 45596 *Bahamas*, which had never worked in Scotland since being preserved. Running 47 minutes late on April 19, *Bahamas* is seen passing the new Freight Facility at Blackford, Perthshire, two minutes before the sun set behind the mountains to the north west, working 1Z29 from Aberdeen to Edinburgh Waverley. IAN LOTHIAN

28 'The Shakespeare Express'
Birmingham Moor Street, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: TBA. VT

29 'The Crompton Torbay Venturer'
Burton upon Trent, Paignton and return.
Loco: 2x Class 33, class 37 TBC. PT

31 Shoeburyness to Portsmouth
Shoeburyness, Portsmouth Harbour and return. Diesel-hauled from Southall (return).
Loco: 61306 *Mayflower*. SD

June

1 'The North Wales Coastal Pullman'
Berwick-upon-Tweed, Llandudno and return.
Loco: Midland Pullman HST. MP

3 'The Cumbrian Mountain Express'
London Euston, Carlisle and return. Steam-hauled from Carnforth (outward) to Preston (return).
Loco: 86259 *Les Ross*, Steam TBC. RTC

3 'The English Riviera Express'
Slough, Kingswear and return. Steam-hauled from Taunton (outward).
Loco: TBA. ST

3 'The Cumbrian Coast Explorer'
Birmingham New Street, Ravenglass, Carlisle and return.
Loco: 37403 VT

7 'The Cardiff Express'
London Paddington, Cardiff Central and return.
Loco: 60103 *Flying Scotsman*. RTC

7 'The Settle & Carlisle Fellsman'
Crewe, Carlisle and return. Steam-hauled from Chester (outward).
Loco: TBA. ST

8 'The Dalesman'
York, Carlisle and return. Steam-hauled between Hellifield (outward) and Carnforth (return).
Loco: TBA. WCR

10 'The Settle & Carlisle Pullman'
Gerrards Cross, Carlisle and return.
Loco: Midland Pullman HST. MP

10 Pathfinder Golden Anniversary
Burton upon Trent, Weymouth and return. **Loco: 40145. PT**

10 'The Tynesider'
Cleethorpes, Morpeth and return. Steam-hauled from and to York (outward/return).
Loco: TBA. RTC

10 London to Portsmouth and Isle of Wight
London Victoria, Portsmouth Harbour and return.
Loco: 61306 *Mayflower*. SD

10 Portsmouth & Southsea Circular
Circular tour from Portsmouth & Southsea. Steam-hauled between Barnham and Eastleigh.
Loco: 61306 *Mayflower*. SD

13 'The Dalesman'
York, Carlisle and return. Steam-hauled between Hellifield (outward) and Carnforth (return).
Loco: TBA. WCR

Regular Tours

Daily 'The Jacobite'
Fort William, Mallaig and return.
Loco: LMS Black 5. WCR

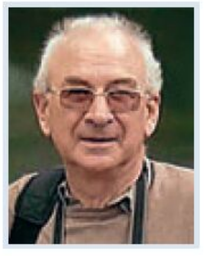
The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
BLS	Branch Line Society Branchline.uk
HD	Hastings Diesels Hastingsdiesels.co.uk
IC	Intercity 0800 038 5364
MP	Midland Pullman midlandpullman.com
NB	Northern Belle northernbelle.co.uk
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SRPS	Scottish Railway Preservation Society 0131 202 1033
SR	Statesman Rail 0345 310 2458
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 0333 996 6720

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LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn tells the stories of LMS Royal Scot 7P 4-6-0 No. 46115 *Scots Guardsman* on the Railway Touring Company's 'The Cumbrian Mountain Express' on March 18, and a struggle north from Carlisle in July 1965, plus another very fast run with a Class 47, this time from Paddington to Reading in 1974.

I WOULD like to have been on the Railway Touring Company's 'The Cumbrian Mountain Express' on March 18, but as very few other trains were running due to strike action, I could only access the train by undertaking a long drive – an unattractive proposition for me nowadays. Due to the strike, the 'CME' was retimed to leave Euston earlier than normal and arrive back earlier too, with a change in stopping pattern on the return. However, Alan Rawlings was on the train, and his account of the day is shown in tables one, two and three, and his description is set out below.

"Nowadays, there are few main line steam charters where the steam engine is allowed to go on its own. The reasons for this are many and various, with the justification usually falling into the 'operational considerations' category. Sadly, this sometimes seems to also cover convenience and even cost of contingency planning, but what cannot be argued about is the complexity of operating on the crowded national network. So, with most of the trains not running because of industrial action on a day when the 'CME' was operating out of London, the chances were good that it would be a trip that would run 'as advertised'.

"The day didn't start well, with a one-hour late departure from Euston because Network Rail failed to complete an emergency track repair in the Southall area on time, thereby delaying arrival of the stock. However, the Class 86 blue electric *Les Ross* whisked us up to Carnforth in almost indecent haste to grab back 25 minutes. And with no Barrow trains to get in the way, West Coast Railways gained a further 20 minutes with a slick changeover. We were therefore only 12 down by the time *Scots Guardsman* drew us out of the goods loop."

Challenges met

"A spirited start took us over Yealand summit at 38mph and we rushed onwards to touch 67mph before digging in for the climb up to Grayrigg. The train had three Pullmans in the consist, so the load of 435 tons gross was quite a challenge for the Scot. Nevertheless, speed only fell one mph below 40 passing Milepost 26 before we picked up again in the Lune Valley. The assault of Shap was more measured, with a little extra punch over the final mile to crest the top at 24mph. Grayrigg to Shap was completed in a creditable 14 and half minutes before the usual race down towards Carlisle.

"We turned off at Upperby Bridge Junction, just five minutes before one of the few Pendolinos in action that day slipped by on the 9.17am from Euston to Carlisle. After a water top-up, we continued to Appleby, arriving just 10 late, largely because of a delay in being released at London Road Junction. With no services on the S&C, the train remained in the platform for our layover while more water was taken and coal pulled forward.

TABLE ONE: CARNFORTH TO CARLISLE

Date	Saturday, March 18, 2023
Train	'The Cumbrian Mountain Express'
Loco	LMS Class 7P 4-6-0 No. 46115 *Scots Guardsman*
Load	11 coaches, 410 tons tare 435 tons gross
Driver	Mick Rawling
Fireman	Martyn Soames
Recorder	Alan Rawling
Position	Third coach
Weather	Blustery, but mainly dry

	miles	sched	mins	secs	speed
Carnforth DGL	0.00	0.00	00	00	12 late
Carnforth	0.25		01	44	16
MP 7	1.00		03	28	34
MP 8	2.00		05	14	34
MP 9	3.00		06	54	37
MP 9½	3.50		07	42	38
Burton and Holme	4.74		09	18	57
Milnthorpe	7.54		11	55	67
Hincaster Junction	9.50		13	53	60
Sedgwick	11.00		15	20	61/51
Oxenholme	13.14	18.30	17	38	52
Peat Lane	15.01		19	54	48
Hay Fell	16.51		21	49	46
Lambrigg	18.26		24	12	43
Grayrigg	20.00	28.00	26	48	39
Low Gill	21.91		29	12	58
Dillicar	24.02		31	10	66/69
Tebay	26.23	34.30	33	07	65
MP 34	28.00		34	55	52
Scout Green	29.00		36	14	40
MP 35½	29.50		37	02	35
MP 36	30.00		37	57	31
MP 36½	30.50		38	59	27
MP 37	31.00		40	08	25
Shap Summit	31.50	44.00	41	22	24
Shap Old Station	33.78		44	35	57
Harrisons Sidings	35.69	48.00	46	06	64/71
Thrimby Grange	37.03		47	39	66/57
Clifton	41.03		51	21	75
Eden Valley Jct	41.98		52	08	73
Lowther Viaduct	43.03		52	41	75/70*
Penrith	45.26	57.00	54	51	72
Long Ashes	47.20		56	27	70/75
Plumpton	50.01		58	45	74/72
Calthwaite	52.45		60	48	73
Southwaite	55.77		63	26	77
Wreay	58.21		65	25	73
Brisco	59.84		66	51	62/18* sigs
Upperby Bridge Jct	61.77	76.00	70	56	23*
Upperby Jct Sidings	62.50	81.00	74	36	5½ late

* brakes or speed restriction



LMS Royal Scot class No. 46115 *Scots Guardsman* at Carlisle on the return working of the 'Cumbrian Mountain Express' on February 22, 2014. DON BENN

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LMS Royal Scot class No. 46115 *Scots Guardsman* at Shap Summit on March 18, 2023, working Railway Touring Company's 'The Cumbrian Mountain Express'. SHEP WOOLLEY

"Network Rail was keen to get us home as quickly as possible as stations were closing early, including Rugby and Nuneaton, with these passengers facing a coach transfer from an additional stop at Atherstone. This was reflected in some pretty sharp re-timing from Appleby. Only 58 minutes were allowed to Hellifield, compared with a normal 65 minutes. A few minutes were also shaved off the water stop, with 78 minutes onwards to Preston instead of 83. It was a determined Mick Rawling and Martyn Soames who got us underway, right time, from Appleby.

"The bottom of the climb at Ormside was hit at 54 and the hills echoed to the sound of the Scot as we blasted south and upwards. Always in control, the crew took us over Ais Gill at 33mph, with an earlier minimum of 31mph in a time of just under 24 minutes for the 'Blue Riband' section. Given that this loco with an equivalent load has managed it in two minutes less (in 2015), this run was not for the record books but was once again a competent performance. We continued to Hellifield to arrive in a running time more typical of this section as distinct from what was booked.

"Just a few minutes late, we were away again on the section that can be rather a lottery in synchronising with services at Clitheroe and also at Daisyfield Junction. But not today; we had the railway to ourselves! After less than 30 minutes, we were crossing Whalley Viaduct and accelerating up towards Langho touching 27mph before the crew eased off through Wilpshire tunnel



No. 46115 takes water at Appleby on March 18, 2023. ALAN RAWLINGS

TABLE TWO: APPLEBY TO HELLIFIELD

Date	Saturday, March 18, 2023
Train	'The Cumbrian Mountain Express'
Loco	LMS Class 7P 4-6-0 No. 46115 *Scots Guardsman*
Load	11 coaches, 410 tons tare 435 tons gross
Driver	Mick Rawling
Fireman	Martyn Soames
Recorder	Alan Rawling
Position	Third coach
Weather	Blustery, but mainly dry

	miles	sched	mins	secs	speed
Appleby	0.00	0.00	00	00	R/T
MP 276¼	1.02		03	54	36
Ormside Viaduct	1.97		05	08	54
MP 275	2.27		05	27	54
Ormside	2.47	6.00	05	41	53
Helm Tunnel	3.79		07	16	44
Griseburn	5.35		09	40	35
Crosby Garrett	7.52		13	08	39
Smardale Viaduct	8.58		14	39	47
MP 268	9.27		15	34	43
Kirkby Stephen	10,70	15.00	17	43	37
Birkett Tunnel	12.75		21	06	33
Mallerstang	14.02		23	30	37/40
MP 262	15.27		25	25	38
MP 261	16.27		27	03	36
MP 260	17.27		28.	50	31
Ais Gill	17.52	25.00	29	19	33
Shotlock Hill Tnl	18.73		31	10	46/53
Garsdale	20.60	27.00	33	22	50
Rise Hill Tnl	22.45		35	30	52
Dent	23.87		37	27	32*
Artengill Viaduct	25.12		39	17	49/51
Blea Moor Tnl	26.46		40	52	50
Blea Moor SB	28.78	36.00	44	03	33
R'head Viaduct	29.40		45	21	28*
Ribblehead	30.02	39.00	46	27	39
Selside	32.47		49	22	62
Horton	34.73	43.00	51	32	63/65
Helwith Bridge	36.47	46.00	53	12	57/62
Stainforth Sidings	39.02		55	53	57
Settle	40.78	50.00	57	37	55/65
Settle Jct	42.75	52.00	59	36	62
Long Preston	44.76		61	54	39
Hellifield	46.00	58.00	65	36	7 ½ late

*brakes or speed restriction

TABLE THREE: HELLIFIELD TO PRESTON

Date	Saturday, March 18, 2023
Train	'The Cumbrian Mountain Express'
Loco	LMS Class 7P 4-6-0 No. 46115 *Scots Guardsman*
Load	11 coaches, 410 tons tare 435 tons gross
Driver	Mick Rawling
Fireman	Martyn Soames
Recorder	Alan Rawling
Position	Third coach
Weather	Blustery with rain after Whalley

	miles	sched	mins	secs	speed
Hellifield	0.00	0.00	00	00	3 late
MP 33	1.93		05	45	41
MP 32	2.93		07	14	42
Newsholme	4.37		09	29	36
Stockbeck Viaduct	5.72		11	13	49
Gisburn	6.55		12	27	41
Rimington	8.98		15	53	50/25* sigs
Chatburn	11.58	25.00	19	10	
Horrocksfield Jct	13.10	28.00	22	07	33
Clitheroe	13.54	29.00	22	52	39
Primrose Viaduct	14.55		24	15	48
MP 19	15.93		25	59	42
Whalley	17.08	35.00	28	00	28*
MP 17	17.93		29	45	25
MP 16½	18.43		30	55	25
MP 16	18.93		32	02	26
Langho	19.19	41.30	32	50	26
MP 15	19.93		34	18	27
Wilpshire Tnl	20.74		36	22	26
Wilpshire	21.32		37	52	20
Ramsgreave	21.56	48.30	38	43	20
Summit	21.73		39	13	22/26
Daisyfield Jct	23.68	52.00	43	52	17*
Blackburn	24.26	54.30	45	51	21
Mill Hill	25.49	57.00	48	28	44
Cherry Tree	26.19	58.00	49	25	45
Pleasington	27.24	59.00	50	42	51
Hoghton LC	29.45		53	10	58
Bamber Bridge	32.42	67.00	56	43	42
Lostock Hall Jct	33.32	68.00	58	04	34*
Lostock Hall	33.57	69.00	58	26	32
Farington Curve Jct	34.82	75.00	60	55	33
Ribble Viaduct	36.04		63	30	22
Preston	36.42	78.00	65	14	9 early

*brakes or speed restriction

in what had now become a rainy and slippery journey. Onwards at pace to Bamber Bridge, joining the West Coast Main Line unchecked, and finally coming to a halt at Platform 1 in a largely deserted Preston, 10 early on what was already a compressed set of timings. After a gap of some time without proper main line steam for me, this was a very well-managed day by West Coast and all concerned with getting us home more or less to time and definitely much earlier than normal on the 'London start' 'CMEs'. Performances by *Scots Guardsman* have been variable, but on this trip the loco did well all day with a heavy load."

Beattock in 1965

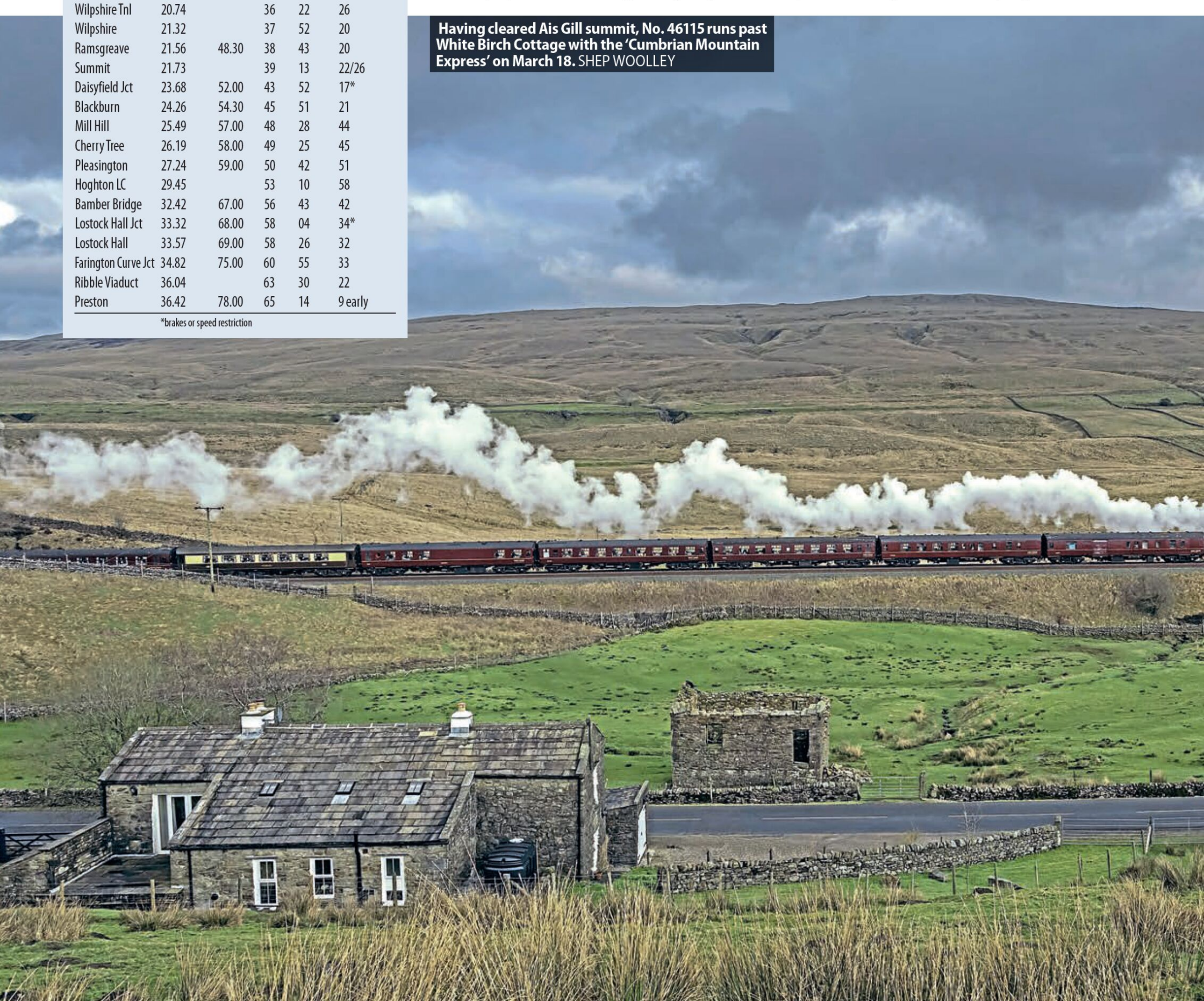
On one of my trips to Scotland for steam, this one on July 31, 1965. I had come south from Glasgow on the 2pm service with 'Black Five' No. 45148 and was waiting to see what steam-hauled trains were going back north. Remember, this was before the days of mobile phones, the internet and online chat rooms! Soon, No. 46115 *Scots Guardsman* rolled in with the 10-coach 1.12pm Liverpool to Glasgow relief and so I gleefully jumped into the front coach. *Scots Guardsman* was one of only two remaining Royal Scots, the other being No. 46140 *The King's Royal Rifle Corps*. It was clearly in very poor shape and struggled throughout to Carstairs, where I left the train (table four). There was no shortage of effort though, and my notebook is littered with phrases such as 'utterly thrashed', 'superb noise' and 'engine very rough'.

Away from Carlisle on time, we encountered a signal check and two severe temporary speed restrictions for track work, so it was no surprise when we stopped at Beattock for a banker, having lost 12 minutes from Carlisle. Stanier 2-6-4T No.42694 came onto the back and I can still clearly remember that ear-splitting slog uphill on a beautiful, hot summer evening. The equivalent drawbar horsepower (EDBH) figure of 1830 is, of course, the combined effort of both engines, so the Scot was probably contributing about 1200 EDBH; not bad for the condition it was in.

Other locomotives seen at Beattock that day were Fairburn 2-6-4T Nos. 42129 and 42169, Stanier 2-6-4T No. 42693, BR Standard 4MT 2-6-4T 80045 and BR Standard 4MT 2-6-0 No. 76090. No. 46115 was withdrawn in December 1965. On April 29, 2014, while working the 'Great Britain VII', No. 46115 produced no less than 2000 EDBH climbing Beattock, topped at 31½mph with a 12-coach train of 465 tons, and showed long spells of sustained high power during the run from Carlisle: a far cry indeed from that hot day nearly 58 years ago.

High speed 47

On May 29, 1974, I was doing my second and final spell on God's Wonderful Railway at Paddington, ostensibly collating information for the financial accounts, supposedly a management Job. But unlike my first post there two years earlier analysing locomotive



Having cleared Ais Gill summit, No. 46115 runs past White Birch Cottage with the 'Cumbrian Mountain Express' on March 18. SHEP WOOLLEY

diagrams for the 1968 grant claims, which I loved, this role wasn't at all interesting and I had little to do most of the time. I should have stayed at Waterloo!

So it was that I decided to take a long lunch break and caught the 10.30am to Reading behind Class 47 No. 47068, one of the hourly Paignton trains, comprised of nine Mk.2s and a bogie van, in the hope of seeing some of the last remaining Class 35 Hymeks in service; shades of chasing the last Castles 11 years earlier.

Table five shows details of the very fast run, resulting from a signal stop at Westbourne Park; 97mph was fairly unusual as the normal speeds on these trains were in the upper 80s/low 90s, which the 32-minute booking for the 35.83 miles required for timekeeping. The 27½-minute net time of this run remains my second fastest with a loco hauled train to Reading, beaten only by the 27-minute net 100mph run on December 1, 1976. Hymek No. 7026 was seen at Old Oak Common and No. 7022 on a freight at Reading.

My train back to work was the 12.04pm Reading, running 58 minutes late and hauled by No. 47083 on eight coaches. We ran up in precisely 30 minutes unchecked, max 94mph. The 1.30pm Down had Western D1033. Readers will be unsurprised to learn that I left railway service at the end of September 1974 for pastures new in the bus industry, from which I finally retired in 2019.

Next time, I hope to cover the work of the LMS Class 5s, mainly in Scotland. HR



BR Class 47 No. 47450 at Reading on September 2, 1976, with the 2pm Paddington to Swansea. DON BENN

TABLE FOUR: CARLISLE TO CARSTAIRS

Date	Saturday, July 31, 1965
Train	1.12pm Liverpool to Glasgow Relief
Loco	LMS Class 7P 4-6-0 No. 46115 *Scots Guardsman*
Load	10 coaches, 329 tons tare, 350 tons gross
Recorder	Don Benn
Weather	Sunny and hot. Calm

	miles	sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	R/T
Etterby Jct	1.40		03	36	30
Kingmoor	2.08		04	44	37
Rockcliffe	4.08		07	18	51
Floriston	6.09		10	55	sigs 19*
Gretna Junction	8.72	11.00	14	57	41
Quintinshill	10.16		18	30	trs 22*
Kirkpatrick	13.01		24	21	37/53
MP 14¾	14.75		27	17	37
MP 16	16.00		28	45	53
Kirtlebridge	16.72		29	59	trs 23*
Ecclefechan	20.10		35	26	44
Castlemilk Siding	22.60		38	45	49
Lockerbie	25.84	31.00	42	09	58½/52½
Nethercleugh	28.55		45	02	64/65½
Dinwoodie	31.77		47	50	63½
Wamphray	34.50		50	34	57½/62
Murthat	36.90		52	56	59
Beattock	39.76	45.00	56	57	
		46.00	60	49	banker 42694
MP 41	41.00		64	04	31
MP 42	42.00		65	49	35
MP 43	43.00		67	30	36½
MP 44	44.00		69	12	36
MP 45	45.00		70	55	35
Greskine	45.35		71	35	33½
MP 46	46.00		72	44	33
MP 47	47.00		74	30	35
Harthope	47.70		75	45	36
MP 48	48.00		76	13	36½
MP 49	49.00		77	54	36
Beattock Summit	49.76	70.00	79	08	35½
Elvanfoot	52.65		82	37	59/50
Crawford	55.14		85	31	59/61
Abington	57.90		88	09	58/54½
Wandlemill	60.31		90	55	55½
Lamington	63.23		92	40	66
Symington	66.70	87.00	97	26	52½
Thankerton	68.50		99	14	60
Leggafoot Box	70.10		100	51	53½/59
Carstairs	73.65	96.00	106	38	10½ late

net time 96 minutes
* brakes or speed restriction

TABLE FIVE: PADDINGTON TO READING

Date	Wednesday, May 29, 1974
Train	10.30am Paddington to Paignton
Loco	Brush Type 4 No. 47068
Load	9 coaches and 1 van, 330½ tons tare 355 tons gross
Recorder	Don Benn with stopwatch
Weather	Fine

	miles	sched	mins	secs	speed
Paddington	0.00	0.00	00	00	R/T
			sigs stop		
Westbourne Park	1.25		04	02	0*
			07	14	
Old Oak Common	3.25		09	49	52
Acton	4.25		11	11	67
Ealing Broadway	5.70		12	24	73
West Ealing	6.50		13	01	78
Hanwell	7.35		13	36	82
Southall	9.10	10.00	14	50	86½
Hayes	10.90		16	06	88
West Drayton	13.25		17	36	92
MP 14	14.00		18	07	94
Iver	14.75		18	34	95
Langley	16.20		19	31	94
Slough	18.45	16.30	20	53	97
Burnham	20.95		22	30	92
Taplow	22.45		23	29	92
Maidenhead	24.25	20.30	24	37	94
MP 26	26.00		25	47	95
MP 28	28.00		27	03	94
MP 30	30.00		28	19	96
Twyford	31.00	26.30	28	58	95
MP 32	32.00		29	35	93
Sonning SB	34.00		30	55	90
Reading	35.83	32.00	33	30	

net time 27½ minutes
average speed MP14 to MP32: 94.08 mph
* brakes or speed restriction

"Given that this loco with an equivalent load has managed it in two minutes less (in 2015), this run was not for the record books but was once again a competent performance."

GALA CROWDS SHOWER SEVERN VALLEY WITH PRIDE

The Great Western-themed April 14-16 Spring Steam Gala showcased the Severn Valley Railway at its finest, with packed trains on an intensive timetable that ran into the evenings, featuring double-headers and freight trains, surpassing expectations as it highlighted the line as a major attraction for visitors from around the UK, writes **John Titlow.**

I was among more than 5000 people who turned up to travel on the Severn Valley Railway during its eagerly-expected Spring Steam Gala. I joined the first train south from Highley at 9.20am on April 14 and it was already packed: riding later trains, it appeared there was no reduction in passenger numbers.

There was a tremendous lead-up to the gala that had all departments working flat-out to ensure its success. Organising a gala with visiting engines is no easy task and it fell on the shoulders of the Bridgnorth Shed staff to ensure that all locomotives performed to the highest standards.

The star of the event was undoubtedly GWR 4-6-0 No. 4079 *Pendennis Castle*, appearing on service trains for the first time on a heritage line away from its Didcot Railway Centre home. After arriving on April 6 on two separate lorries, it was immediately coupled to its tender, and a fire was lit the same day to gently warm it through. Over the next few days, it was inspected before undertaking loaded test runs with six coaches on April 9/10.

On April 13, prior to the gala, No. 4079 ran three full return trips from Kidderminster at 11.45 am, 3.15pm and 3.45pm. It had been more than 20 years since the Severn Valley heard a Castle in full cry up Eardington Bank. There were a number of steam leaks from the front end that made photography difficult, but generally the locomotive performed well while covering all its booked duties.

The appearance of GWR 4-6-0 No. 7812 *Erlestoke Manor* ended up being a close-run affair. No. 7812 went to Tyseley Locomotive Works for repairs to its bearings after they ran warm during a light engine test run on December 7, with its tender left inside Bridgnorth Shed. Repairs were undertaken and the locomotive returned in time for the gala. On April 5, it completed two light engine test runs to Highley and was left in light steam in preparation for loaded test runs that took place on April 7/8, after which it was passed for traffic. GWR prairie No. 4555 from the Dartmouth Steam Railway arrived on April 12 at Kidderminster facing north. The highlight was when it hauled five local passenger trains with two Great Western carriages on the Saturday between Hampton Loade and Bridgnorth, the first of the day being from Highley. By all accounts, it was a very thirsty locomotive.

Great Central Railway-based BR Standard 2MT 2-6-0 No. 78018 arrived at Bridgnorth

Severn Valley flagship GWR 4-6-0 No. 4930 *Hagley Hall* climbs through Oldbury Cutting as it heads the early morning goods out of Bridgnorth at 8.20am on April 15. JOHN TITLOW

Visiting prairie No. 4555 climbs Eardington Bank with the Great Western local on April 15. JOHN TITLOW





Above: GWR pannier No. 7714 emerges from Bewdley Tunnel on April 15. JOHN TITLOW

Left: GWR 4-6-0 No. 4079 *Pendennis Castle* departing from Bewdley on April 15. JOHN TITLOW



Busy April 14 on a GWR cross-country route: No. 4079 *Pendennis Castle* drifts into Arley, No. 4555 is in the siding, and No. 43106 is engulfed in steam. JOHN TITLOW



GWR 4-6-0 No. 7812 *Erlestoke Manor* runs non-stop through Arley station with the goods on April 15. JOHN TITLOW



Headboards were a prime feature of the gala. *Pendennis Castle* heads across Oldbury Viaduct carrying the Talyllyn Railway Special Train headboard, recreating the Talyllyn Railway Preservation Society's 1965 annual general special. LUKE LEO RYAN



GWR 4-6-0 No. 7812 *Erlestoke Manor* departs Arley heading for Bridgnorth with 'The Cornishman' on April 14. JOHN TITLOW

on April 12 facing south and was used mainly on a series of local three-coach passenger services covering all the line.

Residents in use

Four residents were also in use, all performing well throughout. Flagship GWR 4-6-0 No. 4930 *Hagley Hall* made a welcome return to a SVR gala, having been passed for traffic recently, and GWR 0-6-0PT No. 7714 looked at home on the local and goods. BR Standard 4MT 4-6-0 No. 75069 was standby and not needed.

Looking resplendent in its new wartime black livery, Bulleid West Country light Pacific No. 21C127 *Taw Valley* was out on a private charter for a Locomotive Services Limited special from Crewe on April 6, its first train since its repaint and recent valve and piston works, and it was sounding considerably better. Generally, people approved of its new livery.

Ivatt 2-6-0 No. 43106 is now working out its last runs until its boiler certificate runs out in July. A regular performer over many years, it will be sadly missed being an ideal locomotive for the line. At present, its future is uncertain.

GWR 2-6-0 No. 7325 was dragged out of the Kidderminster carriage shed and was posed at Bewdley station at the head of a goods train. The locomotive was cleaned and its water tanks washed out to prevent rust building up.

The freight was hauled by Nos. 7714, 4555, 7812 and 4930. Sadly, No. 4555 on its turn on the goods ran low on water at Highley and had to be towed by Class 31 No. 31466 to Bridgnorth, making the predicted night shots at Hampton Loade impossible.

Headboards were a large feature of the gala. Great effort went into a series of different ones, especially on the Castle, with railtours of the 1950s and 1960s re-enacted.

Double-heading took place on the Sunday with Nos. 4555 and 78018 and Nos. 78018 and 43106, with speed restricted to 10mph over the viaducts. No. 4555 was turned to face south for its double-header trains. However, on the final afternoon, a decision was made by the representative of the Dartmouth Railway to withdraw 4555 because of a defective piston gland and warm little end. The impact of this was minimal, leading only to the cancellation of one local service.



Bulleid West Country light pacific No. 21C127 (34027) *Taw Valley* climbs the short 1-in-180 as it departs from Arley with the 1.20pm Kidderminster to Bridgnorth on April 15. GRAHAM NUTTALL



Prairie No. 4555 and BR Standard 2MT No. 78018 climb towards the tunnel past Rifle Range on April 16. JOHN TITLOW

As usual at SVR galas, an intensive timetable was produced, leaving little recovery time after delays. Some late running occurred but generally timings were pulled back to an acceptable level. The Friday saw 14 full returns of the line, Saturday 13 and Sunday 10, interspersed with the goods and local trains running short distances where shunts were involved at stations to get them out of the way of passenger trains.

Economy boost

Friday dawned with rain; the predicted sunshine at the end of the day did not materialise, though the rain eased in the morning, while in the late afternoon and evening there were torrential downpours. Saturday and Sunday fared better.

Trains throughout the three days were packed during the daytime, but the evening ones were lightly loaded. It was good to see night trains running once again. Trains finished at each end of the line at about 11pm. Night trains must be well supported or they will not continue, especially with the cost of coal.

Managing director Jonathan 'Gus' Dunster said: "The SVR is famous for the quality of its enthusiast events and our first gala this year showed exactly why. It has been a triumph of planning, passion and sheer hard work.

"The intensive timetable ran late into the evenings on both the Friday and Saturday, and we had a truly enviable selection of operational locomotives, both as special guests and from our home fleet.

"Our volunteers and paid staff can be extremely proud of what we've achieved with this event. They've pulled out all the stops in true SVR style, and quite honestly it's a great privilege to be involved with the railway right now."

Diane Malyon, chair of the SVR Company Limited, which recruits and provides

volunteers to operate the railway, said: "It has been absolutely fantastic to see the railway come alive once more, showcasing exactly what we do best.

"It was particularly pleasing to see so many people stepping in to help in areas they'd not previously volunteered in.

"The end result was a credit to everyone and certainly led to plenty of positive comments, both in person and online. Congratulations all round!"

The railway has confirmed that it exceeded its budget for paying passengers by nearly 18%, with 5002 people buying tickets across the three days, along with hundreds of shareholders and members who also attended. Secondary spend was also very impressive across the railway's commercial outlets.

SVR bosses acknowledged that the success of the gala brought a much-needed boost to morale.

The next enthusiast event, the May 18-21 Spring Diesel Festival, promises the biggest ever line-up of heritage and modern traction at one event, being brought together to celebrate 50 years of diesel preservation.

"Our good fortune has a very positive knock-on effect to the local economy," said the SVR's interim chairman, Chris Walton. "I know that overnight accommodation was fully booked for miles around and will be during our next event, too – plus there are massive benefits to food and beverage businesses adjacent to the SVR.

"However, as we celebrate the success of the Spring Steam Gala, it's important we continue to acknowledge the significant challenges that the railway faces in the coming year. We must remember that heritage rail enthusiasts make up just 10% of our total passenger numbers across the year. We need to see sustained success on both regular running days and non-enthusiast special events such as this summer's Step Back to the 1940s weekends and our Christmas services." HR

Pannier No. 7714 passes Hay Bridge with a Bridgnorth-bound freight on April 16. JOHN TITLOW

No. 4079 *Pendennis Castle* charges by Northwood Lane hauling 'The Zulu' service on April 15. The headboard recreated the Ian Allan railtours of March 4, 1967, one of which, the 'Birkenhead Flyer', was hauled by No. 4079 to mark the end of through services between Paddington and Birkenhead, and which was also recreated at the gala. On that day, the last two sheds in the Birmingham area, Saltley and Oxley, closed to steam. PAUL LAWRENCE

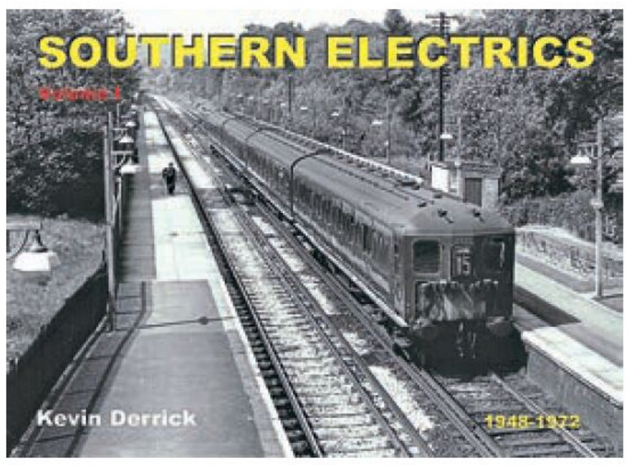
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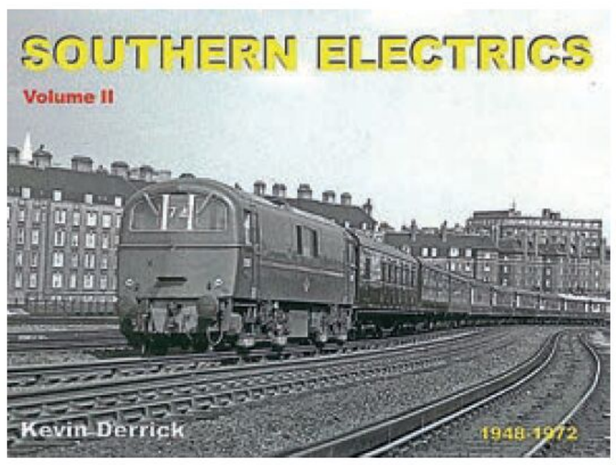
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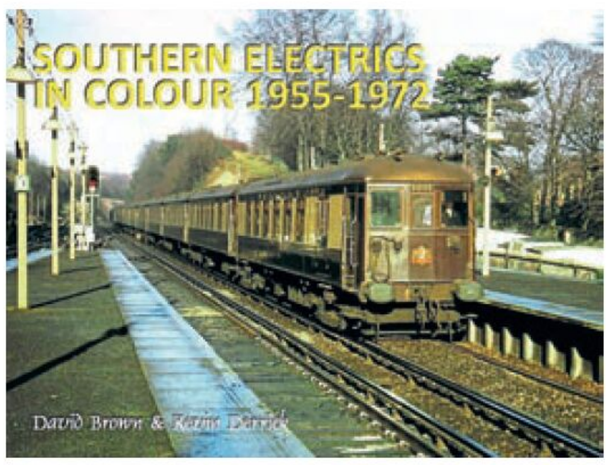
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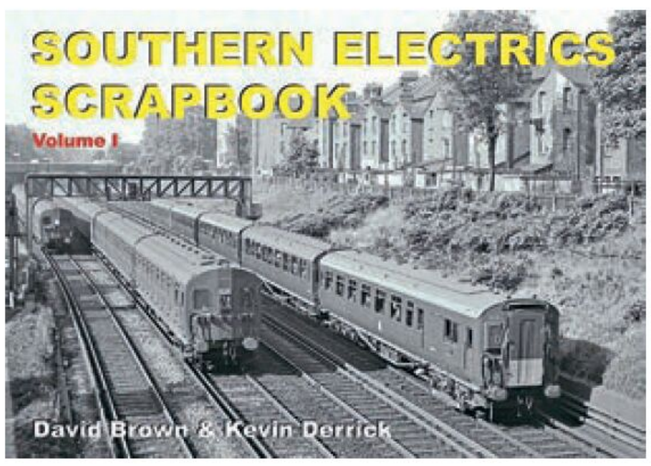
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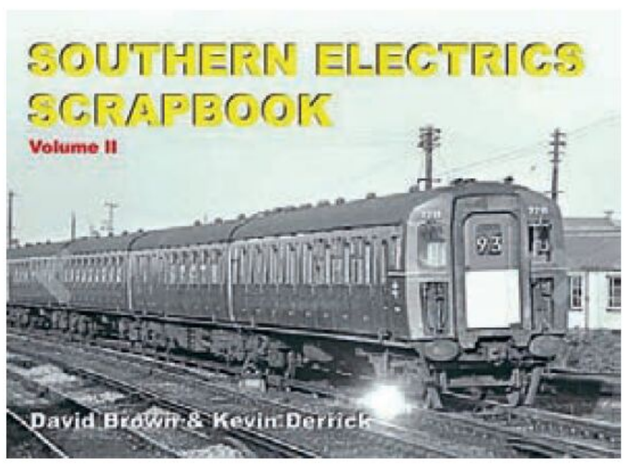
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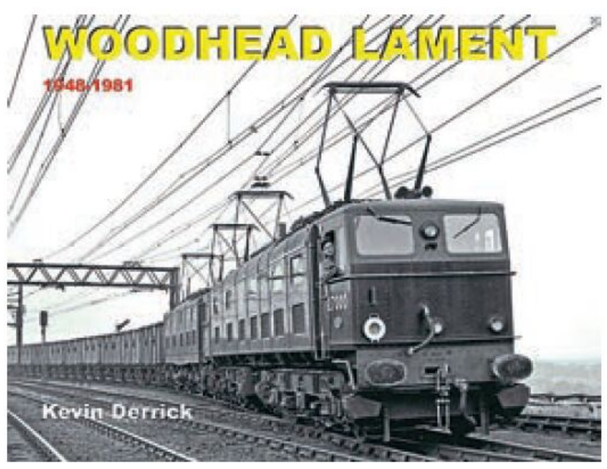
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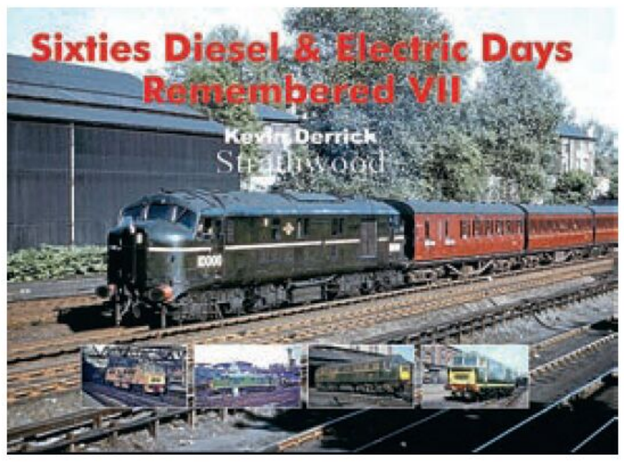
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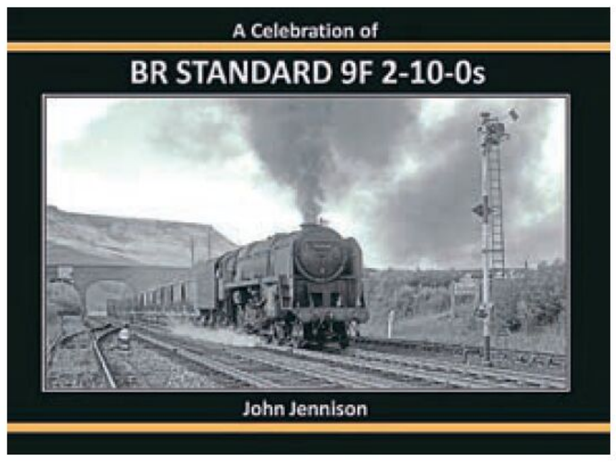
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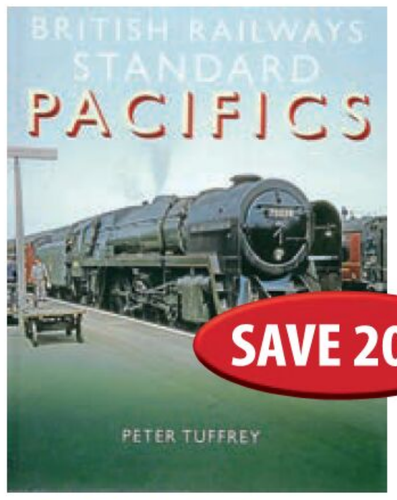
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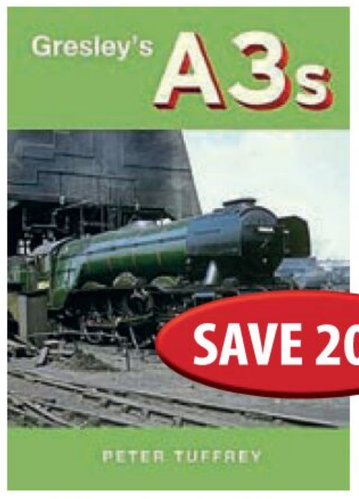
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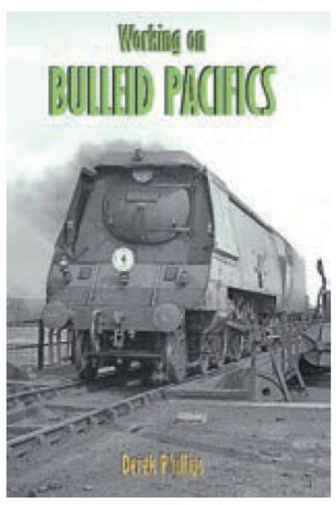
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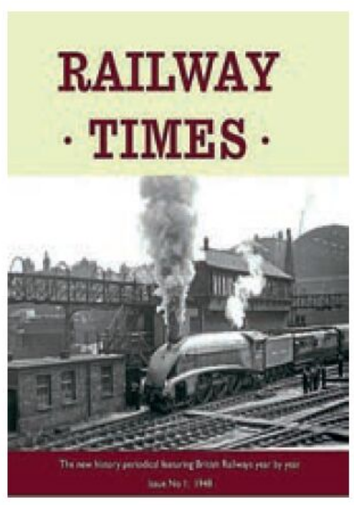
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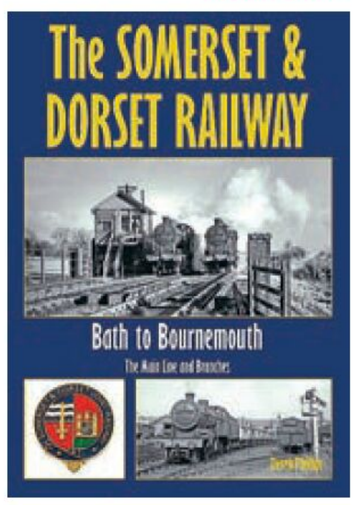
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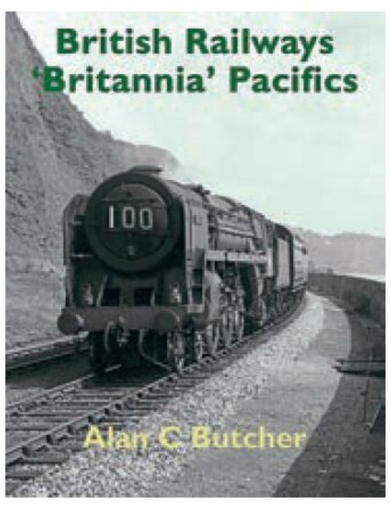
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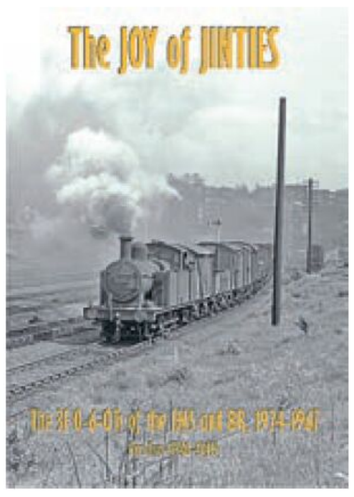


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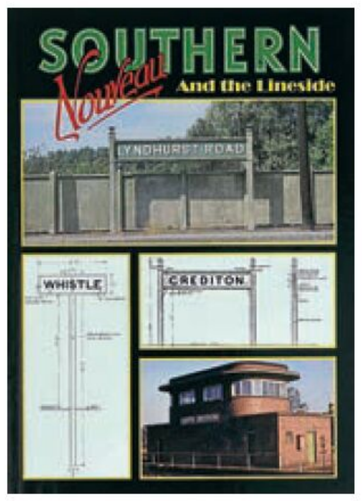
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MIXED TRAFFIC DELIGHTS AT A HIGHLANDS EASTER GALA

"If it has wheels and was available, it was out," said Strathspey Railway operations manager **Kieran Murray**, describing the ethos behind the planning of the four-day mixed traction gala that took place over the Easter bank holiday weekend.

Between April 7-10, the 10-mile line ran its most intensive timetable for many years, showing itself to be much more than a railway running a one-steam service that has been its recent main operating stance. It was an event of doubles and triples, with two rakes of freight and passenger stock hauled in rotation by two steam locomotives, with three diesel shunting locomotives and ex-main line diesel locomotives also getting in on the action, presenting plenty of opportunity for maximum mileage travelled and almost always something on the go.

Originally planned to be a diesel gala, logistical issues prevented planned guest locomotives from travelling to Aviemore (as reported in issue 304), so it was decided to make the best of what was already on site. Steam traction was provided by Ivatt 2MT 2-6-0 No. 46512 (which was built at Swindon in 1952 and carries the name *E. V. Cooper Engineer* in recognition of the person who oversaw its restoration and subsequent return to steam in 2000), along with LMS 'Black Five' 4-6-0 No. 5025, which, having been built at the Vulcan Foundry at Newton-le-Willows in 1943 is the oldest surviving member of its class. The railway's second 2MT, No. 46464 *The Carmyllie Pilot*, is still being restored.

Representing ex-main line diesel traction were classes 27 (D5394), 31 (D5862) and 37 (No. 37674), with the latter arriving on the Scottish heritage line as recently as November 2021, later making its debut in traffic there in March 2022. These were further supported by BR classes D2/10 0-4-0DM North British shunter D2774 and 0-6-0 08 No. 08490, as well as 4WDM 48DS Ruston and Hornsby No. 265618 *Queen Anne*. The Ruston and 08 offered driver experience courses at Aviemore and Boat of Garten stations respectively, with the North British also shunting around Garten station. On April 7, D2774 and No. 08490 also worked a top-and-tailed passenger service between Boat and Aviemore, which is believed to have been the first public passenger outing for the D2 on the railway and gave a good show in doing so with a five-coach rake and the 'Gronk' in tow.

Two out-of-service BR class 26 Bo-Bos, D5302 and D5325 made a rare appearance in the daylight after being extracted from the Boat of Garten sheds and put on display in the station yard for the weekend. Both are in need of extensive overhaul and bodywork repairs before they can return to operational service.

Dual freight

The freight rakes in operation covered two eras, with the more modern air-braked ZCA 'sea urchin' hauled by the diesel locomotives, and a mixed freight comprising a mix of wood-bodied open and steel ballast wagons worked by steam on rotation across all four days.

Volunteers are currently looking at restoring further vehicles to grow the steam-era rake, with plans to run this again at the railway's steam gala that takes place between September 15 and 17.

The weekend also saw the recently-arrived LNER Beavertail observation carriage No. 1719E included in the carriage rakes, which, as reported in issue 304, has moved to Strathspey on a minimum three-year deal with Railway Vehicle Preservations Ltd., returning to the region with which it has well-established connections, having been regularly used on the Highland lines over the summer months during the 1950s and is known to have been worked through Aviemore during that time.

It arrived on March 27 from Nemesis Rail, where it has undergone a thorough refurbishment, complete with new carpets, the renewal of body framing and panelling, and fitting the original style heating ducting, amid much more that has taken several years to complete. Following the gala, it was turned on April 11 and will now operate on the daily service trains, offering unspoiled panoramic views of the landscape.

"We welcomed about 1100 passengers over the weekend, with gross sales somewhere in the region of £28,000," Kieran said. "For the location, that's not bad.

"Having not run a gala of this size for some years, this weekend acted as a taster for our upcoming steam gala to both look at and show off what we can really do. Our S&T department have also spent a lot of time working on the signalling, so why not use it?

"We almost always had something on the go, with trains arriving and departing in quick succession, and that meant we had to run our driver experiences for longer than planned to accommodate all those who had booked turns





BR Ivatt 2MT 2-6-0 No. 46512 approaches Broomhill with the 11am from Aviemore on April 7. IAN LOTHIAN



LMS Black Five No. 5025 waits to depart Aviemore with a demonstration ballast train on April 7. IAN LOTHIAN



Class 31 D5862 works a demonstration engineer's train, comprising six ZCA 'sea urchin' wagons, passes through Kinchirdy Woods as it heads for Aviemore shortly after departing Boat of Garten. CHARLIE WILLIS



Nos. 5205 and 46512 momentarily break from the cover of trees with a double-headed service bound for Broomhill. CHARLIE WILLIS

on the shunters. We also enjoyed 12 hours of running on April 8, which concluded with a 10-coach train service worked by No. 5025.

"Aside from a planned incoming railtour that was cancelled because of uncertainty over national rail strikes and a small number of lineside fires, it was a successful event."

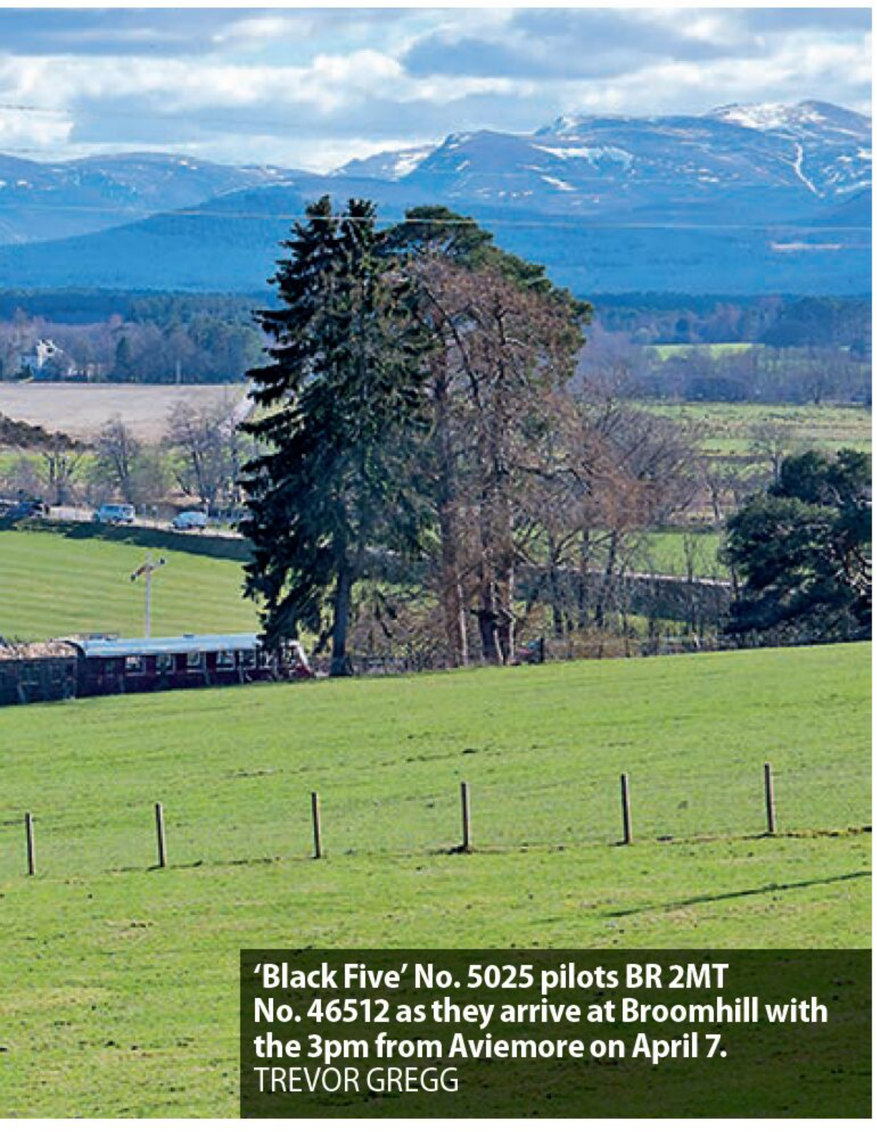
The steam gala in the autumn will kick off with the arrival of LNER A3 Pacific No. 60103 *Flying Scotsman*, which will be making its first operational visit to a heritage railway north of the border in preservation and will be both on display in light steam and hauling services over the weeks following the event. Negotiations were under way to secure an additional visiting locomotive, which should see up to five steam locomotives operating across the three-day event. HR

New Aviemore foundry and running shed application approved

THE Strathspey Railway's application for a new wheel lathe and foundry shed at its Aviemore base has been approved, which will allow its engineering teams to undertake more skilled work in-house rather than having to contract out.

How the new structure would fit into the landscape, the existing shed area, and materials to be used were taken into consideration. Planning officer Roddy Dodwell said: "In land use terms, the development of the site for a new locomotive shed and associated infrastructure is considered acceptable. The main consideration would be with regard to the impact on the listed building and the impact on its setting. It is considered that any building within this yard is going to have an impact on the setting of the building, therefore the siting of any building within such close proximity can only be deemed acceptable if it comprises a high-quality design that does not detract from the building."

The two-road shed will be timber-clad with a metal roof, replicating the style of the original Highland Railway shed at Dingwall. With the foundry and lathe buildings adjacent to the side, the construction will benefit both the railway and the environment with fewer lorries required to transport and deliver components.



'Black Five' No. 5025 pilots BR 2MT No. 46512 as they arrive at Broomhill with the 3pm from Aviemore on April 7. TREVOR GREGG



Class 27 D5394 comes to a stop in the Broom Hill loop on April 7, ready to run round its maroon rake of coaching stock. LNER Beavertail observation saloon No. 1719E is visible immediately behind the locomotive. CHARLIE WILLIS



Dusk begins to fall over the Highlands as Class 37 No. 37674 works its way along the line towards Boat of Garten with a train bound for Aviemore on April 7. CHARLIE WILLIS



On a running-in turn from Swindon with a selection of parcel vans available at the time, GWR 4-6-0 No. 6000 *King George V* exits Box Tunnel on May 16, 1979.

FOR THE LOVE OF FREIGHTS AND GOODS CHARTERS

John Titlow became enthralled by the sight of steam-hauled freight trains at an early age. He went on not only to capture the last such workings at industrial sites around Britain, but he also became one of the pioneers of goods charters on heritage lines, as he recounts here in words and pictures.

One of my first encounters with freights was as a young lad on King's Cross Underground station's Circle line platform awaiting a train to Paddington. The unrecognisable sound of a steam locomotive was heard in the tunnel, and it burst into the station engulfing passengers in steam, who were unable to move because it was impossible to see anything.

It was hauled by a pannier tank heading one of London Underground's rubbish or engineering trains; its origin or destination was completely unknown, but it was definitely somewhere around 1963 and 1964.

Being a steam enthusiast, it made an incredible impression on me – so much so that I had to be there to see the last steam on the Underground on June 6, 1971, when the then London Transport ran a freight train from Barbican to Neasden Depot for an open day. At that time, little did we know where the railway preservation movement would go, let alone that steam trains would once again run through those same tunnels to celebrate the Metropolitan Railway's 150th a decade ago, even though that was with passenger trains.

Ever since that early encounter, I have always held a fascination for the lowly freight or goods. Preservation has moved on considerably and our heritage sector has gone from strength to strength, saving what many thought was unnecessary or unwanted. Who would have thought we would see such a variety of goods trains – from the pick-up goods to a full-length van or tanker trains, 'windcutters', clay hoods and a wide variety of goods stock lovingly preserved in different liveries from the various pre-Grouping railways?

In those days, the search was on to seek out the last of steam workings on the collieries operated by the National Coal Board and I was fortunate enough to photograph some of the dying remnants, all of which were on their last legs. Little did we know at the time that all collieries would close.

No. 60009 did not run in England in 1978, so you had to head north to see a LNER A4 in BR livery (it was based at the now closed Lochty Private Railway). It was a long drive to Scotland, so combining this with the last remaining steam-worked collieries made sense. In August 1978, two collieries were visited – Bedlay in North Lanarkshire and nearby Polkemmet near Whitburn, West Lothian. At Bedlay, No. 17 an 0-4-0T Barclay of 1952 was working and at Polkemmet an 0-6-0T, No. 8 another Barclay of 1912 with a Giesl ejector, were both busy shunting wagons around the yards. A return visit was made to Bedlay in 1980.

Returning south to the Manchester area, the opportunity was taken to visit the last two remaining steam-worked collieries in that area, Bold at St Helens on Merseyside and Bickershaw, Leigh, Greater Manchester on August 29, 1978.

Polkemmet closed during miners' strike in 1984/5 and is now a country park. Bedlay closed in 1981, Bold 1985 and Bickershaw later in 1992. With that, steam finished on our industrial sites – or so we thought. The choice was to then go abroad if you wanted to see freight trains or wait for our preserved railways to run one on their galas.

With modernisation of the big railway, most freights on the network became container or bulk carriers; long gone are the days of the pick-up goods taken over by the now-congested road system.

Preservation was in its ascendancy and humble wagons of all descriptions became available. Heritage groups, often unrecognised, worked very hard behind the scenes collecting wagons that either became surplus to stock, were worn out, or unsuitable for a modern railway use. People and groups with forethought bought these – but discovering that was just the start of their problems.



***Whiston*, a Hunslet Austerity of 1950, pulls a long train of empties up the bank at Bold Colliery, St Helens, on August 29, 1978.**



At Polkemmet Colliery in Scotland, Barclay 0-6-0ST No. 8 of 1912 runs through the mine with loaded wagons on August 28, 1978.



***Warrior*, a Hunslet Austerity of 1954, climbs away from Bickershaw Pit with six loaded hoppers in tow on August 30, 1978.**



London Transport pannier No. L94 at Barbican with the last steam on the Underground on June 6, 1971.

"Heritage groups, often unrecognised, worked very hard behind the scenes collecting wagons that either became surplus to stock, were worn out or unsuitable for a modern railway use."



BR Standard 9F No. 92203 *Black Prince*, now a North Norfolk Railway stalwart, heads freight at Meerhead Quarry, near Cranmore, on September 11, 1982.



Peckett 2000 and another saddle tank masquerading as '90432' from the Nene Valley Railway were used for shunting at British Sugar Corporations factory at Peterborough on March 3, 1981.



A goods train at Keighley & Worth Valley Railway enthusiasts' weekend was headed by LMS 'Jinty' 0-6-0T No. 47279, seen departing Damens Loop on March 12, 1989.



With a good dusting of snow, LMS 2-6-0 No. 42765 approaches Irwell Vale with a freight charter on the East Lancashire Railway on February 24, 1994.

Preserved lines became their saviour, giving them space for storing wagons, but it was a premium, especially when carriages and locomotives took priority; by necessity, these were more important, being the only way the railway could earn revenue. Wagons, though important, earned nothing.

The situation arose whereby heritage railways became scrapyards, with general clutter stuffed on every inch of rail. Yet looking back, we can now see how important this period of time was in saving what we all now take for granted.

Strange workings unlikely to happen again

Over the years, there have been some very odd freight workings, like when GWR 4-6-0 No. 6000 *King George V* did a running-in turn with a rake of parcel vans from Swindon on May 16, 1979 – it just about constituted a freight. The locomotive is now inside the Steam museum at Swindon, unlikely to run again.

The Nene Valley Railway was originally connected to the sugar factory in Peterborough, which was often used for storage and loading by the heritage line. On March 7, 1981, steam returned for shunting, but this was really only for enjoyment. The factory closed down in 1991.

One of the big ones had to be when BR Standard 9F No. 92203 *Black Prince* went from the East Somerset Railway to the nearby Meerhead Quarry, near Cranmore, on September 11, 1982, to haul a 1000-ton freight train. It was the first time this happened, and its saviour, the late wildlife artist David Shepherd, was on the footplate to enjoy the event – and it coped admirably.

Then came the Great Western 150th anniversary celebrations. Apart from steam returning to the West Country, two events come to mind. On June 3, 1985, GWR prairie 5572 ran under its own steam from Reading Depot back to Didcot with the *Iron Duke* broad-gauge replica on flat wagons, with GWR railcar No.22 and a brake van in tow.

Then came the celebration freight around Newport on September 9, using GWR 2-8-0 No. 2857 and a selection of wagons from the Severn Valley Railway. It performed several runs through the station and over the river bridge.

The Long Marston Royal Engineers Depot in Warwickshire held an open day on October 10, 1987, when, appropriately, Stanier 8F 2-8-0 No. 8233 from the SVR ran military freights on the internal loop line to commemorate the bicentenary of the Royal Engineers. Also in steam was the army's J94 0-6-0ST. In 1999, it was announced by the Ministry of Defence that the depot was to close.

Good times ahead

In the early days of preservation, you had to rely on galas to see freights. They eventually became part of the gala scene, interspersed between passenger trains. It was the wagon departments' only real opportunity to show off their handiwork and collections of wagons.

It was not until the 1990s that photographic charters began, with a group of like-minded people coming together, having realised what they were missing on the railway scene. To have a choice of which locomotive to use, control of the make-up of the train, and where you wanted it to be on the line for the best light for photography at a given time was too good to miss.

Initially, charters started in the north of

With the first freight charter on the Kent & East Sussex Railway, P class 0-6-0T No. 1556 approaches Rolvenden on November 20, 1992.

England on the East Lancashire and Lakeside and Haverthwaite railways. There were zero in the south and we were envious of the wonderful photos being taken. This prompted small groups to start up and persuade the south's preserved railways that they were a viable concern and worth organising their own.

Firsts

Not wanting to be left out, Mick Morris and I started Loose Coupled. We ran the first charter on the Kent & East Sussex Railway on November 20, 1992, using Southern Railway-liveried P class 0-6-0T 1556 and a small freight. The weather was not good, but the ground was broken and the door was open.

We returned the following year on June 1, 1993, in better weather. In the meantime, the Bluebell Railway was the one to crack, and it took considerable persuading to those in management to understand what we wanted. Negotiations took place for more than a year until finally the first full freight charter took place on February 19, 1993. It was a fabulous day, going better than expected, with U class 2-6-0 No. 1618 on a wonderful collection of wagons. The only downside was that the processing of my films messed up.

"It was not until the 1990s that photographic charters began, with a group of like-minded people having realised what they were missing on the railway scene."

Geoff Silcock started Sentimental Journeys, Robin Stewart Smith and Chris Milner started Freight Train Productions, and other organisers started running on many railways. Some specialised in going off the beaten tracks.

Long before data protection groups exchanged addresses of people who expressed an interest in charters, everyone was happy to be contacted, which made starting charters much easier.

To avoid clashing dates, one person kept a



GWR No. 2857 emerges from the tunnel at Newport on September 10, 1985, during the GWR 150 celebrations.



Inside the MoD depot at Long Marston, near Stratford-upon-Avon, Stanier 8F No. 8233 shunts a military train on October 3, 1987.

"Little did we know at the time we were recording small enactments of history with a high rarity value, much of which can never happen again."



Right: On the first freight charter on the Strathspey Railway, Caledonian Railway 0-6-0 No. 828 departs Aviemore on June 17, 1994.

diary, and for a while it all worked well. During this time, organisers started to band together, building a database of like-minded people to join these charters. All this was in the days before the internet... you relied mainly on the post by sending a stamped addressed envelope to the various organisers for invitations. There was much talk on the lineside about it being elitist, which was totally untrue – all were welcome. Everything was done to raise funds for the railway and have a good day out, photographing what we wanted to see more of.

We were all conscious of safety and it was left up to those on the day to consider what was practicable rather than it being imposed. Yes, we can say this would never happen today, but no accidents happened, apart from falling down rabbit holes in the nearby fields. So much more was possible then, but with health and safety regulations so vastly different now, much of what happened in the past is impossible now.

Throughout the 1990s, charters mushroomed into what they are today. Heritage railways saw the opportunity to get good publicity and raise funds for a particular project... even the whip-round for the crew at the end of the day was invested into some projects.

Personally, with this new-found interest, the chase was on to cover as many lines as possible; little did we know at the time we were recording small enactments of history with a high rarity value, much of which can never happen again.

Industrial locations opened up when far-sighted companies wanted to bring steam locomotives onto their sites as celebrations for the workers: this led to opportunities to organise freight charters. Shelton Steelworks in Stoke-on-Trent was a prime example of such an event, when 1940-built Bagnall 0-4-0T *Hawarden* returned to its former workplace to shunt wagons. It was joined by Robert Heath No. 6 of 1886. The works closed in 2000, but would visits to similar industrial locations be possible now, even if such industrial sites remained? An amazing variety of locomotives have been seen over the years; many have been in regular use, but others, like SR Q1 0-6-0 No. 33001 especially, may never see steaming again.

The clanking of a loose-coupled goods has to be experienced on board, especially when it pulls away and people are crowded into a single brake van at the rear. You can hear the locomotive pull away, followed by the clanking of the couplings tightening, awaiting the final snap of the coupling before the brake van jerks away – it becomes very friendly at that point! The longer the train, the greater the take-off.

Wagon groups are the unsung heroes of preservation that behind the scenes spend endless hours restoring some wreck that was really only fit for scrapping. It is impossible to mention every group or single one out, but great credit and thanks must go out to these foresighted people who saw something when many others saw nothing. It has been wonderful over the years to have photographed a variety of trains, and going through my collection, many of these events have been forgotten. My thanks must be given to those who put considerable work into organising these events, with the support of the preserved railways.

Locations have changed considerably over the last 30 years, many becoming enclosed by

No. 6 and *Hawarden* race each other inside Shelton Steelworks, Stoke-on-Trent, on a private charter on March 19, 1995. Nothing exists here today.





With a van train on the Llangollen Railway, LMS' Jinty' No. 47298 looks perfectly at home passing Glyndyfrdwy with an 8G Freight Promotions charter on April 2, 1993.



Loose Coupled ran a second charter on the Kent & East Sussex Railway. LSBCR 'Terrier' No. 32650 is seen emerging from the morning mist on the approach to Rolvenden on May 1, 1993.



Expect the unexpected on a charter! Sheep run across the Dean Forest Railway as WR 0-6-0PT No. 9681 has to wait on May 5, 1995.



GNR 0-6-0ST J52 No. 1247 runs through the cutting near Mendip Vale while visiting the East Somerset Railway on September 4, 1995.

trees. Changes do take place around our lines, especially when there is a lineside clearance, which can open up new locations.

Having control of the train in some ways can be the easier part of the day, but the weather plays an important part, often throwing spanners in the works! Certainly, the most difficult part to handle is the wind... smoke blowing down and obliterating the locomotive or background can ruin a day.

I was fortunate to be there at the beginning of charters, and in the second part of this feature in the upcoming issue of *Heritage Railway*, we will see that charters really took off in volume. The story will continue on from 1995, when some of the original players dropped out and new organisers emerged.

All pictures were taken on a mix of film from Fuji 100, Agfa and Kodak. They have had considerable work on them in various processing suites, but bear no match for today's digital offerings. One final point for discussion are the terms goods and freights. Goods are local and freights are main line, so I am told – at what time does a goods train become a freight or vice versa? Maybe readers would like to offer their views. HR



Loose Coupled ran the first freight charter on the Bluebell Railway. U class 2-6-0 No. 1618 is seen climbing Freshfield Bank on February 19, 1993.



With the first BR Standard 9F charter, No. 92240 runs under Three Arch Bridge on the Bluebell Railway in awful weather on February 27, 1995.

Pre and post-Grouping and BR eras on nameplate menu



THREE nameplates from locomotives designed prior to Nationalisation but built by BR will be among the highlights in Great Central's quarterly auction on June 3. They are *Salford Hall* from GWR No. 7922, *Brentor* from SR West Country Class 4-6-2 No. 34095, and *Kenilworth* from Peppercorn A1 No. 60124.

The Hall was built at Swindon in September 1950 and withdrawn from Oxford (81F) in December 1965, while the SR representative emerged from Eastleigh in October 1949 and was withdrawn from the shed at the same location (70D) in July 1967, making it one of the very last Big Four-designed express locomotives to remain in service.

The Doncaster-built Peppercorn Pacific entered traffic in March 1949 and ended its 17-year main line career in March 1966 when a resident of Darlington (51A), at which time it was one of only two members of the class not to have been withdrawn.

Classmates

Also waving the GWR nameplate flag will be two further Halls that have a near-identical service history. They are *Aldersey Hall,* from No. 6930, a November 1941 Swindon product that was withdrawn from Banbury (2D) in October 1965, and *Burwarton Hall* from No. 6932, which was built at Swindon a month after No. 6930 and pensioned off in December 1965, two months after its classmate, when allocated to Oxford.

Two other nameplates, *Earl of St Germans* and *Anthony Manor*, will bring the GWR contingent up to five. The former is from No. 5050, a Castle class 4-6-0 that was outshopped by Swindon in May 1936 as *Devizes Castle,* was renamed in August the following year, and withdrawn from St Philip's Marsh, Bristol (82B), in August 1963.

The plate, which is making its auction debut and carries the title held by the Eliot family of Port Eliot, Cornwall, has been entered in the sale by Newton Abbot Town & GWR Museum, to which it was bequeathed by a late collector.

The museum is responsible for the upkeep of a large signal gantry that was removed from the western end of Newton Abbot station in 1987 and relocated to a major road junction in the town, and the museum plans to use the proceeds from the plate's sale to fund future maintenance of the gantry.

Finally from the GWR comes the Manor plate, carried by No. 7801, one of the first four members of the class built at Swindon in January 1938. It was withdrawn from Shrewsbury (6D) in July 1965, the year the class ended its BR days, although no fewer than nine of the 30 built survive in preservation.

The SR has a second string to its bow with *Leatherhead* from Schools class No. 30939, built at Eastleigh in July 1935 and withdrawn from Nine Elms (70A) in June 1961. The sole LMS representative is *Uganda* from Jubilee No. 45636, a Crewe December 1934 locomotive that was withdrawn from Burton (17B) in December 1962, and from the Standard era there is *Ariel,* carried by Britannia No. 70016 that was also built at Crewe, in June 1951, and withdrawn from Carlisle Kingmoor (12A) in August 1967.

Pre-Grouping also has a foothold in the auction door, with *Helvellyn* from LNWR George Whale-designed Precursor 4-4-0 No. 2023 that was outshopped by Crewe in April 1904 and withdrawn by the LMS as No. 5187 in March 1936.

Cabside selection

GWR cabside numberplates include 2449 from a Class 2301 'Dean goods' 0-6-0, and 1008 from *County of Cardigan*, whose smokebox numberplate is also in the sale. A non-GWR contender in the cabside selection is Southern Railway A890, from an Ashford Works-built locomotive that had two distinctly separate identities during its 38 years in SR and BR service.

It started life in December 1925 as K1 class 2-6-4T No. A890 *River Frome*, but in June 1928 was rebuilt at Ashford as the prototype of the U1 class 2-6-0 tender locomotives and renumbered 1890 without its name. It survived into BR ownership to become No. 31890 and was withdrawn from Brighton (75A) in June 1963.

To steam era teenage trainspotters, the names of the LMS Patriot 4-6-0s seemed to be haphazard with no obvious theme as far as our adolescent minds could work out, and to compound our bewilderment some of them weren't even named at all. One of these was No. 45544, whose smokebox numberplate joins 1008 and 5924 (*Dinton Hall*), 6946 (*Heatherden Hall)*, 6955 (*Lydcott Hall)*, and 30805 from SR King Arthur *Sir Constantine,* in the auction.

Enamels are currently one of the flavours of the month, or even the year, and in this regard a trio of signs that has a geographical north Devon and Cornwall connection comprises BR(S) station totem Wadebridge, an ex-Barnstaple Town BR(S) 'Cartage' doorplate, and a Wadebridge-Padstow single line tablet.

Two other station totems, BR(M) Shap and Scottish Region Beattock, serve as reminders of the West Coast Main Line's two highest summits, and from the estate of a late collector who was a keen golfer come totems Sandwich, Birkdale and Hoylake, the locations of three golf courses that between them have hosted golf's Open Championship 37 times.

The auction will be live online and starts at 10am.

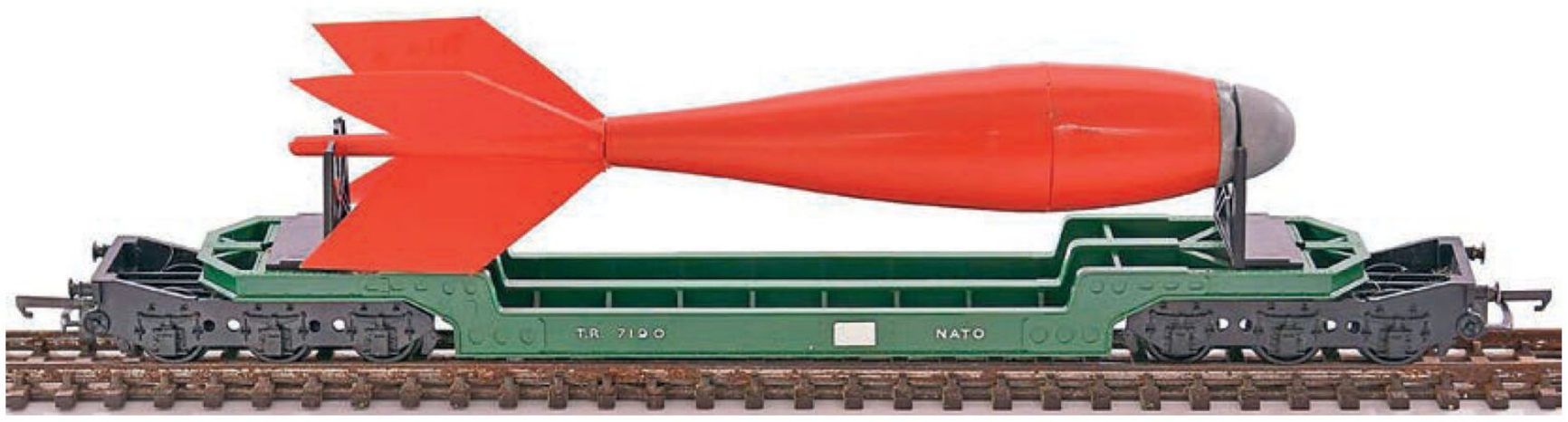
GCRA models' debut set for second day extension

GREAT Central's first-ever auction of model trains on Thursday, May 18, has attracted so many entries that boss Dave Jones is thinking of extending it into a second day. By the end of April it comprised approaching 1000 lots, which would represent a challenge in a single day for Mike Soden and Martin Quartermain, who will be sharing the auctioneering.

The sale will feature a variety of gauges, from OO and HO to O gauge and live steam garden scale, and also a broad range of model manufacturers, including such familiar names as Hornby, Bachmann, Wrenn, and Trix, as well as scratch-built examples.

There will also be American models, rolling stock that includes a flat truck with NATO identification carrying a rocket, and a large single collection of O gauge from Cornwall.

Speaking of the high number of lots, Mike said: "Many railwayana collectors are also model train enthusiasts, or accompany their displays with models, and we have accumulated the items over a number of years. The auction will also be of interest as it will be our first ever held on a weekday, which is a move we have considered for a while and have now decided it is worth looking at." The auction, which will be live online, starts at 9.30am, and the same time if it runs into a second day.



➜ Two North Eastern Railway handlamps and a BR(NE) enamel doorplate were the highest achievers in a sale held by Thirsk Railwayana on April 15, when the top lamp sold for £280 and the second lamp and doorplate for £260 each. Prices exclude buyer's premium of 12% (+ VAT).

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Railwayana makes its mark at major model train sale



ALTHOUGH a huge single collection of OO gauge model trains was at its heart, three railwayana items from the same deceased's estate topped the realisations of a sale held on April 13 by Mitchells Auctioneers of Cockermouth, Cumbria.

The trio was headed by a BR(M) Cockermouth totem at £4500, with second place going to an LMS hawkeye from the same station (£3300), which was opened by the Cockermouth Keswick & Penrith Railway in January 1865 and was able to celebrate its centenary before being closed by BR in April 1966.

In third place was a Brigham-Cockermouth single line brass key token that sold for £470, ahead of the highest priced model, a Bachmann Western Pullman set (£380). Prices exclude buyer's premium of 25% (+ VAT).

David Lomas, Mitchells' valuer and cataloguer, said the sale comprised about 1000 locomotives, of which some were still wrapped in their original boxes, and 3000 items of rolling stock, all of which sold for a total of nearly £75,000.

"It was one of the largest private collections of railway models I have ever seen," he said. "It was all removed from a small terraced house near Cockermouth and the vendor was extremely happy with the result. We were too, with it being what is known as a 'white glove' auction, signifying the sale of every lot." Although its origin is unclear, it is believed the term may derive from the white gloves worn at auctions by staff handling valuable items.

Over at Thornaby eight days later, on April 21, O gauge models made by Hehr of Germany took the three podium places in a Vectis model train sale. The joint winners, each at £1600 and both three-rail electric, were a Deutsche Reichsbahn streamlined 05 class 4-6-4 and a second continental outline 4-6-4.

In third place at £1100 was another three-rail electric model, based on LNER P2 class 2-8-2 No. 2002 *Earl Marischal*. Prices exclude buyer's premium of 25% (inc VAT).

Railwayana Auction Calendar

- **Ends May 14**
  GW Railwayana *(timed auction)*
- **May 18**
  Great Central Railwayana *(model trains)*
- **May 22-28**
  JustaClickAgo *(photographs, negatives and slides)*
- **May 25**
  Vectis *(model trains)*
- **June 3**
  Great Central Railwayana
- **June 10**
  Thirsk Railwayana



A Highland Railway ticket for a 2½d first class journey from Hoy to Georgemas was the top seller at £160 in a postal sale held by Paddington Ticket Auctions, part of the Great Central Railwayana group, from March 20 to April 14. Hoy station, near Halkirk on the line to Thurso, was opened by the Sutherland & Caithness Railway in July 1874 and closed by BR in November 1965. The ticket carried the Highland Railway name despite being issued on June 30, 1933, more than 10 years after the HR had become part of the LMS. The price excludes buyer's premium of 10% (+ VAT).

Enamel destination board arrives at its new home



THE Liverpool Street suburban traffic was a magnet for steam era trainspotters, and one of the lines, the branch to Chingford, was under the spotlight in Great Central's live online 546-lot sale of general railwayana on April 15, when a locomotive enamel destination board went under the hammer for £760.

It was a double-sided board carrying the destinations of Liverpool St. on one side and Wood St. on the other, and which would have been carried over many years by the N7 class 0-6-2Ts that were the staple diet of enthusiasts who flocked to the gloomy interior of the London terminus.

Opened by the GER in November 1873, the Walthamstow station of Wood Street was the location of a two-road depot that in its later years had an allocation of exclusively N7 locomotives. The depot, one of a number of Stratford (30A) sub-sheds, was opened in 1879 and closed in 1960 when the line was electrified.

A collection of five GWR signalbox brass lever plates sold for £450 as a single lot, followed by a BR(Sc) trespass notice that fetched £410, a price matched by three First World War Midland Railway, LSWR and Cheshire Lines Committee railway service medals that also went as a single lot. Close behind was a GWR gangers' occupation key signalbox control instrument that went under the hammer for £400. Prices exclude buyer's premium of 15% (+ VAT).

"Our 'Bloxham' auctions of general railwayana have always been strong on hand lamps, cast iron signs and signalling items, and this sale was no exception," said auctioneer Mike Soden."We also had a number of new bidders, so overall it was very successful."



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Steaming in with images from the UK to the Far East

IMAGES of steam from far and wide will be a feature of an online auction being held by photographs, slides and negatives specialist JustaClickAgo from May 22-28, with one of the UK selections being BR steam in the Manchester area in the late 1960s.

From mainland Europe will be a large collection of colour slides of steam also in the 1960s, taken in France, Spain, Portugal, Italy, East and West Germany, Switzerland, Austria, Romania, Denmark, Sweden, and Finland.

Further afield, there will be steam from South Africa, India, Pakistan, Vietnam, China, and South America, including Paraguay.

Still in the 1960s, but with modern traction rather than steam, a selection of early diesel negatives includes D0260 *Lion* at Finsbury Park in 1963. This 100mph Type 4 Co-Co was a private venture built in 1962 by a consortium comprising Birmingham Railway Carriage & Wagon Co, Sulzer, and Associated Electrical Industries. It was constructed as a prototype at the BRCW works in Smethwick, near Birmingham, and tested by BR on Western and Eastern Region passenger trains.

However, it lost out to a rival Type 4 built by Brush Traction that became Class 47, and was scrapped after being withdrawn in February 1964 with 80,000 miles on the clock.

The auction will also feature a selection of Southern Railway medals and badges, and a large assortment of BR working timetables and pre-Grouping paperwork that includes items from the Cockermouth Keswick & Penrith, Maryport & Carlisle, and Barry, railways, as well as the GCR and LNWR.

An assortment of 800 colour slides of railway infrastructure in the 1960-1980 era – including closed stations, signals and signalboxes, junctions, bridges, tunnels, rolling stock, and London Transport Tube stock – will also be going under the online hammer.

Railway memories from the 1920s and 1930s sell for £7500 in postal auction

A COLLECTION of 1500 SR, GWR and general railway glass plate negatives of mainly signals and infrastructure from the 1920s and 1930s sold in three lots for a total of £7500 in a Great Central two-week postal auction of negatives, photographs and slides that ended on March 24.

They were taken by Edward Wallis, a Southern Railway signal engineer and enthusiastic photographer, who died in a work-related accident at Guildford.

The collection, which remained with the family after his death and was for many years administered by his son David, included a number of images that were ground-breaking for the time, taken from the top of signal posts that provided vantage points few other photographers would have access to.

Occupying the runner-up slot were 83 negatives and prints of Swansea Victoria station and buildings, which went for £680. A two-platform terminus, it was opened by the Llanelly Railway & Dock Co in December 1867, became part of the LMS at Grouping, and was closed by BR in June 1964. It was served by Shrewsbury, Crewe, Liverpool, Manchester and York trains, and was the location of shed 87K, which closed in 1959.

Close behind at £600 were 160 diesel locomotive, DMU and EMU slides, including Class 35 Hymeks and Class 55 Deltics. Prices exclude buyer's premium of 15% (+ VAT).

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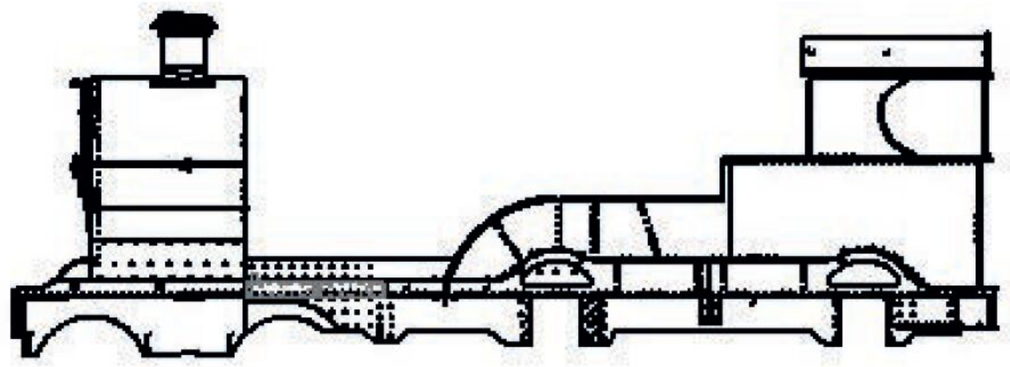





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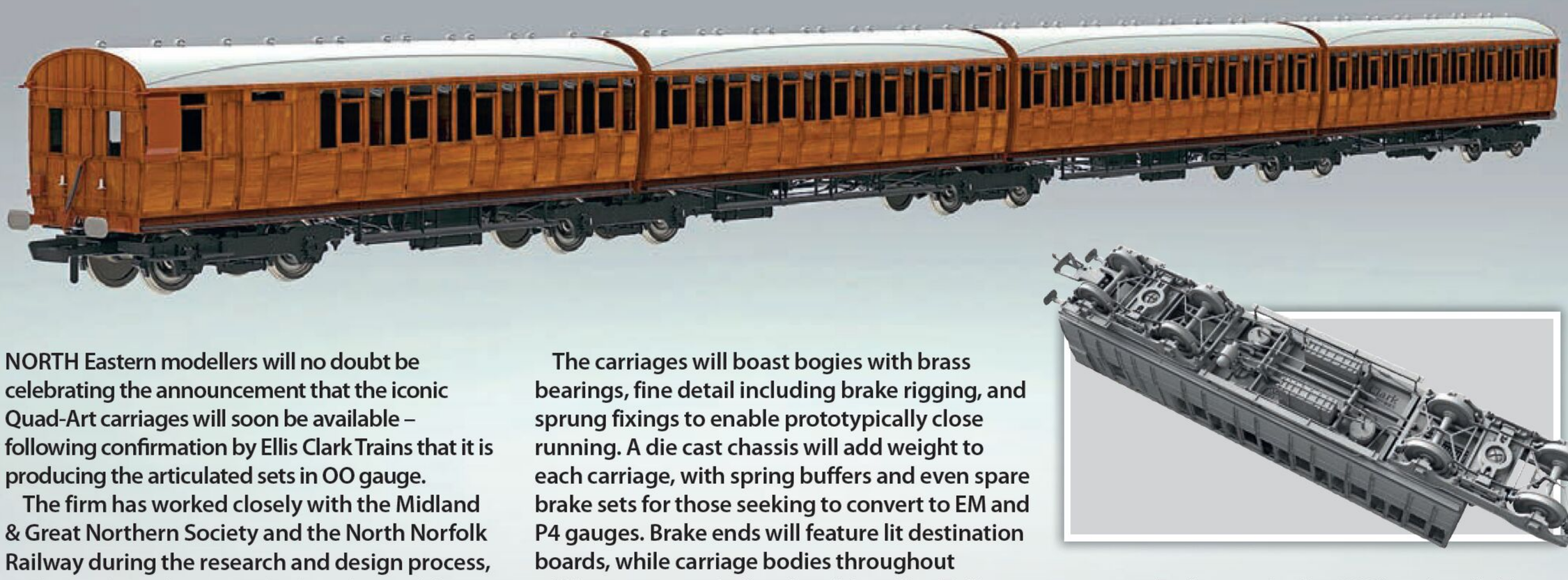
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Ellis Clark enters OO market with articulated announcement



NORTH Eastern modellers will no doubt be celebrating the announcement that the iconic Quad-Art carriages will soon be available – following confirmation by Ellis Clark Trains that it is producing the articulated sets in OO gauge.

The firm has worked closely with the Midland & Great Northern Society and the North Norfolk Railway during the research and design process, and countless trips to study the sole surviving example have been made to ensure the models are as true to the originals as possible. The Quad-Arts will be EC's first venture in OO gauge, having produced exclusives in O gauge, and there is no compromise being made in scaling down.

The carriages will boast bogies with brass bearings, fine detail including brake rigging, and sprung fixings to enable prototypically close running. A die cast chassis will add weight to each carriage, with spring buffers and even spare brake sets for those seeking to convert to EM and P4 gauges. Brake ends will feature lit destination boards, while carriage bodies throughout will have separately fitted grab handles. Fully detailed interiors will see etched luggage racks and correct height seating included, with magnetic witched lighting in each carriage.

Ten different sets are being produced spanning three liveries – LNER teak, BR crimson and BR maroon. Each are priced at £325 and available to pre-order with no upfront payment required. Delivery is anticipated in the third quarter of 2024.

To place your order, visit https://clarkrailworks.com/collections/quad-arts

Shackerstone's 'Crompton' is Kernow's latest commission

KERNOW Model Rail Centre has announced that an exclusive model of BR Class 33/2 D6593 in as-preserved BR Green livery with high-intensity headlight has been commissioned from Heljan in 00 Gauge.

Sold for preservation in March 1997, it was based at the Mid-Hants Railway and repainted in BR Green livery, and would become the first preserved Class 33 to achieve main line. By 2010, D6593 had moved to Shackerstone on the Battlefield Line for traction motor repairs and is still there today. The model features a highly detailed bodyshell and underframe with many separately fitted components and directional LED Lighting. The model is fitted with a 21-pin DCC decoder socket.

Price is set at £209.95 and the model comes DCC-ready. It is available to purchase both in store and online now.



Bachmann's Bala Lake Hunslet

A new model utilising Bachmann's popular 009 scale Alice class quarry Hunslet tooling has been announced in partnership with the Bala Lake Railway, where the chosen example has recently returned to steam.

Holy War was delivered to Dinorwic Quarry in 1902 and was once housed in the highest engine shed in Britain within the quarry complex, at 1860 feet above sea level. When withdrawn in 1967, *Holy War* was the last working steam locomotive in a Welsh slate quarry and thus ended 120 years of quarry steam.

The Bachmann narrow-gauge model of *Holy War* depicts the locomotive in its preserved state, with enclosed cab and in the stunning lined blue livery. Featuring a die cast boiler and running plate, accompanied by a wealth of separately fitted details including handrails, valves, springs, brake shoes and cab controls, every aspect of the prototype is captured in miniature.

The model is priced at £149.95 and can be purchased in person at the BLR's shop or online by visiting shop.bala-lake-railway.co.uk



New runs for popular branch and industrial tanks

Hattons P 0-6-0 and Andrew Barclay 0-4-0 tanks

LIVERPOOL-BASED retailer Hattons has announced a new run of both its exclusive SECR P class 0-6-0T and Andrew Barclay 0-4-0ST , with delivery expected in the second quarter of 2024.

Six examples of the SECR design are being produced, including a rerun of the popular Bluebell Railway lined blue version of No. 323 *Bluebell* and SECR unlined goods green livery for No. 178, while the industrial shunter has nine new liveries to choose from, including Nos. 1598 *Efficient*, which is preserved on the Ribble Steam Railway, and 2201 *Victory* on the West Somerset Railway.

Rapido Hunslets

Hot on the heels of the success of its first batch of OO gauge 16-inch Hunslet locomotives, Rapido has announced a run of five new models. Included amid the available models are Nos. 2705 *Beatrice* in lined green as it currently appears, and 3715 *Primrose* No. 2 in NCB red with stovepipe chimney as preserved in the 1970s. RRP is £129.95 for DCC-ready models direct from the manufacturer or any of its stockists.









Mind your Manors

With two manufacturers releasing models of the class in 4mm scale, **Daniel Long** takes a look at the how the GWR 78XX class of 4-6-0 locomotives came to be.

GWR No. 7800 *Torquay Manor* rolled out of Swindon Works in 1938, but the history of the locomotive extends back to the turn of the century. To understand the origins of the Manors, it's important to consider their position in the development of Great Western locomotive design under the leadership of George Jackson Churchward.

Churchward was Chief Mechanical Engineer of the GWR between 1902 and 1922, and perhaps defined the direction of the railway for more than half a century.

The Great Western had always pushed hard for the use of standard parts throughout its various designs, but under Churchward this would become a defining characteristic. From a range of predefined parts such as boilers, cylinders, wheels and valve gear, Churchward developed the concept for a locomotive fleet that would encompass everything from 2-6-2Ts for branch line work through to 2-8-0 tender engines for the heaviest of freights.



A young trainspotter admires No. 7802 *Bradley Manor* at Shrewsbury, which was working a 'Festiniog Railway Special' on an unspecified date, believed to be during 1966. ERLESTOKE MANOR FUND

To the Manor born

So, what brought about the Manors in 1938? Again, we must look to the past. In 1911, Churchward introduced his 4300 class of 2-6-0s. These mixed-traffic moguls were incredibly successful, but as loads increased, the need for more powerful engines arose. The Granges were the first proposal, building on the success of the Halls while reusing as many parts from the 43XXs as possible, including the 5ft 8in diameter driving wheels and motion.

The Granges were strong, handsome and reliable engines, but too heavy to travel over more lightly laid 'Blue' routes. For this purpose, the Manors were produced. They followed the same principles as the Granges, but using wheels and motion from withdrawn 43XXs, and they were fitted with a smaller and lighter boiler. A glance at No. 7808 *Cookham Manor*'s coupling rod reveals that it had been fitted to three moguls before making it to the Manor – by 1938, economy was the order of the day!

An initial order of 20 Manors was made, but unlike the popular Granges, the Manors failed to be the guaranteed success many had hoped for. In fact, they quickly gained a reputation as poor steamers when compared to other locomotives in the fleet. This speaks highly to the standards that Swindon kept to, and in other circumstances the class would have been recalled and refined, but the outbreak of war later that year swiftly curtailed any ideas of achieving perfection.

To be fair, Harold Gasson wrote of the Manors: "They steamed well enough and gave a comfortable ride, but to the crews in the London Division they appeared so sluggish. They had no 'poke', and with their full load on behind, they were worked to the limit."

The difficulties faced by Western crews, perhaps unused to engines where any amount of poor steaming was accepted, were only to be resolved when hostilities ended and Nationalisation was in full swing. For the most part, however, the Manors would instead establish themselves in the West Country and the Cambrian.

At work and the Cambrian

The Manors were deployed specifically in areas where the 43XXs had previously worked. These locations were often where the quintessential GWR 4-6-0 had been unable to travel due to route restrictions. The Manors soon found themselves working hard across the Midlands and into Wales, on both passenger and freight trains.

Turns included the inter-regional 'Ports-to-Ports Express', which ran between Newcastle and Barry, and the heavy 'west to north' mails on Saturday nights and Sunday mornings. This well-loaded service, which would often reach 25 vehicles including coaches and parcel vans, was routed via Gloucester and Ross-on-Wye. The Manors were a popular choice for this working, easily replacing the 4300s that struggled with the heavier loads. While appearing in London on various special workings, the Manors slowly became a rarer sight in the capital as the years progressed.

It was during the war that the Manors began their long association with the Cambrian network. Wartime air raids meant that some vital traffic needed to be diverted by secondary routes, and the old Cambrian main line from Oswestry to Aberystwyth was a key part of this. Although tried

No. 7820 *Dinmore Manor*, pictured on the Dartmouth Steam Railway in 2015, has been produced by both Accurascale and Dapol in 4mm. It is based on the Gloucestershire Warwickshire Railway. M THOMAS

Built by BR in 1950, No. 7820 departs Newport for Portsmouth in June 1962. It was withdrawn three years later in the November. ANDREW BUTLER/DINMORE MANOR LOCOMOTIVE LTD

out before the war, it was only in 1942 before the route was upgraded from a 'yellow' route classification to 'blue'. With the doors now open to the Manors, the class was quickly established on daily munitions trains, as well as various passenger and mail workings. So goes the perhaps apocryphal story that on arrival behind a Manor-hauled train that one passenger commended the crew on achieving the first 'on-time' arrival he could remember!

An order for 10 more Manors was made in 1950, showing that there was a clear need for stronger engines that could travel over 'blue' routes, but the reputation for shy steaming remained. This was finally resolved in 1952, when No. 7818 *Granville Manor* was taken aside for testing. With a redesigned blastpipe, more air space around the firebars and a narrower chimney, it proved to be a locomotive transformed. By 1954, all of these adjustments were provided to the class as a whole. Finally, the Manors could reach their full potential.

The opening up of the Cambrian network, combined with the adjustments to the draughting arrangements, provided a long-lasting home for the Manors. Compared to the 3200 Class, or 'Dukedogs', that had acted as a stopgap measure before the war, the Manors were modern, comfortable and efficient runners. Able to tackle the most challenging of work, they were often seen on the prestigious 'Pembrooke Coast Express' and the 'Cambrian Coast Express', taking over these services from Castles and Kings which brought the trains up from London.

One of the more unusual workings for the Manors was the opportunity for Nos. 7819 *Hinton Manor* and 7822 *Foxcote Manor* to run the Royal Train through to Pwllheli in August 1963, with Nos. 7827 *Lydham Manor* and 7828 *Odney Manor* on standby. Curiously, all of these engines have survived through to preservation!

Such was the proliferation of the Manors on the Cambrian network that no less than nine Manors were assigned to Oswestry MPD by the end of the 1950s. With so many Manors concentrated in this part of Wales in BR days, it's of little surprise that they have become the iconic locomotive for the region. No. 7802 *Bradley Manor* is a clear example of this, being a resident at Aberystwyth shed from April 1946 to November 1962!

In the South West

While intrinsically associated with the Cambrian, the class was assigned to sheds in Devon and Cornwall after Nationalisation. Here, they quickly made a name for themselves, operating as pilot engines over the notorious South Devon banks and into the heart of Cornwall. The Manors became well-known for piloting the famous 'Cornish Riviera', being polished and bulled up to match the Kings that they would be leading over the banks. Although officially limited to 10-coach loadings between Plymouth and Penzance, there are reports of the class working solo with 14 coaches on this section. These incredible efforts are a far cry from the shy steaming for which the class had been known for, and showed how useful they could really be!



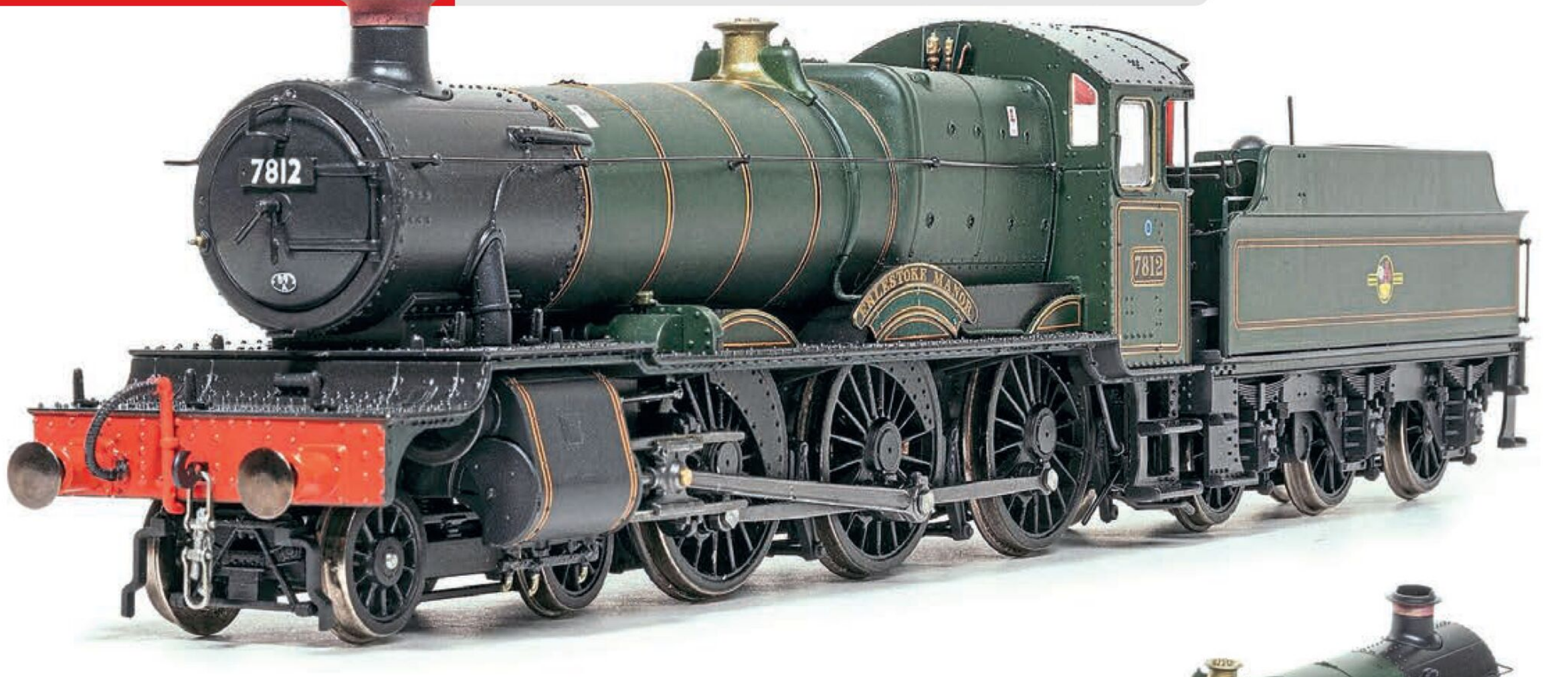
No. 7819 *Hinton Manor* works a 'Cambrian Coast Express' through Dovey Junction during August 1963. RAILWAY MAGAZINE ARCHIVE

Alongside this prestigious line of work, the Manors would tackle whatever jobs were offered. This included 'exchange' workings between Plymouth and Exeter running on the Southern Railway route via Okehampton. As dieselisation beckoned, the class was still being called on to pilot trains. There are instances wherein a Manor would be called upon to pilot a pair of the North British Type 2s from Plymouth to Par, creating the stunning sight of a triple-header with steam at the front!

However, it was the arrival of these Type 2 diesels, as well as the Warships, that would see the Manors of the South West allocated elsewhere.

Manors preserved

Between 1963 and 1965, the Manors were withdrawn. Of the 30 built, nine have been saved from scrap and all have run in preservation. Curiously, all those built in that first batch under the GWR have had periods of main line operation, whereas those built under BR have remained restricted to heritage lines. Nos. 7802, 7812 and 7819 can normally be found at the Severn Valley Railway, Nos. 7822 and 7828 at the West Somerset Railway, No. 7827 at the Dartmouth Steam Railway, No. 7820 at the Gloucestershire Warwickshire Railway, No. 7821 on display in McArthurGlen Designer Outlet in Swindon, and No. 7808 at the Didcot Railway Centre. As such, here is ample opportunity to see a Manor in a number of different locations across the country.



Manors modelled

Modellers of Great Western engines are often said to have had an embarrassment of riches, and this is certainly true for the Manors. Over the last couple of years, both Dapol and Accurascale have announced models of this iconic design, offering a host of liveries sure to satisfy any enthusiast.

Like the GWR, Dapol has built its Manor on the success of its recently released Mogul. Announced in March 2020 and released in August 2022, this new tooling features a die cast chassis, complete with compensation and electrical pick-up on all driving and tender wheels. A flickering firebox glow brings life to the detailed cab interior – an important feature when looking at the typically large GWR cab. This firebox flicker has been synchronised with DCC sound on factory-fitted models for that extra bit of detailing.

Innovations such as the slide-in PCB in the boiler for tool-free DCC fitting of a NEXT-18 decoder, as well as a 'no-solder' speaker connection to a sugar cube speaker enclosure, have become a standard part of what Dapol has to offer the discerning modeller. It really does ease what can be a fiddly process and makes for a much more pleasant experience. All of these electrical connections are moulded into the close-coupling push-fit coupling.

With a host of stunning liveries on offer covering the class's long history, from GWR green with the shirt-button emblem through to the immensely smart BR black and the later lined green, there's something to suit everyone here. You can be certain of a model you'll be more than satisfied with.

Many of Accurascale's OO gauge Manors have sold out already, with preserved examples in the first batch including Nos. 7812 *Erlestoke Manor* (above) and and 7819 *Hinton Manor* (below). ACCURASCALE



The cab interior is fully detailed with firebox glow as standard. Electrical connections are cleverly hidden in the loco-to-tender push-fit coupling. ACCURASCALE

Hot on the heels of Dapol is the team from Accurascale. With a proven track record of high quality rolling stock and incredible diesels, the Manor represents its first steam engine on the market. The first production run covers 10 different locomotives and an enormous selection of liveries and variations to the class. Four different locomotives were measured and examined for this project, alongside full 1938 and 1952 works drawings and a 3D scan of No. 7808 *Cookham Manor* at Didcot. Each model uses this range of tooling to create a finished product that is pinpointed to a specific locomotive at a specific moment in time.

The comprehensive specifications for the Accurascale model really does speak to the high standards that the team has set with its previous releases. For the Manors, the team have promised a model that will be DCC-ready, with a 21-Pin MTC socket in tender and outfitted for sound with one speaker mounted in the smokebox and dual speakers placed in the tender. Like Dapol, Accurascale's models will be fitted with flickering firebox glow, which will be synchronised with the sound on DCC-fitted models.

Perhaps what is most exciting is the helical cut gears, which will allow for maximum performance and slow speed running, as well as precision gearing that will generate a scale top speed of 90mph. This will ensure silky-smooth and realistic operation at all times. For me, the finishing touch is the inclusion of headboards for both the 'Cambrian Coast Express' and the 'Pembroke Coast Express'. These etched additions will set off any model of a Manor a treat!

For a class of locomotive that only numbered 30-strong, it's amazing that there's such an impressive selection of models hitting the market so closely together.

While marvelling at Dapol's release, the incredible level of detail that has gone into the Accurascale model leaves me breathless. The variations in tooling with different smokebox, chimney and tender options show that no compromise has been made at any point.

Both manufacturers have created some truly superb models, with seemingly very little to fault them. The attention to detail from both Dapol and Accurascale is truly extraordinary. Aren't we lucky to be so spoilt for choice? HR



Dapol has produced impressive models of the Manor class, including preserved Nos. 7819 (below) and 7820 *Dinmore Manor* (left). The latter was a limited edition of 500 units and the firm making a substantial donation to Dinmore Manor Locomotive Ltd in January. DAPOL



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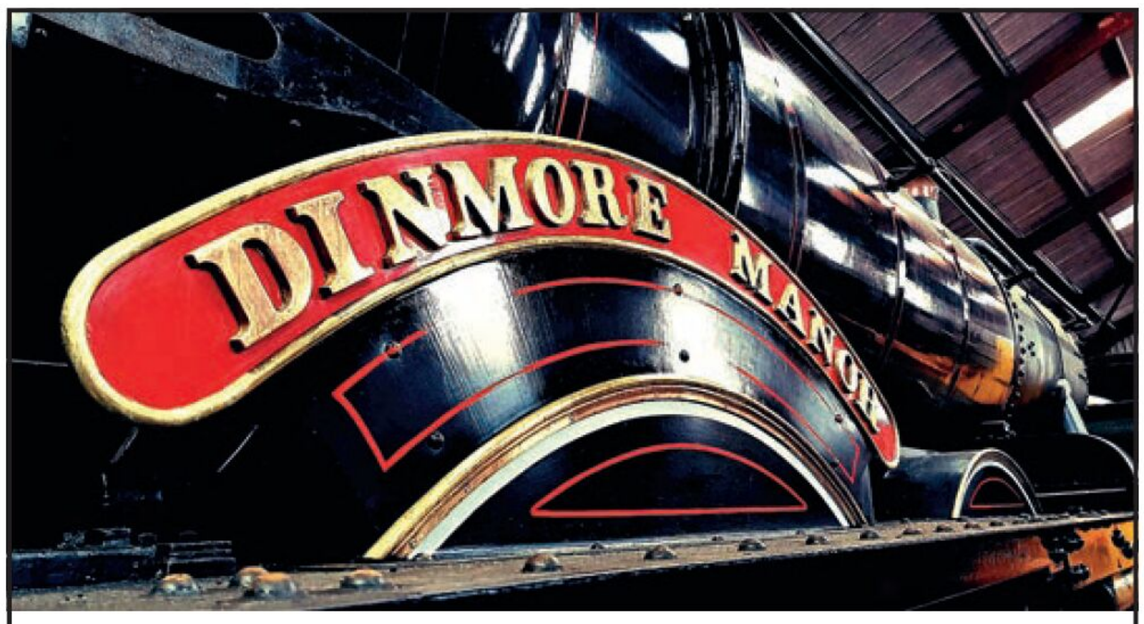
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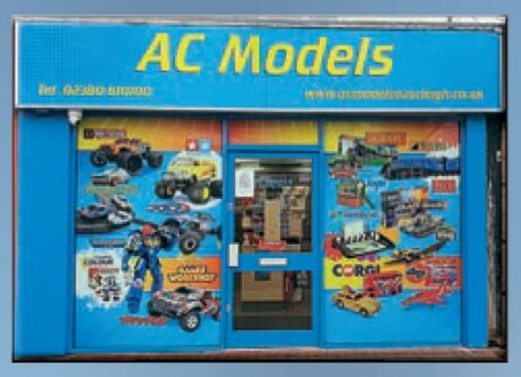
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STAR LETTER

The day when I preferred a Warship to *Pendennis Castle*

I really enjoyed reading the special feature about the eight surviving Castles in Heritage Railway, issue 304.

In addition to its allocations listed, GWR No. 4079 *Pendennis Castle* was also allocated to Swindon (84C) from July 1962 until November 1963.

In late August 1962, in my teens, I spent a couple of weeks staying with relatives at Purton and spotted at Swindon Junction most days. On my first morning there, I was pleased to 'cop' No. 4079 in one of the Down bays, as I had quite recently visited Henry VIII's castle of the same name at Falmouth. Its sister, St Mawes Castle, is the opposite side of the estuary.

I was even more delighted on August 30 that year when it appeared at the head of the Swindon to Weston-super-Mare SX that I used to travel with to go spotting at Bristol Temple Meads. Delight began to turn to dismay as No. 4079 really struggled with its 10-coach load (approximately 320 tons).

Water was spraying on my second carriage window and I could hear a loud hissing. I looked out of a half-open corridor window to see it shrouded with steam: its drain cocks were open for several minutes to stop it priming. Progress was slow and we took 15 minutes to reach Wootton Bassett only just over five miles away. Progress remained pedestrian all the way to Bristol, which was reached about 20 minutes late.

Although I didn't like diesels, I was quite relieved that a Warship headed my return journey.

The following day, my family decided to use the same train for a seaside day trip to Weston. I was concerned that No. 4079 was at the head of this train on the final day of its summertime working. My dad was pleased though, as he was about to ride behind the engine that he had seen as a young lad at the British Empire Expedition of 1925, where it was proudly pronounced as Britain's most powerful locomotive.

Incidentally, the previous year, and the only other time he had been with me while I was spotting, he saw the other Wembley exhibition engine, *Flying Scotsman*, arrive at King's Cross on a semi-fast from Peterborough. This time, with a load of just eight coaches (approximately 265 tons), No. 4079 managed somewhat better despite very gingerly starts from stops. It reached 70mph at one point and arrived just a few minutes late. I look forward to seeing *Pendennis Castle* in steam again in the near future.

During the same stay at Purton, I was surprised, having seen them manfully cope with South Wales expresses, to see a new Hymek diesel on the two-coach 4.15pm 'Minety Flyer', which I was going to travel back to Purton on.

We set off with indecent haste around the Gloucester line curve past Swindon motive power depot, which was a rather alarming experience.

The Hymek continued to accelerate until it maintained 75mph for a half-mile, then it coasted the rest of the journey, coming to a complete standstill in just five minutes 43 seconds!

Several railwaymen returning from shifts went to remonstrate with the laughing crew of driver, secondman and – believe it or not – an inspector! "We weren't expecting a bloody fairground ride!" one irate worker was justified in shouting.

Other memorable events during my stay were seeing the 102mph Castle class record-holder No. 7018 *Drysllwyn Castle* storm through Purton, whistle screeching, on an express, and the ghostly white diesel prototype *Lion* twice passing through Swindon on a heavy test load, complete with dynamometer car.

Best of all, one day I travelled to Reading and on to Basingstoke, 'copping' nearly all the Merchant Navy Pacifics I needed. On returning to Swindon, while waiting for my train to Purton I was surprised to see English Electric Type 3 D6742 held up by a starter signal. I asked the driver what it was doing and he replied, "It's going on trial in the Welsh Valleys. It's a great engine and when they have tried it out, they won't want hydraulics anymore."

How right he was – and what a prophecy to make! It wasn't that long before all the Western Region diesel hydraulics were replaced by diesel electric Type 3s and 4s.

Dick Bodily, Buckinghamshire

Well done for all the coverage, *Heritage Railway*

Just to say how much I'm enjoying issue 305, particularly the in-depth articles on the Dartmouth Steam and Bodmin & Wenford railways.

I was lucky enough to travel over the Dartmouth 'branch' in 1959 and see GWR 4-6-0 No. 6018 *King Henry IV* pull the last official Up 'Torbay Express.'

Is it really a branch, though, or the final part of a main line railway to Torbay – and one that should never have closed?

I'm also pleased to see the good coverage of the Keighley & Worth Valley Railway spring gala, with a very good selection of photographs from a wide variety of locations, although you only covered eight of the nine participating locomotives. I took this photograph of the ninth, BR Standard 4MT 4-6-0 No. 75078, after double-heading with Lancashire & Yorkshire Railway 2F 0-6-0 No. 52044 into Oxenhope. Between them, they are the oldest and youngest locomotives on the railway, illustrating 75 years of locomotive development, from 1876 to 1951.

David Smith, Sheffield



BR Standard 4MT 4-6-0 No. 75078 and Lancashire & Yorkshire Railway Class 25 0-6-0 No. 52044 double-heading on a snowbound Keighley & Worth Valley Railway on March 12. DAVID SMITH

Pre-order Issue 307: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Not an armchair preservationist

WHENEVER we write to our favourite magazine, we hope it will raise some interest – we must expect some criticism, good or bad. Constructive criticism is always welcome, but not what we saw from Chris Eddie (Platform, issue 305).

He clearly doesn't know me when he quotes "put his money where his mouth is." News for you, Chris: I have been doing that for many years and getting my hands dirty on various restorations projects. At our annual general meetings, we have set the earliest livery on our latest new-build, just as the Southwold Railway has done with its new-build.

As for his final snipe about an armchair preservationist, I'm sorry to tell him that's where we all end up – with the help from our great magazine *Heritage Railway,* which keeps us updated.

Elsewhere, the Bluebell wagon and carriage shop has turned out some excellent work and to be applauded is its goal to produce a complete train from the Stroudley era. The paintshop has also shone with carriage No. 949 ready for service, with a 'Terrier' locomotive.

For many years, the Bluebell's working museum has demonstrated the way in which the Southern Railway came to be, and has operated SECR and LCDR trains to show the beginning of the SR. It has followed each Chief Mechanical Engineer throughout time, showing their achievements, be it LSWR or LBSCR. It volunteers should all be very proud of what their skills have given us and to be sure you really have the oldest standard gauge train – don't forget the Cravens carriages when you have the time to restore them.

Here I think the Great Central Railway (Nottingham) should follow suit with the 567 Group's great achievement in building an early Manchester, Sheffield & Lincolnshire Railway locomotive illustrating the start of the GCR. There appears to be plenty of wooden coach bodies to be restored as MSLR stock; this engine would look out of place hauling the three 'Barnham' coaches. There must be a later GCR locomotive hiding under that BR paint job – now get *Butler Henderson* back in service.

Derrick Martin, Hornchurch, Essex.



HEROES OF HERITAGE: Peterborough school friends Harry Cowley and Oliver Walker staged a sponsored 10-mile walk from Railworld Wildlife Haven to the Nene Valley Railway's Wansford station as part of their fundraising drive for repairs to the line's Oreton Mere signalbox, which was damaged in a series of local arson attacks on March 12/13, as reported last issue. The pair, who raised £14,752.46, are seen with two members of the fire crew that extinguished the blaze. Work on restoration of the 'box will start later this year. A NVR spokesman said: "Harry and Oliver will forever be part of Nene Valley Railway's extended family." NVR

We need more original colours, not black liveries

I NOTICED in Track Talk in Platform, issue 305, that P Beckett was looking for the Time Team episode dealing with a lost railway viaduct.

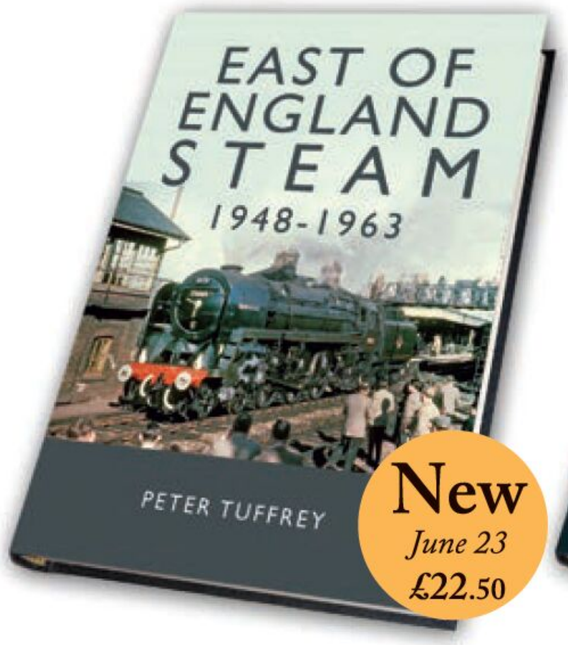
This is listed on Channel 4's website as series five episode eight. It can be viewed online, too – just type 'Time Team Lost Railway Viaduct' in your search engine and it will come up.

I note too Chris Eddie's letter about liveries. I am in the 'non BR' camp in many ways, and as a contributor to the Brighton Atlantic fund (almost from day one), I am disappointed it will be outshopped in BR black, along with all too many other locomotives. Despite what the creators may think, it will be just another black locomotive as far as the vast majority of ordinary visitors are concerned. As for the T9, it could easily be outshopped in Urie LSWR livery, although not strictly correct as it wasn't superheated until May 1927. As it is, it will – again – be just another black engine. There is, however, one locomotive whose original saviour wanted it kept in a non-authentic livery and whose wishes should be accepted, and that is LMS 4-6-0 No. 6100 *Royal Scot*. Preserved by the late Sir Billy Butlin, he had it restored to LMS maroon as he wanted it that way, and Bressingham Steam Museum honoured that wish, too. Now it is just another green engine...

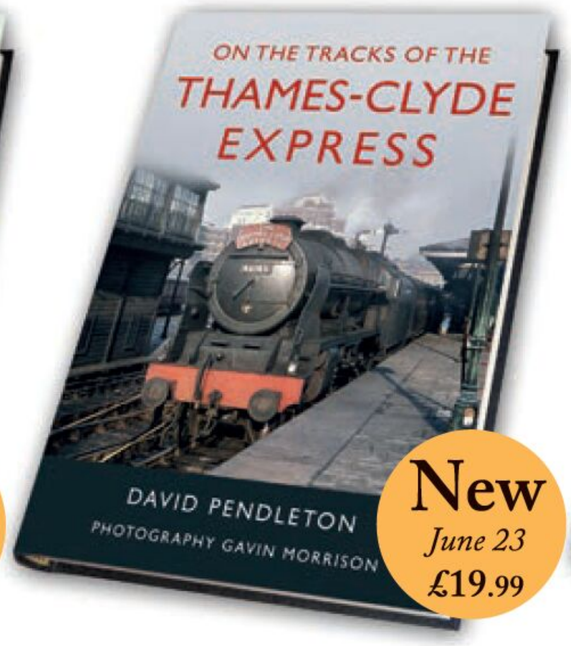
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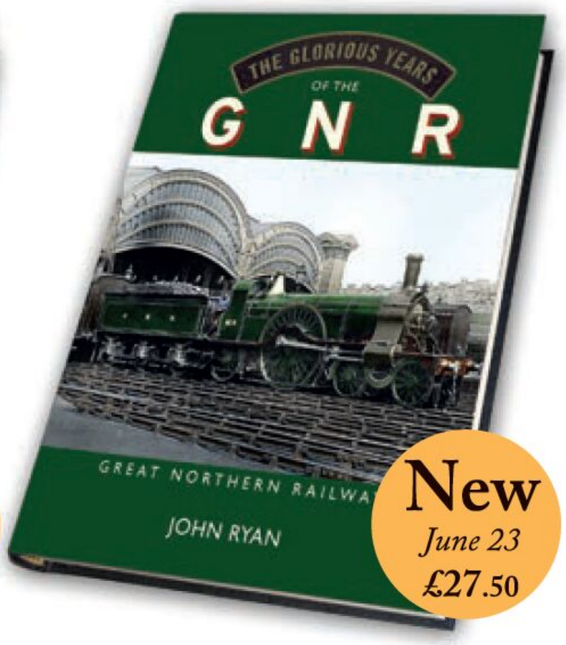
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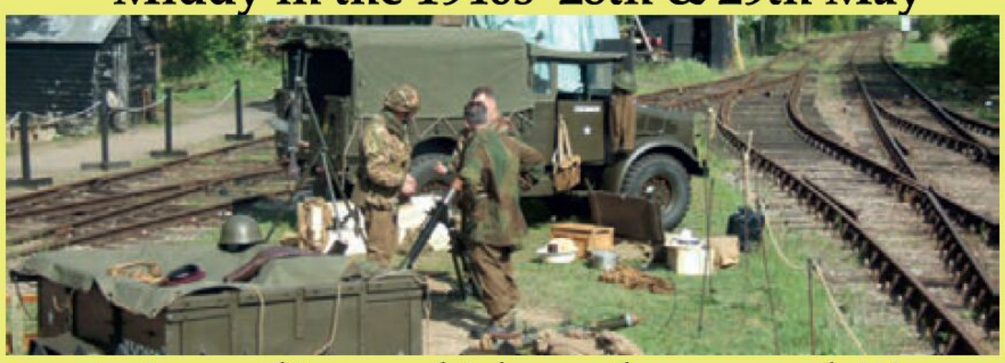
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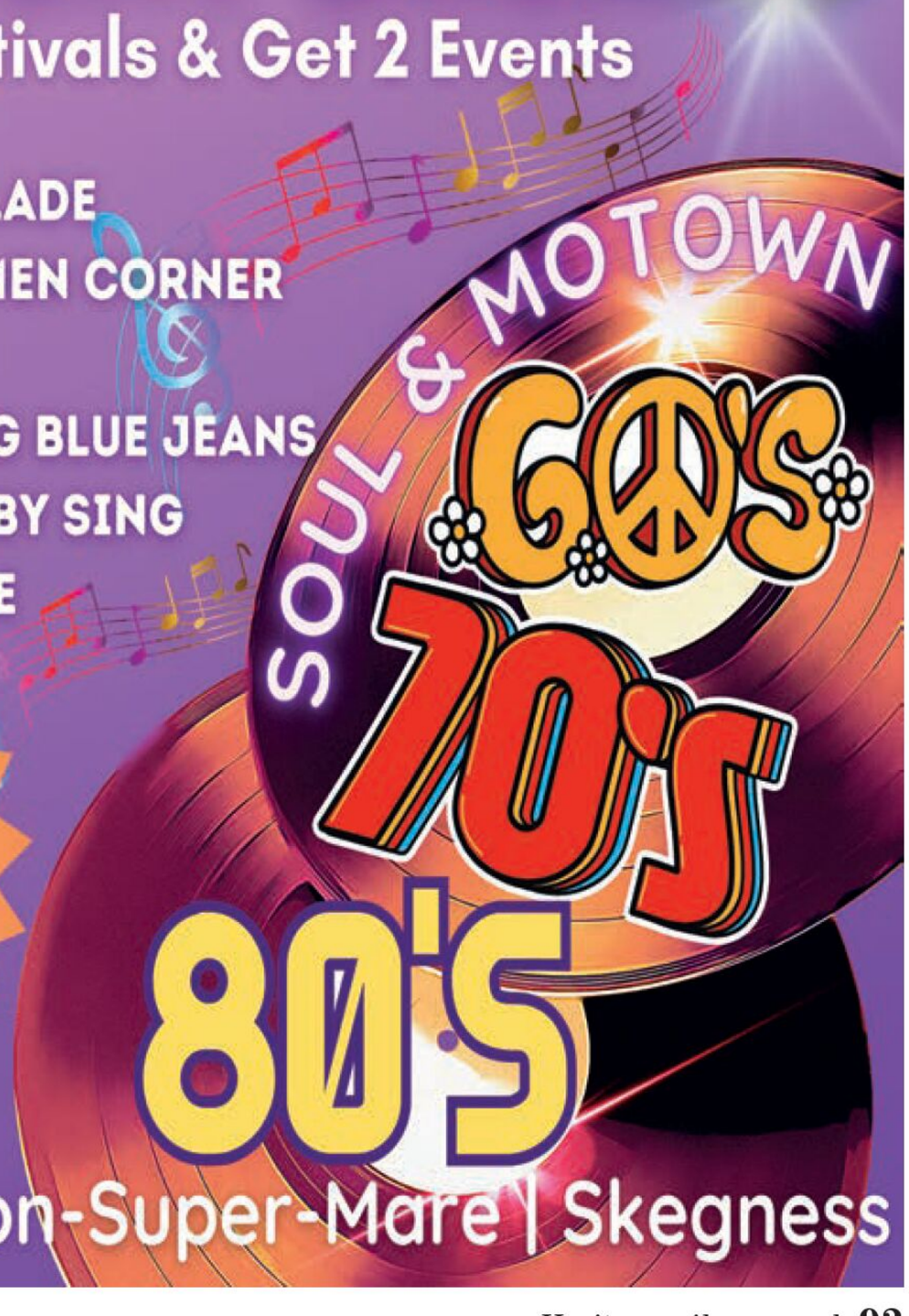
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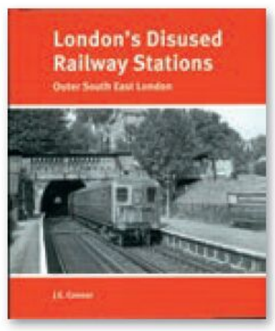
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London's Disused Railway Stations: Outer South East London

By JE Connor (hardback, Capital Transport, www.capitaltransport.com, 160pp, £30, ISBN 978-185414-475-1).



THIS substantial volume is a very useful and informative production, the author assembling an excellent collection of mainly monochrome images to illustrate the sad fate of many of London's numerous suburban stations on the Southern Railway network.

The introduction, linking text and image captioning, are first rate and very detailed. Reference maps also feature, along with other illustrations such as tickets and scenic engravings going back as far as 1845.

The book is organised into three sections covering the major constituent companies of the Southern Railway – namely the LBSCR, LCDR and SER. Altogether, 18 stations are featured.

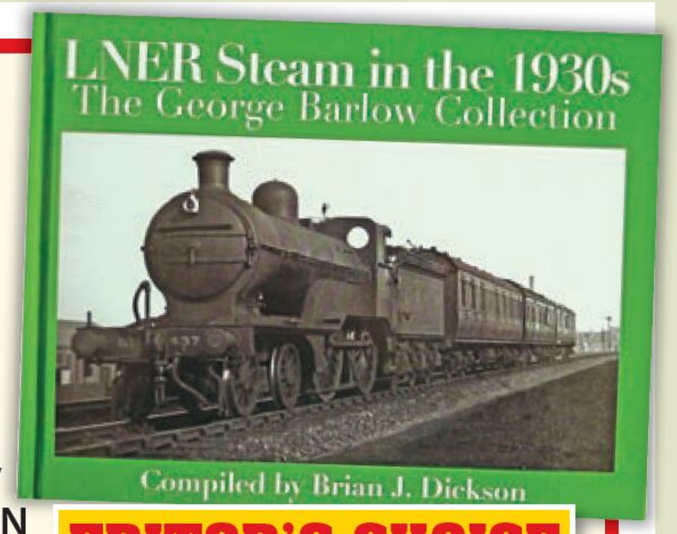
A highlight of the book is the intriguing coverage of the branch line to Upper Sydenham and the magnificent Crystal Palace High Level station, built to handle the huge number of visitors arriving at the Crystal Palace in the Victorian era and surviving until 1954.

The short-lived LBSCR branch from East Croydon station to the substantial Croydon Central station lasted until 1890 but was subsequently redeveloped as the Town Hall complex.

Nowadays, no trace of this short branch remains, save a commemorative plaque.

VALUABLE INSIGHT INTO LONDON'S NETWORK HISTORY

LNER Steam in the 1930s



EDITOR'S CHOICE

Compiled by Brian Dickson (hardback, Totem Publishing, 80pp, £13.50 inc p&p. Cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ. ISBN 9781-913893-24-8).

THIS book is for those who are not only prewar LNER enthusiasts, but who also come from an era when attitudes towards health and safety were more relaxed than the all-embracing regulations of today, for within its pages are photographs that would now be impossible to take, **writes Geoff Courtney.**

They were the work of George Barlow (1916-2006), a former driver and instructor for the Railway Operating Division of the Royal Engineers, and latterly for 14 years operating manager at the Romney Hythe & Dymchurch Railway, a role that earned him a British Empire Medal.

He bought his first camera in 1933 and for the following seven decades enthusiastically recorded the railway scene, particularly around Nottingham, but also in other parts of the country.

As such, he was from the old school of photographers, at a time when hi-vis vests, permits, and zealous officialdom were doubtless not a constant constraint on his hobby and when the terms 'trackside' and 'lineside' photography meant exactly that. Thus early in the book we find LNER C7 class 4-4-2 No. 2172 on a Down goods near Grantham, photographed by George standing beside the track just a yard or so from the oncoming locomotive, and another of D20 class No. 2025 near Cockburnspath as George is low down trackside by just a matter of inches before the 4-4-0 passes.

On the same day – July 15, 1936 – and at the same location, George has taken a step back, but just a very small one, onto a sloping embankment to photograph A3 No. 2508 *Brown Jack* on the Up 'Flying Scotsman', his distance from the side of the Pacific now a yard or maybe two, rather than mere inches.

Probably the most eye-catching of them all is an image of A4 No. 4465 *Guillemot* storming towards George with an Up express near Newark as he stands between the Up and Down lines.

The Pacific is probably just five yards away and would have passed him a second or so later at high speed on the dead-straight stretch of track and, my goodness, George must have felt not only his adrenaline flowing but also the heat of the Gresley-designed locomotive as it rushed by.

Trackside photography aside, there is much else to slake the thirst of LNER enthusiasts seeking archive images of the 1930s, especially in the East Midlands. There are A3 Pacifics aplenty, the occasional A4 , including No. 4491 *Commonwealth of Australia* under construction at Doncaster in May 1937, and B17 4-6-0s and D49 4-4-0s. Class C1 Atlantics too, aided and abetted by an imposing B2 4-6-0 No. 5423 *Sir Sam Fay* at Nottingham Victoria, an extremely graceful D53 4-4-0 No. 44 also at Nottingham, a majestic P2 2-8-2 No. 2001 *Cock o' the North* at Newark, and such workmanlike locomotives as, among others, members of the D54, J5, J6, J17, and B16 classes.

From workhorses to thoroughbreds, George Barlow saw, and photographed, them all.

STEAM FROM THE PREWAR DAYS OF ONE OF THE BIG FOUR

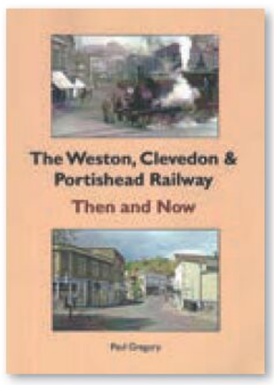
The Weston, Cleveland & Portishead Railway Then & Now

By Paul Gregory (softback, The Weston, Clevedon & Portishead Group, 64pp, £9.50, order from www.wcprgroup.org.uk or email Doug Warwick at salesdw@wcprgroup.org.uk, ISBN 9780-992975-501-7).

WHILE GWR branch lines served Portishead, Clevedon and Weston-super-Mare, a direct line linking these towns was much needed and proposed in 1884, with construction starting in 1887; trains eventually ran between Weston and Clevedon in 1897.

It was not until 1899 that the Light Railways Act enabled the final stretch of line to be built, although this was not finished until 1907 and so the Weston, Clevedon & Portishead Railway was finally completed.

The 14-mile line had 20 stations, including halts and stops for quarries, gas works and wharf links. It ran through the scenic Gordano Valley, while in contrast it skirted the outskirts of Weston and passed through the middle of Clevedon.



In 1911, Colonel Stephens was appointed manager and revived sections that had started to decline; he is remembered with a lane along the site of Ashcombe Road Station being named Colonel Stephens Way in 2011.

The WC&PR lasted 43 years, and yet more than 80 years later the line is still well followed and admired by railway enthusiasts. This book, first published in 2019, offers then-and-now photographs for all stations and stops, this updated version now including Mud Lane Halt, a new photograph of LBSCR Terrier No. 2 *Portishead* travelling along the Gordano Valley, and details of the new Greenway Pathway between Yeo Bank Lane and Wick Road, which should open this year. There is also a map of the planned route, which has already had considerable work completed on it. A fold-out map at the back offers a detailed route of the line, while also indicating other disused railways.

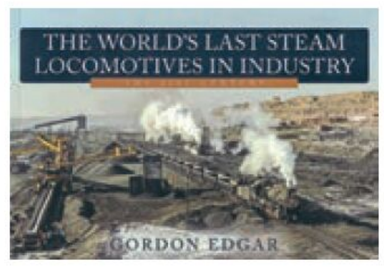
All profits from this book will go The Weston, Clevedon & Portishead Group, which plans to build replica features along the pathway route, and also towards the continued purchase of WC&PR artefacts to add to the history of this once wonderful and unusual railway.

LEGENDARY LIGHT RAILWAY REBORN AS GREENWAY

The World's Last Steam Locomotives in Industry: The 21st Century

By Gordon Edgar (softback, Amberley Publishing, 128pp, 31.99, ISBN 9781-398108-010-3).

The contents of this fascinating volume will come as an eye-opener to many, who might scarcely believe that steam in its third century – the heritage sector aside – has been very much still alive in several parts of the world. As a follow-up to his landmark series about industrial steam at work in the UK, the globe-trotting author has visited locations in Asia, North America and Europe in the latter part of the 20th century and early 21st to find locomotives at work in places like quarries, opencast mines, steelworks and sugar plantations, and capture them in unmissable photographs.

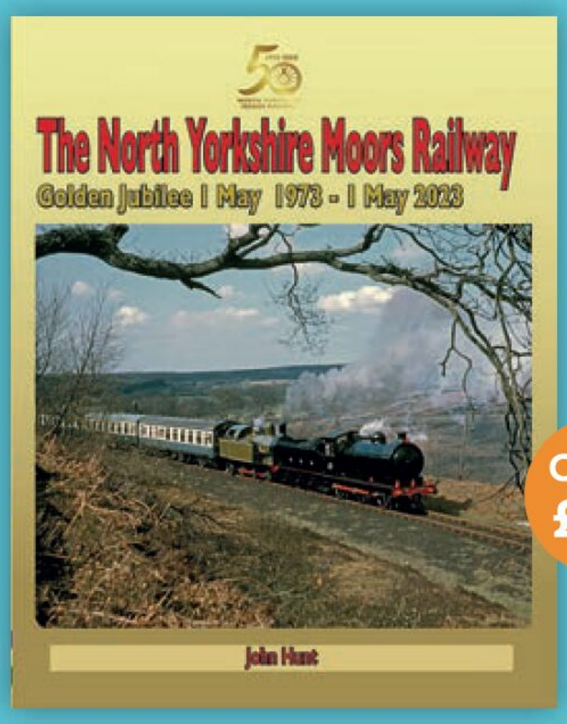


Despite the end of steam haulage on the China National Railway in 2003, many industrial systems are still using steam. Indeed, the final third of this volume is entitled 'China – the last great steam show on earth', and the final picture shows a 1983-built SY 2-8-2 (the last of which was built in 1999) on a snowbound Wujiu Mining Railway in Inner Mongolia. However, the author states Bosnia-Herzegovina could be the last country in the world to use industrial steam on a daily basis. Regular steam use is now limited to two opencast coal mine loading points. An affordable and absorbing account.

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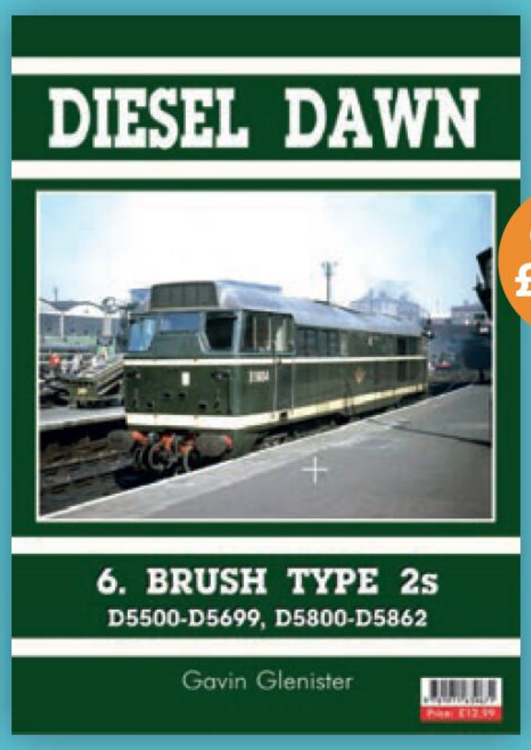


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The North Yorkshire Moors Railway Golden Jubilee

by John Hunt

Taking a pictorial journey along the entire original route from Whitby through to Pickering, this book allows the reader to compare the railway of old and the desolation of the early closure period with today's vibrant heritage line.

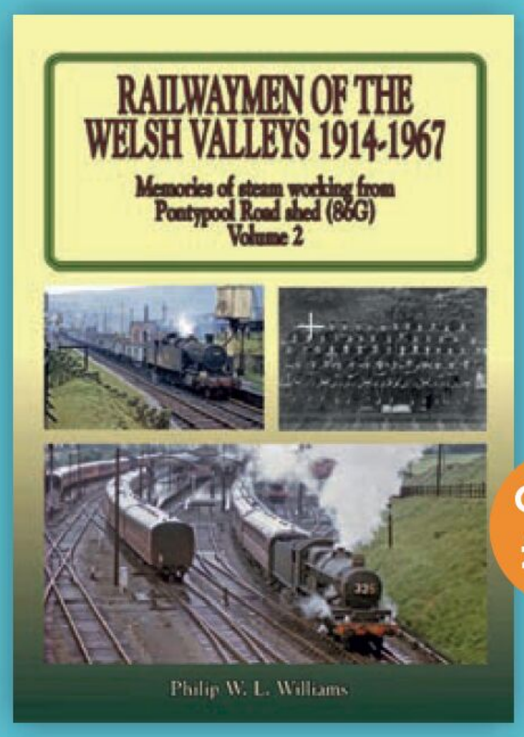


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Diesel Dawn 6

by Gavin Glenister

No.6 in the Diesel Dawn series, describing the 263 locomotives built by the firm Brush Ltd of Loughborough from 1957.



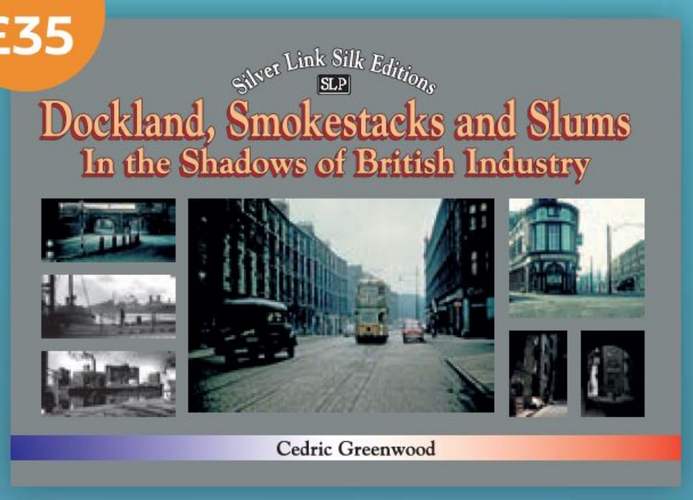
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Railwaymen of the Welsh Valleys Vol.2

by Philip W.L. Williams

The second volume chronicling the lives and times of railwaymen working in and around Pontypool Road loco shed.

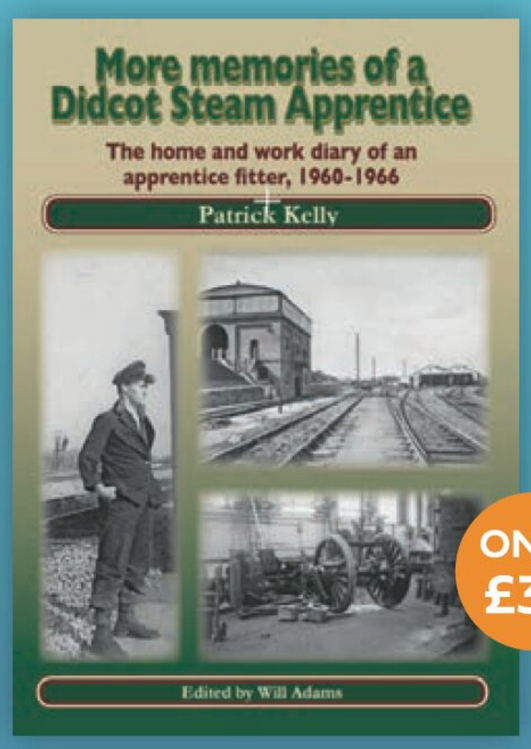
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Dockland, Smokestacks and Slums

by Cedric Greenwood

This book provides a photographic study of the 19th and early 20th century British industrial scene from its recovery following the Second World War to its decline in the mid-1980s.

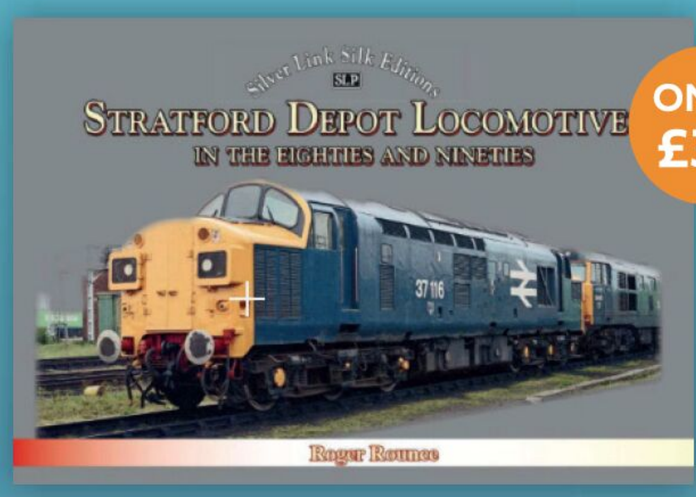


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More Memories of a Didcot Steam Apprentice

by Patrick Kelly **Pat**

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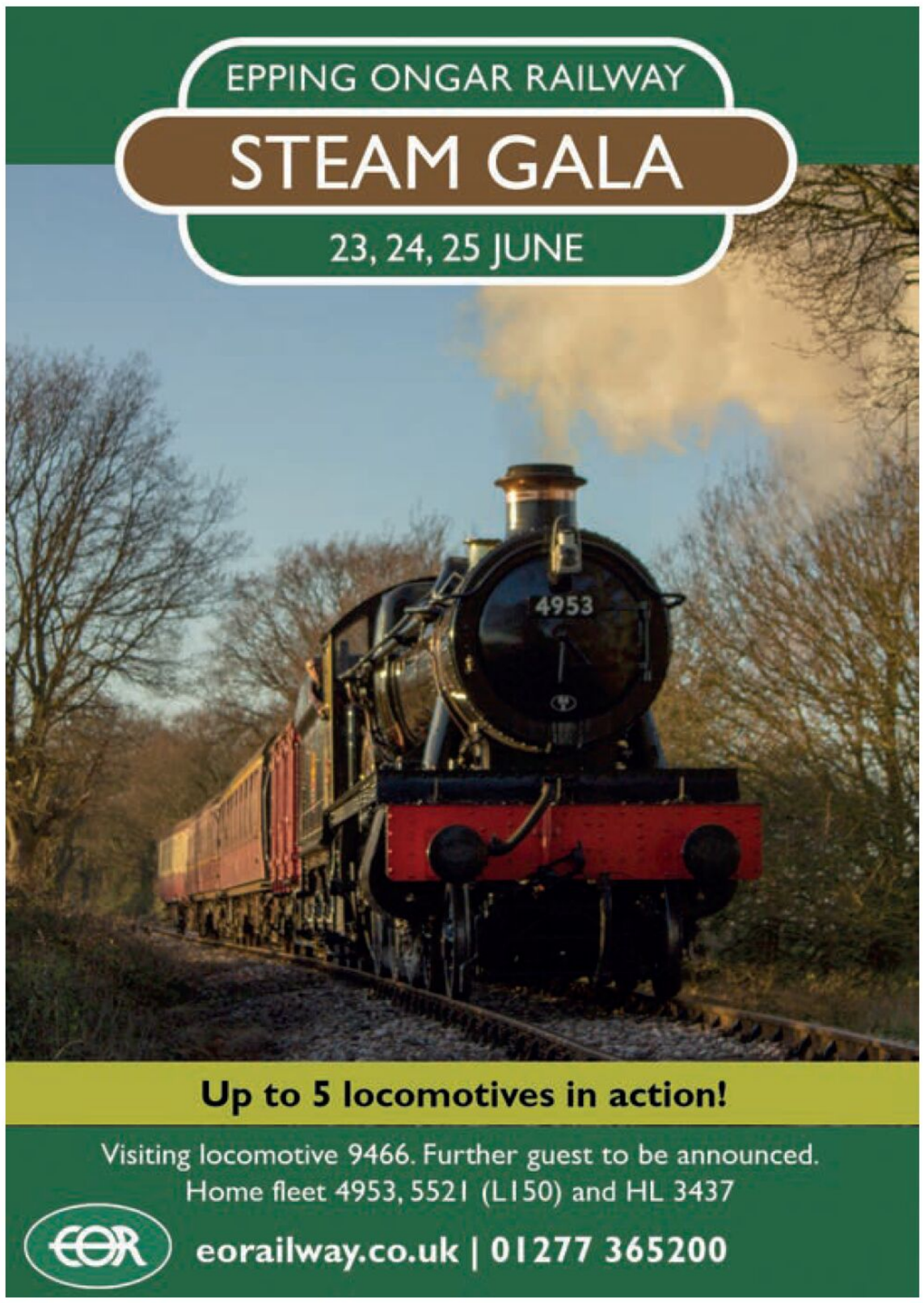
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Amberley Museum
2ft gauge, ¼ mile. Arundel, West Sussex. Tel: 01798 831370. **Open: Weds-Suns + Bank hols.**

Bluebell Railway
Standard gauge, 11 miles. Sheffield Park, East Sussex TN22 2QL. Tel: 01825 720800. **Running: Tues-Suns + Bank Hols.**

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254. **Running: Weds + June 1-4.**

Chatham Historic Dockyard
Standard gauge, one mile. Chatham, Kent. Tel: 01634 820800. **Open: Daily.**

East Kent Railway
Standard gauge, two miles. Shepherdswell, Kent. Tel: 01304 832042. **Open: Weds, Fris-Suns. Running: Suns.**

Eastleigh Lakeside Railway
10¼in & 7¼in gauge, 1¼ miles. **Running: W/Es, Bank & Sch Hols.**

Exbury Gardens & Steam Railway
12¼in gauge, 1½ miles. Exbury, Southampton. Tel: 023 8089 1203. **Open: Daily.**

Hayling Light Railway
2ft gauge, one mile. Hayling Island, Hants. Tel: 07902 446340. **Running: Weds, W/Es, sch hols.**

Hollycombe Steam in the Country
2ft gauge, 1½ miles. Liphook, Hants. Tel: 01428 724900. **Open: Suns, Bank Hols + June 2, 3.**

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204. **Running: Tues-Thurs, W/Es, Bank Hols & Mons from May 29 + June 2, 23.**

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155. **Running: W/Es, Weds, Bank Hols, sch hols & Tues from May 23.**

Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515. **Open: TBA.**

Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810. **Running: W/Es, Bank Hols, sch hols + Thurs & Fris from June 8.**

Mizens Railway
7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922. **Running: Suns.**

Old Kiln Light Railway
2ft gauge, ¾ mile. Farnham, Surrey. **Running: W/Es, Bank Hols.**

Romney, Hythe & Dymchurch Railway
15in gauge, 13½ miles. New Romney, Kent. Tel: 01797 362353. **Running: Daily.**

Royal Victoria Railway
10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246. **Running: W/Es.**

Sittingbourne & Kemsley Light Railway
2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899. **Running: Suns, Bank Hols + June 24.**

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141. **Running: W/Es, Bank Hols + May 31, June 1.**

Volk's Electric Railway
2ft 8½in gauge, one mile. Brighton. **Running: Daily.**

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538. **Running: W/Es, Bank Hols + May 31, June 2, 9.**

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555. **Running: Tue-Thurs, Suns, Bank Hols + May 13, 20, 27, 29, June 10.**

Bristol Harbour Railway
Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600. **M Shed Museum open Tues-Suns.**

Dartmouth Steam Railway
Standard gauge, seven miles. Paignton, Devon. Tel: 01803 555872. **Running: Daily.**

Devon Railway Centre
2ft gauge, ½ mile. Bickleigh, Devon. Tel: 01884 855671. **Open: Thurs-Suns, sch hols.**

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417. **Running: W/Es, Weds + May 19, 29.**

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752. **Running: May 29, June 25.**

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597. **Running: Thurs, Suns + May 29**

Lappa Valley Railway
7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317. **Open: Daily.**

Launceston Steam Railway
1ft 11½in gauge, 2 ½ miles. Launceston, Cornwall. Tel: 01566 775665 Running: Suns-Weds from May 28 + June 1, 2.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487. **Running: Tue-Thur, W/Es + May 29, June 2.**

Moors Valley Railway
7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415. **Running: W/Es. Daily from May 27.**

North Dorset Railway
Standard gauge, 1200ft. Shillingstone, Blandford Forum, Dorset. Tel: 01258 860696. **Open: Weds, W/Es.**

Plym Valley Railway
Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078. **Running: Suns + May 20, 27, June 3, 17.**

Seaton Tramway
2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375. **Running: Daily.**

Somerset & Dorset Railway
Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221 **Running: Suns + May 31.**

South Devon Railway
Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370. **Running: Daily.**

Swanage Railway
Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800. **Running: Daily.**

Swindon & Cricklade Railway
Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615. **Running: W/Es + May 29.**

West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996. **Running: W/Es, Tues, Weds, Thurs (from June 1) bank hols + June 9.**

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420. **Running: May 13, 14, 30, June 4, 18, 27.**

EAST ANGLIA

Bressingham Steam Museum
Narrow and standard gauge, one mile. Diss, Norfolk. Tel: 01379 686900. **Open: Daily.**

Bure Valley Railway
15in gauge, nine miles. Aylsham, Norfolk. Tel: 01263 733858. **Running: Daily.**

Colne Valley Railway
Standard gauge, ¾ mile. Castle Hedingham, Essex. Tel: 01787 461174. **Running: Suns, bank hols + May 13, 27, 31, June 1.**

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524. **Open: Weds, W/Es, bank hols. Running: May 27-29, 31, June 4, 18.**

Ferry Meadows Railway
10¼in gauge, ½ mile. Peterborough, Cambs. Tel: 01733 398 889. **Running: W/Es, sch hols.**

Mangapps Railway Museum
Standard gauge, ¾ mile. Near Burnham-on-Crouch, Essex. Tel: 01621 784898. **Running: W/Es, sch hols.**

Mid-Norfolk Railway
Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.



The Llangollen Railway Trust's WR 0-6-0PT No. 7754, which last steamed in 2004, is edging ever closer to completion. It is pictured in the Llangollen locomotive shed on April 9, having moved out of the workshops for final assembly, with livery application to be completed once run in. TERRY PICKTHALL/LRT

➜ CORWEN OPENING GALA: See news, page 11.

Pre-order Issue 307 : Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Running: Weds (exc May 17, June 14), W/Es (exc May 20, 21) + May 29.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.
Running: Sats from May 28 + May 29.

Nene Valley Railway

Standard gauge, 7½ miles. Wansford, Peterborough, Cambs. Tel: 01780 784444.
Running: W/Es, Weds + May 29.

North Norfolk Railway

Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
Running: Mons-Thurs, W/Es. Daily from May 27.

Wells & Walsingham Railway

10¼in gauge, four miles. Wells-next-the-Sea, Norfolk. Tel: 01328 711630.
Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile. Reepham, Norfolk. Tel: 01603 871694.
Open: Daily. Running: Diesel W/Es, steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile. Quainton Road, Bucks. Tel: 01296 655720
Cafe open Mon-Fri. Running: Suns + May 29, June 3.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon. Tel: 07979 055366
Running: Suns, bank hols + May 20, 27, June 3.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067
Open: May 13, 14, 28, June 3, 18.

Didcot Railway Centre

Standard gauge. Didcot, Oxon. Tel: 01235 817200.
Open: W/Es, Weds, bank hols + Thurs & Fris from June 1.
Running: W/Es & bank hols + Weds from May 31.

Epping Ongar Railway

Standard gauge, six miles. Ongar, Essex. Tel: 01277 365200.
Running: W/Es (exc May 28), bank hols + May 31.

Great Whipsnade Railway

2ft 6in gauge. Whipsnade Zoo, Dunstable. Tel: 0344 225 1826.
Running: Daily.

Hampton & Kempton Waterworks Railway

2ft gauge. Hanworth, Middlesex. Tel: 01932 212235.
Reopens: Suns + May 20, June 17.

Leighton Buzzard Railway

2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888
Running: Suns, bank hols + May 27, 31, June 1.

London Museum of Water & Steam

2ft gauge, 400 yards. Brentford, London. Tel: 0208 568 4757.
Open: Thurs-Suns.



Sole survivor for Cambrian Heritage Railways in 2023

Grant Richie 0-4-0ST No. 272 arrived at the Cambrian Heritage Railway's Oswestry site on April 19 from the Ribble Steam Railway. The sole-surviving 0-4-0ST of its builders, No. 272 will be on loan to the CHR until January 2024.

The award-winning CHR's 2023 running season was officially launched on April 7 by Oswestry's Mayor, Coun Jay Moore, who saw for himself the work undertaken by volunteers. Bumper attendances over the Easter holiday weekend necessitated extra carriages being added to services to cope with demand.

CHC chairman Rob Williams said: "I was pleased to show him the huge strides we have taken in recent years. More recently, our volunteers have been hard at work relaying three lines of track into Oswestry station for the first time since the 1960s.

"We have also uncovered an historical cattle dock, and work continues apace on restoring Oswestry signalbox."

The line's volunteers were recently honoured for their efforts by Oswestry Tourism and won national and regional recognition as winners of the British Museum Marsh award for their participation. CHR also scooped a runner-up award for infrastructure at the Heritage Railway Association awards evening in March.

On July 15/16, Oswestry station will host seven model railway displays by Ellesmere Model Railway Club and will also have live steam running on the platform north of the station building and layouts within the CHR museum. There will be several smaller layouts inside a marquee at Weston Wharf, which will be reached by services from Oswestry. Further information about the line, which will run services until September, and its coming events can be found at www.CambrianRailways.com CHR

MIDLANDS

Abbey Pumping Station

2ft gauge, ¼ mile. Corporation Road, Leicester, LE4 5PX. Tel: 0116 299 5111.
Open: Daily.

Amerton Railway

2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.
Running: W/Es, bank hols.

Apedale Valley Railway

2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.
Running: W/Es, bank hols.

Barrow Hill Roundhouse

Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.
Open: W/Es.

Battlefield Line

Standard gauge, five miles. Shackerstone, Leics. Tel: 01827 880754.
Running: W/Es, bank hols + May 31.

Cambrian Heritage Railways

Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys). Oswestry and Llynclys, Shropshire. Tel: 01691 728131.
Running: Sats (from May 27), Suns, Weds (from May 7), bank hols + June 2.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.
Open: Daily. Running: W/Es (exc June 10, 11), bank hols.

Churnet Valley Railway

Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.
Running: W/Es, Weds, bank hols + May 30.

Crich Tramway Village

Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321
Open: Sats-Thurs, bank hols, sch hols.

Dean Forest Railway

Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.
Running: Weds, W/Es, bank hols.

Ecclesbourne Valley Railway

Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
Running: Fris-Suns.

Echills Wood Railway

7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
Running: Suns + May 12, 13.

Evesham Vale Railway

15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.
Running: W/Es, bank hols, sch hols.

Foxfield Railway

Standard gauge, 5½ miles. Blythe Bridge, Staffs. Tel: 01782 396210.
Running: May 20, 21, 28, 29, 31, June 4, 18.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: W/Es, Tues-Thurs, bank hols + May 12, 29, June 16.

Great Central Railway

Standard gauge, eight miles. Loughborough, Leics LE11 1RW. Tel: 01509 632323. www.gcrailway.co.uk
Running: W/Es, sch hols + June 22.

Midland Railway – Butterley

Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es, bank hols + June 1, 2.

Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.
Running: Suns, bank hols + May 27.

Northamptonshire Ironstone Railway

Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.
Running: Suns.

Nottingham Heritage Railway

Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705.
Running: Closed UFN.

Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.
Running: W/Es, bank hols + May 31.

Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire.
Tel: 01594 834991.
Open: Tues, Thurs, W/Es, sch hols.

Rocks by Rail
Standard gauge, ¼ mile. Cottesmore, Rutland.
Tel: 07974 171068.
Running: May 14, 28, 29, June 11, 18.

Leek & Rudyard Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01538 269948.
Running: W/Es, sch hols.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants.
Tel 0300 3023 150.
Running: May 20, 27, 28, June 18, 24.

Severn Valley Railway
Standard gauge, 16 miles.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.
Running: W/Es, Thurs & Fris (from June 1), bank hols, sch hols + May 18. 19.

Statfold Barn Railway
2ft gauge, one mile.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.
Open: June 4, 9, 10.

Tanat Valley Light Railway
Standard gauge, 1½ miles. Nantmawr, Shropshire SY10 9HW.
Tel: 01691 780042.
www.tanatvalleyrailway.co.uk
Open: TBA.

Telford Steam Railway
Standard gauge, one mile. Telford, Shropshire.
Running: Suns, bank hols + May 27, June 10, 17.

Toddington Narrow Gauge Railway
2ft gauge, ½ mile.
Gloucestershire Warwickshire Railway, Toddington.
Running: Suns from May 28 + May 12-14, 29.



At a ceremony at Torrington station on April 8, the Tarka Valley Railway named its Class 143 'Pacer' DMU No. 143617 after founding member and former chairman Rod Garner, who passed away in 2020. The ceremony was carried out by the Mayor of Great Torrington, Coun Doug Smith, before the 'Pacer' was blessed by the vicar of St. Michael and All Angels, Great Torrington, Father Steve Turner. No. 143617 and Ruston & Hornsby 0-4-0DE No. 544998 of 1969 *Torrington Cavalier* then performed demonstration runs throughout the day. TVR

NORTH WEST

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.
Running: W/Es, Weds & Thurs (from June 14), bank hols + May 31, June 1, 2.

Eden Valley Railway
Standard gauge, 2½ miles. Warcop, Cumbria.
Tel: 01768 342309.
Running: Suns, bank hols.

Great Laxey Mine Railway
19in gauge, ¼ mile.
Laxey, Isle of Man.
Tel: 01624 862007/670386.
Running: Suns.

Groudle Glen Railway
2ft gauge, ¾ mile.
Isle of Man. Tel: 01624 670453.
Running: Suns.

Heaton Park Tramway
Standard gauge, ½ mile.
Manchester.
Tel: 0161 740 1919.
Running: Suns + Sats from June 3.

Isle of Man Steam Railway
3ft gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.
Running: Weds-Mons. Daily from May 24.

Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles.
Near Ulverston, Cumbria.
Tel: 01539 531594.
Running: Daily.

Manx Electric Railway and Snaefell Mountain Railway
3ft gauge, 17 miles (MER), 5½ miles (SMR).
Douglas, Isle of Man.
Tel: 01624 697473.
Running: Tues-Suns. Daily from May 23.

Ravenglass & Eskdale Railway
15in gauge, seven miles. Ravenglass, Cumbria.
Tel: 01229 717171.
Running: Daily.

Ribble Steam Railway
Standard gauge, 1½ miles. Preston, Lancs.
Tel: 01772 728800.
Running: Sats + May 28, 29.

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
Running: W/Es, bank hols + May 16, June 20, 23.

Stainmore Railway
Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.
Open: Suns.

Threlkeld Quarry & Mining Museum
2ft gauge, ½ mile. Threlkeld, Cumbria.
Tel: 01768 779747.
Open: Tues-Suns + sch hols.

West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns & bank hols.

NORTH EAST

Aln Valley Railway
Standard gauge, 1½ miles. Alnwick, Northumberland.
Tel: 0300 030 3311.
Running: May 13, 14, 27-29, 31. W/Es from June 3.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.
Running: May 20, June 3, 10.

Bowes Railway
Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.
Open: Tues & Thurs to pre-booked groups only.

Cleethorpes Coast Light Railway
15in gauge, two miles.
Cleethorpes, North East Lincolnshire.
Tel: 01472 604657.
Running: Daily.

Derwent Valley Light Railway
Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.
Running: Suns, bank hols.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks. Tel: 01756 795189.
Running: W/Es, Tues, bank hols.

Railway Museums

Beamish
The Living Museum of the North, County Durham.
Open: Daily
Tel: 0191 370 4000.

Coleford GWR Museum
Coleford, Gloucestershire.
Open: Fris, Sats.
Tel: 01594 832032/833569.

Colonel Stephens Railway Museum
Tenterden station, KESR.
Open on KESR operating days.
Tel: 01580 765155.

Crewe Heritage Centre
Vernon Way, Crewe.
Open: W/Es and some bank hols.
Tel: 01270 212130.

Donegal Railway Heritage Centre
Donegal.
Open: Daily.
Tel: 00353 (0) 749722655.

Head of Steam
North Road Station, Darlington.
Closed for redevelopment.
Tel: 01325 405060.

Irchester Narrow Gauge Railway Museum
Irchester, Northamptonshire.
Open: Suns.
Tel: 01604 675368.

Leeds Industrial Museum
Armley Mills, Leeds.
Open: Tues-Suns.
Tel: 0113 378 2097.

Locomotion: The National Railway Museum, Shildon
Co Durham.
Open: Weds-Suns.
Tel: 033 0058 0058.

London Transport Museum
Covent Garden.
Open: Daily.
Tel: 0343 222 5000.

Manchester Museum of Science & Industry
Castlefield, Manchester.
Open: Daily.
Tel: 033 0058 0058.

National Railway Museum
Leeman Road, York.
Open: Weds-Suns.
Tel: 033 0058 0058.

Penrhyn Castle & Railway Museum
Bangor, Gwynedd.
Open: Daily.
Tel: 01258 353084.

Rail Story
Ingrow, West Yorks.
Open: Carriage Works daily, Engine Shed Tues-Suns.
Tel: 01535 690739 or 01535 680425.

Railworld Wildlife Haven
Peterborough.
Open: W/Es, Weds and some bank hols.
Tel: 01733 344420.

Riverside Museum
Glasgow.
Open: Daily.
Tel: 0141 287 2720.

STEAM – Museum of the GWR
Swindon.
Open: Daily.
Tel: 01793 466637.

Tiverton Museum
Tiverton, Devon.
Open: Tues-Sats.
Tel: 01884 256295.

West Cumberland Railway Museum
St Bees, Cumbria.
Open one week per month or by appointment for special interest groups – contact petergrooke@btinternet.com

Ulster Folk & Transport Museum
Cultra, Co. Down.
Open: Tues-Suns.
Tel: +44 (0)28 9042 8428.

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LBSCR A1 class 'Terrier' 0-6-0T No. 72 *Fenchurch* has been announced as the visiting locomotive for the Isle of Wight Steam Railway's Spring Gala on June 23-25, which will celebrate 100 years since the formation of the Southern Railway. It will join resident 'Terrier' No. W11 Newport and LSWR 0-4-4T class O2 No. W24 Calbourne, both resplendent in their SR liveries, and haul the island's Victorian and Edwardian era wooden-bodied carriages. The ex-Ryde Pier Drewry railcar will also be in service at the event, offering panoramic views of the line. JAMES CUMMINS/BLUEBELL

➜ For more information, visit www.iwsteamrailway.co.uk/event/spring-gala-2

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

Heatherslaw Light Railway
15in gauge, two miles.
Ford Forge, Northumberland.
Tel: 01890 820244.
Open: Daily.

Keighley & Worth Valley Railway
Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ.
Tel: 01535 645214.
Running: W/Es, Weds, Thurs (from June 3), bank hols, sch hols + May 25, 26.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
Running: May 28.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
Running: May 28, 29, June 18.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds. Tel: 0845 680 1758.
Running: W/Es, bank hols + May 31.

North Yorkshire Moors Railway
Standard gauge, 18 miles.
Grosmont, North Yorks. Tel: 01751 472508.
Running: Daily.

Scarborough North Bay Railway
20in gauge, 7/8 mile.
Scarborough, North Yorks.
Tel: 01723 368791.
Running: Daily.

Stephenson Steam Railway
Standard gauge, two miles.
North Shields.
Tel: 0191 277 7135.
Running: Suns + May 29.

Tanfield Railway
Standard gauge, three miles.
Near Gateshead, Tyne & Wear.
Tel: 07508 092365.
Running: Suns, bank hols + June 16, 17.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: Weds, Sats, Bank Hols + May 14.

Wensleydale Railway
Standard gauge, 22 miles. Leeming Bar, North Yorkshire.
Tel: 01677 425805.
Running: Weds, Fris-Suns.

Whistlestop Valley Railway (Kirklees)
15in gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.
Running: W/Es, sch hols, bank hols.

Yorkshire Wolds Railway
Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
Running: Suns, bank hols.

WALES

Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
Running: Tues-Thurs, W/Es, sch hols, bank hols.

Barry Tourist Railway
Standard gauge, two miles. Barry, Vale of Glamorgan. Tel 01446 748816.
Running: Closed UFN.

Blaenavon's Heritage Railway
Standard gauge, 3½ miles.
Blaenavon, Torfaen. Tel: 01495 792263.
Running: W/Es, bank hols.

Brecon Mountain Railway
1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan. Tel: 01685 722988.
Running: Tues-Thurs, W/Es, bank hols, sch hols.

Conwy Valley Railway Museum
7¼in and 15in gauge, ¾ mile. Betws-y-Coed station, Conwy. Tel: 01690 710568.
Open: Daily.

Corris Railway
2ft 3in gauge, ¾ mile. Corris, near Machynlleth. Tel: 01654 761701.
Running: Sats, sch hols.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: W/Es, Tues-Thurs, sch hols.

Ffestiniog Railway
2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.
Running: Daily.

Gwili Railway
Standard gauge, four miles. Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.
Running: Suns, Weds, Thurs, bank hols.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Suns-Fris. Daily from May 21.

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile. Cynheidre, Carmarthenshire.
Tel: 07956 082305.
Running: June 3, 24.

Llangollen Railway
Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.
Running: Weds-Suns, bank hols.

Rhyl Miniature Railway
15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
Running: W/Es, bank hols, sch hols.

Snowdon Mountain Railway
800mm gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
Running: Daily.

Talyllyn Railway
2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd. Tel: 01654 710472.
Running: Daily.

Teifi Valley Railway
2ft gauge, ½ mile. Henllan, Ceredigion, SA44 5TD. Tel: 01559 371077.
Running: TBA.

Vale of Rheidol Railway
1ft 11¾in gauge, 12 miles. Aberystwyth, Ceredigion. Tel: 01970 625819.
Running: Daily.

Welsh Highland Heritage Railway
2ft gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.
Running: Sats, Tues, Weds, Thurs (from June 8), bank hols, sch hols.

Welsh Highland Railway
2ft gauge, 26 miles. Caernarfon, Gwynedd. Tel: 01766 516000.
Running: Daily.

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles.
Llanfair Caereinion, Powys.
Tel: 01938 810441. **Running: W/Es, Weds, Thurs, bank hols, sch hols.**

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
Running: W/Es, Tues + May 26, June 3.

Caledonian Railway
Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.
Running: Suns from June 4 + May 27, June 3, 10.

Doon Valley Railway
Standard gauge.
Dunaskin, Ayrshire.
Running: May 28, June 18.

Keith & Dufftown Railway
Standard gauge, 11 miles.
Dufftown, Banffshire.
Tel: 01340 821181.
Running: W/Es.

Lathalmond Railway Museum
Standard gauge, ½ mile.
Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline.
Tel: 07379 914801. **Open: Suns.**

Leadhills & Wanlockhead Railway
2ft gauge, ¾ mile. Leadhills, South Lanarkshire. **Running: Suns.**

Royal Deeside Railway
Standard gauge, 1¼ miles. Banchory, Kincardineshire. Tel: 01330 844416.
Reopens: May 28.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.
Running: W/Es, Weds, Thurs, Fris (from June 2), bank hols.

IRELAND

Downpatrick & County Down Railway
5ft 3in gauge. Downpatrick, Co. Down.
Tel: 028 4461 5779.**Running: July 15.**

Railway Preservation Society of Ireland
5ft 3in gauge. Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.
Open: Thurs-Suns.

Helmsdale Station

HELMSDALE is a small coastal community 70 miles north of Inverness on the Far North Line, originally a fishing port and now popular with tourists. It is an excellent area for walking and cycling, just two stops down the line from the RSPB reserve at Forsinard in the Caithness Flow Country and within striking distance of Orkney. The 1871 station building is category B listed. Restored nine years ago, the stationmaster's home has been converted into self-catering accommodation with four bedrooms and the living room in the old ticket office.

The project is a non-profit-making community venture, and any trading surplus is donated to local community causes. A 10% discount is available for those agreeing to spend half a day in a week helping to maintain the station and a further 10% discount is offered if you arrive by transport other than a private car.



From the south of England, the Caledonian Sleeper will get you to Inverness; the rail journey onwards, following the east coast, is among the most spectacular in the country.



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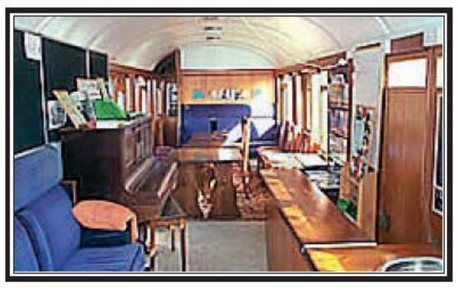
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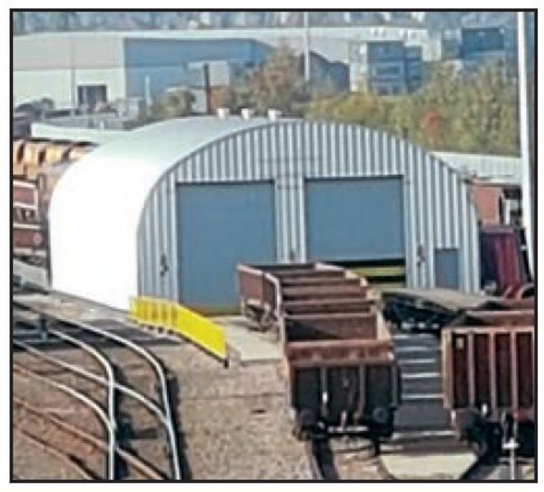
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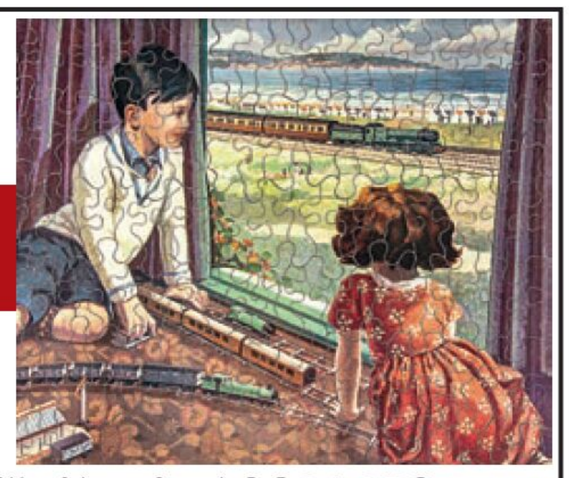
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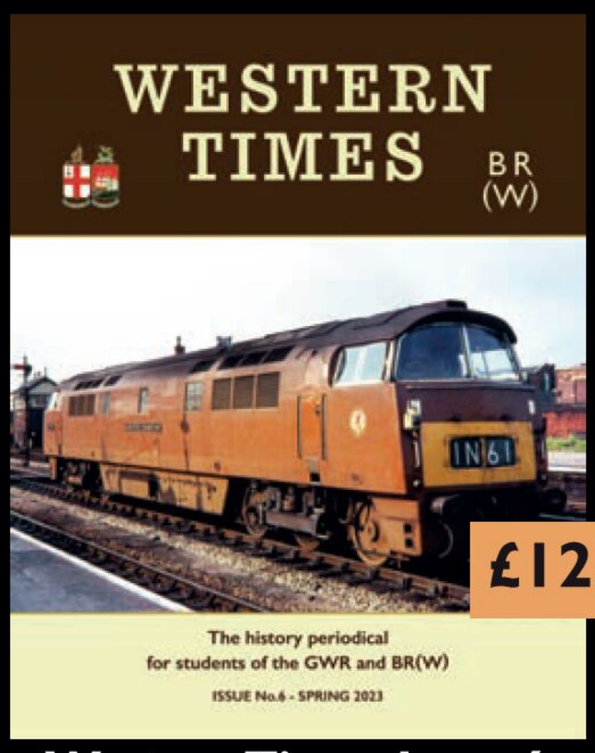
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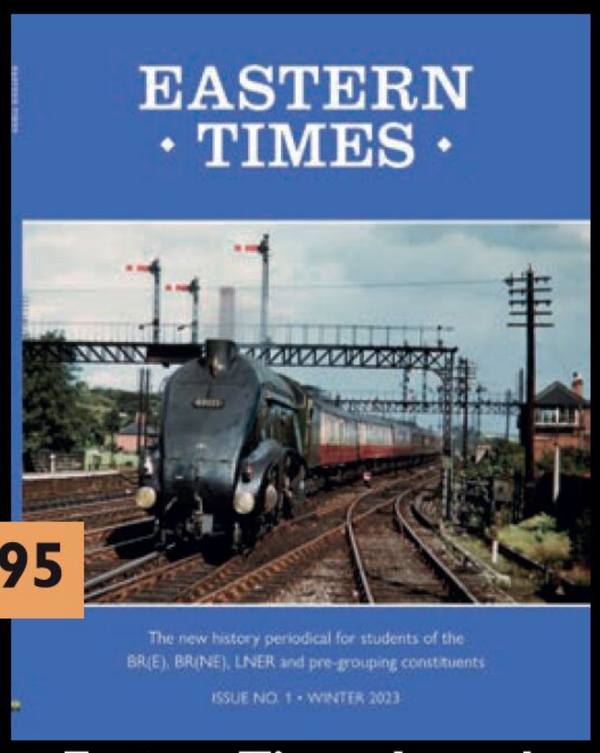
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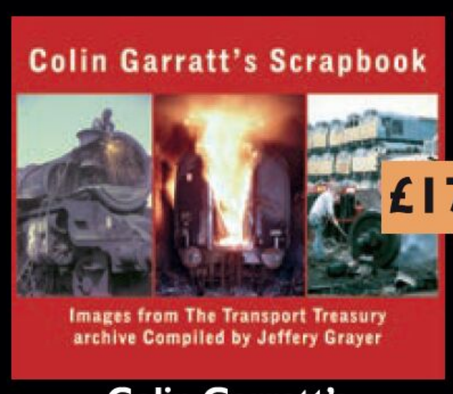


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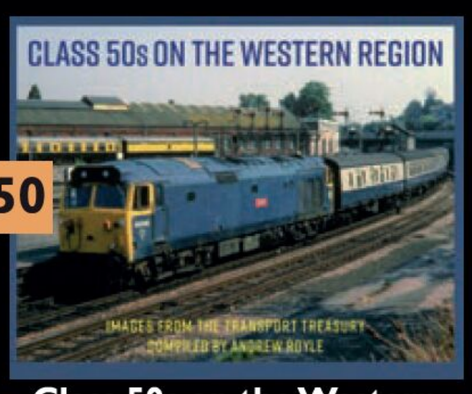


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Swanning around as blue A4 passes above

By Geoff Courtney

AS A4 Pacific No. 60007 *Sir Nigel Gresley* crossed the River Nene, approaching Wansford station on the Nene Valley Railway during its triumphant return to traffic in BR blue on April 7, watching steam enthusiast Ben Hanson seized the opportunity for a photographic record of the occasion.

All the elements were there: a blue sky, the 'Streak' looking magnificent in its new livery, a suitable backcloth of signalbox and signal gantry, and the gently flowing waters of the Nene, which at 105 miles is the 10th longest river in the UK.

And at the moment of taking the photograph came an opportunistic addition to the image – an aloof swan gliding along the river and gazing intently at 21-year-old Ben. What would have made the scene even more complete would have been No. 60007's long-gone classmate, No. 60021 *Wild Swan*, on the bridge above, although *Sir Nigel Gresley* was more than enough for the many who flocked to the railway for a joyful Good Friday.

Ben is a member of the 'Yorkshire Boys on Tour,' a group of young railway enthusiasts who travel the country soaking up the unique atmosphere of preserved steam wherever and whenever they can, and taking with them their own headboard. Their title is a bit of a misnomer, as there are girls among them and they don't all live in Yorkshire, but that's being unnecessarily pedantic.

Back at home after his busy day, Ben, who was accompanied on the trip by 'Boys on Tour' members Lucy Hemingway, Josh Peace and John Astley, told *Heritage Railway*: "Gresley looked spectacular in BR blue and I was thrilled. Josh was the headboard man and a lot of people were jolly about it.

"Lucy and I sat on the grass beside Wansford bridge waiting for the 'Streak'. Once I heard it, I set up my camera and tripod, and at the same time the swan came by. The rest is, for me, photographic history."



Another surprise

That, though, didn't bring an end to the day's surprises. "Later on at the end of the day, we watched the A4 roll onto shed at Wansford and I took a photograph of a lovely Nene Valley porter named Steve with the headboard beside No. 34081 *92 Squadron*. He loved the headboard as he was from Yorkshire himself.

"Once people began to leave, Josh asked some Nene Valley volunteers and members of the Sir Nigel Gresley Locomotive Trust if we could put the headboard on the front of the A4 for a photograph and they agreed as long as we were quick. We did just that, and again, the rest is, for us, history!"

On the subject of No. 60021, records don't appear to record why it was named *Wild Swan* rather than simply 'Swan.' After all, all swans are surely wild – albeit apparently owned by the monarch – and other members of the A4 class named after birds carried just the name not preceded by 'wild', such as *Bittern*, *Falcon*, and, of course, *Mallard*.

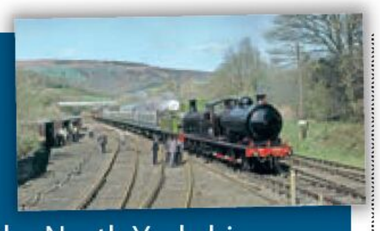
Perhaps those responsible for choosing LNER names thought 'Swan' was too curt and short and not becoming of its flagship class. Is there anyone out there who can explain?

Swan lake: A4 No. 60007 *Sir Nigel Gresley* approaches the Nene Valley Railway station of Wansford on April 7 as a swan on the River Nene below nonchalantly ignores the restored Pacific. BEN HANSON

Below: Dark art: After a day thrilling the crowds at the Nene Valley Railway on April 7, A4 No. 60007 *Sir Nigel Gresley* simmers at Wansford shed in the company of a British Railways' 1968 Morris Minor 1000 van and carrying a 'Yorkshire Boys on Tour' headboard. BEN HANSON



NEXT ISSUE
Issue 307 out June 9
In part two of his feature, John Titlow tells how freight charters went from strength to strength, evolving into what they are today.

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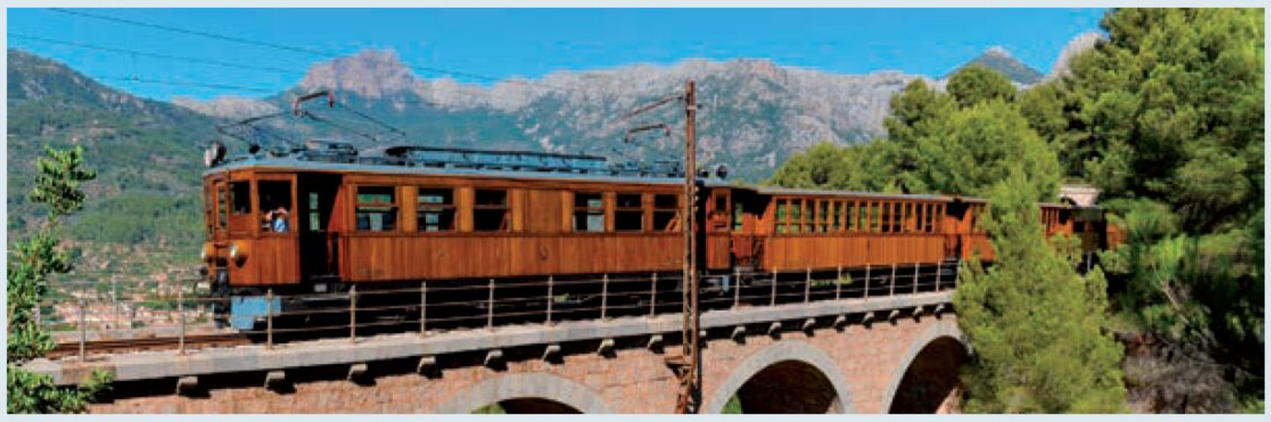
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