TYSELEY FOUR CASTLE LINE-UP WOWS THE CROWDS

ISSUE 308 July 7 – August 4, 2023

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Darjeeling tank's UK future safe

after £250k sale to saviour trust at auction

MOORS BOOST

AFTER *FLYING SCOTSMAN* BRINGS THE KING TO PICKERING

■ GREAT CENTRAL 50-WAGON SPECTACULAR SEEN FROM THE SKY ■ LLANGOLLEN'S NEW CORWEN STATION WELCOMES FIRST PUBLIC TRAINS ■ SPRING GALAS STUNNING SUCCESSES IN HEATWAVE ■ WELSH HIGHLAND RAILWAY CELEBRATES CENTENARY

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Britain's biggest operational steam locomotive acquires an LNER flavour: At an invitation-only event at former Steam Dreams chairman David Buck's private garden railway near Windsor on June 24, his Finnish Hr1 4-6-2 No. 1016 *Lady Patricia*, which returned to steam earlier this year, was displayed in its new guise as apple green-liveried British Railways No. 91016 complete with lion-and-wheel logo on its tender when it ran along David's 300-yard 5ft gauge track. Both taller and wider than British Pacifics including *Flying Scotsman* and *Mallard*, he bought the locomotive in 2009 from British businessman Nigel Sill, who had imported several Finnish steam locomotives for a failed scheme to build a railway at a theme park in Cornwall.

Hr1s were the biggest passenger locomotives built or used in Finland until 1963, when Hr12 class diesels took over. Along with German Class 10s, the Hr1s were the last Pacifics built in Europe before the end of the steam era. David, who owned apple green-livered B1 4-6-0 No. 61306 *Mayflower* before selling it and Steam Dreams to Locomotive Services Group, first returned No. 1016 to steam in 2013. At the event, it ran alongside residents Aveling & Porter flywheel-driven four-wheeler No. 8800 of 1917 *Sir Vincent* (pictured left) and Barclay 0-4-0ST No. 699 *Swanscombe* on the circular standard-gage track. ROBIN JONES

EDITORIAL
Editor Robin Jones
rjones@mortons.co.uk
Staff Writer Owen Hayward
OHayward@mortons.co.uk
Senior Contributors
Geoff Courtney, John Titlow
Contributors
Hugh Dougherty, Tim Hobman, Daniel Long, Phil Marsh, Roger Melton
Designer Tim Pipes
Production editor Lucy Wood
Publisher Tim Hartley
Editorial address
Heritage Railway magazine, Mortons Media Ltd, PO Box 99, Horncastle, Lincs LN9 6LZ
Website
www.heritagerailway.co.uk

ADVERTISING
Advertising representatives
Craig Amess 01507 529537
camess@mortons.co.uk
Fiona Leak 01507 529573
fleak@mortons.co.uk
Group advertising manager
Sue Keily
skeily@mortons.co.uk

CUSTOMER SERVICES
General Queries & Back Issues
01507 529529
Monday-Friday 8.30am-5pm
Answerphone 24H
help@classicmagazines.co.uk
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26 Planetary Road, Willenhall
West Midlands, WV13 3XB

MORTONS MEDIA GROUP LTD
Sales and distribution manager
Carl Smith
Marketing manager
Charlotte Park
Commercial director
Nigel Hole
Publishing director
Dan Savage

ARCHIVE
Enquiries Jane Skayman
01507 529423
jskayman@mortons.co.uk

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Thanks to all who helped purchase Darjeeling 19B

THE Darjeeling Himalayan Railway, an outstanding example of British engineering overseas, became a UNESCO World Heritage Site in 1999. However, comparatively few British enthusiasts have found the opportunity to ride on it – therefore, the UK heritage sector owes an enormous debt of gratitude to the late Adrian Shooter, who reimported and restored DHR Sharp Stewart 0-4-0SWTT No. 19B for use on his private railway, before commissioning the construction of a superb pair of replica matching coaches, and also now to the recently-formed Darjeeling Tank Locomotive Trust which, as reported in Headline News, has bought the entire train for the enjoyment and education of home audiences.

No. 19B has now been moved to the private Statfold Barn Railway near Tamworth, which, as highlighted in our special feature on pages 86-88, has undergone a phenomenal transformation during the past few years into a major multi-use attraction that is now – for the first time – open to public visitors five days a week.

Undoubtedly, No. 19 and its carriages will add to the venue's appeal as a defining repository of classic narrow gauge stock from around the world even further, as the general public can experience the magic of a DHR ride and its heritage for the first time.

Big thanks must go to *Heritage Railway* readers who responded to the DTLT's appeal in the previous two issues to donate to the fund set up to purchase No. 19B at auction. It is another example of the positively in the sector which, in many ways, has been swimming against the tide of the cost of living crisis.

> "The sector has shown that given a fair wind and widespread support from the public and volunteers, it can survive and succeed."

The June heatwave brought bumper attendances at many galas, while a new era began at the Llangollen Railway with the opening of its long-awaited permanent Corwen terminus, while in Scotland the die-hard grafters of the Alford Valley Community Railway have restored public passenger trains after six years literally in the wilderness, during which time much of the site became overgrown.

Yes, current times are proving difficult for many, but the sector has shown that given a fair wind and widespread support from the public and volunteers, it can survive and succeed. It must.

Robin Jones Editor

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CONTENTS: On the weekend of June 23-25, the Isle of Wight Steam Railway's spring gala saw the Bluebell Railway's A1X 'Terrier' No. 72 *Fenchurch* venture across the Solent. Celebrating the centenary of the formation of the Southern Railway, resident classmate No. W11 *Newport* and LSWR O2 No. W24 *Calbourne* were also in action, rotating between freight and passenger workings. The two-coach push-pull set was also in service, with No. W11 alongside the other Edwardian-era four-wheel carriages. On June 24, Nos. 72 and W11 double-head a rake of four-wheeled carriages on the approach to Whitefield crossing, between Smallbrook and Ashey. JOHN FAULKNER/IOWSR
COVER: Seaside in view, big time: LNER Class A4 No 60007 *Sir Nigel Gresley*, with Class 47 No. 47712 on the rear, is seen at Goodrington Sands on the Dartmouth Steam Railway working the Saphos Trains 1Z27 7.40am Slough to Kingswear 'English Riviera Express' tour on June 3. COLIN WALLACE

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Tyseley's four Castles spectacular sees new horizons dawn
The Tyseley Locomotive Works open weekend proved to be a high point in the centenary celebrations for Charles Collett's GWR Castle class – and was immediately followed by the opening of its new carriage shed to begin another chapter in this depot's proud history, reports John Titlow.

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Next stop: Corwen

In a short few years, North Wales's only standard gauge heritage line has gone from teetering on the brink of collapse to the realisation of a near 50-year dream. Owen Hayward made a return visit to the line as it celebrated the full opening of the Corwen extension.

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Welsh Highland centenary

Celebrating the new-found success of a once unsuccessful venture, the final weekend of June was a three-day celebration for the North Wales narrow gauge line, which when first constructed could very well have quickly vanished, reports Owen Hayward.

From the Himalayas to Fellumpa Village

The award-winning Statfold Barn Railway has undergone a radical expansion programme with a host of new attractions – including a unique village home to a new breed of fictional characters with family appeal, reports Robin Jones.

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With the announcement that No. 96 *Normandy* is set for overhaul, Daniel Long looks at what made the B4 class such a successful design of shunting locomotives.

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Narrow gauge pioneers in King's Birthday Honours List

by Robin Jones

TWO narrow gauge stalwarts have been awarded for services to railway preservation in King Charles's first Birthday Honours List, announced on June 17.

The Talyllyn Railway's former chief engineer, John Bate, 93, who made a significant impact in transforming the line from a near derelict entity to a major tourist attraction, has been made a Member of the British Empire.

"For more than 70 years, John, a skilled engineer, has demonstrated qualities of leadership, encouragement and ingenuity which has inspired generations of employees and volunteers alike," said a TR statement.

"John first rode on the line in 1947, four years before it was taken over by the Talyllyn Railway Preservation Society, and became the world's first volunteer-run heritage line.

"That year he gave up his summer holidays to work on the railway's track, then in a barely functional state."

John Bate MBE, who has been involved with the Talyllyn Railway Preservation Society from its beginnings in 1951. TRPS

Charles Summer BEM at Woody Bay station during the autumn 2013 gala in his stationmaster's uniform with the freshly rebuilt Brake Third No. 16. TONY NICHOLSON/LBR

'At the heart'

During those early years of volunteering, John's expertise were increasingly relied on, especially in 1957 when a major landslip threatened the future of the line, and the following year he was appointed honorary civil engineer. In 1963 he became the railway's first paid chief engineer.

"Throughout his 30 years in the role, the railway changed enormously and John was at the heart of it, often working long hours to keep the wheels turning," said the statement. "During this time, he demonstrated an ability to produce innovative solutions to problems with limited resources. He built up the engineering department of the railway, with many of the volunteers being inspired to go into engineering and railway careers."

Among the projects he was involved with was the extension of the passenger-carrying line along the Nant Gwernol mineral branch. He also designed and oversaw the building of a new steam locomotive, No.7 *Tom Rolt*, incorporating components of a little-used 3ft gauge Andrew Barclay 0-4-0WT built in 1949 for Bord na Mona, the Irish turf board. No. 7 entered service in 1991.

"John retired as chief engineer in 1994, but his involvement in the railway continued as a volunteer. For many years he operated the self-propelled flail mower, which he had designed, to keep down the lineside vegetation," said the statement.

"Although now limited in his active contribution, John's mind is still sharp and people are amazed at the level of detail he is able to remember about engineering matters and the history of the railway."

Honour for Charles

Meanwhile, Lynton & Barnstaple Railway trustee Charles Summers has been awarded a British Empire Medal.

The 76-year-old led the team that restored original L&B open-centre third-class coach No. 7 in the 1990s, after it was used as a summerhouse in Braunton for nearly 50 years. Since then, the heritage carriage team, inspired by Charles, has rebuilt four more L&B coaches and are now hard at work on a sixth, No. 9. Charles was then a manager with British Gas, which allowed him to work on No. 7 on the firm's site at Stanford-le-Hope on the Thames Estuary. After he took early retirement at 50, the work transferred to the Mangapps Railway Museum and the team now has its own workshop at Fridaywood Farm, near Colchester.

An L&B statement said: "Charles's BEM is public recognition of the work of the whole team. What is particularly remarkable is that Charles has lived all his life in Essex nearly 300 miles from Devon, such is the interest in the L&B, England's premier narrow gauge railway."

Amazon courier delivers KESR driver's parcel – directly to his locomotive!

By Owen Hayward

WHAT would you do if you had travelled more than 150 miles to turn up for your duty on a heritage railway, only to find your watch – an important piece of equipment you need as a driver – was no longer working? Rely on your telephone or source a replacement?

The package cited 33202 as the address to deliver to – and the courier did just that! KESR

When former KESR general manager Matt Green, who still volunteers as a driver there, turned up at Rolvenden for duty over the May bank holiday weekend Steam Up event, he found as he unpacked his equipment that his pocket watch had stopped working. With no time before signing on to go out and source a replacement locally and nearby shops most certainly closed by the time the day was done, he ordered a new one online – and decided to put the delivery driver to the test.

"There was no point in me having it delivered to Dorset, so I thought it would be a laugh to try and have it delivered directly to the locomotive," he said. "I was hopeful it would work. Ten years ago, while out walking in Dorset before I moved there, I sent postcards back to the dining team on the KESR but changed up the first line of address on each to see which ones would make it.

"Lo and behold, when I returned to Tenterden, they were all there displayed waiting for me – Royal Mail had delivered every one of them."

With this in mind, Matt ordered his replacement watch from Amazon and decided that as he would be driving Cass 33 No. 33202 *Dennis G Robinson* the next day, that was where he would address the parcel to, with Bodiam station's postcode.

The following day the courier arrived, walked up to the locomotive, and handed Matt his package without any questions asked.

"I told a few people on the Saturday that I had ordered it for delivery to the locomotive but nobody believed it would be delivered to me directly," he said. "It's quite a novelty to see it actually work."

Once upon a time, trains would be transporting post for delivery to the people – would anybody have ever thought that one day the post would be being delivered to the trains?

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They bought the matching train, too! The Darjeeling Tank Locomotive Trust now owns the two matching replica carriages, built at the Ffestiniog & Welsh Highland Railway's Boston Lodge Works, to run behind No. 19B, in the first instance at the Statfold Barn Railway. PHIL MARSH/DTLT

Darjeeling tank and coaches saved for UK audiences

By Phil Marsh

THE late Chiltern Railways founder Adrian Shooter CBE's pride and joy, his 1889-built Sharp Stewart Darjeeling Himalayan Railway 0-4-0SWTt No. 19, has been saved for the UK heritage sector.

The Darjeeling Tank Locomotive Trust also managed to buy Adrian's two matching replica coaches at the June 21 auction of his Beeches Light Railway, based at his Steeple Aston home, near Banbury.

Trust members also purchased several items for themselves as personal possessions to remember Adrian by.

Trustees, their supporting team, and officials from the Statfold Barn Railway – where No. 19B is to be based – attended the auction, where Statfold founder Graham Lee bid on behalf of the trust.

Trust chairman Jeremy Davey said: "It could have been a Midsummer's Day nightmare but turned into a dream for all involved after a nerve-wracking wait for No. 19B to go under the hammer as lot number 161."

The winning bid was £250,000 plus buyers' premium.

He continued: "We had this idea over dinner in January when we set up the trust. Many people thought, 'they've not got a hope in hell'." Yet the group managed to raise £300,000 in three months, which was used to buy the locomotive and carriages.

Once the hammer landed on the winning bid, a range of emotions were clearly evident among the winning group, ranging from relief at being able to continue Adrian's practice of taking No. 19B on tour – a key aim of the supporting group, now the trust is the custodian of the locomotive, to nervous excitement that the hard work was about to begin.

Quick thinking

The immediate lots to go under the hammer after No. 19B were the coaches, so extremely rapid calculations had to be made as to available funds left over from the locomotive purchase.

Lots 162 and 163 went for £20,000 and £15,000 respectively, bringing the trust's expenditure to £285,000 before the buyers' premium was added.

Jeremy added: "We were as confident as anyone could be about making the winning bid, but nervous that an unknown wealthy bidder might have emerged and taken the B to a private railway not accessible to the public."

The winners! Darjeeling Tank Locomotive Trust trustees Pete Jordan, Andy Savage, Jeremy Davey and Gordon Rushton and Darjeeling Himalayan Railway Society members with Sharp Stewart No. 19B 0-4-0SWTT, which, thanks to a marathon fundraising effort, has been resecued for use in the UK heritage sector. PHIL MARSH/DTLT

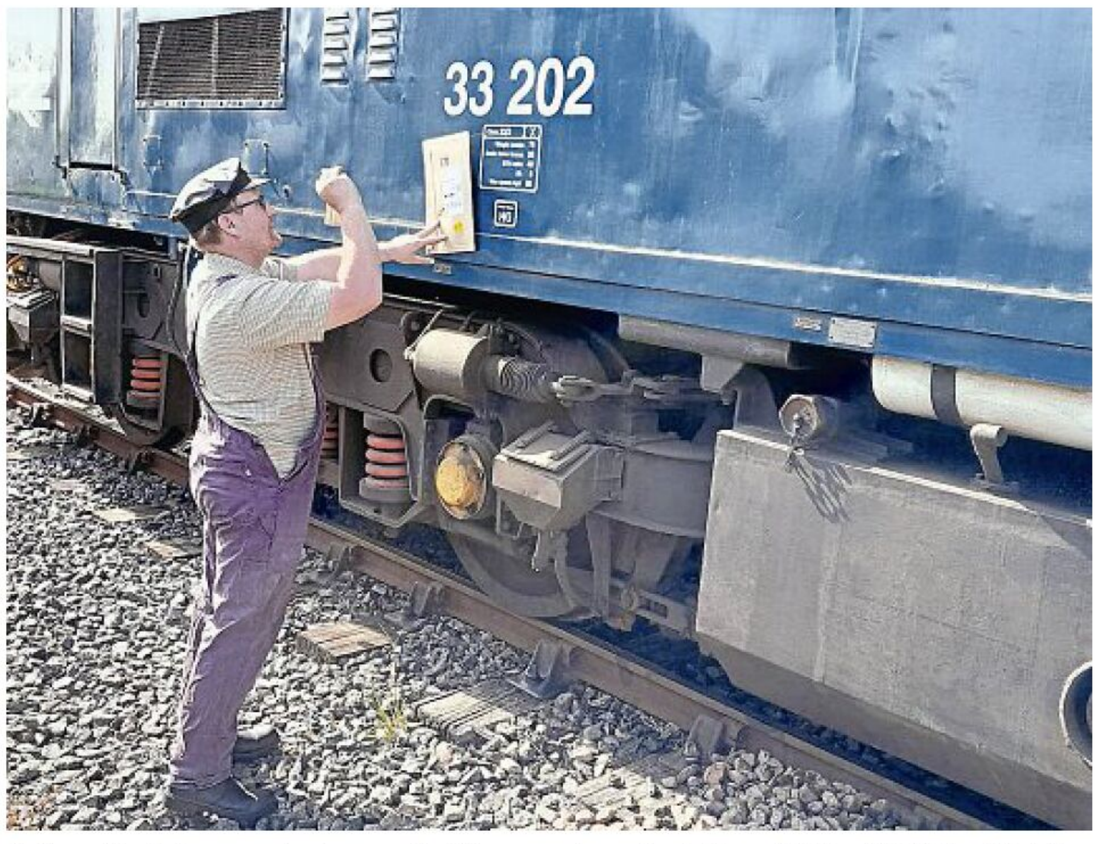
He said the thought that Adrian would be "absolutely over the moon" about the purchase.

"We feel like without telling us, he set us this challenge and we've completed it," he added.D

During the evening of Monday, June 26, the locomotive arrived the Statfold Barn Railway, near Tamworth, where it will operate until the boiler certificate expires in February, at which point the overhaul will commence with a view to starting its national tour in 2024 if all goes well.

Statfold's engineers and the trustees will now carry out a full condition survey of No. 19B. The outcome will determine how often it is steamed at Statfold and elsewhere until the overhaul, in addition to the two special events. No. 19B is the sole member of the class to exist in the UK.

➜ **From the Himalayas to Fellumpa Village – feature, pages 87-89.**



Driver Matt Green photographs his parcel against Class 33 No. 33202, which he gave as the delivery address for his new watch after turning up for duty and discovering his previous one had stopped working. KESR

Appeal to Welsh Assembly to give steam coal mine breathing space

AN appeal to extend mining at Ffos-y-fran mine to save vital supplies of steam coal for the heritage sector was lodged the Welsh Assembly in Cardiff on June 26.

Paul Paddock, sales manager of supplier Hargreaves Services plc, said: "This is prior to the deadline of mining operations notice received from Merthyr Tydfil Borough Council recently.

"Despite the refusal by the planning committee, the final decision on the extension was always going to be made by the Welsh Assembly and, once submitted, they carry on producing at Ffos until the appeal will be heard, and this would probably be some months 'down the line'.

"I have been in dialogue with the mine owner, Merthyr (South Wales) Ltd, which would now appreciate any support that the heritage steam market can provide by highlighting the need for high-grade steaming coal in lobbying their MPs or MEPs."

He said the benefits of using Ffos-y-fran low smoke emission steaming coal include a much lower carbon footprint and far lesser chance of lineside grass fires. "This is against the other option of bringing in to the UK shipments of coal, in most cases thousands of miles by ships burning heavy fuel oil and the multiple movements here in UK from port to storage area and then producing far more, higher volatile smoke emissions."

King Charles unveils a plaque at Pickering to mark 50 years of the North Yorkshire Moors Railway. SIMON JACOBS.COM/NYMR

King Charles stands on the footplate of *Flying Scotsman* at Pickering. STEVE MORGAN/SCIENCE MUSEUM GROUP

Moorsline visits rise after King's Royal Train trip behind *Flying Scotsman*

By Robin Jones

THE 'secret' visit of King Charles III aboard the Royal Train hauled by none other than A3 Pacific No. 60103 *Flying Scotsman* in its centenary year to Pickering has boosted the North Yorkshire Moors Railway's visitor numbers as it celebrates its 50th anniversary.

Details of the meticulously planned trip on June 12 were kept tightly under wraps, apparently for security reasons and for Network Rail's bid to deter trespassers eager to view the world's most famous steam locomotive from barred positions.

During its journey from London to York along the East Coast Main Line, hauled by DR Cargo's Class 67 No. 67006 *Royal Sovereign*, the Royal Train's headcode was not visible on rail forums or tracking apps.

Around the break of dawn at York station, *Flying Scotsman* – its cab roof painted white, and with white lamps fitted to the smokebox in accordance with the tradition of hauling the Royal Train – emerged from owner the National Railway Museum's sidings and moved to the head of the train.

The last time the A3 worked the Royal Train was on November 20, 1984, when it carried The Queen Mother in Pullman Car No. 351 from Stratford Low Level station to North Woolwich for the formal opening of the since closed North Woolwich Old Station Museum.

On climbing into the cab and hearing when the locomotive was built, she replied that it was the same year she was married.

The locomotive's first encounter with royalty, however, came on August 12, 1925, when King George V and Queen Mary asked to see inside its cab during the British Empire Exhibition at Wembley Park.

Greeting guests

From York, the train hauled by *Scotsman* headed to Northallerton, and was then routed via Whitby to the Esk Valley Line and over the NYMR connection at Grosmont, where there was a large police presence. No. 60103 then hauled the train to Pickering, where, on Platform 1, the king met Network Rail chairman Peter, Lord Hendy of Richmond Hill, and NRM director Judith McNicol.

Greeted by local schoolchildren, dignitaries and members of the public, the king also met long-standing volunteers who help maintain the NYMR, and he unveiled a plaque to mark 50 years since its official opening in 1973.

He then posed next to the famous 100-year-old engine before accepting an invitation from driver Chris Cubitt to climb on to the footplate.

Mr Cubitt, who started working on the railways in 1961, said of King Charles: "He's interested in everything. He's a good egg. He likes everything heritage. He's a regular because he has been here before when he opened the station in 2000."

Judith said: "To have *Flying Scotsman* haul the Royal Train in its centenary year and in the first year of His Majesty's reign is a huge honour. It takes a dedicated team of people with important heritage skills to keep this engine running as it is the oldest steam locomotive on the main line.

"We are deeply appreciative of King Charles's interest in and support for our historic railways and the skills needed to maintain them."

'Honour'

The King then made his way into the town centre for a walkabout, stopping in High Street to visit Horsley Butchers, which sells produce from the Duchy of Lancaster and Birdgate Chocolatiers.

He also visited St Peter and St Paul's Church to view its spectacular wall paintings.

He then attended several private engagements elsewhere in Yorkshire by road, while No. 60103 hauled the Royal Train back to York. The King later departed the county by train from Scarborough.

Later, the royal family posted on social media: "Thank-you to everyone who welcomed the King to Pickering today!"

King Charles III is welcomed by schoolchildren at Pickering station. SIMON JACOBS.COM/NYMR

The King shakes hands with Clive Goult, of the National Railway Museum, at Pickering station. STEVE MORGAN/SCIENCE MUSEUM GROUP

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NYMR chief executive Chris Price commented: "It's an honour to be able to commemorate our 50th anniversary with a special visit from King Charles III.

"For all these years, we have preserved our heritage railway and to celebrate this with royalty is such a privilege.

"It gives us the enthusiasm and joy to continue for the generations to come.

"It also has been a great publicity for the railway and we have seen an increase in visitor numbers in the days after the King's visit and we hope this continues into the summer."

King Charles stands by the nameplate of Flying Scotsman at Pickering station. STEVE MORGAN/SCIENCE MUSEUM GROUP

The crew of *Flying Scotsman* alongside representatives of the National Railway Museum, Network Rail and DB Cargo at Pickering station. STEVE MORGAN/SCIENCE MUSEUM GROUP

Above: Its new white cab roof prominent, A3 Pacific No. 601063 *Flying Scotsman* hauled the Royal Train from Grosmont to Pickering on June 12. NETWORK RAIL

Below: The Royal Train, with *Flying Scotsman* leading and DB Cargo Class 67 No. 67005 *Queen's Messenger* on the rear, en route to Pickering. It is seen from Newport Bridge in Middlesbrough at 7.30am as the train left Tees Marshalling Yard, where it stopped for a brief spell before heading towards Middlesbrough and onto the Esk Valley line, the locomotive then having swapped over before being changed again prior to running on the heritage line. TONY WINWARD

Tributes paid to Howard Jones MBE: Saviour of Polish steam

By Owen Hayward

ENTHUSIASTS worldwide were in mourning for Howard Jones, the founder of the highly successful Wolsztyn Experience, who died in Poland on June 25 following heart failure.

Howard's negotiations with Polish authorities were responsible for the retention of the final steam commuter services in the country, for which the 71-year-old was awarded an MBE, marketing footplate passes to international enthusiasts who wanted to sample life on the footplate of a working locomotive on a timetabled service.

Since its establishment in 1996, the Wolsztyn Experience has been enjoyed by countless people from around the globe, Howard having devoted a quarter of a century to ensuring that Polish steam not only survived but flourished.

In April, the Wolsztyn Experience shared news that Howard had been suffering with health issues, which have since been confirmed as multiple myeloma, a form of bone marrow cancer.

'The lad'

A statement issued by his brother Trevor said: "My younger brother – the lad – Howard Jones MBE, aged 71, passed away on Sunday, June 25 with heart failure. Perhaps it was because he had given so much of his heart away to keeping steam alive on scheduled services and to the enthusiasts who revelled in driving and firing steam on the main line and on Polish narrow gauge.

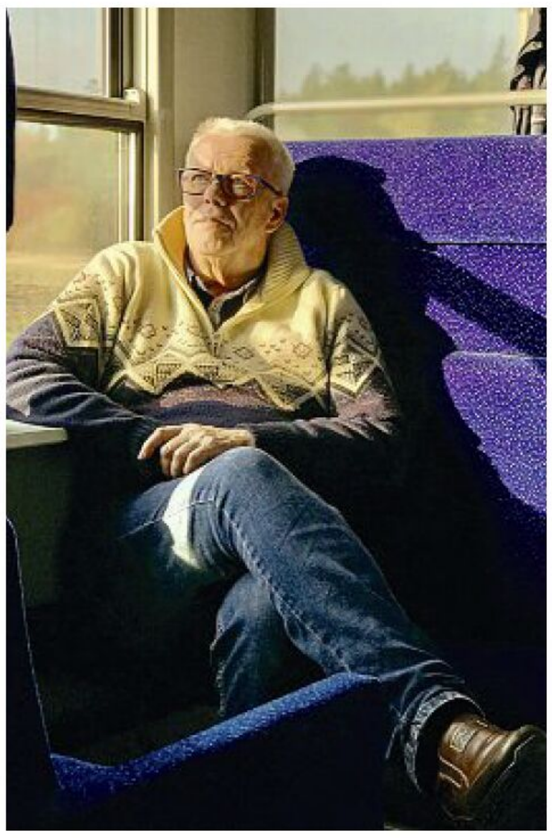
"It started in 1995 when a weekend jaunt took a plane-load of enthusiasts to Poznan, and in 1996 the Wolsztyn Experience was formed.

"It was his off-piste way of ensuring that plan A, B or C worked that he will be remembered by enthusiasts around the world."

Following the announcement, tributes flooded in from past participants, who all shared their experiences and memories of Howard.

He leaves behind his Polish wife, Alexandra Sikucinska, his daughter Hannah, her husband, and two grandchildren in the UK.

It had previously been announced that August 31 was to be the final day of operations for the Wolstyn Experience, the decision having been brought on by Howard's declining health, other illness within the family, and a lack of available locomotives and retiring crews.



Howard Jones, the founder of the Wolsztyn Experience. WOLSZTYN EXPERIENCE

Gala's double 'Terriers' equals double visitors!

PLANNING a gala in the face of the current transport and coal costs will no doubt have many railways watching the books closely. For the Isle of Wight Steam Railway, the extra challenge of crossing the Solent adds another financial factor to be considered.

However, any worries about the expense of bringing in LBSCR A1X 'Terrier' 0-6-0T No. 72 *Fenchurch* from the Bluebell Railway for a weekend were swept away when the railway saw a 'boom' in visitor numbers for its July 23-25 spring gala.

"The weekend certainly exceeded our expectations and we welcomed twice as many visitors as last year's gala event," said general manager Steve Backhouse. "We've never specialised in the 'mega' galas seen at other railways, however, it was great to see large crowds, particularly on the Saturday. Bringing a visiting loco over from the mainland is relatively expensive, but the extra draw of having *Fenchurch* in steam meant this was fully justified."

Being air-fitted due to the pump mounted on the cab side, *Fenchurch* is one of only a few locomotives with the potential to run on the island where the rolling stock is all air-braked.

No. 72 ran alongside rebuilt sister No. W11 *Newport* and LSWR O2 0-4-4T No. W24 *Calbourne* as the railway celebrated the centenary of the formation of the Southern Railway, with the two 0-6-0Ts double-heading on occasions and taking it in turns to haul both the Edwardian four-wheelers and Brighton and Chatham-built bogie carriages. No. W11 also took turns hauling the demonstration goods train.

The visit of *Fenchurch* comes as part of the growing cooperation between railways in the Southern Six, with the Bluebell, Isle of Wight and Spa Valley having exchanged locomotives for galas during June.

"There's been good cooperation between the Southern Six railways, and it's great to see heritage railways working together by sharing ideas and resources," added Steve.

Crowds flock to photograph the line-up of 'Terriers' Nos. 72 (left) W11 (right) and class O2 W24 at Havenstreet. JOHN FAULKNER /IOWSR

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SCAN ME WITH YOUR PHONE CAMERA!

The 160th anniversary of London Underground was celebrated in style with a series of public trips aboard London Transport Museum's superbly-restored 1938 Art Deco set along the Piccadilly line from Acton Town to Heathrow Terminal 4 on June 10/11, with live music and costumed actors aboard. The train is pictured at Northfields, where the passengers disembarked on the second journey of the day. See also Off The Shelf, page 95. LTM

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East Coast Main Line power in action on the West Somerset Railway: The Deltic Preservation Society's Class 55 Deltic No.55009 *Alycidon* gets underway from Williton with the 3.20pm departure from Minehead to Norton Fitzwarren on the first day of the June 8-10 diesel gala. Heading in the opposite direction is the 3.05 Bishops Lydeard to Minehead 'Quantock Belle', double-headed by Class 33s Nos. 33002 *Sea King* (from the South Devon railway) and D6575. The other visitors at the successful event were Class 14 D9551, from the Severn Valley Railway, and the Waterman Heritage Trust's Class 25 D7659, from Peak Rail. Home-based Class 35 Hymek D7017 failed with interlock solenoid issues while hauling the final train from Minehead on June 8. STEPHEN GINN

Personal link as Llangollen pannier begins running in ahead of debut this summer

THE overhaul of Llangollen Railway-based GWR 0-6-0PT No. 7754 is well and truly on the home straight now the locomotive has undergone two days of successful testing.

Last operational in 2004, many feared for its future when Llangollen Railway plc entered administration in 2021. However, being owned by the LR Trust, its fate was never at the hands of administrators, and despite the turbulent recent years, the railway's volunteers have persevered, with the in-frames boiler exam successfully passed on May 2. Since then, the final assembly has rapidly continued and further painting undertaken, with the livery to be worn a closely guarded secret that is soon to be revealed.

Following the arrival of the last of the day's passenger services on June 24, No. 7754 underwent its first test runs along the line, during which it ventured to the railway's newly-opened Corwen station (see feature, pages 74-77) with an ex-ICI four-plank mineral open (modified to carry passengers when the railway ran Day Out With Thomas events) and a GWR Toad brake van. Aboard these were many volunteers who have been involved with the overhaul throughout the last six years and who enjoyed the opportunity to take the first trip along the Dee Valley behind the pannier.

The overhaul has been led by volunteer Andy Maxwell, who, at the age of just seven, helped with the pannier's first restoration when it arrived on the railway from Mountain Ash colliery in September 1980.

A local newspaper at the time printed a photograph of Andy sweeping off the top of the tanks while Bob, his father and then chief mechanical engineer, lowers the steam dome cover down with the aid of fellow volunteers Dave Short, who has since died, and Nick Store, who now resides in Australia. Bob was heavily involved in that first restoration.

"That is the reason I took on the role of team leader for No. 7754's latest overhaul," Andy said. "I hope we've made Dad proud with this latest one as we near its end. There's an issue with the vacuum brakes so we will look at the pump and brake valve. Aside from that, it ran very well and should enter service over the summer."

As this issue went to press, the railway confirmed that the Waterman Heritage Trust's Class 25 D7659 would be visiting, arriving July 17 and staying until the diesel gala weekend of September 16/17.

GWR 0-6-0T No. 7754 simmers at Corwen after arriving at the new terminus during a test run on June 24. DOUGLAS HEBSON/LR

Great Train Robbery 60th anniversary event at Quainton Road

THE Buckinghamshire Railway Centre is to hold an event marking the 60th anniversary of the Great Train Robbery on August 6.

On August 8, 1963, a violent gang used false train signals to stop a mail train from Glasgow to Euston between Leighton Buzzard and Cheddington and stole £2.6 million in bank notes. Several members of the mail train crew were attacked by the gang, including driver Jack Mills, the engine driver, who was left with a serious head injury and died seven years later.

Inside information

The scene of the robbery is only 11 miles away from the centre at Quainton Road, and many members of the gang stood trial in nearby Aylesbury.

Since 2008, when the centre's Travelling Post Offices were first opened to visitors, the TPO Group has held a Moving the Mail event most years in August, and the robbery will be this year's theme.

A retired detective superintendent recently undertook a thorough review of the evidence gathered in 1963 by the Metropolitan and British Transport Police and the Post Office's Investigation Branch and reached new conclusions regarding the source of the inside information that led the gang to target the train. His findings will feature in a presentation to be delivered during the event.

'Important'

Exhibits include a diorama of the scene of the robbery at Bridego Bridge on the West Coast Main Line and a tableau showing a corner of the kitchen at Leatherslade Farm, the robbers' hideout, with a gang member playing Monopoly with 'real' money.

A BRC statement said: "We are holding this event to help educate anyone who is interested to learn about it. Although it is a very emotive topic, as it is obviously very upsetting for some to hear about such a violet attack on postal staff, we believe it is an important part of railway history and we will be treating it with the respect it deserves."

Castle No. 4079 leads Hall No. 4953 towards Ongar at Pensons Lane on June 24. PETER BERRY

Castle helps crown Epping's Western gala as 'best to date'

By Owen Hayward

THE lure of a Castle class 4-6-0 in its centenary year has not run thin, and this was evident for all to see as crowds flocked to Essex for the Epping Ongar Railway's Great Western Extravaganza steam gala over June 23-25, when visiting No. 4079 *Pendennis Castle* was the headline attraction.

With the fire not long dropped following its appearance at Tyseley Locomotive Works the previous weekend (News, pages 50-53), the GWR's rival to *Flying Scotsman* arrived at North Weald on the evening of June 19. Two days later it steamed into Ongar during its acceptance and gauging run, arriving at what may be the furthest point east a member of the class has ever travelled.

"To be able to secure the visit of a star such as *Pendennis Castle* was a fantastic achievement for us," said rolling stock manager Tony Goulding.

"I'm very grateful to both the Great Western Society at Didcot for fitting us in to its busy schedule this year and to Jonathon Jones-Pratt for Pannier No. 9466 with its Steam on the Met connections.

"A busy week in the lead-up, it was a fantastic event and I'd like to thank all the volunteers for their work, especially given the high temperatures over the three days."

London connection

As the closest heritage line to the capital and operating over former London Underground Central Line rails, the fleet line-up had a passing city flavour to it, with No. 4079 first being allocated to Old Oak Common depot, much like class prototype No. 4073 *Caerphilly Castle*, the latter having been handed over to the Science Museum and National Collection at Paddington on its withdrawal in 1961.

WR Hawksworth 0-6-0PT No. 9466 visited from the West Somerset Railway; the visit had been deferred from its intended appearance at last year's EOR 10th anniversary event due to firebox issues. Although never a London engine itself, examples of the 9400 class were based at Old Oak Common, and in the heritage era No. 9466 became a staple of the defunct 'Steam on the Met' specials.

Bill Parker's GWR small prairie No. L150 (GWR No. 5521) was also a regular sight on these trips in the final years and was also out on June 23/24, resplendent in its London Transport lined maroon livery.

Offering a comparison between two powerful GWR express 4-6-0s, EOR resident Hall class No. 4953 *Pitchford Hall* completed the line-up of main line types.

On June 24, the steam tally was brought up to five working locomotives – the most the EOR has run for some years – when resident Hawthorne Leslie 0-6-0ST No. 3437 *Isabel* was in action operating shuttles into Epping Forest with a Class 117 DMU trailer in tow.

More than 1200 people visited over the weekend, which the railway reported as being its most successful steam gala to date, with gradients as steep as 1-in-56 putting locomotives through their paces.

West Somerset-based Hawksworth pannier No. 9466 crosses Cripsey Brook viaduct as it departs Ongar, bound for North Weald, on June 24. OWEN HAYWARD

Hawthorn Leslie No. 3437 *Isabel* leaves North Weald with a shuttle to Epping Forest as No. 4953 *Pitchford Hall* awaits its next duty in the adjacent platform. OWEN HAYWARD

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Terrier on the turntable: *Boxhill* goes on show

ON June 16, the only surviving example of an a LBSCR 0-6-0T A1 'Terrier' reappeared in the National Railway Museum's Great Hall at York after an absence of two decades.

Built in 1880, No. 82 *Boxhill* was never rebuilt as an A1X, whereas all other preserved 'Terriers' were with No. 72 *Fenchurch* at the Bluebell Railway being 'retro-converted' cosmetically during overhaul in 2001 to give the appearance of the original design of the class.

For the last 20 years, *Boxhill* has been incarcerated in the NRM's learning platform (sometimes referred to as 'timber dock'), where it was not normally accessible to the general public, a platform, fencing and rolling stock partially obscuring it.

As part of a shuffle of exhibits within the museum, required while roof repairs take place during renovations to Station Hall, *Boxhill* was removed from its previous location by lorry and moved into the Great Hall, where it took centre stage on the turntable.

Around it were several other pre-Grouping locomotives including Lancashire & Yorkshire 2-4-2T No. 1008, NER 2-2-4T No. 66 *Aerolite* and LSWR Beattie 2-4-0T No. 30587, some venturing outdoors for the first time in years.

Over the coming months, several other exhibits from the collection will be moving between York and the Locomotion museum at Shildon, with discussions taking place between the NRM and heritage railways and museums about potential external loans. Exact details as to which assets will be moved and which will not be involved could not be confirmed at the time of *Heritage Railway* going to press.

On public display in the Great Hall for the first time in 20 years, Terrier No. 82 *Boxhill* sits on the turntable for all to see. NRM

J21's progress is 'on track' for Stockton & Darlington bicentenary steaming

THE unique NER 0-6-0 J21 No. 65033 is making good progress, with the new tender now in the final stages of assembly at Locomotive Maintenance Services Ltd in Loughborough.

Supporters can 'look forward to demonstrable progress on the engine itself this winter', according to Toby Watkins, chairman of the Locomotive Conservation and Learning Trust.

"Some time ago I described the locomotive's restoration as being more akin to bringing it back from the dead," he said. "I am well aware that we have been somewhat quiet of late, but this is symptomatic of where the restoration is at right now. In short, the extensive refurbishment or replacement of all the required parts does not make for exciting reading, but it is a very necessary and expensive part of the project.

"Our agreed strategy with LMS is that once we start with frame assembly later this year, the rebuild will continue unhindered. Our fear has been having to stop while specialist sub-contractors work on this or that part; it is easy to build up a substantial delay that way and so the focus has been on getting every single part ready, whether in-house or off-site."

Although recent factors such as the Covid-19 pandemic and the war in Ukraine have had an impact on the overhaul progress, the recent award of a £213,000 grant to Stainmore Railway Company and the LCLT partnership towards delivering a Stockton & Darlington Railway bicentenary project in 2025 (as reported in issue 306) has given further impetus to see this class's sole survivor return to steam.

The event will see steam run on genuine S&DR metals and should it be ready in time, No. 65033 may well be the oldest North Eastern locomotive in service.

Recent progress has seen new splashers assembled for the leading driving wheels, while the boiler awaits the fitting of a new front tubeplate firebox backhead and foundation ring. These components are on hand and ready, just awaiting time from the workshop staff at LMS.

The inner firebox has been formed but requires further work before that can be fitted.

The new tender tank is completed and stored while it awaits lifting onto the rolling chassis, which is expected to take place soon.

Right: The new backhead sheet is ready to be fitted to the firebox. At the opposite end of the boiler, the tubeplace is also ready and waiting to be fitted. LCLT

New splashers have been made for No. 65033. LCLT

Update on Furness No.20

THE Blaenavon Heritage Railway announced on June 16 that work to repair 0-4-0 Furness Railway No. 20 was under way following its failure there on May 20.

The front bufferbeam was taken off, allowing for the pistons to be removed from the cylinders, in turn facilitating the inspection of the block. Engineers reported that no damage was discovered.

Work has started on repairing one damaged piston and crosshead to ensure that a similar failure – the exact details of which have not been disclosed – will not occur again.

It is hoped that once repairs are completed, further running dates with No. 20 will be secured to allow it to still appear in service at the BHR.

Dates will be announced once they are agreed following the locomotive's return to service.

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Alford Valley services resume for public after six-year wait

By Hugh Dougherty

PUBLIC trains returned after six years to the 2ft gauge Alford Valley Community Railway on Saturday, July 8, with volunteers pledging to run every weekend up to October.

Restarting services on the line, which connects Alford station – the former terminus of the Great North of Scotland branch from Kintore, which closed to goods in 1966 – with Haughton Park, just under a mile away, is the result of hours of planning and hard physical work by members of the community charity, which took over the line in 2021 after reaching agreement with Aberdeenshire Council.

Vice chairman Karl Stevens said: "We've been pulling out all the stops to get back in action this summer. We have 70 members of the community benefit society, which owns the line, and, of course, we have charity status.

"All spring, we've had 12 to 18 volunteers of all ages out, hard at work on the buildings and track. The locos, both steam outline diesels and rolling stock, have been overhauled, and thanks to a sustainability grant of £50,000, we've had plastic sleepers delivered. They will last for 50 years without maintenance and we have a rolling programme in place for wooden sleeper replacement, which will keep us more than busy over the winter."

Trains will be diesel-hauled this season, with *Bra Lass* and *James Gordon* in traffic. The line's safety case had been signed off by the Office of Road and Rail following an on-site inspection, and apart from recommendations such as providing warning signs on both sides of a crossing, all was found to be in order.

Karl added: "It's been a lot of work for us all but very satisfying, and we reopened on the same day that Grampian Transport Museum (next door) celebrated its 40th anniversary. We have plans to bring steam back in the longer term but operating the summer season is our real focus."

Alan Keef steam outline 0-4-0T No. 63 of 2001 *James Gordon* sits at Alford station platform, ready to take a one-coach train to Haughton Park, with the engine shed behind. AVCR

Small engines take centre stage at Bury

THE East Lancashire Railway celebrated the smaller examples of steam and diesel traction on June 10/11 after a six-year hiatus.

The Small Engines Gala brought out 11 of the railway's four and six-wheeled locomotives normally only found on shunting duties and special services, with North Yorkshire Moors Railway-based Cockerill steam tram 0-4-0VB *Lucie* appearing courtesy of owner Paul Middleton.

One BR Class 03 and three Class 08s were in service, with Class 14 0-6-0DH D9531 *Ernest* working the main trains with Lancashire & Yorkshire Railway 0-6-0ST No. 51456. In the final days before the weekend, Hudswell Clarke 0-6-0 diesel D4002 *Arundel Castle*, a former Manchester Ship Canal Company shunter, was returned to service following a valiant effort by engineers to repair an axlebox that had run hot during testing.

A regular and popular fixture of ELR galas, shunting demonstrations took place outside Bury Transport Museum with *Lucie*, LYR 'Pug' 0-4-0ST No. 11243, and 4w Sentinel No. 7232 *Ann* on rotation, while shuttles over the 'ski jump' on the Bury to Heywood section ran with other locomotives.

The event was organised by Callum Porter and Liam Barnes. Callum said: "The idea of kicking the small engines event off really came from the fact that we have so many to offer from our home fleet now; with two 0-4-0 steam locomotives and three 0-6-0s, it made sense to do one now while we can. The ELR used to run one every year and hopefully that will now continue after a six-year break.

"Visitor numbers were very good considering the blistering heat, Saturday being the busiest day, which is to be expected.

"We worked hard to ensure D4002 worked trains over the weekend and it performed faultlessly. In the past, the loco has always had issues with its right-hand intermediate axlebox running hot and after a test run a few weeks before, we realised the locomotive had to be lifted to sort this issue once and for all. A two-day job was all it took to strip, lift, repair and reassemble the locomotive, and it seems to have done the job. It hasn't worked a passenger train for some years, so it was well-received by the public and the staff alike."

LYR Pug No. 11243 pilots *Lucie* over Brooksbottom Viaduct and the River Irwell below with the 2.10pm departure from Bury to Ramsbottom on Saturday, June 10. DAVID MOGG

Above: The crews of *Ann* and *Lucie* pause for a photo in front of the sentinel. In the middle is Paul Middleton with event organisers Callum Porter (to his left) and Liam Barnes (to his right). CALLUM PORTER

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Ivatt 4MT 2-6-0 No. 43106 passes unexploded bombs at Hampton Loade station on June 25 during the Forties Weekend. A regular choice for working overnight trains, these will also return at the Autumn Steam Gala. JOHN TITLOW

Return of the Severn Valley's Forties Weekend – and overnight gala trains!

THE Severn Valley Railway returned to the 1940s during June 24/25, running an intensive steam service with all stations decorated as they would have been during the war, complete with reenactors. Many passengers entered into the spirit by dressing up in clothes from the period.

Four locomotives and four trains ran over the weekend, although only GWR pannier No. 7714 was built prewar, in 1930. The three others were built postwar: 1946 Bulleid West Country Pacific No. 21C127 *Taw Valley* in its new wartime black livery; BR Standard 4MT 4-60 No. 75069 (built in 1955); and Ivatt 4MT 2-6-0 No. 43106 (1951).

For the first time for a while, there was an early-morning departure from Bridgnorth, at 10.20pm. Eight full return workings took place, six from Kidderminster and two from Bridgnorth, and loadings were generally good.

'Right time'

Meanwhile, the SVR will bring back overnight services at its September 14-17 Autumn Steam Gala. One train will operate multiple return trips along the 16-mile line on the Friday and Saturday nights of the event. Managing director Jonathan 'Gus' Dunster said: "Overnight running at steam galas has long been something the SVR is renowned for. We paused it for a few years because of the pandemic, but now the time is right to bring it back."

Travel on the overnight services will be included in the day ticket price, although passengers will need to have tickets for two consecutive days to cover the timeframe.

Originally planned as a three-day event, the success of the spring gala has led to the inclusion of an extra preview day on Thursday, September 14, which will include at least three steam-hauled services. Negotiations for three guest locomotives are currently underway. Book tickets now at svr.co.uk

The world of Harry Potter may be make-believe, but the delight of Kent & East Sussex Railway volunteer Geoff Colvin was very real when he received the country's top volunteer award in a glittering presentation ceremony and dinner at Warner Brothers' The making of Harry Potter studios in Leavesden, Hertfordshire, on June 7. Geoff, who was appointed chief stationmaster last year, received the coveted trophy after winning an annual public poll for the country's tourism superstar, held by VisitEngland in partnership with The Mirror newspaper. Preserved GWR 1937-built No. 5972 *Olton Hall*, better known today as *Hogwarts Castle*, provides an appropriate background as Geoff proudly clutches his trophy after receiving his award from compère Alex Polizzi (left) and VisitEngland chief executive officer Patricia Yates. VISITENGLAND/DANIELA LUQUINI

Book festival at Winchcombe

THE Gloucestershire Warwickshire railway is to stage a book festival in the Tim Mitchell Building at Winchcombe between 10am and 4pm on Saturday, September 23.

Several popular authors and resident writers including Mary Lay, David Aldred, Neil Parkhouse, Humphrey Gillott, Stephen Done and Elizabeth Eyre will be on hand to sign books, and children can listen to readings from their favourite authors. To book, visit www.gwsr.com

Help Sittingbourne replace old platform for new access-friendly structure

AN old platform built from reused sleepers is set to be replaced with a newer, longer-lasting structure that will also improve disabled access to Sittingbourne & Kemsley Light Railway services.

The platform at Sittingbourne Viaduct station, located at one end of the two-mile 2ft 6in gauge line, is too narrow and low to enable a ramp for wheelchair access onto trains.

The SKLR wants to replace this with a fit-for-purpose platform that will be higher and wider, meaning it can accommodate those with such needs aboard its services.

However, with no vehicular access to the station, materials must be brought in by rail from the opposite end of the line, situated in the Bowaters Paper Mill complex.

As a result, the possible use of a modular concrete construction is being investigated, which will be in keeping with the industrial theme of the railway.

The railway is also appealing for donations to help complete the boiler overhaul of its Bagnall 0-6-2T locomotive No. 2624 *Superb*, which was withdrawn in 2019 for boiler overhaul. It is hoped to return *Superb* to service by early 2024 as Kerr Stuart 0-4-2ST No. 4219 *Melior* will be withdrawn during May 2024 (*Melior*'s centenary year) and otherwise leave fellow Brazil No. 886 *Premier* as the only operational steam locomotive.

It is estimated that completing the boiler work will cost about £25,000, with much of its being carried out in-house at Kemsley Down. To date, the tubes, stays, foundation ring and inner firebox have been removed, with a new inner firebox wrapper and end plates, fabricated by SKLR head of engineering Michael Fuller, ready for riveting.

The funding will enable the procurement of rivets, stays, tubes and other materials required to complete the boiler.

To support either project, visit justgiving.com/sklr and enter the name of the project you wish to support in the comment field when making your donation. For other methods, email info@sklr.net

A legendary late summer visit for the Nene Valley

By Owen Hayward and Tim Hobman

ITS origins lie in the London & Birmingham Railway (later LNWR), but the Nene Valley Railway will be going Great Western when it welcomes new-build GWR Saint 4-6-0 No. 2999 *Lady of Legend* for a two-week stay.

Running over the weekends of September 9/10 and 16/17, Wansford may be the furthest east that a member of the Saint class has ever travelled. It will take part in several special trips, including an evening fish-and-chip train running as 'The Cambrian Coast Express' and a pasty and pint service as 'The Cornishman', which will be followed by a live music set.

A limited number of driver experience courses will offer options from both the NVR's steam starter experience course, with an hour of both tuition and practical footplate experience, and the freight driving alternative, on which participants alternate driving a shorter section of line with a ride behind the locomotive aboard the NVR Wagon Group's express freight consist. Dates for the former are to be confirmed, while the freight experience is set for September 8. A full day's photographic charter with the freight set will also run on a date yet to be announced.

Wagon museum opens

On the evening of June 2, the wagon group invited guests and supporters to the NVR's Peterborough station to share in the opening of its new museum. The idea for a space dedicated to wagons and freight traffic on British Railways was first conceived by wagon group founder Paul Foxwell. That enthusiasm was shared with current group leader Tim Hobman, with the ambition to educate visitors and further the group's cause.

It was felt that the story of goods traffic had somehow been lost in heritage circles and so an exhibition dedicated to all aspects of moving freight should help to not only explain what was once commonplace on Britain's railways, but also hopefully gather more support for freight in preservation.

Sadly, Paul was diagnosed with terminal cancer in May 2016 and died a month later, but in one of the many chats he and Tim had beforehand, it was promised that Tim would continue the work with the wagons and the museum.

"Unfortunately, the loss of my best friend hit me hard and for a time I had little enthusiasm for many things," Tim said. "However, in May 2020 I began work on researching material for the museum. From here followed a three-year, one-man crusade to create a space that would inform, educate, interest and inspire the visitors to the NVR, but most importantly be a space that Paul would be proud of."

The museum was opened following a short speech by Tim, with the cutting of the ribbon performed by former NVR wagon manager Norman Pannell and former BR wagon fitter Gordon Maslin. The group had spent the months leading up to the event restoring many of the wagons in the bay platform at Peterborough and created information boards for each wagon.

As the ribbon was being cut, Class 45 Peak No. 45041 *Royal Tank Regiment* arrived in the platform with the demonstration goods train and carrying the headboard 'The Foxwell Freighter' in honour of Paul. His mother and sister, who attended the event, were suitably touched by the gesture.

Also at the event were members of the former NVR wagon group who were instrumental in acquiring many of the wagons for the railway in its earlier days.

"It was an honour that so many notable figures attended to support my work and that of the group," Tim added.

The museum, which is housed inside BR Banana Van No. B881987 in the bay platform at the NVR's Peterborough terminus, will open to the public on every day that services run, with free entry.

Orton Mere restoration

Meanwhile, Tim has also began the lengthy task of repairing Orton Mere signalbox, which was torched during a spate of attacks in the area during the early hours of March 13.

Two local schoolboys raised £14752.46 towards the repair after completing a sponsored walk of the length of the line from Peterborough to Wansford, as reported in *Heritage Railway* issue 305.

With the 'box out of action, it has impacted some planned two-train workings as services have not been able to pass using the loop there.

NVR Wagon group leader Tim Hobman spoke about his personal connection to the new wagon museum during the opening ceremony on June 2, with the project having been started by former group leader and personal friend Paul Foxwell. EMMA JOHNSON/NVR

In memory of the late Paul Foxwell, who was responsible for founding the NVR wagon group, Class 45 No. 45041 wore a specially made headboard for during the opening of the wagon museum. EMMA JOHNSON/NVR

With funding in place, Tim's firm, Handy Hobman, has been contracted to carry out the repairs, which has seen much of the wood burned during the arson attack removed and replaced.

The amount of work completed on the signalbox as we closed for press was just past the halfway point, with the inside nearly finished and the externals to be started on soon afterwards.

GWR Saint 4-6-0 No. 2999 *Lady of Legend* will visit the Nene Valley Railway this September, working trains over two consecutive weekends. OWEN HAYWARD

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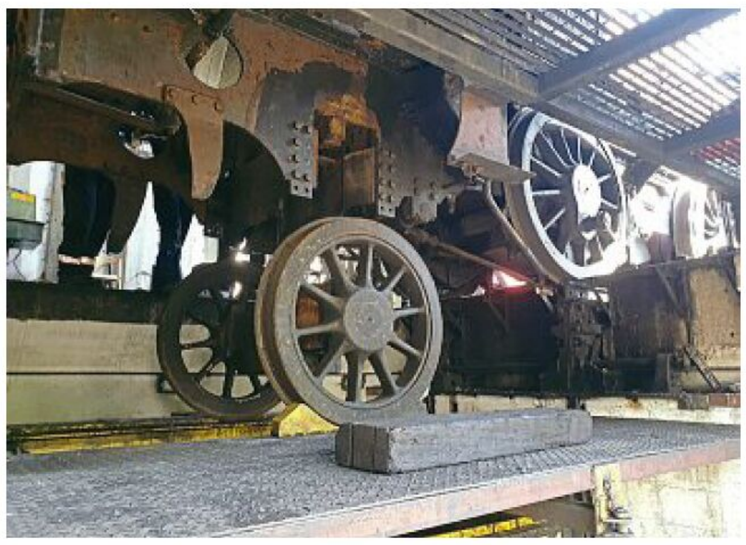


Above: The radial truck for Lambton, Hetton & Joicey Collieries No. 5 was removed on June 14 to allow for an inspection. Now at scrapping size, it will require replacement. PHIL AKESTER

Right: Once shedmates at Lambton Hetton & Joicey Collieries, Nos. 5 and 29 were positioned side by side in the Grosmont yard, offering a taste of what lies ahead for No. 5. PHIL AKESTER

Axle dropped for Lambton Colliery tank No. 5

JUNE14 saw work resume on the overhaul of Lambton, Hetton & Joicey Collieries' Robert Stephenson and Hawthorn 0-6-2T No. 5, which is owned by the Lambton Locomotives Trust and is undergoing overhaul on the North Yorkshire Moors Railway.

Withdrawn for overhaul in 1997, with mechanical work being one of the major areas for focus, the partially dismantled locomotive was moved into the workshops to facilitate the removal of the rear radial truck, which had run hot on its last outing.

Now removed, the axle can be inspected and a plan formulated for renewal as the bearings are now at scrapping size. A similar job was undertaken on fellow LH&JC Kitson 0-6-2T No. 29 during its overhaul in 2003.

As No. 5 is being worked on by the NYMR engineering team, time working on it must fit around the maintenance and overhaul of locomotives capable of working the standard eight-coach trains.

With interest high among some of the workshop staff, several stayed on voluntarily to carry out the wheeldrop, which has been a priority job on the list.

Following the removal of the rearmost axle, Nos. 5 and 29 were positioned side by side in the yard at Grosmont for the first time in many years, providing a tantalising teaser for what lies ahead for No. 5.

An additional area of concern is the left-hand valve face, which is badly worn and requires assessment to gauge whether it can be successfully repaired.

If not, a new block will need to be cast – an expensive job which was required for No. 29 in 2017 and cost about £35,000.

Although the trust has drawings for the Kitson, which were used to make the pattern, it does not have any drawings for the Robert Stephenson & Hawthorns-built cylinder pattern No. 3377 used on No. 5 and therefore has appealed for anyone who may be able to help or has a copy of this design to email secretary@lambtonlocomotivestrust.co.uk

The blocks between the two locomotives are not identical, with differences in valve spindle positions being one of the major variations that prevent the use of the existing pattern. The trust will be looking at whether this pattern can be modified, should a new block need to be cast.

With the locomotive dismantled after lockdown, the boiler has been detubed and will require a full overhaul. The coal bunker will require full replacement, as too will the smokebox. The water tanks have degraded but it is hoped that they are salvageable, with an inspection to take place. Tyres on the wheelsets are good and will require only turning.

Class 143 'Pacer' No. 143623 at Leeming Bar station. WR

Class 143 Pacer back in service at Wensleydale

THE Wensleydale Railway's Class 143 'Pacer' No. 143623 has returned to traffic. The two-car DMU arrived at the Wensleydale Railway in July 2021 from its previous home in South Wales.

No. 143623 started service with the Tyne and Wear Passenger Transport Executive in the mid-1980s and was later transferred to Transport for Wales. It was one of the last remaining Pacers in operation until it was withdrawn in May 2021, ending more than 35 years of main line Pacer operation.

The Wensleydale Railway has repainted 143623 in Regional Railways livery, carried out various repairs, and completed driver familiarisation training. It is now in operation alongside the railway's Class 142 units, running services between Leeming Bar and Leyburn, and also on Leeming Bar to Scruton shuttles.

Wensleydale fundraising and marketing manager Nick Keegan said: "The 143 Pacer is a great addition to our heritage diesel fleet. It's economical to operate and with comfortable seating, large windows and a toilet, is well-suited to provide visitors with an enjoyable experience when travelling on our railway."

Manston set for Bluebell's giants weekend

SOUTHERN Locomotives Limited's SR 4-6-2 West Country class No. 34070 *Manston* has been announced as the first visitor for the October 13-15 Giants of Steam gala taking place at the Bluebell Railway.

Manston was the last Southern locomotive built before Nationalisation when it rolled out of Brighton Works in November 1947, and it was also the last light Pacific to be numbered under Bulleid's 21C system as No. 21C170.

Resident on the Swanage Railway, it is currently being run in BR weathered condition, which has been well-received by photographers and the public. When new smoke deflectors were fitted earlier in the year, the paintwork was carefully matched with the weather-worn condition of the air smooth casing.

Further details of the event, including additional guests and the home fleet line-up, were still to be confirmed.

Pioneering Ford diesel ready for its centenary restoration

By Geoff Courtney

A ground-breaking diesel locomotive that was saved for preservation more than five decades ago after a working life at Ford's Dagenham factory is set to be restored in time to celebrate its 100th birthday.

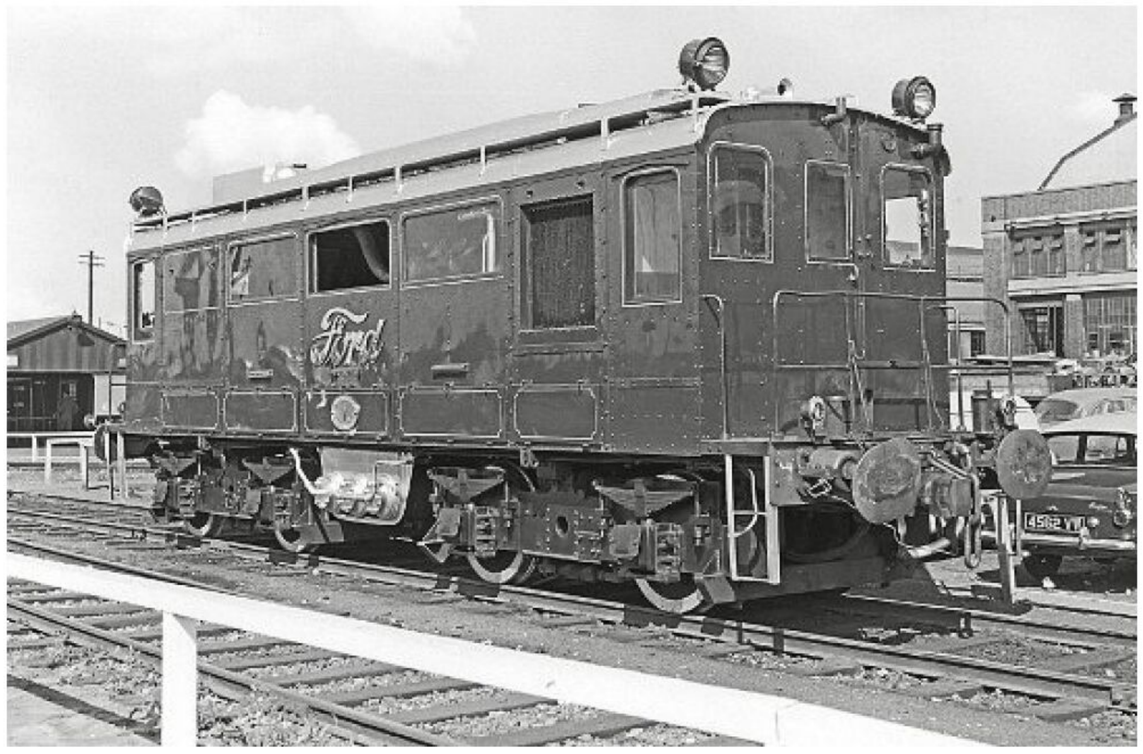
The iconic Bo-Bo is part of the diesel fleet at the Kent & East Sussex Railway, where it arrived two days after its withdrawal by Ford in 1966, and such is its standing that the line's general manager, Robin Coombes, describes it as having "unparalleled status" within the preservation movement.

It was built by British Thomson-Houston of Rugby in 1931, and owed much of its engineering specification to an American design of 'switcher' shunter locomotives that were launched at Ford's American plant in 1925, making it the UK's first diesel-electric locomotive.

The 150hp locomotive was manufactured by WH Allen of Bedford, and the completed engine was delivered to Ford in 1932 as No. 1 to operate between the company's jetty on the Thames and the Tilbury main line. After a busy service life of 34 years, it ran its last train in July 1966 and just two days later was on its way to the KESR and a new life in preservation.

In February 1972, two years before the KESR partly reopened as a heritage line between Tenterden and Rolvenden, it hauled the last train from Robertsbridge to Bodiam prior to the track being lifted, and by 1986 was usually found on PW trains as the revived line was gradually extended from Rolvenden to Northiam and then to Bodiam.

Following some restoration work, it returned to operational duties in 2000 but has been used only sparingly since due to its age and iconic status.



Trail-blazer: Ford diesel-electric No. 1 looks in fine fettle at the company's Dagenham site in Essex on May 16, 1961. The pioneering Bo-Bo was built by British Thomson-Houston in 1931 and delivered to the car maker the following year. After withdrawal in July 1966, it became part of the stable of the then nascent Kent & East Sussex Railway, where it has become a preservation icon. Plans have been announced to restore the locomotive with a view to it returning to service in time to celebrate its 100th birthday. TRANSPORT TREASURY/RC RILEY

Now the time has come for major work, and after leading a meeting at the KESR Tenterden base last month to kick-start the restoration project, Robin said: "The historical weight carried by Ford No. 1 is truly remarkable. As the very first UK diesel-electric locomotive, it holds a revered place in the annals of railway history, and its transatlantic engineering collaboration and strong ties to Ford and Dagenham further amplify its unparalleled status."

He said that tracing the lineage of UK diesel-electric development back to Ford No. 1 was a captivating journey that travelled across the Atlantic, linking to Ford's rich American heritage and the innovative railroad practices of the time.

"The pioneering spirit and technological advancements embodied by the 'Ford' have indelibly shaped the landscape of diesel traction in the UK," he said.

"Whether we marvel at the powerful Deltics, the iconic HST, or the legacy of other remarkable diesel-electric locomotives, we can trace their origins back to the pioneering footsteps of Ford No.1."

Project spokesman Derrick Bilsby told *Heritage Railway* that the first stage of the process would be an assessment on the condition of the locomotive: "This is important for all concerned to understand both the time the restoration will take and the cost. Once this has been established, we will be in a position to understand the feasibility, timeframe and outline costs to initiate the project."

He said the work would entail a top-to-bottom overhaul, with as much as possible being carried out in-house. The start date would depend on funding, he added, and a public appeal will be launched. "Everything is at a very preliminary stage, but we expect to complete the restoration in time for the locomotive's centenary in 2031," he added.

Wolds line prepares for drive south

MAJOR works are now taking place at North Thoresby station as a key part of the Lincolnshire Wolds Railway's plan to extend the line south towards Louth.

Services are at present operated in push-pull method between Ludborough and the northern terminus of North Thoresby.

The construction of a new run-round loop will allow for the locomotive to come off the front of the train at North Thoresby, onto the run-round, and be reconnected at the rear, ready to take the train back southward. The platform at North Thoresby will also be extended by a further 90 yards to accommodate the new track layout. The project is expected to cost about £82,000.

Elsewhere, the three-quarters-of-a-mile extension south from Ludborough to Pear Tree Lane is now almost complete.

A second run-round loop will be constructed here, which will enable locomotives to change ends at both the north and south termini.

"The outlay for materials and contractor's costs will be about £158,000 and the work is expected to take between 12 and 18 months to complete, subject to funds becoming available," said Leyland Penn, chairman of the Lincolnshire Wolds Railway Society.

"We have made huge progress over the last couple of years and all this work has been made possible thanks to the generosity of our benefactor's donations to the society and the work carried out by the volunteers at the LWR.

"The next hurdle in the plan to bring the railway back to Louth will be to reinstate the level crossing at Pear Tree Lane, which we estimate will cost in excess of £500, 000.

Barclay 0-4-0ST No. 1964 of 1929 *Spitfire* at North Thoresby station. KRISTIAN BRISTOW/LWR

"Looking further ahead, when we get to Louth, it will be possible to have trains running from the north and south, passing at the Pear Tree Lane loop. What an exciting prospect that will be!"

➜ To donate to the Making Tracks for Louth appeal, visit www.lincolnshirewoldsrailway.co.uk/fundraising/extending-the-line

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Above: On June 18, No. 34072 *257 Squadron* passes under Fairview Lane bridge at High Rocks with a train for Tunbridge Wells West. OWEN HAYWARD

Left: Hunslet Austerity conversion No. 2890 adopted the BR identity of the Bluebell Railway's SECR C class for the weekend. Running as No. 31592, it crosses Lealands with a train for Tunbridge Wells West. OWEN HAYWARD

Family connection at Spa Valley's Southern gala

By Owen Hayward

THE Spa Valley Railway's Scottish Steam Up of April 2022 will always be a hard act to follow, so the line did not hold back when it came to this year's big event, the Southern Steam Weekend on June 17/18, which saw no less than five locomotives running – including two rarities, with one having a personal connection to commercial and finance manager Jonnie Pay.

Making a rare voyage away from home in very much literal terms was BR Ivatt 2MT 2-6-2T No. 41313. Owned by the Isle of Wight Steam Railway, it was restored under contract at the East Somerset Railway in June 2017.

It has not returned to the UK mainland since crossing the Solent in October 2017 and throughout its working life was shedded at Three Bridges for three months from March 1955, during which it may very well have travelled along the Tunbridge Wells route.

Topping the bill of the line-up was 0-6-0 SECR O1 No. 65, which was making only its second ever heritage era visit away from its Bluebell Railway home, the first being to the Kent & East Sussex Railway in 2009. Jonnie was rostered driver on No. 65 for Father's Day on June 18, a moment he held very dear indeed.

"I remember as a kid seeing this engine running at the Bluebell with my late dad," said Jonnie, "so to spend Father's Day driving this awesome bit of kit made what isn't always the best day of the year for me rather enjoyable."

Caledonian Railway class 812 0-6-0 No. 828 was in light steam around Tunbridge Wells during the weekend, making its first public appearance since being stopped with a hot axlebox last August. Although volunteers had made every effort to complete it in time, as the repairs had not been run in it was restricted to station pilot, but afforded passengers an opportunity to see it up close and look inside the cab.

Trio of 0-6-0s

With converted Hunslet Austerity No. 2890 (which masqueraded as a SECR C No. 31592 for the weekend) also in action, visitors could witness three very different designs of 0-6-0 tender locomotives, together with Nos. 65 being built in 1896 and 828 in 1899 for polar opposite regions.

The fifth locomotive was SR Battle of Britain class 4-6-2 No. 34072 *257 Squadron,* freshly returned from its visit to the KESR.

It will now be visiting the East Lancashire Railway until at least September, with provision for an extension as there is an ambition to run it alongside ELR resident and fellow Bulleid light Pacific No. 34092 *City of Wells,* which is undergoing an intermediate overhaul.

The usual gala occurrences for which the Spa Valley galas have become renowned were in play over the weekend, with trains departing either end of the line at 45-minute intervals. Sunday was rounded off with a triple-header of the three Southern Region locomotives.

However, despite an impressive itinerary, Jonnie reports passenger numbers were not as high as expected.

"Over the whole weekend we carried 612 passengers, which, while good, was not as high as we were expecting, given we had two locomotives rarely seen away from home," he said. "That may have been down to the extremely hot weather putting people off travelling. That said, with the Southern Branch Line theme the weekend following, we were at least able to turn a profit."

SECR O1 No. 65 begins the climb to Groombridge as it peels off from the Southern Uckfield to London Bridge line at Birchden Junction. To its immediate right, the remnants of the once-double track route to Tunbridge Wells are just visible in the undergrowth. OWEN HAYWARD

On June 17, No. 41313 arrives at Groombridge with a train from Eridge. Although the platform here is a preservation era construction, the Ivatt may well have traversed this route during its BR career. EDWARD DYER

Triple celebration for Welshpool & Llanfair

By Owen Hayward

ON July 17/18, the Welshpool & Llanfair Light Railway not only marked both 60 years of operating as a heritage line and 120 years since the line was first opened, but also the return of Franco Belge 0-8-0T No. 10 *Sir Drefaldwyn* after 20 years out of traffic.

Running from Llanfair Caereinion to Welshpool, the 2ft 6in gauge railway once connected to the Cambrian main line, linking farming communities to the market town.

The 8th Earl of Powis, John George Herbert, holds the silver spade during the re-enactment of the 1901 sod-cutting ceremony, with costumed re-enactors and WLLR chairman Steve Clews (right) watching on. The ceremony took place in front of the earl's namesake, Beyer Peacock No. 1 *The Earl*, using the original spade and barrow loaned by Y Lanfa Powysland Museum. The earl also made a presentation to several volunteers who had been involved early in the heritage era. No. 1 and sister No. 2 *Countess* were named in honour of the earl and his wife in gratitude for the support they gave to the line's construction. WILLIAM BICKERS-JONES/WLLR

It was intended to aid economic development in a remote area, but never made a profit. Its first trains ran on April 6, 1903, with the line operated by Cambrian Railways. The original terminus at Welshpool was situated next to the main line station and the first section of the line ran through the town, with services locomotives winding their way through the town's streets, sounding their bell as a warning.

Passenger services were ended by the GWR on February 9, 1931, but the line continued to transport freight until full closure came on November 5, 1956, under BR.

Preservation plans

A group of volunteers and enthusiasts opened negotiations about taking over the line and began raising money to restore it.

In 1959, they began clearing vegetation and the following year formed the Welshpool & Llanfair Light Railway Preservation Company Limited, which leased the line from BR at the end of 1962.

On April 6, 1963, the western half of the line, from Llanfair Caereinion to Castle Caereinion, was reopened as a heritage railway, 60 years to the day after the first public train ran along the line. The WLLR therefore became – after the Bluebell Railway – only the second stretch of railway previously owned by BR to be taken over and operated by a preservation company.

No. 1 *The Earl* sits at the front of a Chattenden & Upnor Railway toastrack carriage, one of the first coaches used on the WLLR in its early heritage era. The original passenger carriages were scrapped after the GWR withdrew passenger services, however, the Admiralty operated a 2ft 6in line in Kent and in 1961 the WLLR acquired surplus carriages and wagons from it. WILLIAM BICKERS-JONES/WLLR

Sadly, the section that ran through Welshpool could not be saved; instead, a new terminus was built at Raven Square on the western side of the town.

In 1972, services were extended to Sylfaen. Eventually, the revivalists overcame what for years was their biggest obstacle, the 1-in-29 Golfa Bank. Nearly a mile in length, the bank was the steepest section of the Cambrian Railways worked by passenger trains.

Raven Square opened to public services on July 18, 1981. A BBC story on March 31, 2008, reported that Welshpool Town Council was to conduct a feasibility study that would look at the possibility of reinstating some of the track back

Getting *Nutty* at Welshpool as rare Sentinel returns

THE Narrow Gauge Railway Museum at Tywyn has gone into partnership with the Welshpool & Llanfair Light Railway – and as a result, the only surviving example of a narrow gauge steam Sentinel has arrived back on the line on long-term loan after an absence of more than 30 years.

Built in 1927 for the London Brick Company at Peterborough, works No. 7701 *Nutty* (named after the driver and fitter 'Nutty' Rowell, who kept it in service for 30 years) is a four-wheeled, vertical boilered and chain-driving locomotive. One of three built, it was originally 2ft 11in gauge and was donated to the NGRM Trust in 1964. It was regauged to 2ft 6in and went on loan to the WLLR for shunting duties until it was withdrawn and returned to Tywyn.

In 1991 it was taken to the Whipsnade Zoo Railway for planned restoration and eventual return to service, but work stalled after it was dismantled. A further transfer to Railworld Peterborough came in 1994, taking it back to a stone's throw away from where it once worked, followed by a move in 1996 to a nearby engineering works, where it was reassembled and cosmetically restored. From there it went on loan to the Leighton Buzzard Railway, where it has been on display at the Stonehenge Works since 2012.

With the links to its past, the WLLR was keen to see *Nutty* return to help celebrate the line's 60th anniversary, and the agreement been a win-win situation for all involved.

Keith Theobald, chairman of the Narrow Gauge Railway Museum Trust, said: "It is good to see this unique loco going to Welshpool, with which it has strong historical links, and where it will gain a fresh audience.

"We are very grateful to our friends at the Leighton Buzzard Railway for looking after *Nutty* so well for the last 11 years."

Leighton Buzzard Railway Preservation Society chairman David Wood said: "It has been a privilege to give *Nutty* a home for more than 10 years, creating extra interest for our visitors, and we are glad to see it go now to an equally suitable location on another of Britain's brilliant narrow gauge railways."

WLLR general manager James Brett added: "It is great that we have been able to get *Nutty* back in Welshpool for this year's big celebrations. We are grateful to the trust for agreeing to the loan and to the people at Leighton Buzzard who have worked very hard to make the physical move possible so quickly."

Nutty departed Leighton Buzzard on June 3 and arrived at the WLLR later the same day. There are currently no plans to restore it for operational use.

The unique narrow gauge Sentinel locomotive *Nutty* is seen after being unloaded following its return to the Welshpool & Llanfair Light Railway. NGRM

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into the town itself, but maybe on a different route.

Celebratory weekend

The two days of celebrations each focused on a different anniversary, with June 17 centred on the revival of the line. A 'Jazz Train' recreated scenes of the 1980s, with a jazz band playing aboard a Bowater Paper Mill wagon. It formed the first public train for freshly overhauled *Sir Drefaldwyn*, currently running in green undercoat but which will receive its final black topcoats soon.

Built as a tender locomotive in 1944 for the German Military Railways, it was rebuilt as a tank engine in 1957 for the Styrian Government Railways in Austria. Seeing little service there, it arrived on the W&LLR in 1969, and once restored it became an ideal locomotive for the line.

WLLR company chairman Steve Clews gave a speech about the line and its hopes for the future – in a similar scene to the opening day of the preservation company in 1963.

"Over the past 60 years, there is no doubt that the railway has become an integral part of the community in both Llanfair and Welshpool," he said.

"It has brought sustainable strength to the local economy, with benefits brought to businesses by visitors to the railway and from the railway's volunteers themselves.

"We have recovered from a number of challenges, learned lessons, and have come out stronger for the experience. Though there will be future challenges, with many outside of our control, I have no doubt that everyone involved with the W&LLR will rise to overcome them.

"I would like to think that everyone involved feels as I do – extremely proud of what we have achieved in the past 60 years and that the railway has a secure and bright future."

The second day focused on the original opening of the railway, with a demonstration goods working featuring one of the line's original locomotives, Beyer Peacock 0-4-2T No. 1 *The Earl*.

At Raven Square, the Earl of Powis recreated the cutting of the first sod from 1901, before a walking tour set off along the disused town section of trackbed.

Many items of the railway's rolling stock collection was out on show over the weekend, with demonstration mixed trains running, including an original 'toastrack' carriage used on the early preservation services and which was on loan from the Sittingbourne & Kemsley Light Railway in Kent, one of very few lines in the UK also built to 2ft 6in gauge.

No. 1 *The Earl* at Llanfair Caereinion with a mixed train comprising Pickering carriage No. 6466 and a selection of heritage wagons. JAMES BRETT/W&LR

Franco Belge 0-8-0T No. 699.01 *Sir Drefaldyn* sits alongside Welshpool Raven Square water tower on its first weekend of public service following its recent heavy overhaul. The green undercoat will soon become gloss lined black. WILLIAM BICKERS-JONES/WLLR

£100K Lottery grant enables NRM to record history of LGBTQ+ railway workers

THE National Railway Museum has been given a National Lottery Heritage Fund grant of almost £100,000 to launch a new project to record the voices of railway workers from the lesbian, gay, bisexual and transgender community for the first time.

THE People, Pride and Progress project, which began in June, will create up to 70 oral history interviews with people from the rail industry to document their experiences and aims to fill a gap in railway knowledge before it is lost. Its launch followed more than three months of research with community groups, industry contacts, museum professionals, leading academics, and experts in oral history.

The rail industry has changed from an often hostile environment for LGBTQ+ employees in the 19th and much of the 20th centuries to a much more diverse and accepting industry, but as a result of historic prejudice, information is not readily available and few personal records exist.

The project has been launched with the support and cooperation of the rail industry, including Network Rail's LGBT+ organisation Archway.

It has also received support from the Friends of the National Railway Museum and ASLEF LGBT+ Representative Committee.

It aims to increase understanding of LGBTQ+ issues, develop a greater understanding of the community's contribution to the railways, and to tell more diverse and inclusive stories.

NRM archives manager Alison Kay said: "The huge shift in attitudes in society and the rail industry over the last 50 years is significant.

"These changes have not been recorded and risk being lost unless these voices and stories are recorded now.

"Our work will be guided by the LGBTQ+ community and the rail industry and will enhance the national collection and our understanding of railway history."

The project will recruit 30 younger LGBTQ+ volunteers currently working in the rail industry. Volunteers will be given professional training to enable them to conduct interviews with LGBTQ+ rail employees who had different experiences in the past.

The grant will also enable the museum to appoint a dedicated oral history archivist to manage the project, which will run until November 2025.

Once collated, the interviews will then be added to the museum's permanent collection.

Updates and results will be shared with the public throughout the project.

The interviews will be available for people to access at all five museums in the Science Museum Group and will be first digital archive to be available in this way.

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Dunrobin, the forgotten loco: now a rolling chassis gain

By John Titlow

FROM Scotland to Kent, Canada and then Bridgnorth on the Severn Valley Railway for a full overhaul and rebuild – Sharp Stewart 0-4-4T *Dunrobin* has led an eventful life, and funding is now available thanks to a grant of £150,000 to complete the work.

Dunrobin (No. 4085 of 1895) was built for the fourth Duke of Sutherland. The third duke had financed the building of the railway from Golspie to Helmsdale, which opened in 1871. He had his own private station built at Dunrobin Castle and negotiated running rights over the Highland Railway to Inverness.

The present *Dunrobin* was not the first to carry this name; the original was a 2-4-0T built by Kitson & Co. When the second *Dunrobin* was built, the original was sold to the Highland Railway in 1895, rebuilt the following year, renumbered 118 and renamed *Gordon Castle*.

BR finally revoked the duke's running rights in 1949, so he sold the locomotive and private four-wheel saloon to millionaire racing driver Captain Jack Howey for static display at New Romney on his Romney, Hythe & Dymchurch Railway.

In 1963, after Howey's death, the locomotive and carriage were sold to Harold Foster, who moved both to Canada. Foster went bankrupt in 1965 and the locomotive and carriage were sold to the Government of British Columbia for $15,000 and displayed at the nascent Fort Steele heritage town near Camloops.

With a rather incongruous air pump fitted by the smokebox, it was steamed occasionally, running round a loop with BR Mk.1 carriage E3733.

Back home

Due to having no historic connections to Canada, in December 2010 both were sold to Beamish Museum for CN$160,000, with the air pump removed before transportation. In May 2011, *Dunrobin* finally returned to British soil and was transported to Bridgnorth shed for assessment and removal of asbestos.

Meanwhile, carriage No. 58A, built for the duke by the Highland Railway at Lochorm works in 1909, arrived a few days before *Dunrobin* and went straight to Beamish, where necessary repairs and a repaint was undertaken. It was used during the 2018/19 season and is now awaiting further works, including roof repairs.

The overhaul of *Dunrobin* has not been straightforward because of unforeseen problems regarding the cylinder block, driving wheels, and the latest issue being the cab, bunker and built-in cab water tanks, which are rotten and in need of replacement – yet another setback.

***Dunrobin* at Fort Steele, British Colombia, on June 10, 1973.** JOHN TITLOW

Initially, the tanks were to be blanked off but such a move would reduce its water capacity and the distance it could work; it is pointless retaining a component that would need replacement during the working life of the locomotive. It has therefore been decided to replace the complete unit, which has now been removed from the frames and all salvageable parts saved.

Moving forward

However, there is considerable progress being made. The frame has been sitting on the frame lift inside Bridgnorth shed while works are carried out on the fitting and alignment of the new cylinder block, which is now completed. The slide bars are now fitted and aligned to the cylinders.

New driving wheels were cast four years ago after the originals were found to have cracks, while the leading axle and tyres were also replaced. The crank axle is original and all axle boxes are machined, axle alignment is completed, and the new Armstrong lubrication pads – which have been specially designed – are fitted.

Breakthrough

With all the above works completed, another milestone was reached on June 7 when the frame was finally lowered onto its wheels by the frame lift inside the shed.

Once again, *Dunrobin* became a 0-4-4T and is now a rolling chassis, making it much easier to move around for works to continue.

New side tanks have been manufactured by the Ffestiniog Railway and are waiting to be fitted. Work is progressing well, with the boiler and firebox inside the boiler shop. The inner firebox is now fitted, and riveting and stay fitting is taking place.

Very little of the original locomotive remains but once the rebuild is completed it will be as good as new, with longevity the ultimate aim.

***Dunrobin* is once again a rolling chassis inside Bridgnorth after being lowered onto its wheels.** JOHN TITLOW

Grantown East heritage centre is on the market

RESTORED Great North of Scotland Railway Grantown East station – which has been converted into a heritage centre, complete with a retail area and event space and restaurant – has been placed on the market.

One of two stations which served Grantown-on-Spey, it was opened by the original Strathspey Railway on July 1, 1863, and closed to passengers on October 18, 1965, and to freight on November 2, 1968

In 2015, Revack Lodge Estate announced plans to develop the Morayshire station site in the Cairngorms Natinoal Park as a heritage centre, the project involving specialist restoration teams overseen and personally financed by owner Karen Blessington. The station reopened as the Highland Heritage & Cultural Centre in 2018, complete with two converted railway carriages to accommodate the restaurant and a café.

However, the centre ceased trading on January 10 this year. A statement said that it was not financially sustainable, not having had sufficient time to established itself before the Covid-19 pandemic struck.

Restored Grantown East station with its carriage restaurant. SAVILLS

The complex, with 14 acres of land, is now being marked through estate agent Savills, which said it has potential for alternative uses.

Chris Thomson, of Savills, said: 'The current owner has invested significant funds and a great deal of care on the restoration of this extremely attractive and characterful leisure project.

"Its A95 roadside location adds to the great potential for a business to thrive here, and to capitalise on the huge number of visitors attracted to the Cairngorms every year."

➜ For details, and price on application, visit https://search.savills.com/property-detail/gbedruedr230033

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The new Baldwin 2-4-2T *Lyn* proudly carries the lamp from the original locomotive. TONY NICHOLSON/L&B

New L&B *Lyn* carries lamp from the original!

FOLLOWING Lynton & Barnstaple Railway's purchase of the lamp carried by the line's original 1898-built Baldwin 2-4-2T No. 762 *Lyn*, it was carried – for one day only – by the heritage line's replica.

The 762 Club successfully bid for the first *Lyn*'s 20in-high original lamp at a Great Central Railwayana auction on June 3.

It was carried on the new *Lyn* at Woody Bay on June 11 – the first time that an original Lynton & Barnstaple lamp has been carried on the route since the track was lifted in 1936. Photographic evidence has suggested that the lens was cracked at some point between the last time the original *Lyn* headed a service train on September 28, 1935, and the auction of L&B equipment on November 13, 1935.

The lamp was displayed for many years in the now-closed Winchcombe Railway Museum in Gloucestershire.

First steamed on July 8, 2017, *Lyn* is finished in the colours and configuration of the original *Lyn* after returning from overhaul in 1929.

The new locomotive made its public debut at the line's September 2017 gala.

The Lynton & Barnstaple Railway celebrated the 125th anniversary of the official opening of the railway on May 11, 1898. Kerr Stuart 0-6-0T *Axe* (left) and new Baldwin 2-4-2T *Lyn* are pictured carrying special headboards at Woody Bay on May 13 to mark the occasion. TONY NICHOLSON/L&B

Cosmetic progress on 'retired' Manx locomotives ahead of celebrations

THE cosmetic restoration of Beyer Peacock 2-4-0T No. 5 *Mona* continues apace at Port Erin station – as Isle of Man Steam Railway Association volunteers prepare the locomotive for static display during the July 23-30 Transport Festival, which will celebrate both the 150th anniversary of the steam line and 130th anniversary of the Manx Electric Railway.

Cab fittings have now been refitted, including the new pressure gauge, which was a lucky find on eBay. A broken glass pane in the fireman's side rear window has been replaced and refitted, while the brass dome cover has been polished up to remove more than 50 years of grime that had accumulated on it.

Body filler was being applied and smoother ahead of the final coats of spring green top coat, following which the black and white lining will be applied.

The iconic numeral on the back end will be replicated from a tracing taken of the original that had been applied in 1967. The name and number plates have been attached to the water tanks.

The bodywork of 2-4-0T No. 5 *Mona* had been treated with body filler by mid-June, ahead of the final spring green top coats being applied. The name and number plates have also been fitted to the water tanks. GRANT TAYLOR/IOMSRA

Fellow Beyer Peacock No. 9 *Douglas* is also undergoing cosmetic restoration. It was hoped that this too will be ready for display at the week-long festival, however, the boiler (removed in 2020 for asbestos removal) will not be lifted into the frames until later in the year, after which a start on final reassembly can be made. The cylinder covers have been removed, straightened, cleaned and brought up to undercoat, and the inside of the frames have also been painted.

Plans to refurbish Grade II Keighley station lodged

NETWORK Rail has submitted a planning application for the full refurbishment of the Grade II-listed Keighley station to Bradford Council.

The station, built in 1883-85 and designed by Midland Railway architect Charles Trubshaw, not only serves the Airedale Line but also acts as the northern terminus of the Keighley & Worth Valley Railway.

The condition of the Bradford Road station has prompted criticism in recent years, but NR, which announced the project four years ago, has since said that £9 million of funding for the refurbishment has been ringfenced.

The project includes repairs to the bridge over the KWVR, strengthening footbridges over the lines and a full refurbishment of the main station buildings.

The application states: "The works are necessary to ensure the railway can operate safely, without the risk of falling debris from loose masonry, timber or glazing. In our opinion the proposals would enhance the historic appearance of the station."

Tanfield legends

Words and pictures by Dave Wilson

TANFIELD Railway's Legends of Industry Gala was held on June 16-18, featuring visiting 1924-built Hawthorne Leslie 0-4-0ST *Marston*, Thompson & Evershed No.3, which appeared courtesy of the Foxfield Railway, and Barclay 0-4-0ST Works Number 1219 *Caledonia Works*, on short-term loan just down the road at Beamish Open Air Museum, courtesy of the Pontypool & Blaenavon Railway and Ryan Pope.

It was also the first public outing for the Tanfield Railway's latest addition to its fleet, also a Barclay 0-4-0ST, Works Number 1659 *Stanley*. This was delivered new to the East Tanfield Colliery in 1920, which really was 'across the road' from the Tanfield Railway's southern terminus at East Tanfield.

Stanley spent most of its working life within the local area; bought straight out of service with the NCB, it was moved to Whalley Bridge and restored there over a protracted period before moving back to, more or less, its ancestral home. The final stages of its restoration were carried out by the volunteers at Tanfield.

The supporting cast was drawn up from Tanfield's active fleet and included Hawthorne Leslie 0-4-0STs *Keighley Gasworks No.2* and *Sir Cecil A Cochrane*, Robert Stephenson & Hawthorne 0-6-0ST No.49 and the 1904 vintage Barclay 0-6-0ST *Horden*.

Welcome as it may be, the spell of prolonged hot, dry weather, with its attendant risk of lineside fires, created extra work and organisation for the Tanfield's volunteers. Before operations even started, water containers were deposited at key locations along the line and shovels were carried in the guards vans on all the service trains.

During the morning briefings before each day's services, the duty officer reminded the guards to keep a sharp look-out for any fires. They were also given instructions to stop the train in section, if it was safe to do so, and attempt to put out any small fire.

The duty officer was also in direct communication with the control room of the local fire brigade to ensure that if more serious fires did break out, they were dealt with as quickly and safely as possible.

Andrew Barclay 0-6-0ST *Horden* with the 'mixed' train gets into its stride for the climb through Causey woods. It is hard to image that this area was once at the forefront of the huge growth in coal mining in Co. Durham in the second decade of the 18th century.

The welfare of volunteers in the very hot weather, especially the footplate crews, was also a concern, and extra supplies of refrigerated bottled water were kept in the refreshment rooms at Andrews House Station and at East Tanfield.

The St John's Ambulance paramedics had a tent at Andrews House station to treat anyone with issues caused by the heat. It is easy, when visiting a steam gala, to overlook the huge amount of back-room organisation and effort that goes into making it a safe and successful event. It would be fair to say that at Tanfield's Gala, the real legends were the dozens and dozens of volunteers from the young lass directing the car parking at East Tanfield Station through the young lads toiling on the footplate, in the guards van, or working as shunters and the more senior members in the signal box at Marley Hill, manning the crossing at Bobgins or the ground frames at Sunniside and East Tanfield, and not forgetting all those who put in a shift serving refreshments and ice creams to the visitors.

No. 1219 *Caledonia Works* pilots *Keighley Gas Works No.2* through Causey woods. A few hundred yards further up the line are the remains of the Causey winding engine house, a part of the original Tanfield wagonway that opened in 1725.

Watch the birdy: Cameras at the ready as a group of photographers snap RSH 0-6-0 No.49 departing from Marley Hill with a train of coal hoppers, a task it would have performed countless times during its years of NCB service.

Coal and water: The crew of Marston Thompson & Evershed No. 3 take on coal and water at Andrews House Station. The chap in the red T-shirt is the owner, and his son, a member of Ed Sheeran's road show team, did the immaculate paint job; even the oil bottles are lined out. Fabulous attention to detail.

On its first public outing following a protracted overhaul, Barclay 0-4-0ST *Stanley* is seen here at the head of a fine rake of Victorian four-wheeled, wooden-bodied coaches after leaving East Tanfield.

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NRM's Wonderlab opens in time for summer holidays

By Robin Jones

WONDERLAB: The Bramall Gallery – the National Railway Museum's biggest-ever family-focused visitor experience – is to open on Saturday, July 22.

Tickets are now available to book online, and residents of York will receive an automatic upgrade to an annual visitor pass.

The NRM is moving to permanent seven-day opening for the first time since the Covid-19 pandemic – reflecting a significant return in visitor numbers at one of the region's busiest attractions.

Over the two-week Easter holiday period, the York museum received more than 52,000 visitors, boosted by the visit of A3 4-6-2 No. 60103 *Flying Scotsman* – more footfall than in the same period in 2019, before the pandemic.

Built inside the 1500sqm former locomotive workshop next to Great Hall, Wonderlab is equivalent in size to an Olympic swimming pool. Designed by De Matos Ryan, the space will feature 18 interactive exhibits with an engineering, science and railway theme sensitively installed around several original workshop features.

Finishing touches

Main contractor Elmwood Projects spent the past 12 months constructing the gallery. As we closed for press, specialist exhibit developers, including Unusual Projects, based in Elvington, were finishing the last of the installations in time for the opening weekend.

Rose Mockford, the NRM's lead interactive gallery curator, said: "Wonderlab will celebrate the inventiveness and wonder of engineering, science and the railways and it will enable thousands of young visitors to take the first steps on their journeys of creativity, experimentation, and finding solutions to future challenges."

NRM director Judith McNicol said: "We are expecting Wonderlab to be very popular, especially over the summer holidays, and after more than five years in development, I can't wait to open the doors and welcome our first visitors."

The exhibits focus on different elements of railways and engineering, and encourage people to think like engineers and develop skills as they design, build and test to produce different outcomes. Highlights include Feel the Force, where visitors can enter a human-sized wind tunnel to learn about streamlining and design, and Sandscapes, which uses bold digital projections to create an interactive railway landscape from sand.

The process of testing and prototyping to create the exhibits has involved more than 1300 people, with input from experts in the rail industry, education, local community groups and members of the public.

The gallery will also include two unique interactive installations created by renowned artists Pippa Hale and Steve Messam. There will be the Weston Showspace, supported by the Garfield Weston Foundation, and a Demo Bar, where the museum's explainer team will host a changing programme of live shows and activities for schools and general visitors. Every visitor to the gallery will have the chance to see a show and demonstration as part of their admission.

Wonderlab is aimed at families and children aged seven to 14, and will also host school groups. The concept of interactive science galleries was introduced at the Science Museum in London (opened in 2016) and at Bradford's National Science and Media Museum (2017). Both galleries have been visited by more than two million people since opening.

The gallery's major funding partner is the Liz and Terry Bramall Foundation, which pledged £2.5 million towards its creation in March 2022.

New artist's impressions of Wonderlab: The Bramall Gallery. DE MATOS RYAN

Wonderlab has also received funding from Eversholt Rail, Friends of the National Railway Museum, the Royal Commission for the Exhibition of 1851, The Holbeck Charitable Trust, the Kirby Laing Foundation, and the Charles and Elsie Sykes Trust.

More to come

Wonderlab is the first of the museum's Vision 2025 masterplan projects to be completed. Work to refurbish Station Hall (currently closed to the public) is expected to be finished by the end of 2024, and the museum's new Central Hall building and Railway Futures: The Porterbrook Gallery will open in 2025 – in time for the museum's 50th birthday.

As part of Vision 2025, the museum's maintenance facilities for operational locomotives, including the museum's prep bay, are also being renovated to ensure that railtours can still stop at the museum.

The museum's opening hours have now changed to seven days a week, 10am to 5pm.

➜ To book tickets for Wonderlab: The Bramall Gallery, visit www.railwaymuseum.org.uk/2025/wonderlab-the-bramall-gallery

NRM voted 'second' in best free attractions poll

THE National Railway Museum has come joint second in a survey of the UK's best free attractions carried out by consumer magazine *Which?*

Nearly 7000 people took part in the survey, helping the York venue reach a score of 91% and coming joint second with the Royal Air Force Museum in Cosford. First place went to St Fagans National Museum of History in Cardiff (94%).

Which? travel editor Rory Boland said: "As the cost of living crisis continues to be a strain on household budgets, finding cheap or free days out has never been more important.

"Fortunately, the UK has a number of fantastic museums, galleries and other attractions which offer free entry and hours of fun."

Rolling stock on the move

BR Class 02 0-4-0 D2867 has been sold by the Harry Needle Railroad Company and arrived at the Northamptonshire Ironstone Railway on June 1.

One of seven survivors of 20 built, it had until recently been based on the Battlefield Line at Shackerstone. Some work is required to the brakes to correctly set them, and the locomotive will be cleaned up before it enters service later in the year.

Elsewhere, the D2578 Group, which owns and maintains the Class 05 of that number, along with Classes 03 No. 03145 and 04 D2302 at Moreton Business Park in Herefordshire, has taken delivery of BR lowmac B905111 and BR 20T brake van B954937 from the Swindon & Cricklade Railway. The vehicles will be used for aiding the movement of equipment around the private site, which is not open to the public.

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Moorsline spearheads its third Love Your Railway nationwide campaign to boost public awareness

THE North Yorkshire Moors Railway is again at the front of the nationwide Love Your Railway campaign to boost public awareness of the UK heritage sector in terms of tourism education and employment.

Nearly 70 venues signed up for this year's six-week campaign, which was launched in early June following the success of the first two, and others are being encouraged to join.

Six themed weeks have covered volunteers, fundraising, community, education, history and restoration.

NYMR general manager Chris Price said: "For the past two years, we've been so thrilled by the response to Love Your Railway. It is bigger and better each year.

"For the first year, there were more than 50 heritage railways taking part, and last year we saw nearly 100, which is phenomenal, so we have high hopes for 2023.

"We have some exciting new ideas and elements planned for the campaign this year and love that even more organisations have come together to help us spread the word.

"The aim is simple. There are more than 150 operational heritage railways that protect, conserve and bring to life part of the nation's rich cultural heritage, giving enjoyment and learning to thousands of people every year, and we want to do all we can to raise awareness of every heritage railway in the country."

With a steam ban on the Pickering-Grosmont section due to hot weather and lineside fires at Ellerbeck, as reported last issue, the only steam in action on a North Yorkshire Moors Railway service on June 3 was LMS 'Black Five' 4-6-0 No. 5428 *Eric Treacy*, seen departing Whitby for Grosmont. JAMES KINDRED

Find your railway

Organisations signed up for this year's campaign include: Amerton Railway, Apedale Valley Light Railway, Astley Colliery, Avon Valley Railway, Bahamas Locomotive Society, Bala Lake Railway, Bluebell Railway, Bodmin & Wenford Railway, Bredgar & Wormshill Light Railway, Buckfastleigh Railway News (John Brodribb), Buckinghamshire Railway Centre, Bure Valley Railway, Central Tramway Company, Chinnor & Princes Risborough Railway, Cholsey & Wallingford Railway, Colne Valley Railway, Crich Tramway Village, Dean Forest Railway, East Kent Railway Trust, East Lancashire Railway, Ecclesbourne Valley Railway, Evesham Vale Light Railway, Fairbourne Railway, Ffestiniog & Welsh Highland Railways, Foxfield Railway, Gloucestershire Warwickshire Railway, Great Laxey Mine Railway, Groudle Glen Railway, Head of Steam, Darlington, Headhunters Railway Museum, Heaton Park Tramway, Heritage Railway Association, Hops, Hornby, Isle of Wight Steam Railway, Kent & East Sussex Railway, Kirklees Light Railway, Lappa Valley Railway, Lathalmond Railway Museum - Shed47h, Leighton Buzzard Railway, Mid-Norfolk Railway, Middleton Railway, Moseley Heritage Museum, Mumbles Development Trust, Nene Valley Railway, North Yorkshire Moors Railway, Northampton & Lamport Railway, Peak Rail, Plym Valley Railway, Ravenglass & Eskdale Railway, Romney Hythe & Dymchurch Railway, Scottish Railway Preservation Society, Seaton Tramway, Severn Valley Railway, Sittingbourne & Kemsley Light Railway, Somerset & Dorset Railway, South Tynedale Railway, Swanage Railway, Telford Steam Railway, Vale of Rheidol Railway, Vintage Trains, Weardale Railway, Welshpool & Llanfair Light Railway, Wensleydale Railway, Wyvern Railway, Yorkshire Wolds Railway.

Love Your Railways runs until July 16.

Special delivery – commemorative stamps for Manx 150th

THE century-and-a-half anniversary of the Isle of Man Railway has been marked by the IOM Post Office with a landmark issue of stamps, released on May 25.

Picturing the history of the longest narrow gauge steam line in the British Isles that still uses its original locomotives and carriages, these will not be the first commemorative covers for the occasion. On July 1, during the start of celebrations marking the 150th anniversary exactly to the date, a travelling Post Office service will run along the IoMSR to Port Erin, with covers available to purchase from the destination following arrival there.

Maxine Cannon, general manager of Isle of Man Stamps and Coins, said: "This collection, with its fantastic images, is a superb celebration of our heritage railways. We are grateful for all the expert support we received from Isle of Man Steam Railway and Barry Edwards in curating this special collection and we are proud to promote our heritage railways to a worldwide audience."

Author and issue text writer Barry said: "It has been a pleasure to provide the images and information for this new collection of stamps, issued to mark a century and a half of the IoMSR. The railways on the island provide a vital part of the tourist offering and this issue helps to promote the heritage railways through philatelic collectors around the world."

Isle of Man Railways chief engineer Andrew Cowie added: "We are really pleased to support the issue of this range of stamps celebrating our 150th anniversary. Showing the array of locomotives, many of which can still be seen operating today, in their various guises throughout the Isle of Man Railway's long history, really brings home the importance of the railway to our strong Manx heritage.

"I'm sure the stamps will prove very popular and help raise awareness of our anniversary, both to local residents and further afield."

The set contains two stamps valued at 80p, one at £1, three at £1.28, one at £1.51 and a final at £2.31, with each issue containing imagery of two different locomotives. They can be purchased as a set, in a presentation pack, and as a first-day cover – the latter two options are limited to 1500 and 1750 issues respectively.

The full collection can be viewed and purchased from iompost.com/IMR150

Duke of Gloucester opens Aln Valley's new halt at Greenrigg

By Owen Hayward

NORTHUMBERLAND'S Aln Valley Railway was graced by a visit from the Duke of Gloucester – but not the BR Standard 8 Pacific of the same name.

Prince Richard, the holder of the title, was accompanied to the heritage line on June 13 by Jane Percy, The Lord Lieutenant of Northumberland, and Her Grace the Duchess of Northumberland, to officially open Greenrigg Halt.

The royal guests were greeted at Lionheart station by AVR chairman Michael Proctor, deputy chairman Richard Maughan, and head of marketing Gemma Maughan. A bouquet of flowers was presented to the duchess by Gemma's daughter, two-year-old Lexi Maughan, before the guests were shown around the engine shed, museum and carriage restoration projects, and introduced to volunteers. One of those they met was Ken Middlemist, who was once a driver on the Alnwick branch before its closure.

The museum is currently under construction, with substantial funding having come from the late Gordon Simpson, an enthusiastic AVR supporter who died suddenly in early 2022. The £20,000 bequest from his estate was ringfenced especially for the museum after being presented to the railway last year; his sisters, Priscilla and Flora Simpson, were present for the occasion of the royal visit.

The duke and duchess were also introduced to curator David Dorner and volunteer Richard Buckby, and were then shown to the waiting train, hauled by Hunslet Austerity 0-6-0ST No. 60. The pair and their entourage travelled aboard the NER six-wheel directors and officers saloon No. 41 after being introduced to Graeme Walton Binns, who, with his late wife, saved the vehicle from scrapping and funded its restoration.

The journey crossed the 172-year-old Cawledge Viaduct, the refurbishment of which the AVR was shortlisted for in this year's Heritage Railway Association awards.

At the end of the line, the duke and duchess were greeted by Northumbrian piper Alistair Anderson and many of the volunteers helping with the line's extension towards Alnmouth. During the visit to the station, the duke unveiled a commemorative plaque officially opening it.

Mr Proctor said: "We are delighted to have had the pleasure and privilege of welcoming HRH the Duke of Gloucester and Her Grace the Duchess of Northumberland. It has been brilliant to showcase our heritage railway project, which is completely volunteer-run, and all that has been achieved in just over a decade. It is wonderful to have this recognition of the achievements of all concerned and to have Greenrigg Halt officially opened in such a memorable way."

Greenrigg Halt is the current terminating point of the railway that has been built by the volunteers. It opened to the public in 2022.

Above: The Duke of Gloucester unveils a commemorative plaque officially opening the Aln Valley's halt at Greenrigg with AVR chairman Michael Proctor observing. MEL CLARKE/AVR

Right: The duke was shown around the railway's engine shed, during which he was introduced to some of the volunteers. AVR

Below: Hunslet 0-6-0ST ex NCB No. 60 brings NER directors saloon No. 41 into Lionheart platform ready for the royal visitors to board. BRIAN CUNNINGHAM/AVR

Wine for parents and Jolly Roger for youngsters on the Spa Valley in a summer packed full of entertainment

By Geoff Courtney

AS the long – and hopefully warm – days of summer continue, the Spa Valley Railway is aiming to provide all generations with an ideal excuse to travel to its Tunbridge Wells West base – for a taste of local wine and treasure-hunting with Jolly Roger.

For wine lovers, steam trains on the weekends of July 29/30, August 19/20 and September 2/3 comprise a journey from Tunbridge Wells to Eridge to visit to the award-winning Wildwood Vineyard. There, passengers will go on a tour and attend a tasting session hosted by owner Paul Olding.

The family-owned winery's repertoire comprises white, rosé, red and a fizz, while its trophy cabinet includes WineGB and Independent English Wine medals. Trains depart from Tunbridge Wells West at 11.30am and return at 2.45pm, and tickets, including tour and tastings, are £20.

With mums and dads sorted, children will have their own weekly entertainment throughout the long school summer holiday. It is a show of slapstick comedy, thrills, spills, and passenger participation involving a treasure hunt with Jolly Roger and his crew, trying to overcome the dastardly deeds of Captain Crook, and is brought to the railway by the Radtastic Theatre of Hailsham.

Steam trains will depart from Tunbridge Wells West for Eridge on every Thursday in August at 9.45am, 12.30pm and 3.10pm, and return once Captain Crook has been thwarted and the treasure found. Tickets are priced at £15 for adults, £7.50 for children, and £38 for families of two adults and two children.

Treasure hunt: Captain Crook and Jolly Roger prepare themselves for summertime thrills and spills at the Spa Valley Railway's Tunbridge Wells West station. CAROLINE EDMUNDS

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Railway heritage at risk in Nigeria

A PROJECT to develop a National Railway Museum in Nigeria is appealing for help as it struggles to combat an unprecedented wave of scrap theft and incursions.

The project was founded in 1998 when the Nigerian Government put four historic buildings and a collection of locomotives and rolling stock under the permanent custody of a joint committee between the Nigeria Railway Corporation and Legacy 1995, a non-governmental organisation.

Legacy has renovated the first building, a wooden house dating from 1898 known as Jaekel House, which was the home of the director of Nigerian Railways and is now a popular venue for visits, events and photographic shoots, also welcoming more than 12,000 schoolchildren each year to learn about transport and social history.

Other properties on the Lagos site are unique buildings of the same period, and the collection in the Old Running Shed includes the last four of the 1946-built River class 2-6-2s built especially for Nigeria, two steam cranes, wagons, and carriages including the one in which the late Queen Elizabeth II and Prince Philip toured Nigeria in 1956. Inside are railway memorabilia and a gallery telling the story of Nigerian rail from the 1900s to the present day.

Two of the surviving River class 2-6-2 built for Nigeria now at risk from scrap metal thieves, No. 217 *River Swashi* (left) and No. 174 *River Gudi*. STEVE DAVIES

Future plans

The museum has also been brokering research and collections projects, such as a recently concluded British Library-funded Endangered Archives project that trained NRC staff and volunteers and digitised 5000 of the NRC's unique collection of civil and mechanical engineering drawings.

The museum team is also engaging with like-minded organisations such as the Friends of the Sierra Leone National Railway Museum, local history groups in Nigeria, the UK Deputy High Commission, and the Lagos Ministry of Tourism, Arts and Culture.

Moreover, the former head and deputy respectively of the UK's National Railway Museum – Steve Davies MBE and Helen Ashby OBE – conducted an advisory visit which has laid the foundations for the future development plans.

However, today, as the country struggles with issues of unemployment and insecurity, the museum project has struggled against a tide of scrap theft and vandalism. Thieves break through walls and dodge police to raid the locomotives for any removable parts, and also break parts off wagons for firewood. Even the fabric of the buildings themselves is being affected. The Nigeria Railway Corporation has supplied security patrols, which have helped to some extent, but the damage continues every day.

The team is desperately raising money for security measures: a steel fence that can be welded onto the existing structure; solar security lights and cameras; and crane hire to move collections that remain outside into the building once secured. These items have been kindly designed by volunteer engineers and security experts from the British Business Group in Nigeria. With them in place, the museum team can then begin to develop the facility as an education hub, visitor experience and green space, which will benefit the city and the country.

Can you help?

An emergency collection for donations has been set up at https://gofund.me/ebbdc81e.

Additionally, for anyone in Nigeria who wishes to donate in Naira, donations can also be made to Legacy at Guarantee Trust Bank, using the account number 0216336015, with the reference FENCE.

Steam pioneer's tombstone found and put on display

THE iron tombstone of a foundry owner who played a major role in the development of the steam locomotive has been rediscovered.

John Hazeldine and his brothers Thomas and Robert founded Hazeldine & Co. at Bandon Road, in Bridgnorth, in 1792. It was there that Richard Trevithick's locomotive, Catch-Me-Who-Can, which hauled the world's first fare-paying passenger trains around a circuit of track on a site near the future Euston station, was constructed.

John Hazeldine died aged 50 on October 28, 1810, and was buried in the town. His tombstone has not been seen for decades – until David Oxtoby, church warden of St Mary Magdalene, in East Castle Street, Bridgnorth, stumbled across it during a clear-out.

The tombstone is now displayed at the front of the church and an interpretation board for it is planned.

New Bala Lake extension plan

THE Bala Lake Railway Trust has begun preparing a fresh planning application for the line's extension into Bala town centre.

As reported in issue 306, on April 19 the Snowdonia National Park Authority's planning and access committee refused the BLR's application essentially because further tourists would increase sewage levels, contravening Welsh Government legislation regarding additional phosphates discharging into the River Dee. The railway subsequently launched a £100,000 appeal to fund a fresh application.

Trust chairman Julian Birley said: "A recent meeting with the Snowdonia National Park proved to be encouraging, with a mutually-agreed plan to move forward. The first course of action is to prepare an update to the traffic and parking impact report. This is going to cost £5000. Reviews of the odour, noise and vibration reports are also being prepared.

"By the time the original application was completed, the trust had expended almost £250,000. Prepared over a period of 18 months, many of the reports have a finite shelf-life. It is anticipated that the new application is going to cost £100,000.

"While the application was made according to the Snowdonia National Park's guidelines, due to the complexity of this project, further research and assessments and surveys must be carried out. This is largely due to the environmentally sensitive area through which the railway is to run along the lake foreshore. Additional consideration must addressed regarding the sensitive management of the River Dee's ecosystem.

"National Resources Wales has also been consulted, again with a positive response, as to what its plans are to ensure that Welsh Water carries out additional work to sewage treatment works in Bala. This will break the jam that currently prohibits allowing increases in the number of visitors encouraged to the town. The trust is optimistic that once the issues are addressed, consent will be granted."

Donations to the application can be made online at www.balalakerailwaytrust.org.uk

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Hudswell Clarke-built Hunslet Austerity 0-6-0ST No. 68067 pilots Kitson Works 0-6-0ST No. 5459 *Austin 1* over the River Dee at Pentrefelin with a Llangollen- bound service on June 3. The pair ran together with the Llangollen Railway's suburban carriages for the Corwen station opening weekend gala, which was officially opened the day before by Network Rail chairman Peter Hendy – see pages 72-75.
OWEN HAYWARD

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Bluebell's four-wheelers make a return at On Parade weekend

Words and pictures by Owen Hayward

THE weekend of June 10/11 saw all of the Bluebell Railway's toys on show for an event that opened up areas normally off-limits to visitors – and also saw some of its much-missed carriage fleet appear after several years' absence.

The On Parade event was billed as celebrating the 100th and 75th anniversaries of the formation of the Southern Railway and BR respectively, and was planned to showcase the very best of what the heritage line had to offer.

With carriage formations representing the changes during the decades of the steam era, undoubtedly the reappearance of some of the vintage four-wheelers was a welcome sight. Their absence over recent years had been necessitated by a track twist at Vaux

LBSCR 'Terrier' No. 72 *Fenchurch* passes the site of Bluebell Halt on June 11 with the unusual push-pull formation comprising LNER directors' saloon No. 34556 (left) and LNWR observation saloon No. 1503.

Class 73 electro-diesel E6040 *The Bluebell Railway* was parked in the yard at Sheffield Park. Having been billed to debut at the On Parade event, an air system fault saw it withdrawn from the roster. To its left is SECR H 0-4-4T No. 263, which is undergoing overhaul.

The locomotive maintenance shed was open for the public to view, with escorted visits available into the pit below BR Standard 5MT No. 73082 *Camelot* (right).

Coat of arms makes Donegal's *Drumboe* complete

COUNTY Donegal Railways 2-6-4T *Drumboe* is complete now that the company's coat of arms has been affixed to the locomotive's bunker sides – 20 months after the engine, which hauled the last passenger train on the 3ft gauge railway in 1959, returned home in triumph to Donegal in October 2021.

Substantially restored at the Irish Railway Preservation Society's Whitehead workshops, the 1907-built Nasmyth Wilson locomotive did not have the colourful artwork specified as part of the contract. However, after *Drumboe* was placed on display at the Donegal Railway Heritage Centre in 2022, museum head Niall McCaughan felt that a vital part of the jigsaw of restoration was missing.

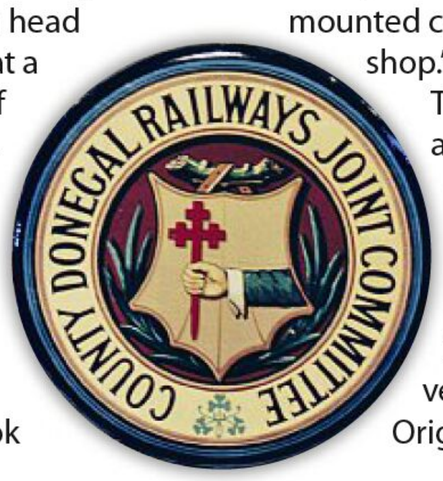
"The CDR coat of arms is eye-catching, colourful and very much part of its time," he said.

"It was very clear that it was missing, so we took a look at the best way of replicating what had originally been done by transfers.

"We looked at the possibility of painting the crests on, but decided that the paintwork wouldn't survive long in the Donegal weather and we'd face the costs of repainting them every so often.

"Transfers were also ruled out on expense grounds, but we were able to source a local manufacturer of the coats of arms in decal form.

"They will last a long time and they look authentic. If there's enough demand, we may consider selling mounted crests at the museum shop."



The heritage centre has also applied the replica coats of arms to the body of coach No. 58 and the trailer section of railcar No. 15 as finishing touches to the vehicles at the centre.

Originally produced in 1906 at the formation of the County Donegal Railways Joint Committee, when the Donegal Railway Company was jointly purchased by the Great Northern Railway of Ireland and the Midland Railway, the crest shows a hand carrying a cross on a shield. It is the arms of the O'Donnell Clan, once a major force in the area of Donegal served by the railway.

All CDR locomotives, coaches and railcars carried the emblem, which was also used as the company's seal, and it survived in daily use after the closure of the line, being carried on the sides of the CDR's replacement buses until they were taken over by CIE in 1971.

An original version is on show at the National Railway Museum in York.

Left: Engine complete: The replica crest in position on 2-6-4T *Drumboe's* bunker at Donegal Railway Heritage Centre. DRHC

Inset left: The CDR crest showing the arms of the O'Donnells, as produced for the establishment of the CDRJC in 1906 and in use until 1971. HUGH DOUGHERTY

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End, just north of Horsted Keynes; it was re-laid over the winter, with part of the embankment rebuilt in the process.

With this work completed, three of the restored carriages – SECR full third No. 3188 and ex-brake second No. 3360 (which was converted into an accessible carriage during restoration), and LCDR brake third No. 114 – underwent running maintenance in order to return to service in time for the event.

Another member of the railway's iconic carriage fleet that returned to service for the event was LNWR observation saloon No. 1503, which had also been stopped for some time, requiring a brake overhaul. With this task also completed, it ran as part of a shuttle service between Sheffield Park and Horsted Keynes with LBSCR 'Terrier' 0-6-0T No. 72 *Fenchurch*.

SECR O1 0-6-0 No. 65 passes beneath Three Arch Bridge with a rake of pre-Grouping coaches. Immediately behind the locomotive are three of the railway's four-wheelers that last ran in 2019.

Unusual formations

This shuttle service provided an unusual sight operating in push-pull mode, with the 'Obo' and LNER directors' saloon No. 34556 sandwiching the 'Terrier', thus presenting an opportunity to enjoy panoramic views of the Sussex countryside in both directions of travel, with those upgrading to travel aboard the latter also being treated to a complimentary beverage and pastry.

It was planned for the railway's newest diesel, Class 73 E6040 *The Bluebell Railway*, to make its public debut at the event. However, despite the best efforts of the team working on it, problems on the air system stopped it from entering traffic in time.

Its booked workings were covered by resident Class 09 0-6-0 D4106; aside from covering failed locomotives, this was probably the line's first scheduled diesel-hauled services for some time. Departing Sheffield Park at 9.50am each day, it ran the full line to East Grinstead, from where it operated shuttles to Kingscote until late afternoon, with footplate access available during layovers there.

The electro-diesel will be launched into service on a new date yet to be announced.

The signalboxes at the two intermediate stations were open for accompanied visits, with the signalling and telecommunications department demonstrating how some of the interlocking equipment works with a display at Horsted Keynes.

At Sheffield Park, the locomotive maintenance shed was open, with BR 2-10-0 9F No. 92240 and BR standard 5MT 4-6-0 No. 73082 *Camelot* offering footplate access, the latter being in the early stages of preparation for overhaul.

Displays from most departments, including the wagon and Class 207 'Thumper' groups, were present across the railway, providing much information to those interested in their activities.

Bluebell Railway plc chairman Paul Churchman said: "The event worked very well and the feedback we received was very positive.

"We found the tours were attended in the main by people with no real railway interest but who were just intrigued to see how things work.

"All elements were well received and it is an event we will repeat next year."

Brighton Belle coach is sold – for just a pound!

A BRIGHTON Belle motor coach has been sold and moved from its Rowarth home after 51 years in static use.

Built in 1932, it was once part of the luxury dining train by the Southern Railway After being withdrawn in 1972, driving motor brake parlour third *Car No. 89* was bought by the Little Mill Inn, in Rowarth, in the Peak District, where it was first used as a restaurant until 1985, when it was converted into a three-bed accommodation vehicle.

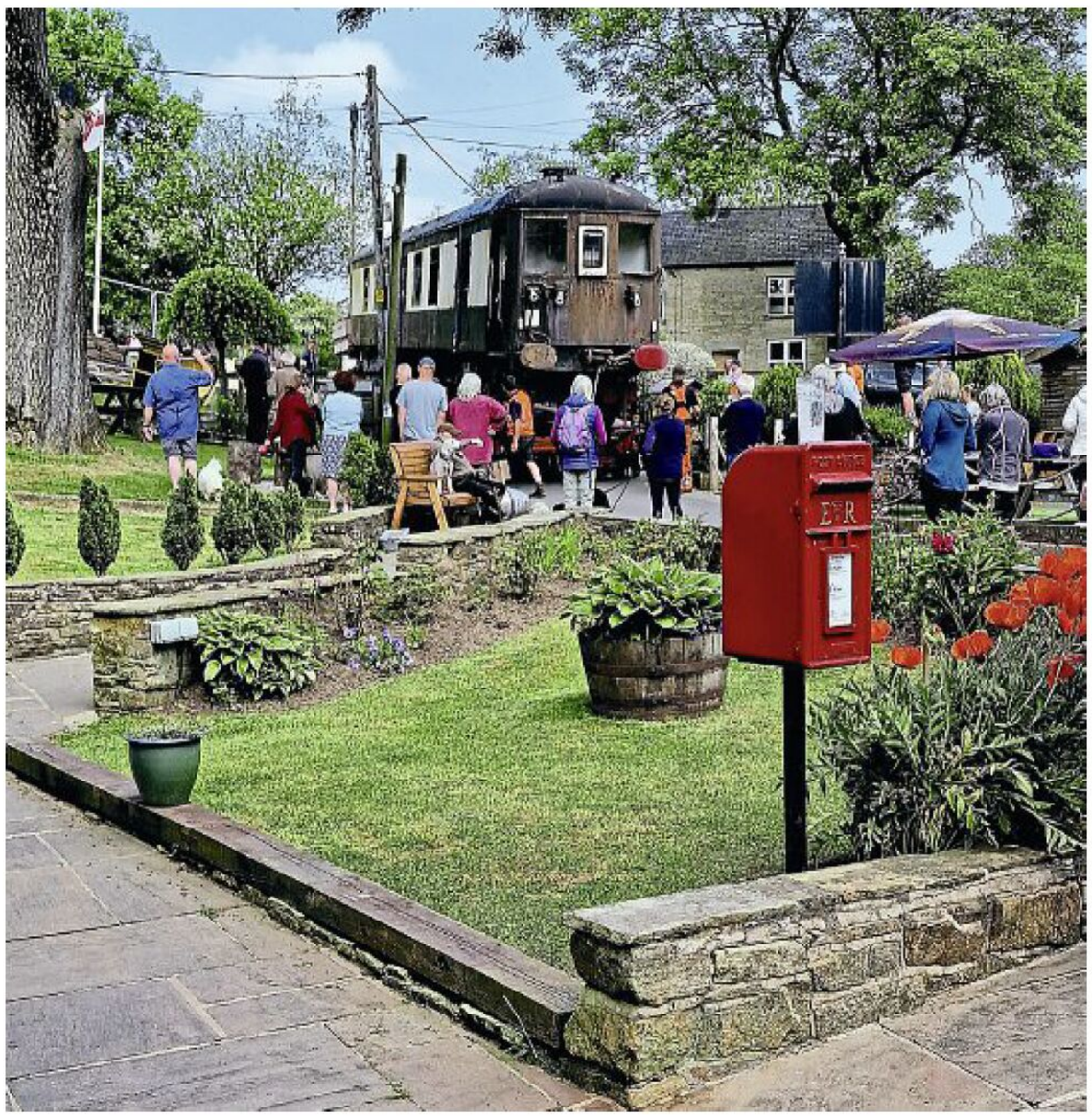
However, as reported in issue 303, years of exposure to the elements led to the owner opting to list the vehicle for sale earlier this year. Extraction would be made difficult owing to access limitations where the carriage was situated and saw it initially listed with an asking price of £2200.

A purchase was negotiated by Carriages of Cambridge, which offers a range of afternoon tea services aboard static carriages at a purpose-built replica station at its Fen Drayton site. In light of the high cost of removing *Car No. 89* from Rowarth and the subsequent renovation work required, the carriage was sold for a mere £1.

With collection due to occur on June 7, groundworks commenced to clear access and lay temporary rails for it to be loaded onto a lorry.

The ground on which *Car No. 89* resided was at a level that matched that of the waiting trailer, meaning it was rolled carefully along and straight onto the lorry for onward travel.

It has gone to the depot of Bannold, a Cambridge-based family run firm, in readiness for restoration, after which it will join the three existing Pullman-style carriages at the Fen Drayton site to boost capacity for COC's afternoon tea services.



The local community gathered to see off Brighton Belle *Car No. 89* from its previous location at The Little Mill Inn at Rowarth on June 7. LITTLE MILL INN

June 1 saw the first heritage-era train pass through Birchall Tunnel in the form of Class 33 No. 33012 *Sophie*. CVR

Leek extension milestone as locomotive runs through tunnel

A LOCOMOTIVE has passed through Birchall Tunnel for the first time in 53 years as the Churnet Valley Railway makes progress in its eagerly-awaited extension into Leek.

On June 1, Class 33 No. 33012 (D6513) *Sophie* took a wagonload of rails through the tunnel following a request by the line's main contractor, Moss Civils.

Freight last ran over the line in 1970, with the track lifted three years later.

The trip was made possible by the relaying of track between Cornhgill in Leek and the existing CVR railhead at Leekbrook.

The extension has been funded by the European Agricultural Regional Development Fund, along with donations and contributions from individuals and charitable trusts.

A CVR statement said: "We are amazed at the continued generosity from our supporters. We received a cheque from the estate of the late Reginald and Doreen Austin for £40,000 – as the saying goes, every penny helps, and this cheque will most certainly go a long way in getting this project completed."

➜ **Donations can be made via supporting charity the North Staffordshire Railway Company – 1978 Ltd at https://membership-form.nsrailway.co.uk/donations**

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Plenty of progress as Mid-Norfolk gets new chairman

By Owen Hayward

SEVERAL Mid-Norfolk Railway projects have made significant progress in recent months, with a management restructure resulting in appointment of a fresh face at the top of the line's supporting charitable trust.

Current commercial manager Graham Watts will become MNR Preservation Trust chairman after the annual general meeting in September, relinquishing his existing role. A former director at Cambridge City Council, he will be joined by two non-co-opted members, Andy Parsons, a career railwayman who started as a BR apprentice and rose to senior management positions with several rail engineering firms, and Mark Radda, a corporate branding specialist with huge experience with major companies, charities and heritage organisations.

Current chairman Charlie Robinson said: "During my tenure, the railway has developed significantly, most notably with the continuing development and success of the Polar Express.

"Also during my time, the rolling stock has taken a significant step forward. The purchase of the Mk.3 stock and the refurbishment of a number of Mk.1 and Mk.2 coaches means that our visitors travel in some of the best coaches to be found on a heritage railway. I will be remaining on the trust council and look forward to supporting Graham in his new role".

Charlie will continue to focus on the successful delivery of the railway's festive services.

Elsewhere, the railway's Back on Track Appeal – which is helping to fund the refurbishment of Crownthorpe Bridge and associated trackwork to allow services to once again run to Wymondham from Dereham – was approaching £30,000 in public donations.

Work on the P-way

The former Spooner Row signalbox has now been completely refurbished, with the roof and walls all receiving attention and the windows replaced thanks to an appeal that raised just over £20,000.

The signal and telegraph department has now begun the resignalling of this section of the line, having installed the original lever frame. The first planned signal to be planted was an LNER concrete post signal recovered from Somerleyton Swing Bridge. As a working 'box, it has now become the Wymondham Church Lane signalbox, ready to begin a new phase of its working life.

While more funding is needed, work at Crownthorpe Bridge is now being planned, and the level crossing at Garvestone has been replaced, as will its Greens Road counterpart in Dereham. The work at Garvestone was completed thanks to Sonic Rail Services donating and installing a polysafe segmental crossing deck-type crossing. It removes another long-term speed restriction on the line, as well as a temporary weight restriction, ensuring that this year's Polar Express can be run. The Greens Road work planned for the end of September will be completed by November.

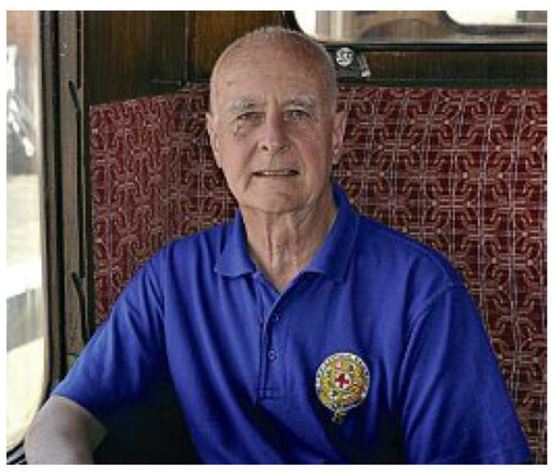
On the rolling stock front, Mk. 1 FK No. 13225 has now entered service after the most extensive restoration the railway has ever attempted.

The work was funded by a National Heritage Lottery Fund Covid-19 recovery grant and has seen the interior completely refurbished, both ends rebuilt, and new paintwork applied. Mk.1 TSO has also returned to service with its original Eastern Region number of E4702. An important addition to the railway's heritage, it began its BR service on the Norwich to Liverpool Street service.

After a delayed start, the reintroduction of the railway's popular 'Breckland Fryer' and afternoon tea services has been complemented with the addition of gin tasting trips. Murder Mystery trains will also run for the first time since before the pandemic.

Having undergone the most extensive rebuild ever carried out on the Mid-Norfolk Railway, Mk. 1 FK No. M13225 has been outshopped. MNR

The replacement of Garvestone crossing has removed a weight and speed restriction. MNR



Graham Watts will become chairman of the Mid-Norfolk Railway Preservation Trust. MNR

The former Spooner Row signalbox has been restored and will now operate as the Mid-Norfolk Railway's Church Lane 'box. MNR

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At Wansford, Bond girl Kristina Wayborn stands on B 4-6-0 No. 101, which was built for service in her native Sweden. The Swedish B was used during the filming of Octopussy, in which Kristina starred. MARC HERNANDEZ/NVR

Bond girl back for steamy weekend at Nene Valley

KNOWN to millions of James Bond fans for her starring role as circus smuggler Magda in the classic 007 adventure Octopussy, Kristina Wayborn was back in the UK to help celebrate the 40th anniversary of the movie's June 1983 release.

The James Bond fan group On The Tracks Of 007, in association with AF Management, brought Kristina and 13 other members of the Octopussy cast and crew back to the Nene Valley Railway, where they spent the weekend with 150 fans as part of fundraising event.

In September and October 1982, the railway was used by Eon Productions as a filming location, doubling for a railway line running across the East/West German border at the height of the Cold War. Forty years on, Swedish-born Kristina, 72, wowed those present when, minutes after arriving at the railway on June 3, she climbed onto the NVR's Swedish B 4-6-0 No. 101 locomotive to pose for photographs.

No. 101 featured in Octopussy when, disguised as East German Railways No. 38.243, it demolished a Mercedes saloon car in a head-on smash – appearing to be catapulted into the river underneath the main signalbox at Wansford.

Special effects supervisor John Richardson was on hand to explain how this was achieved before the Bond VIP guests joined fans for a private train journey along the heritage line, stopping off at various spots used in the filming to see how they had – and had not – changed. One of the highlights was when actors David and Tony Meyer, who played circus knife-throwing twins, returned to the weir just behind Orton Mere station to be reunited with actor/stuntman Andy Bradford. The trio retraced their steps, much to the delight of fans who gathered for photographs.

An evening gala meal took place at a nearby hotel, followed by a real-life knife throwing act, and a tribute video was shown, along with messages from some of the cast unable to attend, such as James Bond stuntman Paul Weston, circus girl Mary Stavin, and Octopussy herself, Maud Adams.

A charity auction started the fundraising part of the weekend as items worn by cast and crew were sold to the highest bidders.

Stars of the show

At the railway next day, it was the turn of staff and volunteers to take centre stage as Marc Hernandez, part of the event team behind the weekend and deputy editor of *Nene Steam* magazine, introduced some of the line's volunteers who had worked on Octopussy and invited them to explained their involvement – in front of one the NVR wagons that had been restored by the NVR's Tim Hobman and his volunteer team and had been used during filming.

A surprise presentation was made to current NVR chairman Michael Purcell by a fan who had flown from the USA with an original circus sign that had adorned one the NVR wagons in 1982.

Two of the NVR's newest volunteers, Harry Cowley and Oliver Walker, both aged 12, received a tremendous round of applause for their efforts in raising more than £14,000 to repair Orton Mere signalbox after an arson attack (issue 305).

Film director John Glen spoke on behalf of the cast and crew to thank the NVR for its wonderful co-operation 40 years ago and for how well they'd been looked after four decades on. The presentation and speeches ended with a two-minute round of applause for the late Sir Roger Moore as a large framed signed photograph of him peering in one of the roof hatches during the NVR train scenes was held up.

Generous donation

An autograph session on board the Wagon-Lits dining car began after lunch. Being the same one used in the film, it provided a unique location for autograph hunters, and that, along with the profits from a new book, On The Train Tracks – Filming Octopussy and GoldenEye at Nene Valley Railway, and some individual contributions made £4515 the final total raised.

Delighted NVR assistant general manager Tracy Spring said: "To keep the steam billowing out at NVR this amazing donation will be going towards helping fund ongoing volunteer and staff training, which is an integral part of our operations, keeping the love of steam alive for all to enjoy and the filming site of many 007 scenes open for fans to visit."

Help to get Severn Valley saddle tank running again

A £15,000 appeal to return unique GWR 0-6-0ST No. 813 to action on the Severn Valley Railway has been launched by its owning group.

During the line's 2022 spring steam gala, the former Port Talbot Railway No. 26 sustained a large fracture to its 120-year-old dragbox and a new one needs to be manufactured.

A statement from registered charity the GWR 813 Fund said: "We know how many supporters are keen to see our much-loved 813 back into service as soon as possible, so it can visit several other heritage railways before its current boiler certificate expires."

So far, a crowdfunding appeal has raised more than £1500.

Well-wishers are invited to either donate to the appeal or join the fund as a member. Full details are at www.gwr813.org/join.html

Kids travel £1 at Wensleydale

WENSLEYDALE Railway has introduced a 'kids for a quid' travel offer on all normal scheduled train services for the whole of 2023. There is also a 25% travel discount for local residents.

Fundraising and marketing manager Nick Keegan said: "As the summer holidays approach, there has never been a better time to visit us!"

To book tickets, visit https://wensleydale-railway.co.uk/running-days-2023, email admin@wensleydalerailway.com or telephone 01677 425805.

Auction sales to benefit 2857

THE 2857 Society, which owns GWR 2800 class No. 2857 on the Severn Valley, will be receiving 50% of the sale price of one supporter's collection when 15 items go under the hammer at GW Railwayana's sale on July 14/15.

Items available include several WR shed plates and GWR station signage. See Geoff Courtney's Railwayana column on pages 68/69.

'First' standard gauge heritage line engine celebrates its 90th birthday

By Sally Clifford

WHILE steam traction has far and away been the predominant image of the operational heritage railway sector from the start as far as the general public is concerned, the locomotive that hauled its first standard gauge passenger train was in fact a diesel!

On July 10/11, the Middleton Railway, the UK's first 4ft 81/2in gauge line to run passenger services, held a gala to mark the 90th birthday of LMS 0-6-0DM No. 7051.

Built locally as Hunslet No. 1697 of 1932, on June 20, 1960, the locomotive hauled the first passenger train on the railway following its volunteer takeover and, indeed, the first on any standard gauge heritage line in the UK.

Working alongside No. 7051 and Hudswell Clarke 0-4-0DM D631 of 1946 on what is the oldest continuously running railway in the world was a visiting guest from the Foxfield Railway, Kerr Stuart 6wDM No. 4221 of 1929, known as *Rom River,* after the locomotive's final working home near Lichfield.

Rom River was accompanied by crew members Phil Civil, diesel fitter and driver, and engineer Jack Dibnah, whose famous father, Fred, was synonymous with steeplejacking and all things steam.

It was one of the Stoke-on-Trent-based Kerr Stuart's first diesel locomotives and initially went to the Ravenglass & Eskdale Railway, where its role was to shunt standard gauge wagons at Murthwaite quarry and then bring them to the main line at Ravenglass along what was then a unique dual gauge railway. Following use there, it went to a colliery before finally ending up near Lichfield.

Early days

Middleton vice president Ian Smith said *Rom River* became a prototype to some of the earlier locomotives, in particular No. 7051.

"When Kerr Stuart folded, its goodwill was purchased by Hunslet Engine Company and this included one of the two standard gauge locomotives, No. 4428, a 4wDM. Also included were a number of narrow gauge locomotives including 6wDM No. 4415, which is now on the Ffestiniog Railway. Hunslet used the operational knowledge gained from its operation to build LMS 7051.

"A far more advanced locomotive, No. 7051, worked on the LMS until 1943. It worked for the War Department before being purchased by Hunslet as a hire locomotive, and was rebuilt for the purpose. Its most interesting project was the repair of Bramhope Tunnel on the line to Harrogate since it had a primitive exhaust spark filter fitted.

"People think diesels are modern and they aren't. Diesel locomotives aren't far off 100 years old – *Rom River* dates from 1929.

"The reason we are celebrating No. 7051 is because it was a prototype for all the medium-sized shunting locomotives and was the first one to work for the main line railway. Then, in 1960, it was the first main line-owned diesel locomotive to be preserved, so it's not a bad history."

Other locomotives participating in the event were Hudswell Clarke 0-4-0DM D577 *Mary* of 1932. *Mary* served its time at Beswicks Lime Works Ltd and went to the Severn Valley Railway until it was purchased in 1980 by Ian, who brought it to Middleton. The locomotive is now co-owned by Richard Pike, Middleton director, chief electrical engineer, and steam and diesel driver, and Brian Hall.

The locomotives were ably assisted by Hunslet 0-4-0DM No. 1786 of 1935 *Courage*, so named for its association with Alton's Courage brewery where it worked transporting barrels, and is affectionately known at the railway as Sweet Pea, after Popeye's baby.

'First' for line

According to Ian, having four prewar diesels running at the same event was a first. "It has never happened before on the standard gauge before – it is a first for the Middleton Railway," he said.

He also expressed the railway's gratitude to Leeds City Council, which helped fund *Rom River*'s transportation to the railway for it to be part of the proceedings: "We are very pleased and we are very grateful to Leeds City Council for giving us the grant towards transporting the engine.

"The Middleton Railway is part of the local community and we are celebrating one of the area's great achievements," Ian added.

The event had been due to take due to take place on the 90th anniversary in 2022 and was rescheduled as a mark of respect following the death of the late Queen, Elizabeth II.

All together now: With Hunslet 0-4-0DM No. 1786 of 1935 to the fore, the diesels participating in Middleton Railway's 90+ Years of the Diesel gala weekend are lined up. IAN SMITH/MR

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Above: A proud Richard Pike, director of Middleton Railway, with Hudswell Clarke D577 *Mary*, which he co-owns. SALLY CLIFFORD

Right: The locomotive that started so much, LMS No. 7051 crosses Moor Road level crossing during the gala. ROBERT BATTY

Phil Civil, diesel fitter and driver from Foxfield Railway, and Jack Dibnah, engine owner and engineer, with Kerr Stuart No. 4221 *Rom River*. SALLY CLIFFORD

History-making Hunslet LMS No. 7051 *John Alcock*, the first locomotive to haul a passenger train on a standard gauge heritage line, was among the prewar locomotives participating in the 90+ Years of the Diesel event. SALLY CLIFFORD

Pulling power: Hudswell Clarkes D631 *Carroll* and D577 *Mary* in gala service. SALLY CLIFFORD

Kerr Stuart *Rom River*, which was visiting from Foxfield. SALLY CLIFFORD

Donation expands Moorsline steam locomotive fleet by two

By Roger Melton

THE number of locomotives owned by the North Yorkshire Moors Railway has grown through the donation by the Class 4 locomotive Preservation Trust of its BR Standard 4MT No. 80136 and Hunslet Austerity 0-6-0ST No. 3777 *Josiah Wedgewood* (currently masquerading as BR J94 No. 68030).

No. 80136 moved to the NYMR in 2016 from Crewe, where it was nearing the end of its overhaul when the works there was closed. It was rapidly reassembled at Grosmont and entered traffic in summer 2016, where it has remained a stalwart of services ever since.

As an example of a class shedded at Whitby in BR days and regularly used on services between the seaside town and Pickering, it has followed in the footsteps of sister No. 80135 by proving to be ideal for NYMR's services.

No. 80136 is currently out of traffic following the discovery of an axle flaw that may date back to when the locomotive was built, but a new axle is on order and is expected to be delivered this summer.

It is understood that the locomotive could be used with careful monitoring to ensure that the crack is not getting any worse, but the fire risk conditions that have prevailed for much of the season to date have resulted in there being no need for it.

BR Standard 4MT 2-6-4T No. 80136 at Grosmont, heading a service to Pickering on October 12, 2022. TONY WINWARD

Hunslet Austerity 0-6-0ST No. 3777 *Josiah Wedgewood* as BR J94 No. 68030 in steam in Barrow Hill Roundhouse on April 14, 2012. ROBIN JONES

Two overhauls

With the addition of No. 80136, the NYMR's fleet of Standard 4 locomotives now totals four – Nos. 80135, 80136, 4-6-0T No. 75029 and 2-6-0T No. 76079.

Of these, Nos. 75029 and 80135 are undergoing overhauls that involve major boiler repairs. No. 76079 is effectively withdrawn awaiting overhaul, which will also necessitate boiler repairs that may include another new copper firebox.

No. 3777, built in 1952 for the National Coal Board and allocated to Wolstanton Colliery, began its preserved life at the Churnet Valley Railway but has hired out several other venues over the years, including the East Lancashire Railway, Llangollen Railway, Strathspey Railway and Barrow Hill Roundhouse. It is currently dismantled at Llangollen, with the boiler at another contractor.

It has been suggested that No. 3777 might be converted to oil-firing to provide the NYMR with steam motive power that is safe to use at times of high fire risk.

The NYMR's previous experience with Hunslet Austerity No. 3180 of 1944 (WD No. 75130) *Antwerp* in the 1980s was that the locomotive was strong enough to pull seven-coach trains reliably, but that its steaming properties were somewhat unreliable; it is hoped oil-firing would cure that.

Another Austerity, Hudswell Clarke No.1782 of 1945 *Brussels*, was converted to oil-firing at the Longmoor Military Railway and used to train soldiers in operating oil-fired engines before it was preserved at the Keighley & Worth Valley Railway.

Once repairs and modifications had been made, including alterations to the blast pipe and chimney, the engine steamed very well and is available to study as a pattern on display at Oxenhope.

The abovementioned overhaul of No. 80135 is now progressing again, with the boiler sent to Heritage Boiler Steam Services Ltd, in Liverpool, where a new copper firebox is to be built and fitted to replace the life-expired steel firebox fitted at its last overhaul. This is following the receipt of a substantial legacy, which is being used to pay for it. No timescale has yet been given for the return of No. 80135 to service, but it is hoped that it will be before No. 80136's 10-year ticket expires, allowing both to be seen in traffic together.

New body and more

The overhaul of the NYMR's WD 2-10-0 No. 3672 *Dame Vera Lynn* is also starting to gather pace and it is now expected that when it does re-enter traffic, it will be fitted as an oil burner for the same reasons as No. 3777.

At present, the tender is at Ian Riley's works for overhaul of the chassis and fitting a new body, while the chassis and boiler are being stripped down at Grosmont, ready for work to start in earnest once existing projects ahead in the queue have been completed and space is available in the workshops.

The next step in the process will be to carry out a boiler lift when there is space.

Following a visit to the USA to gather information on oil-firing, it now seems likely that it will be equipped this way when it returns to service, providing a powerful locomotive capable of maintaining a steam service at times of high fire risk.

Planned September return for second Hythe Pier locomotive

THE Hythe Pier Heritage Association aims to have its second locomotive restored by late summer.

Brush locomotive No. 16302, built in 1917 for use in a munitions factory in Avonmouth during the First World War, was purchased as redundant plant from the War Office for use on Hythe Pier in 1920 and entered service when its tramway opened in July 1922.

It is now being overhauled with the aid of volunteers from the Hythe Shed (at the Pier).

Currently in completely disassembled condition, the association expects to have it available for its Heritage Day event on September 16.

The chassis, all bearings, other mechanical components and controls have been overhauled and cleaned, the wheels have been fully restored by Alan Keef Ltd of Ross-on-Wye, and the cabin is being rebuilt using the original timber where possible.

Once No. 16302 is back in service, No. 16307 *Gerald Yorke* will be withdrawn for a 'wash and brush-up'. Both locomotives will then be available.

Above: Hythe Pier locomotives Nos. 16302 and 16307 in September 2018. ALAN TITHERIDGE/HPHA

Right: The wheels of No. 16302 returned from Alan Keef Ltd on May 30. TINA BROWN/HPHA

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Horse power: Members of Tenterden's fire brigade attend to their two horses in a photograph from circa 1905 that clearly shows the Kent & East Sussex Railway direction sign on the side wall of the nearby Vine Inn. The sign, which had been installed two years earlier on the opening of Tenterden Town station, was lost after being removed when the station was closed to passengers in 1954, but has now been replaced by an identical replica on the same building, directing visitors to the KESR heritage line. TENTERDEN TOWN MUSEUM

Sign here: From left, KESR chairman Simon Marsh, general manager Robin Coombes, and Cllr Sue Ferguson, the Mayor of Tenterden, on May 31 after the installation of a direction sign pointing to the Kent & East Sussex Railway that is an exact replica of one that was a familiar sight in the town from 1903 until 1954. CAROLINE WARNE

Sign of the times as KESR goes back to the past

By Geoff Courtney

ONE of the distinct features of Tenterden High Street more than a century ago was a large sign on a pub pointing the way to the town's station on the original Kent & East Sussex Railway. It was removed in 1954 when the line closed to passengers and was lost. Nearly 70 years later, an identical replica is once again adorning the same building.

It was installed on May 31 on the side of the Vine Inn, a characterful building that dates from 1792 and is now run by the Shepherd Neame brewery, which has owned it since 1922. The sign, made by local firm Miles Signs, was placed in the exact position of its predecessor during a small ceremony attended by KESR chairman Simon Marsh, general manager Robin Coombes, and Cllr Sue Ferguson, the Mayor of Tenterden.

"Next year sees the 50th anniversary of the opening of the preserved railway, so this is a case of the right sign, in the right place, at the right time," said Robin. "Tenterden is a wonderful old town with lots of history, and we were delighted when Shepherd Neame gave us permission to put up the new sign in the same style of the original, on the same side of the same building, more than a century after the first one was installed.

"Photographs show the original sign in place early in the 20th century, and I have no doubt that 21st century visitors to the KESR will find its replacement as useful as the first was to passengers 100 years ago and more."

Taking stock: Tenterden Town hosts a miscellany of rolling stock in about 1906, three years after the station opened. Waiting at the platform is an LBSCR 'Terrier' A1 class 0-6-0T, believed to be No. 5 *Rolvenden*, which was built at Brighton in September 1872, arrived at the KESR in January 1905 after being bought for £700, and was withdrawn in 1932 and scrapped six years later. The photographer was looking towards Rolvenden and Robertsbridge to take this very early image of a station that opened 120 years ago and closed nearly 70 years ago, but is now the hub of a busy heritage line. COLONEL STEPHENS MUSEUM COLLECTION

Rescued by preservationists

The original line opened in March 1900 from Robertsbridge to Rolvenden, which was initially named Tenterden although it was two miles from the town, and was extended to Tenterden Town station three years later, at which time the first Tenterden station was renamed Rolvenden.

It was extended to Headcorn in May 1905 to become a 21-mile line between Robertsbridge and Headcorn, but the end came in 1954 when BR closed it to passengers and to freight seven years later.

However, salvation came between 1974 and 2000, when preservationists reopened the route from Tenterden Town to Bodiam in stages, with a further mile being laid to Junction Road in 2011, although no regular service runs beyond Bodiam.

As reported last month, the neighbouring Rother Valley Railway has been given the go-ahead by way of a Transport & Works Act Order to restore the two-mile link between its line at Robertsbridge and the KESR at Junction Road, which will result in a 14-mile heritage line between Robertsbridge and Tenterden. Preliminary work is expected to start shortly, and the restored route is planned to open in three years.

Strengthened partnership

to see *Bittern* overhauled by Gresley trust at new base

By Owen Hayward

THE Sir Nigel Gresley Locomotive Trust will be working with Jeremy Hosking's main line tour operator Locomotive Services Group to bring another of Gresley's iconic 'streaks' back into steam – and will take up residence in a new facility for the job.

Building on the agreement between the two firms for the main line operation of LNER A4 No. 60007 *Sir Nigel Gresley*, the trust has established a separate trading entity, SNG Engineering Ltd, which will be responsible for the overhaul of its sister A4 locomotive, No. 60019 *Bittern*, with work being undertaken at a new engineering and storage location in North Yorkshire.

This facility has already been secured and is a LSG establishment which SNGE Ltd will occupy. It is expected to be up and running during 2024, after which *Bittern* will be moved out of its current storage location at the One:One Collection building in Margate, where it has been since 2000.

No. 60019 will then be dismantled with the boiler, which is believed to be in good condition, and taken to LSG's Crewe base for overhaul in the boiler shop there. The chassis will then be overhauled by the SNGE team in parallel. Reassembly will also be undertaken by the new engineering team with the ambition of being able to see two A4s running together on the main line for a short time before No. 60007 is next due for overhaul.

Gresley A4 4-6-2 No.4464 *Bittern* leaves Highley heading LNER teak coaches on a Bridgnorth to Kidderminster service on the Severn Valley Railway on March 25, 2012. HUGH LLEWELLYN/CREATIVE COMMONS

Developing skills

The *Bittern* project has been very much part of the plan from the early days of the trust's discussions with LSG. Work has been going on in the background in order to secure the location and, as is so often the case with legal matters, it has taken some time to complete.

SNGLT trustees see this project as very important, by contributing an extra revenue stream to help secure the future of No. 60007 but also allowing the opportunity to maintain and grow its own volunteer engineering team. This development will leave it in a favourable position to overhaul *Sir Nigel Gresley* when it next comes round in nine years' time.

As part of this, one of the trust's primary objectives is encourage junior volunteers who can learn from the wealth of experience arising from 50 years maintaining No. 60007 and in particular the comprehensive overhaul only recently undertaken.

SNGE will be chaired by SNGLT trustee and long-standing engineering volunteer Bob Shearman, who has also previously worked on *Bittern*. The engineering activities will be run by locomotive engineer Darrin Crone and supervised by CME Richard Swales. Both will continue to oversee *Sir Nigel Gresley* and it is planned to add to the team who take care of *Sir Nigel* on the main line, thereby spreading to load and sharing the extensive knowledge of the team.

The trust has emphasised that the new engineering firm will not be entering the general market for

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sub-contract engineering and locomotive overhaul work, and its establishment is purely part of its relationship with LSG to bring benefits to both parties.

No outside work

SNG Engineering will not be competing head-to-head with other well-established sub-contract rail engineering companies.

One of the contributing factors that has led to this development is that LSG readily acknowledges that it has more locomotives than it can restore in a timely manner when taking into account maintenance on its operating steam, diesel and carriage fleet.

As such, it would likely have been many more years before *Bittern* would have been able to have been overhauled, and so working with the SNGLT made sense.

Trust chairman Nigel Wilson said: "It is something we have been working on for a long time and I see it as central to the long-term future of SNGLT and the continued operation of *Sir Nigel Gresley*.

"Maintaining and passing on the skills needed to keep an A4 operational is something we must do to ensure a successful future and this arrangement gives us that opportunity."

LNER A4 Pacific No. 60007 *Sir Nigel Gresley* heads past Saltern Cove on the Dartmouth Steam Railway with the return leg of Saphos Trains' 'English Riviera Express' from Slough to Kingswear on June 3, for which steam came on at Taunton. JAMES HAMILTON

On June 1, the boiler for No. 34059 *Sir Archibald Sinclair* passed its out-of-frames steam test at Sheffield Park. JOHN FRY/BLS

Right: B4 No. 96 *Normandy* and Q 0-6-0 No. 30541 in Sheffield Park shed on June 11. Overhauls for both locomotives have now been given the green light. OWEN HAYWARD

Green light for *Normandy* overhaul as 'Sir Archie' passes first steam test

By Owen Hayward

THE Bluebell Railway has given the go-ahead for two overhauls to take place for its resident locomotive fleet, with the Bulleid Society's LSWR B4 0-4-0T No. 96 *Normandy* set for a return to steam after a near 20-year absence.

Once a regular performer on the railway's Monday and Thursday shunts, which were at the time the only regular steam shunting turns in the country, *Normandy* was withdrawn on July 7, 2006, at the expiration of its last boiler certification and has been stored since. Although on occasion it has been pulled out of the sheds at Sheffield Park for display, such as during the LSWR-themed branch line event in March 2019, many enthusiasts and Bluebell supporters have hoped and requested to see the B4 steam again.

Deceptively powerful, its efforts on the shunting turns were often cited by Bluebell volunteers as 'the reason we don't need a diesel', putting in much hard graft with the line's East Grinstead extension in the early days and leading to its swift overhaul after its previous ticket expired in 1995.

However, in 2006, its impending withdrawal is partially what led to the railway hiring in a Class 08 to take over that mantle, with a Class 09 (D4106) now permanently based on the line for shunting and engineering duties.

The specific details and plans for the overhaul were still to be confirmed as this issue of *Heritage Railway* went to press, and a further update will be provided once agreed.

Also set for comparatively swifter return is the Maunsell Society's Q 0-6-0 No. 30541, which was withdrawn in January this year with firebox stay defects. Having already undergone a substantial amount of bottom end work in recent years, it is in good condition mechanically, though will require new driving wheel tyres and tender tank. The decision to turn it around so soon after withdrawal will swiftly boost the Bluebell's operational fleet of larger locomotives that can manage its peak services.

The overhaul of No. 30541 will be funded by its owning group with considerable support from the Bluebell Railway Trust, and it is hoped that the turnaround will take between 12 and 18 months.

On May 31, a significant step forward in the overhaul of SR Battle of Britain class 4-6-2 light Pacific No. 34059 *Sir Archibald Sinclair* occurred when the boiler passed its out-of-frames steam test in the presence of the boiler inspector.

Following this, painting with aluminium heat resistance paint has commenced, after which the boiler will be mounted on the chassis for final assembly to begin. The locomotive is owned by the railway, with the Bulleid Locomotive Society heavily involved in raising funds and assisting with the work of the overhaul.

➜ On June 7, the railway took delivery of Mk.1 BG No. 81025 *Countess of York*, which had been purchased from the National Railway Museum. Previously used for static catering purposes in York, a bespoke kitchen will be installed for it to enter service on the Golden Arrow dining service, replacing the six-wheeled LMS Stove R No. 32975, which is now deemed to be too small and requires substantial work. The availability of a second brake and kitchen vehicle will provide insurance should either Pullman kitchen car *Fingall* or brake car No. 54 need to be taken out of traffic. It will boost capacity should larger dining trains start to be run. Work to refit the BG will be carried out in over a six to eight-month period.

Toddington 37 marks 25 years in preservation

A GLOUCESTERSHIRE Warwickshire Railway Class 37 marked 25 years in preservation two days before the start of the line's July 7-9 Summer Heritage Diesel Gala.

The Growler Group's English Electric Type 3 No. 37215 (D6915) first moved under its own power in preservation on July 5, 1998, with a test run operating between Toddington and Gotherington.

Outshopped from the Vulcan Foundry in Newton-le-Willows in late 1963, the locomotive was delivered new to Swansea Landore depot (87E), from where it worked mainly freight trains around the Swansea and West Wales areas.

After several further allocations, No. 37215 was stored at Inverness in August 1992 and officially withdrawn on July 16, 1993. Bought by the Growler Group, it arrived by road at Toddington on June 23, 1994, for restoration to begin.

The locomotive was officially launched into G/WR service on September 25, 1998. In 2007, No. 37215 was repainted to a high standard in BR blue livery. The railway will be marking No. 37215's 25th anniversary in preservation service on Sunday, September 24, with the 37 operating trains under the pink timetable. For further details, visit www.gwsr.com

Class 37 No. 37215 at Winchcombe station in 1998. KEVIN JARVIS / G/WR

Bure Valley paves the way with new-build green locomotive order

By Owen hayward

HAVING pioneered the first trials of coal alternatives for its steam locomotive fleet, the Bure Valley Railway is continuing to lead the way in green investment – after signing off on the design for a new battery electric locomotive that will become the first example of its type built new and specifically for passenger use in the UK.

The railway, which runs for nine miles between Aylsham and Wroxham in Norfolk, has placed an order with Claytons Equipment Ltd in Burton upon Trent for a specially-designed Co-Co to work on the line for engineering duties and to assist with rescuing or covering for failed steam trains.

It comes after three years of discussions with the manufacturing firm, with initial talks taking place just before Covid-19 restrictions came into effect in 2020.

"Just before the pandemic, a consortium from the BVR, Romney Hythe & Dymchurch, and Ravenglass & Eskdale railways went to Clayton to discuss look at options, each us having our own issues with our diesel fleet," said managing director Andrew Barnes. "For example, our largest diesel (a Bo-Bo built in 1988) is best described as 'tired' – the hydraulics are okay, but the bodywork needs attention.

"When we went to Claytons, we didn't think it would be interested in relatively small customers like us, but it was very serious and saw us as genuine customers. It asked what we wanted, and we went from there.

"For us, we need a locomotive that can handle our steepest gradient with a train of 12 full coaches, a generator van, guard's van and, in theory, a 'dead' locomotive, which we estimate weighs in at 75 tons. It would also need to manage all that at line speed and have the capacity to do about 70 miles on an eight-hour charge should it deputise for steam on a full day of service."

A 3D render of what the new battery electric locomotive for the Bure Valley Railway will look like, which will be the first new-build locomotive of its kind specifically for passenger use in the UK. CLAYTON EQUIPMENT LTD

Cutting-edge technology

The agreed design is for a Co-Co wheel arrangement that will have a flangeless centre wheel to navigate tight turns. A 94kw lead acid cell battery will also be more environmentally-friendly than lithium alternatives and better for replacing should a cell fail; the battery is estimated to weigh four tons alone, with the full locomotive set to be 12 tons.

The cab has also been designed to modern working environment ergonomic requirements, will boast full LED displays, and even have the capability to be driven remotely by Bluetooth should the desire or need to do so ever arise.

The new locomotive is on track for delivery in about November and will be finished off in LNER apple green with small yellow warning panels.

Meanwhile, the BVR is continuing to trial alternatives to coal, with the latest heritage smokeless CPL product offering consumption by the railway's steam fleet on a par with Welsh steam coal.

"Nothing is a finished product," Andrew said. "Oil seed rape briquettes were okay and better than expected, but didn't smell good and were not good if they got wet. CPL wants to work with the heritage sector to find a solution; it is up for trying things on the understanding we don't want to extensively change our kit and are listening to our feedback from the trials. We will continue to look at whether we can increase the biomass content in what we use."

North Staffordshire Railway celebration at Foxfield

By Robin Jones

THE Foxfield Railway will mark the centenary of the absorption of the North Staffordshire Railway with the LMS during its Knotty 100 festival on July 14-16.

Run in partnership with Brampton Museum, the Knotty Coach Trust, and North Staffordshire Railway Study Group, the celebration will see the inaugural running of the Foxfield's four-coach Victorian heritage train, comprising three 'Knotty' coaches and the recently restored Midland Railway first class family saloon No. 348 of 1884, which will be in public service for the first time in 75 years.

Re-enactors from the Manchester Regiment will attend in redcoats and khaki, and the train crew will wear period uniforms.

An intensive timetable will see three locomotives in steam, with a fourth yet to be confirmed, with seven trains per day. Trains will run at 10am, 11am, 12pm, 2.10pm, 3.10pm and 4.10pm, while a demonstration pre-Grouping freight will also run.

Knotty100 will also see the official entry into service of Bagnall 0-4-0ST No. 2623 of 1940 *Hawarden* after a 15-year restoration. Named after the works of the then parent company, John Summers & Sons Ltd, Hawarden Bridge Steelworks in Shotton, *Hawarden* spent its entire working life at Shelton Iron & Steel ('Shelton Bar') and came to Foxfield in 1973.

Restored Midland Railway first class family saloon No. 348 of 1884. FR

Dedicated to the memory of Foxfield's late president, Brian Allen, Foxfield's garden railway will commence running as part of the festival, while historian and author Anthony Dawson will be signing copies of a new book on the NSR.

A specially brewed Knotty100 beer will be available in Foxfield's bar, and the Saturday night will feature a barbecue and live music. A children's play and activity coach will be open throughout the event, and the Foxfield Miniature Railway will be in operation.

Event organiser Richard Warren said: "Foxfield has been revitalised since the misery of the pandemic. The magnificent efforts of our team of volunteers – working the Foxfield magic on our locomotives, historic carriages, goods wagons, museum, miniature railway, garden railway and even the gardens themselves – will all be showcased.

"Sincere thanks are due to the National Lottery Heritage Fund for helping to make this possible."

Foxfield Colliery will be open for guided tours on the July 16, with an opportunity for object handling and 'meet a miner' sessions. The colliery reopened on May 28 following a facelift with £100,000 grant funding by the Association of Independent Museums and the Lottery. It last saw regular visitors in 2019, and was then open only on gala days and by special request, but will now be open for guided tours once a month until October. Its visitor centre now includes new displays, a handling collection, and step-free access, while the Paint Store Cafe has been refurbished. Fresh displays are being curated at the colliery itself, with maintenance work being undertaken on the unique concrete headstocks.

Among the visitors on the reopening day were a group of former miners who had worked at Florence Colliery and Wolstanton Colliery, as well as relatives of those who worked at Foxfield.

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On June 10, BR Standard 4MT 2-6-4T No. 80080 heads the first official passenger train of the year past the landslip which blocked the southernmost end of the Ecclesbourne Valley Railway in April. A series of interlocking stone blocks have been installed to hold back the clay cutting side, which had become unstable through large amounts of water entering. While work took place, services ran top-and-tailed and terminated short of Duffield or at Shottle. STUART GRAVES

Caravan upholsterers help restore 99-year-old carriage

THE restoration of a 1924-built Ashover Light Railway carriage on the Lincolnshire Coast Light Railway is taking rapid strides thanks to the generosity and skills of a Skegness firm that specialises in upholstery for caravans.

After the Derbyshire line closed in 1936, the carriage and three others became sports pavilions for the Clay Cross Company's workers and were bought in 1961 for the nascent LCLR.

One of them, No. 2, was returned to working order in time for the line's 2009 reopening and carried the Princess Royal on her visit in 2017.

The restoration of No.1 has been underway for several years as time permits. Safety glass to restore the windows has been donated to the railway by Piper Windows of Skegness, and now the caravan seating specialist Windale Furnishings Ltd has used authentic railway carriage moquette to reupholster the old Glasgow tram seats fitted at the line's original Humberston base more than 60 years ago.

The moquette was specially woven by a Huddersfield mill for the Vintage Carriages Trust, which operates the Museum of Rail Travel at Ingrow West station on the Keighley & Worth Valley Railway, and which helped establish the LCLR's Historic Vehicles Trust more than 40 years ago.

The VCT was happy to supply the surplus moquette woven for the restoration of one of its vehicles to Windale Furnishings to use on the Ashover carriage.

Company's 'first'

Windale Furnishings managing director Russ Froggatt said: "It was an interesting project. We are used to working with modern materials on static and touring caravans and motor homes, so this was a first for us.

"It was also the first time we had done any work for a railway carriage, and in some respects, the moquette was nicer to deal with – it's a more substantial fabric than we are used to working with."

Renovation work on Ashover Light Railway carriage No.1 in the Lincolnshire Coast Light Railway's workshops in Skegness. LCLR

Historic Vehicles Trust chairman Richard Shepherd said: "This generous work by Windale Furnishings is a huge boost to our efforts to return the second of our old Ashover carriages to running order. Without the support it has given us – and that of Piper Windows, which has donated the safety glass, we would have had to spend much more of our limited resources to have the work done.

"The seats will look better than ever and we can now concentrate on restoring the body of the carriage, its bogies and its brakes to make it fit for another 99 years."

Edinburgh tram extension pays homage to heritage

Words and pictures by Hugh Dougherty

THE opening of Edinburgh Trams' 2.9-mile extension of its existing system to Newhaven paid homage to the heritage of the city's trams – as the first trams to run down the length of historic Leith Walk since 1956 took to the track.

Sent off with due ceremony by council leader Coun Cammy Day, a piper and schoolchildren at noon on June 7, the first tram was welcomed by the Honourable Constables of Leith, who paraded in ceremonial top hats and saluted the vehicle with raised batons.

At Iona Street, the council has placed a pair of historic cable tram pulley wheels on a plinth, close to the new tracks to emphasise the city's tramway heritage and to recall its once-extensive cable car system. As reported, they were unearthed by contractors building the tram extension at Pilrig and dating from 1898.

Edinburgh City Council archaeologist John Lawson said: "I'm really excited that we've been able to show the Pilrig wheels close to their original location. Celebrating our archaeological heritage is an important part of the tram project. The wheels are a unique part of Leith's heritage and provide a fascinating link between the old and new tram systems."

The opening of the extension has placed the spotlight on the Scottish capital's tramway heritage. The 226 Trust, currently restoring Edinburgh's only surviving cable tram, No. 226 of 1903, at the Scottish Vintage Bus Museum at Lathalmond, is appealing for funds to finish the work on what is claimed to be the world's only surviving double-deck cable car.

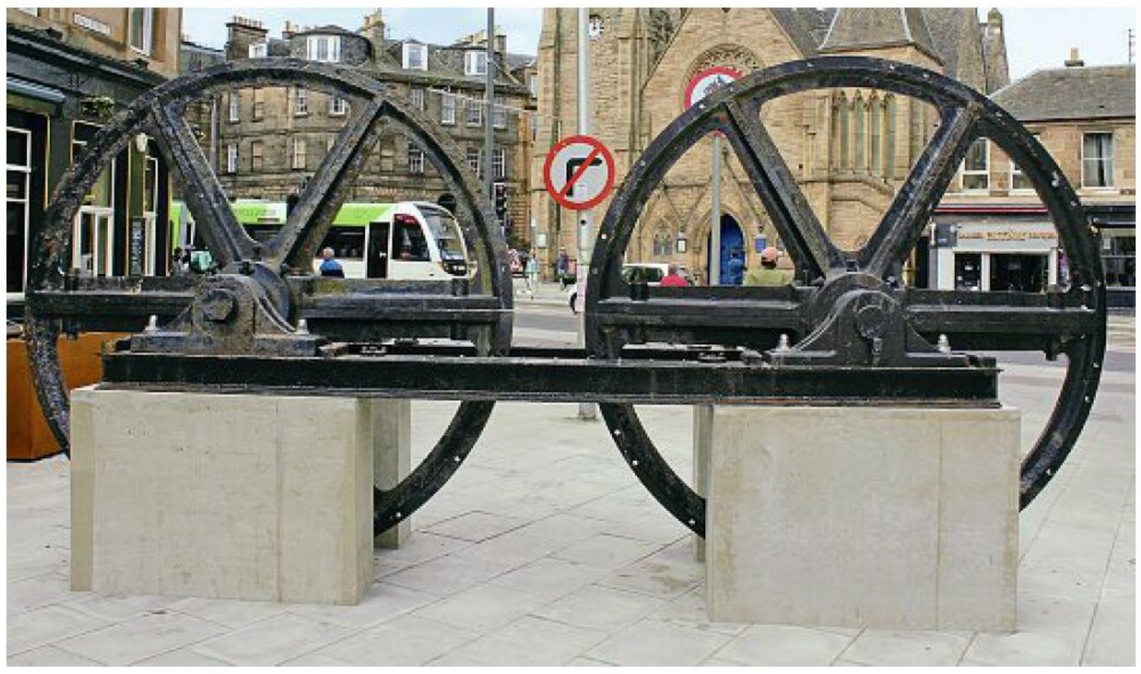
Trustee Lindsay Walls said: "The superstructure is almost complete but we would like to get the tram running again. The idea is to get bogie wheels manufactured and put it back on the rails. We've set up a crowdfunding page at www.gofundme.com/f/get-tram-226-back-on-the-rails and would be delighted to receive donations. "The opening of the extension has raised public awareness of Edinburgh's tramway heritage and with the cable tram wheels on public display, it would be wonderful to also have the cable car joining them."

History trail

Also at Lathalmond is fully restored Edinburgh horse tram 23, while electric car No. 35, which ran at the Glasgow Garden Festival in 1988 and also at Blackpool, is on static display at Crich Tramway Village. Despite the presence of the surviving trams, attempts by enthusiasts at establishing a transport museum in the city have proved futile after a small display featuring No. 35, in the former and now demolished Shrubhill tram and bus works was closed in 1979.

Edinburgh City Council has also ruled out the operation of heritage vehicles on its present-day tramway, despite systems such as Blackpool and several in Europe doing so – and vintage trams and dining trams are highly successful in cities such as Melbourne.

The council said the new system has not been built to accommodate them. However, visitors can seek out surviving tramway heritage, which includes the façade of the former cable tram winding house at Lauriston Place, complete with winding wheels, a length of slotted cable tram track, preserved at Waterloo Place, the cable wheels at Iona Street, and the façade of Leith depot, passed by the trams on their way to Newhaven.



The restored cable tram pulley wheels, dug up by contractors building the tram extension, on display at Iona Street. One of the first trams to run down Leith Walk since 1956 can be seen through one of the wheels.

Tramway history is made as schoolchildren join city council leader Coun Cammy Day in cutting a ribbon to declare the tramway extension to Newhaven open.

The preserved length of cable tram track at Waterloo Place in need of some restoration.

A traditional welcome to Leith from the Honourable Constables, who raised their ceremonial batons to salute the first tram to arrive at the foot of Leith Walk since 1956.

Edinburgh 35 on display at Crich Tramway Village. The tram was built in 1948 at Shrubhill Works and ran until the closure of the first-generation Edinburgh trams in 1956.

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The lining on LSWR T3 No. 563 is complete, with just the crests to finish before the engine gets varnished to seal and protect the paint. 563LG

Sitting pretty: T3 restoration continues apace

THE unmistakable sheen of LSWR green gets ever closer to gracing heritage rails once more as Swanage Railway-based T3 4-4-0 No. 563 takes another step towards completion at Bill Parker's Flour Mill workshops at Bream. A surge of activity in recent weeks has seen the locomotive's front end brought up to a stunning finish.

The gloss coat applied to the boiler barrel cladding resulted in a mirror finish, before the bands were finished off in Drummond's distinctive thick purple with narrow brown lining.

With these tasks completed, the cab roof and spectacle plates were fitted, facilitating completion of the rest of the lining. All that remained was for the intricate LSWR crests to be applied before final varnished to seal and protect the paintwork is carried out.

Within the cab, scumbling has been carried out, resulting in a deceptively realistic wood grain finish, which has also since been varnished. Installing the fittings has commenced as the locomotive approaches its next steam test.

Thanks to an anonymous donor, all donations made during of June were match-funded up to a limit of £4000, coinciding well with a renewed push to raise the final £40,000 required to start the locomotive's new working life clear of debt.

The extra care and attention required to finish the paintwork to a high standard saw a slight increase in time and labour cost, with the Swanage Railway Trust's 563 Locomotive Group's funds nearly depleted as a result.

Further donations are welcome as this unique locomotive nears the start of a new working life, having not being steamed in more than half a century.

Visit swanagerailwaytrust.org/t3-appeal for full details on how to contribute.

Corris marks passing of supporters who remembered the original line

ON Sunday, August 20, passenger trains on the Corris Railway will be running 75 years to the day after the last service operated on the original route between Machynlleth and Aberllefenni, in what was one of the first BR closures.

Unlike the finale for other routes, at the time nobody knew it would be the last service and thus there was no fanfare, speeches or special trains to mark the occasion. The final train was worked by Hughes Falcon 0-4-2ST No. 3, which went on to be preserved at the nearby Talyllyn Railway, where it was named *Sir Haydn*.

This last train was a goods working as part of the thrice-weekly freight service, which was what traffic on the line had been reduced to during World War Two. Passenger trains had ended in 1930.

August 21, 1948 saw the railway closed without notice. The Aberllefenni to Corris section was lifted in November 1948, and 10 tons of the rail was purchased by Henry Haydn Jones for use on the pre-preservation Talyllyn Railway. By the end of 1950, track lifting had reached Machynlleth station.

Over the passage of three quarters of a century, it is inevitable that few people will remember the original route and the revived CR was sad to announce on June 6 that Selwyn Humphreys, the son of the last regular footplate man on the old line and who engraved his name into the wall of engine shed at Maespoeth Junction as a young boy, had died earlier in the year. Despite the passage of time and renovations there, his mark remains to this day.

Additionally, a commemorative plaque has been affixed to the wall of the carriage shed to mark the passing of Gwyn Briwnant Jones, who wrote several books about the Corris. His father was chief clerk for the line and moved to a similar position at Machynlleth station after the 1930 GWR takeover, providing Gwyn opportunities to explore the 2ft 3in gauge line and the people who worked and used it.

Hugely supportive of the revival, he had previously been vice president of the CR Society, and many activists have received his thoughtful letters of thanks and appreciation for their work.

Track bonanza for Wensleydale

RECYCLING, recovery and waste management company Suez has donated 2 ½ miles of disused track from its Teesside plant to the Wensleydale Railway.

The track is from redundant sidings and does not form part of the active line which transports waste by rail to the site.

The heritage line formed a partnership with construction company A Cowley & Sons to relocate the track. Removal began in early May.

Wensleydale volunteer Neil Guest expressed the line's gratitude to Suez.

"The donation is a significant contribution to the maintenance of the Wensleydale Railway and will assist in safeguarding the railway for future generations to enjoy," he said.

Protest group demands historic Norfolk bridge to be unblocked

By Robin Jones

The infilled bridge over the former Midland & Great Northern Joint Railway line at Congham. HRE GROUP

A BID to save a historic Midland & Great Northern Joint Railway bridge at Congham, in Norfolk, has been launched by campaign organisation the HRE Group.

Congham bridge, five miles east of King's Lynn on the former line to Fakenham, is one of about 3100 legacy structures comprising the Historical Railways Estate, which is now managed by National Highways, the state-owned roads company, on behalf of the Department for Transport.

Carrying St Andrew's Lane, it dates from 1926 and was one of six partly or completely rebuilt using a bridge-building system developed by pioneering M&GNJR engineer William Marriott, who, in the design, had further developed his previous work on block casting and concrete reinforcement. However, only two of the six Marriott bridges now survive – and the one at Congham was infilled by National Highways between March and April 2021.

'Important feature'

As previously reported, the HRE Group is an alliance of walking, cycling and heritage campaigners, engineers, and greenway developers who regard the Historical Railways Estate's structures to be strategically valuable is terms of keeping disused trackbeds unblocked for potential future use as cycleways and footpaths. A group statement said: "The structure was infilled by National Highways without any thought to its role as a reminder of our past, an important feature within the local landscape or an infrastructure asset with potential future value.

"The company also did not consider the environmental impact of quarrying, transporting, and placing more than a thousand tonnes of aggregate and concrete in a rural setting.

"National Highways saw this structure as a liability and wanted rid of it. To do so, it exploited permitted development rights applying only to immediate, temporary works in emergency situations. But the infilling was intended to be permanent and took place 17 months after the company notified the local authority of its plans. No evidence of an emergency was provided; the bridge's condition was 'fair'. Because National Highways breached those permitted development rights by failing to seek written consent for retention of the infill beyond the maximum 12-month period allowed, King's Lynn and West Norfolk Borough Council has asked it to submit a retrospective planning application.

'Best solution'

"We believe the bridge should be sympathetically repaired as an important heritage asset, restoring its availability for any possible repurposing. We ask our supporters to object to the planning application," said the HRE.

A National Highways statement said: "The bridge was in very poor condition, with signs of serious fractures and movements. Major repairs carried out previously had not been able to stop these from getting worse.

"Infilling was the best available option and has enabled St Andrew's Lane, which runs over the top of it, to remain open.

"We consulted with the local planning authority and highways department while planning the work and neither raised an objection. We also checked for any listed or conservation status affecting the bridge and there wasn't any.

"We believe that retaining the infill at this location is the best solution given the circumstances."

About 250 objections to the infilling of the bridge have been received so far. For a link to the borough council site registering public views on the issues, visit thehregroup.org/structures/congham

Crigglestone Viaduct restored in major project

NATIONAL Highways has been completing a major programme of maintenance and restoration of the Midland Railway's 21-arch 1270ft Crigglestone Viaduct at Calder Grove.

Part of the Historical Railways Estate portfolio, the viaduct was built in 1906 to carry the eight-mile route from Royston Junction to Thornhill Junction when it connected with the Lancashire & Yorkshire Railway.

The line was intended to be part of the Midland's planned Sheffield-Bradford route, which was never completed.

The route played a role in the building of the M1 in the 1960s. Trains carried materials to the site of the motorway until the summer of 1968, when the western end of the line was closed, the eastern end having been closed in May. The easternmost arch of the viaduct sits over the existing Wakefield-Barnsley line.

A team of engineers has been carrying out repairs and a refurbishment, including fixing fractures and repointing brickwork, strengthening parts of the structure following damage caused by excessive vegetation, and removing graffiti. National Highways has also worked closely with ecologists to protect bats roosting in the structure, and six new bat boxes have been installed.

HRE civil engineer Muhammad Musa said: "We are proud of the hard work that the engineers have done to restore this piece of local history."

National Highways HRE head of programme Helene Rossiter said: "We take our responsibility for the HRE very seriously and all our structures are inspected yearly by a team of specialist engineers. This allows us to plan work well in advance and ensure that the most critical tasks are prioritised."

Repointing work taking place on the Midland Railway's Crigglestone Viaduct. HRE

Pre-order Issue 309: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Safety management system certification for Maam Cross

By Hugh Dougherty

IRELAND'S Commission for Railway Regulation has issued the Connemara Railway with a vital Safety Management System certificate after a rigorous assessment of the line's systems and supervision. The paperwork allows the line to operate public trains this summer over its 3ft gauge track laid at Maam Cross station.

Chairman Jim Deegan said: "We are delighted that we can start public services this summer on our temporary narrow gauge track. We have also been able to obtain public liability insurance, which was both difficult and expensive to gain, but it gives us the green light to run trains.

"The plan is to operate the narrow gauge this summer and we hope to be able to operate broad gauge trains over our 5ft 3in gauge track in the summer of 2024."

The group's replica Maam Cross signal cabin is complete on the resurfaced station platform, with point rodding now in place, and work has started to repaint the water tower's tank, which will be needed as and when steam comes to the railway.

Meanwhile, a rather unusual vehicle to grace the Connemara rails has arrived in the shape of former Caledonian Sleeper Mk3 No.10598. The coach will be used to provide volunteer accommodation and has been placed on Irish broad gauge bogies.

It has been joined by former CIE 'laminate' passenger brake No. 1916 of 1956, which was formerly with the Railway Preservation Society of Ireland. The coach, intended for passenger traffic on the broad gauge tracks, is turned out in the 1960s livery of orange and black, known unofficially as 'Black & Tan', a reference to the notorious Black & Tans deployed against the IRA during the Irish War of Independence. It hasn't been lost on Jim and the Maam Cross volunteers that the coach's stock number is the same as the year of the Easter Rising in 1916.

Plans are in hand to start basic catering using the railway's former CIE dining car No. 2421. Summer operating dates will be posted at www.connemararailway.ie

The replica signal cabin and point rodding in place, ready for 5ft 3in rails to be laid beside the platform, with a temporary 3ft gauge track in place alongside. CONNEMARA RAILWAY

Coach No. 1916 arrives at Maam Cross on a low-loader from Dublin in its striking livery. CONNEMARA RAILWAY

The first carriage of its type to reach the Hills of Connemara: Caledonian Sleeper Mk3. No. 10598 at Maam Cross to provide volunteer accommodation. CONNEMARA RAILWAY

The Fairbourne Railway's May 27-29 steam and diesel gala featured two 15in gauge visitors. From the Rhyl Miniature Railway came Bassett Lowke 4-4-2 *Prince Edward of Wales*, which dates back to 1909, while the other visitor was the former Sutton Miniature Railway GWR railcar originally built by Trevor Guest for Dudley Zoo and now based at Tyseley Locomotive Works. The latter ran briefly on the second day due to technical problems and its place was taken by resident Lister *Gwril*. On the 12 ¼in gauge line, the three resident steam locomotives, *Yeo*, *Russell* and *Sherpa*, were joined by a double-headed pairing of resident Simplex No. 8937 and visiting Littlehampton Miniature Railway diesel electric *Albert*. GRAHAM BILLINGTON/FR

Visiting Bulleid Battle of Britain Pacific No. 34072 *257 Squadron pulls* into Wittersham Road on April 4. UKPNS

Main line electric staff volunteer at light railway

ELEVEN staff from UK Power Networks Services' high-voltage rail team exchanged their roles of serving some of Britain's busiest networks to voluntarily help out with improvements at the Kent & East Sussex Railway's Wittersham Road station.

They tidied up the station entrance and platform by removing old plant boxes, weeding the platform shingle, and making a new planter from sleepers.

Led by rail programme manager Lee Ramsay, the specialists, who maintain and upgrade electrical infrastructure for Network Rail, HS1 and the Docklands Light Railway, gave their time through Donate a Day, which allows UK Power Networks Services' employees two paid days leave each year to work on volunteer projects.

UK Power Networks Services project engineer Graeme Durden, who organised the challenge, said: "Most of us work on railway projects, so there was a lot of excitement about working at a heritage railway.

"We hope our support keeps the running costs down for the charity and enables it to spend more funds on improvements to the railway."

KESR infrastructure manager Brian Richards added: "The team did a fantastic job and we are delighted with their work.

"It was excellent and a great team-building exercise.

"We always welcome volunteers who want to help the railway. No skills are required and people can give as much or as little time as they want."

UK Power Networks Services volunteers at Wittersham Road station. UKPNS

BR Standard 4MT No. 76084 climbs towards Weybourne with the afternoon parcels train.

Sheringham gala a soaring success

Words by Robin Jones
Pictures by Steve Allen

SOARING temperatures and unbroken sunshine helped make the North Norfolk Railway's June 9-11 Rails & Ales gala a stunning success, with passenger numbers soaring by 30% compared to the same event last year.

A total of 1800 people travelled on the line, with visiting Class 66 No. 66426 *Driver Paul Scrivens* from Direct Rail Services hauling its first-ever passenger trains.

The locomotive was built by General Motors in North America in 2007 and shipped to the UK for use on heavy intermodal freight trains, including supplies for Tesco. It has also worked flask trains from nuclear power stations to the Sellafield reprocessing facility. Its duties saw it scarcely appear in East Anglia and so its appearance on the Poppy Line provided a rare opportunity to see and travel behind the engine.

In July 2022, at an open day at the DRS Gresy Road depot in Crewe, it was officially named in honour of Paul, a popular DRS driver of more than 20 years, who died in 2021.

A second guest locomotive was the Crewe Heritage Diesel Group's Class 47 No. 47712 *Lady Diana Spencer* from Locomotive Services Limited.

Ales were served at each of the line's three stations and on certain trains, with Sheringham and Holt stations both having bottled beers and ciders on offer, and Weybourne station hosted a real ale bar. Altogether, about 25 beers and ciders were available.

Live bands and a disc jockey provided music at Weybourne each day.

Coming events on the Poppy Line include Make Tracks to the Sixties on July 22/23, featuring both steam and diesel services, with Weybourne hosting cars, caravans and live tribute bands to recreate the atmosphere of the decade.

The August 26-28 bank holiday weekend will feature three steam engines in action, while the September 16/17 Steam Back to the Forties weekend sees the popular event return for its 28th year.

Visit www.nnrailway.co.uk

North Norfolk Railway resident Standard 4MT 2-6-0 hauls the line's BR Mk.1 carmine and cream set Kelling Cutting en route to Holt on June 10.

Class 47 No. 47712 *Lady Diana Spencer* heads towards Weybourne with a train from Sheringham.

Direct Rail Services Class 66 No. 66424 *Driver Paul Scrivens* leaving Weybourne, piloting Class 31 D5631 with a train bound for Holt.

Class 14 D9537 *Eric*, visiting from the Ecclesbourne Railway for the summer, makes a fine sight at the head of the North Norfolk Railway's train of beautifully restored suburban coaches.

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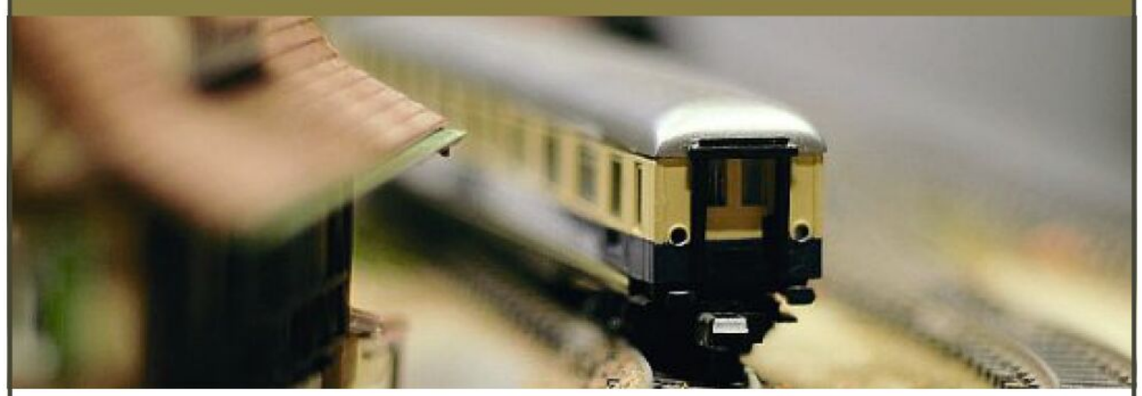

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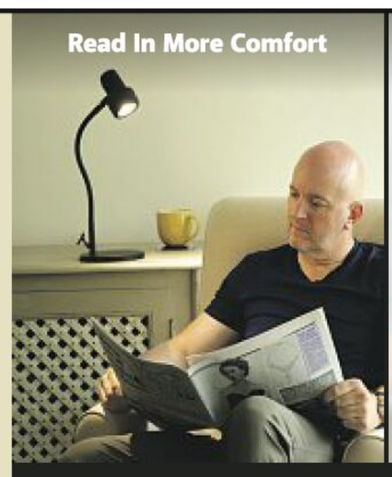

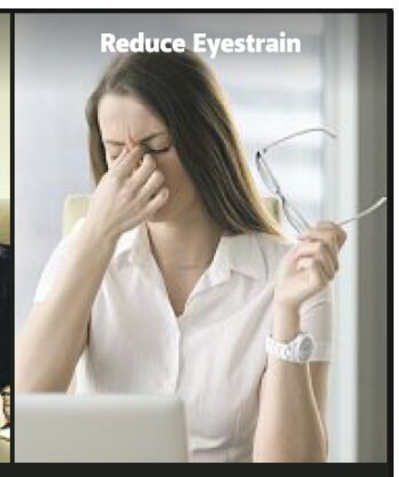

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Tyseley flagship WR 4-6-0 No. 4079 *Clun Castle* back off the turntable, with No. 4965 *Rood Ashton Hall* to the left and No. 5080 *Defiant* right.

TYSELEY'S FOUR CASTLES SPECTACULAR SEES NEW HORIZONS DAWN

The Tyseley Locomotive Works open weekend on June 17/18 proved to be a high point in the centenary celebrations for Charles Collett's GWR Castle class – and was immediately followed by the opening of its new carriage shed to begin another chapter in this depot's proud history, reports **John Titlow** in words and pictures.

Three Castles in steam together: Nos. 7029, 4079 and 5043 perform runpasts at Tyseley.

GWR 4-6-0s No. 4965 *Rood Ashton Hall*, WR No. 7029 *Clun Castle*, No. 5043 *Earl of Mount Edgcumbe*, No. 4079 *Pendennis Castle* and 5080 *Defiant* around the turntable at Tyseley Locomotive Works on June 17 during the successful open weekend.

TYSELEY Locomotive Works has been at the heart of this year's celebrations to mark the 100th anniversary of the Castle 4-6-0s, having two fully operational and main line certified locomotives in WR Nos. 7029 *Clun Castle* and 5043 *Mount of Mount Edgecombe*.

A week after these two Castles stormed the Lickey Incline, the works opened its doors to visitors on June 17/18, giving an opportunity to get up close to four class members present – the third in the form of No. 4079 *Pendennis Castle,* visiting from Didcot Railway Centre, while Tyseley-based No. 5080 *Defiant* was on static display.

On the Saturday morning, all four Castles were posed around the turntable. In the afternoon, the three working Castles were coupled together and performed several runpasts on the internal demonstration line alongside the shed.

Afterwards, No. 7029 was coupled up to three carriages, providing rides which were included in the entrance fee of £15 for the Saturday and £10 the Sunday. To draw the train back, Class 08 No. 130292 was coupled to the rear.

Most buildings were open, apart from the running shed, giving visitors a look behind the scenes at the various restoration projects, rebuilds and new builds taking place.

At the end of one shed is the chassis of GWR 4-6-0 No. 7802 *Bradley Manor*, unique BR Pacific No. 71000 *Duke of Gloucester*, new-build Great Eastern Railway F5 2-4-2T 789 and the boiler of GWR 4-6-0 No. 4936 *Kinlet Hall,* which is undergoing works.

No. 71000 is in the final stages of overhaul, with the smokebox and boiler fitted to the chassis. The boiler is being prepared to be hydraulically tested in position and once all is passed, it's onto completing the fitting out and boiler cladding. The cab is in place and the rods are presently being installed. There are high hopes that the locomotive will return to the main line this year.

BR 8P Pacific No. 71000 *Duke of Gloucester* and new-build GER Holden F5 2-4-2T No. 789 inside the works.

LMS 4-6-0 No. 5593 *Kolhapur,* now stored inside the new Tyseley shed.

Aiming for a main line comeback this year, the wheels and rods are in place of No. 71000 *Duke of Gloucester* inside Tyseley's workshop.

LNWR 'Bloomer' 2-2-2 inside Tyseley's new carriage shed on June 17. Once completed, the locomotive stands to become a showpiece both for the work's engineering excellence and the city's railway heritage.

Next to the 'Duke' were the frames, assembled smokebox and chimney of No. 789 up on jacks.

This Holden F5 Locomotive Trust project is progressing, with the wheel castings delivered to Riley & Sons for assembly.

A walkway balcony above the shed provided an excellent view of the projects underway, overlooking GWR 4-6-0 No. 7822 *Foxcote Manor*, No. 4936 *Kinlet Hall* minus its boiler, and new-build GWR 4-6-0 No. 6880 *Betton Grange* with its new boiler cladding and casing, fitted after passing its hydraulic boiler test.

The balcony led to an external viewpoint to watch and photograph the shuttle service and

Will GWR 4-6-0 *Betton Grange* become the next standard gauge new-build locomotive to run? From the overhead walkway gallery, No. 6880 is seen undergoing work on June 17.

Visiting GWR No. 4079 *Pendennis Castle* pulls the internal shuttle train inside the works on June 17.

Left: *Count Louis* runs on a demonstration short section of track of the Sutton Minature Railway at Tyseley. The 15in gauge line ran in Sutton Park from about 1905 until the 1960s, when it was closed, dismantled, and the equipment placed into storage. It is Tyseley's aim to recreate what was once a popular part of the city's heritage within its depot car park.

New apprentices engaged by Tyseley Locomotive Works pursuant to the European Regional Development Fund scheme, Louis Foulks (left) and River Temlet (right) hold the Metropolitan Cammell Carriage & Wagon Co. sign, while Birmingham City Council Leader John Cotton (second left) and Vintage Trains Carriages Trust chairman Michael Whitehouse shake hands to launch the project on June 20. BOB GREEN/VT

Birmingham City Council leader Coun John Cotton drives Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* at Tyseley on June 20. BOB GREEN/VT

cavalcade of the three Castles coupled together, a sight evoking memories of locomotives coupled together running off shed to take up their duties nearby in steam days.

A new carriage shed has recently been constructed on the eastern side of the depot. Inside were Peckett 0-4-0ST works No. 2004 of 1942 No. 1, GWR pannier No. 7752, replica LNWR 2-2-2 'Bloomer' No. 670 and LMS 'Jubilee' No. 5593 *Kolhapur*. A platform has been constructed inside and the shuttle trains departed from here.

Special treat – and a record

For Father's Day on the Sunday, it was possible to ride behind three Castles in one day for the first time since steam days, on the route of Vintage Trains' 'Shakespeare Express'. The first, No. 7029, departed Tyseley at 9am with the empty stock to Birmingham Snow Hill to pick up passengers, and from there it was an hour's run to Stratford-upon-Avon. For the afternoon return to Snow Hill, No. 5043 took over.

Two options were available: the Three Castles Experience or the Two Castles Tripper.

For passengers doing the three Castles experience, priority access into Tyseley Works was included before the event to see the departure of the first empty stock to Snow Hill and to photograph the locomotives around the turntable before the public arrived. On the main line, it was a return trip from Tyseley to Snow Hill behind No. 7029, returning behind No. 5043, limited to 100 people.

The Two Castles Tripper was an afternoon return trip from Stratford to Tyseley. Not being main line certified, No. 4079 worked the internal shuttles, making it possible to get all three in one day.

Bookings for the Fathers' Day trains were an all-time record for this train, with more than 100 Sunday lunches served in the Metropolitan Cammell Pullman carriages, clearly demonstrating the potential growth for both inbound international tourists and local markets.

Throughout the weekend, the 15in gauge Sutton Miniature Railway gave rides on a short demonstration line behind *Count Louis*, a very attractive 4-4-2 built by Bassett Lowke in 1924. There are ambitious plans to extend the temporary line around the edge of the works and will provide different views of the site presently not possible.

One non-railway visitor with a tenuous link was 1931-built AEC/Metropolitan Cammell vintage bus No. 486, which belonged to Birmingham City Transport. This was not its first visit to Tyseley; in 1975, No. 486 was displayed in unrestored condition alongside No. 5043. These two icons of 1930s transportation came together in celebration of their restoration programmes.

In some ways, 486 had a similar rescue from scrapping to No. 5043 at Barry. It escaped from a scrapyard in 1946, becoming a home for retired Welsh miner in a field in Herefordshire until 1970, when it was discovered in extremely poor condition. Now fully restored, it now belongs to the Transport Museum Wythall, to the south of Birmingham.

Museum trustee Denis Chick said: "What has been achieved with the rebuild of No. 486 is similar to Tyseley's achievements with its own restoration challenges.

Icons of 1930s transport reunited: Castle No. 5043 *Earl of Mount Edgcumbe* stands alongside Transport Museum Wythall's 1931-built AEC Regent No. 486 at Tyseley on June 17. When No. 486 last visited Tyseley in 1975, it 'met' No. 5043, both yet to be restored. In this Castle centenary year, No. 5043 *Earl of Mount Edgcumbe* has returned to the main line following its 10-yearly overhaul, while No. 486 – which won the RAC Award for the Best Restoration of 2022 – is carrying passengers again after its 10-year restoration programme. TMW

"These two machines exhibit the pride and exquisite workmanship that was not only delivered by British engineers 90 years ago, but is also being replicated again today by staff and volunteers, so getting them together was a must."

With the four Castles around the turntable, Saturday was the busy day, especially for enthusiasts. Sunday saw lower numbers, particularly of the general public. Two fully-booked photographic charters took place, one all on Friday and an early one on Saturday morning before public admission.

There was plenty to see and do throughout the weekend, which is considered to have been a great success.

All profits from the open days and from tickets for the Three Castles Experience and Two Castles Tripper will be used for continued investment in preservation of the entire Tyseley-based operation, including locomotives, carriages, new carriage shed, engine shed and other developments.

Further 'Shakespeare Express' services from Birmingham to Stratford take place on July 16, 23, 30, August 6, 13, 20 and 27 and September 3. For other tours throughout the year, visit vintagetrains.co.uk

New shed, new opportunities

The works has expanded considerably with the building of a new 1550sqme carriage shed, which will not only preserve Vintage Trains stock, but also make working conditions considerably better and will save money in the long term.

As reported in *Heritage Railway* issue 306, on February 6, Tyseley was awarded a grant of £168,369 from Birmingham City Council's European Regional Development Fund to expand depot facilities and generate further employment to meet growing demand for heritage engineering design, manufacture and repair skills.

The project cost about £340,000 and was match-funded by Vintage Trains Carriages Trust from its reserves and the newly-launched major donor scheme, the Patrons Club.

The building was completed on time and on budget, while further fitting out will be carried out over the coming months.

With unprecedented demand for its services in heritage railway engineering, design, manufacture, repair and maintenance, and a full order book until the end of 2024, the company has embarked on a staged significant expansion of facilities and growth in staff numbers to cope. Tyseley will now be in a much better position to accept additional commercial work.

Currently, the works has 19 full-time employees, 31-part time, and 155 active volunteers, and turns over about £1.4 million annually. Due to this funding, an additional 10 full-time staff will be employed.

Plans for future expansion include additional maintenance facilities and the installation of the carriage lifting jacks originally from the GWR depot at Old Oak Common.

On June 20, Birmingham City Council leader Coun John Cotton visited the works and launched the next steps in developing its strategy for the future.

The city is a key stakeholder for Vintage Trains Charitable Trust, the connection dating back to the early 1950s when its founders assisted with the establishment of the Birmingham Museum of Science & Industry. In future, the carriage works will be promoted under the historic marque Metropolitan Railway Carriage & Wagon Company, established in 1837. To perpetuate it, parent company Vintage Trains Charitable Trust has acquired the internationally-famous name that was used to build railway carriages in Birmingham for export worldwide, including four of its Pullman Cars built in 1960.

Tyseley has already begun to twin railway carriages built by Metropolitan Cammell for the Commonwealth, commencing with *Kenya* and *India* under the title of Commonwealth of Railway Museums.

These 'twinning' moves will initially be developed with Legacy West Midlands, a charity established at Matthew Bolton's Soho House to ensure all communities thrive by valuing and building on their own heritage together with universally-shared heritage, and also with the local Warwick Road-based Shri Hindu community centre.

Tyseley 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 at 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, commented: "We are pleased to be able to support Tyseley Locomotive Works to continue its engineering growth and employ more people in Tyseley." HR

50 YEARS, 50 WAGONS:

GREAT CENTRAL'S ANNIVERSARY

A 50-wagon freight train was the star attraction for the Great Central Railway's 50th anniversary gala weekend, as **Owen Hayward** reports.

Swithland reservoir as you've probably never seen it before: BR 9F No. 92214 made light work of the landmark goods working on June 17, the train being formed of an impressive 50 wagons. OWEN HAYWARD

Andrew Barclay No. 1223 *Colin McAndrew* departs Loughborough for Quorn, where it operated driver experience trips within the goods yard. ALAN WEAVER

Derby lightweight railcar *Iris* passes through Woodthorpe on its way to Quorn & Woodhouse on June 17. OWEN HAYWARD

BR Standard 2MT No. 78018 coasts through Quorn and Woodhouse passing SR West Country No. 34039 *Boscastle*, which was displaying the same headboard it wore when it arrived on the GCR half a century previous. OWEN HAYWARD

Comings and goings at Loughborough Central: BR 9F No. 92214 starts away with the 50-wagon freight special, while Derby lightweight railcar *Iris* arrives (left). Meanwhile, BR 5MT No. 73156 (right) waits to exit the carriage siding with the dining stock for the VIP train, a commemorative headboard adorning its smokebox. GRAHAM NUTTALL

It was access (almost) all areas at the UK's only double-track main line heritage railway over the weekend of June 17/18 when the Great Central Railway did what it does best – taking many of its toys out of the box to celebrate its 50th anniversary in style.

Utilising its home fleet of both steam and diesel locomotives – which since 1973 has grown from industrials to an impressive and sizeable collection of BR locomotives, the double-track main line set-up can allow for at least four departures an hour from the main operating hub at Loughborough Central and has become a staple of the railway's gala timetables.

On this occasion, a multitude of traction could be enjoyed, incorporating one industrial saddle tank locomotive, two diesel railcars, two ex-main line diesel and four large BR steam locomotives shuttling and shuffling about on freight, passenger and driver experience workings, meaning that wherever you were along the route, you were not long waiting for the next passing service.

Days remembered

Quorn and Woodhouse station was – as it often is – a hive of activity, with various locomotive and wagon restoration groups and societies in attendance and promoting their causes. The obvious presence was that of SR West Country 4-6-2 No. 34039 *Boscastle*; when it arrived on the fledgling GCR in 1973, it was the first BR main line locomotive to take up residence there. Now undergoing overhaul, the locomotive's smokebox had recently been fitted and adorned on that was the very same headboard it wore upon arrival all those years ago, which underwent restoration itself back into presentable condition.

When the line first opened, many services were run by small industrial locomotives, a sight not uncommon with new start-up heritage lines even to this day. This too was represented – intentional or otherwise – with the presence of Andrew Barclay 0-4-0ST No. 1223 *Colin McAndrew,* which ventured over from its normal base at the heritage centre on the Mountsorrel branch. Within the confines of Quorn's goods yard, it operated immensely popular footplate experiences that rapidly sold out. Being stabled at Loughborough overnight, the diminutive shunter cut a stark contrast to the much larger BR 2-10-0 9F No. 92214 – the biggest locomotive on the railway.

The station marquee hosted a photographic exhibition that detailed the changes and growth from throughout the last half a century, while outside the Windcutter group had a before-and-after display of its mineral wagon restoration projects. A total of 23 of these wagons are currently operational, and the group has its sights set on completing the work required on the remaining vehicles to enable the full rake of 30 to operate in one train.

The railway has become well-known for its vast array of freight vehicles, with the Windcutters certainly being the highlight. With such a wide variety available, the stock used at events on freight demonstrations can easily be rotated. To celebrate this side of the railway, a special lengthened rake of 50 wagons (comprising mineral, box, tank, open and other wagons) was run from Loughborough Central to Rothley with the 9F in charge. As one BR's most powerful goods locomotive designs, the 'Spaceship' made light work of the load, with crowds gathering both at stations and the usual vantage points along the line to witness this rare working. The last known working to such a length was a 60-wagon-long train for a photographic charter sometime in the 1990s, though very few photos appear to exist recording this.

All stations

At the railway's main terminus of Loughborough Central, the locomotive shed opened for visits, with footplate access available on a few select residents currently stored within. Guided tours of the station were held, while a display featuring 50 years of GCR publications was staged.

Over at Rothley, the carriage and wagon workshops were open for a chance to see restoration projects. An area to the rear of the shed was cordoned off to allow passengers a closer look at Rothley Brook, where many of the freight and some of the passenger services would terminate, a waiting locomotive joining the rear of the arriving set and then hauling that back into the station platforms.

On the Sunday, trains also ran down the Mountsorrel branch, further adding to the feeling of a main line. "After all," said Malcolm Holmes, general manager, "what is more main line than a branch line feeding off it?"

BR Standard 5MT No. 73156 catches the attention of picnickers as it passes Kinchley Lane with the VIP and 50th anniversary special on June 17. HAYDEN SHEPPARD

The National Railway Museum's Class 37, the first of its class to be built in 1959, awaits its next turn of duty at Loughborough. GRAHAM NUTALL

A photographic display inside the marquee at Quorn and Woodhouse depicted 50 years of progress of the GCR. OWEN HAYWARD

Two of the 'Windcutter' mineral wagons in Quorn goods yard gave a comparison between restored and unrestored vehicles, with the vehicle on the right currently being restored. OWEN HAYWARD

The recent timetable changes were still in force at Leicester North, which allow time for passengers to visit the footplate of the 'live' locomotive during the run-round layovers there – a feature which has been very popular on standard operating days.

"It allows people a chance to get up close and learn about the locomotives," Malcolm said. "Younger generations these days can disregard us simply because we burn coal and they've been told that burning coal is bad. This allows them a chance to see how we fit in to history and what we're actually doing to educate them."

Talks and presentations featuring the volunteers who rescued the line after closure by BR were held during the weekend. Over the two days, more than 2500 people visited to line to take part in and enjoy the celebrations.

GWR head of marketing and communications Simon Bracewell said: "It was wonderful to welcome so many visitors, particularly the pioneers from the early days. "Despite the uphill struggle and obstacles they encountered, they persevered.

"Once there was a plan to demolish Loughborough Central and build a road over the trackbed. Fortunately, we instead have a thriving visitor attraction that brings so much to the East Midlands economy.

"A highlight was, of course, the 9F on the 50-wagon special. The 9Fs were synonymous with the GCR – particularly pulling freight trains – in the 1950s and 1960s, and it was fantastic to recreate the scene decades later.

"Demonstrating how Britain moved goods around the country wasn't envisaged when the GCR first began running trains in 1973.

"As well as marking the past, it was good for everyone to enjoy what has been created by millions of hours of hard work and millions of pounds of funding from supporters, setting the stage for the next half a century."

The railway's freight collection will also take centre stage at the next two big events in the coming weeks.

The Quorn Wagon & Wagon open weekend (July 22/23) will bring together freight groups from other heritage lines, while Railways at Work (August 19/20) will once again entertain visitors with loading re-enactments, shunting and regular freight workings.

Visit gcrailway.co.uk/2023-events for more information. HR

The storms and storming of the Lickey

By John Titlow

ON June 10, Vintage Trains continued the celebrations of 100 years of Charles Collett's GWR Castle 4-6-0s by storming the Lickey Incline with a centenary special on a circular route from Birmingham New Street via Shrewsbury, Hereford and Gloucester.

GWR No. 5043 *Earl of Mount Edgcumbe* led WR No. 7029 *Clun Castle* throughout.

As is becoming usual for Vintage Trains running out of Tyseley, it was an early start, with the empty stock leaving at about 7.30am and running via Bordesley Junction to Birmingham New Street to collect passengers.

Departure was a minute down at 8.37am and from here it was across the flatlands to Shrewsbury, avoiding the station, to English Bridge Junction for an 18-minute break.

From here it was down the Welsh Marches non-stop to Hereford, arriving 10 minutes late at noon.

Weather watch

The departure from Hereford was 13 minutes late at 2.12 pm, but this delay gave the Castles a chance to make up time by Llanwern West Junction, passing one minute early. Time was lost on the approach to Gloucester, arriving six minutes down at 4.02 pm. From here timekeeping improved, leaving one minute early at 5.03pm. Holding steady time, they passed Lickey summit on schedule but arrived 10 minutes late back at New Street at 6.33 pm.

The Lickey is the steepest main line climb in the UK, at 1-in-37.7 for two miles between Bromsgrove and Blackwell, near Barnt Green.

For those at the lineside of the Lickey, the approaching lane was packed with parked cars, so getting there early was a must, because even over an hour before, it was starting to fill up.

This had its disadvantage because despite the day starting sunny, it became very stormy in the afternoon heat.

The storms were very localised and everyone was getting worried about the conditions, especially with the previous unit on the climb in a torrential downpour. The rain was bouncing off the unit, creating a mist making it difficult to see. Hopes were not high!

Thankfully, the rain stopped, giving a short window for the Castles to climb flat-out, storming up the Lickey with ease.

The thrash could be heard for nearly 10 minutes on the approach and only eased when they disappeared over the summit.

Once the sound had died down, another storm hit, this time with the return of thunder and torrential rain for the walk back to the car. We all count ourselves lucky.

While the majority of the country bathed in sunshine, localised flooding created serious problems on the drive home, but the memory of the thrash was worth the journey.

Stock change for unit drag trips from UK Railtours

AN administrative issue regarding the planned use of London Underground's 4TC unit on two main line excursions resulted in the stock having to be withdrawn from its advertised use on two of UK Railtours' July trips.

The four-car Class 438s were often used in push-pull formations, although its advertised use on the planned trips would have seen it sandwiched between powering locomotives.

However, thanks to the cooperation of GB Railfreight and Hastings Diesels Ltd, alternative stock was secured in the form of Class 201 'Thumper' DEMU No. 1001, which brought with it additional capacity and therefore opened up further availability for travel tickets to go on sale.

The Hastings DEMU also contains a buffet car in the formation, which enables refreshments to be served on board.

While the 'Thumper' is capable of running under its own power, UK Railtours has advised that on both trips, the previous top-and-tail arrangement would remain in place. Both tours were planned in tribute to the late Paul Taylor, a career railwayman who was heavily involved in organising charity charter trains with unusual traction to unusual locations.

Sadly, he died in August 2022 after a battle with prostate cancer.

A raffle took place aboard the July 1 'The Chessy Ned' trip, raising money for Prostate Cancer UK, with the same also set to occur on the July 22 'Newhaven Nonsense', which will depart London Victoria for Eastbourne with a roundabout route via Charing Cross, Sevenoaks, Ashford International and Hastings.

A rare venture to the freight terminal of Newhaven Marine will start the journey home, which will pass through Brighton, Gatwick Airport and Herne Hill before arriving back at Waterloo.

➜ For more details about upcoming trips and for booking information, visit the UK Railtours website at www.ukrailtours.com

Pre-order Issue 309: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Above: Castle 4-6-0s No. 5043 *Earl of Mount Edgcumbe* and No. 7029 *Clun Castle* climb the Lickey Incline with the Vintage Trains centenary special special on June 10.

Right: Heading south from Shrewsbury, No. 5043 *Earl of Mount Edgcumbe* and No. 7029 *Clun Castle* pass Bayston Hill with the Vintage Trains Castle centenary tour. BOTH: JOHN TITLOW

A1 *Tornado*'s comeback is delayed by extra boiler repairs

By Robin Jones

THREE trains due to be hauled by new-build Peppercorn A1 Pacific No. 60163 *Tornado* have been cancelled due to extra work needed on its already-overrunning overhaul.

The A1 Steam Locomotive Trust's 'The Aberdonian' from Edinburgh and Haymarket via the Forth Bridge to Aberdeen on Thursday, July 20 and Saturday, August 19 will not now take place. 'The Clyde Aberdonian' from Glasgow and Stirling to Aberdeen on August 19 has also been called off. Passengers have been offered alternative dates.

A statement from A1 Trust commercial manager Graeme Bunker-James said: "Our flagship locomotive, No.60163 *Tornado,* has been under overhaul for an extended period. This is primarily due to additional work needed to repair the boiler and complications around fitting essential new digital signalling equipment.

"We have done everything in our power to return the locomotive to the main line ahead of our commitments in Scotland this summer, but we will not be able to achieve this.

"We have therefore taken steps to minimise disruption and disappointment for passengers by working with West Coast to run as many of the trains as possible, starting in July with trains on the 27th and 29th. While the trains won't be hauled by *Tornado*, we are pleased to confirm that they will have steam traction from West Coast's pool of locomotives.

"We sincerely apologise for any inconvenience caused by these changes and hope that those who wish to can still enjoy the fantastic steam-hauled journey along the coast to Aberdeen.

"On a more encouraging note, we are pleased to report that the end of *Tornado*'s boiler repairs are in sight, and the frames will be ready to receive it on delivery to Loughborough in the coming weeks.

"It has been a long 18-month overhaul and we all look forward to seeing *Tornado* back in steam for testing this summer before a triumphant main line return in September."

Fitting on the new flue tubes to *Tornado*'s boiler. A1SLT

Vintage Trains offers 'double' outing on just one tour

VINTAGE Trains is offering customers a railtour to Melton Mowbray with the addition of a trip over the Harringworth Viaduct to Corby on Saturday, September 23.

Beginning at Birmingham New Street and picking up passengers at Coleshill Parkway and Nuneaton, the steam-hauled tour will take passengers to Melton Mowbray for a break of just under three hours to explore the town, or there is the chance to stay on the train and travel to Corby and return. The morning train, under the title of 'The Melton Pieman', is expected to be hauled by GWR 4-6-0 No 7029 *Clun Castle,* along with Class 37 No. 37240.

Once at Melton Mowbray, the train takes on the title of 'The Harringworth Lunchtime Shuttle' and retains both locomotives. The run to Corby and back will be just over two hours. Once back at Melton Mowbray, the morning customers will be returned to Birmingham via the same route, setting down passengers at their joining stations.

Customers have the choice of booking just one or both of the tours, with fares available in Pullman-style dining, first class and tourist class. However, the lunchtime option does not include first class travel.

For more details and to book, visit vintagetrains.co.uk

Surprise naming honours Pathfinder founder's 50th

By John Titlow

AN eight-month secret plan to celebrate the 50th anniversary of Pathfinder Railtours came to fruition when 80 guests, including industry colleagues, gathered at Gloucester station as founder Peter Watts named a GBRailfreight Class 69 No. 69006 in honour of the company on June 23.

Pathfinder Railtours' first train was on June 10, 1973, a trip from Gloucester Eastgate to Pwllheli behind a Class 47 to Shrewsbury and a 24 over the Cambrian.

Fifty years to the day, Pathfinder celebrated its golden anniversary, with Peter on board a special train from Burton-on-Trent to Weymouth behind Class 40 D345/40145, routed via Birmingham New Street, Cheltenham Spa, Swindon, Reading and Basingstoke, returning via Yeovil, Westbury and Bristol.

As a special surprise, a cab ride was organised for Peter between Cheltenham and Swindon, but little did he know about the celebrations a fortnight later.

Planning for the June event began last October, resulting in one of the latest Class 69s to enter traffic being named *Pathfinder Railtours*. The decoys involved to ensure that Peter remained unaware were varied, including false light engine timings to ensure that his inquisitive nature did not give the game away!

At the station, Peter drew back the curtains to reveal the name *Pathfinder Railtours*, along with a sub-plate stating *Peter Watts 50 years' service 1973-2023*. The two locomotives involved in the event, Nos. 69005 and 69006, worked light engine from Doncaster Roberts Road to Gloucester on the morning, ahead of working Pathfinder's 'Mazey Day' excursion the following day to Penzance.

A surprised and delighted Peter Watts unveils the nameplates on GB Railfreight Class 69 No. 69006, honouring him and his Pathfinder Railtours' 50th anniversary on June 23. JACK BOSKETT MEDIA LTD

Class 40 D345/40145 head Pathfinder Tours' 50th anniversary train on June 10. JACK BOSKETT MEDIA LTD

Peter's wife Jane and daughters Hannah and Katie have assisted and supported him throughout his railtouring career and were present to watch the unveiling at Gloucester. The guest list also included Pathfinder stewards past and present and even a small number of passengers who were on the first tour in 1973.

Peter's shock at realising what was going on following his arrival at Gloucester by train with his son-in-laws, apparently for a family lunch, was overwhelming, although his verbal reaction was somewhat unrepeatable! Peter said: "Pathfinder is a family organisation, and while it may be my name mentioned on the plate on the locomotive, it is undoubtedly the effort of the entire team over the years that has got the company to where it is today."

The Stroud-based company has run more than 1100 Railtours in the past 50 years, has raised well over £100,000 for charity, and has covered the vast majority of the UK network.

Despite warnings this year, there is now a positive outlook regarding bookings. The 'Capital Deltic Reprise' on July 29 is fully booked with a waiting list. Recent additions are booking well, including the 'Pilgrim Centurion' on September 16 behind Class 50s. It appears that the use of Mk. 2 carriages with non-opening windows is holding back bookings for the 'Pembroke Coast Express' on July 29 from Salisbury to Pembroke Docks, despite it being a rare route for the 33s, even in the 1990s.

The 75th anniversary of the Tees-Tyne Pullman on September 27 will see Deltic No. 55009 *Alycidon* run from King's Cross to Newcastle. Our sister title, *The Railway Magazine*, has joined forces with Pathfinder to run a recreation of the 1970s service. A percentage of the ticket price will be shared with Martin House Children's Hospice and Prostate Cancer UK .

Two Cumbrian steam tours on September 9 and October 21 are booking well.

Vintage Trains return Castle to 'The Cross' – 56 years later

VINTAGE Trains has announced a tour for September 30 from London to Lincoln, bringing flagship WR 4-6-0 No. 7029 *Clun Castle* to King's Cross in the centenary year of the class. The last time it ran on the East Coast Main Line from London was in September 1967 for a special to Leeds, followed by a trip to York a few weeks later.

Interest is expected to be high for those travelling on the train, but also for enthusiasts hoping for a glimpse of the locomotive at King's Cross.

Vintage Trains has offered seats in Pullman-style dining, and first and standard class, with a supplement for a guaranteed table of two.

For further information and to book, visit vintagetrains.co.uk

Liverpool Street station among top 10 historic buildings

LIVERPOOL Street station and the adjoining former Great Eastern Hotel are on the Victorian Society's Top Ten Endangered Buildings list for 2023.

As highlighted in issue 306, Network Rail and developer Sellar plan to demolish much of the 20th century trainshed, which closely matches the Victorian original, severing the link between the two listed buildings – and cantilever a 21-storey tower above the hotel and station.

A society statement said: "This is unprecedented over a Grade II*-listed building. This scheme must be stopped if we are to remain a country that values its heritage.

"Network Rail should develop its estate in less sensitive areas where there is no harm to heritage to fund any improvements works beyond those that the Government is already funding."

Comedian, actor and TV presenter Griff Rhys Jones, who is president of both the society and the Campaign to Save Liverpool Street Station, said "I cannot believe that we have had to put a national monument, a great railway station, a part of the story of London and the City, on to our list of endangered buildings.

"The Victorian Society is chairing the committee comprised of The Twentieth Century Society, Historic Buildings and Places, The Georgian Group, Save Britain's Heritage, The Spitalfields Trust, Civic Voice, and London Historians. The gathering of these major voices for heritage and conservation is extremely rare and reflects how seriously we all view the threat to these glorious buildings. The society won the fight to save Liverpool Street Station in the 1970s, and it also saved St Pancras station too. We have to win this time because all listed buildings are at stake if the proposal to build so cavalierly on top of the station and hotel go through."

The planning application is expected to published in the near future. LISSCA intends to ask the Secretary of State for Levelling Up, Housing and Communities, Michael Gove, to 'call in' the plans and make the decision himself.

➜ The Victorian Society has launched a fundraiser to pay for the inevitable legal fight. Visit https://thevictoriansociety.beaconforms.com/form/d62348e3

Pre-order Issue 309: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Steam Dreams proving very popular

THE Steam Dreams 'Garden of England' lunch tours are seeing steady bookings, and the 'Sunset Steam Express' around the Surrey Hills has had an upsurge in bookings.

Once the season gets into full swing, it is expected that these will fill up very quickly.

Both tours are from London Victoria, and apart from an occasional guest appearance, B1 4-6-0 No. 61306 *Mayflower* will be used.

Following the operator's successful afternoon circular cream tea special on June 10 from Portsmouth, there is another opportunity for another on September 10, from Chichester running via Brighton.

A tour on September 16 to Cardiff includes the option to visit Highgrove Royal Gardens. A trip on the Dean Forest is another option to savour a second steam-hauled run on the day.

Bookings for the four-day break to the Edinburgh Christmas Market from London on November 23-26 are strong and likely to sell out soon.

Two generations of East Coast Main Line motive power will be used, in the form of a Class 55 Deltic from King's Cross, with an arrival at Waverley behind LNER A4 No. 60007 *Sir Nigel Gresley*. Motive power is swapped at York.

Although it will not run until September 14-18, 2024, the planned 'Welsh Dragon' tour to North Wales is full and has a waiting list. Pullman-style dining is available on the train and accommodation is in Portmeirion Village, made famous by the 1960s cult TV programme The Prisoner, created by and starring Patrick McGoohan.

The tour's final details will be released soon. Visit www.steamdreams.co.uk/tours.php

Bulleid West Country light Pacific No. 34046 *Braunton* passes Folkestone Warren with Steam Dreams' 'The Garden of England Lunchtime Tour' circular from London Victoria on June 22. PETER HOLLANDS

Three-day Military Tattoo trip tickets still available

By Tim Hobman

UK Railtours still has tickets available for its three-day excursion to Scotland for the Royal Edinburgh Military Tattoo between Friday, August 11 and Sunday, August 13.

The tour is planned to depart from King's Cross and collect passengers at Potters Bar, Stevenage and Peterborough, before guests are served breakfast in the luxurious surroundings of first-class carriages.

From Peterborough, the tour will continue north to York for a two-hour leg-stretch in the city.

Back on the train, the excursion continues through Newcastle and across the Royal Border Bridge into Scotland, where dinner is served prior to arrival in Edinburgh.

There is then some brief leisure time before bed at a hotel not far from the station.

The first part of the second day is planned to involve local activities. Guests are welcome to stay in Edinburgh itself to explore the historic centre or take a bus to the Ocean Terminal, where the five-star Royal Yacht Britannia visitor attraction is moored.

As an alternative to staying in Edinburgh, there are some options provided further afield by coach transfer from the hotel.

Guests may visit the Bo'ness & Kinneil Railway or the Falkirk Wheel, or take a cruise along the Firth of Forth.

In the afternoon, those who have left Edinburgh will be returned for the highlight of the visit, the Royal Edinburgh Military Tattoo.

Taking place on the floodlit castle esplanade, the celebration of music, dance, and military pageantry is a wonder to behold. The show is then concluded by a spectacular firework display.

The final day is again one of travel as passengers return to Edinburgh Waverley and board the train for the return journey via a slightly different route. Breakfast will be served on board as the tour heads south-west for the Settle and Carlisle line. At Skipton, the train will be serviced and customers will get a break of about 90 minutes before the journey home, where dinner will be served.

➜ For further information and to book, visit www.ukrailtours.com/product/the-edinburgh-tattoo

Landmark bridge repairs completed by Network Rail

By Tim Hobman and Owen Hayward

REPAIRS to two listed – but very different – historic bridges have been completed by Network Rail.

Major work on the 170-year-old Grade I-listed Royal Border Bridge on the East Coast Main Line at Berwick-upon-Tweed is now at an end after 18 months. The project involved masonry repairs to all 28 arches.

Due to an innovative new method of working using ropes rather than scaffolding, the work has not only saved more than £5 million, but has also allowed the bridge to remain open to trains throughout the project.

Working closely with Historic England, Network Rail carried out the repairs in keeping with the original fabric of the bridge and also took the opportunity to strengthen the structure, which was last worked on in 1993.

This current round of repairs will mean that the bridge will be good for the passage of trains for the next 30 years, when further major work may be required.

Swing into action

Meanwhile, on June 3 work commenced on an extensive renovation project for Goole's historic swing bridge.

Work included the renewal of the 154-year-old structure's hydraulic turning and jacking systems and control system, its electrical supply and its navigation lights. Being Grade II*-listed, the historic swing bridge has continued to use much of its original 1860s machinery and is one of the largest and oldest surviving of its type in the UK.

For more than a century and a half, it has safely carried passengers and goods over the River Ouse between Doncaster and Hull, while also permitting the safe passage of boats along the waterway.

The necessary upgrades will enable it to continue to keeping rail and river traffic flowing seamlessly well into the future.

James Wright, senior portfolio manager at Network Rail, said: "This bridge has reliably served passengers travelling between Doncaster and Hull for more than 150 years and is rightly considered one of the finest swing bridges in Britain, so I am incredibly excited to see it benefit from much-needed upgrades.

Futureproofing

"The crucial project will ensure that the structure can continue to operate safely and reliably, bringing it into the 21st century while retaining its rich heritage.

"I'd like to thank passengers for their patience while we push ahead this work and I look forward to the improved bridge reopening next month."

The work was scheduled for completion on July 2, with replacement buses operating in place of Northern Rail trains between Goole and Hull during the closure.

Above: The historic Goole swing bridge, which was opened in 1869, has retained much of its original operating equipment. On June 3, a month-long upgrade project began. NETWORK RAIL

Right: Repairs to the Royal Border Bridge at Berwick-upon-Tweed are now complete. NETWORK RAIL

Sell-out for Midland Pullman

ALL Midland Pullman tours in July were fully sold out, except for the 'North Wales Coastal Pullman' on July 22.

Further tours have been announced, starting on August 12 with the 'Yorkshire Coast Pullman' starting at Cardiff at 5.30am for a run down the Welsh Marches to Scarborough, picking up at Newport, Cwmbran, Abergavenny, Hereford, Leominster, Ludlow, Craven Arms, Church Stretton and Shrewsbury. It returns to Cardiff at 10.30pm.

On August 16, the sold-out 'West Highland Pullman' runs from Preston at 6.05am to Oban, picking up en route at Lancaster, Oxenholme Lake District, Penrith, Carlisle, Lockerbie and Carstairs. Return to Preston is at 11.15pm.

The Midland Pullman, with Class 43 power cars Nos. 43046 and No. 43059, pass Dawlish Warren with the 7.35am 'English Riviera Pullman' from Chester to Paignton on June 21. DAVID HUNT

The 'North Wales Coastal Pullman' has limited places available. It starts at Plymouth at 6am, collecting at Totnes, Newton Abbot, Exeter St David's, Tiverton Parkway, Taunton, Bristol Temple Meads and Filton Abbey Wood. Return to Plymouth is at 10.30pm.

The September 9-11 three-day 'West Highland Pullman' to Oban is already fully booked. It starts from Paignton at 6.45am.

Visit https://midlandpullman.com to check on availability and find out more.

Pre-order Issue 309: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

With Wild Boar Fell in the background, LMS 4-6-0 No. 46115 *Scots Guardsman* heads the return West Coast Railways 'Dalesman' over Lunds Viaduct on the approach to Moorcock Tunnel and Garsdale on June 22. JOHN WOOLLEY

Rediscovered Hornby plaque back on public display at Lime Street station

A LONG-LOST commemorative plaque marking the birthplace of model railway inventor Frank Hornby has been found and reinstated at Liverpool Lime Street station.

The businessman, engineer and politician invented three of the 20th century's most successful toy brands based on engineering principles – Meccano and Dinky cars, as well as model railways.

He was born on May 15, 1863 at 77 Copperas Hill, which was later cleared for neighbouring Liverpool Lime Street station to be expanded.

To mark where the site once stood, in 1994 a plaque was installed on the concourse. However during renovations in 1999, the tribute was taken down and mysteriously never seen inside Lime Street again – until June 23 this year.

The plaque was rediscovered when the Railway Heritage Trust contacted the Hornby Railway Collectors' Association to see if photographs of the original plaque were available so a reproduction could be made. The association published a short article in its newsletter about the search, and purely by chance a reader made contact, saying that could do better than a photograph – he was in possession of the real thing.

Trust director Tim Hedley-Jones said: "We fully expected the original plaque to be long lost, so it was beyond all our hopes to find the real thing when we set about researching about how we were going to reproduce it.

"When we contacted the new owner, he told us he had purchased the plaque at an auction a decade ago, unaware that it had been removed from the station without permission.

"Thankfully, he is delighted to see the plaque returned to the station, which is a great outcome for everyone."

A close-up of the text on the original Frank Hornby birthplace plaque. NETWORK RAIL

Left: Peter, Lord Hendy of Richmond Hill, chairman of Network Rail, and Phil James, Network Rail's North West route director, at Lime Street station with the Frank Hornby plaque on June 23. NETWORK RAIL

'Avon Pullman' for UK Railtours

UK Railtours has announced a trip on Saturday, October 28 aboard the British Pullman to Stratford-upon-Avon.

Under the title of 'The Avon Pullman' and in partnership with Belmond, the tour offers the height of luxury inside beautifully preserved historic Pullman cars, with silver -service dining provided by stewards in the recognisable livery of the British Pullman.

The tour will begin from London Victoria, with an expected departure at 8.45am.

Brunch is served as the train heads out of London via Reading and then turns north towards Oxford, Banbury and Leamington Spa, finally arriving at Stratford. There will be several hours to explore Shakespeare's hometown before the return trip, during which a four-course dinner will be served.

Returning, the train will travel through Princes Risborough and Kensington Olympia before arrival at London Victoria.

Blue Peter on way

RAPID progress continues on the restoration of LNER A2 Pacific No. 60532 *Blue Peter* at Locomotive Serves Ltd's Crewe works, with the frames recently reunited with the wheels as it became a 4-6-2 once again.

Work can now progress with the alignment and fitting of the smokebox.

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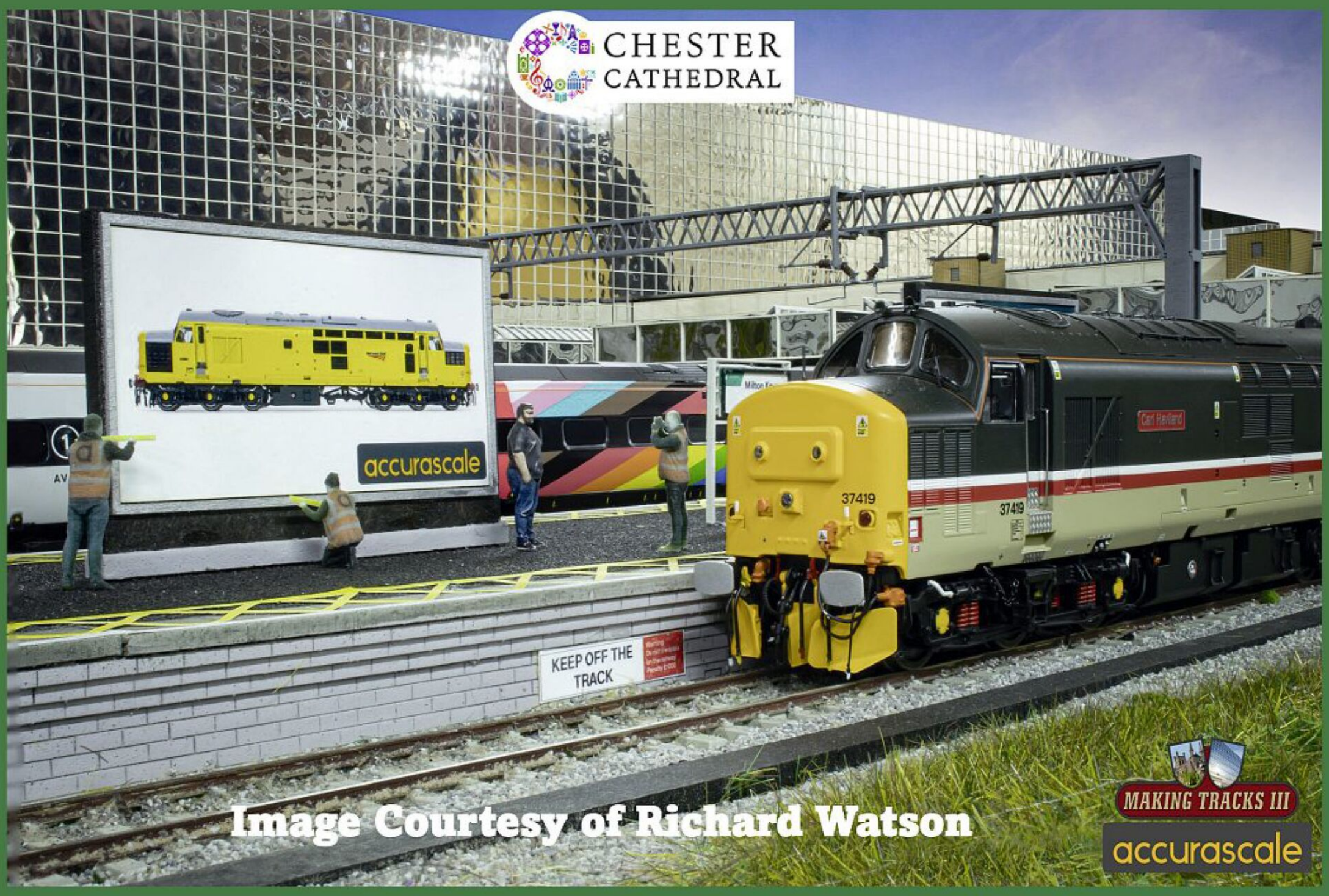

Image Courtesy of Richard Watson

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July

8 Hartlepool Tall Ships Excursion
Bristol Parkway, Hartlepool and return.
Loco: 2x Class 37 TBA. PT

8 'English Riviera Express'
Wolverhampton, Kingswear and return. Steam-hauled from Taunton.
Loco: TBA. ST

8 'The Buxton Brush'
London Euston, Buxton and return.
Locos: 2x Class 47 TBC. UKRT

9 The End of Southern Steam
London Victoria, Weymouth and return. Diesel-hauled between Yeovil and Weymouth (outward).
Loco: 35018 *British India Line*. RTC

9 'The Waverly'
York, Carlisle and return.
Loco: 60103 *Flying Scotsman*. RTC

13 'The Dalesman'
York, Carlisle and return. Steam-hauled from Hellifield (outward).
Loco: TBA. WCR

13 'Welsh Marches Express'
Slough, Shrewsbury and return. Steam-hauled from Bristol.
Loco: TBA. ST

15 Colchester to Carlisle
Colchester, Carlisle and return. Steam-hauled from Crewe to Carlisle (outward).
Loco: 6233 *Duchess of Sutherland*. SD

15 'The White Rose'
London King's Cross, York and return. Steam-hauled outward only.
Loco: 35018 *British India Line*. RTC

15 'The Cumbrian Mountain Express'
Crewe, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: TBC. RTC

15 'The Merry Wherry'
Derby, Lowestoft, Great Yarmouth and return.
Locos: 50007 *Hercules*, 50008 *Thunderer*. BLS

16 'The North Wales Coast Express'
Liverpool Lime Street, Holyhead and return. Steam-hauled throughout.
Loco: TBC. RTC

16 'The Harrow Marrow'
Derby to Harrow & Wealdstone only.
Loco: 50008 *Thunderer*. BLS

18 'The Welsh Mountaineer'
Preston, Blaenau Ffestiniog and return. Steam-hauled throughout.
Loco: TBC. RTC

19 'The East Anglian Explorer'
Birmingham Moor Street, Norwich and return.
Loco: 37403 *Isle of Mull*. VT

19 'Highland Clansman Pullman'
Chester, Aviemore and return.
Loco: Midland Pullman HST. MP

22 'Newhaven Nonsense'
London Victoria, Eastbourne and return.
Loco: 33012 *Lt. Jenny Lewis RN*, 2x class 73 TBA, DEMU 1001. UKRT

22 'West Somerset Steam Express'
London Paddington, Minehead and return.
Loco: 45596 *Bahamas*. RTC

22 'English Riviera Express'
Woking, Kingswear and return. Steam-hauled from Taunton.
Loco: TBA. ST

22 North Wales Coastal Pullman
Dundee, Llandudno and return.
Loco: Midland Pullman HST. MP

25 'The Dalesman'
Chester, Carlisle and return. Steam-hauled between Hellifield (outward) and Carnforth (return).
Loco: 35018 *British India Line*. WCR

26 West Highland Pullman
Darlington, Oban and return.
Loco: Midland Pullman HST. MP

26 'The Dorset Coast Express'
London Victoria, Weymouth and return.
Locos: 31806, 45596 *Bahamas*. RTC

27 'Welsh Marches Express'
High Wycombe, Shrewsbury and return. Steam-hauled from Bristol.
Loco: TBA. ST

29 'The Capital Deltic Reprise'
Willington, London King's Cross and return.
Loco: 55009 *Alicydon*. PT

29 'The Jolly Fisherman'
Birmingham Moor Street, Skegness and return.
Loco: 37403 *Isle of Mull*. VT

29 Settle & Carlisle Steam Special
Coventry, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: 34067 *Tangmere*. NB

30 'The Royal Duchy'
Slough, Par and return. Steam-hauled between Bristol and Par.
Loco: 6233 *Duchess of Sutherland*. RTC

August

2 'Setlle & Carlisle Fellsman'
Crewe, Carlisle and return. Steam-hauled from Chester.
Loco: 46100 *Royal Scot*. ST

2 'Dorset Coast Express'
London Victoria, Weymouth and return.
Locos: 31806, 45596 *Bahamas*. RTC

5 'English Riviera Express'
Northampton, Kingswear and return. Steam-hauled from Taunton.
Loco: TBA. ST

5 'Cumbrian Mountain Express'
London Euston, Carlisle and return. Steam-hauled from Carnforth (outward) to Preston (return).
Locos: Electric: Class 86 TBC. Steam: TBA. RTC

6 'Pembroke Coast Express'
Salisbury, Carmarthen and return.
Loco: 2x Class 37 TBC. PT

6 'The Waverley'
York, Carlisle and return.
Loco: 60103 *Flying Scotsman*. RTC

8 'The Pendle Dalesman'
Lancaster, Carlisle and return. Steam-hauled throughout.
Loco: TBA. WCR.

9 'The Kentish Belle'
London Victoria, Canterbury and return.
Loco: 45596 *Bahamas*. RTC

10 'The Dalesman'
York to Carlisle and return. Steam-hauled from Hellifield (outward).
Loco: TBA. WCR

Regular Tours

Daily 'The Jacobite'
Fort William, Mallaig and return.
Loco: LMS Black 5. WCR

Tuesdays (AM) from July 4 'The Garden of England'
Circular tour of Kent from London Victoria.
Loco: 61306 *Mayflower*. SD

Tuesdays (PM) from July 4 'The Sunset Steam Express'
Circular tour of the Surrey Hills from London Victoria.
Loco: 61306 *Mayflower*. SD

Sundays 'The Shakespeare Express'
Birmingham Moor Street, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: TBA. VT

On June 10, LMS Stanier 4-6-0 'Black Five' No. 44932 crosses the River Blyth and Bebside Viaduct, near Blyth in Northumberland, hauling the Railway Touring Company's 'The Tynesider' excusrion. HENRY ELLIOT

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 looks at the work of the LMS 'Black Five' 4-6-0s past and present: No. 44932 on the Railway Touring Company's 'Great Britain XV', the same engine out of Marylebone in 1964, plus Nos. 45231 in Kent in 2005 and 44794, 44722 and 44992 in Scotland in 1964 and 1965.

THE Stanier Class 5 4-6-0s made a successful class, comprising a total of 842 locomotives built between 1934 and 1951, and in later years could be found all over the UK, although mainly on their home LM region. These good strong engines could undertake almost any task given to them, from heavy freight to express passenger. Although limited to 65mph in preservation, they could run freely up to 90mph, and I timed one at 83mph on a 13-coach train in 1966.

A total of 18 are preserved, several of which are main line-registered, and for this article I have picked their work in diverse areas covering the years 1964 to 2023. First is No. 44932 on the York to Saxilby leg of 'The Great Britain XV', shown in Table One and timed by Sandy Smeaton, who travelled on the whole of that Railway Touring Company marathon. No. 44932 was built at Horwich in September 1945 and lasted until the end of steam in August 1968. Sandy's commentary follows:

"On day eight of 'The Great Britain XV', Jubilee class No. 45690 *Leander* worked the Scarborough-York section into the latter's Platform 3, where the 5XP was to give way to No. 44932. Such an event in York's main Up platform is very rare nowadays. Surprisingly, 43 minutes had been found to complete this. No. 45690 was released very quickly and disappeared off to Carnforth, but No. 44932, clearly visible waiting south of Holgate Jn, took ages to be signalled into the station and the eventual departure was 14 late.

"It had been raining all the while, and No. 44932 made a few half-slips getting out of the platform.

TABLE ONE: YORK TO SAXILBY

Date	Saturday, April 22, 2023
Train	9.05am York to Kings Lynn
Loco	LMS Class 5 No. 44932
Load	Ten coaches, 377½ tons tare 400 tons gross
Driver	David Blair
Fireman	Not recorded
Recorder	Sandy Smeaton, fifth coach GPS
Weather	Rain, then damp

	miles	sched	mins	secs	speed
York	0.00	0.00	00	00	14 late
Holgate Jct	0.34		01	40	22
MP 187	1.46		03	44	40½
Chaloners Whin	1.96		04	26	44½
MP 185	3.46		06	16	54
Colton Jct	5.47	7.00	08	24	59
MP 182	6.46		09	24	60/59
MP 180	8.46		11	21	64½
Stoker Wood	10.46		13	12	64½
Hambleton N Jct	13.44	15.00	15	58	65½
Hambleton S Jct	14.46		16	55	65/64½
MP 172	16.46		18	45	68
MP 170¼	18.21		20	17	69½/67½
Templehurst Jct	19.21	23.00	21	09	69/65½
MP 167½	20.96		22	44	67½/65
MP 166	22.46		24	05	68
Balne	23.18		24	42	67½/69
Moss LC	25.44		26	43	66½
Keyworth LC	25.78		27	02	66/65
Shaftholme Jct	28.18	29.00	29	13	66
Arksey LC	30.44		31	24	57
Marshgate Jct	32.21		34	56	9* sigs
Doncaster	32.48	34.00	36	21	19½
Potteric Carr Jct	34.46	37.00	39	43	50½
Bessacarr Jct	35.88	40.00	41	18	54
MP 114	37.78		43	17	63
Finningley LC	39.69		46	07	62/61½
MP 111	40.78		46	11	62½/61
Haxey LC	46.08		51	20	61½
MP 104½	47.28		52	34	58/57
Misterton	47.95		53	16	57½
Walkeringham	49.09		54	27	60
Trent W Jct	52.91		59	29	25½*
Gainsborough	53.70	67.30	61	23	28
Lea	56.10		65	11	44½
Stow Park LC	58.60		68.	00	62
MP 92	59.78		69	11	57½
Sykes Jct	61.78		71	21	48½
Saxilby	63.10	79.30	74	56	9½ late

* brakes or speed restriction

No. 44932 waits with the 9.05am to King's Lynn at York with Railway Touring Company's 'The Great Britain XV' on April 22, 2023. SANDY SMEATON

September 4, 2005, and 'Black Five' No. 45231 storms past Teynham with the 1.35pm from Faversham to Sheerness. DON BENN

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'Black Five' No. 44932 pauses at Plymouth with 'The Great Britain XV' on April 15, 2023. SANDY SMEATON

With its load of 400 tons gross, the 'Black Five' was up to 60mph a mile south of Colton Junction and then ran at a steady 64½mph on the level between MPs 180 and 177. The York-Doncaster line, realigned in 1983 to avoid the disturbance of Selby mine, is not quite level, undulating slightly. At 173m 14ch, the gradient falls at 1-in-396 for 1.9 miles and here speed crept up to 69½mph, the maximum for the run. The 22.7 miles from Colton to Shaftholme Junctions were run at an average of 65.4mph.

"Approaching Doncaster, we came down to nine at Marshgate Jn to cross over to the east slow line and then accelerated to 19½ through the station.

"The Lincoln line was taken at Black Carr Junction, and Bessacar Junction was passed at 54mph. The level along to Haxey was reeled off just above 60mph. After the speed restricted junctions at Gainsborough were negotiated, 62mph was reached after two miles of 1-in-200 down from Lea before stopping for water at Saxilby 75 minutes from the York start and 4½ minutes within the scheduled 79½ but 9½ late due to the delayed start. At Saxilby, the only fatality I'm aware of during the tour was given its last rights – a pheasant was removed from the front of No. 44932.

"On the Lincoln-Spalding section, time was lost due to a check after Sleaford, presumably from the 11.46am Doncaster-Peterborough local, and we stopped at Spalding for water 10 minutes late. We overstayed our welcome, leaving 18 late. The sprint along the straight and level track from Spalding to Peakirk was in the low 60s. Then, taking the Werrington dive-under took just less than two minutes over the 20 allowed, stopping in Peterborough's Platform 5 20 minutes late.

"No. 44932 was not worked unduly hard. The average equivalent drawbar horsepower (edbhp) during acceleration from Chaloners Whin to Colton Junction was about 825 and running on the level at 64½mph required 530. On the climb out of Lincoln up 1-in-400, the power was about 735 edbhp. These powers are not high, but on a route with no prolonged downhill sections, the fireman was required to work consistently throughout.

"A final note regarding this run is that it would appear to be the first time a LMS 'Black Five' has worked south from York to Doncaster after the line was realigned in 1983, and for the pre-1968 period, the RPS database contains no log of a 'Black Five' over the old line via Selby – although it's hard to believe it never happened!"

Decades before

I was going through my notebooks to find my runs with 'Black Fives' in Scotland, of which more later, when I discovered a long-forgotten run with No. 44932 on the 2.38pm Marylebone to Nottingham Victoria on Saturday, September 19, 1964, which, for some obscure reason, I only took as far as Brackley. Details are shown in Table Two. The load was the usual four coaches for 145 tons, which didn't stretch the 5MT except on the mainly 1-in-105 6.4-mile climb from Rickmansworth to Amersham where there was lots of noise and speed rose slowly from 38 to 43½mph at the top of the climb just before Amersham. The crew was clearly on top of the job and we waited for time at each stop.

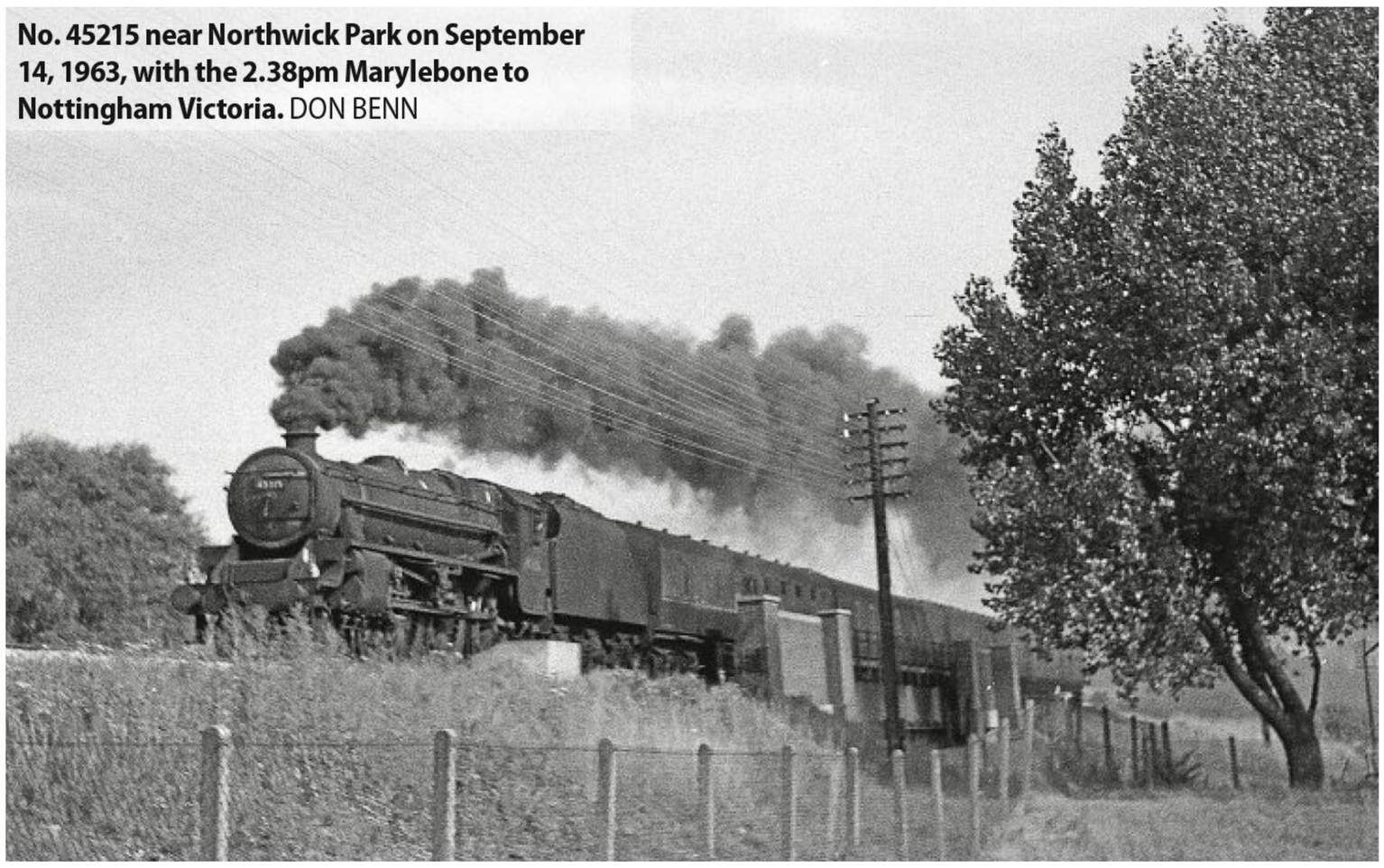
In September 2005, I sampled what was then the annual 'Neame Steam' event, which combined a steam-hauled train from London with two side trips and a beer festival in Faversham – truly a winning combination, although it has not happened in recent years. Table Three shows how 5MT No. 45231 *The Sherwood Forester* coped with

> "The only fatality I'm aware of during the tour was given its last rights – when a pheasant was removed from the front of No. 44932."

TABLE TWO: MARYLEBONE TO BRACKLEY

Date	Saturday, September 19, 1964
Train	2.38pm Marylebone to Nottingham Victoria
Loco	LMS class 5 4-6-0 No. 44932
Load	Four coaches, 137 tons tare 145 tons gross
Crew	Not recorded
Recorder	Don Benn

	miles	sched	mins	secs	speed
Marylebone	0.00	0.00	00	00	R/T
West Hampstead	2.05		05	47	30/29
Kilburn	3.00		07	04	39
Neasdon South Jct	5.20		09	41	55½
Northwick Park	8.45		13	29	45
Harrow on the Hill	9.25	17.00	15	11	
	0.00	0.00	00	00	1½ late
MP 11	1.75		02	31	54½/57
Northwood	4.50		05	52	50/61
Watford South Jct	6.95		08	36	48½*
Rickmansworth	8.00		10	00	27*
MP 19	9.75		12	52	38/42½
MP 20	10.75		14	19	42
Chalfont	12.35		16	54	43
MP 23	13.75		18	39	43½
Amersham	14.40		19	51	46
MP 27	17.75		23	02	67½
Great Missenden	19.65		24	59	61/62
MP 31½	22.25		27	36	53½
Wendover	24.15		29	37	61
Stoke Mandeville	26.50		31	57	65½
Aylesbury Town	28.70	37.00	35	12	
	0.00	0.00	00	00	R/T
MP 41	3.05		04	34	59½/61
Quainton Road	6.25		07	53	56/61½
Grendon Jct	8.90		10	45	56/60
Calvert	10.90		12	49	54½/53½
MP 155	13.10		15	07	62
Finmere	16.65		18	54	53
MP 150¼	17.85		20	22	53
MP 148	20.10		22	36	66
Brackley	21.40	26.00	24	31	1½ early



No. 45215 near Northwick Park on September 14, 1963, with the 2.38pm Marylebone to Nottingham Victoria. DON BENN

TABLE THREE: DOVER TO FAVERSHAM

Date	Sunday, September 4, 2005
Train	'Neame Steam' 3.55pm Dover to Faversham
Loco	LMS Class 5 4-6-0 No.45231 *The Sherwood Forester*
Driver	Pete Roberts
Load	Ten coaches plus class 73.107, 406 tons tare, 435 tons gross
Position	Third coach
Recorder	Don Benn
Weather	Hot and sunny

	miles	sched	mins	secs	speed
Dover Priory	0.00	0.00	00	00	6 mins late
Buckland Junction	0.95	8.00	05	03	22½
MP 76	1.30		05	52	25
Kearsney	2.20		07	35	36
MP 73½	3.80		10	19	36½
Shepherdswell	5.60	14.00	13	17	32
Snowdown	7.60		16	02	54½
Aylesham	8.50		16	56	61½
Adisham	9.55		17	58	66
MP 66½	10.80		19	09	61
Bekesbourne	12.60		20	50	63
MP 63	14.30		22	38	56/60
Canterbury East	15.50	25.00	24	03	41*
MP 60	17.30		26	46	39½
MP 59	18.30		28	22	36½
MP 58	19.30		30	03	35½
MP 57	20.30		31	45	35
MP 56¼	21.05		33	06	34
Selling	22.10		34	27	52½
MP 54	23.10		35	45	63
Faversham	25.35	45.00	41	31	

*brakes or speed restriction

No. 44992 climbs near Dunblane with the 4.25pm Glasgow Buchanon Street to Inverness service on July 5, 1965. DON BENN

TABLE FOUR: ABERDEEN TO PERTH

Date	Saturday, September 4, 1964
Train	10.15am Aberdeen to Euston
Engine	LMS class 5 4-6-0 No. 44794
Load	Four coaches and one van, 163 tons tare 175 tons gross
Crew	Not recorded
Recorder	Don Benn
Weather	Cloudy

	miles	sched	mins	secs	speed
Aberdeen	0.00	0.00	00	00	3 late
Ferryhill Jct	0.65		02	34	23/37
Cove Bay	4.80		09	51	35
MP 234	7.10		13	37	41½
Portleven	8.15		14	55	56
Newtonhill	10.40		17	24	58½
Muchalls	11.55		18	39	61/52/60
Stonehaven	16.15	26.00	24	09	
	0.00	0.00	00	00	1 late
Dunottar SB	2.70		05	55	32½
MP 220¼	4.70		09	07	39
Drumlithie	7.10		11	57	53
Fordoun	11.10		15	43	69
Laurencekirk	14.40		18	45	58
Marykirk	17.60		22	06	70
Craigo	19.75		23	51	75
Kinnaber Jct	21.85		26	06	50*
Dubton Jct	23.05		27	28	56/58
Bridge of Dun	25.70		30	22	64
Farnell Road	28.85		33	27	56/51
Glasterlaw	32.15		37	11	58/66
Guthrie SB	33.95		38	57	56*
Auldbar Road	36.15		41	20	61
Clocksbriggs	38.80		43	53	59
Forfar	41.15	47.00	46	56	
	0.00	0.00	00	00	2¼ late
Forfar South Box	0.70		01	42	41
Kirriemuir Box	2.85		04	11	64
Glamis	5.65		06	43	69/71
Eassie	7.85		08	39	67
Alyth Junction	11.90		12	16	62
Ardler Box	13.15		13	31	63/64½
Ardler	14.20		14	24	63½
Coupar Angus	16.65		16	43	65/66
Burrelton	18.85		18	52	62
Cargill	21.20		21	04	72
Ballathie	23.05		22	43	65
Stanley Jct	25.30		24	52	59
Strathord	27.35		26	55	61
Luncarty	28.30		27	52	56/64
Almond Valley Jct	30.85		30	33	55
Perth	32.50	38.00	33	18	2½ early

* brakes or speed restriction

10 coaches and dead Class 73 No. 73107 on the heavy gradients of the Dover to Faversham section on the afternoon trip.

From Dover, the line climbs all the way to just beyond the east end of Lydden Tunnel on gradients mainly at 1-in-132 and then drops down to Canterbury East before another climb of four miles, also mostly at 1-in-132, to Selling tunnel and finally downhill to Faversham. No. 45231 got going well with its 435 tons and settled down to a steady 36mph past Kearsney, with lots of noise, before speed fell to 32mph at the top of the climb.

A fast descent saw us through Canterbury East a minute to the good on the schedule and then a big effort saw speed decline slowly to 34mph at the top of the four miles of 1-in-132. It was a very hot and sunny day, and with windows open, the staccato exhaust sounds drowned out all else. A super piece of work with no help from the electro-diesel, giving an edbh figure of about 1100. No. 45231 was built by Armstrong Whitworth in August 1936 and also lasted until the end of steam in August 1968.

And so to Scotland

September 1964 was my first foray to Scotland, which I hoped would be to sample an A4 Pacific on the 7.10am from Aberdeen to Glasgow. I went north on Friday, September 4, 1964, on the 7.30pm King's Cross to Aberdeen, which had Class 55 Deltic D9015 on 14 coaches for 550 tons. I timed it as far as Grantham, reached in 103 minutes and three seconds for the 105.45 miles, maximum 84mph after Sandy. From Edinburgh we had a Class 40 and somewhere in the night we lost a lot of time and missed the 7.10am at Aberdeen, so I had no alternative to catching the 10.15am to Perth, which had the same stops as the 7.10am but slower.

Up front was 'Black Five' No. 44794, built at Horwich in August 1947 and withdrawn in April 1967, then scrapped. The load of four coaches and a van, total 175 tons, did not trouble the 4-6-0 and we kept time with no problem, though steady on the climbs. Table Four shows the detail. The start from Forfar was quite fast, passing Glamis, 5.65 miles in only six minutes 43 seconds, and I was looking forward to an even time run to Perth, but then the loco was eased and we ran in the 60s, apart from 72 over the river at Cargill. A fast finish gave us 33 minutes 18 seconds for the 32.50 miles and an arrival over two minutes early.

The load was increased to 11 and Class 40 D216 took over for the run back to Euston, which I timed in parts and was quite decent as the drivers fought against the various delays. Forty-seven minutes late at Crewe turned into more than an hour late into Euston and I went home wondering if I would ever go to Scotland again. It wasn't all sweetness and light on the railway then, although it was a particularly bad choice of weekend.

Yet I did return quite a few times, but never again missed the 7.10am Aberdeen off the 7.30pm King's Cross. On Thursday, June 3, 1965, the start of my third visit, the 7.30pm had Deltic D9020 *Nimbus* on 16 coaches and got to Grantham after a number of checks in 102 minutes 30 seconds, net 95 minutes, maximum 88mph. We also ran York to Darlington in 37 minutes 29 seconds, net 35 minutes, max 97mph (with sleepers!).

Highlights of the trip north were seeing A1 Pacific No. 60146 *Peregrine* standing on the right as we approached Doncaster with not long to live, A2 No. 60532 *Blue Peter* on standby at Dundee, and A4 No. 60004 *William Whitelaw* at Edinburgh, waiting to take over the 7.30pm King's Cross to Aberdeen relief with 13 on for 505 tons. Terry Bagworth suggested I should change trains, but it meant we would miss the 7.10am and I was with a friend, showing him the ropes, so we stayed put. Terry's run is in issue 260 – and a decent effort it was, too.

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"I went home wondering if I would ever go to Scotland again. It wasn't all sweetness and light on the railway then, though it was a particularly bad choice of weekend."

We had No. 60007 *Sir Nigel Gresley* on the 7.10am and we passed No. 60004 as we left Stonehaven. Friday, June 4, 1965, was a day full of good locomotive performance, some of which I have reported in my column before; this time the good work of No. 44722 on the 5.30pm Perth to Edinburgh in Table Five. The load was seven for 265 tons and the reason for the above par performance was the 14-minute late start, reduced to just under five late by Stirling. The engine was worked very hard on the 1-in-100 climb to Gleneagles, and was allowed to run fast down to the Dunblane stop.

No. 44722 was built at Crewe in April 1949 and withdrawn in April 1967, then scrapped. I had a lengthy trip to Scotland a month later and another ride on the 5.30pm to Perth on Wednesday, July 7, this time behind No. 44992, which was built at Horwich in January 1947 and withdrawn in December 1966. With an on-time departure and one coach less than the June run, this was a normal effort from yet another reliable 'Black Five' (details in the second part of Table Five). Next time, more about LMS 5XP 45596 *Bahamas*, then and now. HR

TABLE FIVE: PERTH TO STIRLING

Date		Friday, June 4, 1965				Wednesday, July 7, 1965			
Train		5.30pm Perth to Edinburgh				5.30pm Perth to Edinburgh			
Loco		LMS class 5 4-6-0 No. 44722				LMS class 5 4-6-0 No. 44992			
Load		Seven coaches, 243 tons tare 265 tons gross				Six coaches, 204 tons tare 215 tons gross			
Recorder		Don Benn				Don Benn			
Weather		Fine				Fine, overcast			
	miles	**sched**	**mins**	**secs**	**speed**	**sched**	**mins**	**secs**	**speed**
Perth	0.00	0.00	00	00	10½ late	0.00	00	00	R/T
Hilton Junction	2.10	5.00	05	12	50	5.00	05	24	47½
Forgandenny	4.00		07	11	59/62½		07	31	57½/60
Forteviot	6.90		10	00	61		10	28	56½
Dunning	9.65		12	45	63		13	26	57
MP 141	10.30		13	27	57		14	14	51
MP 140	11.30		14	34	53½		15	30	46
MP 139	12.30		15	46	49		16	55	41
MP 138	13.30		17	07	44		18	29	37
Auchterarder	13.80		17	37	43		19	09	35½
MP 137	14.30		18	34	41		20	16	33½
MP 136	15.30		20	02	40		22	11	31½
Gleneagles	15.85	24.00	20	45		24.00	23	09	
	0.00	0.00	00	00	9¼ late	0.00	00	00	R/T
MP 135	0.45		02	14	27½		02	09	24
Blackford	2.20		04	31	56½		04	31	54½
Carsebreck Box	4.45		06	37	71		06	44	68½
Greenloaning	6.45		08	15	73/76		08	23	70½/73
Kinbuck	9.65		10	48	73		11	10	62
MP 124	11.45		12	34	63*		13	02	65
Dunblane	12.30	16.00	13	43		16.00	14	24	
	0.00	0.00	00	00	6½ late	0.00	00	00	¾ late
Bridge of Allen	2.05		03	01	64		03	06	55
Cornton Box	3.00		04	00	66½		04	16	56½
Stirling	4.90	8.00	06	18	4¾ late	8.00	06	48	½ early

* brakes or speed restriction

May 27, 1967, Black Five No. 45437 is seen climbing near Gleneagles with the 12.37pm Perth to Manchester Red Bank Parcels. SANDY SMEATON

Star starts the GWRA 12-nameplate ball rolling

WHERE to start with the line-up of 12 nameplates in GW Railwayana's live online auction on July 15? Numerically seems a logical way forward, so it's the GWR first, represented by *Knight of the Bath* from Star No. 4014, *Oakley Hall* from No. 5936 and *Stanley Hall* from No. 5938.

The Star is the only pre-Grouping locomotive in the auction's nameplate selection, having been built at Swindon in March 1908 and withdrawn in June 1946. Its name derives from an elaborate medieval ceremony for appointing knights, of which bathing as a symbol of purification was an element. The more pragmatically named Halls were both built at Swindon in July 1933 and withdrawn respectively from Gloucester Horton Road (85B) in January 1965 and Ebbw Junction Newport (86A) in May 1963.

Onward to the Southern Railway, and *Sir Valence* from No. 30767 and *Mortehoe* from No. 34094. The King Arthur emerged from the Glasgow works of North British Locomotive Co in June 1925 and ended its career at Eastleigh (71A) in June 1959, while the West Country Pacific was outshopped by Brighton in October 1949 and withdrawn in August 1964 when a resident of Nine Elms (70A).

From the LMS are nameplates from consecutively numbered Jubilee 4-6-0s: *Gibraltar* from No. 45608 and *Gilbert* and *Ellice Islands* from No. 45609, and *Connaught* from a third member of the class, No. 45742, the last to be built. Nos. 45608 and 45609 were both built at Crewe in July 1934, and No. 45609 became only the second member of the class to be taken out of service, in October 1960 from Sheffield Millhouses (41C). Classmate No. 45608 survived for another five years before finally meeting its end in September 1965 when allocated to Leeds Holbeck (55A), while No. 45742 emerged from Crewe in December 1936 and was withdrawn from Carlisle Kingmoor (12A) in May 1965.

Crewe product

A fourth LMS nameplate is *City of Hereford* from Princess Coronation Pacific No. 46255, which, like the three Jubilees, was built at Crewe, in October 1946, and had a career of just under 18 years before being withdrawn, also from Carlisle Kingmoor, in September 1964.

Finally, the LNER weighs in with Great Northern from No. 60113, *Ourebi* (B1 No. 61026) and *The Burton* from D49 No. 62757. As reported in issue 306, *Great Northern* is from the 1922-built prototype of Nigel Gresley's A1 class, later A3, which was controversially rebuilt by Gresley's successor, Edward Thompson, in 1945. It was withdrawn from Doncaster (36A) in November 1962. Both the B1 and 'Hunt' were built at Darlington, in April 1947 and August 1934 respectively, and were withdrawn from Immingham (40B) in February 1966 and in December 1957 from Hull Botanic Gardens (53B).

Heritage modern traction will also pitch into the nameplate selection, including *Cyclops* from Class 47 D1673/47087, a Crewe-built Co-Co diesel that entered traffic in April 1965 and was withdrawn in November 1998, and *Neptune* from another Co-Co, Class 50 D406/50006, built by English Electric/Vulcan Foundry in March 1968 and taken out of service in July 1987.

Among the GWR cabside numberplates are 5936, whose *Oakley Hall* nameplate will also be going under the hammer, 7032 from *Denbigh Castle*, and 7915 (*Mere Hall*), and an LNER Doncaster 1924 worksplate (works No. 1610) from LNER A3 Pacific No. 60055 *Woolwinder* will also feature. In the same category is a 1904 North British of Glasgow plate (works No. 16190) from GNR(Ireland) Class QL 4-4-0 No. 113 *Neptune*, making this the second locomotive with that name to be in the spotlight.

Smokebox numberplates from named steam locomotives include Standard Britannia duo 70010 and 70040 from *Owen Glendower* and *Clive of India* and a replacement plate for classmate No. 70053 *Moray Firth*, and there are also six from GWR Castle and Hall 4-6-0s.

Diesel worksplates will also be looking for new homes, and among them are two English Electric/Vulcan Foundry examples, from 1959-built Class 40 D224/40024 *Lucania* and a 1960 plate from preserved 'Deltic' Class 55 D9015/55015 *Tulyar*.

Auction debut

Enamels signs include station totems BR(NE) Flamborough and BR(M) four-foot example Watford High Street, SR target Aylesham Halt making its auction debut, a Colne Valley Railway poster board header, a BR(S) fascia board from the Isle of Wight station of Wroxall, and another Southern Region sign from an unknown location directing passengers outside and through a subway for enquiries, parcels, left luggage, and ticket office for all trains.

On July 14, the day before the main auction, GWRA's Simon Turner will be holding a 442-lot sale of general railwayana such as shedplates and clocks. The latter category will include an ex-Evercreech Junction 14in drop dial example supplied in about 1860 to the LBSCR, and two 12in drop dial clocks each dating from circa 1870, comprising a Great North of Scotland Railway ex-Craigellachie station clock and another supplied to the Great Western & Great Central Joint Railway. This sale will begin at 10am and that on the following day at 9.30am.

West Midlands colour slides gain traction, and so too railway infrastructure

HERITAGE modern traction in the 1970s dominated the JustaClickAgo online auction on May 22-28, though images of railway infrastructure from the 1950s and later also put on a show. The modern traction featured colour slides taken in the Birmingham area by the late David Williams, of West Bromwich, with one lot of 200 selling for £820 and a second of 180 slides for £760. Several hundred negatives and prints of infrastructure in the Kirkby-in-Ashfield area, including stations and signalboxes, aided by holiday expresses and trip workings, weren't far behind at £720, while 175 colour slides dating from the early 1970s, including Western Region diesel-hydraulics, sold for £540. Prices exclude premium of 18%.

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Manor is a clear winner on day of the Cup Final

WHILE GWR No.7801 *Anthony Manor* was the clear winner in Great Central's live online auction on June 3 when a nameplate from the 1938-built 4-6-0 sold for £14,000, there was far closer competition for the lesser places, with second being a dead heat at £10,000 between *Brentor* with a West Country Class scroll from SR Pacific No. 34095 and *Ariel* from another Pacific, Standard 'Brit' No. 70016.

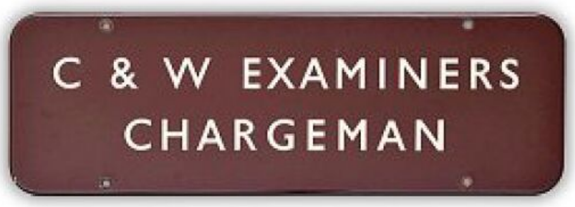
Only just behind with a realisation of £9800 was a second GWR plate, *Earl of St Germans*, initially carried by 'Dukedog' No. 3207 and subsequently by Castle class No. 5050, and then the LNER joined in the action with *Kenilworth* from A1 No. 60124 (£8000). Finally, the GWR returned to round things off, with a Hall class trio comprising *Burwarton Hall* from No. 6932 (£5200), *Salford Hall* from No. 7922 (£4400), and *Aldersey Hall* from No. 6930 at £4200.

Non-sellers under the hammer were *Helvellyn* (LNWR No. 2023/ LMS No. 5187), a second LMS representative, *Uganda* from Jubilee No. 45636, and *Leatherhead* from SR Schools class No. 30939, although the SR plate did sell after close of play for £5000.

Mixing it with the nameplates was a 1935 Doncaster worksplate from LNER A4 No. 60015 *Quicksilver* (works No. 1819) that fetched £7000, and top cabside numberplate was 1008 from GWR *County of Cardigan* (£2400), whose smokebox numberplate sold immediately after for £1600.

Station totem signs made their inevitable mark on proceedings, headed by BR(S) Wadebridge with a realisation of £5200, followed by BR(W) Porthcawl (£4800) and North Eastern Region's Ferrybridge, which went for £3200, while the top LMS hawkeye was Royston & Notton that went under the hammer for £2600. A flurry of doorplates, many from a single collection, kept the enamel flag flying below the totems, led by BR(W) 'C & W examiners chargeman' (£1800) and BR(S) 'Cartage' (£1400).

Signalling also enjoyed time under the spotlight thanks to an LBSCR Harper's block instrument from Partridge Green signalbox on the Christ's Hospital to Shoreham line selling for £4000, a Snape Junction and Snape one engine in steam train staff from a GER freight-only branch in Suffolk (£3200), and two Tyer's No. 6 single line tablets from opposite ends of the country, Wadebridge-Padstow and Georgemas Junc-Thurso, that each sold for £2400.



Also deserving a mention are two vastly different items that went for £2800 apiece – a steam era 'Royal Highlander' Euston-Inverness sleeper locomotive headboard and a real oddity, an ex-Titley Junction in Herefordshire platelayers' velocipede.

This machine was one of 100 imported by the GWR in the 1890s for permanent way inspection that enabled its operator to achieve up to 28mph by pushing a handle forwards and backwards, transmitting drive to the wheels via a set of cogs. Prices exclude buyer's premium of 15% (+ VAT).

Post-sale, Mike Soden, who shared auctioneering duties with Martin Quartermain, said of the velocipede: "We had no idea what to expect, but as one of the most interesting and unusual items we have ever put under the hammer, we thought it would do quite well."

Overall, he said he was happy with the results, although, as a football enthusiast, he was disappointed he and Martin didn't manage to close proceedings until after half-time in the Cup Final.

Railwayana Auction Calendar

- **July 14/15**
  GW Railwayana
- **July 16**
  Talisman Railwayana
- **July 14-August 1**
  Paperchase
- **July 20/21**
  Great Central Railwayana *('Bloxham' sale)*
- **July 21**
  Vectis *(model trains)*

➜ A 1959 British Thomson-Houston worksplate (works No. 1118) from D8220 was the top seller in Thirsk Railwayana's auction on June 10 with a realisation of £500. These Class 15 Bo-Bo diesels were built in 1957-61, but all 44 had been withdrawn by March 1971, although four were retained for a number of years in departmental use, and one of these, D8233, survives in preservation. The price excludes buyer's premium of 12% (+ VAT).

➜ Kits to build six HOe gauge Deutsche Reichsbahn locomotives sold in two lots for £750 and £640 in a Vectis model train sale on May 25. Made by Bemo of Germany, the kits were for three 0-4-4-0 articulated engines, an 0-10-0T, a 2-10-2T, and an 0-10-0. HOe gauge is 9mm scale, similar to N gauge. Prices exclude buyer's premium of 25% (+ VAT).

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GWR 4-6-0 outpaces 2-6-6-6 in model debut sale

A PAIR of O gauge two-rail electric models from either side of the Atlantic vied for top position in a two-day model train auction held by Great Central Railwayana on May 18/19, with the victor's laurels going to No. 2908 *Lady of Quality,* made by Masterpiece Models, that sold for £1850.

The GWR Saint class 4-6-0 on which the model was based emerged from Swindon in May 1906 and was withdrawn from the shed there (82C) in December 1950, nearly three years after it had entered BR stock.

In second place at £1600 came a Kohs & Co model of Chesapeake & Ohio Railroad No. 1646. This 2-6-6-6 was one of 60 members of the railroad's H-8 class, which had a tractive effort of 110,211 lb ft, and with their 14-wheeled tenders weighed a mighty 604 tons. These huge locomotives were built by Lima Locomotive Works of Ohio between 1941 and 1948, and with a member of the class at each end were capable of hauling 140-wagon 11,500-ton loaded coal trains.

Returning to the rather smaller world of Europe, the auction's third highest realisation was £1150 for a two-rail electric gauge 1 model of Austrian State Railways' 2-6-4 No. 310.24, made by Fine Models of Germany. Prices exclude buyer's premium of 15% (+ VAT). The 880-lot sale was not only the first ever model train auction held by Great Central, but also its first on a weekday, and such was its success that the auction house has decided to move its popular 'Bloxham'-style sales to weekdays, meaning its auctions planned for June 17 and August 5 have been combined into a two-day event on July 20/21.

Talisman kicks off auction with B17 plate

THREE of the post-Grouping 'Big Four' railway companies will be jostling for top position in Talisman's sale at Newark Showground on July 16 with a selection of five nameplates, although the LNER must fancy its chances of winning the gold medal against the GWR and LMS thanks to its representative being from the Gresley B17 'Footballer' class.

The plate, complete with brass football, is from No. 61669 *Barnsley*, which was built by Robert Stephenson & Co in May 1937 and withdrawn from Ipswich (32B) in September 1958. I logged this engine running through my local station of Ilford on a number of occasions, the last being on April 23, 1957, on a Down express.

LMS trio

From the LMS come *The Loyal Regiment*, *Lord Rathmore*, and *Lord Rutherford of Nelson*, from Royal Scot No. 46158, Patriot No. 45533, and Jubilee No. 45665. The first two were built at Derby, No. 46158 in August 1930 and the Patriot in April 1933, and ended their service careers respectively in October 1963 when the Royal Scot was allocated to the Nottinghamshire shed of Annesley (16D) and the Patriot in September 1962, at which time it was a resident of Liverpool Edge Hill (8A).

Jubilee No. 45665 emerged from Crewe in November 1935 and was withdrawn from the Glasgow depot of Corkerhill (67A) in December 1962. Its two-line plate carries the name of a New Zealand-born physicist (1871-1937), who settled in Cambridge and pioneered research into atomic and nuclear physics.

The fifth of the main line plates is *Birtles Hall*, carried by GWR No. 6933, a Swindon December 1941 product that was withdrawn from the Wolverhampton shed of Oxley (2B) in November 1964.

It was named after a country house in Over Alderley, Cheshire, which was built in 1819 and is now Grade II-listed.

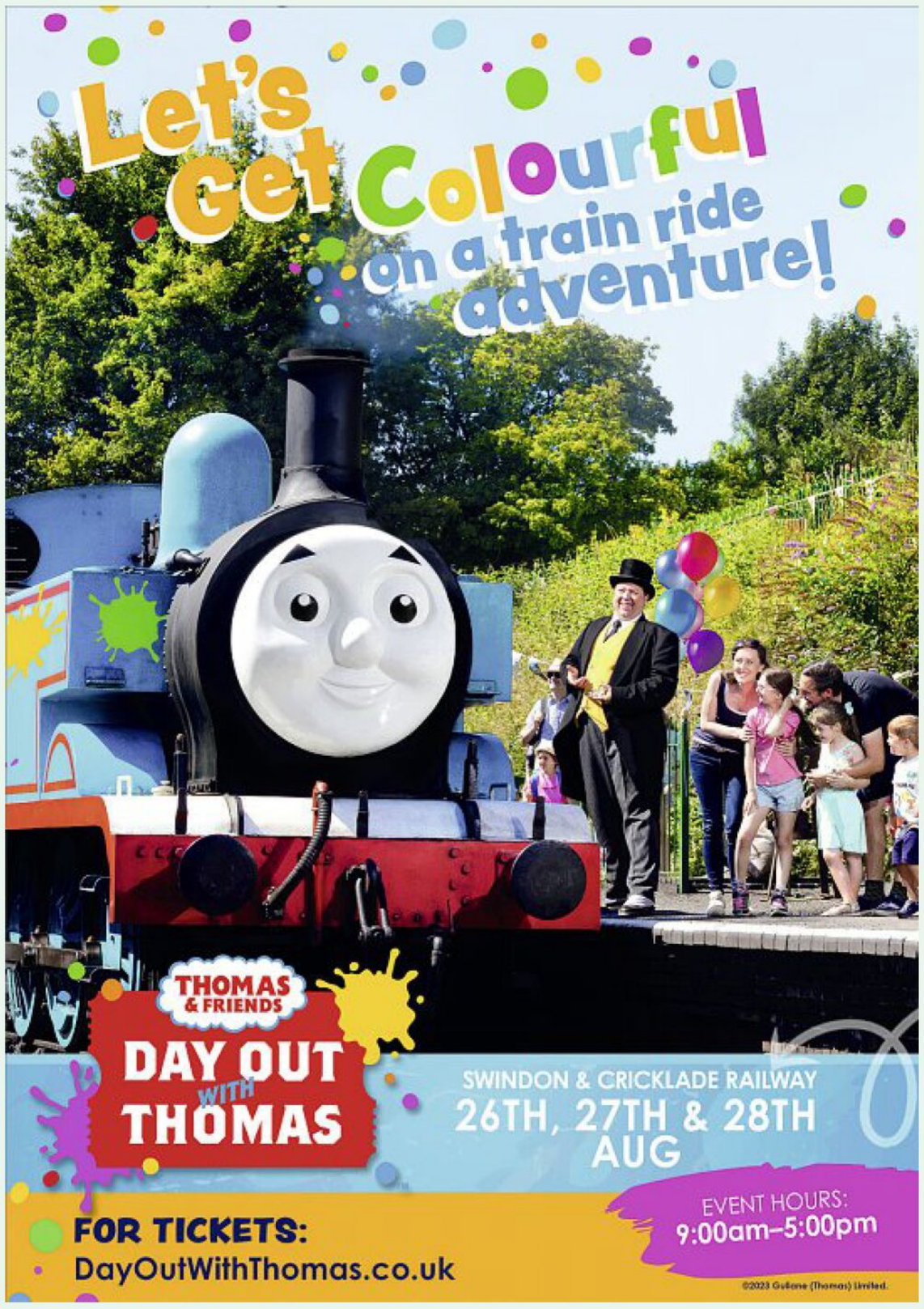
'Dreadnought' plate

Another locomotive item destined to go under the hammer is smokebox numberplate 50455 from a Lancashire & Yorkshire Railway-designed Class 5P 'Dreadnought' 4-6-0 built by the LMS at Horwich in July 1924 and withdrawn by BR as the last survivor of the class in October 1951 when shedded at Blackpool Central (28A).

There is also a flamecut cabside from LMS Princess Coronation No. 46243 *City of Lancaster*, a May 1940 Crewe Pacific that, like Patriot No. 45533, was an Edge Hill locomotive when its days were over, in September 1964.

A far earlier era is represented by an 1881 Kitson & Co worksplate (works No. 2320) from Lancashire & Yorkshire Railway No. 239. This 141 class 0-6-2T was withdrawn in 1911 and used for heating banana vans at Liverpool's Garston Docks until 1960, when it was replaced in that role by an even older ex-L&Y locomotive that had been withdrawn by BR the previous year, Vulcan Foundry 1880-built Class 2F 0-6-0ST No. 51397.

Talisman Railwayana is the only mainstream specialist to still hold saleroom auctions, while this upcoming sale is also one of a kind in that it is being held on a Sunday rather than a Saturday, as was the norm before the Covid-19 pandemic. It starts at 10am.



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BYGONES WEEKEND

6TH - 8TH OCTOBER 2023

We've just enjoyed a fantastic 'WHR 100' event - thanks to the hard-working F&WHR and WHHR volunteers who made it happen - and those who simply came to visit

It's now time to turn thoughts to 'Bygones' - our next big event. We'll be showcasing trains from significant eras of the Festiniog Railway Co., with extra themed trains operating - including gravity, slate and freight services. Passenger trains running from Porthmadog to Beddgelert, Blaenau Ffestiniog or Tan-y-Bwlch.

Don't miss out - keep an eye on our website for more details..!

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5th & 6th August 2023

At Bredgar and Wormshill Light Railway (ME9 8AT)

15 layouts – Trade – Model Societies
Steam train and tractor rides all day
Steam Engines and Vintage Vehicles on display
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***Early Bird Prices online:* www.bwlr.co.uk**
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GREAT TRAIN ROBBERY

Sunday 6th August 2023 10.30am–4pm

BUCKINGHAMSHIRE RAILWAY CENTRE

- Talks about the robbery and Travelling Post Offices
- Diorama of the robbery near Cheddington
- Replica of corner of the Leatherslade Farm kitchen
- Exhibition panels telling the story of the robbery
- Entry to the whole 25-acre site included in ticket price, plus steam train rides and the railway museum

Tickets available at www.bucksrailcentre.org
Buckinghamshire Railway Centre, Station Road, Quainton HP22 4BY

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- To enter your vehicle email: qn@bucksrailcentre.org

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NEXT STOP: CORWEN

LLANGOLLEN RAILWAY EXTENSION IS OPEN FOR BUSINESS

In a short few years, the superbly-scenic North Wales standard gauge heritage line has gone from teetering on the brink of collapse to the realisation of a near 50-year dream. **Owen Hayward** made a return visit to the line as it celebrated the full opening of its Corwen extension, completed after years of hard graft and to the praise of many.

From the very beginning, the Llangollen Railway pioneers have had their sights set on Corwen as a final destination for the railway. Over the course of the last 48 years, the line has grown from a mere 60ft in track length at Llangollen station to a 10-mile line, reaching Berwyn in 1985, Deeside in 1990, Glyndyfrdwy in 1992 and Carrog in 1996. The last stretch – the final push, as it were – to Corwen began in 2011 and has been a major feat of volunteer effort amid some rather turbulent times.

To come back from such a precipice in a relatively short space of time and to then be forecasting a net profit in the region of £100,000 for its 2022 accounts (issue 302) clearly demonstrates the railway is managing itself carefully. Such a rapid turnaround is something many lines may only dream of achieving, and at the heart are the volunteers who have stuck by it through thick and thin. As many in the mess room at the main depot said when I arrived: "We are all invested in this place and the difficulties of that period have brought those of us who stayed much closer together."

Corwen has been the culmination of efforts from across the board, but not least the team of 14 or so people who have built a brand new station at this railway's western end. The original Corwen building, which closed to passengers on December 14, 1956, along with the full line, survives just a few hundred yards along the original trackbed that is severed by a missing bridge at the buffer stops. Reinstatement would be a challenge in its own right as the road below was raised when the structure was demolished to negate flooding issues when the river Dee bursts is banks. The original building is now a trailer showroom, and just a few yards further on remains the former goods shed. As it stands, the new station is much closer to the heart of town and boasts ample and easier parking, something it is hoped will be a massive boon for both the railway and town.

Reuse, recycle

The full cost of the extension has been somewhere in the region of £2.4 million. Several grant applications have provided significant portions, including a £500,000 Welsh Authority and Government grant at the very start and latterly a £191,000 grant from the UK Government Levelling Up fund, which crucially aided the construction and installation of the new canopy.

Reuse and recycle has been a recurring

Kitson 0-6-0ST No. 5459 *Austin 1,* which was the Llangollen Railway's first steam locomotive and also operated the first preservation era public trains in 1981, breaks through the banner during the opening ceremony of Corwen station on June 2.
PICTURES BY OWEN HAYWARD EXCEPT WHERE CREDITED.

Volunteers gather around *Austin 1* during the first day of trains in 1981. The headboard carried then inspired that worn on June 1-4, 2023. IAIN ROSS

The Corwen site has undergone a dramatic change since this photo was taken in May 1996. The embankment has been widened to accommodate the new station. PETER NEVE

theme during construction; the station has salvaged railway assets where possible, with edging stones on one side of the island platform coming from Liverpool Lime Street and the other from Bala Junction. Meanwhile, the ornate columns that support the canopy have come from Blackfriars in London, donated by Network Rail to the project. The signalbox comes from Weston Rhyn; at present, it is not connected up, with movements controlled by a ground frame, however, this will be one of the future areas of focus.

The embankment on which the new platform is built had to be widened to accommodate the new structure and running lines. There was also a gap in the trackbed where it had been excavated to gain entrance to the water works on land adjacent. The earth for infilling this and widening the trackbed came from the Ruthin spur; when built, Corwen station not only served the Ruabon to Barmouth route, but also the Denbigh, Ruthin and Corwen Railway (later absorbed by the LNWR), and the two lines ran into the station separately. This particular branch had been abandoned for several years before the closure of the Llangollen line in December 1964 and the remains of the spur towards Ruthin is still visible from the new platform.

As reported in issue 299, the first job was to place the point for the run-round loop – for working out the geometry of the new station. The headshunt is designed to cater for the largest locomotive the railway could feasibly accommodate; no doubt vital when the LR operates an enthusiast gala once more. One platform can handle eight-coach trains, while the other can accommodate six; the difference comes from the provision for emergency access and evacuation ramp on one side.

The opening of the station was part of a four-day celebration that began on June 1 with three round trips exclusively for LR members, volunteers, and their friends and families, recognising the efforts of all involved. Motive power was provided by Hudswell Clarke-built Hunslet Austerity 0-6-0ST works No. 1752 (carrying the identity of scrapped J94 BR No. 68067), which is on loan from Roger Hibbert and normally based at the Great Central Railway.

Remembering its roots

The true star of the occasion, however, was undoubtedly the line's very first locomotive, Kitson 0-6-0ST works No. 5459 *Austin 1*.

Built in 1932 for the Austin Motor Company's Longbridge plant, it entered preservation in 1973 when Burtonwood Brewery purchased it on behalf of the Flint and Deeside Railway Society (the forerunner to the LRT), which paid for the restoration of the locomotive as well as the fitting of vacuum braking equipment. It ran the first trains on the line in 1981 and was the only steam locomotive to do so until LMS 'Jinty' 0-6-0T No. 47298 (now at the East Lancs Railway) arrived in 1983.

It was therefore befitting of the day that the line's original locomotive was front and centre for the opening trains, tying the near half-century dream off rather nicely. Another aspect that many may well have overlooked was that the first trains ran with two suburban carriages, and much like with *Austin 1*, these were also chosen to be the stock used.

The railway's suburban fleet has grown impressively over the years, and four were in service for the occasion, complete with a brake vehicle at either end. These have been modified to have end windows in the luggage compartment, providing a much improved experience for those who travel in wheelchairs. A fifth carriage is currently undergoing fitness-to-run exams and minor repairs, while a sixth is being worked on by volunteers from the owning group in the workshops and is an estimated 12 months off being completed. When up and running, a six-coach suburban train will surely be another crowning achievement for the LR.

Following the members' day, the formal opening ceremony took place on June 2, at which the railway and local press, MPs, and other dignitaries were present. Among the guests was Peter Neve, one of the railway's longest-standing volunteers, who was guard on the very first public trains in 1981 and has been an integral part of nearly every significant project the railway has ever run, joining the station project group in 2014 and its management team in 2018.

"The Corwen project has been 10 years in the making, and most of the work has been carried out by a small group of volunteers who have brought with them an array of vital skills," he said. "Our average age is 68 and on any given working day, which were most Thursdays and Saturdays, there would be about eight of us on site.

"The station project has cost in the region of £1.5 million to complete and we are extremely grateful to benefactors, governments in both Cardiff and London, and, more locally, Denbighshire County Council for its financial support. Without the volunteer labour, the cost would have been significantly higher.

"Hopefully, the completed station will bring added prosperity to the railway and to the town of Corwen and beyond. We look forward to entering into new partnerships with local authorities and businesses."

***Austin 1* at the most western point on the railway, where the line now ends.**

The bridge over the road, long demolished. The remains of the structure and trackbed on the opposite site are still visible.

A short distance away, the remains of the original building is now a showroom but very much recognisable as the original Corwen station.

Some of those who built the new station and other LR volunteers on the opening weekend come together for a team photo alongside *Austin 1*. At the front is Bill Shakespeare MBE, not only a founder of the railway but also the first chairman and former president who went to Glyndwr council to get the keys for Llangollen station when the preservationists moved in.

***Austin 1* and No. 68067 bathe in the sun at Corwen during the station's official opening on June 2.**

Trust chairman Phil Coles, admitted the occasion was a proud moment, shedding a few joyous tears when the first members' train arrived and again for the ceremonial train.

He commented: "Councillors and Denbighshire County Council have been very supportive of us, especially in the last two years since the demise of the plc.

"So many other groups and organisations have all helped us unbelievably over the last few years.

"It's been very, very difficult and very stressful at times, and I would personally like to thank all of the LR directors who, at many times, have thought about packing it in – myself included.

"It's only taken us 48 years to get here, and Bill Shakespeare (one of the founders) thought we'd be here in about 10. But they had the vision and it became a reality. It took a bit longer than Bill hoped, but we got here."

The Secretary of State for Wales, Rt Hon David TC Davies, also praised the efforts of those involved, saying: "I would like to pay tribute as an outsider to this to all of the volunteers.

"What they have done is absolutely outstanding – inspirational, even.

"It can be very easy for anyone with an interest in railways to come along and look at something that doesn't exist and say, 'wouldn't it be great if we got a railway going here?'

"What a difference it is, though, to turn that pipe dream into a reality and spend decades sorting out the many things such as planning permissions, raising the money, and all the health and safety, and then at the end of it, transform it into a railway that is actually operating – that truly is inspirational.

"This is such a beautiful part of the world to come to anyway, but to add something like this is sure to bring tens of thousands more people each year to come down what you have to offer and what North Wales has to offer."

The opening ceremony concluded with Peter Lord Hendy, of Richmond Hill, chairman of both Network Rail and the Heritage Railway Association, also praising the achievement and unveiling a plaque marking the occasion.

"We occasionally open new stations on the national network, but this is something special," he said. "It is a new station nearly entirely built by volunteers, acknowledging contributions from both governments that have enabled some work by local contractors as well.

"If it's taken a bit more time and money than was originally thought, I can tell you one thing from my experience on the national railway, which is that every one of these things always does both of those things but it always delivers more than you imagined, and this will be here long after all of us have gone.

Railway 'reborn'

"Like the big railway, times are hard for the heritage railway movement. Covid-19, despite Government help, has disrupted the tourist market. More difficult still, the costs of everything to do with rail have gone up, and I know this railway has had its challenges, but it's lovely to be here and see a railway which has been reborn with new governance and now, with its new station, on the path to success.

"This achievement will bring visitors, business, and additional spend to Corwen, and that's a great win-win partnership for the railway and the town.

Class 31 No. 31271 starts off from Berwyn, a picturesque station with a multitude of bridges creating an interesting criss-cross.

Austerity No. 68067 and Kitson No. 5459 head for Glyndyfrdwy with a members' special on June 1.

"The invention of the railway nearly 200 years ago changed the face of Britain and this station today will have a similar effect on the face of Corwen in the 21st century."

The first public trains to run to Corwen came over the weekend of June 3/4, when an intense three-train timetable was in action that saw much of the LR's motive power fleet in action.

Steam was again represented by the Kitson and Austerity saddle tanks, with diesel traction offered by Class 31 No. 31271 *Stratford 1840-2001* (on long-term loan from A1A Locomotives Ltd).

The unique two car Wickham-built class 109 DMU was also running in a four-car consist that saw it coupled to a hybrid set formed by a class 104 and 108 driving trailer.

With the sun shining down, the stunning panoramic views of the valley afforded by the DMU vehicles meant they were in high demand.

Passenger coaching stock was formed by the four-coach suburban set, which was boosted by the addition of the GWR inspection saloon and a rake of Mk.1 stock; in the days prior to the event, one of these had completed a repaint into WR chocolate and cream livery. With an hourly departure from both terminus stations, each train was scheduled to run two round trips of the line.

Sadly, during the first trip on the Saturday, *Austin 1* was failed after the discovery of a hot axlebox, which required more work to rectify than could be done in time to see it run again that weekend, leaving the Austerity to continue alone. Though a disappointment, many will no doubt have been glad that it was able to have taken part in perhaps the two most important days prior, even managing to don the commemorative headboard that harked back to the original worn on the first trains in 1981.

Sunday's services were also delayed after a technical problem locked all the points at Goods Junction, preventing any locomotives and the DMUs from leaving the yards. A valiant effort from those present saw service commence about 90 minutes late, with only one train being cancelled.

All in all, more than 1000 visitors came over the two days to be part of the occasion.

LR Trust manager Tom Taylor said: "With secondary spend in our tearooms and so on, it has been a profitable event when factoring in the two public days. Opening Corwen station is a fantastic step forward in the recovery of our railway. We have come a long way in two years and our achievements are an exceptional demonstration of teamwork and professionalism by our staff and volunteers.

"The feedback I have received from the opening weekend has been genuinely overwhelming – we haven't just shone a spotlight on Corwen, we have also truly placed a beacon on our railway for a long time to come.

"It is only what our railway deserves and I remain incredibly confident this will manifest itself in greater interest from the public and more productive working relationships with likeminded partners."

Richard Dixon Gough, project manager for the extension, added: "The result of 10-plus years of hard work can be seen on a visit to Corwen's new-build station. It is to the credit of a core group of hardworking volunteers who have constructed what can be seen today. I hope our efforts will be enjoyed for many years to come by all who visit the new station."

In the wake of the collapse of the former plc, the Llangollen Railway has perhaps become a diamond in the rough. In spite of everything that happened (and the unfortunate negative impacts that entailed), the volunteers who have remained steadfast are fighting hard to build the LR back to what it once was – and anyone who visits will undoubtedly pick up on that.

So, what lies ahead? The next major feat to emerge from this pocket of Wales will surely be the overhauled GWR pannier No. 7754, which is in the latter stages of overhaul, having almost entirely been carried out in-house, and it will likely fly the flag for the reborn LR. Its steam fleet will grow further still in the years to come as the overhauls of BR Standard 4MT 2-6-4T No. 80072 and GWR 4575 2-6-2T No. 5532 progress and conclude.

Lineside vegetation control is underway to open up more of the stunning views, which are a definite plus point of the railway and something that makes the DMU fleet even more appealing to ride. Carrog station is in the process of changing owners after being put on the market, with the new owner keen to work closely with the railway to ensure its continued use of the station. The door to the new era at Llangollen is definitely open and many eyes will be watching with interest and awe as it continues to flourish. HR

The new construction has reused a number of railway assets, including columns from Blackfriars station in London and edging stones from Bala Junction and Liverpool Lime Street.

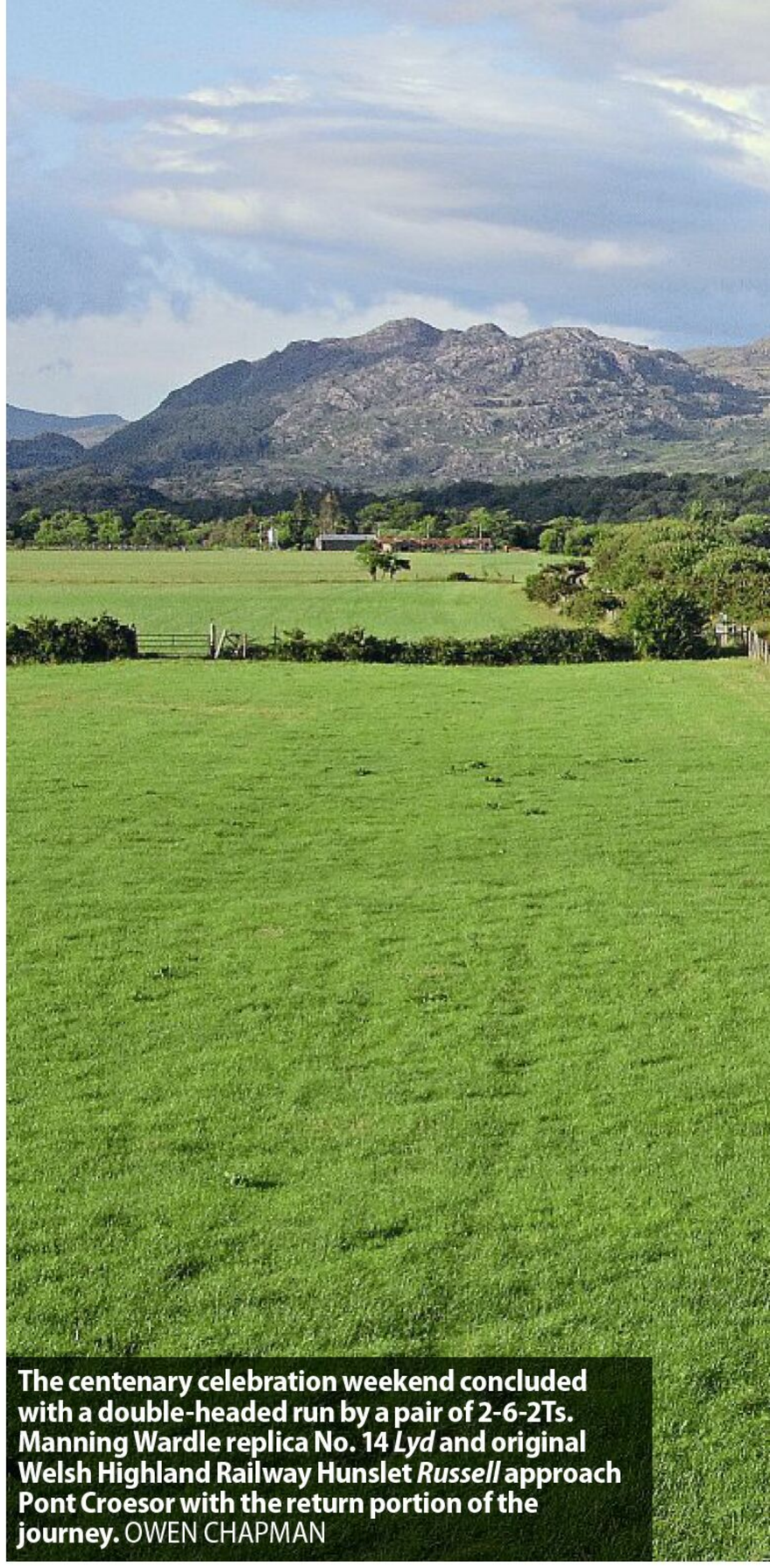
LR Trust chairman Phil Coles (left) and HRA chairman Peter Hendy shake hands after unveiling a plaque at the end of the station's opening ceremony.

The unique Class 109 Wickham-built DMU heads away from Carrog on June 3 during the opening gala weekend.

WELSH HIGHLAND CENTENARY

CELEBRATING THE NEW-FOUND SUCCESS OF A ONCE 'UNSUCCESSFUL' RAILWAY

The final weekend of June was a three-day celebration for the North Wales narrow gauge line, which when first constructed might so easily have quickly vanished, reports **Owen Hayward.**



The centenary celebration weekend concluded with a double-headed run by a pair of 2-6-2Ts. Manning Wardle replica No. 14 *Lyd* and original Welsh Highland Railway Hunslet *Russell* approach Pont Croesor with the return portion of the journey. OWEN CHAPMAN

When you look at the Welsh Highland Railway as it is today, you would never have thought that when it opened a century ago, it was already in trouble. Despite the neighbouring Ffestiniog Railway taking control for a short while, the WHR line was closed not too long after it opened.

Jump forward 100 years and it is now a popular tourist route, winding its way through 25 miles of some of the most stunning scenery Wales has to offer, on a journey between Caernarfon and Porthmadog.

To celebrate the centenary, a gala was arranged for June 23-25 that sought to recreate some of the scenes of times gone by as part of a packed itinerary with cooperation of three heritage lines.

Money talk

The railway's origins date back as far as the 1870s, when North Wales Narrow Gauge Railways was conceived and engineered by secretary and engineer of the Festiniog Railway Charles Spooner. The company proposed a network of eight lines that would spread as far as Betws-y-Coed, Pwllheli and Corwen, but of these, only two were built. Construction began in 1873 on the first, which ran from Dinas to Bryngwyn, where Spooner owned a quarry, finally being completed in 1877. The line was continued toward Rhyd Ddu (originally called Snowdon) with the two lines, linked at Tryfan Junction, opening in 1881.

In 1901 the Portmadoc (as it was then spelt) Beddgelert & South Snowdon Railway mooted the takeover of the 1864-built horse-drawn Croesor tramway, with plans to extend via Beddgelert to Nant Gwynant. An Act of Parliament authorised the takeover, and the construction of a hydro-electric power station and electric railway operation. Construction commenced in 1905 in the Aberglaslyn Pass, with the Light Railway Order powers transferred to the PBSSR in 1906. As part of the agreement to take over the NWNGR powers, Hunslet 2-6-2T *Russell* was ordered to help keep those lines going.

However, money for the construction ran out, meaning work was stopped, leaving tunnels and other earthworks in the pass abandoned. The NWNGR and Croesor Tramway continued as before but became increasingly run-down.

In 1914, local Caernarfonshire authorities applied for a Light Railway order to take over the NWNGR and PBSSR to complete the unfinished work, but owing to the First World War it was not until 1920 that the application was revived by the Dolgarrog-based Aluminium Corporation, which had acquired control of the two railway companies. The Welsh Highland Railway company was formed in 1922, mainly funded by loans amounting to £75,000 from the Ministry of Transport and local authorities. Unfortunately, it was these very loans that were to be WHR's downfall. It was estimated that the railway needed to generate £3750 per annum to pay off the debt, which was never achieved.

A rare visit by FR motive power to the Welsh Highland Heritage Railway's Porthmadog station as 2-4-0STT Hunslet *Blanche* rubs shoulders with 0-4-2T Bagnall *Gelert* on June 25. PAUL LAWRENCE

Simplex No. 2228 *Mary Ann* crosses the high street at Porthmadog on June 23 as it sets off for Pont Croeser with an inspection train. CHRIS PARRY/FF&WHR

The construction contract was awarded to McAlpine & Sons for refurbishing the NWNGR and Croesor Tramway lines and finish the missing link between Rhyd Ddu and Croesor Junction, finally linking Dinas to Portmadoc.

Its opening year of 1923 was the best year for traffic, which decreased each year following, as expected business from slate quarries never materialised, the industry having fallen into decline. Passenger services were unable to compete with local buses, which took half the time to make the same journey. Colonel Holman F Stephens, renowned for his success running less well-off light railways, was appointed a director in 1925, but even his expertise could not save the failing line.

Unable to pay off the interest on its debts, the county council sued and the railway was put into receivership in 1927. Despite this, revenue was sufficient enough to keep the railway going – just. A fair season in 1933 saw the Festiniog Railway submit plans to operate the WHR from 1934, with a 42-year lease signed. One catch, however, was that the FR was required to pay rent even if the WHR made an operating loss. Attempts were made to refocus the line on the tourist market by painting the carriages into brighter colours and promoting the pass as a destination, but despite these efforts, the last passenger train ran on September 5, 1936. In December, the FR asked to be released from the lease. Much equipment was later requisitioned for the war effort. Various legal manoeuvres followed, including an application to turn the route into a long-distance footpath; statutory powers ensured the trackbed was kept mainly in tact rather than sold off in sections, though some areas were sold, such as the sites of Rhyd Ddu and Dinas stations.

Difficult start

Rebuilding the line was a challenge. Early efforts began in 1961 when the Welsh Highland Light Railway (1964) Co Ltd. was established and negotiations began with the liquidator. However, it was unable to take over the old company and so in the 1970s purchased the former standard gauge exchange sidings near Tremadog road to

On June 23, Double Fairlies Nos. 10 *Merddin Emrys* and 12 *David Lloyd George* cross Bryn y Felin river bridge with the afternoon test train reconstruction.
COURTENAY FORDER

***Russell*'s driver tops up an oil pot as a costumed volunteer watches on.**
CHRIS PARRY/FF&WHR

use as a base. This was to become the Welsh Highland Heritage Railway, and the first trains started in 1980.

In 1965, the WHLR received the donation of the WHR's original locomotive, *Russell*, which had been put into store at Dinas in 1937, requisitioned for the war effort in 1942 and then sold into industrial use before ending up preserved at the Talyllyn Railway in 1954.

The company again opened negotiations with authorities but these were complicated by road improvement schemes that allegedly required sections of the trackbed.

By the late 1980s, having completed the restoration of the line to Blaenau Ffestiniog, the FR became involved in WHR interests again. In 1987, a secret £16,000 bid, spurred by concerns of competition of a rebuilt WHR, was submitted to acquire the WHR trackbed, which caused much controversy after it became public in 1989.

The two companies fought a long legal battle that the FR eventually won and, having had a change of directors in 1990 with a different stance on the idea, reconstruction of the WHR started between Caernarfon and Dinas in 1997. From then work continued to open the line in stages in the direction of Porthmadog. While this was taking place, the WHLR reached an agreement with the FR to rebuild the line to Pont Croesor and operate heritage services along this section until it was required for the final route into Harbour station.

Appeals and grant applications secured funding for the final push to Porthmadog with the line opening in 2011. Much equipment came from South Africa, including its main motive power fleet of Beyer Garratt NG/G16 2-6-2+2-6-2s Nos. 138 and 143 to meet the goals of operating 12-coach trains up steep 1-in-40 gradients while running as close to 25mph as possible. A third Garratt (No. 140) was donated to the cause in 1997, with two NG15 2-8-2s obtained later on.

Large 0-4-0ST quarry Hunslet *Lilla* approaches Gelerts Farm Halt on the Welsh Highland Heritage Railway on June 24. CHRIS PARRY/FF&WHR

Failed with a bearing problem just before the weekend, No. 590 was on display at Gelert's Farm on the WHHR over the three days. Work to repair it was set to commence shortly after the event. CHRIS PARRY/FF&WHR

0-4-2T Bagnall *Gelert* wore a headboard marking the occasion of the centenary on June 25. CHRIS PARRY/FF&WHR

***Russell* crosses the Afon Glaslyn at Pont Croesor with the WHHR heritage stock on the return working of a trip to Rhyd Ddu.** EDWARD DYER

"A cornucopia of motive power and train formations drew out the crowds, despite the Welsh liquid sunshine that wanted in on the occasion too."

Left: *Welsh Pony* heads for Pont Croesor with an empty slates trip during the bleak afternoon of June 23. CHRIS PARRY/FF&WHR

Right: Large England *Welsh Pony* was turned to face Caernarfon prior to the celebration. Across the weekend it worked shuttles from Porthmadog to Beddgelert via Minffordd and through the Aberglaslyn Pass. PAUL LAWRENCE

Though once locked in disagreements with one another, the relationship between the Ffestiniog & Welsh Highland Railway and WHHR's respective societies and managements has been nurtured and has flourished in recent years, and both lines worked together to stage a three-day showcase of the WHR's history. With *Russell* having ventured out onto the WHR line on occasions in recent years, this particular weekend also saw Ff&WHR locomotives travel on WHHR metals.

Celebratory weekend

Each day of the celebrations focused on a different aspect of history, with June 23 focusing on the pre-1923 and WHR opening years. June 24 attempted to recreate scenes from photographs of the original line, while the final day reflected the revival and the 21st century era of the WHR.

A cornucopia of motive power and train formations drew out the crowds, despite the Welsh liquid sunshine that wanted in on the occasion too.

Large England 0-4-0STT No. 5 *Welsh Pony* had been turned in the lead-up to the event, creating new photographic opportunities as it ventured in the direction of Pont Croesor with the slate wagons; the Englands – and on occasions, Double Fairlies too – were often employed on services along the WHR during its early years, being borrowed from the FR to make up a shortfall. This arranghed was partly relieved when Colonel Stephens, during his appointment as locomotive superintendent and chief engineer in 1923, purchased Baldwin 4-6-0T 10-12-D No. 590 from EW Farrow & Sons.

Built for use on the Western Front during World War One, it was prone to slipping and gave a rough ride, quickly becoming unpopular in service and thus mainly used as a spare. It was cut up in 1942 as part of a scrap drive for World War Two, but classmate No. 794 was donated by the Imperial War Museums to the WHHR in February this year. It was returned to service on May 28 following an extensive restoration, adopting the identity of the lost WHR locomotive.

Scheduled to take part in the event alongside *Russell*, in the days leading up to the celebrations it unfortunately suffered a bearing issue and had to be pulled from the line-up.

Repair work will require it to be lifted off of its wheels, and this was not achievable in the remaining time before the event.

In light of this, those who had booked tickets to see it will have an opportunity to do so at a later date.

"It was with disappointment that we started the event with the news that the recently reincarnated Baldwin WHR No. 590 would not be able to haul services at the event as planned," a statement issued in the evening of June 25 said.

"However, despite this setback we have received nothing but understanding and support from all our visitors, of which we have been truly grateful.

"Therefore, as a thanks for all your support, we will be offering a complimentary journey for all event ticket-holders to ride behind No. 590 at a later date. In order to enjoy this offer, please keep your event ticket for eligibility."

Other highlights that took place over the weekend of the event included reconstructions of inspection and demolition trains with 4WPM Simplex *Mary Ann*, shuttles from Porthmadog to Minffordd and on to Beddgelert with a non-stop pass through the Harbour station, and *Russell* double-heading trips with FR locomotives.

The final was a full run from Porthmadog to Caernarfon with *Russell* double-heading with another 2-6-2T locomotive – Lynton and Barnstaple Railway Manning Wardle replica No. 14 *Lyd*. HR

Dapol and Rails pair up for GWR inspection saloons

THE recent GWR-centric announcements from Dapol have continued further as the manufacturer and retailer Rails of Sheffield have revealed that OO scale models of the GWR diagram Q13 inspection saloons are at an advanced stage of production, with engineering prototypes already in hand.

Debuting the latest announcement at the Llangollen Railway's Corwen station on June 1, the EP prototypes demonstrate the high level of detail to be expected of the Dapol 'Black Label' branding, with the features on offer catering for numerous variations of the vehicles from throughout their working lives. Seven were built at Swindon Works in 1948, and unlike previous saloons, which were converted from older vehicles, the Q13 examples were purpose-built and designed by F W Hawksworth. All seven have survived into preservation, with the Llangollen-based No. 80975 having been the example measured up for reference for the tooling.

Amid the specifications for the models are warm white interior lighting (with switches for DC operation), a stay alive capacitor, removable roof, open windows with separately moulded curtains, diecast chassis, and a gloss metal-like paint finish. They will also be EM and P4 compatible, appealing to modellers of these alternate gauges. The interiors will boast separately fitted chairs, tables and luggage racks with suitable colour decoration, while guard and kitchen compartments will also be fully detailed. Six different models will be available, spanning five different running numbers and covering GWR liveries as well as BR executive and ScotRail schemes.

The wealth of detail has resulted in a price to match; exclusive to the Sheffield retailer, advance orders can be made now with a £20 deposit against the full price of £149.95.

These will be a limited run, with delivery forecast to be in the third quarter of 2024.

To place an order, head online and visit railsofsheffield.com

Kernow's L&B shed completes narrow gauge scene

KERNOW Model Centre has commissioned two new exclusives from Bachmann's Scenecraft range, which will all but complete the Lynton and Barnstaple scene for 009 modellers.

The Lynton engine shed is based on the post-1909 modified version, with altered shed eves and widened doors, and is detailed with representations of enamel signs that hung on the original. Available separately and nicely complementing this is the concrete coaling stage platform that was built to the south of the shed sometime around 1924.

The shed is priced at £54.99, with the coaling stage a modest £9.99. Both are available exclusively through the Cornwall and Guildford physical stores and online via www.kernowmodelrailcentre.com

A 'bunch' of samples from Accurascale

MANUFACTURER Accurascale has revealed decorated samples of two of its upcoming OO products, the first of which is the Southern Railway diagrams D1478 and 1479 banana vans.

These have been undergoing review to ensure they meet the high and exacting standards the firm sets for its products, with particular attention to the logos of the differing banana importers, along with capturing the torn and worn look of the labels as they would have been on the prototypes. Departmental variations have also been treated to a distressed look on the roof canvases – a complex and expensive piece of tampo design and printing, but it adds an extra layer of realism to the vehicles.

Production is signed off, with delivery expected in the third quarter of 2023, and prices are set at £84.95 for packs of three wagons, with a departmental variant exclusive to Accurascale's webstore priced at £29.95.

Also unveiled were the Mk. 1 suburban coaches, which were subject to a number of corrections to some detailing parts. Overall, the manufacturer is happy with the colour shade of the carriage bodies, with some modifications to be made to chassis colouring on the BR blue versions.

The detailed interiors have also accurately captured the look of the carriages and brings the models to another level. Delivery is anticipated in the fourth quarter of 2023, with prices set at £64.95 per vehicle and a 10% discount applied when ordering two or more coaches, combined with free postage and packaging.

Great Central's Rothley signalbox in miniature

ANNOUNCED by Bachmann for its 2023 summer range, further Great Central Railway buildings will be joining the OO scale range. Available will be the Rothley signal cabin and a mess room, both in the current GCR green colour scheme, with an alternative version presented with Midland region colours. The signalbox has an RRP of £89.95, while the mess room RRP is set at £59.95.

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Dockside delights

With the announcement that No. 96 *Normandy* is set for overhaul, **Daniel Long** looks at what made the B4 locomotives such a successful class of shunting locomotives.

THE delightful B4 tank engines were a staple of shunting activity on London & South Western Railway metals for more than 60 years. Designed by William Adams, the longevity of the class proves without a doubt how perfectly suited it was to the work it did. First built in 1891 at Nine Elms Locomotive Works, the B4s were designed to tackle the lightly laid but tightly curved systems where larger engines simply could not go. Their 0-4-0 wheel arrangement, along with their relatively large size, meant they could punch well above their weight in terms of pulling power. It is little surprise that the locomotives would go onto become familiar sights in yards and docksides across the LSWR.

Home bases

Three of the first batch of 10 had made their way to Plymouth, while the remaining seven were sent to yards around the network. It was the work of the Plymouth engines, however, which proved the potential of the locomotives in a dockside setting. Two of the next batch built in 1893 were sent to Southampton. They were not numbered, but were named *Jersey* and *Guernsey*, as was local tradition. In a system such as Southampton Docks, where the heavy work was beginning to increase, the additional power of this class would be ideal replacements for the industrial engines that had been based at the docks before.

To better suit the needs of their new deployment, both *Jersey* and *Guernsey* were fitted with distinctive cutaway cabs, featuring single circular windows in the front and back cabsheets. It is clear that their arrival was welcome as two more were quickly requested, gaining the names *Normandy* and *Brittany* when they arrived in 1894. The four new engines would form the mainstay of the dockside.

The B4 locomotives proved immensely popular among crews and dock staff, able to move whatever was needed at a shunting speed and frequently handling loads such as 12-coach Ocean Liner Expresses with ease. Having such incredible power on tap, as well as the ability to work throughout the entirety of the complex Southampton Docks system, made them immensely useful. Such was the success of these B4s that a request for four more engines was made in 1895, and that final allocation arrived between 1900 and 1901. This brought the total amount of the class at Southampton to 12 and resulted in the displacement of all of the old docks locomotives.

By this point, the decision had been made not to fit the cutaway cabs that had made the Southampton members so unique when they arrived.

Southampton distinction

The distinctive design of the cabs would be modified as time went on – and no doubt as crews complained more vocally! Unsurprisingly, the drivers got their way first, with the front cabsheet on their side of the cab filled in in the 1920s, followed in later years by a similar arrangement on the fireman's side. The advent of the Second World War saw all engines fitted with metal sidesheets, as well as full front and back sheets, in order to meet blackout requirements. When they arrived, the Southampton-based engines sported green liveries, with each name painted proudly on the side in lieu of numbers.

While the Southern Railway would see the majority of the class painted in its standard goods livery of black with a single green line, and later unlined black, those based at Southampton retained some of the wayward charm that distinguished them from their counterparts.

In pre-Grouping days, the class would be painted lined green by the Docks and Marine Department, which evolved into a darker green. Once the staff at Eastleigh got their hands on the class, the green would be replaced by a chocolate brown that somewhat resembled the liveries of the original dockside engines – and weathered to essentially black after a long day at the harbour! Eventually, unlined black became standard for the class across the network.

The Drummond Five

All of the B4s were constructed at Nine Elms Locomotive Works, and indeed this intrepid class of locomotives would be the last built at the workshop before

No. 96 *Normandy* approaches Horsted Keynes on what was its last day in service – July 6, 2006 – before being withdrawn to join the overhaul queue at the Bluebell Railway. BULLEID SOCIETY

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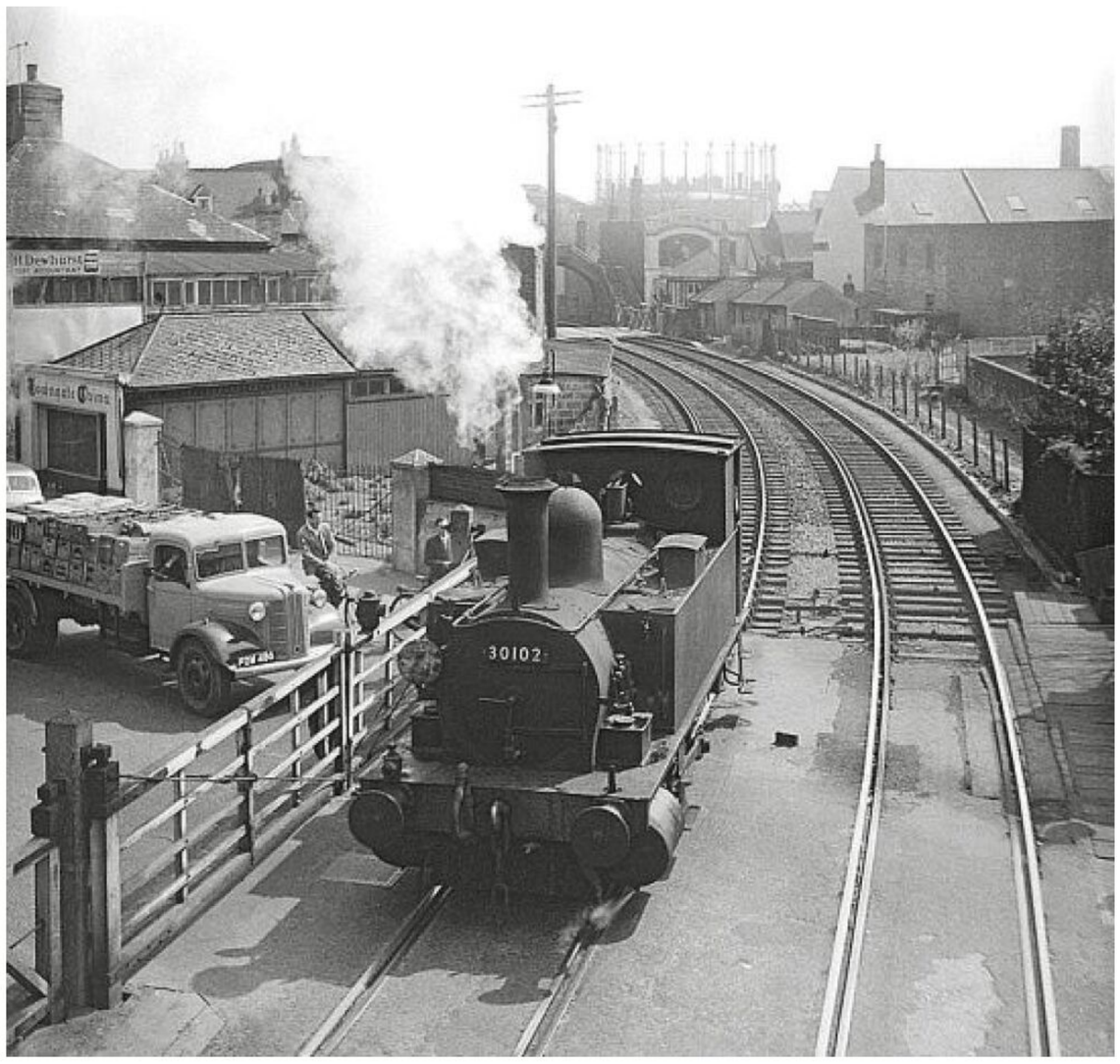


Having been bought by Corralls Ltd coal merchant in 1963, No. 30096 was renamed *Corrall Queen*. On November 11, 1969, it crosses Britannia Road at the exchange sidings within Southampton Docks. BULLEID SOCIETY

No. 30102 runs light engine as it heads for Bournemouth shed after working the Poole Harbour branch on April 20, 1960. BULLEID SOCIETY

the move to Eastleigh. William Adams' successor Dugald Drummond ordered five new engines built in 1908 – some 17 years after the first B4s left Nine Elms for the very first time!

To many, the familiar silhouette of this Adams design would have been somewhat of a throwback, but it's clear that the principles behind the design were still fit for purpose. Indeed, Drummond made very few changes at all. The class was fitted with a new, smaller boiler as well as other typical Drummond features including lipped chimney, set-back dome and a cab roof which was flattened at the edges. All being said, the K14s, as the new ones were known, were not so different to the B4s that had gone before.

If it ain't broke...

As time went on, the Drummond fittings would make their way on the Adams-built locomotives and vice versa, making them harder to distinguish. Drummond's successor, Robert Urie, would consider the classes so similar that the K14s would be absorbed into the B4 classification. Two of this batch of locomotives would be sent to Southampton, meaning that of a class that numbered only 25, 14 could be found in one location.

The B4s very quickly found a niche within the railway system, and were not moved from that niche for most of their lifetimes.

Southampton was where most of the class found its home, but other members carved out places where they would be indispensable for many years.

Plymouth, for example, was the first shed where the B4s arrived, and between 1891 and 1957 would see at least three of the class allocated there to handle shunting work and the occasional goods turn.

Bournemouth, too, would prove a long-lasting home for the class, with up to four engines stationed there. The class would often be called upon to perform shunting duties at Poole Quay, again proving their value as dockside locomotives, but the allocation also allowed the class to show its versatility. With incredible power at the driver's fingertips, the B4s were able to run pick-up goods workings along the Hamworthy branch line. Traffic would have varied enormously, but during World War One it was a formidable challenge for the punchy little locomotives.

The final regular depot that a B4 could be found at was Eastleigh, where the last member of the class would make a final stand as Winchester Yard and Station Pilot. This was one of the only places where a B4 would venture onto the main line, collecting vans from trains and returning them to the tight corners of the yard which demanded their use.

Yankee Doodle Dock Tanks

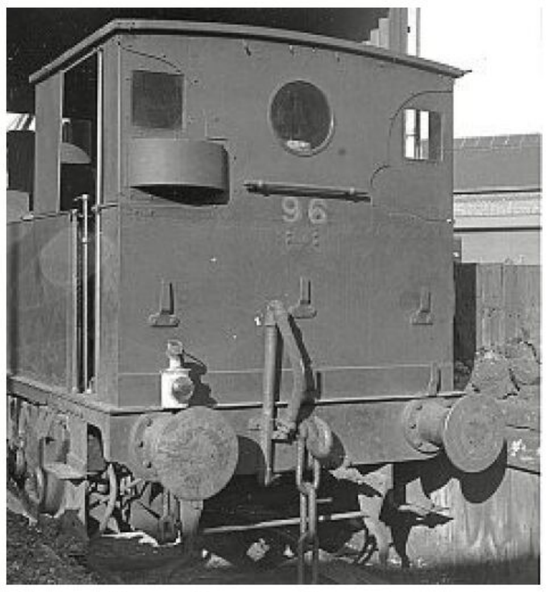
Unseating the class after five decades at the forefront of harbour work was no mean feat, but after the war it was clear that a more modern solution was needed at Southampton. The USA Dock Tanks, ex-army surplus, were ideal for the task. Like the B4, the class had a short enough wheelbase to traverse every corner of the complex trackwork at Southampton but with the advantage of another axle to put down the power.

The arrival of the first USA Dock Tank in 1946 was the beginning of a slow transition that saw the B4s removed from Southampton Docks by the start of the 1950s.

The strength of the 0-4-0Ts was much appreciated by industrial users, and despite the age of the locomotives, 11 of the class found new lives away from British Railways with new owners. Eleven stayed as part of the main line network, while six would be scrapped. The situation remained much unchanged until 1957, when those based away from Southampton would find their roles diminished and replaced by more modern alternatives as well.

Those stationed at Plymouth and Bournemouth would soon be made redundant, and the only place where B4s could be found would be Guildford, where No. 30089 was shed pilot, and Eastleigh, where Nos. 30096 and 30102 worked as Winchester pilot engines. By 1963, however, the final three engines on the main line would be replaced.

Those entering industrial use acquitted themselves admirably in iron works and coal fields alike. The abilities that stood them in good stead in Southampton Docks served them admirably for many years, but all of those that entered industrial use would also be withdrawn and cut up, with one exception.



The outline of original cutaway cab of No. 96, which had been plated over, was just visible around the rear windows on August 5, 1949. BULLEID SOCIETY

No. 30084 heads a train of tankers in an undated scene along Dover promenade. D PRESTON/COLOUR RAIL

In preservation

That exception was No. 30096, which had not been one of the B4s sold into industrial use in the late 1940s. The last B4 on BR's books, it was sold directly to Corralls Ltd, a coal merchant, in 1963, where it was named *Corrall Queen* and returned to Southampton to shunt wagons at Dibbles Wharf. Twice daily the engine would trundle over ungated crossings with rakes of hopper wagons to Northam Exchange sidings. In 1970, *Corrall Queen* was getting worn out, so the company bought a diesel to replace it.

The owner was keen that it wasn't scrapped and sold the engine to the Bulleid Society, who took it to the Bluebell Railway in 1972. Here, it would receive a full overhaul, re-entering service in 1983 under its original guise of *Normandy* – and it would prove to be a stalwart member of the steam fleet. While rarely used on passenger trains, it was invaluable as part of the famous weekly Monday and Thursday shunts. Many have said it was because of *Normandy* that the railway did not need a diesel shunter! Since 2006, it has been patiently waiting for its turn in the overhaul queue.

The other preserved member of the class, No. 30102, has led a very different and much quieter life in preservation. Bought directly by Butlin's in 1964, it spent many years on display alongside LMS 4-6-0 No. 6100 *Royal Scot* in Skegness as *Granville*, the name carried at Southampton Docks. It was moved to Bressingham Steam in 1971 and has remained there on public display ever since.

B4 in miniature

The class has previously been released in OO, but since venturing into O gauge, Dapol has set an impressive standard. With small shunting engines at the heart of the range, the B4 is a natural addition and continues to raise that standard ever higher. Despite the specificity of the class's history, it's an incredibly astute choice of prototype.

Although not so widespread as some locomotive classes, the situations and circumstances of the class make it ideal for smaller shunting layouts with sharp points and tight corners. The characterful liveries and appearance from a long and varied history give a charm that any modeller would be tempted by. There are many who will find a spot for a B4 on their layouts, and even more who will make layouts so they have an excuse to buy the locomotive!

The tooling for this particular engine allows Dapol to cover most of the variations that the B4 class had while in service, with each individual model using one of four cab types, two boilers and two chimneys to match up to specific prototypes. Finding ways to meet the eclectic choices of the past is no easy task, but this decision has given Dapol as many options as possible.

This first run of engines covers the full reach of the class's history, stretching from as-built in full LSWR livery through to *Normandy* as it is currently stored at the Bluebell today. The former is particularly eye-catching, and it seems that very little compromise has been made in capturing the fidelity of this stunning pre-Grouping paintwork.

BR No. 30102 is on static display at Bressingham Steam and Gardens in Norfolk, wearing the livery and name *Granville* that would have been applied when first built. STEVE KNIGHT/CREATIVE COMMONS

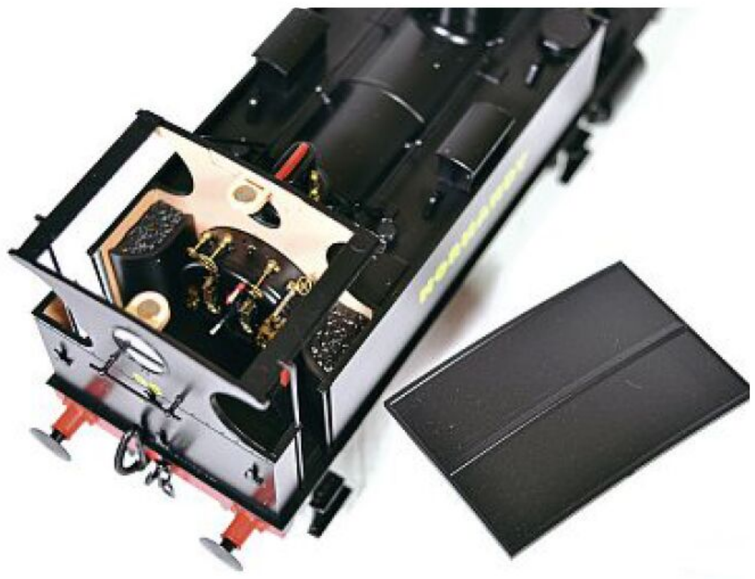
Mechanically, Dapol's models impress too. Being powered by a five-pole motor and flywheel, the B4 performs as well as the prototype did. The chassis is made of diecast metal and is fully compensated, meaning that the B4 will roll comfortably over trackwork of almost any condition. Those operating on DCC will find a 21-pin decoder socket cunningly hidden in the smokebox that allows for any DCC feature that might be required.

For those fitting sound, space for two sugar cube speakers has been made. As many of the class had highly exposed cabs, impressive levels of detail have been painted into the cab, complete with firebox glow and removable roof so that crews can be fitted more easily.

This is a model with all the features you might be able to think of – and a couple more besides!

Dapol's B4s are miniature marvels. Seemingly effortlessly, the models capture the essence of this long-lived and hard-working class of engines. This first run of the class covers such a large range of options, but the joy of the B4 is that there are so many delights yet to come. The larger scale has provided the ideal way to capture the weight of these compact and muscular little locos. HR

PICTURES: OWEN HAYWARD



Pre-order Issue 309: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

FROM THE HIMALAYAS TO FELLUMPA VILLAGE

The award-winning Statfold Barn Railway has undergone a radical two-year expansion programme with a host of new attractions and facilities – including a unique village that is home to a new breed of fictional characters with family appeal, reports **Robin Jones.**

Sharp Stewart 0-4-0ST No. 19B has travelled the world since it was built in 1889 for the Darjeeling Himalayan Railway. Withdrawn in 1962, it was bought by a US enthusiast before ending up at the Hesston Steam Museum, near Chicago. Purchased by the late Adrian Shooter in 2003, it was restored at Tyseley Locomotive Works for his private Beeches Light Railway in Oxfordshire, from where it visited the Ffestiniog & Welsh Highland Railway several times.

Following its sale to Darjeeling Tank Locomotive Limited, as reported in Headline News, No. 19B now has a new home – the Statfold Barn Railway, near Tamworth, where it will see out its boiler ticket prior to overhaul and become the latest attraction to the venue's unsurpassed collection of narrow gauge engines from around the world.

Before then, however, No 18D will haul trains to Cogan Halt for passengers to view the newest and arguably most unusual destination in the heritage sector – the new Fellumpa Village.

Built within the balloon loop at the terminus of Statfold's 2ft gauge main line, the Fellumpa Village was opened during the May half-term holiday. Comprising a series of full-sized thatched stilt houses, a working windmill and a rail-connected mine, the village is home to a very colourful family of Fellumpas, a race of two-footed creatures who have been hiding in Statfold Wood for many years. Fellumpas and the equally friendly Wortles look after the wildlife and the environment around the woods – and at Statfold are ready to share their story.

In reality, the Fellumpas are the creation of Statfold founder Graham Lee, now 79, appearing to him in a recent flash of inspiration during a recent holiday.

To accompany the building of the village as a new and original family attraction, he produced a book telling the story of these mysterious strangers, entitled The Fellumpas of Statfold Wood. One Fellumpa, Rocky, has greeted families to tell them his life story.

Their appearance marks the latest phases of the evolution of the Statfold Barn Railway, for long a mecca for railway enthusiasts, into Statfold Country Park, a multi-faceted attraction designed not only to appeal to all members of the family but also now able to stage major events such as concerts and live shows. To say that the change over the past two years has been remarkable is a gross understatement.

To start, on arrival, visitors can now leave directly outside the Roundhouse Museum in

The star attraction at Statfold's Summer Spectacle of Steam on June 10/11 was privately-owned Fowler 0-4-2T No. 15513 of 1920, a veteran of sugar plantations in Mozambique, which had never been on public display before. To the left is Beyer Peacock 0-4-4-0T No. 5292 of 1909 K1, the world's first articulated Garratt, which was built for Tasmania Government Railways and is on loan from the Ffestiniog & Welsh Highland Railway. It is a popular feature at Statfold galas. SBR

Alan Keef 0-6-0DH No. 73 of 2005 stands at the head of a Mease Valley Railway service train at Mallard Halt, which serves one of the country park's newest attractions, a woodland nature trail around a restored duck decoy, hence its name. Britain's newest 12¼in gauge line, it opened on March 18, as reported in issue 305. ROBIN JONES

The thatched Fellumpas Village and its internal non-operational mine railway. ROBIN JONES

an expansive surfaced car park with marked bays. Inside the museum complex, there are restaurants and a shop, while a new railway-themed soft play area, called Toby's Barn, includes five climbing walls and a 'stairway to heaven' climbing challenge, which is focused more on older children. There is now an outdoor play park located at the museum entrance, which has proved popular on sunny days.

Even more on offer

As reported in issue 305, a new half-mile 12¼ in gauge line, the Mease Valley Railway, transports visitors to Mallard Halt to access a woodland nature trail and lakeside walks, and is set to be expanded.

Football goalposts have been added to the field near the museum, and this has also proved very popular with families, along with the added attraction of a roller disco. A separate transport museum building has been opened, and it can be cleared of exhibits at short notice to provide an extra venue for events of all types.

Furthermore, additional fields provide more revenue streams for the Statfold Narrow Gauge Museum Trust: now hireable land, it has been used for a wide variety of events, from dog shows to festivals.

However, one major change has been the introduction of the daily running of trains on both the 2ft gauge main line and the Mease Valley Railway, from Wednesdays until Sundays until October. It is the first time that the venue has operated regular public running days, as opposed to enthusiast weekends or ticket-only special events.

At present, these services are restricted to one-engine-in-steam, or maybe diesel-

Heading back to Statfold Junction during the Summer Spectacle of Steam gala is Hudswell Clarke 0-6-0 No. 972 of 1912 *Lautoka No. 11*, which worked on a sugar cane system in Fiji. SBR

Inside Britain's only narrow gauge roundhouse: In 2019, the Statfold Barn Railway won the Heritage Railway Association Interpretation Award, sponsored by *Heritage Railway* magazine, for its outstanding museum of international narrow gauge railways and its repository of information and artefacts relating to the Hunslet engine. ROBIN JONES

hauled, depending on the availability of drivers on the day.

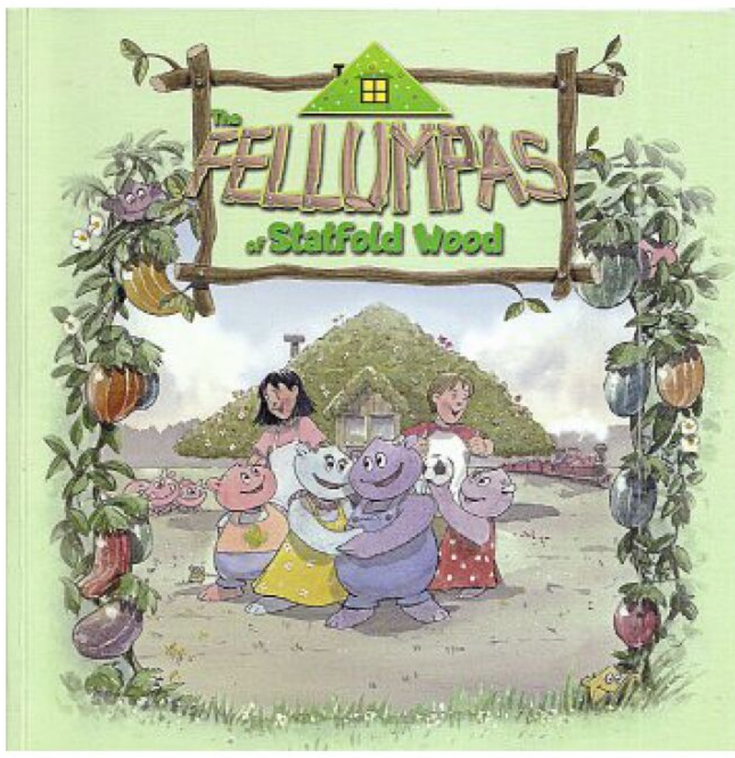
Gala success

About 1500 visitors attended the June 10/11 Summer Spectacle of Steam, which featured 11 steam locomotives, three diesels and the Burton & Ashby Light Railway tram in action.

A focus of attention from enthusiasts was the beautifully restored and privately owned Fowler 0-4-2ST No. 15513 *Sena* of 1920, which had never been on public display before. It is one of a series of six built for the Sena Sugar Estates in Mozambique by John Fowler.

Statfold Engineering also opened its workshops to visitors, who were able to speak with archivists and see original locomotive drawings from the Hunslet Archive.

Meanwhile, Transport Museum Wythall provided a free bus service from Tamworth town centre and Tamworth railway station. The Worcestershire museum has formed a partnership with Statfold and now has several of its buses on display there. HR



The Fellumpas of Statfold Wood, a new all-colour introduction for families to these mysterious creatures and their part in Statfold Country Park and its railway. Published by Statfold Narrow Gauge Museum Trust (www.Statfold.com, priced £6.50, ISBN 978 1 7393482 0 5).

Rocky the Fellumpa, one of a new range of toys available from the Statfold shop.

A passenger service headed by new-build Hunslet 0-4-0ST No. 3904 *Jack Lane* is prepared for a trip to the Fullumpas Village on Friday, June 9. A new venture this year sees Statfold Country Park and its railway open daily to the public between Wednesdays and Sundays, and not just at enthusiast weekends or other special events. ROBIN JONES

➜ Next year's enthusiasts' weekend takes place on March 16/17 and the Summer Spectacle of Steam on June 8/9. For details of other events this year and ticket prices, visit www.statfold.com

STAR LETTER

Black liveries can be best

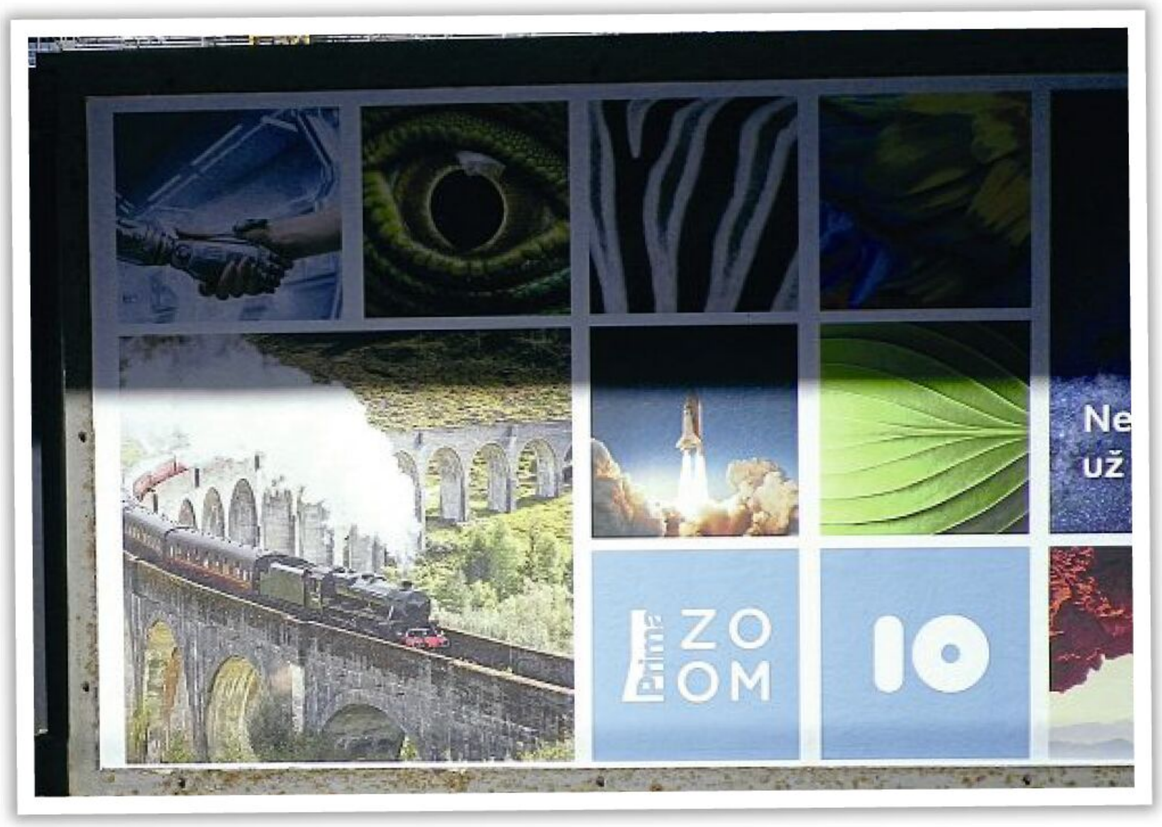
IN *Heritage Railway* magazine issue 306, that hoary old chestnut concerning locomotive liveries has raised its colourful (or maybe not so colourful) head once more: "We need more original colours, not black liveries."

I groan whenever the topic crops up. However, I would like to just add that when I was in Holland last September for the Veluwsche steam festival, there were 10 huge German steam locomotives in action – all were in black (more or less) above the frames and red below the frames. Typically German – and goodness, how splendid they looked.

As for the Brighton Atlantic, I took a peep in the shed when I visited the recent steam gala at the Bluebell. I was astonished to see the progress made. And yes, it was in black.

But I couldn't have cared less: I will soon have the chance to ride behind it. I can't wait!

Nick Hodges, Sydney, Australia



'Black Five' seen in Prague!

WHILE on a short break in Prague (Praha) recently, I called in at two railway stations to see what was operating loco-wise on the railway (Ceske Drahy).

At Praha Masarykovo Nadrazi, I found this displayed on a platform advertisement board – an image of LMS 5MT 4-6-0 No. 45407 crossing Glenfinnan viaduct; while the tender emblem and smokebox door number plate are removed, the cabside numbers remain.

A go-anywhere do-anything engine, but this must be a first!

Paul J Berry, Appleby, Cumbria

Recalling an A1, A2, A3 and A4 line-up in 1965

IN reply to issue 307's Star Letter from David Smith. While writing the first part of The Final Few Years of British Steam Summer 1958-Summer 1966, I reached the point where I was recalling a visit to Edinburgh St Margarets shed on Saturday, July 17, 1965.

For some unknown reason, I remembered seeing a photograph taken at the depot earlier on the same day, which had appeared in an old issue of a magazine.

The engines, specially lined up courtesy of a very obliging shedmaster (according to the details accompanying the picture), were as follows: A1 60121 No. *Silurian*, A2 No. 60530 *Sayajirao*, A3 No. 60052 *Prince Palatine* and A4 No. 60034 *Lord Faringdon*.

I arrived a lot later in the day and not one of the Pacifics was noted still on shed. This would suggest that all four were in steam when captured on film and had subsequently been found employment.

Looking at the withdrawal dates for the remaining members of the above classes after July 1965, I suppose it might just have been possible for a repeat of such an occasion, but I believe it to be extremely doubtful.

Les Wheeler, Shilbottle, Northhumberland

Curved then straight

IN Issue 306, page 16, Geoff Courtney says that Nigel Gresley's Pacific *Great Northern* entered traffic in 1922 with straight nameplates. They were in fact curved plates. When Edward Thompson rebuilt it, the straight plates were fitted to the smokebox side similar in fashion as the P2 rebuilds. A short time later, these were fitted to the new smoke deflectors.

Geoffrey Hall, Alwoodley, Leeds.

A1 Pacific No. 60113 *Great Northern* heads the Up Hull/York-King's Cross East Coast Main Line express at Walton, near Peterborough, on August 14, 1959.
BEN BROOKSBANK/CREATIVE COMMONS

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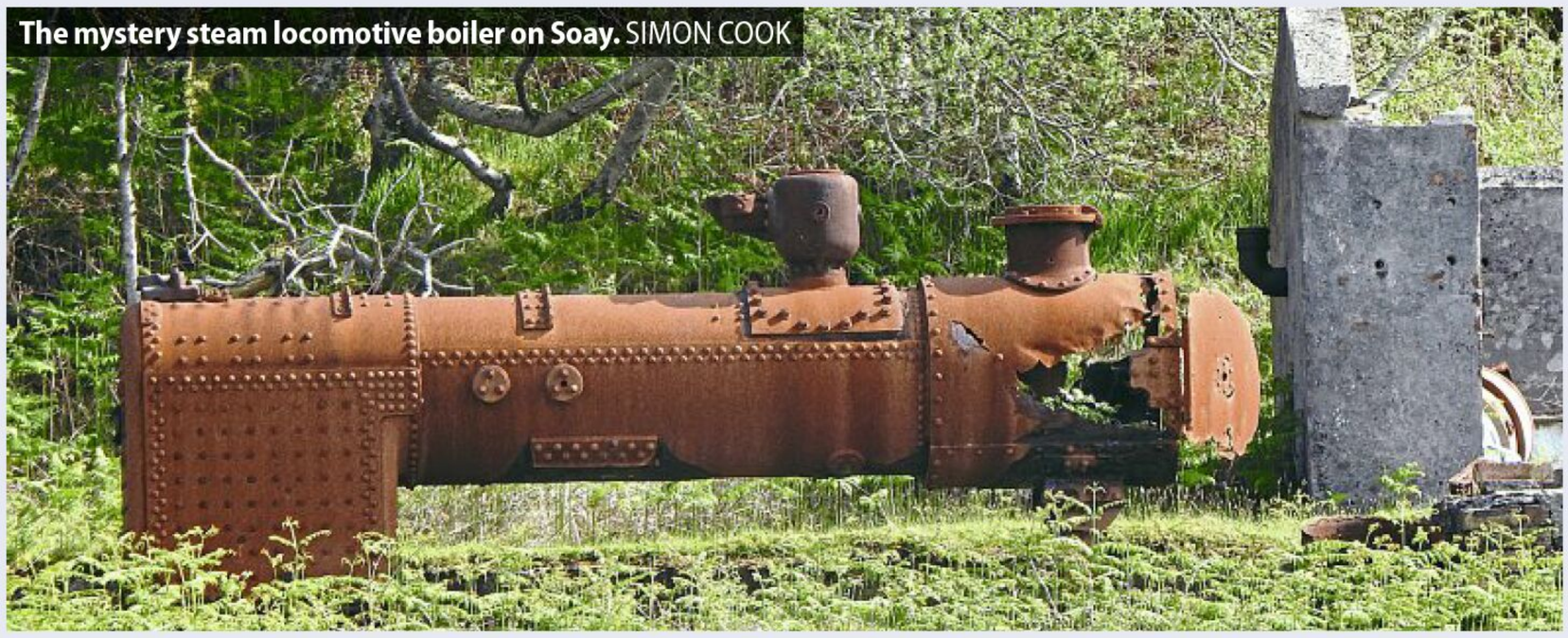

The mystery steam locomotive boiler on Soay. SIMON COOK

From where did this stationary boiler originate?

DURING a month-long cruise of Scotland's islands and highlands in May, I came across this large, old steam locomotive boiler.

It was on the small island of Soay, off the south coast of Skye, and provided the power for Ring of Bright Water author Gavin Maxwell's basking shark processing plant. It was in operation from 1945 to 1948. Although remote, Soay is just 20 miles by sea from the nearest port/railhead, at Mallaig, which is where the boiler was possibly shipped from. Can identify/age the boiler in question?

Simon Cook, email

Keep 'visiting' headboards off locomotives at galas

I'M really annoyed with a certain headboard appearing in *Heritage Railway* magazine called 'Yorkshire Boys on Tour', especially at steam galas and on locomotives like *Sir Nigel Gresley*. It ruins people's photographs and video footage they take.

I'm sorry, but sooner or later people will complain about it to heritage railways. Put the headboard on a normal running day, but not a gala event.

Andrew Rash, email

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Lack of disabled access

I'M disabled (not in a wheelchair), and walk with a splint on my left leg and with the aid of a stick.

Because of this I can have difficulty negotiating steps, and more so coming down if I manage to get up.

Unfortunately, it would seem that I can't go to any heritage railway as I can't get on the trains?

I sent an email to one of my local ones about this and got no answer. Is there nothing the industry can do to help, perhaps being able to provide a half-step board as I use to get into my flat? I used to be a regular to railway sites, but never been since my stroke.

Has this issue ever been thought about?

Robert Stewart, Akeley, Buckingham

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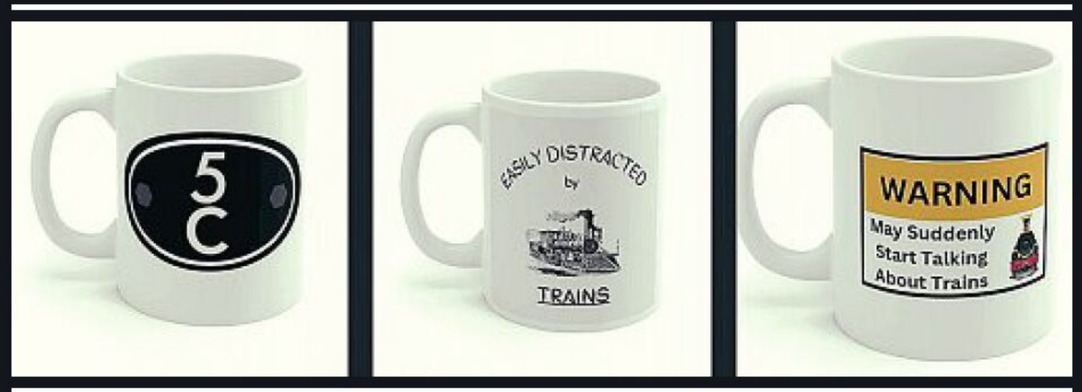

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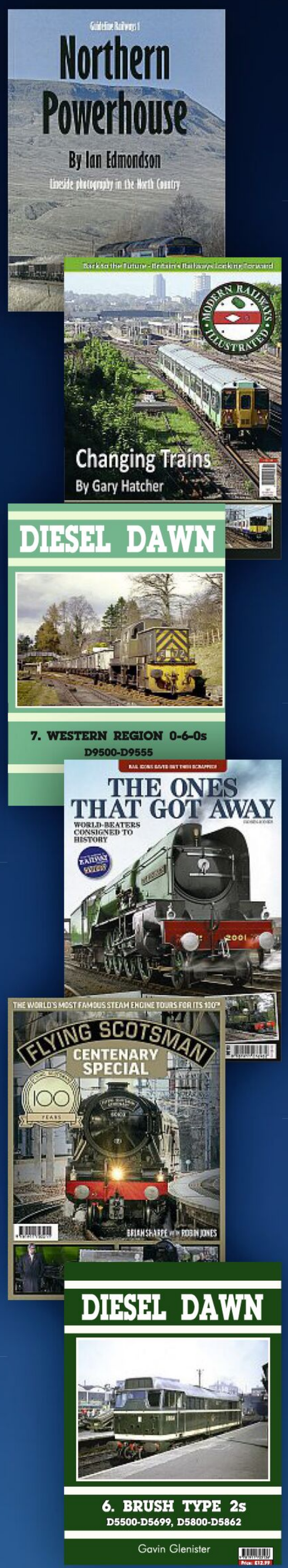

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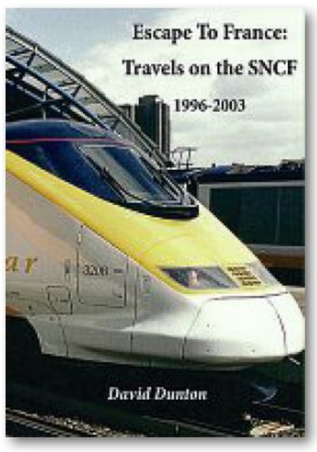
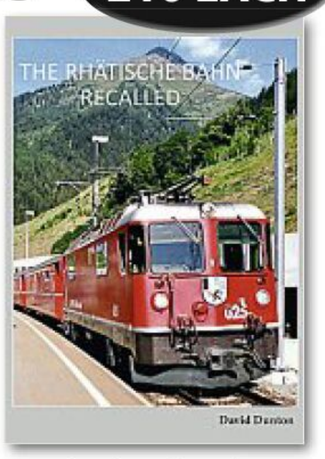


Escape to France: Travels on the SNCF 1996-2003

Latvian Railways Recalled



The Rhätische Bahn Recalled

Escape to France is in A5 format, whilst the two others were published more recently in A4 size.
All are full colour and glossy softback books

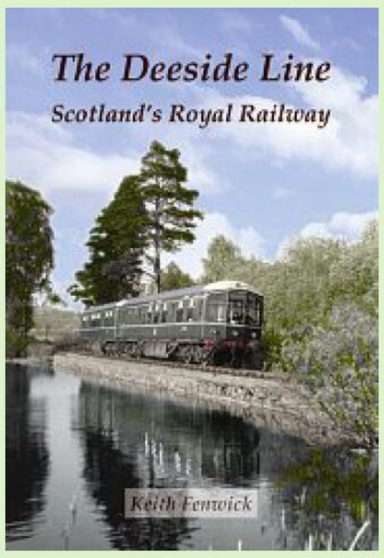
www.jazzfusionbooks.co.uk

Recently published by the Great North of Scotland Railway Association

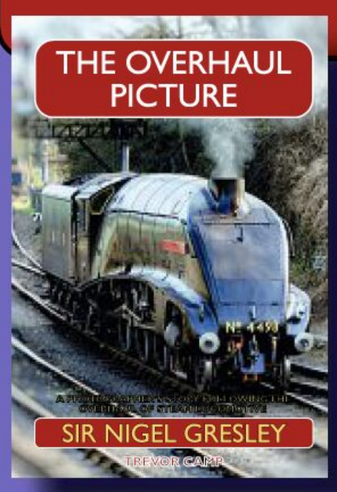
The Deeside Line, Scotland's Royal Railway describes the line from Aberdeen to Ballater along the picturesque Dee Valley which carried royalty to Balmoral and was used to test a battery railcar in the late 1950s. The book costs £10.

The Association has published a range of history books and photograph albums about the railways of north east Scotland.

For more details and how to order visit
www.gnsra.org.uk



SIR NIGEL GRESLEY
LOCOMOTIVE TRUST



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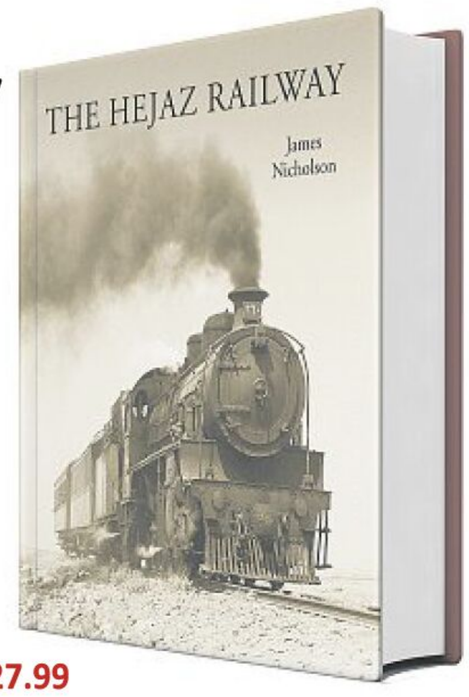

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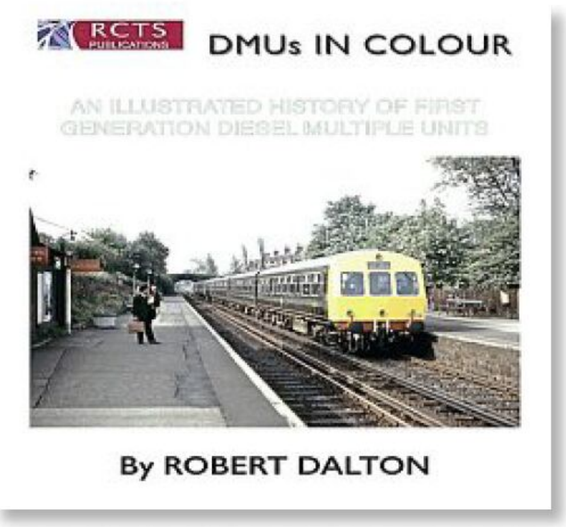
RCTS Latest Book Titles

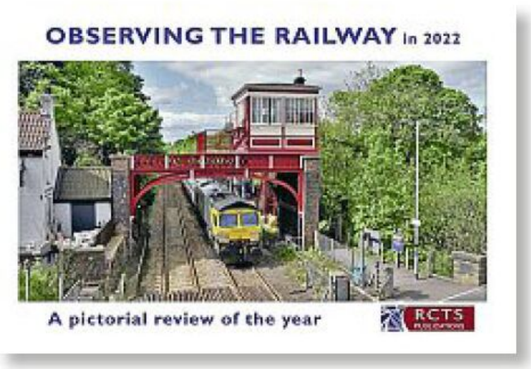
This book by the Society's late John Cowlishaw is the latest in the line of albums commemorating the photographic work of RCTS members. It was prepared in conjunction with John before his unfortunate death in early 2022 and covers his photographic journey from university life to working in the nuclear industry. His camera always accompanied him, and he recorded the railway scene wherever it crossed his path.
The album is presented in landscape mode mostly with one picture per page, all in glorious colour, arranged in 20 themes from China Clay to Nuclear and from Scotland to Wrexham, where John spent most of his life. Each image is supported by informative captions with added anecdotes on the area/place recorded.

The book has 168 pages, 174 pictures, sized 300mm x 210mm and is Casebound.
Priced at £19.95 plus £3.00 p/p. ISBN 978-0-9934908-8-0.



This is a comprehensively illustrated history of the first generation DMUs explaining the background behind their introduction, their workings and later modifications. Coverage is by class and the pictures show the many and varied liveries carried by the units and are accompanied by very detailed captions.
The book contains 155 pictures in full cover and is a must for every DMU aficionado.

The book has 176 pages, sized 250mm x 210mm and is Casebound. Priced at £25.00 plus £3.00 p/p. ISBN 978-1-7391324-0-8



This is the first of what will be an annual publication using photographs taken by RCTS members to produce a photographic record of the railway for each year. The pictures are presented in full page, landscape format and have been chosen to provide a balance of geographical area and subject, whilst keeping to the need to select images which are both relevant and interesting and form an appropriate record of the year. The coverage with a mix of locomotives and multiple units, passenger and freight, extends from north to south and east to west on the national network of mainland UK, but excludes heritage or preserved lines.
The pictures are accompanied by informative captions describing the locomotives or units depicted, the service they were working and also highlights events during the year, such as the introduction of new trains and liveries. Arranged in date order to form a record of events over the twelve months.

The book has 164 pages,154 pictures, sized at 300mm x 210mm and is Casebound. Priced at £25.00 plus £3.00 p/p. ISBN 978-0-9934908-9-7

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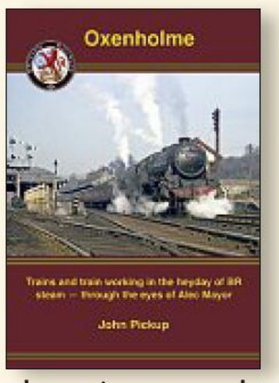
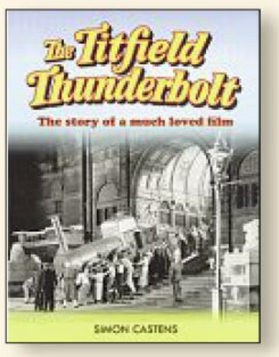
THE VERY BEST IN SUMMERTIME READING

OXENHOLME - through the eyes of Alec Major • Pickup • £11.03



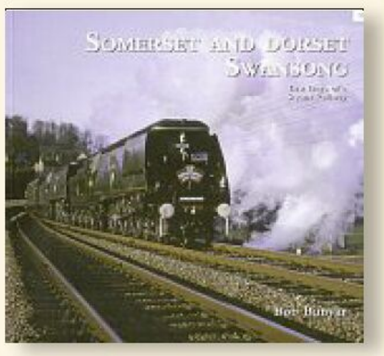
Portrays the railway scene around Oxenholme, a busy junction station at the foot of the Westmorland fells on the West Coast main line, in the heyday of BR steam from 1957 through 1961.
Local enthusiast Alec Mayor kept unique and detailed records of train operation and time-keeping and later, Paul Irving compiled them into a narrative rich with his personal insights as a Carlisle train controller. Though express passenger trains are at the centre of the story, local services, parcels and the many freight trains that passed north and south take their places too.
Richly illustrated with Alec's own photographs and images from other sources, the book draws on Alec and Paul's work to transport the reader back to enjoy the interest and excitement of those days again.
An ex train and traffic controller in Preston said, "It's a superb read - reliving the railway as I remember it all those years ago. This was the real railway in action!"
52 A4 pages, with numerous photographs. Paperback.

The Titfield Thunderbolt - the story of a much loved film • Castens • £35.90



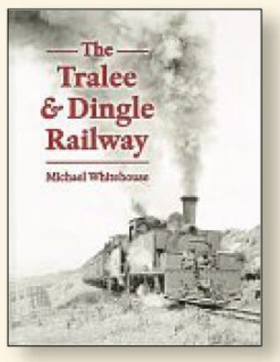
Based upon considerable research and many conversations, letters and other contacts with those who either saw or were involved with the filming of this classic and much loved Ealing Comedy, this new book, for the first time tells the whole story of how this iconic film was made just over seventy years ago.
Illustrated with beautiful images, maps, plans, new artwork and surviving documents, this is a highly visual record that combines the subjects of film, local history, railways and a canal, together with a beautiful landscape. And it also has a good, and frequently fascinating text. Large format hardback, 192 pages with 320 photographs and 9 plans. The photographs are largely in Black & White, but there are also colour images. *Sheer delight!*

Somerset and Dorset Swansong
Bunyar • £17.98



Books on the *Somerset and Dorset* are almost 'two a penny', but we missed this distinctly different book on this lovely line when it was published in 2016. The S&D closed in1966, steam worked to the end, despite the fearsome gradients as it conquered the Mendips at its northern end.
Covered here is the line's four final years, after through traffic was transferred away, and especially the last few months, and the numerous Special Trains on the line. There is a good text, including many reminiscences, but the joy of this title is the 100 or so photographs, many full page, most B&W and very good. A real joy from 50 years ago! 96 page large format paperback.

The Tralee & Dingle Railway
Whitehouse • £67.75



A most enjoyable and informative book - all 352 pages of it, telling the full story *of the Tralee & Dingle* 3 foot gauge railway's life and largely hard times, from 1890 to 1953.
Connecting Tralee, the capital of Co. Kerry, with the fishing port of Dingle 31 miles distant down the Dingle peninsular, effectively starting and finishing at sea level, and climbing to a summits of 680 & 480 feet on gradients of 1 in 30 or less, this was a fearsome railway to operate, through magnificent scenery.
Passenger service ended in April 1939, and from 1947 service was a once monthly train transporting cattle and sheep sold at Dingle Fair. This attracted enthusiasts attention from the UK and elsewhere, whose cameras and writings contribute to this fascinating book, fascinating because it links the railway very much to life in Co. Kerry over its existence. Huge numbers of photographs, some in colour. Maps and rolling stock drawings.
Seventy years on from its closure, this is as close as we will ever get to journeying over the *Tralee & Dingle*. Highly recommended. Hardbound.

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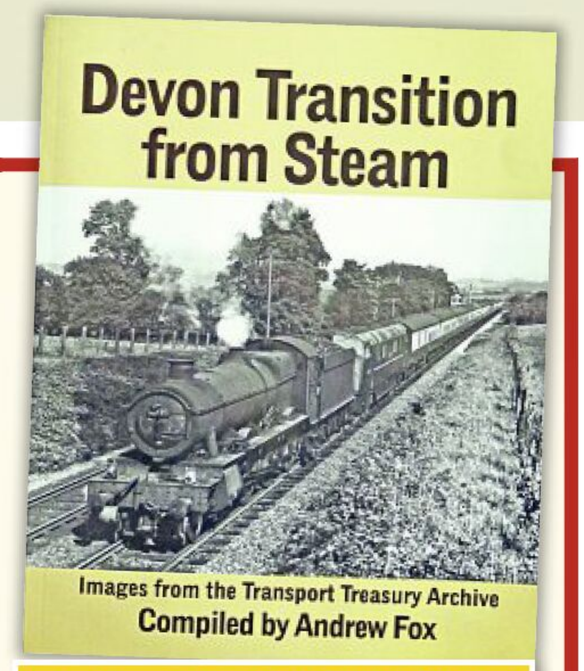
Devon Transition from Steam



EDITOR'S CHOICE

Compiled by Andrew Fox (softback, Transport Treasury Publishing, ISBN 978-1-913251-43-7, 112pp, £14.95 inc p&p. Cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ).

FOR those of us who were southern-based trainspotters as the postwar 1950s gave way to the Swinging Sixties and steam conceded the upper hand to diesels, BR's six regions tended to have associations in our adolescent minds, **writes Geoff Courtney.**

The Scottish Region, for example, was associated with never-to-be 'copped' locomotives, the North Eastern Region with – well, to be honest, not a lot, the Eastern Region with the glamour of the ECML namers, the London Midland Region with its West Coast Main Line counterparts, and the Southern Region with rather too many electric trains.

The Western Region was different. Paddington was a draw, and was by many associated with the West Country, and especially Devonian holidays, during which forays to such stations as Exeter St David's or Plymouth were possible if parents allowed and pocket money was in sufficient supply.

This latest Transport Treasury publication embraces those parameters, and throws in a Southern Region hue to add to the colour of the Western Region. When it landed on my doormat, I was instantly minded to turn to my logs of stations at which on various dates I recorded every passing train, and there was the one I was seeking – a 3½-hour visit to St David's on Saturday, August 12, 1961, spot-on for the era this book covers.

During those 210 – or to be precise, 213 – minutes, I recorded, among other classes, 17 Halls, 13 Castles, a sole Grange and County, and a solitary King, No. 6026 *King John* on an Up Paddington express, and from the Southern Region, 19 West Country/Battle of Britain Pacifics. Oh, and I nearly forgot, 19 'Warship' diesels, so validating the book's use of the word 'transition' in its title.

Quaint branch lines

Setting the scene for his pictorial journey, compiler Andrew Fox writes: "Devon is a county where the railway network changed more than most in the Beeching era. A county that had previously been well served by both the Great Western and Southern railways now presented an amount of duplication, added to which quaint branch lines served areas of limited population, the latter financially viable for just a few months of the year. Peaks and flows of traffic were not something to be tolerated by Dr Beeching."

Some passengers services had already been cut prior to Beeching, says Andrew, adding: "But when the unthinkable, Padstow, Kingswear, Ilfracombe, and then even almost the whole of the Okehampton line, was closed, it is small wonder there were those who may have had doubts about where it all might have ended."

The end of steam, he tells readers, was accomplished in less than eight years from the arrival of the first diesels, and by 1965 steam had virtually disappeared from Devon's railways, while roughly 10 years from the second half of the 1950s saw many stations disappear, and hence "the passing of a whole way of life." Thanks to archives such as that of Transport Treasury, images of steam's vanishing act and the dawn of the diesel era will always be available as a reminder of days gone by.

Many of the usual suspects are in this publication, including a Castle on the 'Torbay Express' at Cowley Bridge Junction, a King on the 'Cornish Riviera Express,' and a Merchant Navy Pacific with an 'Atlantic Coast Express' headboard on Exmouth Junction shed (72A).

Steam double-headers too, such as Nos. 7812 *Erlestoke Manor* and 7006 *Lydford Castle* climbing away from Totnes en route to Penzance, and BoB No. 34079 *141 Squadron* joining forces with ex-GWR No. 6346 on the gradient to Mortehoe with an Ilfracombe-Taunton train.

Intriguing anomaly

Steam and diesel combinations also feature, an anomaly that trainspotters invariably found intriguing. There is, for example, No. 6000 *King George V* and D601 *Ark Royal* on a Paddington-Penzance express approaching Aller Junction near Newton Abbot, D6328 piloting Castle class No. 4037 *The South Wales Borderers* near Ivybridge with a 12-coach Up Swansea service, and No. 1019 *County of Merioneth* and D1003 *Western Pioneer* on an even longer train preparing for the challenge of Dainton bank with its gradient of up to 1-in-36.

The book, though, isn't about purely the big guns. Indeed, far from it, for branch lines and unheralded locomotives get their fair share. One delightful image is a 'panned' photograph of 0-6-0PT No. 4673 with a single auto-coach near Cadeleigh on the Exe Valley Line, its 4ft 7½in driving wheels a blur of circular motion. Or 2-6-2T No. 5531 at Yelverton station, the junction for the Princetown branch, meeting 0-4-2T No. 1434 whose train comprises auto-coach No. W51W, a veteran carriage dating from 1907, nearly half a century before the photograph was taken.

Devon, in either its steam or diesel days, was more closely aligned with passenger traffic than freight, but the latter also has its moments in the book, such as No. 6813 *Eastbury Grange* coasting into Hackney yard near Newton Abbot station with an express goods working, or No. 4524 climbing 1-in-42 Hemerden bank with a ballast train, aided at the rear by No. 3186.

Main or branch line, excited holidaymakers or everyday freight, lengthy and crowded trains or a single coach, the railways of Devon in the latter half of the 1950s and the first years of the 1960s are remembered with affection by all who experienced them first-hand, and now also by younger generations that can enjoy what they missed through the lenses of dedicated photographers.

THE CREAM OF DEVON'S LATE STEAM AND EARLY DIESEL HISTORY

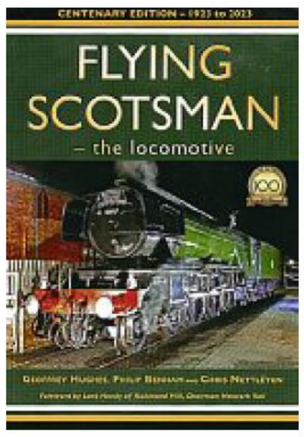
Flying Scotsman – the locomotive: Centenary Edition1923-2023

By Geoffrey Hughes, Philip Benham and Chris Nettleton (hardback £25, softback £15, Friends of the National Railway Museum, www.nrmfriends.org.uk, 200pp, ISBN 978-1-73925-840-5).

FLYING Scotsman was well on the way to the accolade of being known as the world's most famous engine within only a few years of its construction in 1923. Digital broadcaster Talking Pictures TV recently reinforced this when they screened a long-lost cinema feature film, released in 1929 and shot on the Hertford Loop with the full co-operation of the LNER, entitled The Flying Scotsman, where the central character was as much the engine as the actors playing out a drama around it. The film naturally gets a mention in this expanded centenary revision and update to the 2016 edition of historian Geoffrey Hughes' original 2005 book, but by now the film is nothing more than a curious footnote to a story that spans not only multiple generations, but also the globe.

Released to celebrate the locomotive's 100th birthday, the chapters first take the reader through the service years of 1923 to 1963, Nigel Gresley's original inspiration for the class, and its appearance at the 1924 British Empire Exhibition, the impressive high-speed runs, performance and association with the train of the same name, the 1929 film, the rebuild in the 1940s, through to service with BR and the final improvements carried in the later years of service.

The engine was not saved for the National Collection as one might expect, instead taking on a whole new life nurtured by new owner Alan Pegler. A further six chapters cover the Pegler years and what became the calamitous American tour, the subsequent rescue from an undetermined fate in California by Bill McAlpine and return to Britain in 1973, followed by main line running and a visit to Australia, the return to Britain and the trials and tribulations that eventually led to the locomotive finally moving to the protection of the National Railway Museum in 2004.



The drama, however, rumbled on, but the engine eventually emerged from a troubled restoration and has travelled extensively around Britain ever since, thrilling generations old and new, and, as reported in this issue, took King Charles III to Pickering on June 12.

Although we are familiar with the pervasive nature of media in 2023, a century ago it was less so, but nonetheless the LNER's publicity department set in motion a narrative

Pre-order Issue 309: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

that still endures today as anyone who has ventured out to witness the engine, visit a heritage railway, or pass through their local station will testify as they jostle for position among the general public who would otherwise take little interest in 'trains'. This is, however, *Flying Scotsman* and it cuts through.

Here is a fabulous publication with excellent reproduction and featuring an extraordinary collection of colour and black-and-white images spanning a century of history.

UPDATED TRIBUTE TO WORLD'S MOST FAMOUS

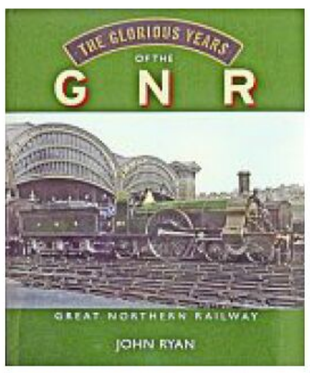
The Glorious Years of the GNR

By John Ryan (hardback, Great Northern Books, 176pp, £27.50, ISBN 978-1-914227-45-5).

LIVING as we do in an age when so many companies strive to reduce their staff headcount in the hope of keeping the accountants at bay, historical photographs within a railway works environment often provide a stark reminder that it wasn't always thus, **writes Geoff Courtney.**

This absorbing book is one such publication, for at times there is almost visual overload of the staff posing for the camera in different locations and departments. Doncaster Works, or 'The Plant', which in 1913 employed 4600 men and women and covered 200 acres, is naturally heavily featured, with images taken during the late Victorian era and early in the 20th century.

Stirling single 4-2-2 No. 93 provides the background, for example, of two images taken in May 1887 of dozens of men from the brass finishers and upper turnery departments wearing a variety of headgear doubtless according to rank, while two years later Chief mechanical engineer Patrick Stirling is photographed sitting imperiously with a large group of shop foremen.



At the turn of the century, there are about 100 fitters in front of the Crimpsall repair shop, with the youngest, mere boys, sitting on the ground, and from 1914 comes an image of more than 40 wheelwrights, most of them in shining white aprons, from the Carr wagons works, which remained open until 1965.

It isn't only railwaymen who feature among the staff images, however, for one delightful photograph from 1908 is of the work's fire brigade comprising nine men looking resplendent in GNR-initialled brass helmets with their Merryweather steam fire engine drawn by two horses.

Another striking photograph of men and machine shows dozens of engineers at King's Cross shed in circa 1920 with Gresley H3 class (later LNER/BR K2 class) 2-6-0 No. 1655, and at Baldock, 10 station staff pose for the camera on the platform and across the railway track at the turn of the century. Hopefully, the signalman in the 'box at the end of the platform is on full alert, as no look-out appears to be in sight.

The book's author, who describes himself as a proud Doncastrian, writes that in the era before the motor car, when the world was horse-drawn and steam-powered, the GNR was part of a 'golden age' of British history, and that comes across with some superb quality images.

The publication is divided into sections, including early locomotives and rebuilds, leading personalities, Doncaster Works, the workforce, the wagon works, rail motors, war and women workers, carriages, east coast joint stock, and stations.

Locomotive images of course abound, and one that caught my eye was of cabless 0-8-0T No. 472, a hefty-looking piece of kit built by Avonside Engine Co for operating freight trains within the restrictions of the Metropolitan Railway's City lines, but was in limited use from 1866 until only 1880 due to the PW damage it and classmate No. 473 caused.

Another eye-catching selection is of Stirling's singles that featured gargantuan 8ft 1in driving wheels. A total of 53 were built at Doncaster in 1870-95 for operating high-speed King's Cross-York expresses, and with a claimed top speed of 85mph, they must have been an awesome sight when at full gallop. All were gone by 1916, although No. 1 survives in the National Collection.

One of the photographs shows 'single' No. 53 stationary at an unknown location, with its driver perched precariously on top of the right-hand driving wheel splasher in a pose that puts the size of the wheel in perspective.

With a multiplicity of photographs, detailed captions, and a wide and varied remit, this is a publication for enthusiasts who enjoy digging deeply into what made a top railway tick.

HISTORY OF A GREAT RAILWAY COMPANY 100 YEARS ON

London Underground 160th anniversary Wallace Sewell collection

London Transport Museum (scarf £70, tote bag £80, cross body bag £50 and purse £25, available from the museum's Covent Garden shop or at www.ltmuseumshop.co.uk/new-in/tube-160-wallace-sewell-collection).

TO mark 160 years of the Tube, London Transport Museum has again teamed up with textile design studio Wallace Sewell to offer an exclusive new range of accessories from the Museum's Covent Garden store and online shop.

In 2013, Wallace Sewell designed an exclusive limited edition collection with the museum for the 150th anniversary of the Tube.

Now again celebrating the Tube and its influence on the capital, the stylish design weaves together the iconic colours of the Underground lines into a striking geometric pattern, with the colours of the Elizabeth line, the Overground, the Docklands Light Railway and trams interwoven to pay homage to the contemporary Tube map we know today.

Wallace Sewell is known for its famous moquette designs for Transport for London, which include the Elizabeth line, Overground and iconic Barman pattern found on the Bakerloo, Central, Jubilee and Northern lines. However, the fabric for the museum's Tube 160 Wallace Sewell Collection is not the durable woollen seating material used in upholstery on public transport, but beautifully soft pure wool of the highest quality.

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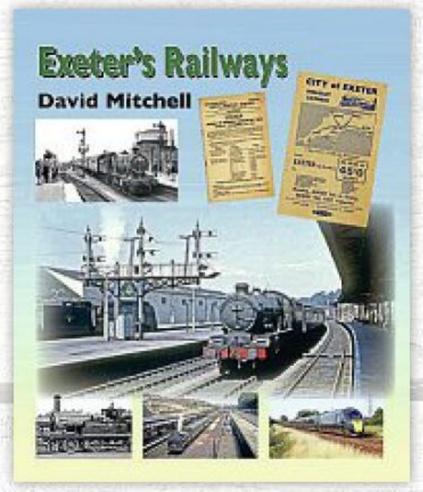

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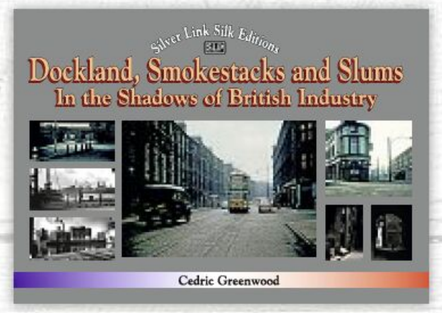

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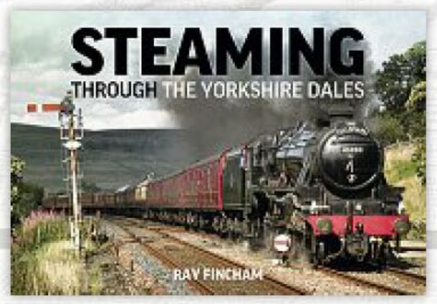

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SOUTH EAST

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.

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.
Running: Weds + Thurs from July 27.

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.
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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 + Tues-Thurs from Aug 1.

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.
Running: Sats-Thurs. Daily from July 28.

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.
Running: W/Es, Tues-Thurs + Fris from Aug 4.

Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.
Open: July 23.

Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.
Running: Thurs-Suns. Daily from July 19.

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.

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. Daily from July 24.

Sittingbourne & Kemsley Light Railway
2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899.
Running: Suns, July 29 + Weds from July 26 bank hols.

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.
Running: W/Es + Weds-Thurs from July 25.

Volk's Electric Railway
2ft 8½in gauge, one mile. Brighton.
Running: Daily.

The Miniature Railway Wythall, which operates within the grounds of the Transport Museum Wythall, to the south of Birmingham, as featured in *Heritage Railway* issue 293, is staging a gala weekend on July 22/23, featuring steam engines and diesel outline locomotives owned by members and friends of the Elmdon Miniature Engineering Society, operator of the 7¼in, 5in and 3½in multi-gauge line.

The gala will feature passenger and good trains, and there will also be visiting locomotives from the Statfold Barn Railway, along with Birmingham-built Thomas II 0-4-2 *Malandra*, an SR Q1 (pictured on a goods train), a Stanier tank and a Stirling single. The railway underwent significant changes over last winter, including extensive permanent way work including the installation of a new carriage siding with a multi-gauge crossover and new headshunt into integrated carriage workshops, a new GWR country-style station building at Diggers Hollow, upgrades to signalling which include semaphore signals and new level crossing flashing lights with audible alarms, plus station announcements electronically integrated into the signalling system.

Free bus rides and all facilities at the transport museum are open and available to railway guests. Full details of the museum and events can be found at www.wythall.org.uk

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538.
Running: Suns + July 8, 15, 29.

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555.
Running: Tue-Thurs, W/Es + Fris from July 21.

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: Weds-Suns.

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.
Running: W/Es, Weds + Thurs from July 27.

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752.
Running: July 23.

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.
Running: Weds, Thurs, Suns.

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-Thurs.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.
Running: Tue-Thur, W/Es. Daily from July 24.

Moors Valley Railway
7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415.
Running: Daily.

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, July 15 + W/Es from Aug 5.

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, July 22 + Weds from July 26.

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 + Aug 2.

West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.
Running: Tues-Thurs, W/Es.

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.
Running: July 25, 29, 30, Aug 1, 6.

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 + Tues, Weds from July 26.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: Weds, W/Es.
Running: July 26, 29, 30, Aug 2, 5, 6.

Pre-order Issue 309: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

The Bluebell Railway held a members' day and AGM on June 3, during which SECR 0-6-0T P class No. 323 *Bluebell* was extracted from the locomotive shed at Sheffield Park. Accompanying the railway's new class 73 E6040 *The Bluebell Railway,* the pair were taken to Platform Two, where the electro diesel was rededicated by journalist, TV presenter and friend of the railway, Nicholas Owens. The 73 was booked to run at the Bluebell On Parade the following weekend but was not ready in time – see news pages 32/33. PHIL BARNES

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.
Running: Weds, Thurs, W/Es.

Mid-Suffolk Light Railway
Standard gauge, ½ mile.
Brockford, Suffolk.
Tel: 01449 766899.
Running: Sats.

Nene Valley Railway
Standard gauge, 7½ miles. Wansford, Peterborough, Cambs. Tel: 01780 784444.
Running: W/Es, Weds + Thurs from July 27.

North Norfolk Railway
Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA.
Tel: 01263 820800.
Running: Daily.

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 + July 22.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 07979 055366
Running: Suns, July 15 + Thurs from July 27.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067
Open: July 16 + Thurs from July 27.

Didcot Railway Centre
Standard gauge. Didcot, Oxon.
Tel: 01235 817200.
Open: Weds-Suns.
Running: Weds, W/Es.

Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex. Tel: 01277 365200.
Running: W/Es, July 21 + Weds from Aug 2.

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.
Open: Suns.

Leighton Buzzard Railway
2ft gauge, three miles.
Leighton Buzzard, Beds.
Tel: 01525 373888
Running: Suns + Weds & Thurs from July 26.

London Museum of Water & Steam
2ft gauge, 400 yards. Brentford, London.
Tel: 0208 568 4757.
Open: Thurs-Suns.

MIDLANDS

Abbey Pumping Station
2ft gauge, ¼ mile. Corporation Road, Leicester, LE4 5PX. Tel: 0116 299 5111.
Open: Daily.

Amerton Railway
2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.
Running: W/Es.

Apedale Valley Railway
2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.
Running: W/Es.

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, Weds, July 21 + Tues & Thurs from Aug 1.

Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys). Oswestry and Llynclys, Shropshire. Tel: 01691 728131.
Running: Weds, Fris-Suns.

Chasewater Railway
Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.
Open: Daily. Running: W/Es + Weds from Aug 2.

Churnet Valley Railway
Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.
Running: Tues, Weds, W/Es + July 21.

Crich Tramway Village
Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321
Open: Sats-Thurs. Daily from July 14.

Dean Forest Railway
Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.
Running: Weds, W/Es + Tues from July 25.

Ecclesbourne Valley Railway
Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
Running: Thurs-Suns + Weds from July 26.

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: Daily.
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.

Echills Wood Railway
7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
Running: Suns + July 14, 15.

Evesham Vale Railway
15in gauge, 1¼ miles. A46 north of Evesham, Worcs.
Tel: 01386 422282.
Running: W/Es. Daily from July 26.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Tel: 01782 396210.
Running: July 14-16. Weds & Suns from July 26.

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
www.gcrailway.co.uk
Running: Weds, Thurs, W/Es.

Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es + Thurs & Fris from Aug 3.

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.
Running: Suns.

Northamptonshire Ironstone Railway
Standard gauge, 1½ miles.
Hunsbury Hill, Northampton.
Tel: 01604 702031.
Running: July 9, 23.

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.

Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire.
Tel: 01594 834991.
Open: Tues, Thurs, W/Es.

Rocks by Rail
Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.
Running: July 16, 30, August 13.

Leek & Rudyard Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01538 269948.
Running: Fris-Suns. Daily from July 14.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.
Running: July 15, 16, August 6.

Severn Valley Railway
Standard gauge, 16 miles.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.
Running: Thurs-Suns.

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

Statfold Barn Railway
2ft gauge, one mile.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.
Open: Weds-Suns.

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 + July 15.

Toddington Narrow Gauge Railway
2ft gauge, ½ mile.
Gloucestershire Warwickshire Railway, Toddington.
Running: Suns.

NORTH WEST

Blackpool Heritage Depot & Tram Tours
Standard gauge, 11 miles. Blackpool, Lancs.
Tel: 01253 209521.
www.blackpoolheritage.com
Depot tours: Mons, Sats.
Heritage tram tours: Tues-Thurs, W/Es. Daily from July 25

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.
Running: Weds, Thurs, W/Es + Fris from July 28.

Eden Valley Railway
Standard gauge, 2½ miles. Warcop, Cumbria.
Tel: 01768 342309.
Running: Suns + Tues & Weds from July 18.

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: Weds, Suns.

Heaton Park Tramway
Standard gauge, ½ mile.
Manchester.
Tel: 0161 740 1919.
Running: W/Es.

Isle of Man Steam Railway
3ft gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.
Running: Daily.

Kirkby Stephen East
Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.
Open: Suns + July 29.

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: Daily.

On June 24, Snowdon Mountain Railway trains returned to the summit for first time since 2019 when Hafod Eryri, the popular visitor centre, reopened to the public. In a first for the UK's only rack-and-pinion railway, more than 1000 yards of the 4.7-mile line has been relaid. Last year, services travelled only three quarters of the distance to the summit, terminating at Clogwyn station. SMR

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 + Weds Aug 2.

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
Running: W/Es, Fris (from July 21), Thurs (from July 27) + July 12, 18, 24.

Threlkeld Quarry & Mining Museum
2ft gauge, ½ mile. Threlkeld, Cumbria.
Tel: 01768 779747.
Open: Tues-Suns.

West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns.

NORTH EAST

Aln Valley Railway
Standard gauge, 1½ miles. Alnwick, Northumberland. Tel: 0300 030 3311.
Running: W/Es + Weds from July 26.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.
Running: July 8, 22.

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.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks. Tel: 01756 795189.
Running: Tues, W/Es. Daily from July 18.

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: Weds, Thurs, W/Es. Daily from July 24.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
Running: Sats and Weds from July 22.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
Running: Suns + Weds from Aug 2.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds. Tel: 0845 680 1758.
Running: W/Es + Weds from Aug 2.

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 + July 14, 15.

Tanfield Railway
Standard gauge, three miles.
Near Gateshead, Tyne & Wear.
Tel: 07508 092365.
Running: Suns.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: Weds, W/Es + Thurs from Aug 3.

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. Daily from July 24.

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Above and right: Two surviving locomotives from County Durham's Lambton, Hetton & Joicey Colliery Railway will be guests at the North Tyneside Railway's July 14-16 steam gala, held in association with the Stephenson Steam Railway/ Tyne & Wear Archives and Museums. Kitson 0-6-2T No. 29, from the North Yorkshire Moors Railway, will run alongside Hunslet 0-6-0ST No. 60, from the Aln Valley Railway, with the event featuring an intensive timetable involving both passenger services and demonstration freight trains. Site entry at Middle Engine Lane is free, but day rover tickets are required to ride passenger trains. The event also features vintage vehicles, model railways, railwayana stalls and live music. BOTH: MATT DITCH/NTR

DATES FOR THE DIARY

Galas and heritage events in the coming weeks

Class 33 D6515 *Lt. Jenny Lewis RN* will be heading away from its Swanage base to visit the Mid Hants Railway for its July 14-16 Diesel Gala. It is pictured on January 8 having just departed Corfe Castle. OWEN HAYWARD

- **JULY 7-9, DIESEL GALA,** Gloucestershire Warwickshire Railway
- **JULY 8/9, 1960S WEEKEND,** West Somerset Railway
- **JULY 8/9, ANNUAL GALA,** Evesham Vale Light Railway
- **JULY 8/9, ISLE OF MULL GALA,** Light Leek & Rudyard Railway
- **JULY 8/9, WICKHAM WEEKENDER,** Somerset & Dorset Railway at Midsomer Norton
- **JULY 14-16, KNOTTY 100,** Foxfield Railway
- **JULY 14-16, DIESEL GALA,** Mid Hants Railway
- **JULY 14-16, STEAM GALA,** Stephenson Steam Railway
- **JULY 15/16, TRANSPORT FESTIVAL,** Blaenavon's Heritage Railway
- **JULY 15/16, 75TH ANNIVERSARY WEEKEND,** Cleethorpes Coast Light Railway
- **JULY 16, TRANSPORT FESTIVAL,** Midland Railway Butterly
- **JULY 21-23, REAL ALE FESTIVAL,** Epping Ongar Railway
- **JULY 22, REAL ALE & CIDER FESTIVAL,** Somerset & Dorset Railway Midsomer Norton
- **JULY 22/23, QUORN WAGON & WAGON OPEN WEEKEND,** Great Central Railway
- **JULY 22/23, MAKE TRACKS TO THE SIXTIES,** North Norfolk Railway
- **JULY 22/23, AWDRY EXTRAVAGANZA,** Talyllyn Railway
- **JULY 22/23, MINIATURE RAILWAY GALA,** Transport Museum Wythall
- **JULY 23, SUMMER FAIR,** Aln Valley Railway
- **JULY 23-30, TRANSPORT FESTIVAL,** All Isle of Man Railways
- **JULY 30, TOY AND COLLECTORS FAIR,** Bluebell Railway
- **JULY 30, CLASSIC CAR SHOW,** East Lancs Railway
- **AUGUST 4-6, DIESEL GALA,** Caledonian Railway
- **AUGUST 4-6, SUMMER DIESEL GALA,** Spa Valley Railway
- **AUGUST 5/6, 1940S WEEKEND,** Mid Norfolk Railway
- **AUGUST 5/6, MAIL BY RAIL,** Nene Valley Railway
- **AUGUST 6, DOUBLE UP SUNDAY (CLASS 37),** Gloucestershire Warwickshire Railway
- **AUGUST 11-13, SUMMER BEER FESTIVAL,** Talyllyn Railway
- **AUGUST 12/13, 1940S WEEKEND,** Blaenavon's Heritage Railway
- **AUGUST 12/13, VINTAGE VEHICLE WEEKEND,** Great Central Railway
- **AUGUST 12/13, VINTAGE TRANSPORT EXTRAVAGANZA,** Severn Valley Railway
- **AUGUST 12/13, PAST & PRESENT FESTIVAL,** Swindon & Cricklade Railway
- **AUGUST 13, VINTAGE BUS RALLY,** Kent & East Sussex Railway
- **AUGUST 19, STEAMPUNK SATURDAY,** Kent & East Sussex Railway
- **AUGUST 19, RACE THE TRAIN,** Talyllyn Railway
- **AUGUST 19/20, RAILWAYS AT WORK,** Great Central Railway
- **AUGUST 23-SEPTEMBER 3, FLYING SCOTSMAN TRAINS,** Bluebell Railway
- **AUGUST 25-28, ISLAND STEAM FAIR,** Isle of Wight Steam Railway
- **AUGUST 25-28, BEER FESTIVAL,** Mid Norfolk Railway
- **AUGUST 27, LAND ROVER RALLY,** Talyllyn Railway
- **AUGUST 28, PRE 1988 CLASSIC VEHICLE RALLY,** Buckinghamshire Railway Centre
- **SEPTEMBER 1-3, STEAM GALA,** Bo'ness and Kinneil Railway
- **SEPTEMBER 1-3, DIESEL GALA,** Great Central Railway
- **SEPTEMBER 1-3, STEAM GALA,** Welshpool and Llanfair Light Railway
- **SEPTEMBER 2/3, MODEL RAIL EXHIBITION,** Aln Valley Railway
- **SEPTEMBER 3, MORRIS MINOR RALLY,** Isle of Wight Steam Railway

Organising a gala or other big event and want it included? Let us know by emailing Owen Hayward at: ohayward@mortons.co.uk

Yorkshire Wolds Railway
Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
Running: Suns + Weds from Aug 2.

WALES

Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
Running: Daily.

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 + Weds from July 26.

Brecon Mountain Railway
1ft 11¾in gauge, five miles. Pant, Mid-Glamorgan. Tel: 01685 722988.
Running: Mons-Thurs, W/Es.

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.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: Tues-Thurs, W/Es. Daily from July 24

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: Weds, Thurs, Suns, July 15 + Tues from July 25.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Daily.

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.
Running: July 15.

Llangollen Railway
Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.
Running: Weds-Suns + Tues from July 18.

Rhyl Miniature Railway
15in gauge. Rhyl, North Wales. Tel: 01352 759109.
Running: Daily.

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: W/Es.

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: Tues-Thus, Sats. Daily from July 18.

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: Tues-Thurs, W/Es. Daily from July 29.

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
Running: Tues, Weds, W/Es + Thurs from July 20.

Caledonian Railway
Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992. **Running: W/Es.**

Doon Valley Railway
Standard gauge. Dunaskin, Ayrshire.
Running: Suns.

Keith & Dufftown Railway
Standard gauge, 11 miles. Dufftown, Banffshire.Tel: 01340 821181.
Running: Fris-Suns.

Lathalmond Railway Museum
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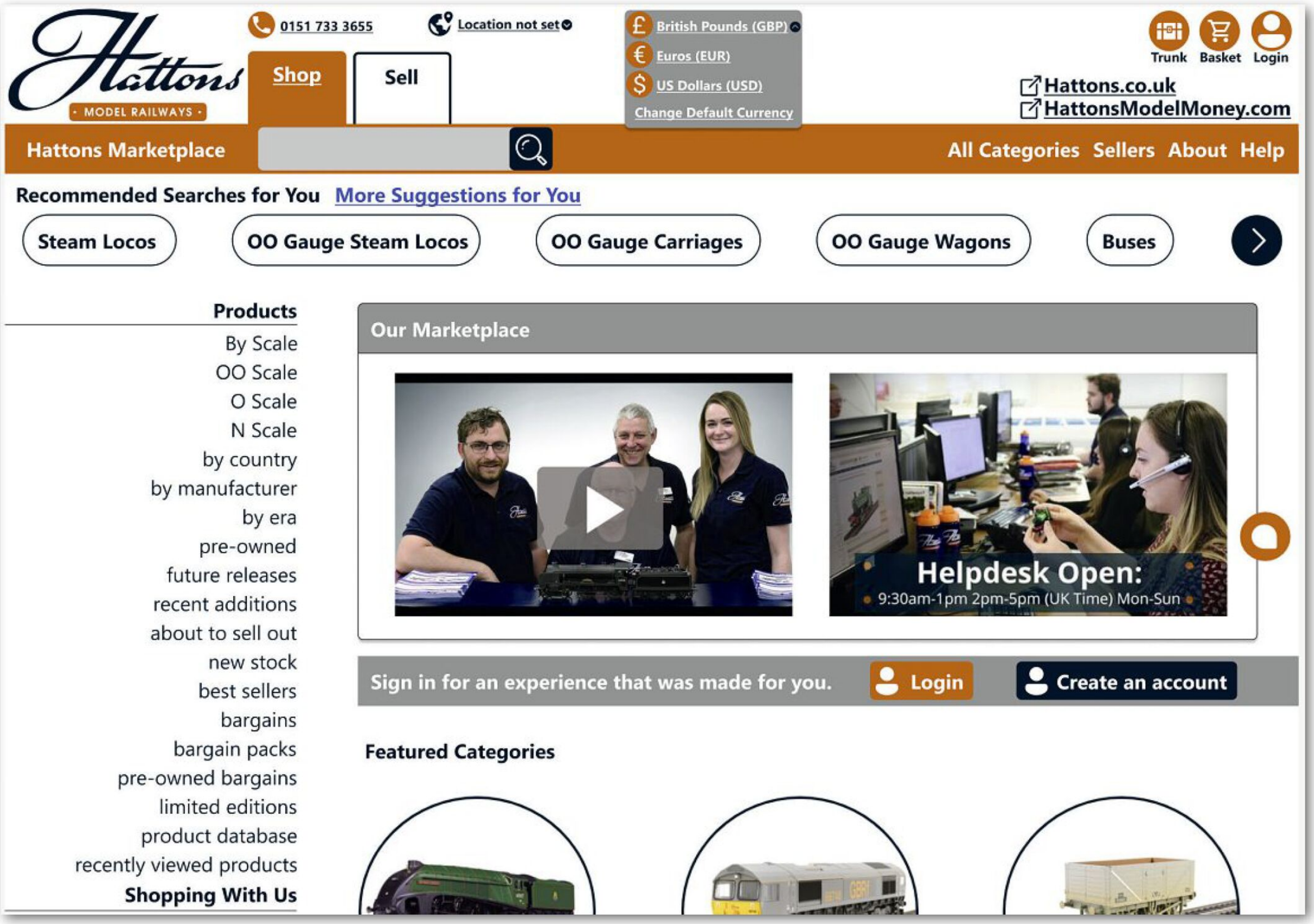

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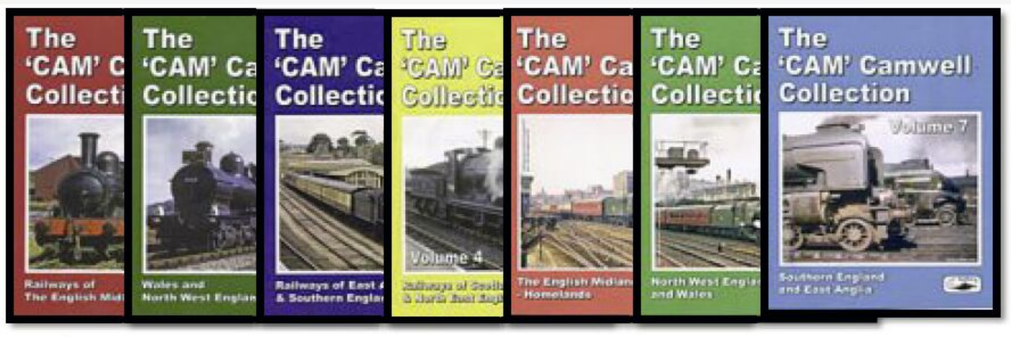

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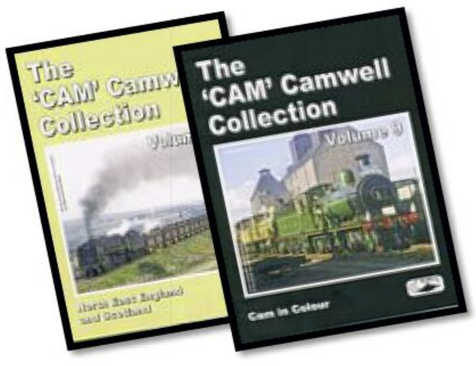

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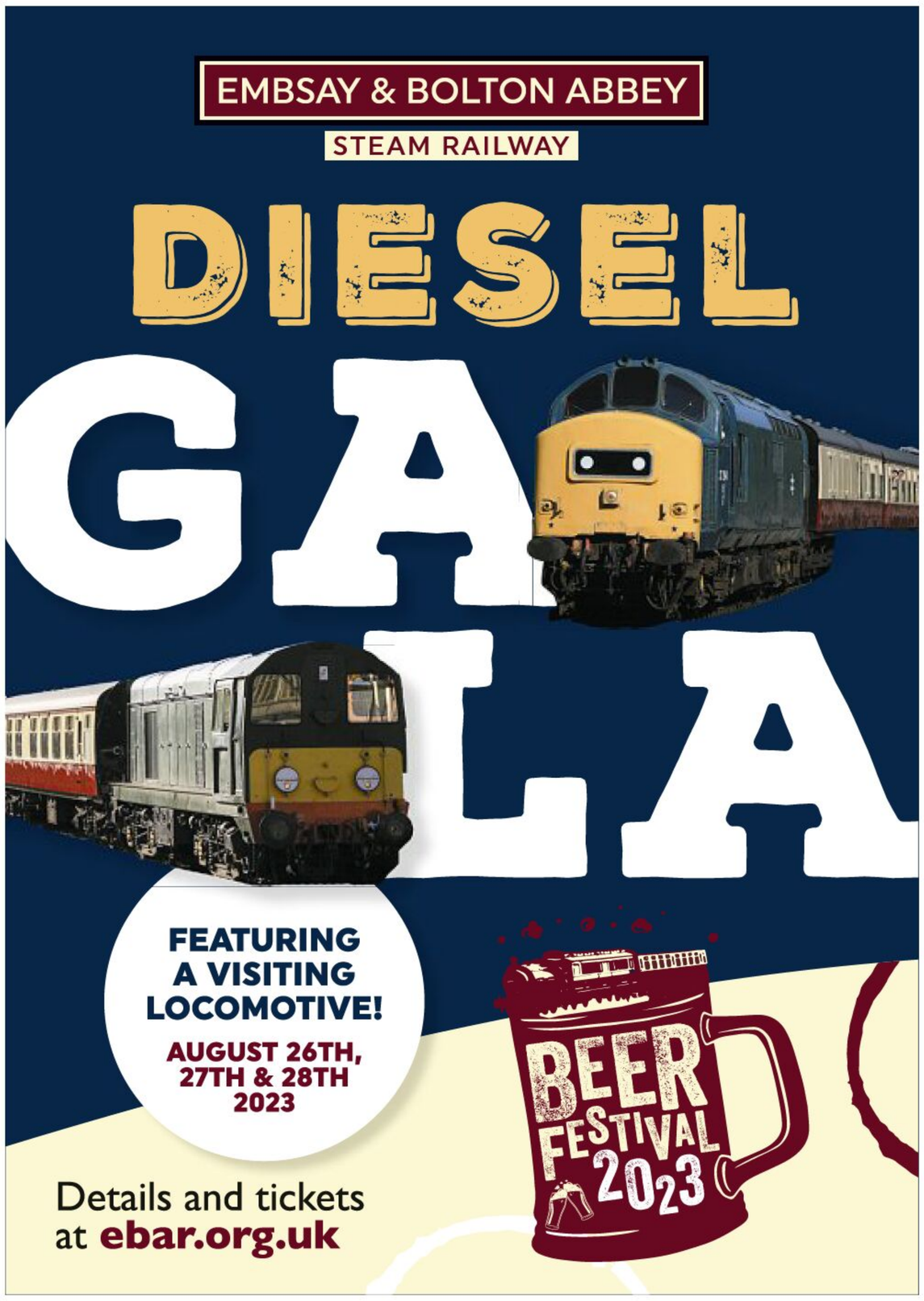

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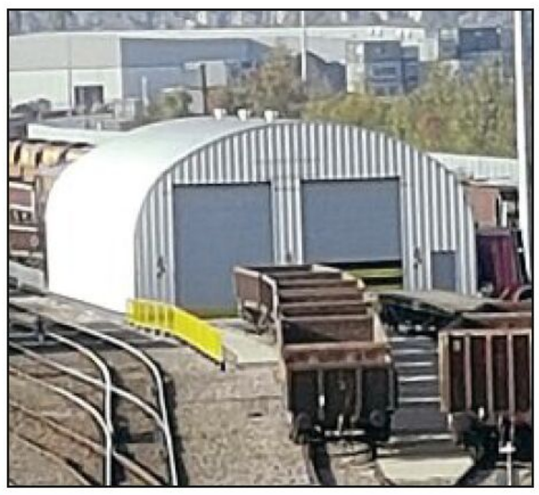

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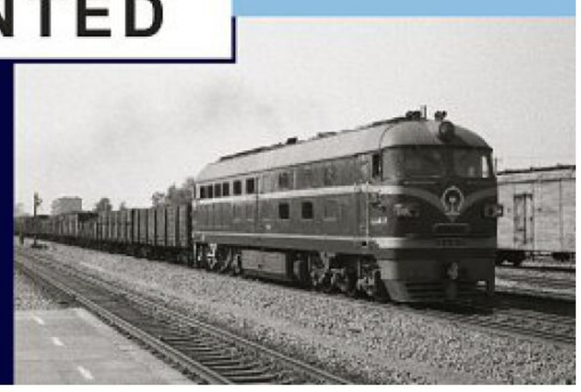

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Talyllyn's 'Lawnmower' to ride again?

By Owen Hayward

TALYLLYN Railway is exceptionally proud of its history, both pre and post-Preservation. In the early days of preservation, several quirky vehicles appeared on the line in a bid to help fill operational needs, one of which was for an engine that could be started quickly and handle light duties. The apparent solution: a petrol locomotive that was built on the chassis of a slate wagon and powered by the Ford engine taken from Tom Rolt's narrow boat.

Built in October 1952, the original No. 5 had no gearbox and ultimately struggled with the lightest of loads. It just about managed the winter market trains, comprising a carriage and the Corris brake van, and was nicknamed the 'Lawnmower'. Its working life was short; during Easter 1953, its engine seized solid and it was sidelined, the number being transferred to the railway's Ruston diesel locomotive, *Midlander*.

Eventually, the 'Lawnmower' was turned into a generic flat wagon and later on, what remained left the railway. Some of these remains survive to this day and have now been taken away to a private site for assessment with a view to restoring this absent part of the railway's history.

The TR has also recently recruited a heritage project manager to oversee its Heritage Lottery Fund project applications and implementations, including the aforementioned Pendre redevelopment. Nicholas Broster is currently environmental project manager for Metrolinx in Toronto, Canada, but has connections to Tywyn through family involved in local green campaigns and so will also be keeping a close eye on the environmental impact of the railway's proposals.

Back in October, the TR was awarded a £110,000 grant towards developing its 'Preserving Our Past, Developing Our Future' plans (as reported in issue 299).

Part of this project includes the construction of a new heritage carriage shed at Tywyn Wharf station. Work was due to begin over the winter but has been delayed due to increased costs, which have necessitated looking at possible revisions to the scheme and other sources of funding. This and the Pendre redevelopment scheme will also form the basis of the TR Preservation Society's 75 Appeal, launched at the end of June.

Still being at the development stage means that the Talyllyn Railway is not tied down to its plans and can therefore make changes, if required, should a proposal be found not to be viable or practical.

The original No. 5, nicknamed the 'Lawnmower', was a short-lived contraption that comprised a narrow boat engine mounted on a former slate wagon chassis. The remains of this quirky vehicle are now being restored at a private site away from the railway. JOHN ADAMS/NARROW GAUGE RAILWAY MUSEUM

Right: The frames and axles of the 'Lawnmower' were taken to a private site for restoration on March 23. TR

The only line that remembered the coronation… of Charles II!

AS highlighted last issue, heritage railways big and small marked the Coronation of King Charles III on May 6. Yet it is thought that only one venue celebrated Oak Apple Day, or Royal Oak Day, on bank holiday Monday, May 29, remembering the restoration of the new monarch's namesake predecessor, Charles II.

On the Leighton Buzzard Railway, Baldwin 4-6-0T No. 778 carried a special headboard for the traditional English celebration of Charles II being crowned following the death of Oliver Cromwell.

The future Charles II hid from his Roundhead pursuers in the Royal Oak, an English oak tree, in Boscobel Wood after the Battle of Worcester in 1651. Nine years later, the restored Charles II rode triumphantly into London on his birthday, May 29, to take his place on the throne. From 1660, the Restoration was celebrated as a national holiday, until the Victorians abolished it in 1859. The oak became the symbol of Royalist sympathisers and each year on May 29 it became customary for subjects to show support for their king by wearing a sprig of oak leaves or an oak apple.

Furthermore, it was especially appropriate in coronation year to see oak apples (oak marble galls) growing alongside the 2ft gauge railway. Galls are a deformity caused by a gall wasp, which was intentionally introduced from the Mediterranean in the 1800s because its galls have a high tannin content, useful for tanning leather and dyeing cloth. The wasp larvae are protected from bad weather by the woody outer shell of the oak apple and the tannins.

Above: Baldwin 4-6-0T No. 778 adorned with an Oak Apple Day headboard on May 29. LBR
Inset: Oak apples growing alongside the Leighton Buzzard Railway. LBR

NEXT ISSUE
Issue 309 out Aug 4
We report on the Cleethorpes Coast Light Railway's 75th anniversary celebrations, which will take place on July 15/16 with visiting engines.

PLUS
MANX CELEBRATIONS
Owen Hayward visits the Isle of Man for the 150th and 130th anniversary celebrations of its steam and electric railways.

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