NEW BUILD DOUBLE FAIRLIE *JAMES SPOONER* FOR AUTUMN DEBUT

ISSUE 309 August 4 – September 1, 2023

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LMS Jubilee 4-6-0 No. 45699 *Galatea* as sister No. 45627 *Sierra Leone* at Carlisle with West Coast Railways' 'The Dalesman' from Chester on July 25. TINY WINWARD

Just the ticket – or not?

BRITAIN gave the railways to the world and changed the face of the globe, and the heritage sector has spent decades pulling out all the stops to ensure that its seminal landmarks and milestones do not disappear forever into the back pages of history.

We have saved steam, diesel and electric locomotives, carriages and rolling stock from eager scrap men, historic structures from the demolition contractor, and many a country branch line – all for the enjoyment, enlightenment and education of future generations, not to mention multiple benefits to local economies. Now we have been handed yet another part of the story for save for active posterity: the ticket office!

Widespread dismay has loudly echoed from many sectors of the population around the UK in the wake of modern-day train operators recently announcing their plans to close hundreds of station ticket offices during the next three years in a bid to cut staffing costs.

It is proposed that while some ticket kiosks would remain in large stations, elsewhere staff will be on concourses to sell tickets, offer travel advice and help people with accessibility – or travellers will have to buy their tickets online or at a vending machine.

Last year, just 12% of tickets were sold at booking offices, it is claimed. Internet purchases can often be more convenient and can save money, while offering a selection of trips on which to make your planned journey if you give yourself sufficient time to book in advance. Yet what happens if you dash to the station and find the automatic dispenser does not work as promised, and station staff have clocked off for the evening?

Travelling on the tube today, you are often asked to swipe your cash card at the barrier at the station of departure and again at your destination: no ticket or receipts are given. What happens if the wrong amount of money is taken by a fault in the system? And when you get your bank statement, you then spend days on the telephone tackling bureaucracy to get a refund.

The digital age has multiple benefits but I find that too often, not only are customers being told to walk before they can run, but the digital system can likewise be in the same boat.

At my favourite holiday destination in Cornwall, the man in the hut at the beach car park collecting money has been replaced by an eye-in-the-sky camera snapping registration plates, and you are given the option to download an app and settle up by mobile telephone.

In the locality, mobile reception has long been patchy, and if you can't get the app, what next? Last month, a national newspaper carried the story of a visitor to that car park who paid honestly but 14 minutes after arrival, and was served with a £100 fine for lateness.

How refreshing I found it when, on my way back during a visit last year, I called in at the delightful Blue Anchor beach resort and could park free of charge on the seafront road... with a sweeping stretch of golden sands on one side and the West Somerset Railway station on the other! Three-dimensional paradise?

It seems that if you now want to experience train travel in the time-honoured way, establishing your journey before buying your ticket – maybe with cash – from a helpful and knowledgeable booking office clerk, a heritage railway may very soon be the only place to do so.

Robin Jones Editor

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COVER: A3 Pacific No. 60103 *Flying Scotsman* heads across the Forth Bridge from Edinburgh on its way to Aberdeen with the July 3 leg of the Railway Touring Company's 'The Flying Scotsman Centenary Weekender' – full report, Main Line News, pages 56/57. STEVE MORGAN/SCIENCE MUSEUM GROUP

Celebrating the Knotty a century on!

The Foxfield Railway has commemorated the centenary of the passing of the much-loved local North Staffordshire Railway, the highlight event being the Knotty 100 celebrations on July 14-16, reports Robin Jones and Dave Scragg.

Anything Goes: A gala by and for enthusiasts

July is traditionally gala time for the Talyllyn Railway. This year, Owen Hayward joined the organising team to help plan this popular event, with some unusual train activities and the celebration of anniversaries both recognisable and obscure.

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A special event and exhibition was held to mark the anniversary of London's great Southern Railway terminus. Among the VIP guests was Jim Lester, the fireman from Sir Winston Churchill's funeral train, reports Phil Marsh.

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Bygones debut planned for new 'modern day' double Fairlie

Words and pictures by Owen Hayward

BRITAIN'S newest locomotive, the Ffestiniog & Welsh Highland Railway's double Fairlie No. 8 *James Spooner,* is set to be unveiled to supporters at the line's October 6-8 Bygones Weekend.

Although the weekend is traditionally dedicated to celebrating the line's heritage rolling stock, all eyes will be on *James Spooner*, which has been designed with many modern aspects to overcome issues that have affected locomotives in the past, the boiler being one such component that was once prone to problems.

The new-build boiler fitted to *James Spooner* has a tapered barrel at the firebox end for added strength; a typical locomotive boiler is normally secured to the frames by the attached smokebox, with the firebox end mounted but not bolted down so it can slide along the frames when the metal expands as it heats up. However, that is not possible with a double Fairlie; it is the firebox which is secured down, with the smokeboxes sliding. An issue with the original boilers was that if there was any significant resistance with the sliding ends, the force of expansion was pushing outward on the firebox, resulting in cracks on the shoulders and throatplates.

New generation design

The new locomotive has therefore been designed with the taper to provide the extra strength to prevent this issue, with its blueprint "having been started on the back of a beermat during a meeting in a pub," said Ffestiniog & Welsh Highland Railway general manager Paul Lewin.

"In 1969, the old company ordered two boilers from Hunslet, which weren't to a standard Fairlie design but were essentially two large Hunslet boilers for *Linda* and *Blanche* put back to back.

"The first was fitted to *Merddin Emrys* in 1972 and did 10 years but it looked a real dog's breakfast. Within two years of its next overhaul in 1988, cracks had appeared on the throatplate, which was a massive concern. They were repaired to strengthen them and were okay – they have now done 50 years of life.

"*David Lloyd George,* which was built in 1992, received a different boiler designed by Bob Meanley at Tyseley and that had a lot more strength, but there was still the odd weaknesses.

"Now we have learned what is best of all of them, and have come up with new design drawn up on CAD and approved. It is the design of this generation of engineers."

On July 14, the boiler underwent a successful hydraulic test, with only a few minor snagging issues to rectify. As a result, a big push has now commenced in order to finish the locomotive in time for an autumnal debut, with a steam test pencilled in for the third week of September.

The power bogies beneath *James Spooner* were previously used beneath *Earl of Merioneth*, affectionately nicknamed 'The Square' because of its angled water tanks. The bogies were built in 1988 to replace ageing ones on the fleet, of which some had undergone unsuccessful modifications. After their last overhaul, they ran only for a year before that Fairlie was withdrawn from traffic, and so only a minor overhaul has been required to prepare them for service beneath the new locomotive.

On these, pipework for new eight feed mechanical lubricators has been fitted, which now feeds all the essential parts including the steam chest and cylinder bores. "This will make the engine run much longer as a result," Paul said. On July 20, the first of these was positioned beneath the superstructure of *James Spooner* in the workshops at Boston Lodge, with the second set to follow the week after.

New-build double Fairlie No. 8 *James Spooner* inside Boston Lodge Works on July 20. Covered by a sheet for protection, the first of the overhauled power bogies from No. 11 *Earl of Merioneth* has just been rolled underneath the smokebox.

The locomotive was afterwards scheduled to enter the paintshop at the start of a four to five-week period for the application of the ornate purple brown livery, which is also worn by large England 0-4-0STT No. 5 *Welsh Pony*.

"The reason for this is that both of these locomotives have been missing from the FR for 70 to 80 years," Paul said, referring to the original *James Spooner*, which was condemned in 1933 and stripped for parts. "Nobody thought they would see either running on the railway ever again, so this generation has filled that gap.

"To mark that as being as such, both will carry this ornate livery, which was only intended to be temporary for *Welsh Pony* but many requests were received to keep it that way – it complements the Victorian era FR stock quite well."

Once the first phase of painting is complete, the steam test will take place. It is then expected to have a cameo role at the Bygones Weekend, where supporters and members will get a first glimpse of the 'complete' locomotive ahead of final finishing off and running in.

Undoubtedly the question now is: "When will it be running?" While an official announcement is yet to be agreed, careful observation of the railway's operating calendar reveals that the timetable for October 20 has mysteriously been withdrawn for the time being…

Comeback for 'The Square'?

"There are no immediate plans to overhaul No. 11 *Earl of Merioneth*," Paul said, in response to rumours that the sleeping 'Square' was booked to move into the works soon.

"We have several other overhauls on the go first, including that of *Linda,* which is three-quarters of the way through but has been paused while the focus is on finishing the new Fairlie."

A return to service for the popular locomotive has not been ruled out and "will happen", but it will be dependent on sourcing substantial funding to replace the extensive number of worn parts.

"Given our operational needs, we ideally require three of these available at any one time – two in service, one on standby, so it would make sense to have a fourth under overhaul ready for when the next is withdrawn.

"But as always, it is time, money and resources that dictates the feasibility of that."

The bell and whistle mounting arrangement with a wooden ring to give a similar appearance to how it would have been fitted to the original *James Spooner* locomotive.

In the Boston Lodge paintshop, the steam dome cover and additional cab roof panels have received their first coats of the deep plum colour that the double Fairlie will be finished off in. The cab roof has been designed to be open like the original, but with panels that can be fitted during wet weather and winter months.

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BR Standard 4MT 4-6-0 No. 75069 passes through Eardington station on July 21. JOHN TITLOW

Local trains to stop once again at Eardington

By John Titlow and Robin Jones

FOR the first time in 41 years, timetabled trains will once again stop at the Severn Valley Railway's Eardington station during the September 14-17 Autumn Steam Gala.

Eardington, often referred to as the SVR's hidden gem, will open for limited business on occasions, but only for trains that fit into the platforms. Stopping will be limited to trains with a maximum of four carriages, but for the gala and as an introduction it will be three, allowing for a safety overrun.

Steve Downs has volunteered at Eardington since the 1980s, officially gaining the title of stationmaster in the last 18 months.

He said: "Our last timetabled train stopped in 1982 and it's no exaggeration to say that it's a dream come true that we are back on the map again in 2023.

"Getting to this point hasn't been simple. We worked closely with the Office of Rail and Road and the SVR's operations department to make sure all the paperwork was in place. We've had tremendous support from the railway's management, which couldn't have done more to help us achieve this result".

Located at milepost 147¾, Eardington station was opened in 1868 by the original Severn Valley Railway, which was part of the Hartlebury to Shrewsbury line.

In its early days, it had a stationmaster called George Cooke until he retired in 1930. In 1931, it came under the control of Highley.

In 1949, under BR it became unstaffed and the following year was referred to as a halt in the timetable. The goods loop was reduced to a siding in 1959.

The station closed to passengers on September 9, 1963, and the following year the goods siding was removed. The line closed the same year.

Approaching the station in the Down direction is on a 1-in-100 grade that levels out slightly to 1-in-200 through the station. To the north, it increases to 1- in-100 towards Eardington Bank, one of the major climbs on the line.

When the first section of the heritage line opened on May 23, 1970, Eardington came under the control of Bridgnorth and played an important part in the early days of the SVR.

A water tower was erected because the water here was much softer than that at Bridgnorth. It was removed after 53 years in April 2021, returning the station to its original GWR appearance, as reported in issue 280.

Now the station is on a single-track section, midway up Eardington Bank with a siding entered from the south, the north points having been removed. The station is not signalled.

Negotiations with ORR

Negotiations first began with the Office of Rail and Road in March 2020 but the Covid-19 pandemic delayed any proposal moving forward.

Eardington has not been on the railway map for more than 30 years, so it had to be considered as a new station and therefore a completely new safety case had to be compiled.

Two other SVR stations, Bewdley and Highley, have short platforms. These had what are often referred to as 'grandfather rights' because technically the stations never closed.

Staff have been trained to dispatch trains from Eardington. Safety and crossing procedures have been installed, including barriers and two trained people either side for safety.

At Eardington, there will be a historical display about its history; what makes it unique is that it is the only entirely oil-lit station left in the UK. In the twilight, the glimmering oil lamps make an atmospheric sight.

It should be interesting to watch trains starting the climb away from the station on the uphill gradient. Another plus is the ability to walk to two of the best photographic locations on the SVR, Hay Bridge and Eardington Bank.

Now it will be possible to catch the local train, photograph the express coming through, and then jump back on another local to continue your journey.

Bagnall 0-6-0ST No. 401 *Vulcan* heads a passenger service at Embsay station on May 8. KENNY FELSTEAD/SVR

Mayflower and Bagnall for gala

An industrial saddle tank that was one of the first locomotives to run on the West Somerset Railway will be one of two guest engines at the gala.

Bagnall 0-6-0ST No. 2994 of 1951 No. 401 *Vulcan* will run alongside visiting B1 4-6-0 No. 61306 *Mayflower* – returning to the list after a visit last autumn for testing following the installation of its air-braking system – and another guest locomotive still to be announced.

Vulcan was one of three locomotives supplied to the Steel Company of Wales for use at its Abbey Works at Port Talbot and named after the RAF bomber.

Continued overleaf

It, along with sister No. 2996 *Victor*, were sold to the Austin Motor Company for use at its Longbridge Works in Birmingham in 1957, and in November 1973 both were bought by the nascent WSR. *Vulcan* was returned to steam there in December 1977.

However, the pair were unsuited to operations over such a long line. In 1986, *Vulcan* was sold to the Metropolitan Borough of Tyneside for use at the Stephenson Railway Museum. In 2020, it was repainted in its original bright maroon Steel Company of Wales livery for the first time in the heritage era. It has been on hire to the Embsay & Bolton Abbey Steam Railway since 2022. *Victor* is now part of the Lakeside & Haverhwaite Railway fleet.

Vulcan visited the North Norfolk Railway for this year's spring steam gala (issue 306) and will now be making the first-ever visit of a Bagnall steam locomotive to the SVR, whose managing director, Jonathan 'Gus' Dunster, said: "It will be real pleasure to welcome this particular guest. The class was commissioned in the early 1950s to compete with the diesel shunters that were growing in number and usage.

"It featured what was very modern technology at the time, such as roller bearings, Walschaerts valve gear and a rocking grate. They were notorious for their rough riding and got the nickname 'camel class.'"

It will also be the first time that

Volunteer Phil Harris at Eardington. JOHN DOVER/SVR

Mayflower has hauled services on the SVR. "Securing this locomotive is definitely a coup for us," said Jonathan. "As one of only two B1s in preservation, we know it's going to prove a big draw.

"Our autumn event continues our celebrations of the 100th anniversary of the formation of the Big Four railway companies, and *Mayflower* will be a superb representative for the LNER. It's going to look absolutely the part paired with the SVR's matching rake of Gresley-designed teak carriages."

The gala also features two nights of overnight running. More information and booking details are at svr.co.uk

Extra Saturday morning service for Severn Valley summer break

THE Severn Valley Railway is adding an extra morning shuttle service from Bridgnorth to Highley for the summer holiday period.

The additional service will leave Bridgnorth at 10.30am, stopping at Hampton Loade, then Highley for The Engine House Visitor Centre, on Saturdays only until September 2.

SVR managing director Jonathan 'Gus' Dunster said: "The additional train will enable passengers to be 'out' on the line earlier in the day, if starting their day at Bridgnorth, and so enhance their experience while they are with us. It will run on Saturdays only because this is our busiest day of the week and we are expecting higher numbers during the peak summer season."

A new series of summer events has also been arranged, some with a science theme. Sublime Science is running four sessions every day at The Engine House, while TrainTime UK is bringing a massive toy train set for youngsters to help build, and a nine-hole crazy golf is available on selected dates.

Extra events include the Supercar gathering at Bridgnorth station on August 6, the Vintage Transport Extravaganza at six stations with a Spitfire flypast on August 12/13, and the Food and Craft Fayre at the Engine House on August 19/20.

Russell to star in Woody Bay gala

WELSH Highland Railway flagship Hunslet 2-6-2T *Russell* is to be the star guest at the Lynton & Barnstaple Railway's September 23/24 autumn gala.

"Seeing *Russell* in action with the L&B's new Baldwin 2-4-2T *Lyn* in the glorious Exmoor scenery will be particularly exciting," said L&B spokesman Tony Nicholson. "Its visit to Woody Bay will further the links between North Wales and North Devon."

The gala will see all engines in steam, with 7 ¼in and 16mm garden railways in operation, displays of classic motor vehicles, children's games, and an appearance by Laurel and Hardy at Woody Bay on the Saturday.

T3 runs again after 75 years

By Owen Hayward

EXCITEMENT around the return to operational condition of LSWR William Adams T3 4-4-0 No. 563 is continuing to mount, with another major landmark in its restoration passed as it turned a wheel under its own power for the first time since 1948.

It was at the Waterloo station centenary celebrations 75 years ago that No. 563 was steamed for the last time. It has been hoped to have the locomotive return for the Waterloo 175 celebrations on July 11 (see feature, pages 86/87), but it missed the date but only by a day!

Following further painting and the application of a handpainted LSWR crest, on July 12 the locomotive's steam test took place at Bill Parker's Flour Mill workshops at Bream in the Forest of Dean, witnessed by 563 Locomotive Group representatives Nathan Au, Matt McManus and Nick Lloyd, along with workshop staff and the Swanage Railway's Graham Froud (locomotive superintendent) and Gavin Johns (Swanage Railway Trust chairman). The successful test saw the boiler for No. 563 signed off for 175psi and brings its return to service ever closer.

With the boiler passed, an opportunity presented itself that was too good to miss – No. 563 tentatively moved under its own power a short distance under the control of Nathan and Matt.

Elated group chairman Nathan said: "There were a lot of emotions as the unique T3 steamed for the first time and moved under its own power – nostalgia, and pride about the fund-raising and restoration journey, as well as excitement and celebration.

"With the locomotive splendidly restored in its lined-out 1890s Drummond passenger green livery, it was incredibly satisfying to watch No. 563 run back and forth on what was a special day and a very proud moment – the culmination of a huge amount of work by many people to make a unique project possible.

"It was very humbling to be among the first people to drive the T3 and I could feel the locomotive's potential power – it's as though the T3 wants to haul a passenger train again, and I am really looking forward to No. 563 stretching its legs on the Swanage Railway."

Love me tender

Meanwhile, at the workshops in Herston, the tender has also made substantial progress in readiness to be paired back with the front half of the locomotive.

Having already been painted in undercoat, the tank has received its first gloss coats of paint. The raves along the tank top have been filled and flattened and will also receive the same high-quality finish. Underneath, new steam heat and vacuum braking pipework has been installed, along with all the shut-off valves and pipe that will connect the two halves of the locomotive.

Axlebox crowns have been machined, and once the wheels have been fully painted and lined, the tender can be rewheeled and have the springs refitted too.

Regarding its entry into traffic at Swanage, Nathan said: "What we've been saying is that we hope the engine and tender will be reunited on the railway later this summer. After that a period of commissioning, testing, and then crew training will be done before we can hopefully make No. 563 available for service in the autumn. We felt it was important to set people's expectations early

The T3's tender in Herston Works: Pipework underneath is being finished and the springs have been attached, ready for rewheeling. NATHAN AU/563LG

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Not quite full steam ahead yet: On July 12, No. 563 passed its steam test at the Flour Mill, after which it moved under its own power for the first time in 75 years as it ran back and forward on a short stretch outside the Flour Mill workshops at Bream.
NATHAN AU/563LG

about this, as inevitably the first question as soon as the engine arrives would be, 'when will it be running'.

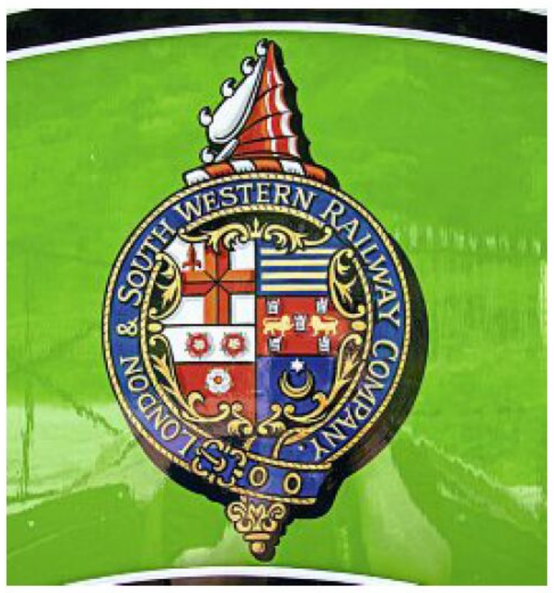
"Obviously, there will be much excitement, but unlike other engines or classes, you know what you are going to get or what to look for, whereas No. 563 is not only unique, given it's not run for the last 75 years, no one can tell us what it's like, which is part of the mystery and fun as we get to find out for ourselves – it's all a learning experience.

"We are currently looking at dates and hope to confirm the details soon. Of course, it'll all be subject to availability."

A final push was being given to raise the last £8000, which would see the restoration fully funded. Sponsors were also being sought to fund an additional £500 to purchase a set of fire irons for the locomotive.

Gavin said: "The T3 is a splendid direct link to the Swanage Railway's past – back to the early days of the LSWR in the 1880s and 1890s when holidaymakers first visited the Isle of Purbeck by train.

"The T3s hauled trains from London to Swanage from the 1890s to the 1930s so the restoration of No. 563 gives us the opportunity to show our visitors what the railway was like during Dorset's industrial and social development in the 19th century."



The London & South Western Railway crest has been handpainted, with multiple layers, colours, shading and gold leaf capturing it in fine detail.
NATHAN AU/563LG

➜ Donations can be made direct to the 563 account at the Swanage Railway Trust (account number 93757269, sort code 20-68-79) with your name and 'T3' as the reference. Alternatively, you can make a payment online at www.swanagerailwaytrust.org/t3-appeal or via the 563Locomotive Group's website at www.563locomotivegroup.co.uk, or send a cheque to 563 Locomotive Group, Swanage Railway Trust, Station House, Swanage, Dorset BH19 1HB. Cheques should be made payable to the Swanage Railway Trust and endorsed with '563 Locomotive Group' on the back.

Embsay ditches Santa specials for Polar Express

THE Embsay & Bolton Abbey Steam Railway is to become the latest heritage line to introduce the Polar Express to its festive timetable, replacing traditional Santa services.

Despite the railway's 2022 season of Santa specials being the most successful yet, breaking all previous records, the operation proved intense and placed much pressure on available resources, which were stretched to the maximum limit, a statement from the line said.

After examining the sustainability of the Christmas operation, the board of director decided that from 2023, the line's Santa trains will be replaced by the Polar Express, based on the film starring Tom Hanks. The necessary operating licence from Warner Brothers to recreate the story and its characters has now been granted and detailed arrangements are being planned.

Trust chairman Rob Shaw said: "We are excited by this opportunity to bring our railway to potentially a much greater audience. While our revenues have increased significantly over the last few years, with an ever-ageing infrastructure and the need to develop the railway for the future, with an exciting range of projects and enhancements planned, we believe we can increase our revenues and operating surpluses much further by adopting the Polar Express.

"As a charitable trust, we will use the proceeds to further develop, maintain and enhance our Grade II-listed infrastructure, steam locomotives, and internationally important collection of historic carriages."

➜ Tickets can now be booked at www.ebar.org.uk/polarexpress

Festive farewell

THE boiler ticket of the Severn Valley Railway's Ivatt 4MT 'Flying Pig' 2-6-0 No. 43106 has had been extended until the end of the year after its final boiler examination in May.

No. 43106 is now very tired after 10 years of use and has undergone recent works to keep it running until the ticket runs out. Its last duties will be on the Santa specials before it joins the overhaul queue.

Heritage railway's 'finest jewels' set for vital £40k restoration work

EXCLUSIVE

By Geoff Courtney

THE Kent & East Sussex Railway's historical Tenterden Town station building, which dates from the original line's opening in 1903, and the Victorian signalbox at the same location are to be restored to ensure their long-term future as the railway continues its recovery from the dark days of the Covid pandemic.

Described by KESR chairman Simon Marsh as "truly special and iconic" and by a local dignitary as some of the area's "finest jewels," the two wooden structures are showing signs of decay which, it is feared, could become irreversible if not tackled soon.

The green light for the work, which follows the awarding of a £21,000 grant by a charitable trust, has led to the railway launching a heritage buildings fund appeal to raise a further £25,000 to cover the estimated total cost, in excess of £40,000.

"Our iconic station buildings and signalboxes are truly special, embodying the very essence of our railway's character and atmosphere," said Simon. "They stand shoulder to shoulder with our locomotives and carriages, and their preservation is essential if we are to not only safeguard the living history that lies within their walls, but also to be ready for the future."

He said parts of the restorations would be carried out by existing and newly-recruited volunteers, particularly in relation to paintwork and wood repair.

Two of the founding patrons of the appeal are Coun Sue Ferguson, Mayor of Tenterden, and John Crawford, Baron of the Cinque Ports Tenterden.

Just the ticket: The 120-year-old Tenterden Town station that is central to the £40,000 restoration project. ALISON MILES/KESR

Balcony view: KESR general manager Robin Coombes (left), Tenterden's mayor, Coun Sue Ferguson, and John Crawford, Baron of the Cinque Ports Tenterden, on the balcony of the signalbox at Tenterden Town station forming part of the restoration project. ALISON MILES/KESR

"I am thrilled to support the railway's heritage buildings fund," said Coun Ferguson. "The buildings are as much a part of the story of our railway as the trains themselves."

Unforgettable days out

John Crawford, himself a former mayor of Tenterden, said the fund would help ensure the preservation of "some of the finest jewels" in the Weald. "Each year the railway provides thousands of visitors with unforgettable days out, while keeping an important part of Britain's heritage alive and bringing significant income to the local community," he said.

"Its much-loved station building and signalbox are now in urgent need of attention. I want to ensure that they can continue to be a key attraction and architectural asset for many years to come."

The weatherboarded station building, which houses the booking office, ticket hall and the former waiting room that is now a gift shop, is part of the original railway which was extended from Rolvenden to Tenterden in 1903, while the 1893 signalbox was originally at Chilham on the South Eastern Railway's Ashford to Canterbury line. It was closed by BR in October 1968, dismantled, and relocated to the nascent KESR heritage line at Tenterden, where it was commissioned in 1976.

The 'box still uses much of its original equipment and has become a familiar landmark on the railway due to passengers being able to watch its workings from either the station platform opposite or a viewing area close by.

The decision to restore the two buildings comes just two months after the Rother Valley Railway was given the go-ahead to restore the two-mile gap between its line at Robertsbridge, which has direct access to the national network, and the KESR at Junction Road, resulting in a 14-mile heritage line between Tenterden and Robertsbridge.

Show your support

Referring to this development in the context of the Tenterden station and signalbox restorations, Coun Ferguson said: "With plans for the KESR to once again connect with the national rail system, we need these important structures to not only be wonderful representations of the past, but also fitting settings for an exciting future."

Details of how to donate to the heritage buildings fund are available on the KESR website at https://kesr.org.uk/donate, while information on special packages for businesses and large donation may be obtained by sending an email to fundraising@kesr.org.uk

East Lancashire general manager departs

TRACEY Parkinson has left the East Lancashire Railway after six years as general manager.

ELR chairman Mike Kelly said: "Tracey has expressed a wish to move on and explore new opportunities.

"Throughout her time with the ELR she has been an exceptional and transformational general manager in what has been a very challenging few years, both during and after the pandemic.

"Her legacy is significant for the East Lancashire Railway in terms of securing much-needed funding which will help guarantee our future, as well as successfully leading the railway through the pandemic and making many operational improvements to health, safety, and welfare. Tracey has also expanded the range of popular visitor and enthusiast events, offering a fantastic experience, achieving record visitor numbers and turnover.

"Over her six years of stewardship, she worked tirelessly to make the railway a welcoming and inclusive environment to volunteers, promoting youth work and making 'full access' improvements, including the development of a number of important partnerships which will sustain the railway going forward.

"Tracey is also very popular and respected more widely in the heritage transport movement.

"We will miss Tracey's infectious smile and her terrific energy in advocating heritage railways, and we wish her well for the future.

"Lee Kenny is stepping up and is ELR's acting general manager, with a future review of the position to take place in the new year."

Tracey said: "I want to thank the East Lancashire Railway board, senior management team, and staff for their unwavering support throughout my six-year tenure.

"Most of all, I want to thank the amazing and wonderful group of special and dedicated ELR volunteers.

"As I move on, I will always look back fondly on my time at the ELR, and I wish everyone connected with the ELR my very best wishes."

Before she joined the ELR, Tracey was general manager at the Talyllyn Railway, from 2016 to 2017.

Prior to that, she spent more than three years as customer relationship manager at Hull Trains, and was previously information controller at the National Rail Communications Centre and UK operations manager at the Railway Touring Company.

Earlier this year, she was appointed as a director of the Heritage Railway Association.

Tracey Parkinson. ELR

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Six-coupled trio: Hunslet Austerity No. 2890 *Douglas* (left, masquerading as SECR C class No, 31592) arrives at the Spa Valley Railway's Tunbridge Wells West station during the line's steam gala on June 19, while SECR Class O1 No. 65 (centre) and Caledonian Railway Class 812 No. 828 complete an impromptu line-up of six-coupled tender locomotives of different regions and eras. No. 2890 is due to run trains at the railway's beer and cider festival on October 19-22, as is No. 828 before it continues its English holiday elsewhere. OWEN HAYWARD

Ale and hearty on the Spa Valley Railway this autumn

By Geoff Courtney

ENTHUSIASTS who have a passion for steam and heritage modern traction are often lovers of real ale: it's like strawberries and cream or fish and chips – a natural pairing to be enjoyed whenever the opportunity arises.

The Spa Valley Railway is offering railway enthusiasts the steam, diesel and ale experience with a real ale and cider festival on October 19-22, which includes the twin bonus of being held in the heritage line's 1891-built engine depot at Tunbridge Wells West (75F), the last LBSCR shed still in railway use, and steam and heritage diesel trains throughout the weekend.

Held in association with the West Kent branch of the Campaign for Real Ale, the festival will feature more than 150 real ales and ciders, and will be open on the evening of October 19 and all day on the other three days, accompanied by live music.

Steam trains will run between Tunbridge Wells West and Eridge, operated by Caledonian Railway 0-6-0 No. 828, making its last appearance before setting off to visit another line, and Hunslet Austerity 0-6-0 No. 2890 *Douglas*, with support from Class 25 D7535. Real ale and ciders will be available on all the trains, and also at Eridge and the intermediate station of Groombridge in addition to Tunbridge Wells West.

Spa Valley commercial manager Jonnie Pay said: "The festival is one of our most important and popular annual events and raises essential funds to help us keep the railway running for all to enjoy and allows us to invite local businesses to provide food and entertainment."

Rebuilt miniature railway engine *Sutton Belle* set for 2024 steaming

RAPID progress is being made on the restoration of former Sutton Miniature Railway 15in gauge Atlantic No.1 *Sutton Belle,* which is undergoing its first major service since 2002.

The locomotive, which started life as a kit of parts bought from Bassett Lowke by enthusiast Douglas Clayton in 1912 and was completed in 1933 by Cannon Iron Foundries, has been stripped back to base metal, and work is ongoing to paint and reassemble the locomotive and tender.

A new steel boiler is currently being fabricated by Denver Light Railway in Bloxwich, near Walsasll, and when complete, final assembly comes with big hopes of having it back in steam during 2024.

No. 1 was sold to the 15in gauge SMR in Sutton Park, Sutton Coldfield, in 1948, and when that line closed in 1962, it went into store along with the rest of the railway and rolling stock at Oldbury in the Black Country. The Sutton Collection was acquired by the Cleethorpes Coast Light Railway in 2022 and in March that year was acquired by Vintage Trains, which is building a 15in gauge line around its car park at Tyseley Locomotive Works.

Denver manager Andy Walton also recently completed the mechanical restoration of the former Dudley Zoo and SMR petrol railcar No. 4, while volunteer teams at Tyseley are working on the SMR rolling stock.

Having completed the restoration of the first of the open coaches and the coal wagon, the team has begun work on stripping and refurbishing the first of the closed coaches.

SMR project volunteer lead for Vintage Trains, Simon Edmunds, said: "Interest in the project is growing rapidly and a handful of very generous donations have significantly boosted the restoration project, allowing us to get to this stage much quicker than anticipated.

No. 1 *Sutton Belle* under restoration at the Denver Light Railway workshop on July 17. SIMON EDMUNDS/VT

"While the boiler build will be a major milestone for the project to reach, we still have some significant big-ticket items to fund to bring the locomotive up to current safety standards.

"This includes new air and vacuum braking systems, two new live steam injectors and two new water gauge glasses. We are currently estimating the need to raise a further £10,000 to £12,000 to complete the locomotive".

No. 1 will visit other 15in gauge lines once operational.

‘Jacobite’ services blocked by ORR over Mk.1 door hinges

By Robin Jones

WEST Coast Railways was stopped from running its popular ‘Jacobite’ services over the West Highland Extension at the start of the peak summer period after inspectors from the Office of Rail and Road found issues with the hinged doors on the Mk.1 coaches.

The Fort William to Mallaig steam-hauled services, a major contributor to the local economy for many years, were halted by an ORR prohibition notice on July 15 following an inspection six days before.

An ORR statement said: “This inspection found safety failings which ORR considered breached the earlier prohibition notice and the conditions contained in West Coast’s railway safety regulation exemption certificate. This type of certificate is required for all train operators who want to use carriages without central door locking fitted – ordinarily, heritage carriages of the type used on the ‘Jacobite’ service.

“Due to the safety issues identified, ORR has revoked West Coast’s exemption certificate.

Under review

“ORR is working with West Coast to ensure robust safety arrangements are in place to allow West Coast to use heritage carriages on the ‘Jacobite’ line in the near future. In the interim, it is open to West Coast to use alternative carriages to operate the ‘Jacobite’ service.”

A statement posted by West Coast on its website on July 21 said: “Due to operational reasons, we are unable to run our ‘Jacobite’ service before July 31 as planned. During a visit by Inspectors from the ORR, a couple of issues of concern were identified in relation to the management of the hinged door rolling stock on the ‘Jacobite’.

“As of now, passenger journeys on the ‘Jacobite’ have been suspended while West Coast reviews the concerns raised by the ORR to reach a satisfactory and swift solution and are looking to bring the ‘Jacobite’ steam train back into service as soon as possible. Unfortunately, we are unable to offer any alternative dates to transfer your trip to, therefore our reservations team will process a full refund within the next 10 working days.

“Please accept our sincere apologies for these cancellations. All pre-booked passengers have been contacted via email and by text where a mobile number has been supplied.”

As reported in issue 307, West Coast Railways had earlier filed for a judicial review of the ORR’s refusal to grant a further period of exemption from regulation five of the Railway Safety Regulations 1999, which relates to the fitting of secondary carriage door locking systems to its heritage coaches.

The current exemption to the rule regarding central door locking– absent from West Coast’s fleet of Mk. 1 carriages for charter trains – was due to expire at the end of June. However, its expiration was suspended pending the outcome of the judicial review for which, it was understood, court permission has been given for it to be heard towards the end of November.

➜ For details of West Coast services and when the ‘Jacobite’ will resume, visit www.westcoastrailways.co.uk

UK’s northernmost heritage station empowered

By Robin Jones

A MILESTONE in restoring Thrumster station in Caithness was passed on July 16 when it was officially switched back on to the electrical grid following 12 years of restoration.

The station was one of five on the 13-mile Wick & Lybster Railway, which opened on July 1, 1903, and closed on April 3, 1944, two days after the last train ran.

The line was built to link the fishing port of Lybster with the national network at Wick and heavily supported financially by local government and the Treasury. Worked by the Highland Railway, it was never heavily used and the hoped-for expansion of the local fishing trade did not take place.

The construction of a modern road to the south in the 1930s provided quicker transport for the locality and sounded the death knell for the railway. Thrumster station was used as a post office following its closure and so did not become derelict. In 2011, Yarrows Heritage Trust restored the station, buying it and a small area of ground in front. The platform was reinstated and memorabilia of the station was donated by local people, including the original sign. A local firm donated rail and a length of track was laid in front of the platform.

Within the grounds is a community woodland with pathways and picnic benches.

The trust secured grant aid from Foundation Scotland and Tannach and District Community Fund to join the station to the electric supply.

Following the connection, an open afternoon was held to mark the occasion, with an official turning on of the lights by local councillor Raymond Bremner.

Trust chairman Jay Wilson said: “A lot of people didn’t even know this building was here and had driven by without realising.

“We are the farthest north heritage station in the UK.”

Restored Thrumster station now has electricity. YHT

The boiler, cylinders, frames and driving wheels of WR 4-6-0 No. 7027 *Thornbury Castle* stand in Quorn & Woodhouse yard on the Great Central Railway on July 13, awaiting transportation to Tyseley Locomotive Works. GRAHAM NUTTALL

Thornbury Castle set to lose boiler at Tyseley

UNRESTORED WR 4-6-0 No. 7027 *Thornbury Castle* has been booked to have its boiler lifted at Tyseley Locomotive Works so it can be used on new-build GWR 47XX ‘Night Owl’ 2-8-0 No. 4709.

As reported, Richard Croucher, of the Great Western Society’s 4709 Project Group, has said that the purchase of the seventh surviving Castle will save more than £500,000 by not having to build a new boiler for No. 4709 and speed up progress by about five years.

One of No. 4079’s previous owners, West Somerset Railway plc chairman Jonathan Jones-Pratt, in January 2020 sold it to a supporter of the Great Central Railway, who had it delivered to Loughborough pending restoration. However, it was later sold to the 4709 Group.

Jonathan has since approached the group about buying the locomotive back to keep it intact so that it can be restored in its own right. A formal offer was rejected.

No. 7027 was moved from Loughborough to Quorn & Woodhouse yard in July, to be taken by low-loader to Tyseley.

Following the removal of the No. 8 boiler to Didcot Railway Centre, the rest of No. 7027, including its chassis and driving wheels, will stay at Tyseley pending a decision on any future use, it was understood. Outshopped from Swindon in August 1949, No. 7027 was withdrawn from Reading in December 1963 and arrived at Barry scrapyard the following May.

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The restored 1860s crane departs from Havenstreet behind No. W24 *Calbourne* on June 30. JOHN FAULKNER/IOWSR

Wight completes restoration of Victorian era six-wheeled hand crane

THE Isle of Wight Steam Railway has completed the restoration of its 1860s Midland Railway five-ton crane. Bought by the Isle of Wight Central Railway in 1912, the crane, still with grease axleboxes, survived until the 1960s when it was acquired by the Vectrail scheme, which aimed to reopen the Ryde to Cowes line.

When this floundered, the crane passed to the Wight Locomotive Society and made its way to Havenstreet on the last train from Newport in 1971.

In the early days of the steam railway, the crane was used extensively for locomotive overhauls and the construction of Wootton station. Now retired from active service, it is usually on display in the railway's Train Story Discovery Centre.

Over the last two years, staff and volunteers at Havenstreet completely dismantled the crane and built a new wooden underframe, repainting the metal structure a grey livery to replicate its appearance in the Southern Railway wartime era.

To celebrate the restoration, a special and carefully supervised trip to Wootton was made with the railway's flagship LSWR O2 0-4-4T No. W24 *Calbourne* and LSWR 10-ton road van.

Two Moorsline engines are stopped

TWO of the North Yorkshire Moors' steam locomotives were stopped following tube-related issues.

After returning to shed for disposal on May 2, the crew of SR 4-6-0 S15 No. 825 noticed a wisp of steam emitting from the tubeplate below the header, which necessitated further investigation.

Initially thought to be coming from a rivet, a boiler inspector examined it the next morning and discovered a small crack on the front of the tubeplate. A subsequent, more detailed examination showed this to be much larger on the inside and thus the locomotive has been withdrawn pending repairs.

On July 17, it was also confirmed that BR Standard 4MT 2-6-0 No. 76079 has also been withdrawn with several leaking tubes. With its last overhaul completed in 2014, it was approaching the end of its current boiler certification but the premature withdrawal has resulted in the railway being left with just two locomotives certified for the main line section to Whitby in LMS 'Black Five' No. 5428 *Eric Treacy* and SR Schools 4-4-0 No. 925 *Repton*.

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Putting the brakes on Trevithick after 215 years!

By John Titlow

AN all-new braking system is the latest stage in the construction of the replica of Richard Trevithick's ground-breaking locomotive *Catch Me Who Can* at Bridgnorth.

Designed by the Cornish mine captain, *Catch Me Who Can* was the last of four locomotives which proved that steam-hauled trains were possible, paving the way for the modern transport age.

In 1808, the original *Catch Me Who Can* became the first fare-paying passenger train in the world on a 100ft circular demonstration track behind a high fence near the site of the future Euston station. The public were offered rides in a stagecoach coupled behind it for a shilling a time.

Speeds were reportedly about 12-15mph and because the track was a circle, brakes were unnecessary. They are, however, obviously essential if the locomotive is to run on straight track, especially one with a gradient, and without them, throwing the locomotive into reverse was not an option.

The original was built for Trevithick at the Hazledine Foundry in Bridgnorth, so it is appropriate that the replica is built here as well, near the site of the original foundry.

A group of Bridgnorth residents formed a charity to build a working replica locomotive to celebrate the bicentenary in 2008 of this neglected and little-known aspect of the town's history.

So that the replica can run on heritage lines, the intention is to fit an air-braked system underneath the boiler onto the driving axle, similar to other early replicas.

The importance of this project is paramount, especially with the bicentenary of the Stockton & Darlington Railway approaching in 2025. The replica can be seen at Bridgnorth station on the Severn Valley Railway.

The replica *Catch Me Who Can* at Bridgnorth station on May 11. JOHN TITLOW

→ To help with the replica project with donations or volunteer labour, visit www.catchmewhocan.org.uk

Stateside scene and heritage firsts for Strathspey's September gala

By Owen Hayward

A 'TRANSATLANTIC' flavour to the Strathspey Railway's September 16/17 steam gala may well evoke memories of a scenario more than half a century ago when A3 Pacific *Flying Scotsman* undertook its ill-fated tour of North America.

Gresley centenarian A3 No. 60103 will once again be in American company during its first working visit to a Scottish heritage line when it will be joined by a USATC S160 2-8-0 from the Churnet Valley Railway, courtesy of the locomotive's owner, Greg Wilson.

The exact locomotive was yet to be confirmed as we closed for press, but it was the intention to have No. 6046 completed in time in order to 'head north'. Currently approaching the end of overhaul, by July 21 the S160 had moved under its own power within the yards at Cheddleton and was in the final stages of reassembly.

Built by the Baldwin Locomotive Works in Philadelphia, Pennsylvania, in 1945, No. 6046 was among the last batch of its class delivered for use in France during the final few months of the Second World War. Later transferred to Hungary for the remainder of its working life, it was withdrawn in the 1970s and preserved in the Hungarian National Collection.

Timely rescue

An administrative error saw it sent to be scrapped – however, its safety was secured by UK-based pilot Martin Haines, who brought it to the UK as a complete locomotive. Purchased by Greg in 2006, restoration was completed at the CVR and No. 6046 steamed for the first time in 2012.

In the event that No. 6046 is not completed in time, CVR-based classmate No. 5197 will travel in its place. It is believed that no member of the class has ever worked north of the border.

Greg Wilson's Churtnet Valley Railway-based US Army Transportation Corps TS160 2-8-0 No.6046 at the Didcot Railway Centre steam gala on July 31, 2021. During the Second World War, six examples of the class were based at Didcot shed, but the coming Strathspey Railway gala may well see the first in Scotland. HUGH LLEWELYN/CREATIVE COMMONS

Being a locomotive capable of air braking, the possibility of utilising the stock for Belmond's 'Royal Scotsman' services, which is stabled on the Strathspey at Aviemore, is being investigated, with a view to boosting passenger capacity for the weekend event. Separate negotiations have also secured additional coaches from other railways that will bolster the gala fleet.

A second visitor for the weekend will be Barclay 0-4-0ST No. 807 *Bon Accord* from the Royal Deeside Railway. Built in 1897 for the Aberdeen Corporation Gas Works, it is the oldest operating tramway locomotive in the UK.

Over the weekend it will offer footplate experiences at Boat of Garten, that duty interspersed with shunting to form the freight trains operating each day.

A third and final visitor was being negotiated, also as part of its own maiden trip to Scotland.

While not set to be operating over the gala weekend, *Flying Scotsman* will be in light steam at Boat of Garten paired with LNER Beavertail observation saloon No. 1719E, with access to the footplate of the A3 available through the corridor connection between the two.

However, No. 60103 will be in service on Friday, September 15, which will act as a 'preview' day for the gala, with *Bon Accord* also expected to be in steam, with a service train running in addition to the A3-operated trips.

On the Friday and Saturday, trains will run late into the evening, with potential for a 'super train' combining multiple rakes of carriages into one long train being considered; as reported in issue 306, a 10-coach service was formed this way on Saturday, April 8 as part of the Strathspey's April Easter bank holiday weekend mixed traffic gala.

Boat of Garten will also welcome a plethora of road engines, the rally being supported by owners from around Scotland. A daily parade is planned to take place, with showman's engines also being lined up alongside No. 60103, while out-of-traffic Barclay 0-6-0T No. 17 *Braeriach* will be extracted from the sheds to go on static display.

Plenty on offer

"We are all looking forward to what promises to be a very exciting weekend," said Strathspey operations manager Kieran Murray.

"Local hotels have seen a surge in bookings since we announced the visit of *Flying Scotsman* and I hope the first visit of both that and an S160 will prove a sufficient lure to encourage people to come out and enjoy a ride through the stunning scenery our line offers."

Also planned to be in service are resident pair LMS 4-6-0 'Black Five' No. 5025 and BR Standard 2MT 2-6-0 No. 46512 *E. V. Copper, Engineer*.

Meanwhile, Caledonian Railway 0-6-0 Class 812 No. 828 has successfully completed running-in trials on the Spa Valley Railway following repairs to one of its driving wheel axleboxes that has seen it out of service since last summer.

Originally due to return to Scotland after expiration of the hire agreement this autumn, its holiday south of the border will potentially continue into 2024, with discussions currently taking place that may see the 'Jumbo' spend the festive period operating at a line yet to be announced. Other lines have also expressed interest in hosting the locomotive.

New chairman takes up the reins at Swindon & Cricklade

THE Swindon & Cricklade Railway has appointed assistant operations manager Michael Abbott as its new chairman.

A statement said: "With a passion for heritage preservation, a commitment to integrity and a fresh perspective, Michael aims to lead the organisation into an era of adaptive growth in the ever-changing heritage railway sector.

"As the youngest chairman in recent history, Michael brings a unique outlook to the SCR, poised to embrace the challenges and opportunities of a rapidly evolving world. Recognising the need to adapt to the dynamic heritage railway sector, Michael, who also works full time for the National Health Service, is determined to foster innovation, sustainability and diversity."

Michael said: "I am humbled and honoured to serve as chairman. With unwavering dedication, I pledge to lead with integrity, aiming to navigate the challenges we face while ensuring our commitment to preserving the railways heritage.

"The SCR, like many heritage railways, has felt the impact of recent global events such as the pandemic, the ongoing war in Ukraine and the cost of living crisis.

"Recognising the need to address these challenges head-on, I will actively work with the board of trustees, volunteers, members and visitors and embrace innovative approaches to ensure stability and success for many years to come.

"The Swindon & Cricklade Railway has long been cherished by locals and visitors alike, providing a cultural experience and educational opportunities. I aim to enhance the railway's offerings."

Michael, who has also been a director and volunteer operations manager of the Somerset & Dorset Joint Railway at Midsomer Norton, is joined by Bradley Robinson as vice chairman. The pair have a combined age of 51.

Michael Abbott, now the top man at Swindon & Cricklade. SCR

Also appointed are trustees Paul Hanselman, Paul Logan, Tony Shale and Nigel Willoughby.

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NER H 0-4-0T No. 1310 emerges from Moor Road Tunnel on July 16, the 1891-built locomotive's penultimate day of service on the Middleton Railway before its boiler ticket expired. DAVE WILSON

Crich museum acquires Blackpool tramcar

BLACKPOOL tramcar No. 645 has been acquired by the National Tramway Museum in Crich.

Donated by Blackpool Transport Services, the museum intends to use No. 645 as a possible combined second access tram and one-person operation tram.

The transport cost, plus a significant donation to help restore the Centenary tram to operational condition, have been covered by regular museum volunteers Peter and Susan Whiteley.

The museum currently has one access tram, which can accept wheelchairs and passengers with walking difficulties by use of a hydraulic lift, which must be pre-booked a week prior to use.

Peter said: "I realised that the tram would possibly make a good access tramcar as it has a flat saloon floor, is eight feet wide, and has offset centre doors, which makes the body very strong and maximises space in the saloon.

"It is a large single-decker so would retain a significant number of seats, allowing it to be used as an access tram at the same time as a service tram.

Unloading Blackpool tramcar No. 645 at Crich. IAN RIGG/NTM

"It is one-person operated, so will enable a three-car service when we have crew shortages." Work will shortly start on a detailed evaluation and costing of the tramcar, followed by a full refurbishment and reinstatement of the traction electronics.

An overhead view of the damaged right-hand side cylinder. A whole new casting will likely be required for both sides and an appeal has been launched to fund the cost. IAN PEARSON/NELPG

Appeal launched to get Q6 steaming once more

FOLLOWING the catastrophic cylinder failure of LNER Q6 0-8-0 No. 63395 on May 16 (as reported in issue 307), the North Eastern Locomotive Preservation Group has launched an appeal to fund the necessary repairs to return it to active service.

Work to dismantle the damaged component was underway at the start of July in a bid to ascertain the full extent of the damage and root cause of the incident, which was centred round a 30-year-old stitch-weld repair. By mid-July the group was making plans under the assumption that new castings would be required.

NELPG chairman John Hunt said: "While other options are still being considered, it is certain that ultimately the Q6 will need a new casting for the right-hand cylinder and, subject to detailed inspection and funds being available, it is probable that a new left-hand cylinder will also be needed.

"Our cylinder appeal is therefore targeted at the provision of two new castings. We are actively appealing for funds and there has already been an excellent response, but much more money is needed as it is likely that a significant five-figure sum will be required."

With the boiler certificate for No. 63395 due to expire in 2028, there is a prominent push to get the repairs completed in as timely a manner as possible. Anyone wishing to support the cost of the repairs are encouraged to support the Chip in for a Cylinder appeal.

Several methods for donating to the cause are available. Direct BACS transfer can be made to the NELPG account No. 40104442, sort code 20-62-09, and quoting 'Q6 cylinder' as a reference. Postal donations can be sent to the treasurer at: 11 Coventry Road, Durham DH1 5XD.

An option to donate via PayPal is available by visiting nelpg.org.uk.

Opting to use Gift Aid is encouraged for those eligible and forms can be obtained by emailing Dave Pennock at dave.pennock@nelpg.org.uk

A4 and 9F head for Moorsline 50th anniversary steam gala

By Owen Hayward

BR Standard 9F 2-10-0 No. 92214 will join LNER A4 Pacific No. 60007 *Sir Nigel Gresley* as the star guests at the North Yorkshire Moors Railway September 21-24 steam gala, celebrating its 50 years as a heritage line.

Appearing courtesy of the Great Central Railway and the David Clarke Railway Trust, it will be No. 92214's first visit away from Loughborough since being repainted in BR black during the 2022/23 winter months, having run for several years in lined BR green livery. It will run along home-based classmate No. 92134.

No. 60007 *Sir Nigel Gresley* will arrive by main line during the first day of the gala before taking up rostered duties the next day. The gala appearance will be only its second scheduled appearance working heritage line services since it too was repainted over the winter, now running in BR lined blue, in which it debuted at the Nene Valley Railway in April. It will also be the A4's second appearance on the NYMR within a year, having operated at the 2022 gala, followed by several weeks of exclusive trips paired with the LNER Coach Association's restored rake of teak carriages.

Both the A4 and 9F have previously run together on the NYMR during the steam gala in 2011, with No. 92214 having then just returned to service post-overhaul and being based on the railway under ownership of Grosmont-based PV Premier Ltd.

Additional visitors were still to be announced, while up to seven locomotives from the home fleet will be in service throughout the event, which will see regular services operating the full length of the 18-mile line, plus the Grosmomt to Whitby section of the Esk Valley Line. Daily services will run from 9am until 7pm, with-late running trains finishing at 10.30pm on September 22/23. Demonstration freight trains will run the sections between Pickering and Levisham and between Goathland and Grosmont. Levisham will also house a display of stationary engines.

The annual steam gala beer festival will take place over the same weekend, which will see both Goathland and Levisham stations offering a wide variety of real ales sourced from local breweries, with live music entertaining customers at Goathland on Friday and Saturday evenings.

Single and multi-day rovers will enable passengers to visit for two, three and all four days, with prices starting at £45 for an adult one-day ticket and rising to £126 for a four-day pass.

Unlimited annual passes are not valid during this event, however, children up to 15 years old benefit from free travel when accompanied by a full fare-paying adult.

BR Standard 9F 2-10-0 No. 92214 at Quorn & Woodhouse station at its Great Central Railway home on October 1, 2022. ROBIN JONES

Class 122 railcar No. W55000 at Buckfastleigh. SDR

'Bubblecar' is back in service at South Devon

THE South Devon Railway's Class 122 'bubblecar' No. W55000 has returned to traffic after being out of use since before the Covid-19 pandemic.

Extensive work – including some bodywork and structural repairs, a full lift examination using the SDR's carriage lifting jacks, and refurbishment of some engine and brake system components – has been carried out, with the unit expected to be in use to provide a two-train service on Tuesdays, Wednesdays and Thursdays during the peak school summer holiday period.

The railcar will make its first gala appearance at the August 25-28 Summer Rails and Ales festival in a timetable consisting of one steam and one diesel-hauled service (expected to be Class 33 No. 33002), plus either No. W55000 or an auto train adding a third train, moving people to and from the popular beer festival at Staverton. More than 40 real ales, plus craft beer, ciders and spirits, will be on offer at the station, and live music from local bands on the Friday and Saturday night and a pub quiz on the Sunday night.

HERITAGE RAILWAY
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Grant aid will help complete *Morayshire*

THE Scottish Railway Preservation Society has been awarded £144,290 from the National Heritage Memorial Fund's Covid-19 Response Fund to help complete the restoration of National Museums of Scotland-owned LNER 4-4-0 D49 No. 2712 *Morayshire*.

Museum of Scottish Railways director Becky Peacock said: "The funding was awarded due to *Morayshire*'s importance as an item of national importance and to ensure its continued running as an operational locomotive. The overhaul will be a mixture of contractor work offsite by LMS and volunteer work based at Bo'ness. We have been lucky that the funding award will cover the cost of outsourcing sections of the work while we undertake other elements in the engineering workshop."

Owned by the National Museums of Scotland, *Morayshire* has been on loan to the Scottish Railway Preservation Society since 1974, which undertook the restoration to return it to steam. Last withdrawn for overhaul in 2015, the D49 class locomotive was initially sent to the Llangollen Railway plc for this to be completed under contract, the engineering firm having had a sizeable catalogue of work at the time. Unfortunately, while good progress appeared to be made, the job was slower than expected and issues with the refurbishment of much of the mechanical parts was subsequently discovered.

In February 2020, the SRPS was told that LR plc could not complete the works and the locomotive was to be removed from site. It ended up at Locomotive Maintenance Services works in Loughborough and the overhaul stalled, while LR plc later went into administration.

LMS has now been contracted to carry out the works required on the boiler that will bring it up to steam testing. It will also manufacture and fit a new smokebox and carry out the necessary work to the horn guides to enable the locomotive to be a rolling chassis; all the wheelsets have already been refurbished and are ready to fit. Meanwhile, the tender and all its components are back at Bo'ness to be overhauled and reassembled. It is envisaged that the overhaul will take about 12 months to complete, but there is a £20,000 shortfall that the SRPS hopes to raise through donations. Visit srpssteam.com/no-246-morayshire-back-on-the-rails-appeal/

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Visiting GWR 4-6-0 No. 7812 *Erlestoke Manor* and WR 4-6-0 No. 7828 *Odney Manor* pass Crowcombe Heathfield with the West Somerset Railway leg of the Railway Touring Company's 1Z52 7am Paddington to Minehead tour on July 22, which was hauled (as illustrated on Contents, pages 4/5) by LMS Jubilee 4-6-0 No. 45596 to Bishops Lydeard and by the Manor pair onwards to Minehead. JOHN BRINSFORD

Ffestiniog & Welsh Highland's top man makes appearance on national award shortlist

FFESTINIOG & Welsh Highland Railways director and general manager Paul Lewin is one of five people shortlisted in the heritage category of the outstanding individuals section of the 2023 National Lottery Awards.

Paul, 59, first volunteered on the line as a teenager and worked up from a fireman to driver before taking the top job 20 years ago.

He has overseen how millions of pounds of National Lottery funding has been invested over the years, ensuring that North Wales's largest tourist attraction continues to entice visitors, provides opportunities for the local community, and helps keep the railway financially stable and viable for future generations.

He recently oversaw the delivery of a two-year £450,000 National Lottery Heritage Fund-backed training scheme for 20 young trainees to learn traditional skills.

He also secured a further NLHF grant of nearly £4 million for the four-year Interpretation and Boston Lodge Redevelopment project to restore the buildings of the oldest

Ffestiniog & Welsh Highland Railways general manager Paul Lewin at Porthmadog Harbour station. FF&WHR

railway engineering workshop in continuous operation in the world, while providing further work and training opportunities for the local community. Paul said: "This has been a lifelong passion and I feel honoured to work in an industry I love."

This year, 3780 people and projects were nominated for the National Lottery Awards.

The winners will be revealed in the autumn and will receive a £5000 cash prize for their organisation and a trophy.

Great Western repeats Dartmouth through tickets offer throughout the summer

THE Dartmouth Steam Railway is again going back to its main line roots – in a partnership with modern-day main line operator Great Western Railway to offer a unique through ticket via train, heritage line and boat.

Visitors can travel by GWR train to Paignton before taking a steam train to Kingswear and boarding the foot passenger ferry service to Dartmouth.

GWR's director of sales and marketing, Amanda Burns, said: "We were really proud to start offering this through ticket last year and hundreds of people enjoyed the breathtaking journey to Dartmouth via GWR train, steam railway and boat."

Totnes MP Anthony Mangnall, who championed the launch of the ticket last year, said: "This partnership between GWR and the Dartmouth steam railway offers a romantic and unique way of arriving in South Devon."

Bookings are available until October 29, and then October 31 until November 2.

Tickets must be purchased in advance by visiting www.gwr.com/stations-and-destinations/travel-inspiration/heritage-railways/dartmouth-through-ticket

IN BRIEF

➜ THE Ffestiniog & Welsh Highland Railways is offering free footplate rides through the summer. The rides will take place on board Hunslet 0-4-0ST No. 855 of 1904 *Hugh Napier* at Porthmadog harbour station on August 5, 12, 19 and 26-28, and on Hunslet 0-4-0ST No. 554 of 1891 *Lilla* at Caernarfon on August 27/28.

➜ THE West Somerset Railway's 2024 Spring Steam Spectacular will run from May 3-6 over the bank holiday weekend. Its Summer Diesel Festival will be held on June 6-8.

➜ THE Leighton Buzzard Railway has appealed for volunteers across the board, from drivers and guards to engineering and maintenance staff, administrative personnel and shop assistants. For details, visit www.buzzrail.uk

➜ THE South Devon Railway's July 1/2 Back To The 1940s event, returning after a four-year gap, proved a big success with better than expected visitor numbers and a "pleasing" revenue surplus generated. The line is already making plans to enhance the event for 2024.

➜ WEST Country Class No. 34027 Taw Valley was announced as the second visiting locomotive for the Bluebell Railway's October 13-15 Giants of Steam, its first visit away from the Severn Valley since being repainted into its current wartime black livery and numbered as 21C127.

Firm's staff rip out weeds to keep Volk's running for summer

FIFTEEN network planners from UK Power Networks spent a day keeping invasive weeds at bay over half a mile of Brighton's Volk's Electric Railway Brighton, under the Donate a Day scheme, which gives staff two paid days leave each year to work on local volunteer projects.

Volk's James Barton: "The team made an amazing difference that we could not have done without them. The railway is a local nature reserve so it's tricky work. We gave them identification handouts because the railway is home to a very rare plant called Babington's Leek and sea kale, which grow in vegetated shingle, but we also have invasive plants, such as ragwort.

"Vegetation is an ongoing battle and is often work people don't want to do, but it's essential because we can't run the trains when the plants are there, and it's a local nature reserve, so the work has to be done by hand."

18+

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International visitors make welcome return to Sandstone

By John Titlow

NGG13 No. 49 approaches Sandstone's Vailima Siding on April 6, 2019. JOHN TITLOW

SANDSTONE Estates in South Africa, home of the world's largest collection of 2ft gauge locomotives and stock, has welcomed international visitors for the first time in four years since the Covid-19 outbreak.

Two days were spent on a photographic charter, which is nowhere near enough to sample this newly-built railway. Its last major tour was the 'Stars of Sandstone' event in 2019, as reported in issue 254. Feedback was very positive, with once again Sandstone pulling out all the stops.

Four South African Railways Garratts were steamed for the photographic sessions. Two were British-built NGG16s identical/similar to the ones used on the Welsh Highland Railway, in Beyer Peacock NGG16 No. 113 and modified NGG16A 155, affectionately called the *Red Dragon*. The two other locomotives were German-built NG15 No. 17 *Kalahari* and NGG13 No. 49 from Hanomag.

Sandstone has the advantage of being a self-contained network on private land with a large, unrivalled heritage collection. Military vehicles, agricultural equipment, vintage buses, cars and trucks, traction engines and a span of oxen with original ox wagons help recreate the past. The line is in the process of being extended and a collection of 3ft 6in Cape gauge locomotives will be on display.

Welsh narrow gauge and Isle of Man photographic charter organiser David Williams has organised a six-day tour to Sandstone on May 10-16, 2024. Several British locomotives and the two Lawley 4-4-0s from 1895 and 1897 will be in steam, as well as several Garratts paired with authentic freight and passenger stock. Land arrangements for coach transfer and trains is £1390, while nearby accommodation will be in the region of £600.

There will be an extension to the trip with a tour in South Africa's Western Cape, featuring at least three 3ft 6in gauge main line locomotives.

Several scenic branch lines will be covered, run in conjunction with the Ceres Rail Company, which has a track record of delivering quality services. Trains will be original and runpasts will be held at the best locations. Travel between locations will be by rail, with overnight accommodation in quality hotels close to the start/finish point of each day's charter train.

To make a booking or for further information, contact David Williams at 30 Clydesdale Road, Quinton, Birmingham, West Midlands B32 1DP. You can also email djw.edit7@btinternet.com or telephone 07979 212526.

Network Rail aids heritage group at Meldon Quarry

DARTMOOR Railway Association volunteers welcomed a team from Network Rail for a Community Rail Day at the Meldon Viaduct station site.

Situated at what was the terminal point of the now defunct heritage Dartmoor Railway and adjacent to Meldon Quarry, the station has become overgrown in recent years.

Although the station is now NR property, the DRA retains a presence in the adjacent quarry sidings, where it has several items of rolling stock stored.

The last heritage trains ran in 2019 before the operator, Dartmoor Railway Community Interest Company, went into administration in February 2020.

On July 5, a combined team of nine DRA regulars and seven NR staff concentrated on removing vegetation and starting to renovate the platform shelter, with one final job being to repaint the platform edge.

"It was an interesting session," said a DRA spokesman. "With no exceptions, the NR volunteers were several decades younger than ours. The day came about from the close relationship we've developed with NR since 2020. It seemed to go down well with all parties, and there is the prospect of further collaboration."

At the association's AGM on May 24, it was reported that Aggregate Industries, which owns the ballast quarry site, had concluded negotiations regarding ownership of the former Dartmoor Railway carriage and wagon shed, it now becoming its asset.

Formal documentation was being prepared that would enable the association to take over the building and the small locomotive shed, along with other parts of the site.

Once agreed, the rolling stock currently stored outdoors can be moved under cover to better protect it from the elements and the unwanted attention it has received over the last four-and-a-half years, enabling a detailed survey of conditions on which informed decisions can be made regarding the collection's future.

Dartmoor Railway Association and Network Rail teams spent July 5 tidying the currently disused Meldon Viaduct station site. DRA

Meanwhile, at Okehampton station, at the western end of the Dartmoor Line, which reopened in November 2021 along with the route to Crediton and Exeter as the first success of the Government's Restoring Your Railway programme, the association's shop on Platform 3 has reopened following the renovation of the floor. A museum and associated archive are being established in the buildings on Platform 2.

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Matheran Hill 740 makes its move to Statfold

DARJEELING Himalayan Railway Sharp Stewart 0-4-0SWTT No. 19B will be displayed by a second locomotive from an Indian mountain railway at its new home on the Statfold Barn Railway.

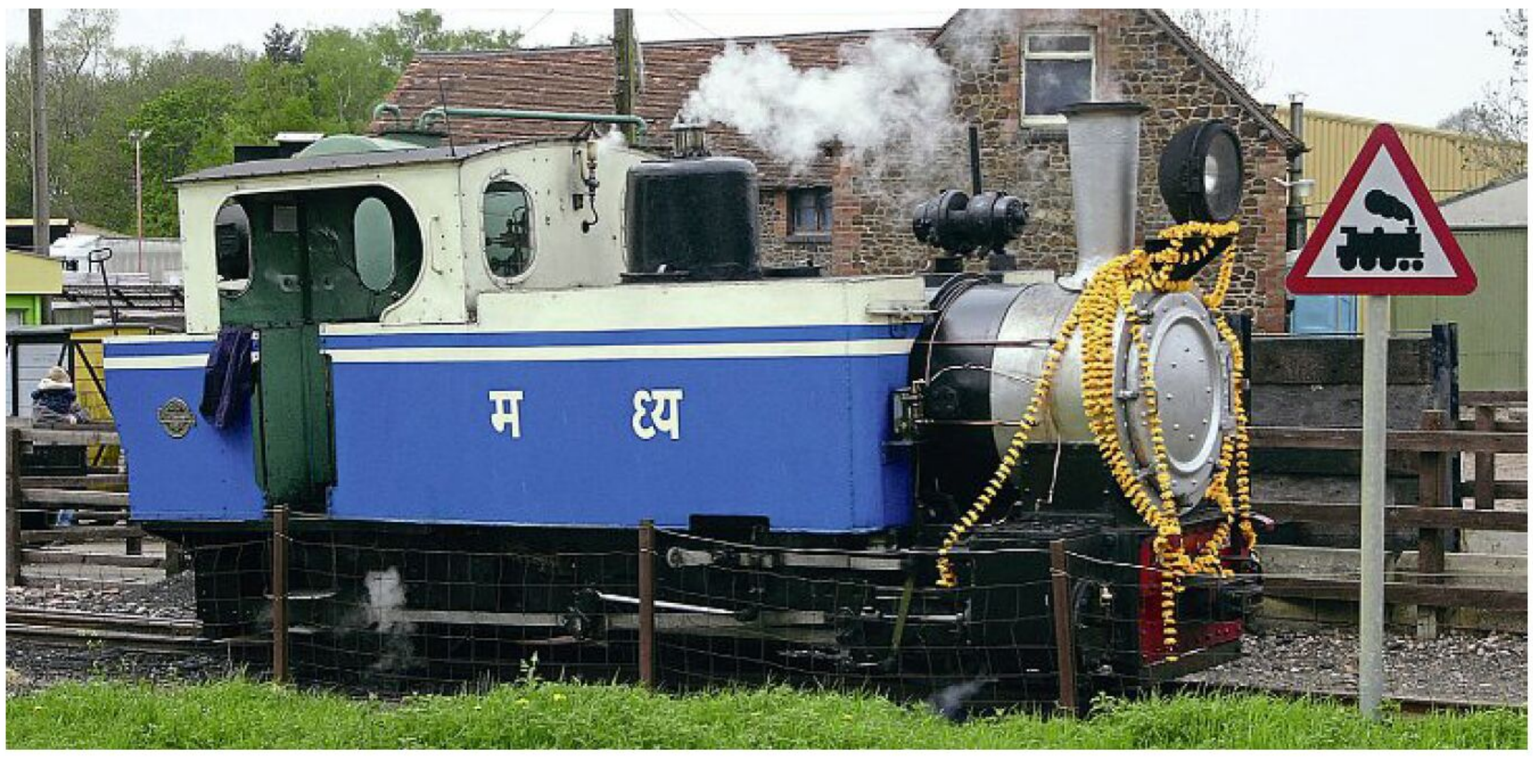
As reported last issue, No. 19B has been saved for the UK heritage sector following its £250,000 purchase by the Darjeeling Tank Locomotive Trust at an auction of the late Adrian Shooter CBE's private Beeches Light Railway.

It will now be joined at Statfold by Matheran Hill Railway Orenstein & Koppel 2ft gauge 0-6-0T No. 2343 of 1907 No. 740, which has just been acquired by the newly-formed Darnall Locomotive and Railway Heritage group, which has applied to become a charitable trust.

No. 740 was one of a class of four, the other three plinthed in India. It was originally specified by ER Calthrop and partners, builder of the Leek & Manifold Valley Light Railway. It is designed for extremely tight curves and uses the Klien-Lindner system of articulation.

Originally gifted to the people of the UK by Indian Railways in the early 1980s in recognition of the work Mike Satow OBE did in founding the Indian National Railways Museum. It was initially resident at Amberley Museum, followed by Railworld Wildlife Haven in Peterborough. Railworld loaned it to the Leighton Buzzard Railway, which restored it to working order and then sold it to the South Tynedale Railway, where it has been in a dismantled state for about 10 years.

It will leave Alston for assessment and overhaul at a private site with the help of industry contractors. No date has yet been set for its return to steam, but it is hoped that it will be relatively rapid, and once running again, it will be available for loan to other heritage lines, said the group's Madison Dolby.



No. 740 at the Leighton Buzzard Light Railway in 2008. JOHN HEYS/DLRH

➜ **Statfold Country Park is offering children aged seven to 12 the chance to embark on a journey into the world of steam engines, locomotives and railways as part of its August 7-11 Locomotive Learning Week. Running from 9.30am to 4pm, youngsters can take part in hands-on activities and experiences under experienced adult supervision at the Statfold Barn Railway. Children will enjoy fun tours, talks and train rides as they learn what it takes to run a heritage railway. To find out more and to book, visit www.statfold.com/summerkidsclubs**

Heritage era 'first' for Severn Valley mogul after initial return to service

SEVERN Valley Railway-based LMS Stanier mogul No. 2968 is on course to return to traffic later this year after its boiler, complete with lagging and cladding, was lifted back on to the chassis on July 14 for the first time since August 2014.

With many refurbished components being reunited with the locomotive every week, the 2-6-0 is set to reappear as LMS No. 2968 before returning to the Bridgnorth paintshop over the new year period for full lining out and conversion to its as-built 1934 guise, LMS No. 13268, for the first time in the heritage era.

This livery includes the rare sight of a white cab roof interior and 'scumbled' upper interior cab panels. Visitors to Bridgnorth may have seen magnetic vinyls temporarily attached to tender and chassis displaying a QR code that directs anybody with a passing interest to the history of the locomotive and the work of its owner, the Stanier Mogul Fund, which is moving towards its incorporation as a company limited by guarantee.

This will allow for greater operational flexibility and legal protection to the fund and members alike.

The locomotive was built at Crewe and originally allocated to Willesden shed, later spending a decade at Crewe South.

It was withdrawn from the Wigan Springs branch in January 1966 and towed to Dai Woodham's Barry scrapyard five months later. The fund was formed in 1970 to raise money to buy it and completed the purchase in August 1973. It was taken to the SVR in December that year and in 1974 was moved into Bridgnorth Works.

Following a lengthy restoration, it moved under its own power again in November 1990.

Later main line certified, in November 1997 it became the first steam locomotive in preservation to tackle the Lickey Incline. Its previous 10-year boiler certificate ran out in 2012.

The cab and tender painted and the boiler as work continues on Stanier mogul No. 2968 inside Bridgnorth Shed on July 20. The interior of the cab roof has been painted white. JOHN TITLOW

New essential casting for 813 ready for fitting

THE new footplate casting for GWR 0-6-0ST No. 813 has arrived in the Severn Valley Railway's Bridgnorth shed and is ready for fitting.

The original dated back to 1901, when the locomotive was built by Hudswell Clarke for the Port Talbot Railway & Docks Company. The casting failed during the SVR spring gala in 2022.

While out of action, No. 813 is not earning money, which is essential for funding the next overhaul. The 10-yearly boiler certificate has three years left to run.

The casting supports the transverse spring located over the rear driving axle, fixed centrally immediately beneath the firebox door. It also forms part of the draw bar.

The locomotive is now on the frame lift in position ready.

➜ To help fund the overhaul, donations are invited to the registered charity 813 Preservation Fund at http://www.gwr813.org

The casting of the footplate of GWR No. 813 is seen machined and ready for fitting inside Bridgnorth shed on July 20. JOHN TITLOW

Cotswold gala pulls crowds as Waterman boosts viaduct appeal

Words by Robin Jones
Pictures by Ian Crowder

POP mogul and locomotive owner Pete Waterman added his weight to the Gloucestershire Warwickshire Railway's £1.5 million appeal to repair its landmark 15-arch Stanway Viaduct when he attended the line's successful July 7-9 Summer Heritage Diesel Gala.

Visiting from its base at Peak Rail, the Waterman Railway Heritage Trust's 56-year-old Class 25 Sulzer Type 2 D7659, which re-entered traffic last year following a long and complex overhaul, appeared in the gala, which attracted high passenger numbers despite inclement weather. A total of 1374 people travelled during the weekend, with some trains full to standing capacity.

Class 37 English Electric Type 3 D6948 crosses Stanway Viaduct at the rear of a Broadway-Cheltenham train.

Securing the future

After crossing the 50ft-high viaduct between Toddington and Broadway on the Saturday, Pete, who is president of the railway's plc, said: "Running a heritage railway is much more than just restoring steam and diesel locomotives and rolling stock. There are the buildings, bridges and infrastructure to maintain too – including huge structures such as Stanway Viaduct.

"The viaduct was built in 1903 and it is showing its age. I fully support the Gloucestershire Warwickshire Railway Trust's appeal to fund, firstly, replacement of the waterproof membrane on the deck, which has failed, and, secondly, repair water-damaged brickwork in the structure itself.

"This is a significant project that will ensure the long-term future of the viaduct for future generations to enjoy and it underlines the kind of challenges faced by heritage railways, which make a huge contribution to the UK's tourist market."

Since the appeal was reported in *Heritage Railway* issue 305, more than £160,000 has been raised.

Pete Waterman with his Class 25 D7659 at Broadway on July 8.

'Very fortunate'

The charitable trust has already received support from its own president, Sir Timothy Laurence KCVO, CB, ADC, CSM, the husband of the Princess Royal.

Trust chairman Phillip Young said: "Pete Waterman has lent his support to past successful appeals on the railway, including for work to repair landslips and the effort to extend the railway to Broadway.

"His enthusiasm for our railway and support for the appeal to fund repairs to Stanway Viaduct is timely and very welcome as the trust is just over halfway to its first funding goal to replace the waterproofing this winter.

"We are very fortunate to enjoy the support of both Pete and Sir Timothy."

The event also saw the return of Class 37 D6948 to a diesel gala, its last appearance at a similar event having taken place in the summer of 2019.

D7659 stayed until July 16, with a mixture of top-and-tailing and double-heading with home-based Class 24 No. 5081.

The next major event on the line will be the Mixed Traction Gala (Autumn Showcase) on October 28/29.

➜ The Stanway Viaduct appeal video can be viewed at https://youtu.be/HrhPBYJpwn8

To make a donation, visit www.gwrt.org.uk or the trust office at Toddington station in person.

Left: A new station shop at Broadway was officially opened on July 8 by the railway's plc chairman, Richard Johnson, and shop manager Julia Harwood, stocking souvenirs, gifts, books, G/WR branded merchandise and model railway-related products. IAN CROWDER

Right: Class 45 No. 45149 approaches Greet Tunnel from the south.

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Energy Bill coal ban threat dropped after 'star' minister defends heritage railways during debate

By Robin Jones

Powered by a tender full of Fros-y-Fran coal, WR 4-6-0 No. 6960 *Raveningham Hall* is seen at Bishops Lydeard on the West Somerset Railway in 2016, when Hargreaves Coal Trading sales manager Paul Paddock took a footplate ride. PAUL PADDOCK

WELCOME breathing space has been given to the UK's heritage railway sector by the Government after an amendment to the Energy Bill – which would have seen an outright ban on domestic coal mining – was removed during a debate.

The Heritage Railway Association welcomed the removal during the June 20 committee debate of the amendment proposed in the House of Lords to ban new coal mining.

At the committee meeting, Andrew Bowie MP, Parliamentary Under Secretary of State at the Department for Energy Security, argued that there is still a place for coal that is mined in the UK.

The committee heard that the climate change narrative on coal has focused too heavily on electricity generation alone and has not considered other uses for coal – many of which still have no firm alternative.

Mr Bowie said: "Even when we phase out coal power stations, domestic demand for coal will continue in industries such as steel, cement and heritage railways, and that demand can be met by domestic resources on existing lines of deployment.

Rallying call

"A full prohibition of coal extraction, regardless of the circumstances or where that coal is going to be used – be that in steel, cement or a heritage railway – is likely to prevent extensions to existing operational mining, even where an extension would enable site restoration or deliver public safety benefits; cut across heritage mining rights in the Forest of Dean, which are important to its tourism offer; and, importantly, prevent domestic coal extraction projects from progressing that are seeking to supply industries that are still reliant on coal.

"I stress that it is really important that we ensure the industries in the UK that rely on coal are able to rely on a domestic source for that coal – British coal – and not on imports from overseas, which will actually increase carbon emissions."

The Government's intention to remove the amendment that included a ban on coal mining were trailed in the run-up to the committee meeting.

However, confirmation of the stance comes as a relief to the heritage rail community. Following the committee stage, the Energy Bill will pass to the House of Commons.

Comments made during the committee meeting echoed many of those voiced by the HRA, whose chairman Steve Oates said afterwards: "This move by Government is incredibly welcome and demonstrates a growing understanding of the important place that heritage rail has in our cultural heritage and visitor economy.

"It's also very reassuring to hear senior people in the Government recognise publicly that coal is not inextricably linked to power stations, and that they understand forcing remaining users to import coal from thousands of miles away would be more damaging to the environment than using domestically mined fuel.

'Milestone'

"There's still much work to do on ensuring access to a stable, long-term fuel for historic steam locomotives can be guaranteed, but this is an important milestone."

A HRA statement added: "A complete end to UK coal production would create an existential threat to the continued existence of Britain's world-leading heritage rail sector, which keeps icons like *Flying Scotsman* on the rails.

"Heritage railways are a key part of UK cultural heritage, drawing visitors from around the globe and generating more than £600 million for the economy each year, while directly supporting about 4000 jobs.

"Heritage railways are already battling the cost pressures common in the visitor economy, but the cumulative impact of this blow could yet prove too much for some in the almost exclusively not-for-profit sector.

"Britain's heritage railways use in total about 30,000 tonnes of coal a year, equivalent to what a single coal-fired power station would have used in a week. Alternative fuels for heritage steam locomotives are being developed, but at present none can completely replace the need for coal."

As reported last issue, Merthyr (South Wales) Ltd, owner of steam coal producing mine Fros-y-Fran, submitted an appeal against an enforcement notice to cease coaling from June 27, the day before it was due to come into effect. The company must now prepare and submit a statement of case, which is currently in the hands of its solicitors.

Wensleydale launches summer maintenance and improvement appeal

THE Wensleydale Railway has launched a summer appeal to support ongoing improvement plans in infrastructure and buildings, as well as the development of its education, heritage and community programmes.

This new campaign builds on the success of last year's Return to Redmire appeal in 2022, which has raised £50,000 so far.

It complements recent improvements to the 22-mile line including relaying track at Aiskew, resurfacing Leeming Bar station platform and a donation of two-and-a-half miles of track from SUEZ Recycling and Recovery UK in Teesside.

The new appeal will also support work currently underway to restore services westwards to Wensley as part of the railway's plans to return passenger services to Redmire.

Wensleydale fundraising and marketing manager Nick Keegan: "We have a small, volunteer-led management team that is focused on developing our railway.

"We are committed to improving our railway for customers and we want to secure its future for the next generation to enjoy. This takes time, hard work and funding.

"We continue to make significant progress in our improvement plans and we urge people to join us and support our latest appeal."

➜ Donations can be made online at www.justgiving.com/campaign/summerappeal2023

Trackside maintenance underway at the Wensleydale Railway. WR

Inside the new museum exhibition, the Mayor of North East Lincolnshire Council, Coun Ian Lindley, and Mayoress Mrs Helen Lindley inspect Britannia 4-6-2 *Rob Roy*. In its previous form, this was one of the first locomotives on the line in 1948.

Cleethorpes mayor Frank Broddle sits on William Botterill's new LNER A3 Pacific on the day it was delivered, Thursday, July 15, 1948. One of William's sons, Wilfred, is the young man in overalls standing to his right.
BOTTERILL FAMILY COLLECTION

New exhibition celebrates Cleethorpes Coast's 75 years

Words and pictures by Robin Jones

BOOSTING the appeal of the miniature seaside line in the 21st century, the Cleethorpes Coast Light Railway held a two-day celebration marking its 75th anniversary on July 15/16.

On July 15 – the exact anniversary to the day – the Mayor of North East Lincolnshire Council, Coun Ian Lindley, officially opened a new, free exhibition museum at Lakeside station. The Story of Cleethorpes Miniature Railways details the history of the line, which started out on July 16, 1948 as the 10¼in gauge Cleethorpes Miniature Railway and ran for just 300 yards. Returning for display at the exhibition are the two of the line's first locomotives, 1922-built Bassett Lowke GNR Atlantic No. 272, now based at the Ingfield Light Railway in West Sussex, and the original 'Cleethorpes Flyer', built in 1949, based on a Peppercorn LNER Pacific, and later converted to Britannia 4-6-2 *Rob Roy* and now part of the Eastleigh Lakeside Railway fleet. In service for the day was Exmoor Steam Railway 1996-built 0-4-2T *Monty*, visiting from the Evesham Vale Light Railway.

A second guest engine was Bassett Lowke 4-4-2 *Prince Edward of Wales*, from the Rhyl Miniature Railway, but it remained on static display because

Visiting from the Evesham Vale Light Railway, 0-4-2T *Monty* arrives at Lakeside with a service returning from Kingsway.

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Above: Displayed inside the new exhibition museum at Lakeside, Bassett Lowke GNR Atlantic No. 272 did most of the work on the Cleethorpes Miniature Railway in 1948, its first season.

Left: Visiting from the Rhyl Miniature Railway, Bassett Lowke 4-4-2 *Prince Edward of Wales* was on static display at Lakeside.

of gauging concerns over its wheel profiles. Malcolm Lawrence, the grandson of the railway's founder, William Botterill, attended the celebrations, as did former joint owner Melvyn Glaves.

Botterill had previously worked as a showman and ran a funfair on Canvey Island. During World War Two, he became a model dealer and developed an interest in miniature railways.

In June 1948, he founded Botterill's Miniature Railways Ltd, and also ran lines in Bognor Regis, Great Yarmouth and Margate.

About 250,000 passengers were carried in the first season of his Cleethorpes Miniature Railway, but relations between Botterill and Cleethorpes Borough Council became increasingly uneasy; in 1953, it refused to renew the lease. It was awarded to Arthur Clethro, who ran miniature railways in South Shields and Hull, as well as amusement arcades. Renaming it Cleethorpes Miniature Electric Railway, he replaced steam with three battery electric locomotives for his tenure, which lasted until he sold it to the council in time for the 1959 season – a case of miniature railway nationalisation!

In 1972, the council extended the railway in both directions and, bizarrely, regauged it to 14¼in, making it unique. Two theories abound regarding this strange move: one is that the track supplier measured between rail centres rather than their inner faces, and the other is that the track supplier read the order from the council for a 'quarter gauge railway' and acted accordingly, to a tolerance of 1/8 inches.

The railway became rundown and on the brink of closure before privatisation prevailed and Chris Shaw purchased it from the council in 1991, regauging it to 15in and buying steam locomotives and carriages.

In 2007, the line was extended towards Buck Beck, close to the now-closed Pleasure Island Family Theme Park, and also the Haven Holiday complexes, with a station at Humberston at the back of Thorpe Park Caravan Park and near the Meridian Line, bringing the total running length to almost two miles.

Between 2007 and 2013, the northern terminus building was rebuilt into the impressive current Kingsway station, located next to Cleethorpes Leisure Centre.

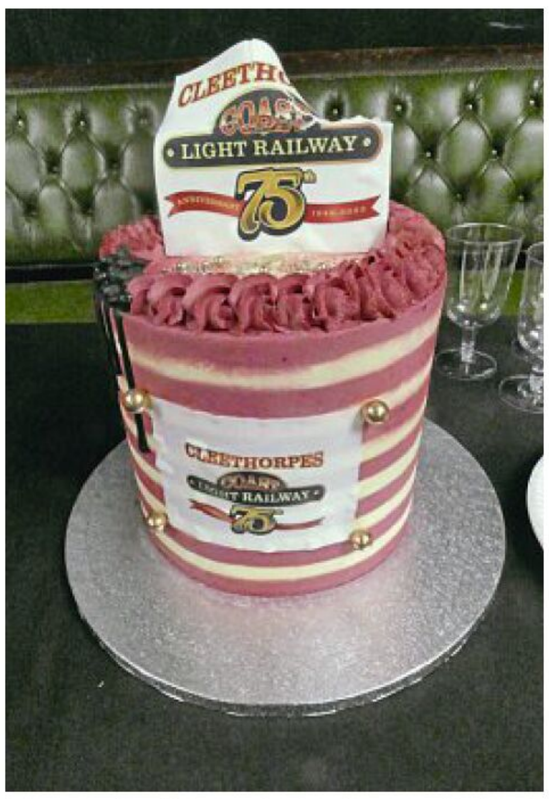
Lakeside, the main intermediate station, now hosts the new museum, along with engine sheds and workshops, passing loop, and on the platforms a cafe, multi-functional space and the Signal Box Inn, which proudly declares that it is the smallest pub on the planet.

The railway was sold to current owners Peter Bryant and John Kerr, of Cleethorpes Light Railway Limited, in May 2014, and has continued to build on its popularity. Visitors voted it the number one tourist attraction in North East Lincolnshire on TripAdvisor.

The section from Lakeside to Humberston has remained closed since the 2019 season due to the need for two level crossing upgrades, which will cost a six-figure sum.

On long-term loan from the Ravenglass & Eskdale Railway, Kerr Stuart 0-4-2 *Bonnie Dundee* was built in 1902 to 2ft gauge for the Dundee Gas Commissioners, for which it hauled freight for more than 40 years. Saved from scrap by enthusiast Ian Fraser, of Arbroath, it arrived at Ravenglass in 1976 and was regauged, with side tanks added. It is seen ready for service at Lakeside proudly carrying a 75th anniversary headboard.

Mayor Coun Ian Lindley unveils the plaque marking the opening of the new exhibition museum at Lakeside on July 15, the railway's exact 75th anniversary.



A special cake was baked to mark the 75th anniversary.

One of the most unusual diesels to be found anywhere, DA1 was intended as a powered tender locomotive for a steeply-graded line in Tasmania. Rebuilt by the Bush Mills Railway in 1986, it arrived in Cleethorpes in 2006 and has since been the line's shunter.

LH&JC No. 29 heads a passenger service on July 15. HENRY ELLIOTT

The Lambton pair can be seen heading back to Middle Engine Lane. MATT DITCH

Lambton pair are reunited at North Tyneside Railway gala

By Robin Jones

TWO tank engines from the Lambton, Hetton & Joicey Railway in County Durham proved to be the stars of July 14-16 North Tyneside Railway gala.

Kitson 0-6-2T No. 4263 of 1904 No. 29, from the North Yorkshire Moors Railway, was reunited with its former shedmate, privately-owned Hunslet Austerity 0-6-0ST No. 3686 of 1948 No. 60.

While it ran on the Lambton line, it was built for the National Coal Board, with cab and bunker cut down to a smaller loading gauge for working the Lambton Drops coal staith in Sunderland.

A third visitor was Stephen Middleton's Embsay & Bolton Abbey-based Hudswell Clarke 0-6-0ST No. 1208 of 1916 *Illingworth*, which in April 2022 was renamed *Nightingale and Seacole* in honour of nursing pioneers Florence Nightingale and Mary Seacole.

The intensive gala timetable saw both passenger trains and demonstration freight, with vintage vehicles in attendance and model railways on display. A Lambton-themed bottle bar served real ales, beers, and lager.

The grand finale to the North Tyneside Steam Railway gala, with Nos. 1208, 60 and 29 triple-heading the last train of the day on July 16. DAVID GILLIS

The Lambton Railway dates from 1737, when it was built as a tramway to carry coal from Lambton Colliers to the port of Sunderland. All of its locomotives were built or modified to a unique loading gauge, which resulted in a rounded-cab profile so they could work down the narrow-bored tunnel to Lambton Drops.

Lambton Collieries merged with Hetton Collieries in 1911 and Joicey Collieries in 1924. At one stage, the Lambton Colliery railway was the largest of all such lines in the north-east of England, with a network of 70 miles.

The line was closed by the NCB in August 1967.

During a rare spell of blue sky and good weather, No. 60 heads the demonstration goods train up the line towards Middle Engine Lane. MATT DITCH

Hudswell Clarke 0-6-0ST No. 1208 and the demonstration freight. MATT DITCH

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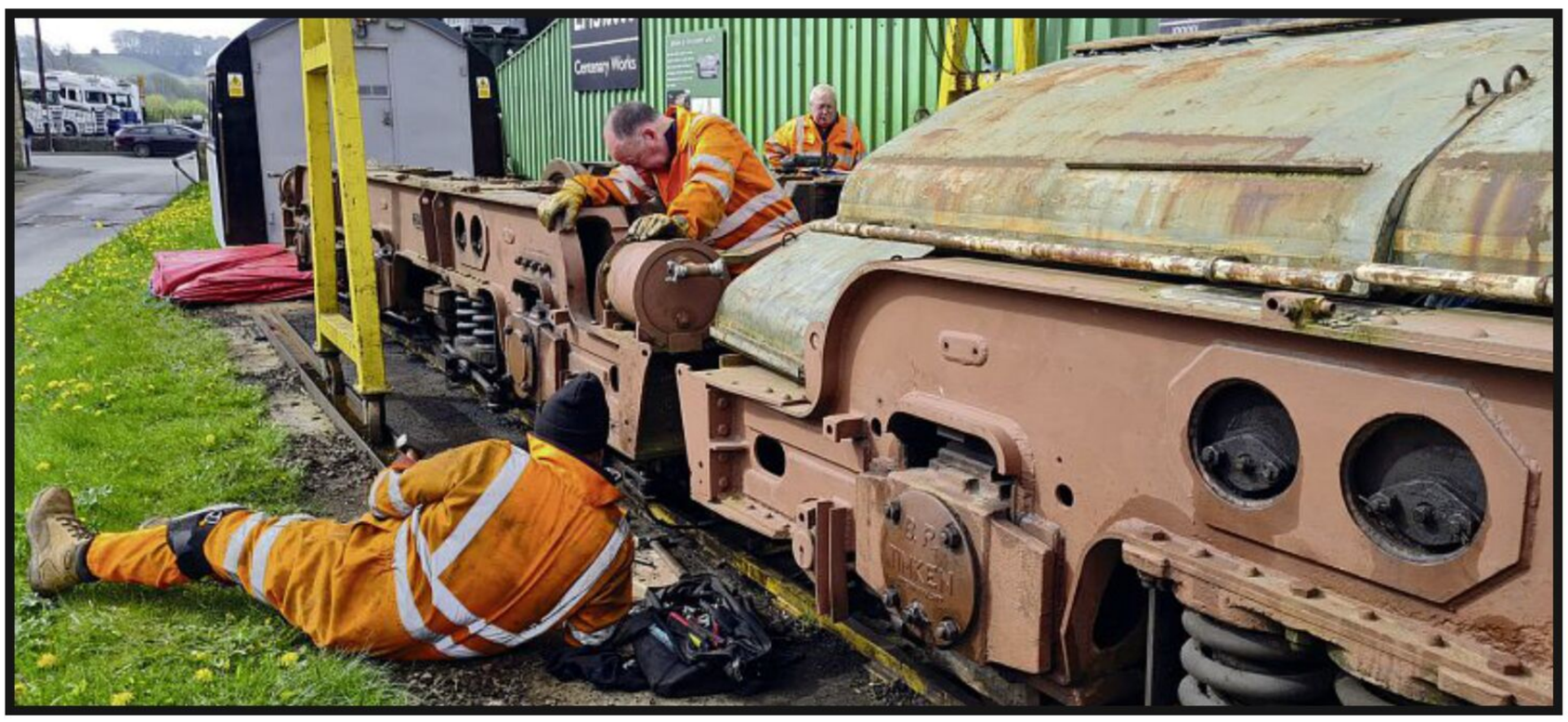
LMS 10000

Building the rolling chassis

Right: The chassis is currently sitting inverted on a Sturgeon wagon, with a wood and wire safety fence fitted so that volunteers can prepare it to fit the ex-EM2 bogies.

Stay up to date on our website LMS10000.co.uk



Rolling chassis

The current work concentrates on preparing to remove wheels and axles for tyre turning.

We have removed all elements of the brake system, which have been cleaned, refurbished and refitted.

The way ahead

£450,000 to complete the loco

Thanks to generous donations of equipment in the last year, the total cost of constructing our locomotive has reduced. We are often asked how long it will take to complete the loco. If £450k was available, we could employ an engineer and the locomotive could be finished within around four years. But, meanwhile, work continues steadily, toward the goal of seeing those silver bogies and chassis rolling.

£6,000 is still needed to complete the rolling chassis fund to the £30,000 total required. If you'd like to support toward the rolling chassis in particular, please highlight this when you send a cheque, or, pay directly to our rolling chassis account 30-94-77 12211462.

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Ultimate diesel hydraulics gathering for Severn Valley gala

By Robin Jones

THE biggest-ever heritage era gathering of Western Region diesel hydraulics is planned for the Severn Valley Railway's September 28-October 1 Autumn Diesel Bash.

Rounding off the line's season celebrating 50 years of diesel preservation, Class 42 D821 *Greyhound* and Class 52s D1015 *Western Champion* and D1062 *Western Courier* will operate alongside a selection of visiting locomotives, while Class 52 D1013 *Western Ranger* will be on display, as will be Class 35 Hymek D7029 as it undergoes restoration.

Further 'diesel dash-themed' events to take place around the event, including photographic shoots and excursion days, will be announced later.

The gala follows this year's hugely-successful Spring Diesel Festival, which attracted more than 7000 passengers with an historic line-up of 22 locomotives in service across all classes and eras, as reported in issue 307.

SVR managing director Gus Dunster said: "After a huge Spring Diesel Festival, we knew we had to deliver an autumn event that wrapped up our 'five decades of diesel preservation' celebrations in style.

"We know that demand is there for our gala events and we have extended the event to four days to meet that demand. Again, we are planning to deliver an event in the true style of the SVR; we hope passengers will flock to join us to see out the diesel calendar for this historic occasion."

Gus also highlighted the importance of the SVR's £1.5 million Survival Fund appeal, which it launched earlier this year.

"The success of both this event and our Spring Steam Gala in April show the prominence of the SVR within the heritage rail sector, and how important it is that we can continue to put on events like these. Our Survival Fund appeal is going to be crucial in ensuring that happens," he said.

"We have received thousands of donations and are hugely grateful for every one of them, but we need thousands more in order to reach our target. This fundraising, along with further successful events and meticulous management of costs, will be what makes the difference to the SVR's survival."

➜ Tickets can be purchased online at svr.co.uk

D1015 *Western Champion* arriving at Highley with a service to Bridgnorth on May 7. JOHN SHERRATT/SVR

From Cotswolds to the coast!

THE Gloucestershire Warwickshire Railway will run a series of steam-hauled named holiday express trains during August. Recreating memories and nostalgia of summer holiday train journeys to the seaside, the trains will be hauled by the line's resident locomotives.

The first trip on August 2, 'The Devonian', was scheduled to be followed on Wednesdays August 9, 16 and 30. Launched on September 26, 1927, 'The Devonian' was run by the LMS, GWR and latterly BR from Bradford to Paignton and Kingswear, and last ran in 2002.

August 9 sees the 'Cambrian Coast Express' launched by the GWR in 1927 and run by BR, steam haulage of it ending in 1965. It ran from Paddington to Aberystwyth and Pwllheli via Shrewsbury over the Cambrian line, with G/WR resident WR 4-6-0 No. 7820 *Dinmore Manor* hauling the last regular steam-hauled service. Steam haulage of the 'CCE' ended in 1965, and August 16 will feature the 'Atlantic Coast Express', the principal express train of the Southern Railway, which ran from Waterloo to the West Country.

It operated between July 1926 and September 1964 and at its height served nine different destinations in Devon and Cornwall, including Plymouth, Bude, Ilfracombe and Padstow. The final 'ACE' departed Padstow on September 5, 1964, hauled by Bulleid West Country light Pacific No. 34023 *Blackmoor Vale*.

'The Cornishman' will be recreated on August 30. Started by the GWR in summer 1890, running from Paddington to Penzance, it operated until 1936.

It was revived by the Western Region on June 30, 1952, but instead starting from Wolverhampton – and running over a route which included today's G/WR. By the early 1970s, the starting points for the service had moved to Bradford and Leeds.

To purchase tickets online for the 'Holiday Express' trains, with a 5% discount, visit www.gwsr.com

➜ The railway features in the new series of Michael Portillo's Great British Railway Journeys. Broadcast on July 20, he travelled behind resident Class 47 No. 47105.

Pictured at its Toddington base, WR 4-6-0 No. 7820 *Dinmore Manor* headed the last steam-hauled BR 'Cambrian Coast Express' 58 years ago. JACK BOSKETT/GWR

Talyllyn's No. 1 comes home

No. 1 *Talyllyn*'s boiler is unloaded at Tywyn Wharf on June 30 after arriving back from Hampshire. OWEN HAYWARD

THE boiler for Fletcher Jennings 0-4-2ST No. 1 *Talyllyn* arrived back home in Wales on June 30, having been sent to the Mid-Hants Railway Ropley workshops in 2019. While there, TR volunteers from the region have been working on the overhaul and fitting of new tubes into it. Some new studs are required, along with a few other remedial tasks before a hydraulic test can take place, which, when passed, will allow the fittings to be installed and steam tests to be scheduled.

Meanwhile, in the workshops at Pendre, the frames have had the cylinders, covers, valves and pistons fitted. New brake rigging has been made up and hangers have been rebushed. The wheels and cylinder covers have now been painted in the locomotive's planned blue livery, with attention now focusing on the tanks and cab; the fireman's side bunker is having repairs to areas of extensive corrosion.

It is envisioned that *Talyllyn* will be ready in time for the railway's 2024 operating season (relieving Andrew Barclay 0-4-0WT No.6 *Douglas,* which itself will be withdrawn in January for overhaul), although it could possibly be seen in steam before then subject to sufficient manpower being available and no issues arising during the steam and hydraulic tests or final reassembly.

Cylinders and new brake rigging have been refitted to the frames for the Fletcher Jennings 0-4-2T. The planned blue livery is noticeably present on the wheels and cylinder covers. OWEN HAYWARD

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A trio of BR blue hydraulics head towards Townsend Fold on July 1. Up front is Class 35 'Hymek' D7076, with Warships D832 *Onslaught* and D821 behind, while Class 40 D345 is attached to the rear of the train. ANDREW EDKINS

Western echoes at Bury summer diesel showcase

By Owen Hayward

DESPITE its location in the north of England, the East Lancashire Railway's June 29-July 1 diesel gala had a distinct West Country flavour to it – along with a heritage era first.

Class 42 D821 *Greyhound*, visiting from the Severn Valley Railway, was reunited with the ELR's resident classmate D832 *Onslaught* for the occasion, the pair of Warships meeting in BR blue liveries for the first time since the class was withdrawn.

Furthermore, Class 35 'Hymek' D7076 returned to service in matching colours. With Class 52 Western D1041 *Western Prince* also cosmetically restored in the same livery, you had the impression of being in Devon or Cornwall during the 1960s.

Making the most of this unique gathering of locomotives in appropriate liveries, volunteer Liam Barnes organised a photographic charter for the evening of June 28.

Appropriately entitled 'Echoes of Laira', the event saw all four locomotives lined up both inside and out of the Buckley Wells locomotive shed, recreating scenes that could once have been enjoyed at the WR depot at Plymouth. Volunteers and shed staff donned suitable attire and blended into the scene to further enhance the atmosphere.

The day following the photoshoot, the gala got underway with up to 14 locomotives plus DMUs in use over its three days.

Alongside *Greyhound* were additional visiting locomotives Classes 20 No. 20305 and 37 No. 37059, both courtesy of the Harry Needle Railroad Company.

Unfortunately, the planned visit of Class 40 No. 40012 *Aureol* was cancelled. The 'Peak' was unable to make the journey to Bury from its home at the Midland Railway – Butterley, where its owning group, the Class 40 Appeal, recently installed new batteries.

In addition to the ELR's operational fleet being pressed into service, sole-surviving Class 28 'Metro-Vick' D5705 was on static display, allowing close inspection of the restoration progress achieved to date.

Services ran late into the evening on June 30 and July 1 for the ever-popular Beer-Ex trains, while demonstration goods workings also enabled enthusiasts to enjoy their diesel thrash in close quarters from aboard the brake vans.

The final such working on June 29 was double-headed from Ramsbottom by the Warship duo, believed to be the first BR blue-liveried double-header of the class since 1969.

Sights are now set on the September 15/16 Autumn Diesel Gala, for which tickets are available now. Visiting locomotives will be confirmed nearer the time.

Echoes of Laira: It could almost be a Western Region setting as a quartet of BR blue locomotives line up at Buckley Wells shed on June 28. From left to right are Class 35 D7076, Class D832 *Onslaught* and D821 *Greyhound*, and Class 52 D1041 *Western Prince*. SEAN MATTOCKS

With its first passenger service during its visit to the East Lancashire Railway, Swanage Railway-based Bulleid Battle of Britain light Pacific No. 34072 *257 Squadron* is seen heading the 9.15am from Bury Bolton Street at Lumb Woods on July 8. KEVIN WHITEHURST

Keighley station to close for winter refurbishment works

By Owen Hayward

THE 130-year-old Keighley station will not see heritage trains arriving and departing its platforms for two months after January 2, when the station undergoes a multi-million-pound renovation project by Network Rail.

As reported last issue, NR had submitted a planning application for the proposed work, which is expected to commence this September and last until December 2024, but will see a substantial amount take place following the start of the temporary closure next January.

Many parts of the station have had to be cordoned off in recent years as the structure shows its age. Most recently has been the entry ramp to Platform 4 on the Keighley & Worth Valley railway side of the station, meaning visitors have to enter via the main station building and cross over via the connecting access from the ramp to main line Platform 2.

Work on all fronts

The refurbishment, which will be carried out by NR's contractor AMCO with consultants AECOM, will not just cover the main line platforms, but the KWVR side too. The high-level scope of works will include the complete refurbishment of the station forecourt canopies, frontage and drainage, along with general masonry repairs.

Repair and renewal of the timber elements throughout the access ramps, as well as roofs across the entire station building, will also take place, as too will extensive structural repairs to the currently closed western elevation link bridge at the top of Platform 4.

Structural strengthening will be undertaken on the station support structure, particularly under the heritage railway's side, with repairs to the gable end of the café being effected to make the building stable again.

NR has been liaising and consulting with the KWVR in relation to the project for several years, with both parties cooperating to facilitate surveys and design work, with the heritage line having had significant input into the plans. This positive relationship has resulted in the numerous improvements scheduled to be undertaken on its side of the station, which will benefit it for many years to come.

More projects

The KWVR platforms will therefore be closed between January 2 to March 1, with no passengers services operating from there and no public access, allowing NR and AMCO to progress as quickly as possible by taking control of the station and railway.

However, services are still expected to run between Ingrow West and Oxenhope, with exact details of these to be confirmed nearer the time.

During this closure period, the KWVR will progress its own work on other aspects of Keighley station, including the renewal of the ramp access from the footbridge to Platform 4 and both structurally and cosmetically refurbishing the former Shipley Junction signalbox.

The civil engineering teams will undertake heavy track maintenance, focusing on the switches and crossing at the Oxenhope end of the station.

A start will also be made on the proposed water tower project. Earlier this year, the KWVR submitted plans to convert the building into a visitor centre. Thought to date from 1883, the stone-built structure with its iron tank is Grade II-listed.

A previous application submitted in 2019 for a new raised floor to improve access will be incorporated into the latest proposal, which will include creating a new entrance by raising the current door to platform level, with the interior space to house a display interpreting the history and use of the structure. Further details of this project will be confirmed soon.

A digital render of the Keighley station, which give an indication of how the station may look after it undergoes a £9 million pound refurbishment. NR/KWVR

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Glyn Valley back to its roots for anniversary open day

By Owen Hayward

OVER the course of the last century and a half, motive power for railways around the world developed and flourished, but one constant connects it all – that the origins came from gravity and horse power.

Horse-drawn traffic today remains with very little presence compared to steam and diesel heritage, but for the 150th anniversary of the Glyn Valley Tramway, it played a significant role once more as the Chirk base of the resurgence for this lost line briefly welcomed the public and saw its first train movements after almost 90 years.

First opened in 1873 as a horse-drawn tramway ferrying passengers and goods between Pontfaen and Glyn Ceiriog, the GVT was rerouted to meet with the GWR at Chirk station in 1888 in order to adapt to operational difficulties and in response to the opening of the granite quarry in Hendre, with steam replacing animal power. At its peak it employed four locomotives, 14 coaches and 250 wagons, and provided work for about 32 staff.

By the 1930s the quarries were either closing or turning to road transport, and rival bus traffic was seeing a decline in passengers. Unable to compete, passenger services ceased in 1933, with goods lasting another two years; the last train ran on July 6, 1935. The track was lifted and locomotives and wagons scrapped.

First movements

Since 2019, the site at Chirk has seen the clearance of vegetation and other work as the GVT Trust seeks to reinstate two thirds of a mile of this lost route, and for its open weekend over July 8/9 three wagons were borrowed from the Talyllyn Railway (the tramway was original built to 2ft 41/2in gauge but is being rebuilt as 2ft 3in). Arriving on July 3, an opportunity to run the first 'trains' since closure was too good to be missed.

GVTT chairman Mark Edlington said: "It's been a real 'red letter day' for the GVT Trust to see the first train movements for 88 years. We are deeply grateful to our friends at the Talyllyn Railway for their support and to allow us to borrow some rolling stock."

The wagons were both drawn along the short section of line by Nebels, a Dutch working horse from Conwy, and hand-shunted by representatives of the TR's Young Member's Group who were involved with their restoration. The combination of wagons and horse captured the origins of the tramway, 88 years after the last trains ran and 135 after horsepower was retired there. Coincidentally, the current demonstration line is made of eight track panels each containing 11 sleepers – a sleeper for each year the tramway has been dormant.

On July 8, the trust welcomed a very special guest. Lifelong GVT enthusiast and railway author John Milner visited Chirk station and became the first passenger to ride the demonstration train. GVTT volunteer Andy Christie said: "John has spent a lifetime documenting the GVT so we felt strongly that he should take the honour of being the first passenger.

"It will be some time before the tramway can officially carry passengers but we wanted to do something for John to show our appreciation for his support.

"The opportunity to work the first train in preservation on the same date as the last train naturally felt the right thing to do as part of the 150th celebrations. Time has been slightly against us and we were not able to fully advertise the event as hoped. However, through the power of social media, we still received good turnout and managed to raise £2300 over the weekend."

The event also saw the first collaboration between the GVTT and New Glyn Valley Tramway and Industrial Heritage Trust at Glyn Ceiriog. Both trusts share the same goal of rebuilding as much of the tramway as possible.

Future plans

A vintage bus was organised to convey visitors from Chirk station to the wonderfully preserved waiting room at Pontfadog before contining to the GVT museum at Glyn Ceiriog. More joint events are likely to take place in the future.

Visitors to the site also enjoyed watching a 16mm gauge model railway layout of the station in operation and ride aboard a miniature railway set up further along the trackbed.

Walking tours explored more of the route as GVT volunteers gave insights to their long-term ambitions and plans for the resurgence of the line.

➜ Donations to the rebuilding of Chirk station can be made via bank transfer to: The Glyn Valley Tramway Trust, sort code 40-17-20, account number 31409948.

Left: Horsepower returned to Chirk in July when Dutch working horse Nebels was employed moving wagons along the short length of relayed Glyn Valley trackbed. GVTT

Right: John Milner enjoys the privilege of being the first passenger carried on the new line, with Andy Christie overseeing the 'departure'. BARRY FITZPATRICK/ GVTT

Three wagons were on loan from the Talyllyn Railway, each having been recently restored by the Young Members Group there. YMG volunteers Luke Ryan (left) and Daniel Nash assist with one of the demonstrations on July 8. KAIRA THOMPSON

Change for Platform 3: The GVT site at Chirk sits adjacent to the Network Rail station's platforms. The wide trackbed will someday soon accommodate a run-round loop. GVTT

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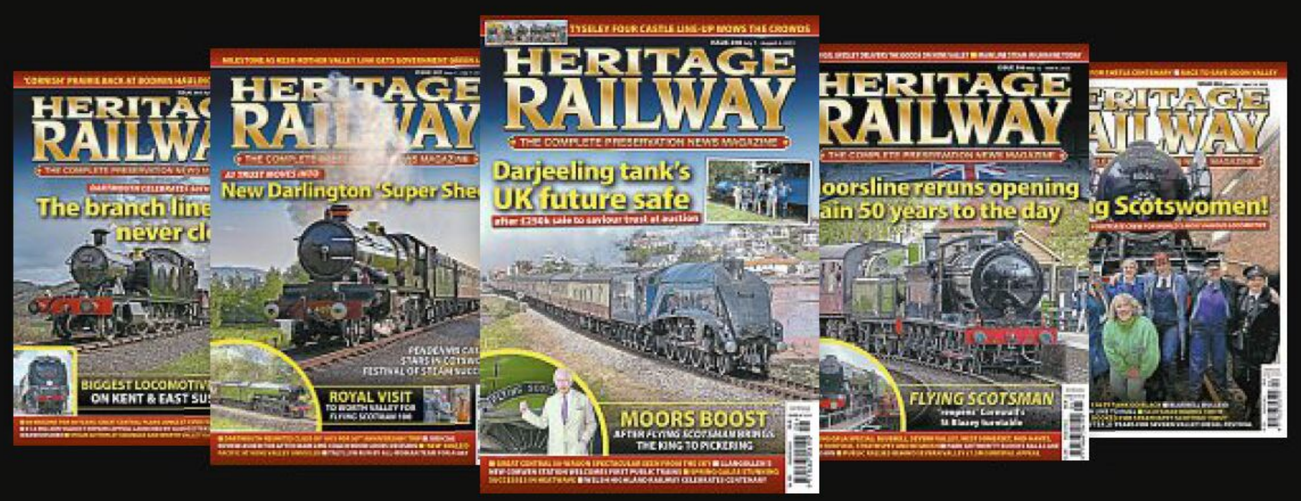

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On June 24, GWR Hall class No. 4953 crosses Cripsey Brook viaduct as it arrives at Ongar during the Epping Ongar Railway's Western Extravaganza steam gala. It will be visiting the Didcot Railway Centre's All In A Day's Work gala over the weekend of September 23/24. OWEN HAYWARD

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IN BRIEF

➜ **THE Urie Locomotive Society has successfully acquired ownership of an Eastleigh 1921-built LSWR Lowmac No. 11813 from the National Railway Museum. Advertised for disposal by the Science Museum Group earlier in the year, the wagon was built during the tenure of Chief Mechanical Engineer Robert Urie, who was responsible for the Class S15 design, of which the society has No. 506 in service and No. 499 under overhaul. The vehicle has transferred to the Mid-Hants Railway, where it joins the ULS's other items of rolling stock.**

➜ SOUTHERN Locomotives Ltd is looking for an experienced fitter/machinist to join its team at the Swanage Railway's Herston Works to assist with the overhaul and restoration of its growing fleet of locomotives, which includes seven Bulleid Pacifics. Salary and conditions are negotiable based on experience and candidates with an interest in and experience of steam locomotives are invited to contact Simon Troy on 01474 833262 or email southernlocos@btinternet.com

➜ **CLASS 31 No. 31466 has moved to the North Yorkshire Moors Railway and taken up permanent residence there. Previously on loan to the Severn Valley Railway, it arrived at the NYMR on June 20, initially as part of a loan agreement with its then owner, the Dean Forest Diesel Association, and would have remained until September. It was then confirmed on July 3 that it had been bought by Peter Best, who owns LMS 'Black Five' No. 44806 and USATC S160 No. 2253 *Omaha*.**

➜ LANCASHIRE & Yorkshire A class 0-6-0 No. 52322, owned by Andy Booth, has gone on loan to the Embsay & Bolton Abbey Railway to supplement its motive power fleet over the summer. It arrived there from the East Lancashire Railway on July 4.

➜ **THE Gwili Railway took delivery of Mk.1 RMB No. 1813 on July 4, which had been purchased from Nemesis Rail by steam trip and event organisation firm Fox & Edwards Events. Fully operational, it will be in use throughout the summer and is set to remain on the line until at least May 2024. "We are looking forward to building a relationship with Fox & Edwards Events," a railway statement said. "Look out for an expanded range of exciting events and journeys."**

➜ GRESLEY TTO No. 43632 has returned to the North Yorkshire Moors Railway following conversion into a 'fuss-free' (accessible) coach under contract at the Ecclesbourne Valley Railway. Some finishing off is required before it re-enters service.

Streamlined speed: Former NSW Government Railway's C38 class No. 3801 shows off its power and grace during the Great Train Race – which it won – at the Hunter Valley Steamfest on April 30 in an image taken from an adjacent competing train. The future of a new boiler built in Germany for the Class 38 Pacific but rejected by Australian officials is uncertain after its recent relocation to NSW Rail Museum. MARK COLEMAN

Brand new but unused:

Pacific £600k boiler faces uncertain future

EXCLUSIVE

By Geoff Courtney

THE future of a new £600,000 boiler built for one of the world's flagship preserved steam locomotives but never used hangs in the balance amid plans for a new railway hub in Australia.

The boiler was commissioned by the former Office of Rail Heritage and manufactured by DB Meiningen in Germany as part of a major restoration of former New South Wales Government Railway's C38 class No. 3801, a streamlined Pacific that is the pride of Australia and dubbed the country's '*Flying Scotsman*' due to its high-profile and iconic status.

Rejection

It was delivered in October 2010 by DB Meiningen – which built the boiler for Peppercorn A1 No. 60163 *Tornado* and is currently working on another for new-build P2 class 2-8-2 No. 2007 *Prince of Wales* – but was rejected by Australian officials as "not fit for purpose," and was sent back to Germany for rectification.

In January 2015, it was returned to the Chullora workshops near Sydney, where the overhaul of No. 3801 was taking place, but in September that year, Transport Heritage NSW, which had taken over the restoration some months earlier, announced that the Pacific's old boiler would instead be overhauled and refitted to the locomotive.

The brand new boiler was dumped in the open air on railway land in Broadmeadow, Newcastle, 100 miles from Sydney, and it has been languishing there ever since, with its future uncertain. Meanwhile, in March 2021, No. 3801 returned to service amid much acclaim and has become a major attraction wherever it goes.

However, the Broadmeadow site is now earmarked for development, and the unused boiler and other railway artefacts including locomotives that are stored there are having to be relocated, primarily to a new heritage hub at Chullora that is being developed by Transport Heritage NSW in partnership with the state government.

The discarded boiler, however, has been moved to NSW Rail Museum in Thirlmere, as explained by THNSW chief executive officer Andrew Moritz: "While it has been relocated primarily due to the need to vacate the Broadmeadow site, its move will allow closer inspection and examination by our fleet maintenance team at the museum."

Of the boiler's future, he said: "THSNW did not commission its manufacture and inherited it as part of the No. 3801 overhaul in 2015. At the time, we committed to repairing the boiler as a spare for future use.

"While this commitment remains, it will be prioritised in the context of today's broader rail heritage fleet priorities."

Uncertain future: Nature is gradually taking over the £600,000 boiler that was dumped in the open air in Newcastle, New South Wales, after being rejected by Australian officials as unfit for purpose following its delivery 13 years ago. The boiler, which was built by DB Meiningen of Germany for preserved Pacific No. 3801, now faces an uncertain future due to it having to be relocated to NSW Rail Museum.

'Protect and preserve'

Andrew was understandably considerably more upbeat about the heritage hub proposal, which will include secure undercover storage for most of the THSNW collection of locomotives and rolling stock, the provision of a large workshop for restoration projects and maintenance, and easy access to the main line. In the longer term, members of the public will be able to view activities in the hub.

"The hub will better protect and preserve our most significant heritage trains and carriages, and it will be a centralised location for most of our collection in a humidity controlled environment," he said.

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Coal Tank to star in Crewe 180 exhibition

By Robin Jones

LNWR 0-6-2T Coal Tank No. 1054 in action during the Tyseley Locomotive Works open day on October 25, 2015. It will be starring at galas at both Blaenavon and the Mid Hants railways this autumn. ROB HODGKINS/CREATIVE COMMONS

THE sole operational LWR locomotive – Webb 0-6-2T Coal Tank No. 1054 – is to be the centrepiece of a new exhibition commemorating 180 years of Crewe Works.

Furthermore, the 1888-built Keighley & Worth Valley-based locomotive will visit two other heritage lines after its appearance at the Forging History: 180 years of the Crewe Works exhibition at Crewe Heritage Centre, which runs until Sunday, September 10, on weekends and bank holidays and Wednesdays in August. The exhibition theme is how locomotives were a catalyst for change in Crewe.

Bahamas Locomotive Society-owned No. 1054 will visit the Blaenavon Heritage Railway for its 40th anniversary celebrations on September 9/10, and will also attend the Mid-Hants Railway's autumn gala on October 7/8, returning to Crewe Heritage Centre after both events.

The exhibition celebrates the 180th anniversary of the Grand Junction Railway's engineering works moving from Edge Hill to Crewe.

Celebrity engine

From a Crewe design of 1873, the Coal Tanks were introduced on the LNWR in 1881. No. 1054 was the 250th example of the class of 300, and was built at Crewe Works in 1888.

The engine worked for 50 years on local services hauling coal, goods and passengers. It was first earmarked for scrapping in 1939, but was saved to help in the Second World War effort and ran for another 19 years until it was again set to be scrapped in November 1958. However, No. 1054 achieved celebrity status when it helped haul the last train between Abergavenny and Merthyr Tydfil – resulting in a fund being set up to buy and preserve it. After six months, sufficient money was raised to buy it, and No. 1054 the first locomotive to be preserved in this way.

In 1961, the fund organisers presented No. 1054 to the National Trust for exhibition at its industrial railway museum at Penrhyn Castle in North Wales. A decade later, the trust, having no effective facilities to conserve the largest engine in its collection, decided to place No. 1054 on loan to the society, which received it in 1973.

'Delight'

During the half-century that followed subsequently, the society has authentically restored the engine and maintained it in working order. The last major overhaul, completed in 2010, was supported by a grant from the National Lottery Fund; No. 1054 was due to move from the KWVR to Crewe in early August.

Society chairman Keith Whitmore said: "We are absolutely delighted to have been invited to participate in this event to mark the 180th anniversary and to display this 1888-built loco back in the town where it was built. Crewe Heritage Centre and the town council should be really proud to be able to mount such a significant event."

➜ There will be free admission to the exhibition on Wednesdays in August and for the Heritage Open Days event on September 9.

'World's oldest' Volk's Electric Railway set to celebrate its 140th anniversary

A CELEBRATION of the 140th anniversary of Brighton's Volk's Electric Railway is to be held on August 12/13.

Brighton & Hove City Council and the Volk's Electric Railway Association have arranged a series of events to commemorate the opening of the 2ft 8 ½in gauge line, the world's oldest still-operational electric railway, in August 1883.

At 11.15am on Saturday, August 12, all trains will line up near Aquarium station. At 11.45am, welcome speeches will be given by the Mayor of Brighton & Hove, Coun Jackie O'Quinn, and guests, the BBC News and Classic FM broadcaster and journalist Nicholas Owen and TV presenter Tim Dunn (Secrets of the London Underground, Architecture of Railways), near the Steve Ovett statue in Madeira Drive.

At noon, there will be a procession of trains including the recently recovered ex-Southend Pier Railway/Volk's Car No. 9, with a commentary by Ian Gledhill.

Cars Nos. 8 and 9 were ordered by Southend Corporation for its pier railway in 1902, and were supplied as trailers by Falcon Works at Loughborough. Declared surplus in 1949, they were bought by the VER and converted into motor cars.

They became redundant in the late 1990s. No. 8 was returned to Southend to join the Southend Pier Museum collection, while No. 9 went on display at the South Downs Heritage Centre at Hassocks. It returned to the VER in early June.

At 1pm, a '140th Anniversary Special' will leave Aquarium station. Public services start at 6pm with a 'Twilight Special' illuminated train running between Aquarium and Halfway stations until dusk.

August 13 sees a normal public service start at 10.15pm. Afternoon tours of the workshop, offices and sheds (with a scale model of the railway, will start at noon.

At 6.45pm, there will be a line-up of VER cars for photographs to be taken.

Recently-returned Car No. 9 passes No. 10 on the Volks Electric Railway, which celebrates its 140th anniversary this August. JOHN FOX/VERA

Help buy a narrow-gauge diesel to support Ukraine

By Robin Jones

AN international appeal has been launched to buy a 'heritage' Soviet-built diesel to help with Ukraine's survival effort in the conflict with Russia.

Enthusiasts from the Baloži peat museum railway in Latvia have started raising funds to purchase a 750mm gauge series ESU2a locomotive from Lithuania with a view to sending it to the Ukranian city of Haivoron.

Built in the USA to propel narrow-gauge track-laying trains, ESU2as have an on-board 50 kW three-phase mobile generator. These are powered by an old D108 diesel engine, a modified form of which is still being produced as D160 today, itself a descendant of a 1930s Caterpillar crawler tractor diesel. Built with simple, rugged engineering, it has mechanical transmission, but also has an electrical drive motor.

They were designed so that an electric-powered crane would build or dismantle pre-assembled track panels in front of the crane.

The electricity for the crane and the propulsion during work movements would be fully electric, even with remote control from the crane and no driver necessary in the cab, while transport along the track would be achieved by mechanical transmission.

Several ESU2as are still operational on peat railways in the Baltic states, laying tracks and haulage of peat trains.

Once purchased, the Baloži group aims to have its locomotive No. ESU2a-181 used as a generator to supply electricity to Haivoron's city hospital, water well pumps, or its refugee centre, in case the electricity network becomes unstable again following further Russian attacks.

Afterwards, it is intended that the locomotive would become part of a narrow-gauge museum collection.

Arrangements for the transfer of No. ESU2a-181 have been made both with Haivoron's city council and railway enthusiasts from Ukraine, as well as with the current owner of the locomotive. As soon as the necessary funds are collected, it will be ready to be delivered and could provide power immediately.

The total cost of purchasing and delivery of the locomotive to Haivoron is about £14,500, which is cheaper than usual mobile generators of comparable power.

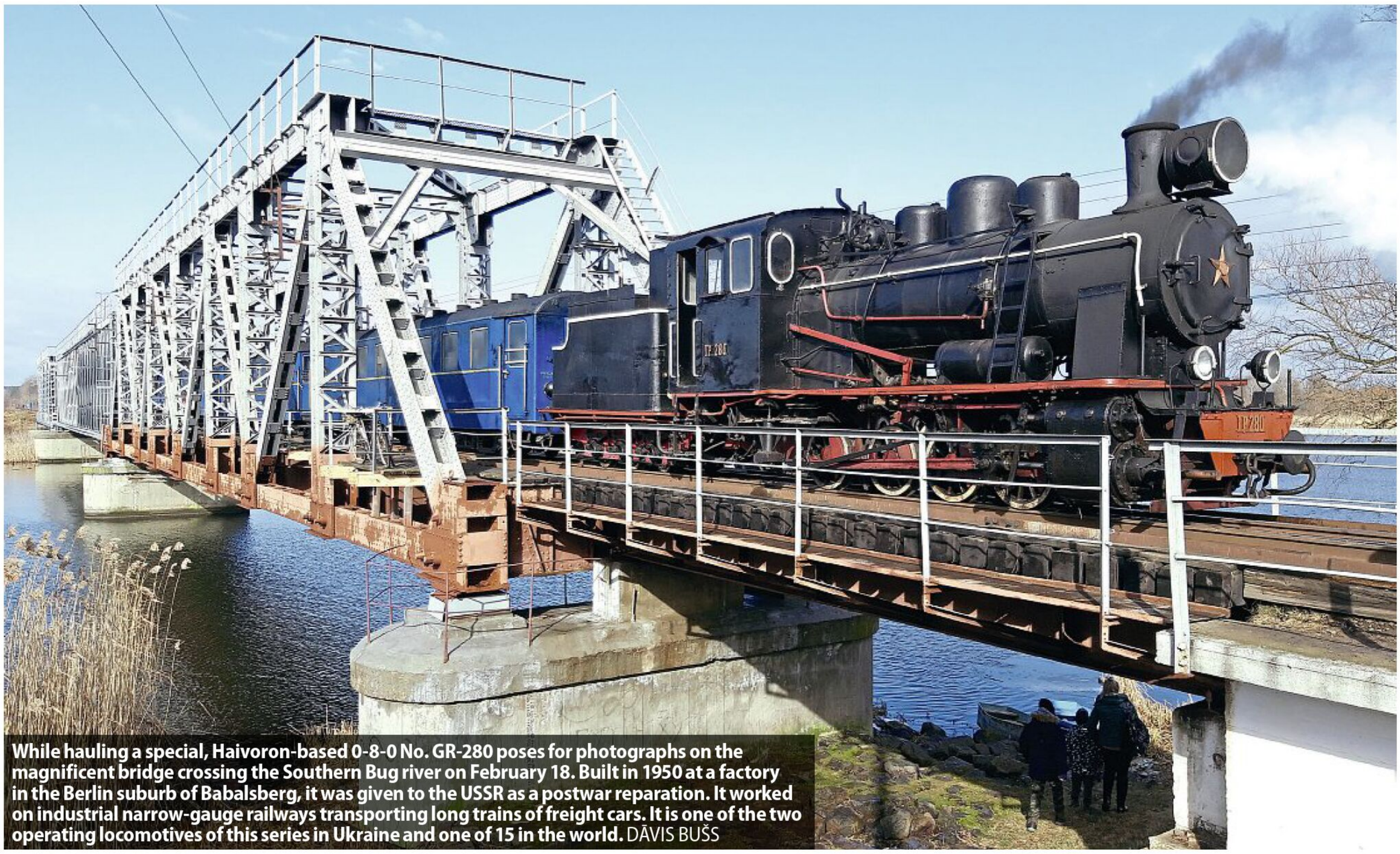
Dāvis Bušs, who launched the appeal, said: "I visited Haivoron in February 2023, so personally witnessed the constant air raids and the effects of an unstable electricity grid.

Diesel No. ESU2a-181, which the fundraising campaign hopes to buy to aid a city in Ukraine, is here in Lithuania after a start-up and full operational inspection on May 9. DĀVIS BUŠS

"Nevertheless, local enthusiasts continued to run heritage projects and I managed to enjoy a steam-powered trip on the Haivoron-Bershad route.

"We must support Ukraine in these difficult times. Our support already has helped a lot, but we need to continue."

➜ Donations may be made online at https://bit.ly/loco4ua. The project also maintains a dedicated page on Facebook, called Locomotive ESU2a for Ukraine, as well as a section under the projects page of the Baloži peat museum railway website, which can be accessed at www.kudrasbanitis.lv



While hauling a special, Haivoron-based 0-8-0 No. GR-280 poses for photographs on the magnificent bridge crossing the Southern Bug river on February 18. Built in 1950 at a factory in the Berlin suburb of Babalsberg, it was given to the USSR as a postwar reparation. It worked on industrial narrow-gauge railways transporting long trains of freight cars. It is one of the two operating locomotives of this series in Ukraine and one of 15 in the world. DĀVIS BUŠS

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Railway museum's display will be a real work of art

By Geoff Courtney

Water mark: LMS Princess Royal Pacific No. 46201 *Princess Elizabeth* takes on water at Dillicar Troughs on the WCML, near Tebay, in a painting by John Austin that will make its debut at the Guild of Railway Artists' Railart 2023 exhibition. It opens at Kidderminster Railway Museum on August 19.

WORK by some of the world's leading railway artists will be on display at Kidderminster Railway Museum from mid-August in a public exhibition that is an annual treat of colour, variety and pictorial skill.

Railart 2023 is organised by the prestigious Guild of Railway Artists and will showcase 60 paintings, most of which will be new and available for purchase.

Among those contributing will be guild fellows John Austin, Philip Hawkins and Malcolm Root.

Guild exhibition organiser Anna Bastin said the paintings on show would include work not only by the three fellows, but also by full and associate members.

"It is an annual event that is eagerly anticipated by our members and public alike, and without doubt visitors are in for a treat and can look forward to an impressive show," she said. "The paintings will be on view in the museum's exhibition hall, where improvements to lighting will better enhance the exhibits as well as the museum's fantastic collection of locomotive nameplates."

The exhibition will be opened by the chairman of The A1 Steam Locomotive Trust and former National Railway Museum director, Steve Davies MBE, on August 19. It will be open daily from 10am until September 24. Admission is free.

Heritage lines proving to be a 'Paradise' for TV drama contracts

ENTHUSIASTS turned super sleuths themselves after two heritage railways scored filming contracts for two popular television crime dramas.

For the week commencing July 3, Buckfastleigh on the South Devon and Redmire on the Wensleydale railways were taken over by BBC and ITV filming crews respectively, as new episodes of two rival drama shows were filmed.

Buckfastleigh station was redressed as the fictional Shipton Abbott for Beyond Paradise, the UK-based spin-off to the BBC's popular murder mystery programme Death in Paradise, the first series of which aired earlier this year. Filmed in the town of Looe, it follows its forerunner's second lead character, detective Humphrey Goodman (played by actor Kris Marshall from 2014-2017), settling into new life in the fictional Devonshire town with fiancée Martha Lloyd (Sally Bretton).

On July 5, the show's official Twitter account shared an image of a clapperboard dated July 3 confirming filming had begun on the new series, and eagle-eyed enthusiasts were quick to spot that it was positioned on the running board and leaning up against an oil pot of a Great Western locomotive. Further social media posts by passing visitors to the area confirmed that this was indeed on the SDR, with the locomotive in question being narrowed down to 4575 class 2-6-2T 'small prairie' No. 5526.

A press release issued by the production company Red Planet Pictures confirms that in the new series DI Goodman will be "tasked with solving a shocking crime aboard a steam train", with the new episodes to air in 2024.

Meanwhile, ITV took over Redmire station on the Wensleydale Railway to film part of its latest series of another detective show, Vera. For the story in question, a crime scene was set up at foot crossing just east of the station.

All change at Buckfastleigh: The South Devon Railway station was renamed for filming in July. DAVID BURROWS

The cryptic clapperboard photo posted by the Beyond Paradise Twitter account that got enthusiasts puzzling over the locomotive it was leaning on. RED PLANET PICTURES

New LNWR George the Fifth 4-4-0 No. 2013 *Prince George* inside the Main Hall at Crewe Heritage Centre. TERRY MCMENAMIN

A George the Fifth back home and inside Crewe Works again!

THE partially complete new-build LNWR George the Fifth passenger 4-4-0 has come home to Crewe.

The class was introduced in July 1910 by Charles Bowen-Cooke following the succession of King George V, and 90 were built by 1915. Before the First World War, passengers demanded more comforts, including toilets with hot and cold water, and accordingly trains became much heavier and faster. Despite its small size, the George the Fifth class was famous for sustained high-power output on these trains.

In 2012, enthusiasts established the LNWR George the Fifth Steam Locomotive Trust to build a new example to a standard whereby it will be able to run on the national network and heritage lines.

The trust obtained permission from the Duke and Duchess of Cambridge to name the new locomotive, No. 2013, after their son, Prince George. It was stipulated that the name should be announced on his first birthday, and it was unveiled on a splasher, together with the nameplate and crest and lower cabside at Quorn & Woodhouse station on the Great Central Railway in 2014.

On April 20, for the first time in 108 years, two new George the Fifth mainframe plates were set up, having been delivered to the trust's contractor, Keyte Smith, at Kirkby-in Ashfield, drilled and machined by Boro Foundry the week before.

The locomotive left the works of Keyte Smith on a low-loader on June 28 for delivery two hours later. It now forms the centrepiece of the Crewe Works area in the Main Hall, as part of the Forging History exhibition, marking the 180th anniversary of the establishment of Crewe Works.

The trust said it was "delighted" to display the locomotive at Crewe. "The trust's engineer is particularly pleased, having started his working life in Crewe Works in 1961," it said.

Transport Museum Wythall now bases several buses at Statfold Country Park. ROBIN JONES

Statfold to run its first major bus festival

STATFOLD Country Park near Tamworth, home of the multi-gauge Statfold Barn Railway, is to hold its first major bus festival on September 24.

STATBUS is being held in partnership with Worcestershire-based Transport Museum Wythall, which is renowned for its collection of heritage buses, examples of which have been based at Statfold Transport Museum for the past two years.

STATBUS will feature a wide range of modern and vintage buses and coaches from around the country in themed displays. The buses will also offer rides into the Staffordshire countryside and a regular shuttle service from Tamworth station for show visitors, organised by Transport Museum Wythall.

Train services will run on the park's railways and tramway during the event, including the new Mease Valley Railway, and the railway museum will be open, with more than 20 working locomotives on display.

A statement said: "Statfold's wide open spaces have plenty of hardstanding for bus displays, ensuring good visibility for photographers. Owners and operators of modern and heritage vehicles are welcome to attend the show, where you can display your vehicle and if you wish."

There will be free entry for visiting vehicle drivers and two passengers.

The event will run from 10am to 4pm. Full details are available at www.statfold.com

InterCity 125 makes Nene Valley debut

By Robin Jones

THE recently preserved InterCity 125 set – including Class 43 power cars Nos. 43045 *The Grammar School Doncaster AD1350* and 43060 *County of Leicestershire* – made its heritage era debut on the Nene Valley Railway on July 8.

In total, five HST vehicles are now operational at the NVR and adjoining Railworld Wildlife Haven site, looked after by volunteers of the 125 Preservation group, which is headed by Craig Owen, the owner of the Swedish railcars at NVR.

The five include two vehicles from the 1972-built prototype Class 252 high speed diesel train, which were used in the 'Jolly Fisherman' fish and chip special.

They include Mk.3 prototype HST Trailer Standard coaches Nos. 42355 and 42357, and first-built No. 40904 production Mk.3 Trailer First Buffet No. 40904.

As reported in issue 298, the Class 43s and No. 40904 (40001) had been in storage at Long Marston pending their move to Railworld, which sits alongside the East Coast Main Line over which HSTs ran and is therefore a historically appropriate base for them. The two other vehicles have been in storage near Ely.

The power cars carry East Midlands Trains livery, the prototype Mk.3s are painted in Virgin Trains East Coast red and white, and the buffet trailer is in GWR dark green.

Seating inside the prototype vehicles has been rearranged by 125 Preservation into groups of four. The pair had an airline seating configuration before they were taken out of service with LNER, the last operator to use them. New footsteps have also been fitted to the carriage doors to reduce the gap between the coaches and the NVR platforms, which are built to a continental loading gauge.

First class seating in the Nene Valley Railway-based Intercity 125 high speed train. NVR

The set worked two return trips from Wansford on the evening, as a precursor to the main launch event on July 9, which saw four returned journeys over the seven-mile line.

Souvenir mugs marking the occasion were available to buy on board.

Craig's ambition is to have the power cars recertified for use on the main line, but base them at Railworld.

The 125 set's next scheduled public services were Fridays, August 4 and September 1.

➜ Tickets for the September 7-17 visit to the NVR of Didcot Railway Centre-based new GWR Saint 4-6-0 No. 2999 *Lady of Legend* for standard travel, a full-day photographic charter (limited to 30 places) and two-hour driver experience sessions (advance booking essential) are on sale now online at https://nvr.org.uk

The preserved Intercity 125 HST set headed by Class 43 43045 *The Grammar School Doncaster AD1350* departs Wansford with the 7pm 'Jolly Fisherman' fish and chip special to Peterborough on July 8. HAYDEN SHEPPARD

Are you interested in becoming a director on West Somerset Railway's board?

BRITAIN'S longest standard gauge heritage railway is seeking new members for its board of directors.

Several director portfolios are available on the West Somerset Railway plc board: they are human resources, development and external relations, operations, safety and compliance and corporate fundraising.

A plc statement said: "Several positions are available for those with an interest in heritage railways and wishing to make a difference.

"The positions require a level of skill, aptitude, time and commitment, and if you feel that this could be something that you could bring to any of the above vacancies, please get in touch."

A recruitment pack is available via the railway's human resources department, which can be obtained by email at hr@wsrail.net

Anyone wishing to have an informal chat before making a decision on whether to apply to join can contact plc chair Jonathan Jones-Pratt by email at jjp@wsrail.net or by telephoning 07525 761791. The closing date for applications with CVs is August 27.

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GWR No.7822 *Foxcote Manor* (left) and No. 6880 *Betton Grange* (right) undergoing work at Tyseley on June 17. JOHN TITLOW

One out, one in: *Foxcote Manor* stopped as *Betton Grange* first steaming imminent

By Robin Jones

THE 25-year project to plug a major gap in the UK's heritage fleet with the construction of a new GWR Grange 4-6-0 is nearing a conclusion – with its first steaming pencilled in for November.

With the last of the pipework and cleating sheets fitted to No. 6880 *Betton Grange* at Tyseley Locomotive Works in late July and early August, plans are now in hand to couple the locomotive to its temporary tender, a 4000-gallon Collett example currently on hire, and get both into the paintshops for finishing in lined Brunswick green with later BR crest.

The private first steaming for Betton Grange Society members and supporters will be held behind closed doors at Tyseley on November 4 and all being well, the first public steaming of a Collett Grange since 1965 will be staged soon afterwards.

The members were told about the steaming in the summer edition of the society's newsletter, published on July 18. "With social media, it isn't easy to keep these things under wraps," said society publicity director Paul Appleton, "but we very much wanted those who have funded and worked on the locomotive to be the first to find out."

Members and supporters will soon receive a formal invitation and must register their attendance for the historic first steaming. "Then we will open the doors to members of the public, who can then see a Collett Grange in steam for the first time since 1965," said Paul. "However, the locomotive may be complete, but there is still the small matter of a tender to build."

An appeal launched more than 18 months ago to raise funds to build a replica 3500-gallon Collett tender has so far made about £35,000 of the estimated £150,000 required to build one to main line standards. A suitable chassis and wheelsets have been secured to form the basis of the bottom half, but a tank and tender top must be constructed from scratch.

After initial test steamings within the confines of the yard at Tyseley, it is planned to take *Betton Grange* to a nearby heritage railway for load testing and running in. It is then hoped that the locomotive can star in its own gala weekend before going out on loan, for which multiple enquiries have already been received.

Building No. 6880 first started at the Llangollen Railway before moving to Tyseley in June 2018. The restored boiler is a genuine GWR Swindon No. 1 example and came from donor WR 4-6-0 No. 7927 *Willington Hall*, while the wheels were swapped with those under No. 5199, for a spare set, which came from the GW (Severn

> "We will open the doors to members of the public who can then see a Collett Grange in steam for the first time since 1965"

Valley Railway) Association's 43XX 2-6-0 No. 7325. The front bogie is from the group's other locomotive, unrestored GWR 4-6-0 No. 5952 *Cogan Hall*, while almost everything else is new material, including the cylinders, frames, cab and plating.

Original Grange components include the chimney, while coupling and connecting rods and many of the cab fittings are mainly from scrapped GWR types. However, many of the fittings have had to be made from scratch.

Betton Grange has cost nearly £1 million to build. While the boiler restoration was contracted out, much has still been done by volunteers under the leadership of engineering director Chris Moore.

There are currently no plans to take *Betton Grange* onto the main line, although this option has always been left open.

With a reducing number of routes able to accept wide-cylindered GWR locomotives, the cost of main line certification may prove prohibitive, but the society is open to the idea should funding become available. However, the tender firstly needs to be completed, as the hired tender is suitable only for heritage railway operation.

Anyone able to help is encouraged to contact the group via its website, www.6880.co.uk, or can donate to the tender appeal by making a BACS transfer to the '6880 Betton Grange (Society) Limited', sort code 60-40-08, a/c no. 32492839 (using the reference PSP plus your initials). Please email Lynn Moore at lynn.moore52@live.co.uk to advise of the date and amount of transfer.

Meanwhile, opposite *Betton Grange* inside the Tyseley workshop stands stricken West Somerset Railway-based WR 4-6-0 No. 7822 *Foxcote Manor*. Its boiler ticket has been stopped due to complications with the failure of ex-BR welds in the copper firebox.

A statement from its owner, the Foxcote Manor Society, said: "The next boiler repair will be the most extensive the society has ever undertaken and is likely to include a complete new back end to the boiler, copper and steel. This should be manageable, with our reserves, volunteer labour, donations, and grants.

"Fortunately, we don't have much to do on the bottom end or fittings due to all the hard work we've put in each winter during the last ticket. *Foxcote* has done only 12,000 miles since we had it off it wheels at Tyseley in 2019 and mechanically is still running well. Other work we can defer for a year or two into the next ticket, such as new valve liners."

WSR plc chairman Jonathan Jones-Pratt said that *Foxcote Manore* could be out of action for three or four years while a full overhaul is carried out.

The society invites donations towards the repairs via www.foxcotemanorsociety.co.uk/memberships

East Lancashire helped by Network Rail volunteers

NETWORK Rail volunteers have undertaken essential track maintenance on the East Lancashire Railway.

On June 7, a team of eight staff switched from Network Rail's Square One office in Manchester to make repairs at the heritage line, spending a day replacing wooden sleepers and carrying out other trackwork near to Bury Bolton Street station.

The team normally concentrates on maintaining or replacing bridges other modern railway structures, not historic tracks.

They found in some cases the use of tools more than 100 years old were needed so the ELR's historic infrastructure could be maintained in keeping with traditional methods.

The volunteer team from Network Rail being given briefing from the East Lancashire Railway maintenance team. NR

Network Rail senior structures engineer Simon Bishop said: "While the trains still run on rails, the modern railway is very different to how things used to be. It's been really valuable to spend time with colleagues and the team at the ELR learning new skills and helping maintain its infrastructure so it can carry its passengers safely and reliably in future."

ELR head of operations Jeff Armstrong added: "It was a pleasure to see how enthusiastically the Network Rail team took to the heavy manual maintenance methods. They were a pleasure to work with.

"We all work to 21st century safety standards, so we can always learn from each other."

The day followed Network Rail and the ELR working in partnership last autumn to trial pioneering technology to treat 'leaves on the line'.

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Salute to the shunters set for Avon Valley's 1940s weekend

By Owen Hayward

TWO former War Department diesels from the 1940s will be reunited at the Avon Valley Railway as its annual 1940s weekend pays tribute to the shunting locomotives that kept so many yards running smoothly.

Taking on the title Salute To Shunters, the September 16/17 event will see Andrew Barclay 0-4-0DM No. WD70042 *Overlord* visit from the Historic Dockyard at Chatham, being reunited with the AVR's own No. WD70043 *Grumpy* for the first time in more than 70 years. Both *Grumpy* and *Overlord* were built in 1941 as part of a batch of 20 locomotives ordered by the WD from the Drewery Car Company, which sub-contracted the construction of 10 to Andrew Barclay at Kilmarnock Works.

They were initially allocated to the Longmoor Military Railway before being exported to France in September 1944, both transferred to Bayeux to begin with. No. 42 was then moved to Ghent a year later, while No. 43 went to the Detmold Military Railway, a 30-mile German branch requisitioned by the British Army for training the Royal Engineers, in 1945.

Andrew Barclay 0-4-0DM No. WD 70042 *Overlord* will be reunited with its classmate No. WD 70043 for the first time in more than 70 years when it visits the Avon Valley Railway this September. HISTORIC DOCKYARD CHATHAM

Colourful history

Returned to the UK in 1946 and 1947 respectively, they were stored until 1951 when they were shipped out to the Suez Canal area in the Middle East with four other locomotives, some of which were named after Snow White's dwarves upon arrival. No. 42 returned just a year later and went on to serve MOD bases around Britain, while No. 43 remained abroad until 1955 when it returned to the Bicester Military Railway workshops.

No. 43 was bought by the Bitton Railway Company in October 1993 after it was put up for disposal. Initially stored at the Long Marston MOD depot, it arrived on the AVR in 2001 and underwent restoration that saw vacuum braking fitted.

No. 42 was named *Overlord* in October 1992 as part of the 50th anniversary of the D-Day landings in France before acquisition by the Royal Engineers' Museum, which took it to the Chatham dockyard line and went on to restore the locomotive for use there. It is believed that the weekend will see it pull its first revenue-earning passenger trains for many years – if ever!

More visitors

The popular event will additionally see visiting Hunslet Austerity No. 7 *Wimblebury*, on loan from the Foxfield Railway, in service alongside Fry's Sentinel 0-4-0VBGT No. 7492 and Polish TKH49 0-6-0T No. 4015 *Karel* running to an intensive timetable. There will be double and triple-headed services scheduled to run, as well as both fitted and unfitted freight trains demonstrating some of the types of work that these machines were originally built for.

Additional attractions will include costumed reenactors playing parts such as Winston Churchill, with live performances from singer Jayne Darling. Several vintage vehicles will be on display.

Babbacombe funicular open again to passengers

THE Babbacombe Cliff Railway in Torquay reopened on Sunday, July 16 after being closed for 10 months following the death of an engineer.

Services on the funicular railway, which first opened in 1926 to link Babbacombe Downs with Oddicombe Beach, had been shut since the engineer, who was in his 70s, died from serious injuries in what was described as an industrial accident.

In October, the Health and Safety Executive served an improvement notice to the railway, highlighting safety and maintenance failures that were said to place lives at risk. The owner, registered charity Babbacombe Cliff Railway Community Interest Company, issued a statement saying that the tragedy did not result from any malfunction of the line. It then undertook at £250,000 refurbishment, which included the renewal of track switches, track bearers, sleepers and updating heritage components.

The company said that the prolonged closure of the railway was not due to the HSE notice but to delays to regular annual winter maintenance and planned works.

The final work and tests were carried out and signed off in the week before the reopening, for which new staff were recruited.

Left: The Babbacombe Cliff Railway reopened in time for the peak summer holiday season. BCR

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Relief for Levenshulme South after station building sold

MANCHESTER City Council has been confirmed as the buyer of the former station building at Levenshulme South, built in 1892 by the Manchester, Sheffield & Lincolnshire Railway on the Fallowfield loop.

Restored in 2017 and opened as a multi-purpose venue offering cycle hire, a bar, and urban garden and community hangout the following year, trading as Station South, the business was given notice in April that the then landlord, Railway Paths Ltd, was planning to put the building up for auction on the 26th of that month. Although Station South was covered by a five-year rent-free agreement and a 25-year lease period, protecting the investments made against potential rent hikes following its expiry, there were concerns about the building being taken on by a new owner.

The former station building has been turned into a café and cycle hire centre at the heart of its community. Following the site being listed for sale earlier this year, it is now owned by Manchester County Council which recognised its historic and local value. STATION SOUTH

The former trackbed is now the Fallowfield Loop cycle and footpath, with evidence of the long, bricked-off entrances to the platforms still visible. STATION SOUTH

In May the business was notified that a buyer had been found, but had to wait a further few weeks before it was revealed to be the council, which recognised the impact of Station South on the local area and the wider community of Greater Manchester. "We are very excited about this new partnership and grateful that our local council has recognised the importance of what we're doing here," a statement read.

"This is a huge vote of confidence in what we've achieved so far and the potential for the future, ensuring the investment that has been made will continue to benefit the community for many years to come."

'Forgotten' station for sale at £650K!

THE surviving remains of a country station that last saw passenger trains in 1959 is on the market with a guide price of £650,000.

Estate agent Savills is handling the sale of the site of Ryhall & Belmesthorpe station, the only intermediate station on the short Stamford & Essendine Railway, which was worked by the Great Northern Railway.

The station was situated to the immediate south of a level crossing at the west end of Main Street in the Rutland village of Belmesthorpe, near Stamford, with its goods yard situated to the north of the crossing.

It opened on November 1, 1856, and closed to passenger on June 15, 1959. The line continued to provide freight services until March 4, 1963.

The station's buildings have disappeared, apart from the platform, which is still intact. The trackbed is now covered by a lawn.

The site of Ryhall & Belmesthorpe station is on the market. ROBIN JONES

The 4.8-acre site is being marketed by the estate agent as having planning permission for a contemporary single-storey three-bedroom house with open-plan living.

New steam horizon for GCR's Michael

MICHAEL Stokes has left the Great Central Railway after 12 years as spokesman to become operations manager at East Midlands-based Stanton Collections Ltd, experts in the restoration and complete rebuilds of full-sized and miniature steam engines, steam road vehicles, vintage cars and tractors, based at a unit in Longford.

Michael said: "Having benefited from restoration work on my roller over the last few years by Matt, I had no hesitation in joining his team. I look forward to this new challenge."

One of the firm's latest contracts is the 10-year boiler overhaul of former Cadeby Light Railway Peckett 0-4-0ST No. 2012 of 1941 *Teddy* now based at the Battlefield Line.

All ran at Plym Valley transport weekend

Moved for the weekend to a position of prominent display was Barclay 0-4-0ST No. 2047 of 1937 No.705. The opportunity was taken to position a visiting steam roller from the Robey Trust of Tavistock, 1930 Robey Tri-Tandem roller No.45655, beside it. Also running were Barclay 0-4-0ST No. 2655 of 1941 *Albert*, Class 142 'Pacer' DMU No. 142023 and Sentinel 0-4-0DH No. 10077 of 1961. JAMES HAMILTON

The Plym Valley Railway held a special transport weekend over July 1/2, with all operational locomotives running. July 1 saw recently-arrived 1957-built Metropolitan Cammell Class 101 DMU, comprising Nos. DMBS 50222/DMCL 50338, used as coaching stock as there are yet no passed drivers. It was top-and-tailed by 1952-built Class 08 No.13002, a stalwart of the heritage line since it started running, and former Ministry of Defence Ruston Hornsby Class 07 0-6-0DH No. 429 of 1961 *River Annan*, primed and ready for a repaint (pictured). JAMES HAMILTON

A very brief return to 'main line' for *Pitchford Hall*!

By Owen Hayward

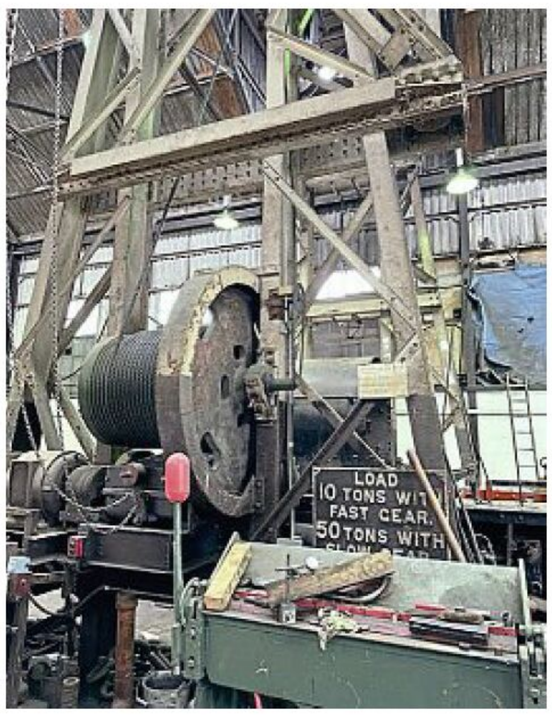
THERE will be a GWR Hall 4-6-0 back on main line metals come September – however, it will not be hauling tours.

Didcot Railway Centre confirmed that No. 4953 *Pitchford Hall* will be visiting from its home at the Epping Ongar Railway to headline its September 23/24 All In A Day's Work steam gala that will see at least four locomotives running and a line-up of large Western Region express locomotives outside its 1932 engine shed.

Halls were used all over the GWR and WR and their duties were diverse, including substituting for failed 'Castles' on expresses (and keeping to tight schedules), and heavy freight work and secondary passenger services. The impressive acceleration of these engines made them particularly suited to the duties that required frequent stops, where the smaller wheels gave greater adhesion and therefore reduced slipping when starting from standstill.

Once certified for main line running, operating tours between 2005 and 2009, *Pitchford Hall*'s visit to the landlocked museum will see it once again traverse rails of the national network when it is transferred to and from the unloading point – although it will not be in steam, with the move carried out by diesel assistance.

Over the weekend it will be reunited with GWR 4-6-0 No. 4079 *Pendennis Castle*, with which it recently operated for the EOR's Great Western Extravaganza gala, as reported last issue. Also planned to be in service is 0-4-0ST No. 1340 *Trojan*, which, built in 1897, is the oldest working GWR locomotive, and Hunslet 0-6-0T No. 2409 *King George*, a conversion from an 0-6-0ST.



Above: Didcot Railway Centre's 50-ton hoist will give demonstrations of how a bogey is removed and replaced beneath rolling stock over the gala weekend of September 23/24. DRC

Left: No. 4953 tackles the steep grade as it starts off from the stop board in Epping Forest during the Epping Ongar Railway's June steam gala. It will return to a Western Region setting with its September visit to Didcot. OWEN HAYWARD

EOR rolling stock manager Tony Goulding said: "The visit of *Pendennis Castle* to the EOR meant we had our best steam gala to date, so we are glad to show our thanks by reciprocating its lure with the visit of *Pitchford Hall* to Didcot. We look forward to seeing it in the company of many of GWR locomotives in an authentic shed."

In addition to passenger rides, goods workings will also operate and demonstrations will take place of both the traverser and 70ft turntable being used. Steam era coaling scenes can also be enjoyed, with wagons being propelled up the gradient into the restored Grade II-listed coaling stage as waiting locomotives beneath are 'topped up'.

A rare chance to see the centre's original 50-ton hoist in use will also be presented as the method of extracting and replacing a bogey is demonstrated; limited space is available for this due to restricted space and must be booked separately. Rides will also be available aboard the centre's Wickham trolley.

Many of the restoration workshops will be open for viewing, enabling progress of some of the projects that are being undertaken by volunteers to be witnessed first-hand, with the locomotive shed open as usual. A photographic line-up outside will see several 4-6-0 designs recreating scenes once commonly witnessed at the depot, with two Castles (Nos. 4079 and 5051 *Drysllwyn Castle*), three Halls (Nos. 4953, 5900 *Hinterton Hall* and 6998 *Burton Agnes Hall*), a King (No. 6023 *King Edward II*), and a Manor (No. 7808 *Cookham Manor*) on show.

Bid to honour GWR pioneer engineer Collett with Castle headstone

A £2500 FUNDRAISING campaign to provide a headstone for GWR Chief Mechanical Engineer Charles B Collett OBE – designer of the King, Castle and Hall 4-6-0s – on his unmarked grave has been launched by the Friends of Swindon Railway Museum, coinciding with the Castle class centenary year.

Extensive research by a Friends member found that Collett was lying in an anonymous plot in Wimbledon's Gap Road Cemetery, in which he is buried with two others.

By contrast, visits to the resting places of all the GWR CMEs, including Isambard Kingdom Brunel, Daniel Gooch, Joseph Armstrong, William Dean, George Jackson Churchward, Charles Collett and Frederick Hawksworth, showed that they all had a resting place commensurate with their achievements.

The Friends is calling on all GWR fans and supporters in this landmark year to support the campaign to raise the necessary funds to give Collett the lasting tribute his railway service deserves with a headstone.

The £2500 target will cover the associated cemetery, design, engraving and installation costs needed.

The campaign has already received a welcome boost by a Wimbledon stonemason, who has offered to donate the base headstone.

The proposed memorial will feature an inscription of a Castle locomotive and a reference to Collett, who died aged 80 on August 23, 1952, as the creator of the class, together with chronological details of his birth and death.

Bob Meanley, the former chief engineer at Tyseley Locomotive Works and a well-known authority on the Castle class, has already given his full backing to the appeal and believes that a memorial for Charles Benjamin Collett is long overdue.

GWR Chief Mechanical Enigger Charles B Collett OBE. FOSRM

➜ To donate to the appeal, visit the appeal's online page at www.gofundme.com/f/charles-collett-in-an-unmarked-grave

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Steam era trainspotter who aims to record a dying railway icon

By Geoff Courtney

MEMORIES of trainspotting in the days of steam come in various forms to those fortunate enough to have experienced the era first-hand. Some may remember with fondness standing at their local station watching locomotives come and go, eyeing the drivers with a mixture of admiration and visual pleas to be allowed on the footplate. For others, it was a case of solely writing down numbers in anticipation of new underlinings in the much-loved Ian Allan ABCs.

Some may have had the unadulterated joy of a nearby locomotive depot enticingly crying out to be 'bunked,' and others living near London would have had the incomparable delights of those cathedrals of steam, the former 'Big Four' termini.

Wartime trainspotter Roger Elsom was in the local station category, having acquired at the age of eight in 1943 his first ABC. It was to become a constant companion as he passed away many happy hours with his pals at Oldfield Park station in Bath, recording locomotives on trains between Wales and Portsmouth and London expresses to and from the West Country.

With passing time, his interest in trainspotting waned, as it did for so many, but he never completely lost the lure of the general railway scene. And thus it was that in the 1970s he became aware of one aspect that was changing significantly – the demise and disappearance of mechanical signalboxes all over the country.

Roger, who lives in Southampton and is retired from a 44-year career as a cartographer for the Ordnance Survey, takes up his story: "During the next few years, several excursions by car with my nephew and a couple of colleagues from work, all armed with cameras, saw us travel far and wide to capture on film as many of the signalboxes as we could before they were lost forever."

One such trip with colleagues Ian and Peter, for example, stretched over two days, 721 miles, and the documentation of 58 'boxes.

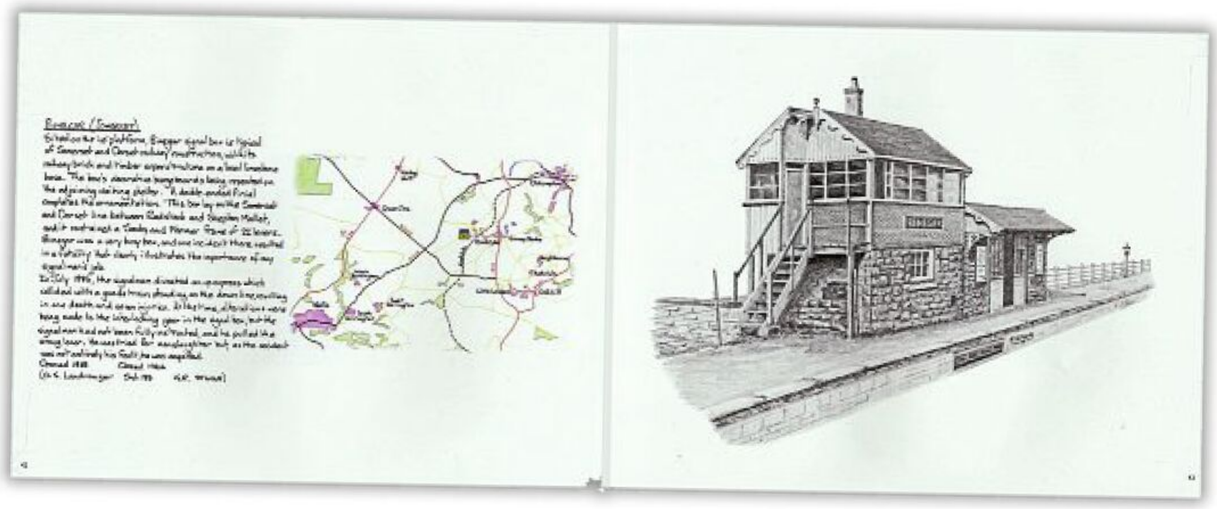
Natural talent

One of his few natural talents, says 88-year-old Roger modestly, is an ability to create reasonably accomplished images with a pencil, and this has led to Transport Treasury Publishing's latest release, Little Boxes, which is described as "one man's attempt to record the passing of an iconic institution, the wayside railway signalbox, a dying breed likely soon to be gone forever."

Roger's pictorial journey takes the reader from Cornwall, Devon, Somerset and Dorset to Derbyshire, Shropshire, Cumbria, South and North Yorkshire, Durham and Scotland, and from Wiltshire, West Sussex and Hampshire to Greater London, Cambridgeshire, Suffolk and Norfolk. Interspersed with the sketches of signalboxes are hand-drawn maps of each location, the boxes' histories, relevant historical quotations, anecdotes, poems, and the occasional photograph.

Roger writes as he ends what to him has plainly been a literary and artistic labour of love with the heartfelt words: "My own all too fleeting moments of time spent inside a signalbox have left me with emotive memories of the impact inflicted on the senses by the unique sights, sounds and smells associated with what went on inside them.

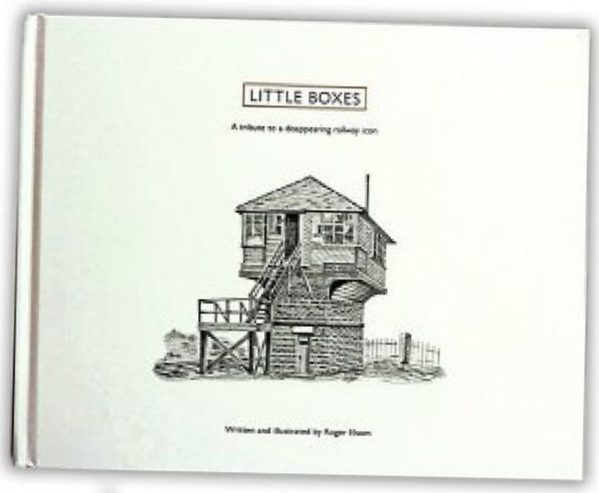
Boxing clever: Roger Elsom, the author and artist of a new publication on that disappearing railway icon, the signalbox, is in his element in front of Romsey signalbox in Hampshire. This former LSWR 'box on the Andover-Redbridge line was opened in 1873 and after closure in October 1982 was saved for preservation and moved a short distance to its current location. It is now a working museum, open to the public. MARGARET ELSOM



Somerset memories: The former Somerset & Dorset Joint Railway signalbox at Binegar is one of those featured in Roger Elsom's book Little Boxes. TRANSPORT TREASURY

"Sights of gleaming brass work, mirror-like lino-covered floors, highly polished instruments, and regimented rows of colour-coded levers; sounds of bells urgently tinging out their Morse-like messages, the distinctive clang of metal on metal as a lever is moved; a synthesis of smells, oil, floor polish, coffee, burning coals."

➜ **Little Boxes is published by Transport Treasury Publishing (in hardback, 112 pages, ISBN 978-1-91528-10-29). It costs £22.50 including postage and packaging. Cheques should be made payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ.**



Pictured at Bath Spa, WR Castle 4-6-0 No. 7037 was built in 1950 and named *Swindon* in November that year. FOSRM

Wharf rebuild wins grant aid

A CANAL wharf built to serve a Shropshire horse-drawn mineral tramway is to be restored thanks to a £14,600 grant.

The Shropshire Union Canal Society will use the Association for Industrial Archaeology's grant towards the cost of restoring the wharf on the Montgomeryshire Canal at Crickheath.

Its wide rubble limestone wall is being restored as it was originally built by navvies, with help from Dry Stone Walling Association experts.

The wall is topped with large copings of buff and yellow sandstone and gritstone that supported the tramway rails and wagons.

No. 5552 departs Leaky Finders in Devon to return to the Bodmin & Wenford Railway on July 6. LEAKY FINDERS

No sooner had the small prairie departed, Maunsell Q No. 30541 arrived from the Bluebell Railway to take its place. LEAKY FINDERS

Southern displaces Western at Leaky Finders workshops

By Owen Hayward

JULY 6 was a busy day for Devon-based overhaul contractor Leaky Finders Ltd, as one completed project departed to return home, only to be immediately replaced by another, all ready to begin.

Since its arrival at the works in June 2021, the Bodmin & Wenford Railway's GWR 2-6-2T No. 5552 has seen rapid progress on its overhaul, which initially started with the firm being contracted just to undertake work on the bottom end.

Amid much other work, this has included the removal of all horn blocks and repairs to cracks in these and the frames around the horn apertures.

A cracked section of frame at the front of the right-hand side has also been replaced.

Cylinders have been realigned, horn blocks ground square and all-new bushes fitted to coupling and connecting rods, with all pins and bushes in the valve gear being replaced or overhauled as required.

By last October, the firm had been further contracted to undertake the overhaul of the boiler, therefore facilitating a quicker return to service, which has seen new foundation ring rivets replacing the old and two new outer wrapper patches welded in to replace worn material. An out-of-frames steam test was passed on February 26, following which lagging and cladding was refitted and the exterior painted before the boiler was lowered back into the frames in May.

Following its return to Bodmin, the final steam tests were being carried out, followed by running in and commissioning, ahead of an expected return to service this summer, operating alongside its Pete Waterman-owned classmate and immediate numerical successor No. 5553, which is on loan for the 2023 season.

Q class arrives

With the small prairie despatched, arriving in its place was the front end of Maunsell Q 0-6-0 No. 30541 (SR No. 541) from the Bluebell Railway, which, as reported last issue, had been given the green light for priority overhaul. The work is being funded jointly by the Bluebell and owning group the Maunsell Locomotive Society. While no exact timescale is confirmed, it is hoped to see the Q completed in about 18 months.

Having undergone a valve and piston exam and some mechanical work in early 2022, the bottom end is in good condition, although new tyres on all wheels are known to be required. The tender has remained at Sheffield Park for overhaul there, which will additionally see the tank replaced.

Society chairman Ben Coughlan said: "The MLS is very pleased that agreement has been reached for the Bluebell Railway Trust to fund the overhaul of this popular and useful locomotive. No. 541 is a unique survivor of the Q class, Maunsell's essay in designing a simple-to-maintain, medium power, go-anywhere loco."

Trust chairman Vernon Blackburn added: "The trust is pleased to be able to support the overhaul of No. 541, which will help provide Bluebell with an economical, medium-sized loco in a short timescale."

It had previously been announced that the locomotive was intended to be turned out in SR livery for this year's centenary of the formation of the Big Four. While it was unconfirmed what would be applied for when it returns to service, a statement said that "was to be decided – most likely an SR livery."

➜ The trust and society are raising funds to help overhaul the locomotive. Online payments to the appeal can be made by clicking the donate button on the Bluebell's website and following the payment instructions, selecting 'Q Class 541 Overhaul' in the drop-down box.

Alternatively, cheques made payable to the Bluebell Railway Trust (and a Gift Aid Form if appropriate, downloaded from the Bluebell Railway website) can be sent to: Bluebell Railway Trust, Sheffield Park Station, near Uckfield TN22 3QL. Please add a note to say it is for the 541 overhaul appeal.

After arriving back at Bodmin Central on July 6, the two small prairies were positioned side by side. Both have Cornish connections, with No. 5552 allocated to Truro (83F) and 5553 St Blazey (83E). JIMMY JAMES/BWR

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Spare tender wheelsets bought from Bluebell for Toddington Standard 4 mogul's ongoing restoration

Toddington Standard Locomotive Ltd chairman Chris Irving (left) and engineering director Andrew Meredith inspect one of the tender wheelsets at the Bluebell Railway. TSLL

Work to clean up the wheelsets commenced following the tyres being turned to profile on a wheel lathe. TSLL

TODDINGTON Standard Locomotive Ltd, which owns and is restoring BR Standard 4 2-6-0 No. 76077, has purchased three wheelsets that will be utilised in the construction of a new BR2A tender for the locomotive.

During its time at Barry scrapyard, No. 76077 lost its tender to classmate No. 76017 (currently stored at Southall), which in turn saw its own (along with several others) sold to Duport's Briton Ferry steelworks to be converted into a steel billet carrier. Therefore, the need to construct a new one to replace this was evident, and there were many discussions with shareholders as to which design should be used.

A third of the company's directors favoured the larger BR1B type, which also drew support from a third of its shareholders largely on the grounds of economic benefit. This design was extensively used on the Southern Railway, and axles and boxes had already been sourced from a Class 40.

'Unexpected opportunity'

Another third had expressed preference for the BR2A, and the availability of the wheelsets for these came following the Bluebell Railway, concluding that it would be unlikely to ever need these; they were originally purchased from the steelworks as spares for BR Standard 4MT 4-6-0 No. 75027. Despite languishing outdoors for some 40 years, inspection revealed they are in generally good condition.

TSLL marketing director Ian Crowder said: "The discovery of these wheelsets was an unexpected but welcome opportunity and immediately made construction of a BR2A tender affordable. This is a magnificent result and it was enthusiastically embraced by our shareholders. We are extremely fortunate and grateful to have so many supporters keen to see No. 76077 returned to steam as soon as possible and I think the generous response for construction of a BR2A tender – the type that was attached to the engine from the beginning – really speaks for itself."

Engineering director Andrew Meredith added: "There remains plenty of wear on the tyres and we were still able to turn the axleboxes freely by hand, even though the distinctive Timken covers are missing, which allowed ingress of water. I suspect the bearings will need replacement, however.

"The agreement reached with the Bluebell Railway is of clear benefit to both organisations, and we collected the wheelsets in May. The tyres have since been reprofiled and delivered to Locomotive Maintenance Services in Loughborough, where the axleboxes are now being removed for overhaul. The wheels and axles are being shotblasted and painted ready for when they can be used in a new built BR2A tender."

'Positive contribution'

Bluebell Railway plc locomotive engineering director Paul Russell said: "I am delighted that these wheelsets, which we acquired many years ago and are now unlikely ever to need, have found a good home and that we have been able to make a positive contribution to the restoration of No. 76077. I look forward to seeing No. 76077 enter service. I hope that the locomotive will visit the Bluebell one day."

Construction of the tender is not expected to start until after the locomotive returns to service. Andrew said: "The engine will initially run with a hired-in tender and I'm keen that this should be a BR1B – this means that the shareholders who were in favour of the larger tender will at least see their engine with one for a couple of years or so."

When being cleaned up, stamp marks were discovered on the axles that indicate coming from a BR3 tender, with two numbered 1092 (the tender belonging to No. 78018), while a third bears 1091 (from No. 78017). Many centre axles were removed from tenders during their industrial use to enable them to navigate tight turns and could perhaps explain why wheelsets from two different tenders were acquired by the Bluebell.

➜ TSLL has launched an appeal to its shareholders and supporters to cover the cost of acquiring, transporting and refurbishing the wheelsets and had already passed 75% of the total. Spokes can be bought in full or halves at £350 and £175 respectively. To donate, visit standard76077.com

Sir Tim takes to PS *Waverley*'s helm

By Hugh Dougherty

SIR Tim Laurence, husband of the Princes Royal, has accepted an invitation from the Waverley Steam Navigation Company Limited, operator of former LNER vessel PS *Waverley*, to become its patron.

Princess Anne is already patron of the Friends of TS Queen Mary, the other surviving Clyde steamer, berthed just yards from PS *Waverley*'s Glasgow Science Centre base.

Retired Royal Navy officer Sir Tim, who, as reported in issue 306, earlier this year was appointed president of the Gloucestershire Warwickshire Railway Trust, met Waverley trustee and crew members on his recent visit to the ship.

He said: "I thoroughly enjoyed visiting *Waverley* and learning what it takes to keep her sailing. I am very pleased to be able to help in the vital task of keeping her sailing for many years to come as she truly is a sight to behold."

As an experienced yachtsman, Sir Tim knows the waters sailed by *Waverley* in the west of Scotland.

He has an active interest in maritime heritage and was chairman of English heritage from 2015 to 2022. He is also a member of the Great Western Advisory Board.

'Honoured'

The last seagoing passenger-carrying paddle steamer in the world, *Waverley* was built in 1946 and joined the LNER paddle steamer fleet the following June, working the LNER's Firth of Clyde steamer route from Craigendoran Pier, near Helensburgh, up Loch Long to Arrochar, carrying the railway company's red, white and black colour on its funnels. Nationalisation in 1948 brought the Scottish steamers into the Caledonian Steam Packet Company, a Railway Executive subsidiary.

Derek Peters, the chairman of Waverley Steam Navigation Company Ltd, said: "We are honoured that Sir Tim has agreed to become our patron. We look forward to working with him to strengthen our efforts to attract even greater support for *Waverley* to ensure her long-term future in operational preservation to her centenary year and beyond."

Sir Tim up on deck beside PS *Waverley*'s iconic funnels, which are painted in LNER colours. WAVERLEY STEAM NAVIGATION COMPANY LIMITED

‘New’ diesel pioneer is taking shape following its ‘Big Lift’

By Andrew Hoseason

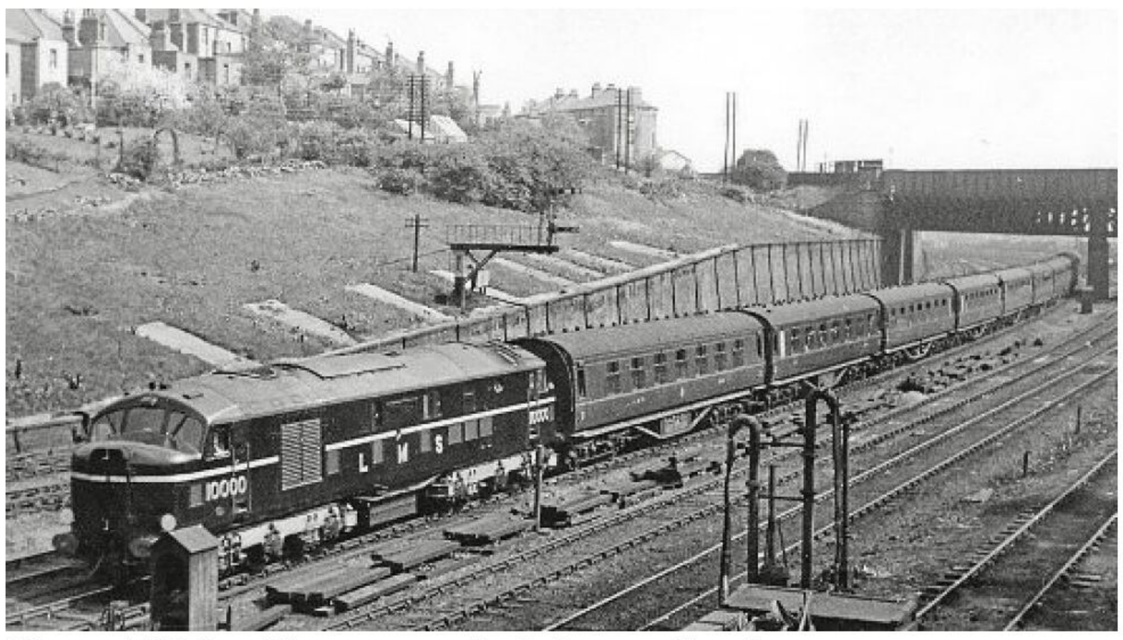
THE Ivatt Diesel Recreation Society is celebrating a year of progress in its ground-breaking aim to recreate the first main line diesel to haul passenger trains in the UK.

LMS Nos. 10000 and 10001, the ancestors of all current British main line diesel locomotives, were built between 1947 and 1948 at Derby Works using an English Electric 1600hp diesel engine generator and electrics. They became BR Class D16/1 and were used on former LMS lines, and in 1953 were transferred to the Southern Region for comparison with Bulleid’s Class 16/2 diesels.

Last allocated to Willesden, No. 10000 was withdrawn in 1963 and No. 10001 three years later, and both were scrapped in January 1968 – before the preservation movement had taken notice of historically-important diesels.

In 2011, the society was formed with the aim of producing a recreation of No.10000 and has since amassed several key components at its Centenary Works at the Ecclesbourne Valley Railway’s Wirkworth yard.

Last, the bodywork of donor Class 58 No. 58022 was stripped to its chassis, including the removal of fuel tanks and ancillary equipment.



Pioneer LMS diesel No. 10000 on the St Pancras-Manchester express near Cricklewood on April 24, 1948. BEN BROOKSBANK/CREATIVE COMMONS

The ‘Big Lift’ underway on April 11, 202. IDRS

There then followed a unique operation, nicknamed the ‘Big Lift’, using two giant cranes to lift the chassis off the bogies, which were then removed from site. The chassis was then turned upside down using the two cranes. The safety plan included a lack of open publicity in advance so the risk of injury to the public, should anything have gone wrong, was minimalised.

The chassis was inverted and placed on a Sturgeon wagon to provide an open and easy environment for volunteers to work on alterations required in order for the society’s ex-EM2 bogies to fit.

Over the last year, the chassis has been stripped on its underside – now the top surface. Since it was not designed to be walked on, a wooden walkway has been created over the various contours and holes. A safety wire and wooden safety fence has also been created around the exterior to avoid falls. The chassis has now been topped in a transparent tarpaulin and is ready for work to safely continue.

In February, the extensive design stress analysis of the chassis adaptations were completed and approved by an independent railway vehicle structural engineer. These adaptations will achieve the aesthetic appearance of the correct profile of No. 10000, allowing the society to build up the exact scope of works specifications and to seek further approval and appraisal for all tasks required.

Meanwhile, work continues on the bogie’s braking system and the electrical cubicle, which includes elements of classes 56 and 58 electrical systems.

The bogies

Work has been done mainly on bogie No. 139 (under the Netherlands Railways numbering system). All three traction motors have been removed and stored, ready for refurbishment. The condition of the ‘least good repair’ is not as bad as the society imagined, so that proved encouraging.

Years of dirt and oil have gradually been removed from the bogies. Parts have been copiously lubricated over several years in order to prepare them to be taken off the frame for assessment, refurbishment and painting. The society said that the Metropolitan Vickers-built bogies are very solid and long-lasting and, having weathered very well, their condition will positively impact the overall cost of the project.

In May, ultrasonic testing was carried out on all axles of the two bogies and all were found to be in good condition for heritage railway use.

Newly-acquired equipment

During this last year, GBRailfreight donated an alternator for use in the new No. 10000. It was from Class 69 conversion candidate Class 56 No. 56104 and came with the attached Ruston power unit, a design-descendant from the English Electric 16SVT in No. 10000, so the society has both available to compare. The society received a range of other equipment kindly donated free of charge from GBRF via ProgressRail, aiding the society in terms of time and money needed to complete the project.

One of these items was the electrical cubicle. The frame itself could not be used since it is the wrong shape for a class D16/1 body shape, but the Class 58 cubicle fits the bill, so that will be used instead, with a variety of parts from the two cubicles together with parts bought from DB Cargo some time ago. A team of electrical engineers is working on the evaluation and

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Testing the brake system on May 23. IDRS

The Class 158 cubicle in Centenary Works. IDRS

refurbishment of parts. Additional Class 56 parts were obtained during the last year from UK Rail and also from the Nottingham Transport Heritage Centre at Ruddington. Formerly part of the collection of parts associated with Class 56 No. 56097, they included additional alternators and a rectifier along with numerous smaller parts.

Agreement has been reached to acquire former EM2 parts from The Netherlands, including much-needed manganese liners and refurbished traction motors. However, it has proven difficult to identify and complete the correct customs arrangements in the post-Brexit world, but their eventual arrival at Wirksworth is awaited.

Progress at Centenary Works

Centenary Works has been enlarged during the last year, with two ISO containers and additional storage and workspace being provided. Outside the building, the cab from No. 58022 stands as a gate guardian for the EVR site. It is gradually being refurbished and the interior is being restored.

The society continues to rely on the financial support of its membership. In addition to attendance at other locations, whenever there is a special event at the EVR, it arranges an open day at Centenary Works; and in addition, ad hoc visitors are always welcome when volunteers are on site (typically Fridays, Saturdays, and Tuesdays).

Its volunteer workforce has grown over the last year and the society welcomes anyone interested to get actively involved. New members and volunteers are always welcome: email info@LMS10000.co.uk

Levelling Up grant for new Lincolnshire Coast station and interpretation centre

By Robin Jones

THE Lincolnshire Coast Light Railway has been awarded a £24,250 grant from the Government's Levelling Up UK Shared Prosperity Fund to build a station and interpretation centre at its southern terminus in the Skegness Water Leisure Park.

Matched funding of £8000 from leisure park owner Ellis Bros Ltd will provide a total of £32,250 for the project, which aims to boost the economy of Skegness and encourage more visitors to explore the coast's heritage.

Building will begin in September, with some of the work undertaken by volunteers from the LCLR Historic Vehicles Trust. The grant has been made by East Lindsey District Council, which is administering the UK Shared Prosperity and Rural Prosperity funding scheme in the locality.

Lincolnshire Coast Light Railway flagship Peckett 0-6-0ST No. 1008 of 12903 *Jurassic* sets off from South Loop, where the new station and interpretation centre will be built with the help of the grant. DAVE ENEFER/LCLR

World-first route

The 2ft gauge line was the first heritage railway in the world to be built by enthusiasts on a greenfield site when it opened its original route in Humberston, south of Cleethorpes, on August 27, 1960, as 'real' public transport linking the local bus terminus to the beach and the Fitties Holiday Camp. The Humberston line closed in 1985 and after a period in store at Burgh-le-Marsh, relocated to the leisure park in 1992 to be rebuilt by volunteers, reopening in 2009.

LCLR company secretary and Ellis Bros chief executive officer John Chappell said: "This is an exciting project for us to create a long-term future for the railway and to enhance the existing achievements of the volunteers' work.

"This contribution from the UK Shared Prosperity Fund will enable Skegness to escape from the widely held perception that the town is some sort of 'cultural vacuum'.

"Anything which does that by adding to the appeal of the heritage attractions of the Skegness district will benefit all of the town.

"Skegness, as we know it, was only brought about because of the railways; before they reached the area, Skegness was a fishing hamlet of just six houses. Everything we have is down to the railways, and the LCLR contributes towards that heritage."

LCLR Historic Vehicles Trust chairman Richard Shepherd said: "This grant will enable us to create a 'destination' at the end of our line and let people learn about its unique history and heritage – at the moment, trains terminate beside Skegness airfield but passengers cannot disembark. The locomotive uncouples at South Loop from the carriages, runs round them, and then reattaches, to return to Walls Lane station.

"The grant will mean we can build a platform, with access from the train for disabled passengers, and to place seating and an interpretation centre to tell the remarkable story of our line and its vintage locomotives, carriages and wagons and the role they played in the transport of goods and people in remote areas of Lincolnshire and beyond.

Benefits to all

"We also have some Victorian railings and posts from the Great Northern Railway's North Thoresby station – similar to those already on our Walls Lane station, which were salvaged from our original Humberston site and which we are refurbishing for use in the project.

"It's an exciting prospect that will make the railway more attractive to visitors and so benefit the economy of the whole district."

➜ The LCLR has not increased fares for its 2023 operating season, aware of the cost-of-living pressures on its principal customers, including families enjoying traditional seaside holidays, as well as increasing numbers of people from around the UK taking 'staycations' to explore the county for the first time.

Littlehampton celebrates 75th anniversary

THE Littlehampton Miniature Railway marked 75 years of running at its June 24/25 gala, welcoming two visitors from other lines that share its unusual track gauge.

The 12¼in gauge is rare in the UK, with only a handful of lines using it, of which the LMR is the oldest. Opened on the Whitsun weekend of May 15-17, 1948, the decision to build the line to this gauge was based on its increased stability.

To mark the anniversary, the LMR Association, which has run the line since 2016, arranged a two-day gala that brought in oil-fired 2-4-0ST+T No. 6 *Mad Bess* from the Ruislip Lido Railway and Exmoor Steam Railway-built 0-6-2T+T *Rosemary* from the Exbury Gardens Railway.

At the end of the June 25 gala, a line-up of the participating locos was staged at Mewsbrook Park depot. From left to right are: *Mad Bess* (from the Ruislip Lido Railway), *Rosemary* (from Exbury Gardens) and the home fleet locomotive *Christopher*. Behind the steam locomotives is 4WDH *Phillipa*. PHIL BARNES

The pair were in service alongside resident 2-6-2T *Christopher,* with trains departing at half-hourly intervals from both Mewsbrook Park and Norfolk Road stations. With no uplift on fares, services were exceedingly popular, with some trains over-subscribed for passengers.

Globetrotting great grandson sees *Jenny Lind* model made by ancestor

By Robin Jones

Australian Rod Wilson examines the scale model of *Jenny Lind* built by his great grandfather in Leeds in about 1849. LIM

A 174-year-old model of pioneer LBSCR 2-2-2 *Jenny Lind* has been united with the Australian great grandson of the Leeds train driver who crafted it.

The detailed model, made in about 1849 by Charles Wilson, has been part of the collection of model locomotives at Leeds Industrial Museum since at least the 1970s.

Charles's great grandson, Rod Wilson, made the 10,000-mile journey from his home in Caboolture, near Brisbane, to the Armley Mills museum to see his ancestor's handiwork in person for the very first time.

Once a fully-working model, it features a tiny coal-fired boiler that still has remnants of the real coal inside which powered it decades ago.

The full-sized *Jenny Lind* was the first of a class of 10 locomotives built in 1847 for the LBSCR by EB Wilson & Co of Leeds. It was named after the famous Swedish opera soprano of the period, also known as The Swedish Nightingale. The basic design proved to be so successful that the manufacturers adopted it for use on other railways and it became the first mass-produced locomotive type, widely copied during the late 1840s and 1850s, and into the 1860s.

Rod's long trip followed a chance discovery online during some family history research, when he spotted a photograph of the model in a blog written by the museum's industrial history curator, John McGoldrick.

'Emotional' moment

Rod realised the model closely matched a similar one in a photograph handed down through generations of his family, showing a smartly-dressed Charles and his two sons riding it along a set of miniature tracks at the Bendigo Easter Fair in 1895.

After getting in touch with the museum, Rod and his wife Rayda made the globe-trotting journey to Leeds and viewed the model in all its well-preserved glory.

Rod said: "It's actually very emotional seeing it for the first time – this is a part of my family's history. My aunt originally told me about Charles and showed me the photo of him and his sons, and it was only when I started researching his life that I realised what a fascinating person he was.

"There's still a lot about Charles that we don't know, but from the detail in the model and the craftsmanship that's gone into it, it's clear he was a very skilled and talented engineer.

"That he was able to pretty much step off the boat and make a new, successful life for himself and his family in Australia also says a lot about him. It's just amazing to see the model in person and to connect with him in this way after all these years."

Records show that in 1849, Charles had been living with his young family in a small terraced house in Holbeck. In addition to driving trains for the Leeds & Thirsk Railway, he completed an engineering apprenticeship and was an enthusiastic model maker, recreating in astonishing detail the train he drove each day.

A life in steam

His model was of such a high standard that it was selected to appear at the prestigious 1851 Great Exhibition of the Works of all Nations at the Crystal Palace.

Emigrating from the UK to Melbourne, Australia, in 1852, Charles turned his engineering skills to good use and immediately took charge of the Melbourne's steam-powered waterworks.

By 1855, he was running a steamboat on the Yarra River, before heading to the Victorian gold fields in about 1858 and building his first steam-powered quartz crushing mill.

He built 16 steam-powered quartz crushing mills, extracting gold for other mining leases as well as his own leases.

His success also allowed him to resume making models, with one exhibited in the Melbourne Exhibition of 1855, for which he was awarded a bronze medal. His models could even run on circular tracks and carry passengers.

After retiring, he moved to Ballarat, the centre of gold mining in Victoria, where he died in 1899.

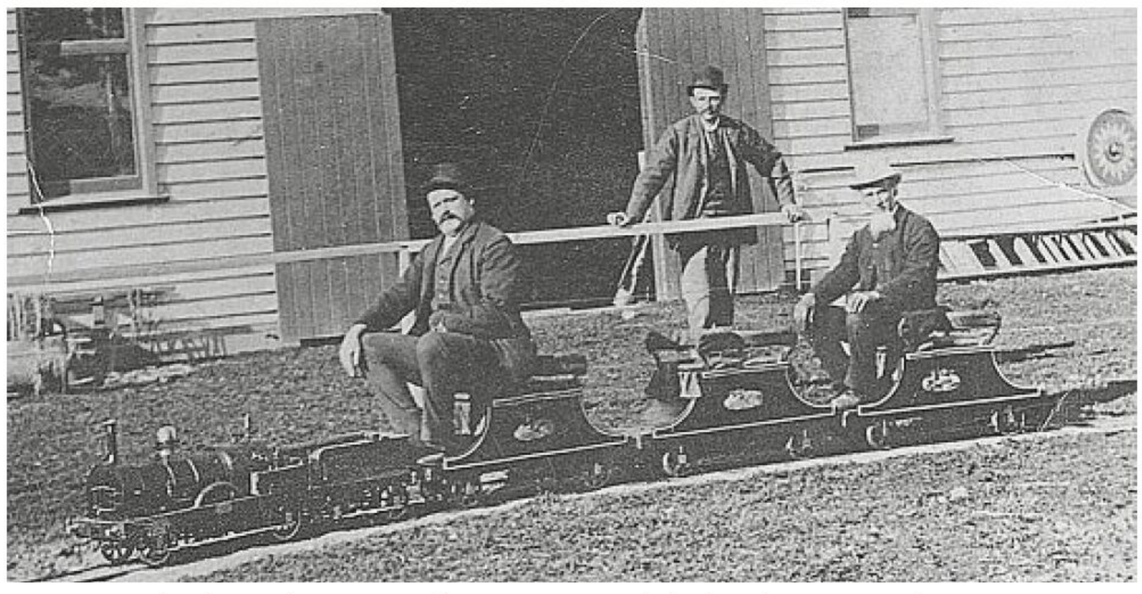
John McGoldrick said: "Models like the *Jenny Lind* are invaluable to our understanding of early locomotives and the important role Leeds played in the evolution of the railway industry.

"Getting this kind of unique background detail about the people whose time and ingenuity went into these remarkable models fills in some huge gaps in our knowledge and adds more depth and context to the collection. We are hugely grateful to Rod for his help and it's been wonderful to welcome him to the museum and to add a new chapter to the story of the *Jenny Lind*."

Coun Jonathan Pryor, Leeds City Council's executive member of economy, culture and education, added: "The collection at Leeds Industrial Museum charts in incredible detail the journey Leeds has been on and the industries which have shaped the city we know today.

"That we are still finding new facets to this story demonstrates how rich and varied our local heritage is and how Leeds has influenced the lives of people around the world."

Leeds train driver and model maker Charles Wilson in the 1850s. LIM



Engineer Charles Wilson treats his sons to a ride behind *Jenny Lind*. LIM

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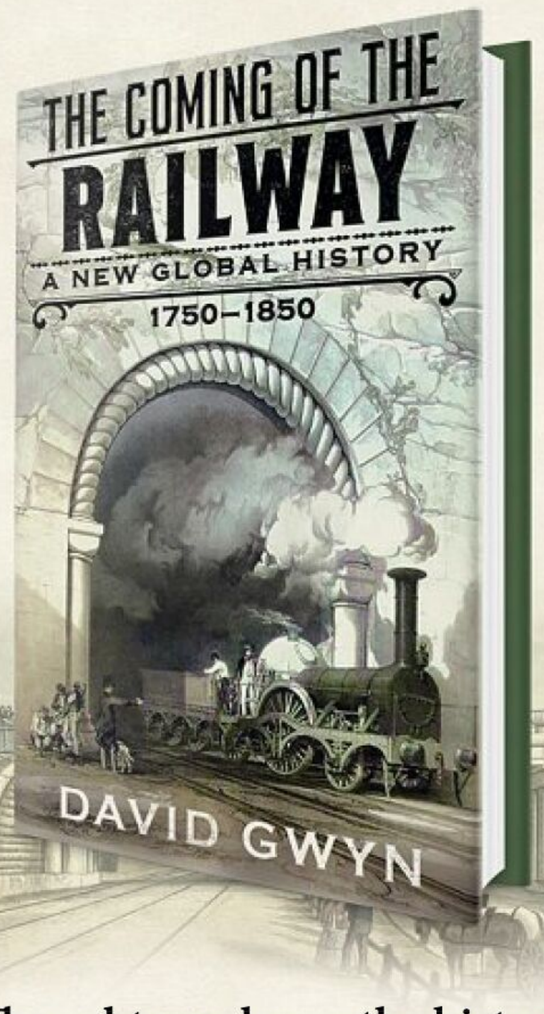

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CELEBRATING MANX TRANSPORT HISTORY

This year marks both the 150th anniversary of the opening of the Isle of Man steam railway and the 130th of the Manx Electric Railway. A week-long transport festival was carefully planned not just to celebrate these, but also all of the island's transport offerings. **Owen Hayward** visited the Isle for the occasion, with a focus on the steam railway in the first of this two-part feature.

The railway networks on the Isle of Man could perhaps be viewed as an oddity by some, for they rely entirely on heritage rolling stock to deliver an advertised commuter service – something mainland Britain has long since done away with. On the Southern half of the island, running for 15½ miles between Douglas and Port Erin, the steam trains continue to weave their way through the countryside and towns as they have done so for the last century and a half.

The island before steam was a community of farmers and crofters. Rich mineral deposits led to large mines being established that provided huge quantities of lead and zinc to the industrial north of England, with the mines at Laxey initially using hydropower. The first instances of steam power on the island were recorded at these mines, which led to its recognition among the islanders.

It also became apparent that a form of 'mass transit' was required in order to transport tourists to through the beautiful landscape and to the various attractions, which at that point was done either by horse-drawn cart or on foot. The first mutterings of a railway date back as far as 1860 and appeared to be based on connecting Douglas to the west city of Peel, 12 miles away. Alhough proposals came and went, it wasn't until 1870 that a meeting took place for all concerned parties, and the outcome of this was to link up the two towns as previously mooted but also Ramsey and Castletown. Extension to Port Erin was as added option as the planned construction of deep-water docks there promised a ferry service to Holyhead.

Following this meeting, the Isle of Man Railway Company was formally established with a capital of £200,000.

Gauging choices

Interestingly, the railway is built to 3ft gauge; standard gauge was ruled out early as it was felt unsuitable for the island. During a visit to inspect the Festiniog Railway, chief engineer Henry Vignoles met that railway's engineer Robert Fairlie, who was an advocate for the 3ft gauge, and so that was chosen to be used for the island's new network, which theefore became dubbed Manx Standard Gauge.

On July 1, Beyer Peacock 2-4-0Ts Nos. 11 and 13 are festooned with flags and headboards to mark the 150th anniversary to the day of the original opening of the line from Douglas to Peel. ANDREW DENNISON

More than 100 years since it was last seen there, for the first two days of the July Transport Festival, No. 4 *Caledonia* was on display at the site of the former internment camp at Knockaloe, which housed up to 25000 internees and guards at any one time.

The new plaque sits below that which denotes Douglas station as a heritage transport site.

A semi-official first train in April 1873 carried the Duke of Sutherland, who was on his way home after opening the Dundalk Railway in Ireland; with construction still not finished, sections of the Port Erin line were lifted and relayed along the route to Peel to allow the train to complete the run.

When opening day came on July 1 that year, local businesses were closed for what was a day of national celebration, the Duke of Sutherland returning for the occasion. The outward journey was completed in 47 minutes but the return took nearly 20 minutes off that with speeds in the region of 25mph – earlier test trains had recorded only 20mph. Public services commenced the next day.

The Port Erin section opened on August 1 the following year, but the docks it was built to serve were short-lived, being destroyed by heavy seas a few years later.

The Manx Northern Railway also constructed the line from St John's (on the Peel route) to Ramsey on 1878/79, with services operated by the IOMR until November 1880 when the MNR took over the responsibility, with running rights to Douglas over IOMR lines, resulting in services to there starting from 1881. An additional short route was constructed to Foxdale in 1885 to serve the lead mines there. The MNR was not an independent company for long, becoming part of the IOMRC when that took over operation of the entire system of nearly 47 miles of track in 1905.

Over the ensuing years, the railway ferried thousands upon thousands of tourists and locals. However, as was to be expected, holidaying on the island took a sharp decline during the wartime periods, and although a brief reprise was enjoyed between the two times of conflict, the company struggled nonetheless without its primary source of income. The company formed a bus subsidiary (Isle of Man Road Services) in the 1920s, which bought out competition and helped the railway remain profitable into the early 1960s. As well as having the monopoly on transport services, it resulted in a joint ticket covering both these services that proved to be an immediate success. However, passenger numbers from tourism was on the decline and a report in 1949 recommended the closure of the Ramsey Line (which was losing money).

The same was suggested for the route to Peel, which had just been breaking even at that point, but both routes were kept open in spite of this.

By contrast, the Port Erin line was making profit and was thus kept open, but services were adjusted for economies during the 1950s and 1960s. Ultimately, the rail system was closed after the 1965 season. A supporters' association was formed to assist with the infrastructure work and the railway did enjoy a brief revival when the Marquess of Ailsa obtained a 21-year lease (with a five-year option) and reopened the three routes in 1967. Operating solely as a tourist venture, it was still not viable, the last services to Peel and Ramsey running in 1968. The line beyond Castletown (which had been closed while a gas main was laid beneath it) reopened in 1969 and Lord Ailsa rebranded the railway as the Isle of Man Victorian Steam Railway in an effort to attract more custom. Despite this, he took the five-year option and 1971 was his last year in charge.

Services were able to continue owing to the railway company taking charge once more, with financial support from the tourist board, until 1974. The Peel and Ramsey routes were lifted in 1975. The saving grace came in 1978 when it, along with the Manx Electric Railway, was nationalised, falling under the rebrand of Isle of Man Railways (later IOM Transport). Unlike mainland Britain, the

To mark the occasion of the anniversary, a commemorative plaque was unveiled at Douglas station by Sir John Lorimer, Governor of the Isle of Man. IOMSRSA

The Knockaloe visitor centre houses a model set-up showing the scale of the internment camp. The white dashes mark the former route of the railway line that delivered supplies with the train running up to 18 times a day between there and the quay at Peel.

No. 11 *Maitland* starts off from Douglas on July 23 with the first steam service of the transport festival week.

Another locomotive returning to a long-lost route was No. 8 *Fenella*, which was displayed at Peel on July 23.

The stone water tower, section of platform and carriage body remain as permanent monuments to the railway that no longer serves the town of Peel. They are maintained by the Manx Transport Heritage Museum.

During the evening of July 24, No. 4 *Loch* was required to make an evening trip to Port Erin to retrieve out-of-service No. 6 *Peveril* and rolling stock for events at Douglas later in the week. The unusual consist is seen heading along the coast during the Douglas-bound working.

heritage rolling stock continues to see use to this day. There were, of course, changes made in the years following nationalisation; Douglas station, for example, was once substantially larger than today, with more platforms, sidings and canopies. The station house at Port Soderick was also sold into private ownership.

A series of derailments over ensuing years also occurred, but when the electric railway celebrated its centenary in 1993, interest and new management resulted in a resurgence of interest that brought about it much-needed investment, the railway continuing to flourish to this day.

Sesquicentennial day

July 1, 2023, celebrated the 150th anniversary of the railway's opening day, a testament to all the trials and tribulations experienced since then. The event commenced with the unveiling of a plaque at Douglas station, the ceremony performed by His Excellency Lieutenant General Sir John Lorimer, Governor of the Isle of Man. Members of Ramsey Philatelic Services also joined the train to deliver 150th anniversary commemorative covers to Port Erin.

Following the unveiling, the railway's four operational locomotives lined up at Douglas station, each suitably festooned with flags, headboards and shields. Then, the special train departed double-headed for Port Erin, where a Victorian fayre was hosted in the station grounds.

Fast-forward to July 23 and the start of the Summer Transport Festival, which encompassed all of the island's transport but

July 25 was a day of double-headers and banked trains. The first departure from Douglas was headed by Nos. 13 and 3, seen at Keristal.

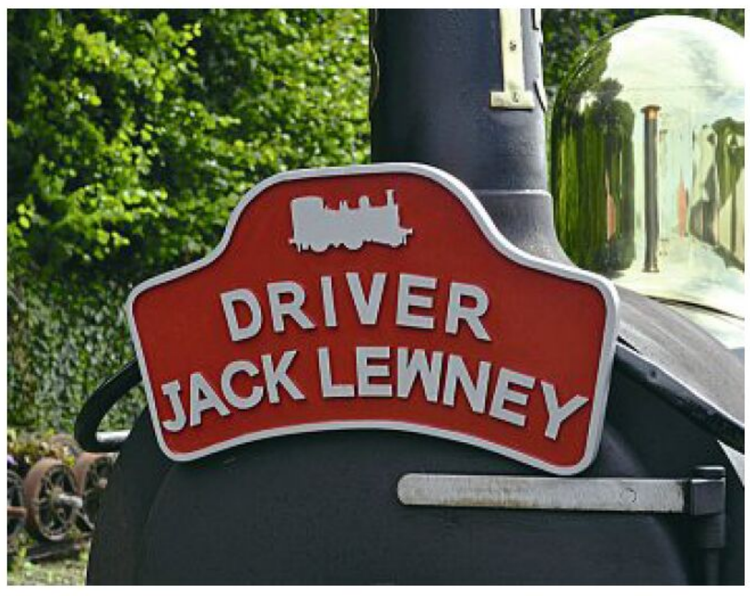
which this year gave particular prominence to the steam and electric railways for their respective anniversaries.

For the occasion, two of the IOMSR locomotives returned to long-lost lines. One of the fleet of Beyer Peackcock 2-4-0 tank engines, No. 8 *Fenella,* was displayed on a lorry trailer at Peel, carefully parked on the route of the former trackbed. While much of the railway's presence here has gone, several buildings have been encompassed during other works. A small part of this route does remain instantly recognisable – namely a sandstone platform, stone water tower and a panel of track, which are maintained by the Manx Transport Heritage Museum on the opposite side of the road. The museum has also restored and maintained the body of an original second class brake coach No. C1.

Nos. 11 and 13 arrive at Port Soderick station with a double-headed working to Port Erin. The headboard was in memory of former driver Jack Petri, who was also responsible for floral displays during his time as stationmaster at Ballasalla.

Above: The first day of the festival concluded with a line-up of five of the railway's fleet of Beyer Peacocks at Port Erin station. From left to right are Nos. 4, 8, 6, 11 and 13, while on the platform is a Fowler 1921-built Highway Board road roller.

Below: It is a tradition at the transport festival for the steam locomotives to wear headboards paying tribute to former drivers, such Jack Lewney, who drove out of Peel for many years.



It is not the first time a locomotive has been displayed at Peel, but one such display in total contrast was of Manx Northern Railway Dubs & Co Ltd 0-6-0T No. 5 (IOMR No. 15) *Caledonia* at the former Knockaloe internment camp.

The camp was set up following the introduction by the British Government of the Aliens Restrictions Act on August 5, 1914, to control the movement of 'enemy aliens'. At its peak, the camp held 23,000 internees and 2000 guards; the island's resident population at the time was in the region of 45,000. A three-mile circumference, with such vast numbers to look after, a line from Peel to the camp was constructed to deliver supplies.

Caledonia, the only locomotive of its type built by Dubs and additionally the only locomotive on the line to have been provided by the Scottish firm, was built for slow goods working. A strong and capable tank engine, it was deemed to be the only one that could handle the steep grades from the quayside at Peel up to the camp. It is reckoned that it was making anywhere up to 18 trips a day working this duty before the camp closed in 1920.

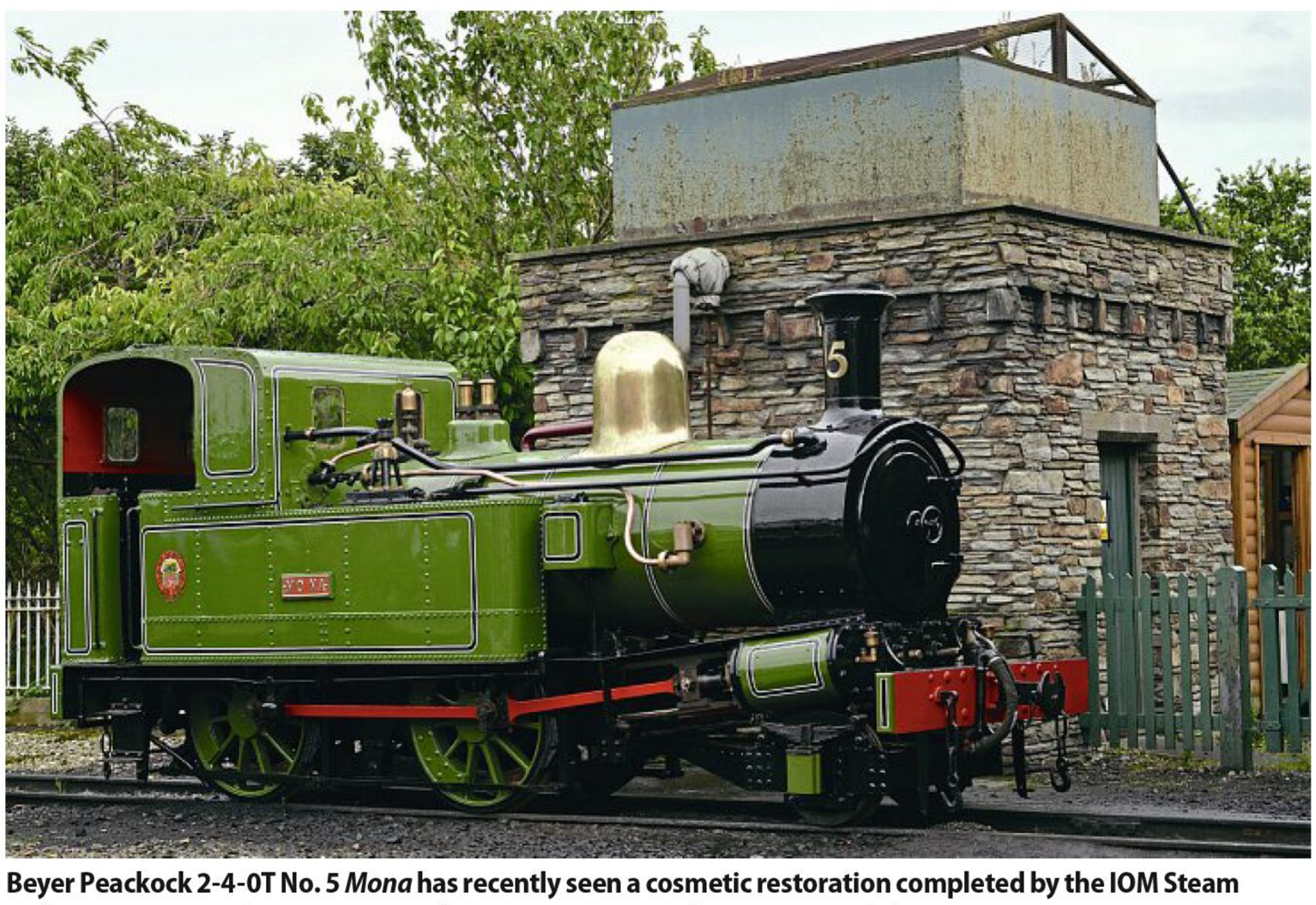
The track has long been lifted but the drive up the hill follows the route and it was on this that *Caledonia* was parked for display over two days.

The Knockaloe visitor centre was open with a full history and artefacts relating to the camp, retelling the story of this chapter of wartime and railway history.

July 23 concluded with a line-up of five Beyer Peacocks at Port Erin station; having returned to Douglas during the afternoon, No. 8 was towed by No. 4 *Loch* as part of a special service train to convey photographers for the occasion. There the pair were joined by the operational No. 13 *Kissack*, along with Nos. 5 *Mona* and 6 *Peveril*, both of which are out of service; a cosmetic restoration of *Mona* was completed just a few weeks beforehand, the work having been carried out by the supporter's association, which has now turned its attention on completing similar for No. 9 *Douglas*, the plan being to periodically rotate those displayed in the railway museum at Port Erin station.

Tours of the Douglas running shed gave an insight into how things are kept running, but also a view of some aspects of heritage many may have forgotten. The stationary engine pictured would drive the shaft above that ran the whole length of the workshops and could be used to operate multiple machines during a time when they could not be powered individually.

Above and below: In the 1960s, the railway bought two railcars from County Donegal in Ireland. These presently reside tucked away within the Douglas sheds, a restoration attempt having been aborted after it ran over budget. There are, however, many who have a strong desire to see them run again.



Beyer Peackock 2-4-0T No. 5 *Mona* has recently seen a cosmetic restoration completed by the IOM Steam Railway Supporters' Association. Built in 1874, it remained in service until the 1970 operating season.

Quirks of the fleet

Interestingly, of the 15 2-4-0Ts built, only two have been 'lost'. No. 2 *Derby* was scrapped, although many parts were retained for spares. The frames of No. 7 *Tynwald* survive under private ownership and away from the island. The only other example off-island is No. 3 *Pender*, which is at the Museum of Science and Industry in Manchester but has been sectioned to display the inner workings of a steam locomotive.

The steam railway itself took a backseat to the celebrations on July 24 while a bus tour visited some of the lost routes; much of the Peel to Douglas line, in particular, has become a footpath.

Celebrations continued over the following days, with tours of Douglas running shed giving a glimpse of the 'behind the scenes' activities. There is much history to be found in the workshops alone, with a stationary engine remaining that would drive a shaft the length of the building, off which all the various machinery could be (and much still is) powered by way of a belt engaged accordingly – an example of engineering from a time when it was not possible or practical to have a power source for every individual appliance.

There are several items of stock squirrelled away within, either stored or at various stages of restoration. Perhaps the most curious are two County Donegal railcars. Allocated fleet Nos. 19 and 20, these were bought at auction in September 1961 and were extensively used on winter services over the Peel line.

They lasted in service until the 1990s, by which time they were relegated to departmental duties owing to years of neglect, resulting in deterioration of the bodywork. Withdrawn in 1998 and initially put into storage, rebuilds began in 1999.

However, this work went drastically over budget and work was halted; since then, both railcars have remained in a state of partial completion, patiently waiting for the day when the right management and funding facilitate work recommencing.

July 25 saw an annual tradition for the festival upheld, with headboards worn on the service trains recognising drivers from the railway's past. On this occasion, the pair remembered were Jack Lewney, who worked out of Peel on No. 6 *Peveril* for many years, and Jack Petri, who drove throughout the Government years and later worked as a stationmaster at Ballasalla. Petri is particularly remembered for his beautiful floral displays at the station during his time there.

Trains on that day ran in double-headed and banked formations, with Nos. 4, 11 (*Maitland*) and 13 in charge of services. An evening photographic train planned to use *Caledonia* with some goods vehicles, and Foxdale brake coach No. F39 was quickly altered to run with No. 4 after a pair of broken springs was found on the former.

The freight train was also in service on July 28, presenting a rare opportunity to ride aboard a pair of Brown Marshalls & Co Ltd carriages that formed part of the consist, as well as the recently restored closed van.

The event closed on July 30 with a line-up of locomotives at Douglas station, along with several items of the historic rolling stock collection. Elsewhere on the network were parallel tram runs, cavalcades and more, which involved the Manx Electric Railway; in the second part of this feature next issue, we will look at that line as it celebrates its own 130th anniversary since opening.

Government survey

Sadly, much like many other areas controlled by any government, the budget for all of the island's railways is under strict scrutiny, with the steam railway's budget slashed by more than half.

A survey has been launched as part of a review of the island's heritage lines, which will be presented to the IOM Government. The eventual outcome of this will be changes to how the services are operated, but it is undeniable that many people travel to the island just to visit these railways, which has a positive effect on the economy. Previous finding showed that they cost £4.87-million to operate but had a direct revenue of £1.66-million. In addition to asking how often the railways are used and alternative methods of travel should heritage transport not be available, it also asks why people think they are important. To ensure the best outcomes for all those who risk being affected, people are encouraged to fill in the survey before it closes on August 13 – it can take as little as a minute to do so. Visit consult.gov.im/infrastructure/iomhr-review-and-assessment/consultation/intro HR

An evening mixed train on July 26 saw No. 4 *Loch* substitute for the advertised *Caledonia* after the latter was found to have a pair of broken springs. Having reformed the train for the trip back to Douglas, *Loch* prepares to run round the train at Sandford.

HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

Glorious evening sun shines over LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* as it passes alongside the Lancaster Canal and a Highways Agency grit silo at Barnacre while working the return portion of West Coast Railways' 'Pendle Dalesman' tour between Lancaster and Carlisle on July 11 . KARL HEATH

Surprise birthplace visit, turning at Aberdeen and floral honour for *Flying Scotsman*

By Tim Hobman and Robin Jones

BETWEEN Friday, June 30 and Tuesday, July 4, A3 Pacific No. 60103 *Flying Scotsman* hauled 'The Flying Scotsman Centenary Weekender' for the Railway Touring Company.

This tour saw the world's most famous locomotive head north from King's Cross on the first day for York, where guests spent the night. However, on the outward journey, the train made a surprise visit to the locomotive's birthplace of Doncaster.

Organised by LNER and Doncaster Council in conjunction with the National Railway Museum, No. 60103 was received by dignitaries and invited guests as part of celebrations to mark *Scotsman*'s centenary year.

The Mayor of Doncaster, Coun Ros Jones, said: "I am delighted to welcome *Flying Scotsman* home to its birthplace here in Doncaster. We are incredibly proud of our rail heritage and we will always be associated with this iconic locomotive."

Another chance

The visit sparked some criticism from local residents as it was not advertised beforehand due to safety fears regarding potential trespass, and so they missed out. However, Coun Jones said: "We are looking forward to another visit later this year, where *Flying Scotsman* will be here in Doncaster once again and members of the public will have the chance to see the locomotive up close."

> "The celebrations of *Flying Scotsman's* centenary are going incredibly well..."

After a brief stop in Platform 4, in the shadow of 'The Plant' where the locomotive was built 100 years earlier, the tour continued to York.

The tour's second day brought the A3 to Edinburgh from where, after a day's rest, the journey continued across the Forth Bridge to Aberdeen, where the A3 turned for the first time on the restored Ferryhill turntable.

As reported in issue 306, the A3 made history on April 30 by becoming the first steam locomotive to use the 65ft turntable at St Blazey depot following its refurbishment, reopening the door for steam tours into Cornwall.

In 2008, the Ferryhill Railway Heritage Trust became a charity with the aim of restoring the turntable and adjacent depot to promote Aberdeen as a destination for steam railtours. About 600 tickets were sold to the public to gain entrance to the site to see the A3 turned by hand. Without the turntable, the A3 would have had to continue onwards to Inverness to turn at the triangular junction there.

After a few hours in the city, the tour then returned to Edinburgh.

Floral timepiece

Also that day, the 2023 design of Edinburgh's Floral Clock – the oldest in the world – was unveiled to celebrate the centenary year.

Three city council gardeners took a month to plant more than 50,000 flowers and plants at the landmark in West Princes Street Gardens.

The city's Lord Provost, Robert Aldridge, was joined by the gardeners to welcome the A3 at Edinburgh Waverley before the unveiling. He said: "Each year the iconic clock marks special occasions and events. This year it is a unique tribute coinciding with celebrations

***Flying Scotsman* heads north past Hilton Bay at Lamberton on July 1, its white cab roof painted for its Royal Train trip to Pickering on June 12, as highlighted last issue.** DAVE COLLIER

taking place around the country to celebrate 100 years of *Flying Scotsman*.

NRM assistant director and head curator Andrew McLean said: "I first saw the clock when I was a boy and my grandfather was involved in helping maintain it as part of his job as the clerk of works for the City of Edinburgh Council from the late 1940s until the early 1980s. It is an important part of Edinburgh's history and was always a source of great pride, so bringing the clock and *Flying Scotsman* together is a great joy for me."

The Floral Clock was first created in 1903 by Edinburgh parks superintendent John McHattie. Until 1972 the clock was operated mechanically and had to be wound daily. The clock will continue to bloom until October.

Special thanks

The final day of the tour saw the A3 leave Edinburgh and head to York, where the locomotive was uncoupled for servicing, having clocked up nearly 900 miles over the five days. A diesel then took the train back to King's Cross.

NRM's head of licensing and commercial partnerships, Amy Harbour, said: "The celebrations of *Flying Scotsman*'s centenary are going incredibly well.

"This is all thanks to all of our partners, especially Riley & Son (E), which finished the overhaul of the locomotive in time for the centenary announcement in October 2022 and has supported centenary events; and RTC, which has organised an incredible set of excursions for *Flying Scotsman* that has seen the locomotive travel from the south west of England to the north east of Scotland, with a trip to Wales too."

The A3 will return to Scotland with several RTC tours this autumn, hauling 'The Highland Express' from Edinburgh Waverley via Perth to Inverness on October 7, and the next day will head a series of morning, afternoon and evening 'Fife Circular' tours from Edinburgh Waverley. On October 10, 'The Aberdeen Flyer' will run from Edinburgh to the Granite City.

Above: *Flying Scotsman* on the Forth Bridge on July 3. STEVE MORGAN/ SCIENCE MUSEUM GROUP

Below: Edinburgh's landmark Floral Clock celebrates *Flying Scotsman's* centenary year. STEVE MORGAN/ SCIENCE MUSEUM GROUP

***Flying Scotsman* turned by hand on the restored Ferryhill turntable on July 3.** FRHT

***Flying Scotsman* pulls into Doncaster with the Railway Touring Company special on June 30.** DONCASTER COUNCIL

Tornado back on home straight after passing boiler steam test

By Robin Jones

THE boiler of new-build Peppercorn A1 Pacific No. 60163 *Tornado* has passed both its hydraulic and steam tests.

During the weekend following the hydraulic test, a fire was lit in the boiler at Darlington Locomotive Works to ensure that it was warmed through, slowly building steam as the week began.

Boiler inspector Peter Cairns was booked for a midweek appointment, and after an examination he issued a 12-month certificate for No.60163.

"A great team effort has led us to this milestone, a huge step towards *Tornado*'s triumphant return to the rails!" read a statement from The A1 Steam Locomotive Trust.

Following the test, the works team began the task of trimming and fixing the boiler lagging. The boiler was then booked to be taken by road to Locomotive Maintenance Services, Loughborough, to be reunited with its wheeled frames.

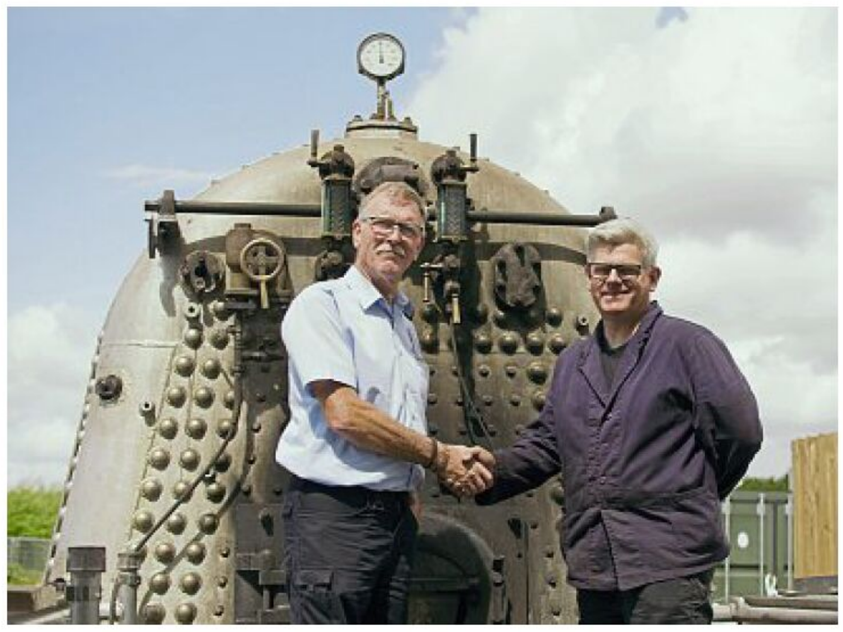
"It has been a long journey to get to this point, not only with additional work required around the European Train Control System project and other components overhauled in Loughborough, but with a protracted course of action required to return the boiler to steam," the statement continued.

"Since delivery at Christmas, and facing challenges around materials quality, the team from Northern Steam have worked with the staff, contractors and volunteers at Darlington Locomotive Works to remove, replace, secure and weld the tubes."

Trustees, staff, volunteers and guests were invited for an exclusive first look at the all-new Darlington Locomotive Works on August 5.

As reported last issue, several of the trust's tours that had been scheduled to be hauled by *Tornado* were cancelled or rearranged for haulage by a locomotive from the West Coast Railways pool because of delays in the completion of the boiler overhaul and the reassembly of the locomotive.

➜ **For details of the trust's updated main line tours, visit the website www.a1steam.com**



Boiler inspector Peter Cairns shakes hands with The A1 Steam Locomotive Trust locomotive manager Richard Pearson following the successful steam test of *Tornado*'s boiler on July 12. A1SLT

***Tornado*'s boiler under test at the new Darlington Locomotive Works.** A1SLT

New Dawlish sea wall officially reopens after repairs project

TRANSPORT Minister Mark Harper officially opened the completed £80 million Dawlish sea wall project on July 3.

Pupils from Westcliff Primary Academy in Dawlish helped unveil a plaque marking the occasion and read a poem about how the sea wall will protect the railway from the impact of climate change.

The railway engineered by Isambard Kingdom Brunel was cut off in 2014 following a severe storm, costing the economy millions of pounds and isolating communities.

Following initial repair work, Network Rail developed plans to make the line more resilient.

The new wall, which stands at eight feet high and 2542 feet long, will protect the railway from extreme weather for decades to come, acting as a barrier to stop waves flooding the track or causing damage to infrastructure. The structure is designed to reflect waves back into the sea, even in the face of climate change and rising sea levels, which will help prevent the railway from closing during stormy weather, as well as protecting Dawlish itself.

The three-and-half year project saw more than £15 million invested in the surrounding economy through the use of local labour, materials and accommodation.

Transport Minister Mark Harper gives a speech to mark the completion of the Dawlish sea wall project. NR

Pathfinder diesel tour action on the calendar for late summer and autumn

FOLLOWING its 50th anniversary celebrations, as reported last issue, it is back to business as normal for Pathfinder Railtours.

Using historic diesel motive power, both the July 29 'Capital Deltic Reprise' and the August 6 'Pembroke Coast Express' behind two Class 3s were both fully booked.

Run in association with our sister title, *The Railway Magazine*, the 'Tees-Tyne Pullman' on September 27 will be headed by Class 55 Deltic No. 55019 *Alycidon* from King's Cross to Newcastle. Deltics are renowned for high-speed running, which is anticipated over part of the route, and a photographic stop is planned.

This trip is being run for good charitable causes, with a percentage of the ticket price shared between two charities, Martin House Children's Hospice and Prostate Cancer UK.

The 'Cornish Explorer' on September 2 from Dorridge to Penzance was booking well, with last seats available as *Heritage Railway* closed for press.

The September 16 'Pilgrim Centurion' celebrating the 100th railtour for the Class 50 Alliance and the Fifty Fund's 50th excursion with Pathfinder was nearly full.

The first of two steam tours, 'The Cumbrian Fells Steam Express', will take place on September 9, starting at Cardiff and running via Hereford, Shrewsbury and Crewe, before heading over Shap and returning via Ais Gill. The second, 'The Cumbrian Coastal Express' on October 21, will start from Bristol Temple Meads and see a fast run down the West Coast Main Line to Carlisle, returning via the Cumbrian Coast route.

Visit pathfindertours.co.uk/day-tours/ for more details.

Pre-order Issue 310: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Sir Nigel Gresley **with support coach and Class 37 D6817, running as 5Z38 the 1.37pm St. Phillips Marsh to Bishops Lydeard test run following repairs on the West Somerset Railway, passes Wick Road, Hewish, on the approach to Worle Junction on July 19.** CHRISTOPHER PERKINS

Ticking off yet another first with *Sir Nigel Gresley*

LNER A4 Pacific No. 60007 *Sir Nigel Gresley* has become the first steam locomotive to pass through the recently-opened £16 million Marsh Barton station in Exeter.

The station, located in the city's largest trading estate and near to the Riverside Valley Park, was developed by Devon County Council in collaboration with Network Rail and Great Western Railway. Additional funding came from the Department for Transport's New Stations Fund, Heart of the South West Local Enterprise Partnership, Exeter City Council and Teignbridge District Council.

Opening ceremony

An inauguration ceremony, officiated by Transport Secretary Mark Harper, was held on July 3, the same day Mr Harper opened the new Dawlish sea wall (see separate story opposite), the station opening to passengers the following day. It is served by hourly Great Western Railway services between Exeter, Paignton and Exmouth.

On July 8, a crowd turned out to watch No. 60007 haul the Saphos Trains' Wolverhampton to Kingswear 'English Riviera Express' through the station.

LNER A4 Pacific No. 60007 ***Sir Nigel Gresley*** **heads through Marsh Barton station on July 8.** MALCOLM ROUSE

However, following the tour, the A4 was found to have a failed bearing in its motion.

The failure meant that LMS 4-6-0 No. 46100 *Royal Scot* had to stand in for the A4 on the 'Welsh Marches Express' between Shrewsbury to Bristol on July 13.

The bearing was repaired and the locomotive underwent testing from Bishops Lydeard on the West Somerset Railway to Bristol and return, prior to returning to normal duties.

Rare opportunity offers first chance to visit Ely South Yard

By Tim Hobman

UK Railtours' recently-announced 'The Anglian Angel' on Saturday, September 9 is already proving a hit.

The tour departs from Peterborough behind two GB Railfreight Class 66s, heading south on the East Coast Main Line to pick up passengers at Stevenage, Potters Bar and Finsbury Park, before turning east across North London to Liverpool Street. From here, the train, in top-and-tail formation, will reverse and head north on the West Anglian Main Line to the first destination of the Angel Trains' storage facility in Ely North Yard, before a reversal into the South Yard.

It will be the first passenger train to enter the South Yard at Ely, with a chance to see what is stored there. It is hoped that the train will take the outermost track for maximum coverage and a better view of the yard.

After the visit to the South Yard, passengers will be afforded two hours in Ely to explore the cathedral city.

The tour will continue towards Kings Lynn and a trip along another rare line, the Middleton Towers branch, which is now exclusively used for freight in the form of sand shipments.

The train will venture as far as the Network Rail boundary before turning back.

The tour then takes the home leg south to set down passengers at Stratford for Liverpool Street, and then heads across to Finsbury Park, dropping off passengers on the route back to Peterborough. It is hoped that the tour will include some rarely seen goods loops, which will be confirmed nearer the time.

Seats are available in first class dining and non-dining, as well as standard travel. For more details and to book, visit www.ukrailtours.com

Head west or south-east with new UK Railtours journeys

By Tim Hobman

UK Railtours has announced new tours under the titles of 'The Skipping Devonian' on Saturday, September 16, and 'The Bluebell Railway' on September 23.

The first tour starts from Peterborough, collecting additional passengers at Stevenage, Welwyn Garden City, Potters Bar, Finsbury Park and finally Ealing Broadway, before heading west along the Great Western Main Line. At Reading, the excursion turns towards Newbury and continues west through Taunton and Exeter. The trip will head towards Dawlish en route to Newton Abbot and Torquay.

Passengers have the option of exploring Torquay or staying on to Paignton. There will be about five hours in Paignton, or two off-train options are available, with a trip on the Dartmouth Steam Railway and ferry crossing from Kingswear to Dartmouth, or a Dartmouth river cruise, with a small supplement for each of these options.

The second tour is, as the name suggests, a visit to the Bluebell, timed to coincide with the line's beer festival. Starting from East Midlands Parkway and picking up passengers at Leicester, Kettering, Bedford, Bletchley and Watford Junction, the train heads south to Wembley for a brief pause as the Class 66 is replaced with two Class 73/1 electro-diesels for the journey south via Kensington Olympia and on to East Grinstead.

At East Grinstead, the tour transfers on to the Bluebell and travels the length of the line to Sheffield Park for a break of about four hours. The return journey is slightly extended with a trip around the Kingston Loop to Factory Junction, before heading to Wembley for another locomotive swap and then the trip home.

The ticket for this tour includes a Bluebell rover, with beer being sold by token, which can be purchased on the day.

Seats are available in first class dining and non-dining, as well as standard travel, on each of these tours. An early bird discount is also available for early booking.

For more details and to book, visit www.ukrailtours.com

A Merchant out of the Cross

The Railway Touring Company's 'White Rose' tour brought about a rare sight for motive power in the nation's capital on July 15.

Originally advertised to be worked by LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland*, which has been temporarily pulled from traffic for firebox and axlebox repairs, substitute motive power for the outward journey was sourced thanks to West Coast Railways, which supplied Bulleid Merchant Navy 4-6-2 No. 35018 *British India Line*.

With the empty stock arriving at 7.02am, the rare sight of a Merchant Navy at the starting point for the East Coast Main Line went almost unnoticed by many, with platforms at King's Cross sparsely populated by enthusiasts – a stark contrast to those at the following stopping points of Stevenage, Huntingdon and Peterborough.

Merchant Navy No. 35018 *British India Line* prepares to depart King's Cross with the 'White Rose' on July 15. OWEN HAYWARD

Examples of the class were seen operating out of the London terminus during the locomotive exchanges of 1948, and while tours have been advertised with *Clan Line* during the late 2000s, it is the first known working of No. 35018 on the route since BR's withdrawal of steam. Following arrival at York, No. 35018 then ran into the yards surrounding the National Railway Museum for servicing, after which it continued to WCR's base at Carnforth to resume booked duties in the north of England. The return journey of the tour was worked by a WCR Class 47.

Midland Pullman heads for autumnal Highlands

LIMITED Pullman dining places are available for the Midland Pullman's West Highland tour from Paignton to Oban on September 9-11.

And a three-day tour of the Scottish Lowlands and Highlands starts on October 7.

It starts at Slough at 7.10am, returning at 10.20pm. Pick-up and drop-off points for this journey are Maidenhead, Reading, Tilehurst, Didcot Parkway, Oxford, Banbury, Leamington Spa, Coventry, and Birmingham International. From the West Midlands, it runs via Glasgow and then over Rannoch Moor to Fort William.

The Sunday sees a return run over the West Highland Extension to Mallaig and on Monday it returns via the same route. The rail-only fare is first class £470 and Pullman dining £800. Two further tours take place in October over the Settle and Carlisle route.

On October 14, the tour runs from Eastleigh at 6am, returning at 10pm, collecting at Winchester, Micheldever, Basingstoke, Reading West, Tilehurst, Didcot Parkway, Oxford and Banbury.

October 28 sees a start from Paignton at 5.15am, returning at 11pm, collecting at Torquay, Newton Abbot, Exeter St David's, Tiverton Parkway, Taunton, Bridgwater, Bristol Temple Meads and Bristol Parkway.

Visit https://midlandpullman.com/ for more details.

New tour to Blackpool for 2023

VINTAGE Trains is running a new tour for 2023 on November 11.

'The Blackpool Illuminations Explorer' starts from Birmingham New Street and is designed to offer customers the chance to visit the resort and the Rigby Road Tram Depot, with the chance to ride a tram along the Golden Mile.

Taking the West Coast Main Line north to pick up additional passengers at Wolverhampton and then Stafford before continuing on to Crewe for the final pick-up, the tour heads for Preston before turning west to Blackpool.

It is hoped that the motive power will be Class 37 No. 37240, which is new for Vintage Trains.

Fares are available for either Pullman class, first class or tourist class, with a supplement for the depot tour and tram ride. Booking of these supplements is essential due to limited places. For more details, visit vintagetrains.co.uk

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LMS 'Black Five' 4-6-0 No.45231 passing high above Kendal on July 1 with Saphos Trains' 'The Lakelander' charter from Leicester to Carlisle out via the West Coast Main Line and return via the Cumbrian Coast Line. BARRY MARTIN

Specialist survey may offer a lifeline to stricken station hotel under threat of the wrecking ball

A TWO-DAY specialist survey of the Glasgow & South Western Railway's Ayr Station Hotel, which is threatened with the demolition of its south wing by South Ayrshire Council, may prove to be a lifeline.

Ed Morton, the director of structural engineers within the Morton Partnership, was drafted in by SAVE Britain's Heritage Group to carry out the first in-depth survey for some time of the scaffolded and shrouded building.

Mr Morton has worked on major projects including York Minister, Sheffield Cathedral and St Bride's Westminster Church, and has been the driving force behind saving many buildings on the verge of demolition.

After accessing the station hotel by climbing its scaffolding and getting under the protective shrouds, he said: "The hotel is top-end construction, very well built and very high quality. I was stunned by the detail they went to, particularly at high level, which you don't necessarily see.

"It has the feel of being robustly built and of good quality Victorian construction. It clearly has problems and there are certainly repairs that are necessary, but I have worked on many buildings in much worse condition. With will and money, the building could be brought back to life."

Ed Morton outside Ayr Station Hotel after completing his in-depth survey. THE MORTON PARTNERSHIP.

The hotel – recently damaged in a fire set deliberately by a youth – opened in 1886, passed from the G&SWR to the LMS and BR, and was then sold off into private hands before finally closing in 2013.

A South Ayrshire Council spokesman confirmed that the local authority is working towards the demolition of the southern wing but added: "If this survey leads to a viable solution, it would be considered."

Saphos tours are fast selling out

LITTLE space is available on Saphos Trains tours until October.

Full trains include the 'Settle & Carlisle Fellsman' on September 20, the 'English Riviera Express' on August 5, 12, 19 and October 18, and the 'Golden Hind' on August 24 and September 6.

Limited places are available for the 'Welsh Marches' on August 31, the 'English Riviera' on September 2, the 'Lakelander' on September 30 and the 'Golden Arrow' on October 4.

All tours in the north have a choice of steam from the Locomotive Services Limited pool. Visit https://saphostrains.com

Redated tour for Intercity

THE Intercity tour scheduled for August 4-6 has been moved to September 22-24 and will use identical timings and locomotive in its jaunt to Edinburgh, Glasgow and Inverness from Crewe.

It will be worked by No. 47712 *Lady Diana Spencer,* with the push-pull set. Visit: inter-city.co.uk/

Cut-price luxury trips on offer aboard August 'Sunset Steam Express'

A SPECIAL First Class fare on Steam Dreams' 'Sunset Steam Express' is being made available for the peak summer season.

The cut-price tickets cost £99 each for a three-and-a-half-hour circular trip, departing London Victoria at 6.15pm and returning at 9.45m, on Tuesdays August 8, 15, 22 and 29.

The trips will be headed by BR Standard 7P Pacific No. 70000 *Britannia* and after heading out of London, pass Guildford before crossing the Surrey Hills and descending into the Vale of Holmesdale before heading back via Dorking and Reigate.

First Class guests will be welcomed onboard with sparkling wine, along with a selection of snack items to be enjoyed aboard the same carriages as Pullman Style Dining. Passengers are welcome to bring their own picnics on-board or visit the buffet car for more drinks and nibbles.

To book, telephone 01483 209888 or visit www.sunsetsteamexpress.co.uk

The 'Sunset Steam Express' as well as the operator's 'Garden of England' lunch tours have been hailed as major successes.

Steam Dreams' Christmas Market season starts on November 18 with No. 70000 running from King's Cross to York.

Even at this early stage, the company is working on its 2024 programme which is set to see another a summer of steam out of London.

With accommodation inside Portmeiron Village made famous by the 1960s cult TV programme The Prisoner, the 'Welsh Dragon' tour to North Wales will run on September 14-18, 2024. For more details visit www.steamdreams.co.uk/tours.php

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August

5 'English Riviera Express'
Northampton, Kingswear and return. Steam-hauled from Taunton.
Loco: 60007 *Sir Nigel Gresley*. 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. 2x class 33 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

12 'Newhaven Nonsense'
London Victoria, Eastbourne and return.
Loco: DEMU 1001. UKRT

12 Settle & Carlisle steam special
Leeds, Carlisle and return. Steam-hauled from Carnforth (outward) to Preston (return).
Loco: 34067 *Tangmere*. NB

12 Yorkshire Coast Pullman
Cardiff Central, Scarborough and return.
Loco: Midland Pullman HST. MP

12 'West Somerset Steam Express'
London Paddington, Minehead and return.
Locos: 45596 Bahamas. RTC

12 'English Riviera Express'
Poole, Kingswear and return. Steam-hauled from Taunton (outward).
Loco: 60007 *Sir Nigel Gresley*. ST

12 West Coast Trains Excursion
Liverpool Lime Street, Stratford-Upon-Avon and return. Diesel-hauled throughout.
Loco: TBA. WCR

16 West Highland Pullman
Preston, Oban and return.
Loco: Midland Pullman HST. MP

17 'Dorset Coast Express'
London Victoria, Weymouth and return.
Locos: 45596 *Bahamas*, 31806. RTC

17 'Scarborough Spa Express'
Carnforth, Scarborough and return. Steam-hauled throughout.
Loco: TBA. WCR

19 Settle & Carlisle Steam Special
Lincoln Central, Carlisle and return. Steam-hauled from Carnforth (outward) to Preston (return).
Loco: 34067 *Tangmere*. NB

19 'The Coronation Deltic'
London King's Cross, Scarborough and return.
Loco: 55009 *Alycidon*. UKRT

19 'English Riviera Express'
High Wycombe, Kingswear and return. Steam-hauled from Taunton (outward).
Loco: 60007 *Sir Nigel Gresley*. ST

LMS Jubilee Class 4-6-0 No.45699 *Galatea*, currently running as No. 45627 *Sierra Leone*, approaches Shotlock Tunnel with the Chester to Carlisle leg of West Coast Railway's 'Dalesman' railtour on July 4. During the LMS and BR era, these locomotives handled many of the express services over this route, including 'The Thames - Clyde Express' and 'The Waverley'. DAVE WILSON

19 'The Aberdonian'
Edinburgh, Aberdeen and return.
Loco: TBA. A1SLT

20 'The Waverly'
York, Carlisle and return. Steam-hauled throughout.
Loco: TBA. RTC

20 'The Royal Duchy'
Bristol Temple Meads, Par and return. Diesel-hauled between Plymouth and Par (outward only).
Loco: TBA. RTC

23 'Essex Avon Express'
Shoeburyness, Bristol and return. Diesel-hauled between Southall and Shoeburyness (return only).
Loco: 45690 *Leander*. RTC

24 'The Golden Hind'
Slough, Plymouth and return. Steam-hauled from Taunton (outward).
Loco: TBA. ST

26 North Wales Coastal Pullman
Plymouth, Llandudno and return.
Loco: Midland Pullman HST. MP

26 'Cumbrian Mountain Express'
Crewe, Carlisle and return. Steam-hauled from Carnforth (outward) to Preston (return).
Loco: TBA. RTC

26 'The Cotswold Venturer'
London Paddington, Worcester Shrub Hill and return.
Loco: 45690 *Leander*. RTC

31 'Welsh Marches Express'
Woking, Shrewsbury and return. Steam-hauled from Bristol (outward).
Loco: TBA. ST

31 'Scarborough Spa Express'
Carnforth, Scarborough and return. Steam-hauled throughout.
Loco: TBA. WCR

31 'The Aberdonian'
Edinburgh Waverly, Aberdeen and return. Steam-hauled throughout.
Loco: TBA. A1SLT

September

2 Cornish Explorer
Dorridge, Par and return.
Locos: 2x class 37 TBA. PT

2 'The Windsor Flyer'
Norwich, Windsor and return. Diesel-hauled on return journey.
Loco: 45596 *Bahamas*. RTC

2 'English Riviera Express'
Bedford, Kingswear and return. Steam-hauled from Taunton (outward).
Loco: TBA. ST

2 Settle & Carlisle Steam Special
Hull, Carlisle and return. Steam-hauled from Carnforth (outward) to Preston (return).
Loco: 34067 *Tangmere*. NB

6 'The Golden Hind'
Worcester Shrub Hill, Plymouth and return. Steam-hauled from Taunton (outward).
Loco: TBA. ST

6 'The Salisbury Flyer'
Shoeburyness, Salisbury and return. Diesel-hauled between Southall and Shoeburyness (return only).
Loco: TBA. RTC

7 'The Dalesman'
York, Carlisle and return. Steam-hauled from Hellifield (outward).
Loco: TBA. WCR

7 'The Aberdonian'
Edinburgh Waverly, Abderdeen and return. Steam-hauled throughout.
Loco: TBA. A1SLT

9 'Cumbrian Fells Express'
Cardiff Central, Carlisle and return. Steam-hauled from Carnforth (outward) to Preston (return).
Loco: 34067 *Tangmere*. PT

10 Goodwood Revival
London Paddington, Chichester and return.
Loco: 70000 *Britannia*. SD

10 Sussex Coast afternoon tour
Circular tour from Chichester.
Loco: 70000 *Britannia*. SD

10 'The Royal Duchy'
Bristol Temple Meads, Par and return. Diesel-hauled between Plymouth and Par (outward only).
Loco: 45596 *Bahamas*. RTC

10 'The Waverly'
York, Carlisle and return.
Loco: 60103 *Flying Scotsman*. RTC

Regular Tours

Daily 'The Jacobite'
Fort William, Mallaig and return.
Loco: LMS Black 5. WCR

Tuesdays (AM) until Aug 29
'The Garden of England'
Circular tour of Kent from London Victoria.
Loco: 70000 *Britannia*. SD

Tuesdays (PM) until Aug 29
'The Sunset Steam Express'
Circular tour of the Surrey Hills from London Victoria.
Loco: 70000 *Britannia*. SD

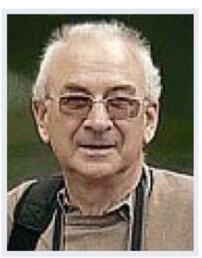
Sundays until Sept 3
'The Shakespeare Express'
Birmingham Moor Street, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: 7029 *Clun Castle* or 5043 *Earl of Mount Edgcumbe*. VT

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

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.

WITH FULL REGULATOR
LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn covers more work from LMS 5XP 4-6-0 No. 45596 *Bahamas*, firstly on its return to the main line as No. 5596 on the 'Welsh Marches' in 1972, followed by the same locomotive, now as No. 45596, on the same route on the 'Great Britain XV' in April 2023, and finally on 'The South Devon Explorer' in May 2023.

The year 1972 was only the second year of the return of steam to the main line. Tours then seemed uncomplicated, and locomotives ran without all the extras now demanded which pile cost upon cost to the amount charged by the tour providers.

On October 14, 1972, the Locomotive Club of Great Britain ran its 'Welsh Borderer' railtour from Paddington via Didcot, Newport and Shrewsbury. I began the day in 4CEP unit No. 7203 on the 5.42am Ashford to Charing Cross, which gave me plenty of time to have breakfast before boarding the special for its very civilised Paddington departure time of 8.35am behind Class 47 D1583 on nine coaches for 330 tons. The consist included ex-LNER Gresley buffet coach No. W9135E, which had been built in 1937 at York and lasted until 1977.

We left on time and the 47 ran easily to Reading in 32 minutes 47 seconds for the 35.83 miles with a maximum of 88mph at Slough, then on to Didcot in 17 minutes 53 seconds for the 17.10 miles, maximum 86mph.

On arrival at Didcot we transferred to the railway centre, where WR 4-6-0 No. 6998 *Burton Agnes Hall* was in steam and giving rides up and down the yard. Also present was the sole-remaining A2 Pacific *Blue Peter*, numbered as No. 532. After 90 minutes we resumed our journey westwards behind D1583 on time at 11am and ran via Swindon, Sapperton (minimum speed there of 41mph), Gloucester and Lydney, to arrive in Newport on time at 1.20pm. From there GWR 4-6-0 No. 6000 *King George V* backed onto the train to take us forward to Hereford, arriving four minutes early on the easy schedule, which was designed to take into account the 60mph limit that was then applied to all steam on the main line, plus an allowance for 'those old steam locos'! My column in issue 207 shows the detail of this section.

From Hereford, LMS 5XP 4-6-0 No. 5596 *Bahamas* took over for the next two sections to Ludlow and Shrewsbury. Table One shows the detail of the section to Ludlow and little effort was needed to keep the 33-minute booking. There was a photographic stop at Ludlow and although roaming freely over the track was by then frowned upon, access to the engine was no problem. My column in issue 249 shows the running after the photostop; in truth, little effort was required with this moderate load to gain eight minutes on the schedule. However, in those far-off heady days of the return to steam, any main line runs were to be savoured and I certainly enjoyed the lovely three-cylinder roar of No. 5596 on the 1-in-112 to Little Stretton, where the minimum of 44½mph was quite respectable.

We were nine minutes early into Shrewsbury, where D1583 took over again and whisked us back to Paddington, arriving on time at 8.55pm after touching 94mph up from Reading.

Bahamas in 2023

Moving on over 50 years and *Bahamas*, now as No. 45596, worked over the Welsh Marches again on RTC's 'Great Britain XV', and Table Two shows the detail, timed by Sandy Smeaton. His commentary follows:

"No. 45596 *Bahamas* worked the second day of 'GB XV', – Sunday, April 16 – from Bristol to Chester and Holyhead. The 10-coach load, including five Pullmans, totalled 377½ tons tare, about 400 tons gross. Bill Monteith was at the regulator and Fraser Birrell fired. The weather was overcast following overnight rain, leaving it damp.

"Temple Meads was uncharacteristically quiet at 8.30am when we cautiously moved out of Platform 11's curve to Dr Days Junction and the climb up the two miles of 1-in-75 of Horfield Bank. Without a hint of a slip, speed rose to 36 just after Stapleton Rd on the slightly rising grades, falling eventually to a minimum of 16 at the top of the 1- in-75. Four minutes had been lost on the very ambitious 8½ minutes allowed to pass the latter station, but it was a fine display of driving skill to get a 400-ton load up to Filton without a slip on far from perfect

TABLE ONE: HEREFORD TO LUDLOW

Date	Saturday, October 14, 1972
Train	LCGB 'Welsh Borderer'
Loco	5XP 4-6-0 No. 5596 *Bahamas*
Load	Nine coaches, 303 tons tare, 330 tons full
Crew	Not recorded
Recorder	Don Benn
Weather	Cloudy

	miles	sched	mins	secs	speed
Hereford	0.00	0.00	00	00	R/T
Shelwick Jct	1.66	5.00	05	36	41
Moreton-on-Lugg	4.16		08	38	54½/45
MP 46	4.99		09	50	50
MP 45	5.99		11	01	53
MP 44	6.99		12	08	54
Dinmore	7.49		12	42	52
MP 42½	8.49		13	58	47
MP 42	8.99		14	35	53
MP 40	10.99		16	57	48½tsr 33*
Leominster	12.58	19.00	19	28	42
MP 38	12.99		20	05	44
MP 37	13.99		21	17	51
MP 36	14.99		22	25	58
Berrington	15.74		23	15	56½
MP 34	16.99		24	33	51
MP 33	17.99		25	41	53½/51½
Woofferton	18.98	26.00	26	40	53½
MP 31	19.99		27	57	50
MP 30	20.99		29	07	51½
Ludlow	23.46	33.00	32	49	

* brakes or speed restriction

A2 Pacific No. 532 *Blue Peter* at Didcot Railway Centre on October 14, 1972. DON BENN

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On April 16, 2023, *Bahamas*, now as No. 45596, stands at Bristol Temple Meads with the 'Great Britain XV'. SANDY SMEATON

"There was a photo stop at Ludlow and although roaming freely over the track was by then frowned upon, access to the engine was no problem."

railhead conditions. Forty minutes were allowed from Bristol to Maindee North, the first pathing stop. Taking advantage of the downgrade into the Severn Tunnel, entered at 73mph, Severn Tunnel Junction was passed only three minutes late. After a brief sprint up to 66 along the South Wales main line, and despite a signal check approaching Maindee, we stopped at the signal for the North Junction only 41 seconds over schedule.

"We had to wait to follow the 9.08am Cardiff-Manchester Piccadilly, getting the road six minutes early. The 58-minute schedule allowed to Hereford was kept almost exactly throughout, with Abergavenny being passed about a minute behind schedule. The nine-mile climb to Pontypool, steepening to a final 1-in-95, was achieved at a minimum of 29mph from a maximum of 43mph after Caerleon (MP39¼), with Little Mill 'box passed as booked in 19 minutes.

"The Usk Viaduct was crossed at 62½mph, the start of the climb to Llanvihangel, with speed having dropped only to 55mph at Abergavenny and finally to a minimum of 36½mph before the summit.

The maximum speed downhill from the summit was a reserved 65mph, with Pontrilas to Tram Inn run in the mid-50s only, presumably due to underbridge slacks.

The Gresley buffet car that was part of our special at Didcot on October 14, 1972. DON BENN

TABLE TWO: HEREFORD TO SHREWSBURY

Date	Sunday, April 16, 2023
Train	'GB XV' 08.30 Bristol TM to Chester
Loco	5XP 4-6-0 No. 45596 *Bahamas*
Load	10 coaches, 377½ tons tare, 400 tons gross
Driver	Bill Monteith
Fireman	F Birrell
Recorder	A Smeaton, GPS from fourth coach
Weather	Overcast and damp

	miles	sched	mins	secs	speed
Hereford	0.00	0.00	00	00	10 early
Shelwick Jct	1.66	3.00	06	53	37
MP 48	2.99		08	43	51½
Moreton-on-Lugg	4.16	6.00	10	02	55
Wellington LC	5.58		11	35	55½
Dinmore	7.49		13	45	46½
Dinmore Tunnel N	8.14		14	40	39
MP 41	9.99		17	09	52/56
Leominster	12.58	16.00	19	59	54½
MP 36	14.99		22	39	55/55½
Berrington	15.74		23	27	55
MP 34	16.99		24	51	51
Woofferton	18.98	24.00	27	01	63
MP 28¾	22.24		30	16	52/51
Ludlow	23.46	31.00	31	42	53/58½
Bromfield LC	25.74		34	07	54
MP 24	26.99		35	32	54/55
Onibury LC	28.13		36	46	54
MP 21½	29.49		38	24	48
Stokesay	30.09		39	23	34½
Craven Arms	31.04	37.00	40	52	44½
MP 19	31.99		42	12	42
MP 17¾	33.24		44	06	37
MP 17	33.99		45	15	43
MP 16½	34.49		45	56	45½
Marsh Brook	35.49	43.00	47	10	51
MP 15	35.99		47	46	50
Little Stretton	36.99		48	59	47½/47
Summit	37.49		49	38	48½
Church Stretton	38.23		50	29	52
MP 11	39.99		52	26	60½
Leebotwood	41.66		53	59	67/65½
MP 8	42.99		55	12	66/68½
MP 6½	44.99		56	34	61
Condover	46.66		58	48	56/59
MP 2	48.99		61	13	54
Sutton Bridge Jct	50.18	60.00	62	58	21*/1½*sigs
Severn Bridge Jct	50.78		66	40	13½
Shrewsbury	50.95	66.00	68	15	7¾ early

* brakes or speed restriction

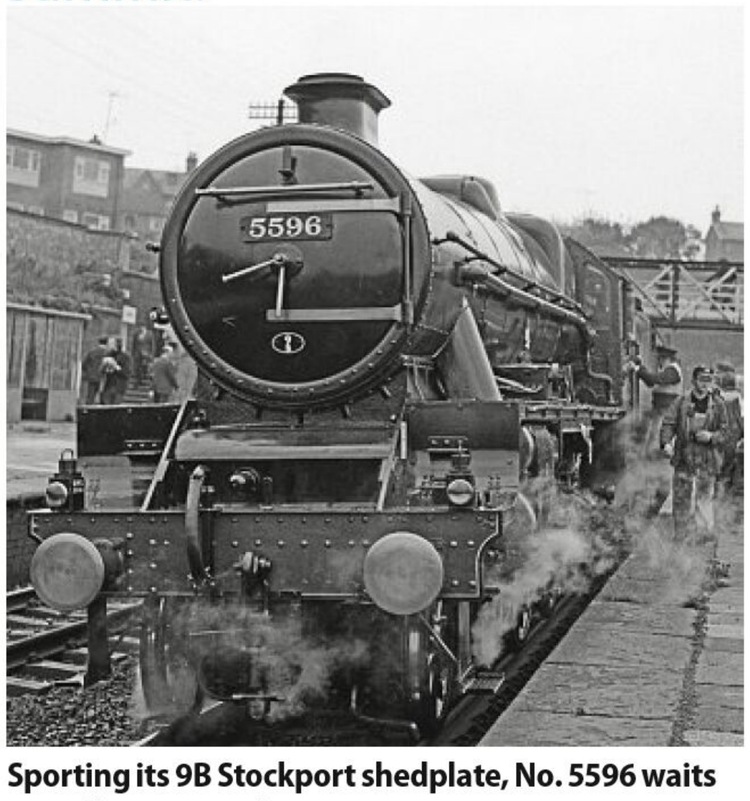
TABLE THREE: BRISTOL TO TAUNTON

Date	Saturday, May 27, 2023
'Train	The South Devon Explorer'
Engine	5XP 4-6-0 No. 45596 *Bahamas*
Load	Nine coaches, 320 tons tare, 345 tons gross
Driver	Andy Taylor
Fireman	Chris Birmingham
Recorder	Alan Rawlings with GPS from fourth coach
Weather	Fine and dry

	miles	sched	mins	secs	speed
Bristol Temple Meads	0.00	0.00	00	00	8 late
Bristol West Jct	0.33	2.00	01	52	14
Bedminster	0.90		03	28	28
Parson Street	1.75		05	04	38
MP 121	2.58		06	16	45
MP 122	3.58		07	31	49
MP 123	4.58		08	44	50
Tunnel	5.34		09	35	60
Flax Bourton	5.85		10	13	66
Nailsea	8.00		11	54	76
MP 128	9.58		13	08	76/77
Yatton	11.89		14	58	76
Huish Crossing	13.73		16	28	74
Puxton and Worle	15.56		17	56	75
Worle	16.11		18	22	75
Worle Junction	16.70	22.00	18	51	74
Uphill Junction	19.64	32.00	21	11	74
Brent Knoll	24.06		24	49	75
Highbridge	26.87		27	02	76
Huntspill	28.58		28	24	75
Dunball	30.58		30	01	74
Bridgwater	33.16	47.00	32	04	76
Meads LC	34.43		33	04	75
Fordgate	36.04		34	23	76
Durston	39.04		36	48	73
Cogload Flyover	39.65		37	20	71
Cogload Junction	39.98	55.00	37	44	74
Creech St Michael	41.83		39	06	75
Broomhay LC	42.98		40	05	48*
MP 162	43.58		41	16	22* sigs
Taunton East Jct.	44.05		42	18	30
Taunton	44.74	59.30	44	23	7 early

start-to-stop average : 60.48 mph
average speed 33.83 miles Nailsea to Creech St Michael:: 74.6 mph
* brakes or speed restriction

"We swept along the sea wall, sped through Newton Abbot 18 minutes early and punched up Dainton, gaining even more time by the summit."



Sporting its 9B Stockport shedplate, No. 5596 waits at Ludlow on October 14, 1972. DON BENN

Jubilee No. 5596 at Ludlow on the LCGB 'Welsh Borderer' on October 14, 1972. DON BENN

"We stopped on Hereford's up relief line six minutes early. Here, the engine and support coach came off and moved to the bay platform to take water. The restart after the dwell of an hour at Hereford was 10 minutes early, but four were lost on the very tight three minutes allowed to Shelwick Jn, with Wellington LC passed at 55mph, falling to 39mph exiting Dinmore Tunnel. An engine not yet warmed up or a symptom of something else? – 60mph was only exceeded on the downgrade at Wooferton.

"The minimum at Stokesay minor summit was 34½mph, rising to 44½mph after the short downgrade to Craven Arms. The minimum at the top of the 1-in-105 at MP17¾ was 34½mph and after reaching 51mph at Marsh Brook, the minimum before Little Stretton summit was a healthy 47mph. The maximum down to Shrewsbury was 68½mph. We were booked to pass the station but being about eight minutes early were held on the down main.

"Getting away three minutes early, the 6P reached 47½mph at the top of the climb to Leaton and had reached 60mph when the brakes came on suddenly. Apparently, the authorities were searching for someone requiring urgent care and were concerned they may have strayed onto the railway, so we were stopped for about 18 minutes before being allowed to proceed at caution. This made the departure from the Chirk water stop 23 minutes late.

"The maximum at Cefn Viaduct was 51½mph with a minimum of 34mph on the 1-in-83 climb to Ruabon. The very tight 27 minutes allowed from Chirk to Chester were exceeded by eight minutes and we stopped 31 late, an undeserved result for what had largely been a fine run with a load of 400 tons gross. The highest power output had been about 1430edbhp between MPs 22 and 21 after Abergavenny. It fell to 1350edbhp over the last full mile to MP19. Over the mile to MP14 at Little Stretton, the output was 1400edbhp. *Bahamas*'s support crew deserves praise for agreeing to make No. 45596 available, at no notice, to stand in for No. 46115, which had to be taken off at Lockerbie the following Tuesday with a hot tender axlebox. The same applies to the West Coast crew required to work the engine north from Carnforth to Edinburgh."

Over the South Devon banks

It's not been a good year for the main line-registered Pacifics, with an extended overhaul of Merchant Navy No. 35028 *Clan Line* due to the discovery of more problems than expected and the delay to the return of A1 No. 60163 *Tornado* due to problems with the supplied tubes. To cap it all, No. 46233 *Duchess of Sutherland* was unavailable to work RTC's 'South Devon Explorer' on May 27, which was unfortunate as a Class 8 locomotive was needed to take the booked 10 coaches over the South Devon banks. So, in order for this train to run diesel-free, the load was reduced to nine coaches and that Class 6 Jubilee which thinks it's a Class 7 was called upon to stand in to save the day once again!

Alan Rawlings was on the train and his account follows the detail in Table Three and Table Four: "The 'South Devon Explorer' always promised a nice day out with the run down from Bristol over the Somerset Levels, the scenic vistas along the sea wall towards Teignmouth, and the triple challenge of Dainton, Rattery and Hemerdon for the steam locomotive. However, when the original Class 8P locomotive became unavailable and the steam saviour of the south – No. 45596 *Bahamas* – was

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***Bahamas* stands at Plymouth on May 27, 2023, with the 'South Devon Explorer'.** ALAN RAWLINGS

rostered, this immediately posed a problem.

"There are strict load limits for steam on the Devon Banks for understandable reasons, and it was only by the Railway Touring Company agreeing to the removal of the buffet car that the now nine-coach train was able to run with steam on its own.

"This was not without the logistical nightmare of catering for standard class folk from the brake and expecting the train stewards to be effectively homeless and without seats for all of the steam section. But from the point of view of the steam enthusiast, this sacrifice was well worth it. That said, the path from Bristol to Plymouth was uninspiring, with the train booked behind the Cardiff to Penzance stopping service to include being held on the through route between Worle and Uphill Junctions while it slipped across to Weston-super-Mare before rejoining the main line, still ahead of us.

"Beyond Exeter we were also due to be looped at Dawlish Warren for a Paddington to Penzance service to pass. However, on the day, local Control had other ideas and as a result, some remarkable running transpired.

"We left Bristol eight minutes late after an extended remarshalling of the train to remove both diesels and attach *Bahamas*. After a promising climb to MP123, we soon settled into running at our maximum permitted speed and were through Worle Junction only five minutes down. At this point – and surprisingly – we were cleared through Uphill ahead of the stopper and continued at pace for mile after mile sweeping across Cogload Junction, 17 minutes inside our schedule and about 10 early in real time.

"On the face of it, there was nothing to stop us now continuing through Taunton and over Whiteball, to be tucked away at our water stop in Tiverton Loop before any other services arrived. This was clearly in driver Andy Taylor's mind as we were still racing along at 75mph a little over two miles from Taunton. But a sharp brake application told us we were to be held at Taunton and we came to a halt in the through road just inside even time in what was a magical dash from Bristol.

"The journey is picked up again at Exeter after a lively 39mph over Whiteball, our Tiverton water stop, and a swift run down to Exeter that we passed three minutes early. With the service from Paddington a few minutes late, the decision was made for us to skip the Dawlish Warren pathing stop.

"As a result, we swept along the sea wall, sped through Newton Abbot 18 minutes early and punched up Dainton, gaining even more time by the summit. However, by now, we were on the heels of a cross-country service that had not yet cleared Aish Crossovers. So, as we dropped down towards Totnes under signal control, Andy held back until we were given a clear road – but as a result, we only hit the climb of Rattery at 40mph.

"Nevertheless, it was a bravura performance from *Bahamas* and the crew as we only dropped 23mph on the climb up to Tigley, and the locomotive was back into its stride by the time we entered Marley Tunnel and pushed on up to Wrangaton that we cleared at 55mph. The onward journey to Plymouth was despatched as swiftly as allowed and we came to a stand 12 minutes early after only 67 minutes from Exeter, or about 63 net."

I am grateful to both Sandy and Alan for their invaluable contributions and for everyone else who has written to me or sent images. HR

TABLE FOUR: EXETER TO PLYMOUTH

Date	Saturday, May 27, 2023
Train	'The South Devon Explorer'
Loco	5XP 4-6-0 No. 45596 *Bahamas*
Load	Nine coaches, 320 tons tare, 345 tons gross
Driver	Andy Taylor
Fireman	Chris Birmingham
Recorder	Alan Rawlings with GPS from fourth coach
Weather	Fine and dry

	miles	sched	mins	secs	speed
Exeter St Davids	0.00	0.00	00	00	33 pass
Exeter St Thomas	0.92		01	24	46
Marsh Barton	2.13		02	50	61
M5 OB	3.97		04	30	70
Exminster	4.79		05	13	72/73
Starcross	8.55		08	19	66
Dawlish Warren	10.60	13/19	10	17	64
Dawlish	12.25	23.00	11	52	59*
Parsons Rock Tnl	13.34		13	03	57*
Teignmouth	15.01	28.00	14	43	62
Bishopsteignton	17.10		16	50	62/66
Newton Abbot	20.15	34.00	19	36	59*
Netron Abbot W Jct	20.60		20	05	59
Aller Jct	21.16		20	45	60
MP 216	22.10		21	35	56
Stoneycombe SB	23.03		22	38	45
MP 217½	23.60		23	32	33
Dainton Tunnel In	23.89		24	07	27
Dainton Tunnel Out	24.04		24	25	32
Dainton Summit	24.10	41.00	24	33	32/53
MP 221	27.10		28	48	22* sigs
MP 222	28.10		32	31	9* sigs
Totnes	28.91	47.00	34	44	40
MP 224	30.10		36	30	36
MP 224½	30.60		37	28	30
MP 225	31.10		38	45	20
Tigley	31.60		40	22	17
MP 226	32.10		41	53	23
MP 227	33.10		44	06	28
Rattery	33.60		45	12	29
Marley Tunnel Out	34.38		46	24	41
Brent	35.75		48	12	55
Aish Crossovers	36.60	58.30	48	59	55/52
Wrangaton	38.10		50	47	55/61
Ivybridge	40.40	62.30	53	04	64
Cornwood	43.74		56	12	59
Hermerden	45.35	66.30	57	53	54/73
Plympton	48.10		60	24	63
Tavistock jct	49.10		61	22	56
Laira Jct	50.15		62	28	55
Lipson Jct	50.54	73.30	63	00	45
Mutley Tunnel	51.50		65	15	12* sigs
Plymouth	52.08	76.00	67	15	12 early

* brakes or speed restriction
net time 63 minutes

Railwayana Auction Calendar

- **August 18**
  Vectis *(model trains)*
- **August 21-27**
  JustaClickAgo *(photographs, negatives and slides)*
- **August 25**
  Lacy Scott & Knight *(railwayana and model trains)*
- **September 2**
  Great Central Railwayana

■ Three gauge 1 live steam models of British express locomotives made by Aster of Japan each sold for £2200 in a Vectis sale on June 22. The trio comprised SR Battle of Britain No. 34051 *Winston Churchill* and LNER duo No. 4472 *Flying Scotsman* and No. 60007 *Sir Nigel Gresley*. A fourth Aster gauge 1 live steam model, of GWR No. 6000 *King George V*, fetched £1800. Prices exclude buyer's premium of 22.5% (+ VAT).

■ BR Standard Class 4MT No. 75029 was in the spotlight in a Lacy Scott & Knight model train sale on June 23, when a 3.5in gauge live steam model of the preserved 4-6-0 went under the hammer for £1000 (+ buyer's premium of 22.5% exc VAT).

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Diesel flexes its muscles at top of GWR sale but steam is far from beaten

LEST any collector doubts the increasing influence of the diesel generation on the railwayana auction scene, they need look no further than the highest prices in GWRA's sale on July 15, in which two of three leading nameplate realisations and the top worksplate were from the heritage modern traction sector.

At the very top of the tree was *Neptune* from D406, which went for £15,000. This Class 50 Co-Co locomotive was built by English Electric at Vulcan Foundry in April 1968, renumbered 50006 in March 1974, and withdrawn from Plymouth Laira in July 1987.

Steam made an entrance at £12,000 with *City of Hereford* from LMS Princess Coronation Pacific No. 46255, an October 1946 Crewe product that was withdrawn from Carlisle Kingmoor (12A) in September 1964, and then diesel returned to the action with £9600 for *Cyclops* from D1673 that was also built at Crewe in April 1965 and withdrawn as No. 47624 in November 1998.

However, steam was far from beaten and returned to the fray with *The Burton* from LNER D49 No. 62757 (£8200), *Mortehoe* with West Country Class scroll from SR No. 34094 (£8000), and £7600 and £7000 for LMS Jubilee pair *Gibraltar* and *Connaught* from respectively Nos. 45608 and 45742.

And that wasn't all, thanks to four more nameplates from the LNER, SR, and GWR, comprising *Ourebi* from B1 No. 61026 (£5800), *Sir Valence* from King Arthur No. 30767, which fetched £4500, and classmates *Stanley Hall* and *Oakley Hall* (Nos. 5938 and 5936) that realised £4000 and £3500. The cabside numberplate from the latter Hall sold immediately after its nameplate for £1000.

Three steam nameplates failed to find new homes: the only pre-Grouping contender, *Knight of the Bath* from GWR Star class No. 4014, *Gilbert and Ellice Islands* from LMS Jubilee No. 45609, and *Great Northern* from LNER A1 Pacific No. 60113, although this A1 plate sold after full time for £14,000.

The top worksplate in the auction at £4100 was a 1960 English Electric/Vulcan Foundry example from preserved Class 55 Deltic D9015/55015 *Tulyar* that was withdrawn in January 1962 and is now owned by the Deltic Preservation Society. Prices exclude buyer's premium of 15% (+ VAT).

➜ **Next month's railwayana column will include further details of the auction and reaction from GWRA boss Simon Turner.**

Germany outpaces LNER in SAS sale

GERMAN steam outpaced the LNER when a gauge 1 Deutsche Reichsbahn streamlined 05 class 4-6-4 No. 05-001 sold for £12,000 at a two-day model and railwayana auction held by Special Auction Services of Newbury on June 27/28. The two-rail electric model was made by Bockholt of Germany in 1984.

Nigel Gresley's iconic A4 class waved the British flag with No. 60021 *Wild Swan* in 3.5in gauge live steam that realised £6500, followed at £3600 by another Gresley masterpiece, A3 class No. 4472 *Flying Scotsman* in gauge 1 live steam made by Aster of Japan.

Not far behind were two further 3.5in gauge live steam models, LMS Class 8F 2-8-0 No. 48773 (£3400) and SR Lord Nelson class 4-6-0 No. 30852 *Sir Walter Raleigh* (£2600), while two gauge 1 live steam models in their wake were Class 9F 2-10-0 No 92220 *Evening Star* and GWR No. 5018 *St. Mawes Castle* that sold for £2200 and £2050 respectively.

Another Nigel Gresley-designed locomotive to make its mark was B17 class No. 61670, one of whose *City of London* nameplates led the railwayana selection by selling for £7500, followed immediately by its smokebox numberplate (£800).

This engine underwent an extraordinary number of identity changes almost immediately after being built by Robert Stephenson & Co in May 1937. It entered service carrying the name *Manchester City*, was renamed *Tottenham Hotspur* the same month, and was given A4-style streamlining four months later and at the same time was renamed yet again to *City of London*. In 1951 the streamlining was removed, but the 4-6-0 carried its *City of London* name until withdrawal from Lowestoft shed (32C) in April 1960.

The history of the nameplate is no less interesting. It was bought after the locomotive's withdrawal by a former Southern Region fireman and later electric train driver and for many years was propped up against a wall in his front room.

When he and his wife downsized, it was stored under the bed and forgotten about until it was recently rediscovered by the late owner's family after being there for 30 years.

Second in the railwayana line-up with a realisation of £2000 was the whistle from a second Gresley A4 to be in the auction's spotlight, No. 60015 *Quicksilver*. Prices exclude buyer's premium of 20% (+ VAT).

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Princess makes her entrance – as do a king and a lord

NAMEPLATES from a sole Pacific, a clutch of 4-6-0s and 4-4-0s and a pre-Grouping 2-4-0 will headline Great Central's live online auction on September 2. The Pacific representative is *Princess Marie Louise*, from LMS Princess Royal No. 46206, which emerged from Crewe in August 1935 and was taken out of service from Camden (1B) in November 1962.

The GWR will contribute two plates, comprising *Easton Hall* from No. 4995 and *Impney Hall* (No. 6951), built respectively at Swindon in February 1931 and February 1943 and withdrawn from Southall (81C) in June 1962 and Tyseley (2A) in December 1965, while from the Southern Railway comes plates from three Eastleigh-built locomotives, *King Uther, Lord Howe* and *Whitgift*.

Long-time home

The first is from No. 30737, a King Arthur class 4-6-0 built in October 1918 and withdrawn from Bournemouth (71B) in August 1956, the second from Lord Nelson class No. 30857 that entered service in December 1928 and ended its days at its birthplace and long-time home, Eastleigh (71A), in September 1962, and the third from Schools class No. 30916, which was outshopped in December 1933 and withdrawn from Brighton (75A) in December 1962.

From the LNWR comes *Henrietta*, carried by Crewe 1890-built Waterloo class No. 814 that was withdrawn as LMS as No. 5083 in July 1928, and another of LMS ancestry is *Neptune* from Jubilee No. 45687, built at Crewe in February 1936 and withdrawn from the Glasgow shed of Corkerhill (67A) in December 1962. Coincidentally, a *Neptune* nameplate from Class 50 D406 was the top seller in GWRA's July 15 auction, as reported in this column.

Finally, the LNER weighs in with *Selkirkshire*, from Darlington March 1929-built D49 class No. 62731 that ended its days at Selby (50C) in April 1959. The 4-4-0's Darlington worksplate will also feature in the auction.

As a mathematical exercise I worked out the service lives of these nine pre and post-Grouping locomotives, and the longest was achieved by the two oldest engines, Nos. 814 *Henrietta* and 30737 *King Uther,* each at 38 years. And the shortest? Perhaps unsurprisingly the newest of the group, No. 6951 *Impney Hall*, which worked for the GWR and BR for 22 years.

Leaving the main line for a moment, another nameplate is *Earlestown* from a second LNWR representative, Special Tank No. 2359, built at Crewe in October 1879. In 1881 the 0-6-0ST was allocated to the company's wagon works in the Merseyside town of Earlestown, where it received its name. In June 1936 it was transferred to the LMS carriage works at Wolverton, where it retained its name and was renumbered CD8. It was withdrawn in October 1957.

Back to the main line and to GWR cabside numberplates, including 3213, an Earl class 4-4-0 allotted the name *Earl of Powis* but which it never carried, 4997 from *Elton Hall*, 5975 (*Winslow Hall*), 6851 (*Hurst Grange*), and 6914 (*Langton Hall*).

Within the smokebox numberplates are 34095, one of whose nameplates sold at Great Central's June 3 sale, from SR West Country Pacific *Brentor*, and a single collection trio from ex-Caledonian Railways Nos. 54482, 55209, and 57594, while also from Scotland there is a Glenfinnan running-in board.

Doncaster plate

Among the worksplates, in addition to that from No. 62731 *Selkirkshire*, is an 1897 Great Northern Railway Doncaster plate (works No. 727) from D2 class 4-4-0 No. 1075 that was rebuilt and reclassified D3 in August 1916, and after Grouping became LNER No. 4075.

In October 1944 it was temporarily renumbered No. 1 prior to being given a fully-lined green livery for hauling officers' saloons and special trains and was renumbered again, to 2000. After Nationalisation it was given yet another number, 62000, and was withdrawn from Grantham (35B) in October 1951.

From Wales comes Cambrian Railways' tenderplate No. 4 from 0-6-0 No. 4 *Alexandra*, built by Sharp Stewart & Co (works No. 2232) in June 1872. When the railway was absorbed by the GWR in 1922, it was allocated the No. 873 but was withdrawn in July that year without the number being applied.

Finally, four SR station target signs with a West Country flavour are Halwill, Holsworthy, Lydford and Bere Alston. The auction starts at 10am.

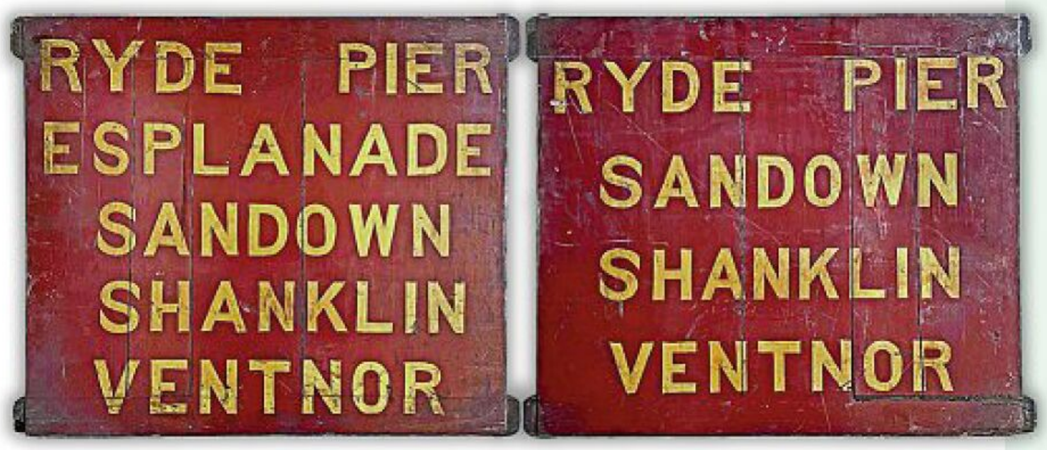
'World record' litter bin is no basket case

WHILE two totem signs took the plaudits in Railwayana Sales' internet and telephone auction that ran from June 26 to July 2, a lower-priced piece of railway memorabilia gave boss Chris France a cause for celebration. It was a Southern Railway ex-Guildford station wire litter basket which sold for £780, a price that enabled Chris to proclaim, with a smile on his face: "A world record for a railway litter bin!"

The auction's star item, GWR nameplate *Dartington Hall* from No. 4918, failed to find a new home, and so it was that two totems headed the realisations, BR(NE) Burton Salmon (£2950) and BR(S) Hever, which went for £2650, while a London Underground Paddington platform roundel went for £2200. A second BR(S) totem, Salisbury, fetched £1300, and from further west, a BR Teignmouth poster sold for £880 and another promoting St Ives for £680.

Leading the locomotive items category were a BR 1960 Crewe worksplate from a Class 45 'Peak' 1Co-Co1 in the D68-D84 number range that sold for £650, and at £620 a second diesel plate, from BR 1962 Derby-built D191, a Class 46 1Co-Co1 locomotive that was renumbered 46054 in 1974 and spent much of its life at Gateshead, from where it was withdrawn in January 1982. Prices exclude buyer's premium of 15%.

All aboard as IoW pre and post-Nationalisation steam is recalled



A SOUTHERN Railway/BR carriage destination board for the Ryde Pier to Ventnor service on the Isle of Wight was among the leaders in a sale held by Transport Auctions of London on June 24 when it went under the live online hammer for £500.

The double-sided wooden board slotted into brackets on the island's Victorian carriages, and was hand-painted, probably at Newport carriage works, in early BR dark red and cream with traces of SR green underneath.

Other steam era memories were recalled by more than 800 photographs and postcards from the late 19th century and onwards of such subjects as trains, stations, and infrastructure in Sussex, collected by the late historian and transport author Alan Jackson, which were sold as a single lot for £900.

Not far behind with a realisation of £700 was a 'Great British Locomotives' set of 50 sterling silver ingots produced for the opening in 1975 of the National Railway Museum in York, with each hallmarked ingot featuring a locomotive on one side and information about the engine on the other.

Three 1933 first edition Harry Beck London Underground diagrammatic pocket maps dominated proceedings overall, two at £1500 and another at £1200. Prices exclude buyer's premium of 15% (+ VAT).

JustaClickAgo on worldwide tour from UK to China via South Africa

UK and worldwide steam will be a feature of a 500-lot online auction being held by railway photographs, negatives and slides specialist JustaClickAgo on August 21-27.

The home selection includes a collection of 89 colour slides comprising Isle of Man steam, coupled with electric trams and horse power, taken in 1972, and from the Henry Casserley collection, negatives of steam at Burnley's Rose Grove depot in 1967, farewell railtours in 1967/68, and at NCB Littleton Colliery in Staffordshire in 1975. This collection also includes slides from two Irish steam railtours in 1966 and 1968 and four LNER pocket timetables.

From the heritage modern traction era is a collection of 15 slides and photographs of the experimental advanced passenger train in 1974, production APTs in service, cab views, and the HST prototype.

Overseas working steam includes slides in the early 1970s in Italy, East and West Germany, France, Portugal, Greece, Austria, Switzerland, Finland and Czechoslovakia, and from further afield, negatives and prints taken in India, Pakistan and China in the 1980s.

There are also movie films of steam in Turkey, South Africa, Zimbabwe, India, Pakistan and Nepal in 1977 and the 1980s.

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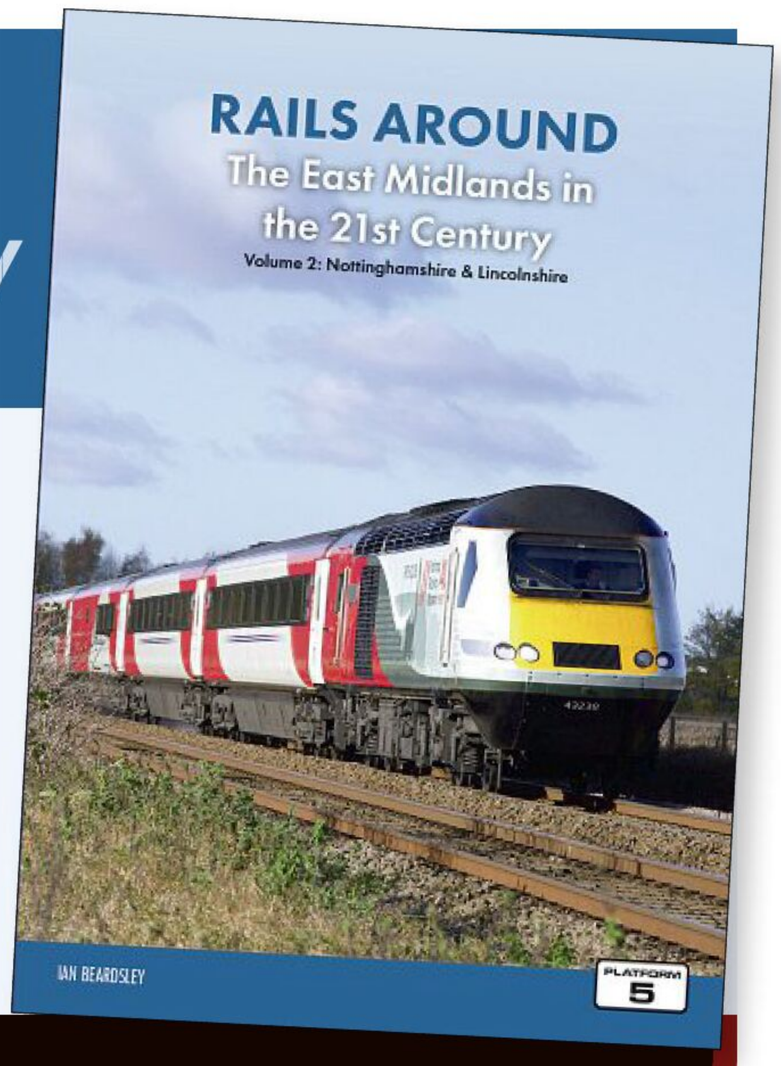

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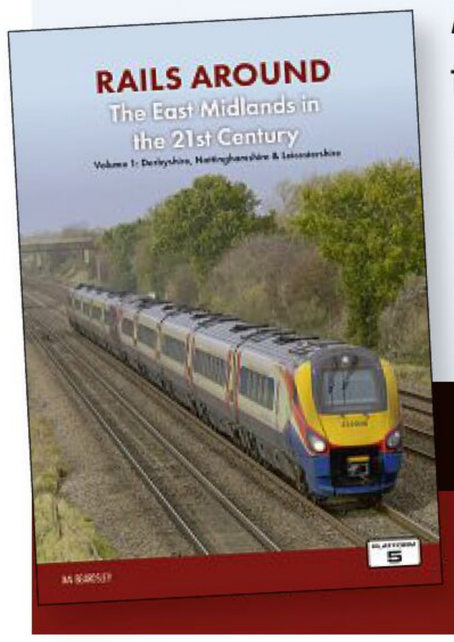

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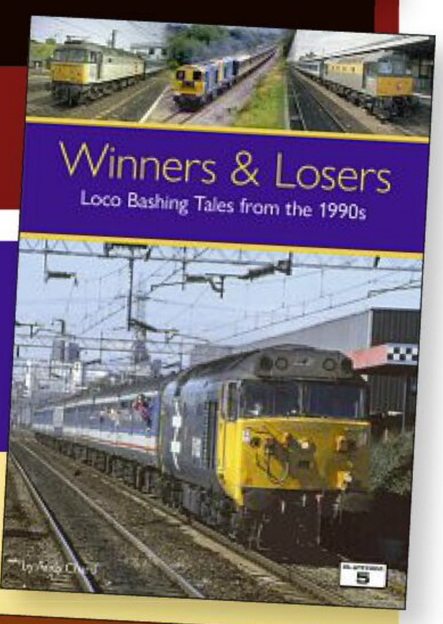

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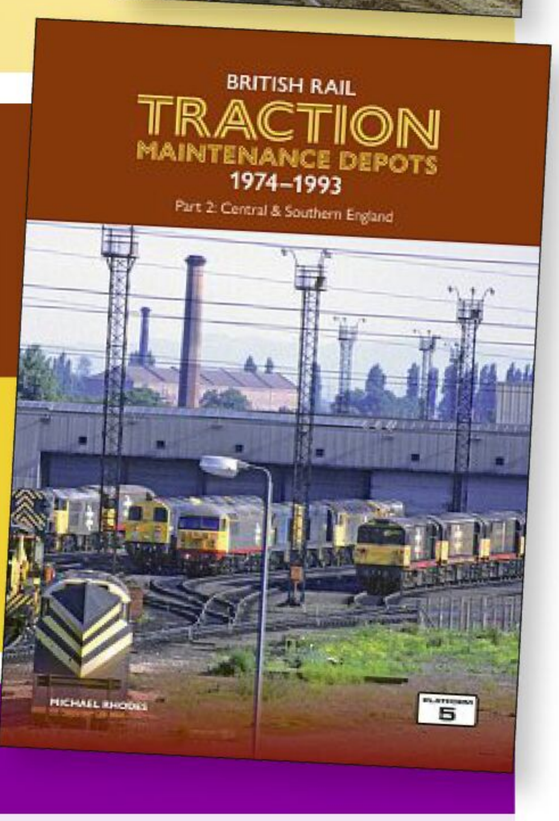

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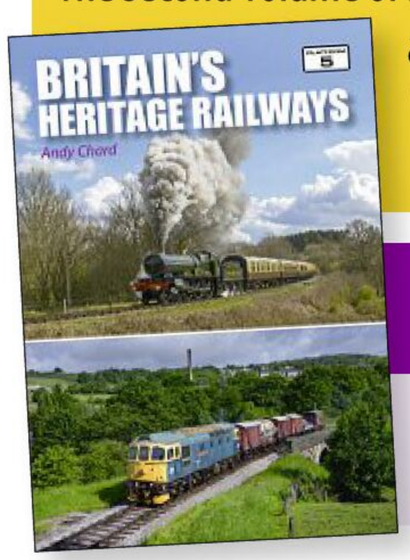

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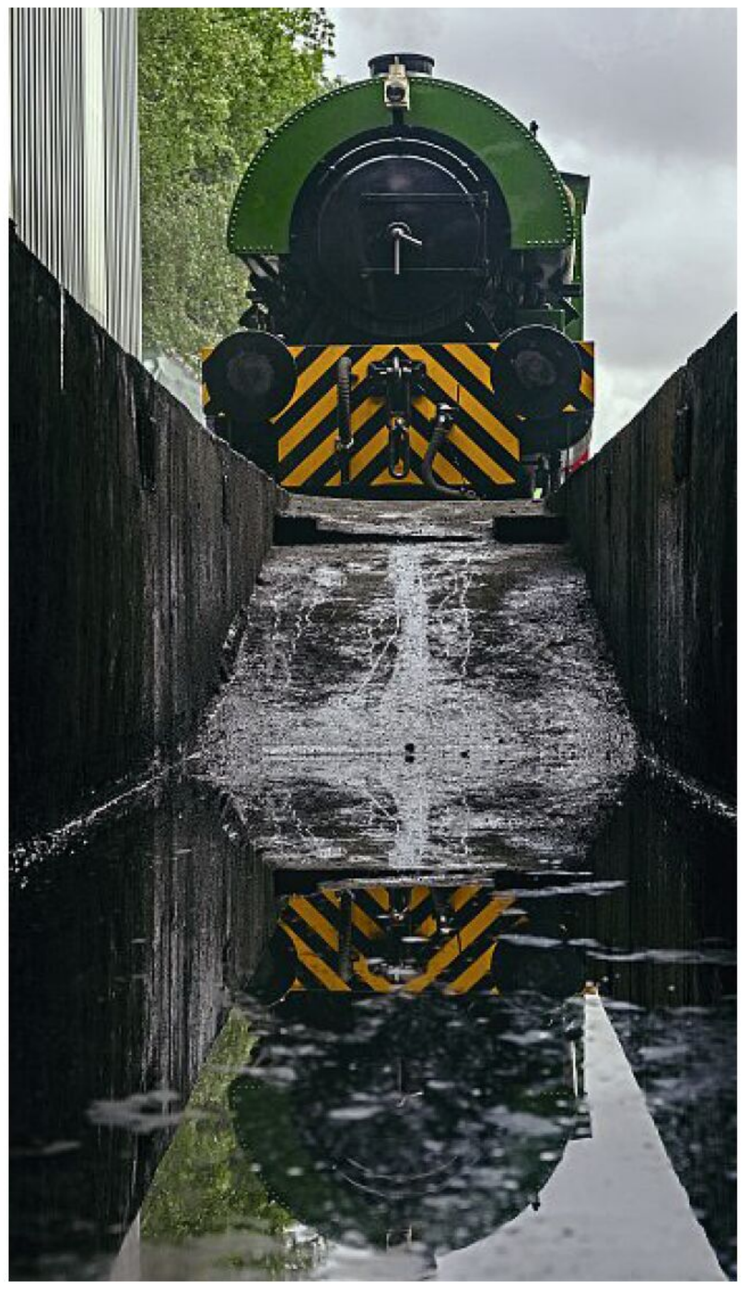
CELEBRATING THE KNOTTY A CENTURY ON!

The Foxfield Railway has commemorated the centenary of passing of the much-loved local North Staffordshire Railway with a series of events and themes, the highlight being the Knotty 100 event over July 14-16, reports **Robin Jones** and **Dave Scragg**.

Above: The coat of arms of the North Staffordshire Railway Company, which was nicknamed The Knotty after the Stafford knot, the traditional symbol of Staffordshire and its county town. The knot symbol appears in the railway company's badge.

Below: Visiting Barclay 0-6-0ST *Horden* in full flight with the Knotty Heritage Train. MARTYN TATTAM



Above: Overlooking the pit at Caverswall Road shed, *Hawarden* awaits its activities on July 15. MARTYN TATTAM

Left: *Horden* heads out of Caverswall Road station with the Knotty Heritage Train. FR

The first company to build a railway in North Staffordshire was the Trent & Mersey Canal, which in 1775 obtained powers to lay a horse-drawn plateway from the limestone quarries at Caldon Low to its canal basin at Froghall in the Churnet Valley.

However, despite the 1840s era of Railway Mania, the Potteries still found itself without a railway, although nearby Stafford, Crewe, Macclesfield and Derby all had links to the embryonic national network.

In 1845, the Staffordshire Potteries Railway promoted a route from Macclesfield to the Grand Junction Railway main line at Norton Bridge with a spur to Crewe, while the Churnet Valley Railway planned a line from Macclesfield to Derby with a branch to Stoke. The two companies joined forces and also drew up a scheme to link the Trent Valley Railway to the Potteries.

The combined railway was formally incorporated in April 1845 under the banner of the North Staffordshire Railway.

An official sod-cutting ceremony was staged in a field in Etruria in September 1846, when a mile-long procession led by NSR chairman Stoke MP John Lewis Ricardon formed. When he arrived at the field, crowds broke through an area that had been roped off for invited guests and he was pushed and shoved. During the cutting, he buckled the silver spade and found difficulty removing the sod... before his hat blew away,

The main routes were constructed between 1846 and 1852, running from Macclesfield via Stoke to Colwich Junction to join the Trent Valley Railway, with another branch to Norton Bridge from Crewe to Egginton Junction, west of Derby, linking other railway companies, predominantly the LNWR. The NSR also ran a network of smaller lines although its total route mileage of the company never exceeded 221 miles.

Most of the passenger traffic was local, although several LNWR services from Manchester to London were operated via Stoke. Its freight traffic was mainly coal and other minerals, but the line also carried the vast majority of china and other pottery goods manufactured in England.

The Foxfield Railway was built in 1892/93 to provide a link to the NSR for Foxfield Colliery. This two-and-a-quarter-mile line was built by local labour provided by NSR employees at weekends and supervised by NSR foreman plate layer Noah Stanier, using second-hand material, again obtained from the NSR.

In 1913, the NSR was ranked as the 18th largest British railway company, carrying 7,200,000 passengers and 1,750,000 tons of freight, including 150,000 tons of pottery – more than five-sixths of the figure for the whole UK production.

The Railways Act 1921 saw the NSR become one of the eight major companies designated to form the North Western, Midland and West Scottish Group, which became the LMS. The act came into force on January 1, 1923, but, along with the Caledonian Railway, the NSR amalgamation into the 'Big Four' company was delayed until July 1 that year because of several legal requirements not having been completed by the earlier date. The centenary of when the NSR officially ceased to exist was a close fit with the dates of the Foxfield Railway's traditional steam gala.

The NSR's main routes are still in use today; those linking Stoke with Macclesfield, Crewe, Stafford and Colwich Junction remain in use as key sections of the West Coast Main Line. The Stoke to Derby route is also still very much with us, but most of the less important NSR lines have been closed. When Foxfield Colliery closed in August 1965, local volunteers formed the Foxfield Light Railway Society to preserve the freight branch, which this year, with good cause, celebrated its NSR origins.

Welcoming Tanfield's *Horden* and the return of *Hawarden*

Foremost in the Knotty 100 event's planning was Richard Warren, trustee of registered charity the Knotty Coach Trust (The North Staffordshire Railway Rolling Stock Restoration Trust), based at Foxfield and which has restored NSR coaches Nos. 23 61 and 127 and Midland Railway family saloon No. 348.

He commented that when planning began in 2019, he and Elise Turner, of the Brampton Museum, thought that there would be plenty of time to develop things at leisure. The Covid-19 pandemic changed that, and 2022 turned out to be a hectic year indeed from a planning perspective.

The commemoration has been supported by the National Lottery Heritage Fund to celebrate the railway heritage of the area, not only for enthusiasts but also for the wider population. Richard saw the mission as to "celebrate, inform and entertain." Schools, the local theatre, museum, film archive, community rail partnerships, heritage study groups, pride groups, animal welfare and national railway companies have all been involved.

The opening event at Stoke station took place on April 29, guided tours by Mark Smith, of the Knotty Trust and North Staffordshire Study Group, proving very popular. A rainbow community event took place on April 25 at Foxfield, coinciding

Welcome back, *Hawarden*! The resident Bagnall 0-4-0ST makes its second public appearance since the completion of its 10-year overhaul at the head of the Knotty Heritage Train on July 15. ANDREW YOUNG

Heading back into Caverswall Road relief siding on July 15 is Hawthorn Leslie 0-4-0ST *Marston Thompson & Evershed No. 3* with a short freight, including wagons which had not run on the line before. MARTYN TATTAM

***Marston Thompson & Evershed No. 3* with Midland Railway family saloon No. 348.** COURTNEY FORDER

with Pride Month – thought to be a heritage railway first.

On July 1, MP Aaron Bell opened a Knotty Railwayana exhibition at Brampton Museum in Newcastle-under-Lyme, which will run until September. On July 3/4, schoolchildren experienced Victorian rail travel by riding in the Knotty Coach Trust's Heritage Train, augmented by the newly-restored No. 348.

In the run-up to the Knotty 100 weekend at Foxfield, no less than five potential visiting locomotives fell through for one reason or the other. In the end, the Tanfield Railway loaned Andrew Barclay 0-6-0ST No. 1015 of 1904 *Horden*, which performed very well, attracting many favourable comments. The locomotive entered service as No.1 *Horden* at Horden Collieries Ltd in County Durham, passed into NCB ownership in 1947, and in September 1972 when Shotton Colliery closed, it was sold to the Stephenson Hawthorn Locomotive Trust.

Following the success of its Knotty 100 appearance, more exchange visits between the two leading heritage industrial railways are certain to take place in the future.

Several recently-completed projects were showcased over the weekend, including powerful WG Bagnall 0-4-0ST No. 2623 of 1940 *Hawarden*, making only its second public appearance since the recent completion of its thorough rebuild, which has taken 10 years. Supplied new to Shelton Steelworks, the locomotive was named after the works of the then parent company, John Summers & Sons Ltd, of Hawarden Bridge Steelworks, Shotton. In 1966, *Hawarden* was given Shelton's last steam overhaul and it remained in use, deputising for members of the diesel fleet which had taken over.

The closure of one of the site's mills reduced the need for locomotives and when another

Above: In their first gala appearances since restoration and overhaul respectively, Hawthorn Leslie *Marston Thompson & Evershed No. 3* and *Hawarden* raise steam in front of the shed at Caverswall Road on July 17. MARTYN TATTAM

Left: Kerr Stuart 0-4-0ST No. 4388 of 1924 takes its turn on the Knotty Heritage Train on July 16. IAN RALPHS

diesel was ordered, *Hawarden* was earmarked for scrapping. It was then bought privately and taken by road to the Foxfield Railway in March 1973.

The latest overhaul saw the boiler receive a new front tube plate, backhead, copper door plate, firebox sides, crown stays and a retube. Most of the work has been carried out by Heritage Boiler Steam Services Ltd at Liverpool.

The motion has also received extensive attention, including the replacement of all of the bearings, new crank pins and springs, axlebox machining and rebuilding of the valve gear.

A new smokebox, cab roof and sections of running board have been fitted, and the locomotive has been turned out in Lincoln Green, just as it was in the mid-1960s, complete with wasp strips.

The Knotty 100 locomotive line-up was completed by Hawthorn Leslie 0-4-0ST No. 3581 of 1924 *Marston Thompson and Evershed No. 3* and Kerr Stuart 0-4-0ST No. 4388 of 1924, both returning to traffic in the last 18 months, the former after having been out of action for the previous 45 years.

On display in the Foxfield museum was NSR New L 0-6-2T No. 2, today's engine being an amalgamation of that and No. 72. In April 2016 it was delisted from the National Collection and donated to Foxfield.

The jewel in the crown, however, was No. 348. The coach was first saved from destruction by Foxfield in the 1970s and also spent time in the care of the LMS Carriage Association before returning to Foxfield in 2021.

The interior is currently set out like a directors' saloon, with comfortable armchairs and dining chairs. Augmenting the trust's three NSR coaches, the Midland coach was a immediate success; Midland and NSR coaches did work together, hence the formation does have a historical basis.

The operation of a goods train along the Caverwall Road/Dilhorne Park section of the railway also proved popular. LMS brake van No. 732444 was recently completed and a 12-ton coal wagon restored to carry the private owner livery of Foxfield Colliery.

The colliery was open for the event and heritage tours of the site took place at regular intervals.

More to come

The Saturday in particular saw a series of thunderstorms and cloudbursts that nonetheless failed to dampen the enthusiasm of visitors and the volunteer staff who worked flat-out to make sure everything ran according to plan.

Despite the appalling weather, the three-day event was resounding success, not just from a financial perspective but also from the morale of the membership bringing focus to many projects.

A ceremony was held on the Friday to mark the construction of the new Spencer Shed, financed by a bequest from Peter Spencer, and the new water tower (formerly of Barry Docks) is now very close to completion.

The railway is now planning the return of its traditional steam gala on July 20/21, 2024, which will see demonstration coal trains return to the 1-in-19 Foxfield Bank and the colliery for the first time since December 29, 2019.

A medium-term aim is to relay the three-quarter of mile of the line from Dilhorne Park into the colliery to suitable standards for passenger trains to be reintroduced over the Foxfield Bank section for the first time since 1981. HR

"Following the success of its Knotty 100 appearance, more exchange visits between the two leading heritage industrial railways are certain to take place in the future."

Above: *Horden* heads another service on a rain-drenched July 16. IAN RALPHS

➜ The Foxfield Railway is always looking for new members. If you would like to be part of the team, email dave.scragg@foxfieldrailway.co.uk

ANYTHING GOES

A GALA FOR ENTHUSIASTS BY ENTHUSIASTS

The first weekend of July is traditionally gala time for the Talyllyn Railway. This year, **Owen Hayward** joined the organising team to help plan one of the railway's most popular events, which resulted in some unusual train activities and the celebration of anniversaries both recognisable and obscure.

Last year, an appeal was made by then general manager Stuart Williams in the Talyllyn Railway's member's newsletter for help with planning events in 2023, including the traditional Anything Goes weekend in July. Having been bitten by the bug after planning the Epping Ongar Railway's 10th anniversary gala last June, I decided to put myself forward to assist with a slightly different and perhaps more ambitious event.

The weekend is pretty much what it says on the tin – anything goes! If it's operational, it will almost certainly be out. The challenge is to plan something that appeals enough to get people to come along without a plethora of visiting locomotives; given that the railway is only one of two currently operating to 2ft 3in gauge (the other being the Corris), such practices are not really possible.

Therefore the reliance must be in the timetable and 'extras' put on around it to act as a lure.

Thankfully, one such add-on is that over the same weekend is both a beer festival (mercifully the responsibility of a different team) and the Llechfan Garden Railway weekend, whereby the 16mm circuit behind the volunteer hostel at Tywyn Wharf is open to public viewing. Society members are also invited to bring their models along and run them – it can get very busy at times but it is always good fun and appeals to another demographic of potential visitors, too.

Pot of ideas

Planning started as far back as November, when fellow volunteer Phil Budd and I were formally appointed as the organisers. There was, however, one caveat – the railway runs a timetabled steam service on every operating day in a year, so we had to make sure that the three advertised round trip timings were adhered to, steam-hauled, and not affected by any of the additional trains. With only four available steam locomotives, that does present a challenge when you want to run an intensive timetable. Thankfully, the TR does have two Baguley Drewery 4WDMs plus Hunslet 0-4-0DM No. 9 *Alf*, but these too pose their own challenges, particularly the latter with its maximum top speed of an impressive 9mph!

Phil and I looked back on the 2022 AG event and some from pre-Covid-19 years for inspiration, while also throwing some of our own desires into the mix. Named trains or services with a specific theme would definitely play a part in building up the appeal.

As regular visitors to galas elsewhere, we

***Dolgoch* passes Pandy Farm with a goods working. In traditional TR/AG fashion, a suitably unusual load was found in the form of a 1970 Morris Minor, plus two 5in gauge models of the leading locomotive.** NATHAN SPENCE

Above: No. 6 *Douglas* double-heads with No. 3 *Sir Haydn* through Dolgoch Top Woods with the 'Tea Chime Express', both locomotives being fitted with chime whistles. OWEN HAYWARD

Right: It is a tradition that the Saturday evening of Anything Goes sees a cavalcade of the steam locomotives depart from Tywyn Wharf station, carefully arranged in numerical order. No. 2 *Dolgoch* leads the charge through the cutting as the consist heads for Pendre. OWEN HAYWARD

both knew that people travelling from afar would more than likely want to travel behind as many of the locomotives as possible. An early idea mooted by Phil was to see a train depart Tywyn Wharf with one locomotive and then swap it at each of the passing points (Pendre, Brynglas, Quarry Siding and Abergynolwyn) with one working a Down service, enabling haulage by all four operating steam locomotives without having to change seats. An exciting idea in theory, but the practical side of getting locomotives to the right places at the right times didn't quite make it practical – one for the future, perhaps?

I am always keen to see freight workings at gala events and thankfully at AG, this is a guarantee; options as to what consist we could run were discussed in great length, especially as the Young Members' Group has recently put much effort into restoring some of the vintage fleet. However, with a heritage weekend event coming up in September, it was felt that sticking to the engineering wagons would be best so as not to detract from that. The perk here was that the available flat wagons afforded themselves to taking a load of some sort. The TR has many volunteers and staff members with classic cars, who in turn have connections with their associated groups; in the past there have been Land Rovers and Mini Coopers strapped on and taken for a ride through the Fathew Valley and therefore I was keen to see such an oddity return.

In the months leading up to the weekend, a Morris Minor became available and it was very quickly agreed that this would be the load of choice. I'm pleased to say that it definitely turned a few heads and I can only imagine the look of confusion on the faces of those on the footpaths seeing the top of it above hedges... only to emerge in a clearing that revealed the truth behind its presence.

By happy coincidence, 2023 is the 75th anniversary of the Morris Minor, and over the same weekend there were events around the nation to celebrate. I wonder how many others were being trundled up and down a railway line?

This was not the only anniversary being marked over the weekend, and Phil was quick to pick up on one we could celebrate with something very special indeed. "With it being the 150th anniversary of the Glyn Valley Tramway this year, I thought we would try and do a non-stop run, something we very rarely do as most of our steam engines don't have the water capacity for such a venture; No. 7 *Tom Rolt* is the only one which can carry sufficient water to feasibly achieve this," he said. "Being the most 'GVT-esque' locomotive on the railway, this was added

The original 'Coronation Special' headboard from 1953 was borrowed from the Narrow Gauge Museum for a trip on July 2. The 'greyscale' bunting was mistakenly produced for a previous recreation of the train and went unused but was suitably quirky enough for Anything Goes. OWEN HAYWARD

A miniature railway gave rides at Wharf over the weekend, with scaled-down versions of some of the Talyllyn's rolling stock in use or on show. OWEN HAYWARD

Having acquired rolling stock from different railways across the years, the Talyllyn is quite fortunate in being able to recreate this to some degree. On Sunday, July 2, a photographic line-up was arranged at Tywyn Wharf. From left to right are No. 3 *Sir Haydn* with Saloon No. 17 (ex-Corris Railway stock), No. 7 *Tom Rolt* and coach No. 14 (closely recreating the Glyn Valley Tramway), and No. 2 *Dolgoch* with the TR's original carriage fleet Nos. 1-5. OWEN HAYWARD

No. 9 *Alf* crosses Dolgoch Viaduct with the goods train on July 2. OWEN HAYWARD

A rare non-stop working was scheduled for July 7. Worked by No. 7 *Tom Rolt,* the train passes the winding drum on the approach to Abergynolwyn. NATHAN SPENCE

Hughes Falcon 0-4-2ST No. 3 *Sir Haydn* starts off from Dolgoch on July 1 with a lunchtime train to Nant Gwernol. KENNY FELSTEAD

***Alf* pauses at Rhydyronen on July 1 during one of its rare appearances on passenger workings – a regular feature of these galas.** NATHAN SPENCE

to the plan with the intention of putting the two coaches (Nos. 14 and 15) onto the same set right behind No. 7; normally, they work with different rakes to provide first class accommodation on each. It didn't quite work out as the first class seating of the second carriage was required on the second advertised service train, but it was still a fun venture and had an added unintentional bonus that it made the final AG event special for the rostered driver of that trip, as he will be retiring from that duty at the end of this year."

Encouraging two-day visits

While the TR has the draw of being 'the first volunteer-run heritage railway in the world', its location usually means it is perhaps a day-trip venue. To encourage people to consider making a weekend of it, the service each day had to be different to present its own appeal.

Phil spotted another opportunity for Sunday afternoon: "We are blessed to have a variety of rolling stock from different railways, so one opportunity I observed was to have a line-up of locomotives and stock at Wharf station representing the GVT, TR and the Corris Railway, utilising appropriate (or similar) locomotives and rolling stock pairings. It worked out well and I don't think we've arranged such a line-up before.

"Many people also love to see a double-header and it is nice to find a common theme to link the locomotives, if at all possible. No. 3 *Sir Haydn* and No. 6 *Douglas* both have chime whistles originating from an A4 and Britannia respectively, so they double-headed the 'Tea Chime Express'. There was also a double-headed freight with Nos. 2 and 6, both of which are four-coupled well tank locomotives.

"A recreation of the 1953 'Coronation Special', with the original headboard graciously allowed out by the Narrow Gauge Museum, was decked out with black-and-white bunting.

"An interesting story lies behind this. For a previous recreation of the special, a photograph was sent to a firm to have the decoration replicated, but the instruction for what colours was missed out, so it was produced in black-and-white as per the photograph!"

An unusual arrangement for the modern-day TR was a banked service; back in the 1970s, the cutting between Wharf and Pendre had quite a steep gradient and services required assistance often as far as Brynglas. Latterly, the gradient has been reworked to be much gentler, but for one trip, No. 3 assisted No. 6 from the rear to Brynglas, which was a hive of activity itself over the weekend for it too was celebrating an anniversary that may have passed many people by. It was in July 1953 that Brynglas was first used as a passing loop, so becoming a focal point of the weekend was a fitting way to mark its 70th anniversary. There were plenty of locomotives swaps and terminating shuttle services there each day, which almost certainly kept the blockman on their toes.

In conjunction with the garden railway being open, I also arranged for a miniature railway to be set up at Wharf station. Motive power for rides along a temporary track was provided by 5in gauge versions of the TR's Ruston 4WDM No. 5 *Midlander* and former resident Simplex No. 10 *Bryn Eglwys*, with static models of No. 2 *Dolgoch* and No. 4 *Edward Thomas/Peter Sam* on display.

Not to be outdone by their coal-powered counterparts, this year saw the return of the diesel cavalcade, with No. 9 *Alf* taking the lead. Behind Baguleys Nos. 11 and 12 is the TR's engineering trolley, *Toby*. OWEN HAYWARD

Dream big or go home: You could be mistaken for assuming that *Toby* the trolley was about depart with a service train when it came onto the stock in platform road at Tywyn Wharf. In reality, it had arrived with some staff from Pendre and departed 'light engine' for Abergynolwyn a few moments later. OWEN HAYWARD

Planning pays off

Alhough I had an attempt at one at the start, Phil was ultimately responsible for producing the working timetable, and when you bear in mind the multitude of movements and restrictions to be considered, he made it seem quite easy. There were little to no delays at all, and the service was received well by both operating staff and public alike.

Compared to the 2022 event, revenue was up – and that wasn't just because of the price increases. A total of 488 people travelled over the weekend, compared to 347 last year. Considering the capacity of its trains, this was very welcome news and saw many services departing Tywyn Wharf packed to the brim. There were, of course, visitors who remained at Wharf for the garden railway and beer festival, with the popularity of the latter resulting in the bar being drunk dry on the Saturday night!

Some points of improvement or things to do differently have been noted and taken away for consideration for future years. We are already floating ideas for 2024 and there have been offers of some very interesting things for loading onto the goods train again.

It may also be just under three years away, but the 75th anniversary of the TR, and hence volunteer-operated heritage railways as a whole, will occur in 2026. Some of us have already thrown ideas between one another as to what could be done in terms of events for that year. Anything goes, and anything is possible… HR

A stepping stone to the Talyllyn Heritage Weekend

OVER the weekend of September 23/24, the Talyllyn will be running a Heritage Weekend with a variety of services, including mixed trains all representing the different periods of the railway's history, as well as recognising the origins of some of its rolling stock.

Battery-electric locomotive No. 9 *Aberllefeni* will be visiting from the Corris Railway for the occasion, shunting at Tywyn Wharf each day.

A talk about the Bryneglwys Slate Quarry and Abergynolwyn village, given by historian and FfWHR trustee Dr David Gwyn OBE, will take place at Wharf on the Saturday evening, with the café and bar open late into the evening for visitors to soak up the atmosphere for even longer.

Visitors are encouraged to attend in period attire. Further details were still to be confirmed.

Meet the manufacturers at Monk Bar Models' 60th

MONK Bar Model Shop, one of the oldest model shops in England, celebrates 60 years in business this August.

Established in 1963 by John Normanton and his son Trevor, you'll find it nestled under Monk Bar, one of the stone gateways into York. John Masheder started part-time while at college when the shop opened in 1963, later purchasing the business, and the shop is now run by John's son Andy.

Many generations of families have visited the shop over the years, including overseas, and customers of all ages have spent time looking in the shop window. You can pass at any time and nearly always someone will be looking inside, reminiscing or dreaming of their next purchase.

A week of celebrations commences on August 21 with visits from several suppliers – Peco (Aug 21), Hornby (Aug 22) and Bachmann (Aug 23) with more to be confirmed. Demonstrations, special offers and more will also be on offer. Visit www.monkbarmodelshop.co.uk for more details.

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Rails and Locomotion partnership establishes new Railway Icons range

A NEW brand has been established by two model railway retailers that will advance a well-developed partnership to continue producing models of items within the National Collection. Rails of Sheffield and Locomotion Models have collaborated for several new products over recent years, including producing OO scale models of the SECR D class 4-4-0, LBSCR 0-6-0T 'Terriers' and more recently the NER Bo-Bo ES1.

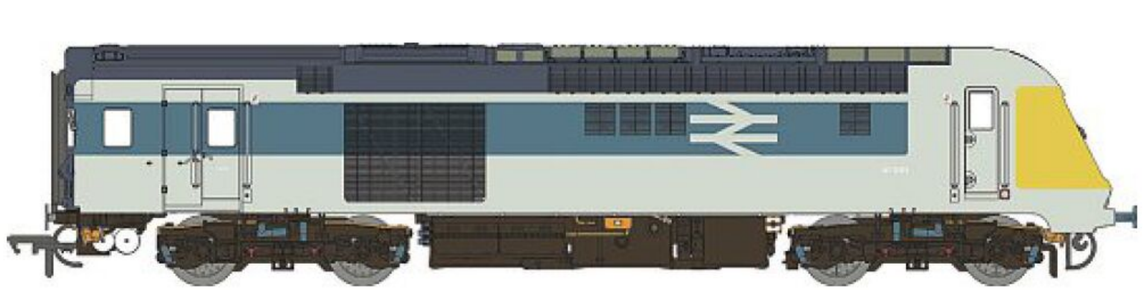
Under the new branding of Railway Icons, the first announcement is that of Class 252 prototype HSDT power car No. 41001, which is being produced by Bachmann and is already at an advanced stage of development, with second engineering samples already delivered.

Devised by staff at the Railway Technical Centre in Derby, the prototype power cars were built at British Rail Engineering Limited at Crewe Works in 1972, with the Mk.3 coaches constructed at BREL Derby Litchurch Lane. After extensive trials on the Western Region, the production versions of the trains (with redesigned cab fronts), consisting of 197 power cars, entered service in 1977. Initially, they were only in traffic on Western Region lines, but were eventually used on the East Coast, Midland and Cross Country routes.

The model will replicate its basis in exceptionally fine detail, capturing its distinctive shape to a tee. A five-pole twin shaft motor will provide drive to both bogies and all axles, which will additionally have pick-ups and separate metal bearings fitted to each. A die cast metal chassis block will result in plenty of weight, while a wealth of separately-fitted detail will range from wipers and grab handles to pipework and conduits. A full set of decorated bufferbeam pipework and accessories will be supplied with each model.

Directional, cab and guard's compartment lighting will be fitted as standard and is switchable on both DCC and analogue control, the latter by way of switches mounted underneath the chassis. Models will be finished in the current grey and blue stripe livery worn by the preserved example.

Prices for the single car are set at £199.99, with a £30 deposit payable at time of ordering. Delivery is anticipated during the summer of 2024. See railsofsheffield.com for more information.



Latest samples showcase progress from Accurascale

DECORATED samples have arrived for two of Accurascale's upcoming OO scale models as each approaches final production.

With the real-life locomotive recently in the news after changing ownership, the latest batch of Class 31 models includes the new Moorsline resident No. 31466, which is finished off in EWS maroon. A manufacturer exclusive, delivery is expected in the fourth quarter of 2023, with the price set at £169.99 for DCC-ready versions.

Also received at the firm's headquarters were decorated samples for the unique Class 89 electric locomotive No. 89001 *Avocet*. Amid the liveries available will be the InterCity Swallow scheme as currently worn by the prototype.

With prices starting at £229.99, delivery is also scheduled for the final quarter of 2024.

Send your model news to staff writer **Owen Hayward** on **OHayward@mortons.co.uk@mortons.co.uk**

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Cardboard Coaches

With the range of narrow gauge kits ever expanding, **Luke Ryan** recounts the story of some of the Talyllyn Railway's early preservation attempts to increase capacity on its trains, with the focal pair now available from Fourdees Models.

THE Talyllyn Railway was the first to be preserved in the world, kicking off the heritage railway movement as we know it – however, there is something quite different that comes to the forefront when comparing the TR to other heritage lines around the country. Unlike the vast majority, the Talyllyn has never had a break in operation; it has continuously ran since opening in 1865, so when the Talyllyn Railway Preservation Society took over in 1951 it was all still there – in need of love, sure, but basically intact. Both locomotives built for the railway at its inception were present, though only the one, Fletcher Jennings 0-4-0WT No. 2 *Dolgoch*, was operational and the full carriage rake, all dating from 1866, was still in use. There was no need to recreate anything as it had not been lost.

JIC Boyd once wrote that he felt the Talyllyn Railway Preservation Society had rather become the Talyllyn Railway Perpetuation Society, and I think, to a degree, that is very much the case – the railway was treated as just that, a railway company that needed to keep going. Rather than trying to recreate the past, the TRPS forged on and continued to write the history of the railway, and still does to this day.

The society had acquired two new locomotives from the nearby Corris Railway to assist the ageing *Dolgoch* and passenger numbers were very much on the rise – more carriages were needed. With the odd gauge of 2ft 3in and no real narrow gauge alternative to the trusty and reliable Mk.1s we see across the UK's heritage lines, the Talyllyn took to building its own coaches.

'Pioneering' carriages

By 1954, the TR had expanded its coaching stock with a brake van from the Corris Railway and two ex-Penrhyn Quarry open coaches, bringing the total to eight. However, there was a demand for more covered stock and, of course, more seats. A Mr Ralph Weddell thought he may have a solution: he was a director of the firm WG Allen Ltd of Tipton and had recently built some 2ft 6in gauge man-riders for the National Coal Board. He took it upon himself to suggest to TR management that something similar to the design could be built cheaply for the railway, and soon he was given the approval to build two new underframes with all the Talyllyn accoutrements, such as an adapted frame for side buffers rather than centre coupling.

The frames were delivered on April 23, 1954, one with a handbrake and the other without. They were immediately taken up the line on a very successful trial, and were just as quickly kitted out with bodies. Coach No. 9 was the first to enter service, only a day after the chassis had arrived, having two ex-Penrhyn Quarry coach bodies bolted together and fitted to the chassis by John Bate. This was also the plan for Coach No. 10, however, the two remaining Penrhyn bodies were so badly dilapidated that a semi-open body and five compartments, plus a guard's compartment on the Abergynolwyn end, was quickly under construction by the design of Chips Harrison. The body for No. 10 took Chips six weeks to put together and the coach entered service on Whit Monday in 1954 with the paint still wet!

While perhaps looking very primitive to our modern eyes, these were cutting-edge – the first-ever bogie stock on the Talyllyn in its then 90-year history! No. 9's Penrhyn-based body was quickly replaced in 1955 with a similar semi-open design to that of 10s, also built by Chips. Due to the nature of the design, and them being perhaps a little flimsy, they very quickly accrued the nickname of the Cardboard Coaches!

Coaches Nos. 9 & 10 soldiered on through the heaviest of traffic the 1950s could throw at the TR, until one fateful day in September 1965 when a guard put his foot through the floor. Upon closer inspection, it was found that Coach 10 had extensive rot along the bodysides and in the floor. It was patched up to get it through the rest of the season, and finally the body was demolished on September 27, 1965. In early 1966, both coaches had some remedial work done to the chassis, which had bowed upwards in the middle. With this, No. 9's semi-open body was removed, leaving both coaches in need of new ones.

Their original bodies a stark contrast to how the vehicles exist today, Coaches Nos. 9 and 10 are hauled in the direction of Tywyn Wharf by Andrew Barclay 0-4-0WT No.6 Douglas in 1955. TR COLLECTION

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The body of a former Penrhyn Quarry workman's carriage being unloaded at Wharf after arriving via the standard gauge line. These bodies became the basis of that on coach No. 9. TR COLLECTION

In 1966, coach No. 10 was sent to Tisdale's, a timber merchant, where a new body was constructed replacing the previous life-expired one, pictured approaching the end of that process.
NARROW GAUGE RAILWAY MUSEUM/KEITH WALTON COLLECTION

Modern fleet blueprint

At the time, the Talyllyn was looking at an affordable and economic design for new bogie coach stock. After many enquiries, the then chief engineer, John Bate, came across Raymond Tisdale & Co, a timber merchant whose managing director just so happened to be a railway enthusiast. Very soon the chassis for No. 10 was sent to Tisdale's and a completely new body to an entirely new design began construction. On March 30, 1967, it returned to the TR looking completely renewed. Glazing and painting began, and it entered service on July 3 that same year, creating the blueprint for the 'standard' Talyllyn bogie coach going forward. Coach No. 9 followed suit and was fitted with a new Tisdale body in time for the 1968 season.

No. 9 was still fresh-faced when it got into its first incident, however; on July 6, 1968, as No.2 *Dolgoch* was propelling coaching stock down to Tywyn Wharf from Pendre, the screw link coupling managed to slip off the shallow hook on the front coach and the rake of coaches ran away from the locomotive. When they got to the short 1-in-60 grade immediately before Wharf, the rake accelerated rapidly and hit the buffer stops with an almighty crash. Coach No. 9 took damage on the Abergynolwyn end, with Coach No. 15's iron steps creating some lovely slots in the new bodywork, along with breaking the body pillars. Thankfully, as with the other damaged vehicles, coach No. 9 was back in service looking brand new within a week.

Tisdale would go on to provide the bodies for coaches Nos. 16, 19, 20, 21, 22 and 23 – and in true Talyllyn fashion, they are all slightly different! The legacy of Tisdale certainly still lives on at the TR, with three new coaches currently being built at the Ffestiniog & Welsh Highland Railway's carriage works to the same general design, albeit on a bit of a higher budget. The first of these new coaches, No.24, should be very close to arriving on the TR by the time you are reading this article.

Coaches Nos. 9 and 10 have remained largely unchanged since they entered service, with one visual change being the Train Alarm System – an electrical connection that once broken anywhere down the train would sound an alarm in the guard's van to alert a split in the train – changing to the Train Communication System, which allows the guard and footplate crew to communicate to each other through a buzzer, much like you get on modern-day DMUs.

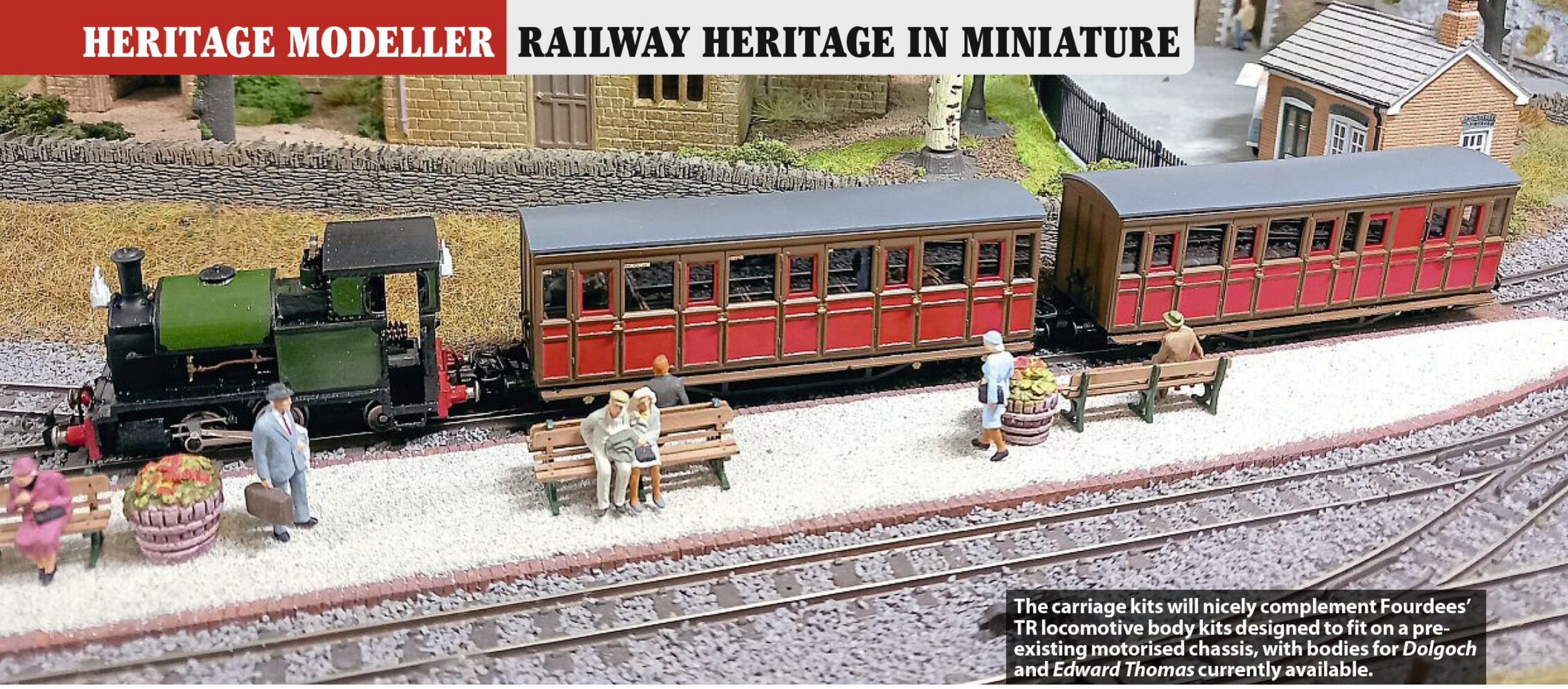
The biggest change to the coaches, though, would be the fitting of continuous air braking equipment to all TR stock in the 1990s and early 2000s – only about 110 years after the Regulation of Railways Act 1889 made them mandatory by law.

These things do take time, you know…

The Talyllyn's 'footprint' for the design of its modern carriage fleet, carriage No. 9 stands at Wharf in its original TR preservation era condition. The body of No. 9 was made by bolting two quarry coach bodies together, while No. 10 was a new semi-open construction. NARROW GAUGE RAILWAY MUSEUM/JOHN ADAMS COLLECTION

The modern-day carriage No. 9, which was rebuilt by Tisdale's in the 1960s and continues to put in regular service in the one of the daily running sets on the Talyllyn. LUKE RYAN

The Tisdale rebuild of carriages Nos. 9 and 10 became the footprint for all the new ones that followed. Three carriages are currently under construction at Boston Lodge, with No. 24 (pictured) due to be completed imminently. OWEN HAYWARD



The carriage kits will nicely complement Fourdees' TR locomotive body kits designed to fit on a pre-existing motorised chassis, with bodies for *Dolgoch* and *Edward Thomas* currently available.

The models

Perhaps slightly unconventionally for the Heritage in Miniature series, we're taking a look at kits – and more specifically, garage kits from an independent manufacturer. Fourdees Limited has been providing ready-to-run hand-built 3D-printed locomotives for a good number of years now but has only relatively recently expanded into the kit market with locomotive body shells to fit on pre-existing motorised chassis and, more recently, rolling stock.

The newest addition to its range are these wonderful kits of Talyllyn coaches Nos. 9 & 10, which represent the carriages in their current running condition with air brake equipment on the underframe, air hoses, and Train Communication System cables preset. Of course, if someone wanted to modify these to represent the coaches as they were between the late 1960s and early 1990s, all it would take is to snip the brake pipes off and remove the equipment from underneath. With minimal effort, the kit can represent, essentially, the entire life of the coaches with their Tisdale bodies.

Each coach comes in five main component parts: the roof, the body, the interior, the chassis and the bogies. Minimal clean-up of the 3D-printed parts is needed, as the print quality is excellent – a quick pass of sandpaper over the more obvious print lines will be more than enough to make them very presentable indeed. The interior is fully detailed and accurate to the real coaches, including the guard's compartment in No. 10 – complete with fold-down seats, desk and handbrake.

The bogies aren't just off-the-shelf items either; these are also 3D-printed and are completely accurate to the TR designed bogies that run under both vehicles. The kit also comes complete with clear plastic glazing for the windows and plastic wheels to fit into the bogies; of course, some modellers may wish to add their own metal wheels in place of these to aid with weight.

Coaches Nos. 9 and 10 are now available as a double pack. At the time of writing, they are available for £69.99 from both Fourdees online and the Talyllyn Railway shops. A perfect companion to the coaches is Fourdees' TR No.2 *Dolgoch* or TR No.4 *Edward Thomas* locomotive body kits, designed to fit on the Bachmann USA Thomas & Friends range *Rheneas* and *Peter Sam* chassis respectively.

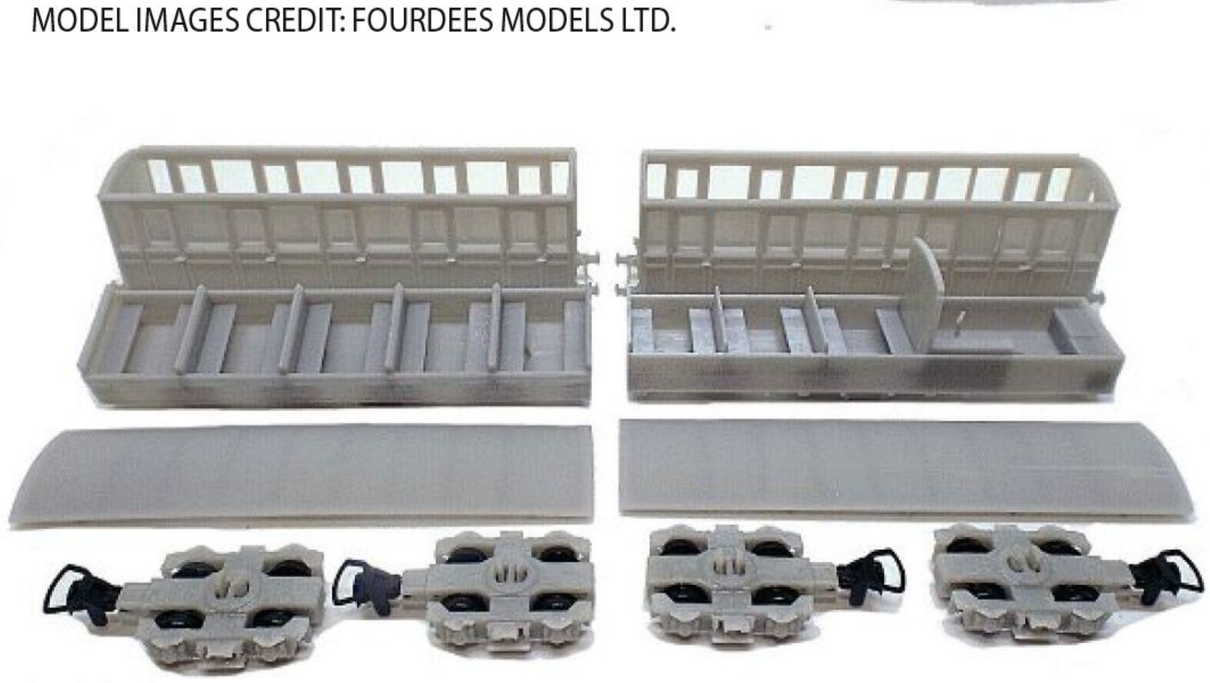
For a beginner or a seasoned kit-building pro, these are the perfect way to quickly bolster your Talyllyn, or indeed freelance, carriage rakes. HR

Above: In addition to the carriage kits, Fourdees also produces body kits of Kerr Stuart 'Tattoo' No. 4 *Edward Thomas*, covering its various modifications across multiple body shells.

Right: The 'Old Lady': Designed to fit on an existing ready-to-run chassis, the body kit for No. 2 *Dolgoch* also captures a fine level of detail and is ideal for those who want to model the prototype accurately.

MODEL IMAGES CREDIT: FOURDEES MODELS LTD.

Carriage interiors are part of the body prints. With the roofs, a separate part, the fitting of passengers to the interior can easily be done during the build process.



The carriage kits are supplied in easy-to-assemble parts with the 3D-printing of these capturing a wealth of detail, including the door handles and brake pipework.

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BRITAIN'S BUSIEST CELEBRATES 175 YEARS

Waterloo 175, a special event and exhibition held to mark the anniversary of London's great Southern Railway terminus, was staged on July 11. Among the VIP guests was Jim Lester, the fireman from Sir Winston Churchill's funeral train, which took the great wartime leader on his final journey from there in 1965, reports **Phil Marsh.**

THE restoration of LSWR Adams 4-4-0 T3 No. 563 to working order at Bill Parker's Flour Mill workshop, as reported in Headline News 8-9 in this issue, narrowly missed out on being completed in time for it to bring a special Victorian train into Waterloo from Strawberry Hill depot in the early hours of Tuesday, July 11 – a repeat performance from the centenary celebrations of June 14, 1948.

It was hoped that the newly-overhauled locomotive would be available with two Victorian carriages to celebrate a major anniversary of the UK's busiest station. Instead, South Western Railway brought a new Bombardier-built Arterio train into Platform 19 as a glimpse of the future. The £1 billion fleet of 90 South Western Railways trains is intended to transform travel on the operators' Reading, Windsor and South West London suburban routes. By contrast, the example of a modern locomotive displayed at the 1948 event was Bulleid West Country light Pacific No. 34017 *Ilfracombe*.

And, in a reprise of the 1948 photographic exhibition at Waterloo, a display of more than 100 images opened on the concourse, curated by Mike Lamport and selected from 5000-plus that he waded through. Mike said: "The Waterloo Story exhibition recounts the sometimes surprising history of this railway station.

"It begins with its opening in 1848 as a 'roadside station' (first named Waterloo Bridge), supposedly just a stop on the way to a planned-for major city terminus that was never realised, and then went through years of resultant, chaotic growth that brought it repeated public ridicule, and finally to its 'Great Transformation' into the much-loved station we know today."

Mike did not want to create an exhibition that was solely aimed at enthusiasts like himself, but to write and illustrate a social history demonstrating how the railway, and Waterloo station in particular, had evolved over the centuries, between cholera and the Covid-19 pandemic. The exhibition depicted the movement of the Armed Forces, ocean liner traffic and associated docks at Southampton, *HMT Empire Windrush* trains, royal trains, the long-forgotten connection between the LSWR and South Eastern & Chatham Railway lines at Waterloo Junction – and not forgetting the end of Southern Region steam and associated trainspotters!

And who better to curate this exhibition? Mike, a career railwayman of almost 60 years, a former member of the National Railway Heritage Awards committee and a member of the Railway Heritage Designation Advisory Board, can trace his family's employment at Waterloo back to the 1850s. His son Andrew works as a guard into and out of Waterloo today, maintaining the link.

The event was attended by 50 guests including Network Rail chairman Lord Peter Hendy, NR CEO Andrew Haines, Rail Minister Huw Merriman MP, Florence Eshalomi MP, the Shadow Cabinet Office Minister and MP for Vauxhall, Baroness Floella Benjamin in her guise as chairman of the Windrush Commemoration Committee, and SWR managing director Claire Mann.

Prior to the event, a 'behind the scenes' tour looked at the secret passageways beneath the station – deserted shooting ranges, an old snooker table, and even a bathtub where workers would wash off after a long day were some of the hidden finds. For the occasion, Waterloo station manager Cem Davis and Waterloo regional manager Chico Coulibaly dressed in Victorian costume, and a railway choir sang The Kinks' 1967 hit Waterloo Sunset and Abba's Eurovision smash hit of 1974, Waterloo.

Passion of a lifetime

Jim Lester was also present, telling visitors about his role as fireman on Sir Winston Churchill's funeral train in 1965. Jim, author of the book Southern Region Engineman, said: "At 80 years old, this incredible station has played a significant part in my youth as an avid railway observer and during my 47 years employment from 1957, providing an absorbing interest throughout my railway career. My invitation to attend Waterloo 175 meant so much and brought back so many memories, from a Nine Elms engine cleaner to Eurostar's traction officer – that's quite a railway journey!

"My own journey included being selected to fire West Country 4-6-2 No 34051 *Winston Churchill,* which took the late Sir Winston Churchill on his final departure from the capital to a village churchyard at Bladon in Oxfordshire. Historically, the state funeral of a 'commoner' was an extremely rare occasion; only the Duke of Wellington had been afforded such an honour.

"Needless to say, this was to be perhaps the last-ever event that a steam locomotive would be used to perform such a prestigious duty as the end of Britain's steam era loomed. Almost unseen, without fuss, the locomotive was suitably moved from Salisbury to Eastleigh Works, where it was examined to ensure its total integrity, fit for purpose to carry out its chosen role, and then moved again, this

Left: Bulleid Merchant Navy Pacific No. 35022 *Holland America Line* at the Waterloo bufferstops in February 1966. On the railings in front is a poster for an Elvis Presley film showing at the station cinema. No. 35022 was withdrawn from service three months later and ended up in Barry scrapyard. Now owned by the Royal Scot Locomotive and General Trust, it is stored at Crewe awaiting restoration. GEOFF MARSH

Right: Jim Lester, the fireman on Sir Winston Churchill's funeral train in 1965, with Mike Lamport, who curated the Waterloo 175 exhibition. PHIL MARSH

LSWR T3 4-4-0 No. 563, LBSCR A1 'Terrier' 0-6-0T *Boxhill* and Southern Railway Bulleid Pacific No. 34017 *Ilfracombe* at Waterloo during the station's centenary celebration in 1948. Visitors including children are being shown onto the footplates of the locomotives. NRM

time to Nine Elms depot, from where it was prepared, like a thoroughbred race horse, for the moment when yet another piece of railway history would be made. Everyone involved at the depot realised the significance of the moment as they each added their individual contribution. I witnessed these events during the week leading up to that momentous occasion on Saturday, January 1965 and felt that expectation.

"This was indeed a proud day for Nine Elms, none more so than for my regular 'Top Link' engineman Alfred Hurley, who had started his railway career back in 1917. At the age of 22, I was aware of the enormity of the occasion, but earlier discussion with him had dispelled any concerns.

"On the day, our footplate plan to conserve water and just how we would work the locomotive together worked perfectly, I'm equally proud to say.

"Standing at the head of the funeral train on Platform 11, the arrival of the cortege was a special moment that I vividly remember; a somewhat surreal atmosphere, calm. Equally, on the footplate, it was a key moment. With fire heat increasing and steam pressure rising, boiler water level checked yet again, it was departure time. With Alf's light touch on the whistle, it marked our departure with our 'special occupant' on his final journey.

"After passing through Virginia Water, just beyond Knowle East, one of two intermediate signalboxes on the line to Reading, I saw my parents on the embankment, witnessing the passing of this once-in-a-lifetime event. It was moving to see so many people lining the route, particularly old uniformed soldiers standing crisply to attention, saluting."

The author worked at Waterloo in the 1970s and 1990s, and it was a privilege to speak to so many interesting people such as Jim and Mike.

Bigger and better

During its proud history, Waterloo has undergone many changes and much expansion. During the remainder of the 19th century, following its opening, it was extended to cope with the increase in demand, and by 1885, when the 'north station' opened, the platform numbers had already increased to 18. In 1899, the LSWR gained permission to completely rebuild and expand the station. During the following 20 years, the spacious concourse was formed, which included a total of 21 platforms.

Waterloo remained largely unchanged until the early 1990s when the Eurostar temporarily opened, and following on from that, the first-floor balcony was created with escalators and lifts in July 2012 to reduce congestion and provide step-free access to its neighbouring Waterloo East station.

Now with 24 platforms, Waterloo is a key transport hub, this year playing a key role in supporting the Coronation of King Charles III by welcoming the arrival of more than 5000 Armed Forces personnel.

Rail Minister Huw Merriman said: "For the past 175 years, Waterloo has been a stalwart for the people of London, bookending millions of great adventures and bearing witness to some of the most historic moments for Britain – from the early years of steam power trains to becoming a lifeline for soldiers, evacuees, and those seeking refuge in the world wars.

"None of this would have been possible without the generations of fantastic staff who have worked to make this invaluable station what it is today and I look forward to it continuing to serve Britain's rail passengers for generations to come." HR

The Waterloo 175 choir performed classics by The Kinks and Abba. NR

Network Rail chairman Lord Peter Hendy, SWR managing director Claire Mann and Rail Minister Hugh Merriman MP unveil the Waterloo 175 plaque. PHIL MARSH

FROM WORKSHOP TO

The National Railway Museum's futuristic, interactive Wonderlab: The Bramall Gallery is now open, and is all set to provide a new, major visitor attraction for York. The focus is on families, with the aim of sparking an interest in technology among youngsters to inspire the rail engineers of the future, reports **Robin Jones.**

THE National Railway Museum's new £6-million gallery – its biggest in more than a decade – opened to the public on July 27 after five years in development, creating a significant attraction both for families visiting York and local residents.

Wonderlab: The Bramall Gallery features 18 exciting hands-on exhibits, focusing on different elements of railways and engineering. They are intended to encourage visitors to think like engineers and develop skills as they design, build and test to produce different outcomes.

Aimed at families with children aged seven to 14 and school groups, the gallery is housed in the museum's former locomotive workshop building next to Great Hall. Alongside the interactive exhibits, visitors can also see live science shows inside the Weston Showspace and at a demonstration bar.

NRM director Judith McNicol said: "Wonderlab: The Bramall Gallery represents the first area of the museum to undergo significant changes as part of our Vision 2025 masterplan. The result is a fantastic interactive gallery that is a real asset for visitors and the city.

"It was developed in partnership with the rail industry and other experts, and we have listened to visitor feedback about the need for more interactive, hands-on experiences. We want to ensure that children have great fun while developing a spark of interest in engineering that will contribute towards tackling the UK's shortage in STEM (science, technology, engineering, and mathematics) skills." The Institution of Engineering and Technology estimates there to be a national shortfall of 173,000 workers in the field.

The opening day saw the unveiling of Steve Messam's permanent artwork, Mass. It is a brightly coloured and highly distinctive inflatable sculpture centrepiece which, like a hot air balloon, uses air under pressure to support itself.

> "Inspired by its unique and rich railway surrounding and the gallery's previous life as an engineering locomotive workshop, our design explores the different forms of motion evoked by railway engineering"

Steve said: "Mass came about because I wanted something that had a strong visual impact that would command the large museum space and create a focal point.

"The artwork is very bold and stands taller than a house, and I want people to have an emotional reaction when they experience it for the first time.

"Art is about experimenting and pushing the boundaries and engineering is all about finding solutions, so it feels appropriate that it is to be part of Wonderlab."

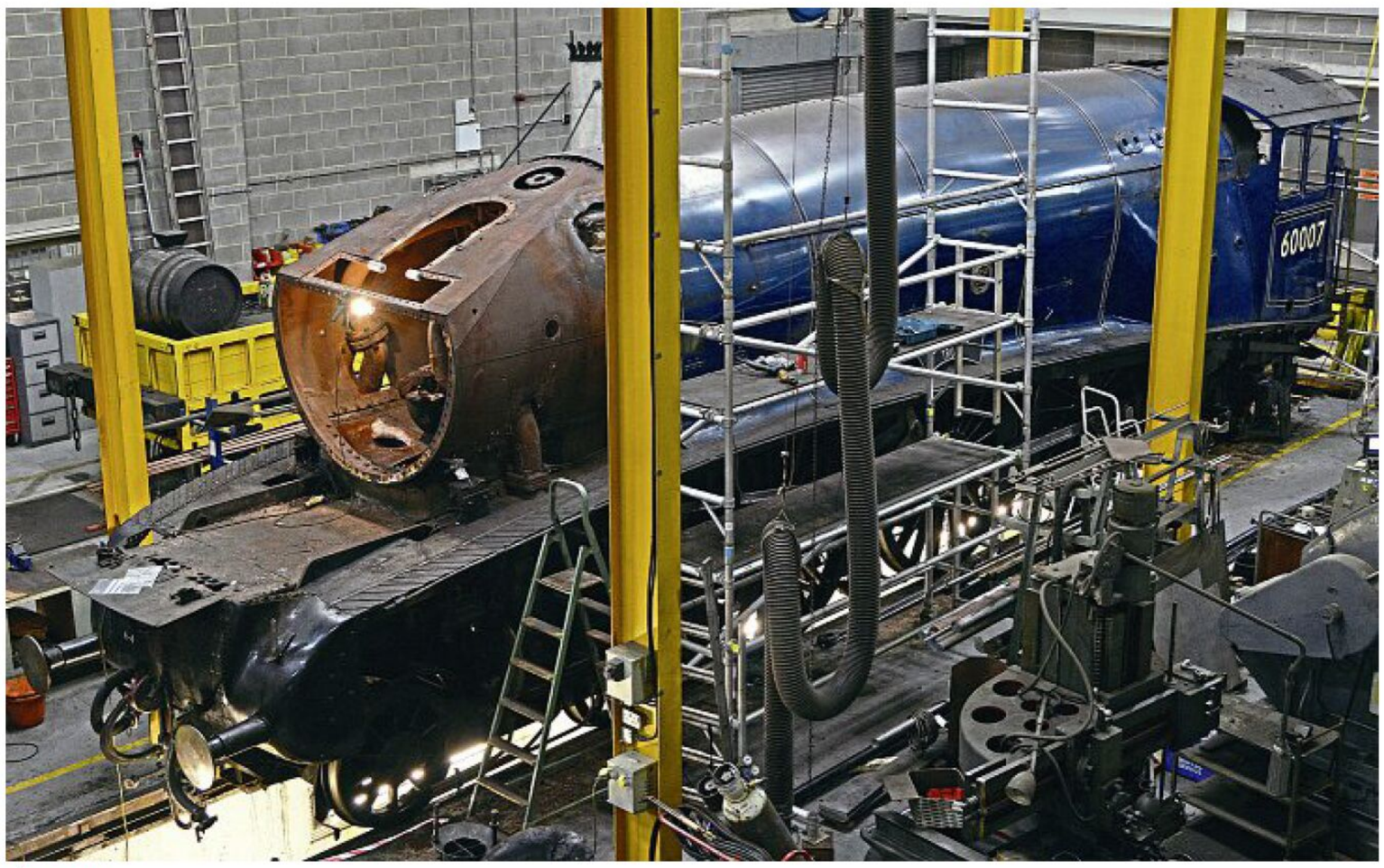
Among the highlights is Feel The Force, a giant wind tunnel for visitors to learn about streamlining locomotives. Engineers sometimes look to nature for inspiration, testing and modelling ideas to see if they work; the streamlined shape of the 500 Series Shinkansen was inspired by the kingfisher's beak so as to enable it to travel faster and reduce tunnel noise caused by its high speeds. Air travels around smooth, streamlined locomotives like Sir Nigel Gresley's A4s easily, so they can move faster using less energy.

One way to see how air moves around a vehicle is by testing a model with smoke in a wind tunnel.

The Great Machine is an exhibit for people to solve problems and create their own transport network by moving balls through a sequence of connecting tubes.

Visitors will also be able to build and design largescale structures like bridges and towers in Pippa Hale's Play Revolution, which is inspired by the museum's archives and collections. This colourful artwork comprises large foam shapes that can be moved around the space, encouraging visitors of all ages to think like engineers.

Live science shows are also being held as part of the general entry ticket to Wonderlab. Fire



↑ **THEN: The National Railway Museum's workshop as it was on January 9, 2016: LNER A4 Pacific No. 60007 *Sir Nigel Gresley* under overhaul with its streamline casing removed.** ALAN WILSON/CREATIVE COMMONS

➔ **NOW: Wonderlab: The Bramall Gallery and its interactive exhibits intended to inspire the engineers of the future now occupies the workshop space. Its centre is dominated by Steve Messam's new 40ft-high and 16m-wide permanent artwork Mass.** NRM

WONDERLAB!

Powered demonstrates how (safe) explosions can be created and controlled to make an engine work.

Another exhibit invites visitors to imagine that they are designing a railway, choosing between open tracks, bridges or tunnels, and whether to travel across towns, rivers and woodland, while asking how design decisions might impact on the environment. Bridge design comes into focus, highlighting how engineers consider how the structure will support the weight of the bridge itself, the most interesting design that can be created, how to build it, and how to ensure its stability.

Visitors are also invited to ask which wheel shape works best on a track by making their own set of wheels. Railway wheels are conical, not cylindrical like those on cars. The cone shape allows them to move from side to side so the rail vehicle stays on both straight and curved tracks.

Families will also be able to create their own hydrogen rocket, and see how people look when filmed with an infrared camera. Other exhibits feature kinetic sand, giant marble runs and friction tests.

More unusual explainer-led experiments that explore railway engineering can be seen at the Demo Bar.

Wonderlab has been designed by architect De Matos Ryan, an award-winning London-based practice known for creating simple but imaginative contemporary environments and interventions, often within historically or culturally sensitive settings. The firm previously worked on the newly reopened Young V&A in London.

Director Jose Esteves De Matos said: "Inspired by its unique and rich railway surrounding and the gallery's previous life as an engineering locomotive workshop, our design explores the different forms of motion evoked by railway engineering, particularly the perception of relative motion in relation to static volumes, surfaces, textures and light.

"We are absolutely delighted to see this interactive gallery come to life with the help and collaboration of the community that surrounds it. We hope it will inspire the imagination, creativity and problem-solving skills of future generations in a fun and engaging manner."

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

The gallery's major funding partner is the Liz and Terry Bramall Foundation, which has supported it with a gift of £2.5 million towards its creation. It has also received funding from Garfield Weston Foundation, 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.

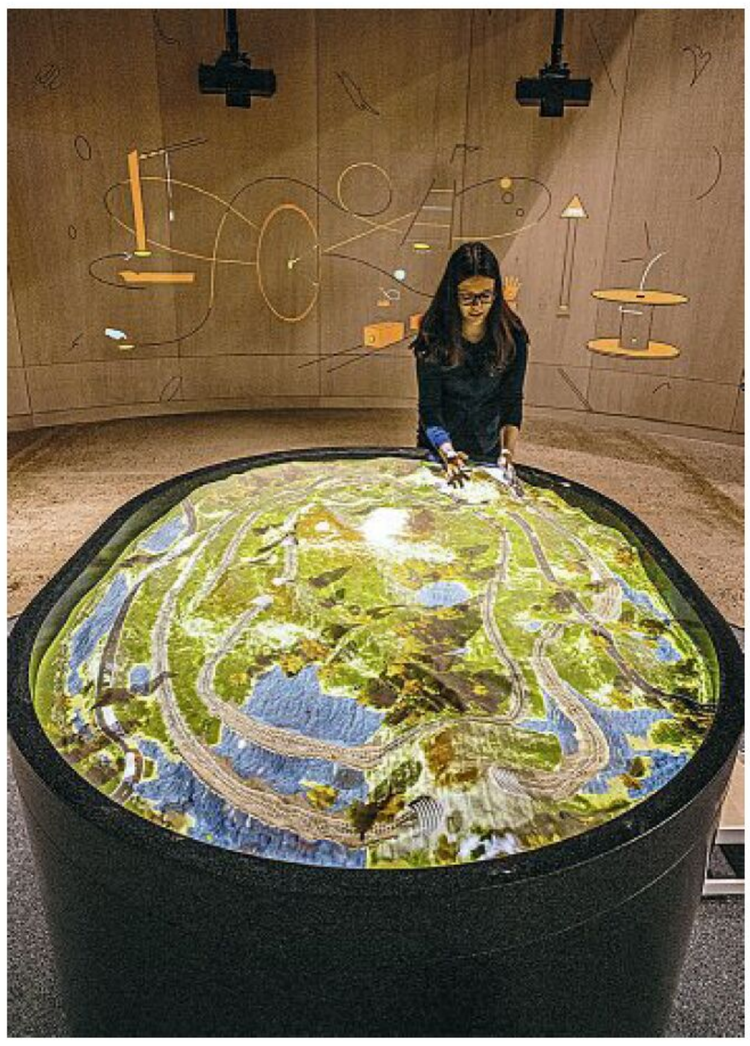
To continue maintenance work on locomotives that was previously undertaken in the workshop, the NRM's preparation bay and conservation workshop are currently in operation. Maintenance can also take place at the Locomotion workshop in Shildon. The NRM is also building a new smaller workshop in its South Yard. HR

➜ Day tickets for Wonderlab start at £7.20, or an annual pass (starting from £13) allows you to return as many times as you like within the year. To book, visit www.railwaymuseum.org.uk/2025/wonderlab-the-bramall-gallery

Design and test your own railway bridge design. CHARLOTTE GRAHAM/NRM

Hands-on track and wheels technology in progress. NRM

Testing the air resistance of a streamlined locomotive design in the wind tunnel. CHARLOTTE GRAHAM/NRM



The principles of plotting a railway route across a landscape are explored. CHARLOTTE GRAHAM/NRM

STAR LETTER

The facts behind the A4 that BR offered to Australia

DURING my time living in Australia, I have been interested in the differing and often conflicting stories from both the UK and Australia about Gresley A4 No. 60012 *Commonwealth of Australia* being offered by BR to the New South Wales state government after its withdrawal in August 1964, NSW being the only state at that time with a decent amount of standard gauge track. I have recently carried out research on the subject, and at NSW state library I discovered that the June 1964 issue of *The Roundhouse*, the official magazine of the NSW Rail Transport Museum, reported that an offer had been made to BR by the Australian Railway Historical Society to purchase the locomotive and transport it to NSW, and that the Rail Transport Museum was also going to follow up on that offer.

However, the magazine's March 1965 issue reported that the offer had been dropped due to the costs involved.

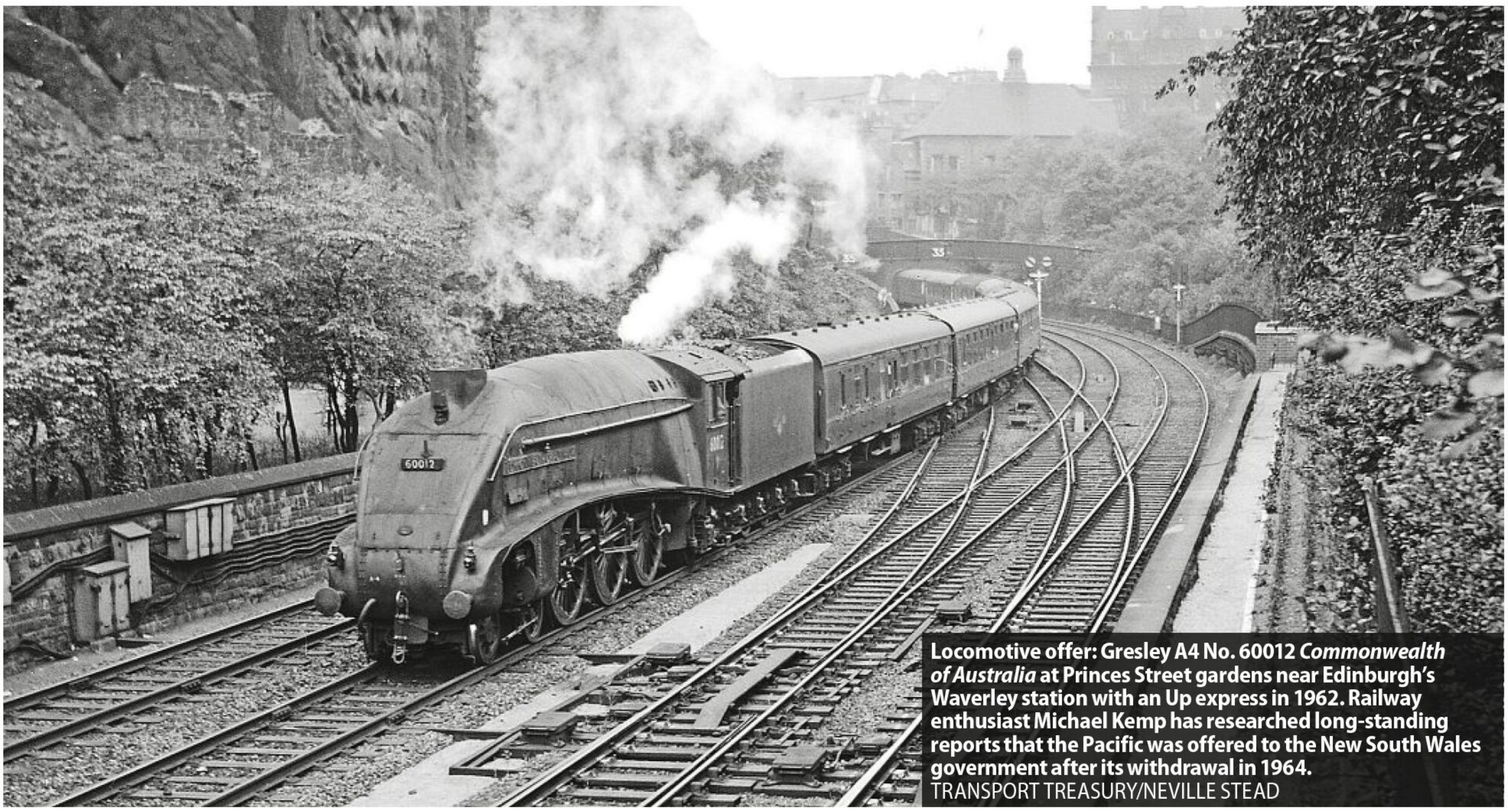
BR was asking for £3000 (£3750 Australian pounds), but with freight, customs and reconditioning, the total cost was estimated at £20,000, and both the ARHS and NSWRTM decided that sort of money could be better spent on "items of NSW railways," so they regretfully informed BR of their decision.

One of the stories that often does the rounds is that BR offered No. 60012 to NSW but that it was turned down due to no one in NSW being interested.

The archived *Roundhouse Magazine* reports show that not to be true.

What a shame that, somehow or other, such a fine locomotive never made it to our shores.

Michael Kemp, Sydney, Australia



Locomotive offer: Gresley A4 No. 60012 *Commonwealth of Australia* at Princes Street gardens near Edinburgh's Waverley station with an Up express in 1962. Railway enthusiast Michael Kemp has researched long-standing reports that the Pacific was offered to the New South Wales government after its withdrawal in 1964. TRANSPORT TREASURY/NEVILLE STEAD

The true hero of Welsh narrow gauge preservation

MANY thanks for another excellent issue of *Heritage Railway* (308). There is an omission on News page 45 in the feature on the Corris Railway.

On August 20, 1948, Machynlleth stationmaster Edward Campbell Thomas started the Welsh narrow gauge preservation movement.

By stopping locomotives Nos 3 and 4 for going for scrap, he instigated Welsh railway preservation and therefore became an outstanding pioneer.

Although covering the locomotives with a tarpaulin, he kept them in the open from August 1948 to March 1951 – a tremendous achievement, helped no doubt by his staff from the main line shed.

As writer George Behrend stated, he was not well-known for secrecy was the name of the game, and just like your article, there are not many mentions of Edward Campbell Thomas in the railway press.

At best he is just referred as 'the stationmaster' or not at all. We should all be grateful that he loved the Corris. Like Oliver Veltom and the Welshpool & Llanfair, he was the right man at the right place at the right time. I hope you can do justice to him.

Chris Magner By email

The Corris Railway's Kerr Stuart Tattoo 04-2ST No.4047 of 1921 No. 4, which, along with No. 3, in 1951 went to the nascent Talyllyn Railway, where the former was named *Edward Thomas* after the Machynlleth stationmaster who saved them from being scrapped following the line's closure without notice by British Railways on August 21, 1948. At Tywyn, No. 4 kept its fleet number and was rebuilt by Hunslet in 1952 and 1964. HUGH LLEWELLYN/CREATIVE COMMONS

Pre-order Issue 310: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

A place for black livery, but…

"BLACK Liveries can be best," writes Nick Hodges in Platform issue 308 – and I must agree, in the right place. He goes on about the German livery.

I was called up for National Service in 1950 and spent all of it in RAF Gütersloh (the nearest RAF back to the East/West German border), near a large railway junction.

Giants of steam, the German 01 Pacifics and 2-10-0s, could be seen.

Every year we took a convoy to the ranges on the isle of Sylt, loading our equipment onto wagons at Niebüll to be hauled by steam over the Hindenburg Damm to Westerland. One of my duties was to drive from List to Westerland railway yard to collect supplies every other day.

Many of the locomotives were Prussian P8 4-6-0s and so, yes, black does look good in the right place.

Our railways date from much earlier, each company having its own livery during Victorian and Edwardian times. Just take a look at the newly restored LSWR T3 4-4-0 No. 563 to see that the Victorians knew how to present their railways.

Derrick Martin,
Hornchurch, Essex

Preserved P8 4-6-0 No. 2455 *Posen* in Leipzig in 2008. The locomotive is based in the Augsburg Railway Park, a museum in Augsberg, Germany.

Left: A loaded army train ready to cross to the isle of Sylt via the Hindenburgh Dam, a seven-mile causeway joining the North Frisian island of Sylt to mainland Schleswig-Holstein, off the coast of Germany, and opened in 1927 exclusively for rail transport.

Who was the 'real' James Fenton?

LTC (Tom) Rolt wrote wide and far, so it is not surprising if occasionally he needs updating.

In his book A Hunslet Hundred, he stated that the James Fenton who was a partner in EB Wilson was a descendent of one of the partners of Fenton Murray & Jackson.

Were it not for the fact that this seems to have now become an established fact in railway history and is now repeated in any book covering this piece of history, it could be left to lie. However, it is incorrect.

James Fenton joined the existing partnership between Matthew Murray and David Wood in about 1799 and the partnership then became known as Fenton Murray & Wood. He outlived both these partners (and another William Lister) and died in December 1834. He never married and left no recognised offspring, and his will left most of his estate to his brother William, who succeeded him in the firm. So, this is not the James Fenton who later crops up in the Railway Foundry. Brother William (died March 1838) was married but only had a daughter as offspring, and she married a Richard Yale (died 1823).

Their son, another Richard Yale, was a partner at the demise of the firm (then styled Fenton Murray & Jackson) in 1844, but he did not survive that year.

The name Fenton is fairly common in Yorkshire, and indeed the branch from which the brothers came was fairly extensive.

But the gentleman in the Railway Foundry was not a descendant of either James or William, so a challenge lies out there for someone to determine from whence this James Fenton came.

It is similarly assumed that Matthew Murray's son-in-law, Richard Jackson, entered into the partnership on Murray's death, but James Fenton ran the business on his own until 1832. In that year, he reorganised the business and Jackson was admitted as a partner.

Paul Murray Thompson,
author of Matthew Murray and the firm of Fenton Murray and Co,
Ross-on-Wye, Herefordshire

Fond memories of Wingfield station rekindled

THE photograph of Wingfield station on Main Line News, page 59 of issue 307, brought back memories. I lived near Wingfield in the 1950s and once caught the train to Ambergate, a round trip of seven miles for which the child fare was 5d return (2p for younger readers).

A slight erratum, the report said: "Alongside the Midland Main Line in Alfreton." Alfreton was almost three miles to the east and was actually on the main line from St Pancras to Sheffield. Wingfield was on another 'main line' from Bristol via Derby, which it joined at Clay Cross.

The station was about a mile from South Wingfield village, and although the bus service E2 linking Alfreton with Matlock served both the station and its village, one suspects not many passengers would be going north-south to Derby or Chesterfield, hence its closure so long ago.

It is no credit to all involved that it was allowed to deteriorate for so long and now needs an eye-watering sum to restore.

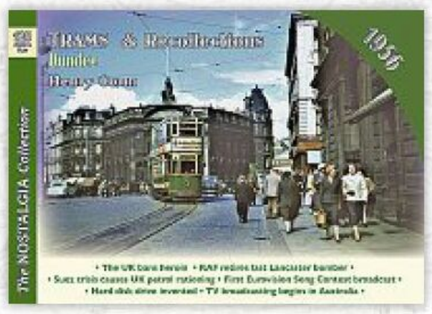
Whether it was dog-in-the-manger by BR etc, or just lack of imagination from everyone else, we will never know

But how many other listed railway structures are near the point of no return?

Wesley Paxton,
Annan, Dumfries and Galloway

HERITAGE RAILWAY

BOOK CORNER



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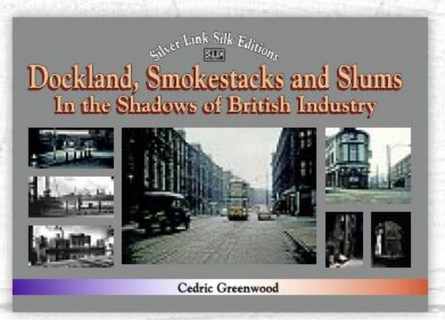

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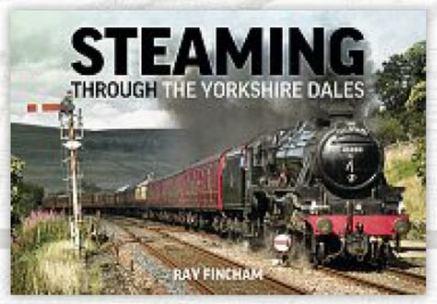

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ROMNEY, HYTHE & DYMCHURCH RAILWAY

For details visit
www.rhdr.org.uk

5

www.pecorama.co.uk

6

NATIONAL COAL MINING MUSEUM

Experience the fascinating world of coal mining. Go underground, explore the great outdoors and discover Rescue! stories in our latest exhibition.

Caphouse Colliery, WF4 4RH **www.ncm.org.uk**

7

RAILWAY OPEN EVERY WEEKEND UNTIL OCTOBER
Diesel Saturday - Steam Sunday
Regular train services commence 10.30am
Railway Station and Museum opens from 10am
Refreshments available. The railway is fully accessible

SPECIAL EVENTS THROUGHOUT THE YEAR INCLUDING:
• Gala 23rd & 24th September
• Santa in December

Please check website for full details **www.middletonrailway.org.uk**

8

Bressingham Steam Museum

Norfolk's unique steam attraction

For more information on opening times and events visit www.bressingham.co.uk

9

KENT & EAST SUSSEX RAILWAY

Travel back in time & escape the modern world!

www.kesr.org.uk

10

Wroxham Miniature Worlds

The largest indoor modelling attraction in the UK with some of the largest model railways in the world collections including model cars, boats, and planes.

We also have a whole host of toys from across the decades
There something for the whole family to enjoy.

info@wroxhamminiatureworlds.co.uk • 01603 781728
Station Business Park, Horning Road West, Hoveton, Norwich, Norfolk NR12 8QJ

Places to visit this summer

We all know it's been a tough few years financially for preserved railways and their supporters / volunteers... but at long last we can look forward to a summer season full of hope and events for all the family – ranging from the die-hard enthusiasts to those simply in need of a great day out.

We're sure you will have your favourite heritage line, museum or attraction to visit, but if you are looking for somewhere a bit special, a part of the country you may not have been to for a while, or an attraction on your doorstep you'd forgotten all about or for some reason hadn't known was there, then take a look at our map and the adverts on these pages to gain some inspiration.

All the venues and businesses here provide a memorable day out or help with that essential short break that often combines inspiration, entertainment and education... you really can't beat a super day out with the family at one of the fabulous attractions highlighted on these pages... and maybe some lovely locally-sourced food and hospitality too!

Even better, you can always find some interesting byways and highways to and from any museum, heritage line or attraction, so it's a great opportunity to get off those busy motorways and explore the great British countryside.

As you can see from the map here, there are venues to visit all around the country, so go on, support these great British attractions... you will not be disappointed!

11

Exbury Gardens & Steam Railway

Exbury Gardens

Open from March 18 to October 29 2023

Climb aboard our narrow-gauge railway at Exbury Central – our replica Victorian station and enjoy a relaxing ride through our beautiful woodland gardens.

Tel: 02380 891203 www.exbury.co.uk

14

Bredgar and Wormshill Light Railway

Beautiful narrow gauge Steam Locos pull passenger carriages through parkland & woodland in heart of the Kent Downs.

Check the website for steam event days/weekends and to book tickets.

www.bwlr.co.uk

15

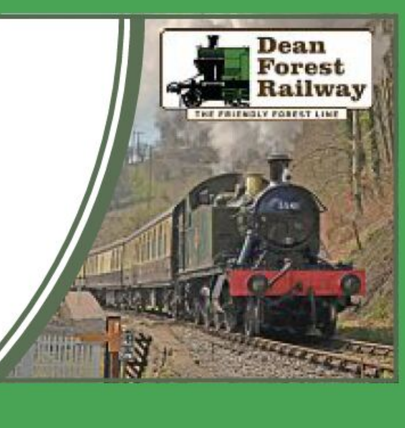
Dean Forest Railway

Forest Road, Lydney, Glos, GL15 4ET

Steam trains on Wednesdays & weekends until November 5th.

Plus Afternoon Teas, Murder Mysteries, Evening Dining Trains, Santa Specials and more!

www.deanforestrailway.co.uk



16

Railworld wildlife HAVEN

www.railworld.org.uk

01733 344240

We are right next to the Nene Valley Railways, Peterborough Station.

The 'Railworld Wildlife Haven' is a much-loved visitor attraction and community asset in Peterborough.

Run by volunteers, the project aims to 'Entertain and Educate about our Amazing World' we all call our home.

17

www.tramway.co.uk CRICH TRAMWAY VILLAGE

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SITUATED NEAR MATLOCK AND ONLY 8 MILES FROM M1 JUNCTION 28

18

WORTH VALLEY **KEIGHLEY & WORTH VALLEY RAILWAY**

Steam & Heritage Diesel services through Bronte Country, a unique 5-mile branch line railway set in the heart of West Yorkshire

www.kwvr.co.uk - admin@kwvr.co.uk

19

12

13

20

RIBBLE STEAM RAILWAY AND MUSEUM

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

Discover the history of Preston's Docks and the stories of the first electric trains, then hop aboard a steam train and travel the railway's 1¼ mile dock and riverside line. Uncover a hidden part of the city as the line passes Preston Marina and ventures over its impressive swing bridge.

Job Opportunities

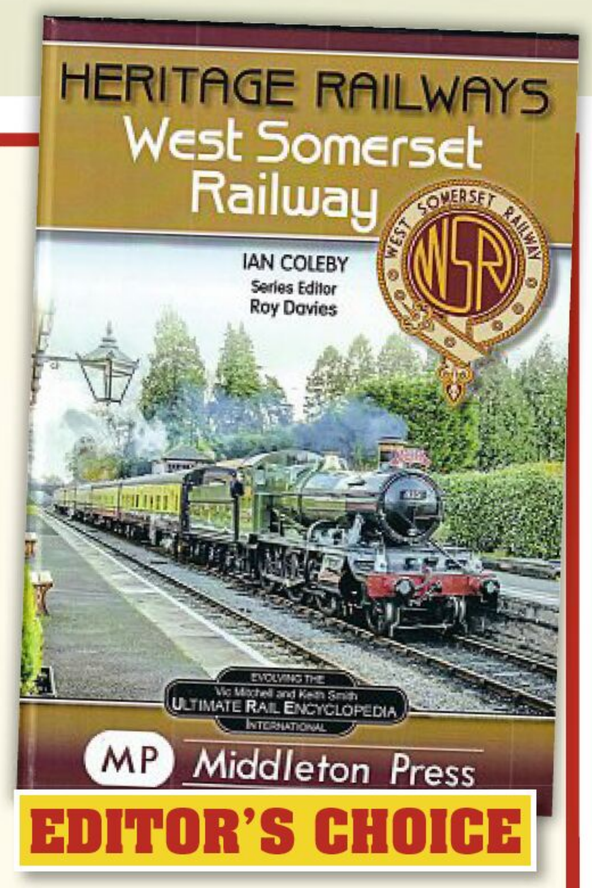
Hop aboard a Steam Train and discover the history of Preston's Docks and Railway...

Bank Holiday Weekend, Model Railway Event

Contact us on 01772 728800 or visit www.ribblesteam.org.uk

West Somerset Railway

By Ian Coleby (hardback, Middleton Press, 96pp, £18.95 plus p&p, ISBN 9781-910356-78-4).



EDITOR'S CHOICE

LONG established at the creator of the 'ultimate rail encyclopaedia', with its seemingly infinite series of books exploring sections of the UK network through archive black-and-white pictures, vintage maps and track plans, and essential details of every significant location of a particular line, this latest volume in Middleton's Heritage Railways series cover Britain's longest standard gauge heritage railway.

And what a magnificent line it is too, superbly portrayed in a volume which deviates from the traditional format in that the vast majority of the photographs are in colour, although there is a still a healthy selection of monochromatic images to highlight the contrast between today and the line in GWR and BR times.

The volume opens with a potted history of the 22-mile branch, the successful bid to save it following its closure in 1971, and its rebirth as an operational heritage line five years later.

The bulk of the book comprises a stage-by-stage journey along the line, from the junction with the West of England Main line at Norton Fitzwarren and the Norton Triangle, which includes a short length of the former Barnstaple branch and is used for turning locomotives. Lesser-known locations are brought to the fore, such as Holmes Halt, located on the western chord of the triangle. Used for brake van rides at the annual steam rally, it is named after the late David Holmes, who contributed much to the triangle.

Each of the stations in regular use get extensive coverage, beginning with the southern passenger terminus of Bishops Lydeard with its Gauge Museum. Among the more unusual photographs is one of a Hants and Dorset single-decker bus fitted with flanged wheels and tested running between here and Crowcombe Heathfield in August 1980.

Our journey to Minehead is lavishly illustrated by tales of achievements by the revivalists, such as the replacement of the Crowcombe Heathfield signalbox, which burned down in 1967 and was replaced in the 1990s by the one from Ebby Vale Sidings South. It seems that every picture here tells another story in the rich and varied tale of the heritage era revival, from its earlier times to the present day, and every page does not fail to fascinate.

Many visitors today take the mini resort of Blue Anchor, with its sweeping sandy resort, for granted, but we are reminded that there was very little here before the coming of the railway, the station being laid out for the benefit of excursion traffic and daytrippers; its popularity led to it taking off as a sizeable holiday destination.

A final chapter deals with the railway handling 'real' freight in the late Nineties and early 20th century in the form of stone traffic from Merehead Quarry, in Somerset, for coastal defence work.

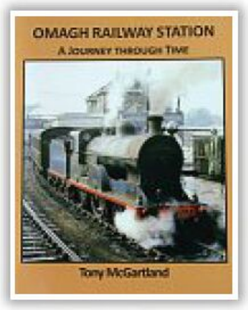
This handy-sized volume abounds with stories and is thoroughly recommended to anyone visiting the railway, whether it be the height of the bucket-and-spade season or for the festive Winterlights specials that were so successfully introduced in 2021.

You are left with the feeling that no matter how well you think you might know this line and are familiar its much-varied scenery, there is always something new to discover at every twist and turn.

REVISITING PREMIER HERITAGE LINE

Omagh Railway Station: A Journey Through Time

by Tony McGartland (softback, Transport Treasury, 112pp, ISBN 978-1-913251-50-5. www.ttpublishing.co.uk).



AUTHOR Tony McGartland sets out to tell the story of the day-to-day operation of Omagh station, which served the important County Tyrone town from 1852 until closure in 1965, and he does so brilliantly.

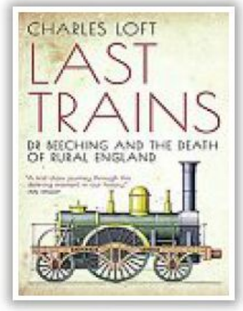
Tony, whose grandfather was a permanent way worker on the track through the station, grew up within sight and sound of the line. We read of early days on the railway, industries served by the trains, excursions, smuggling included, to resorts such as Bundoran, soldiers and horses setting out from the station to war in 1914, and the dreadful accident of 1950, when five permanent way men, working on the track through the platforms, were killed by the Derry-Belfast train in foggy conditions.

This copiously illustrated book, which is mostly in black-and-white with a colour section near the end, recreates the life and times of the station and its people, especially those who worked on the 24/7 enterprise which was strangled by the Stormont government. Tony suggests that the government was fiercely anti-rail, and axed the Portadown-Derry line, as it served largely nationalist areas. Omagh was certainly poorer after the closure, and some poignant pictures show the station in travail as it succumbed to demolition, being found today under a road through the town, which rejoices in the name of Great Northern Road. But the real strength of the book are the pictures created by the former railwaymen interviewed by Tony, as early as the 1980s, to capture the authentic voices of Omagh Station. This is the author's tribute to them.

BRINGING THE GNR(I) IN OMAGH BACK TO LIFE

Last Trains – Dr Beeching and the Death of Rural England

By Charles Loft (softback, www.bitebackpublishing.com, 336pp, £14.99, ISBN 9781-78590-806-4).



WITHOUT a doubt, this book succeeds in its aim of giving perspective on how governments before and during the Beeching era, and those who fought some of the individual closures, perceived the railways in relation to other transport infrastructure.

In this unflinching and carefully-chronicled account, the author sets the scene by considering the challenges faced in the immediate aftermath of the Second World War, the formation of the British Transport Commission, and the ramifications of the 1947 Transport Act. The author takes a chronological journey through the evolution of these initial postwar policies and their impact on the railway system, and has built narratives around individual cases.

For anyone with an interest in railway history, particularly the mid-20th century interaction between Whitehall, British Railways and local communities, this is sure to provide an engaging read.

Charles Loft's hopes of some 'sympathy' for both policymakers and anti-closure campaigners of the era may be a stretch for those with strong feelings on the subject, but it will almost certainly leave the reader with a greater understanding of a period when an early opportunity to pin down the role of rail was missed and arguments were influenced both by fears over rationalisation and modernisation being too hasty and not taking place quickly enough.

A SEMINAL ERA IN PERSPECTIVE

Rails Around York and The Vale: Images from the Neville Stead Collection

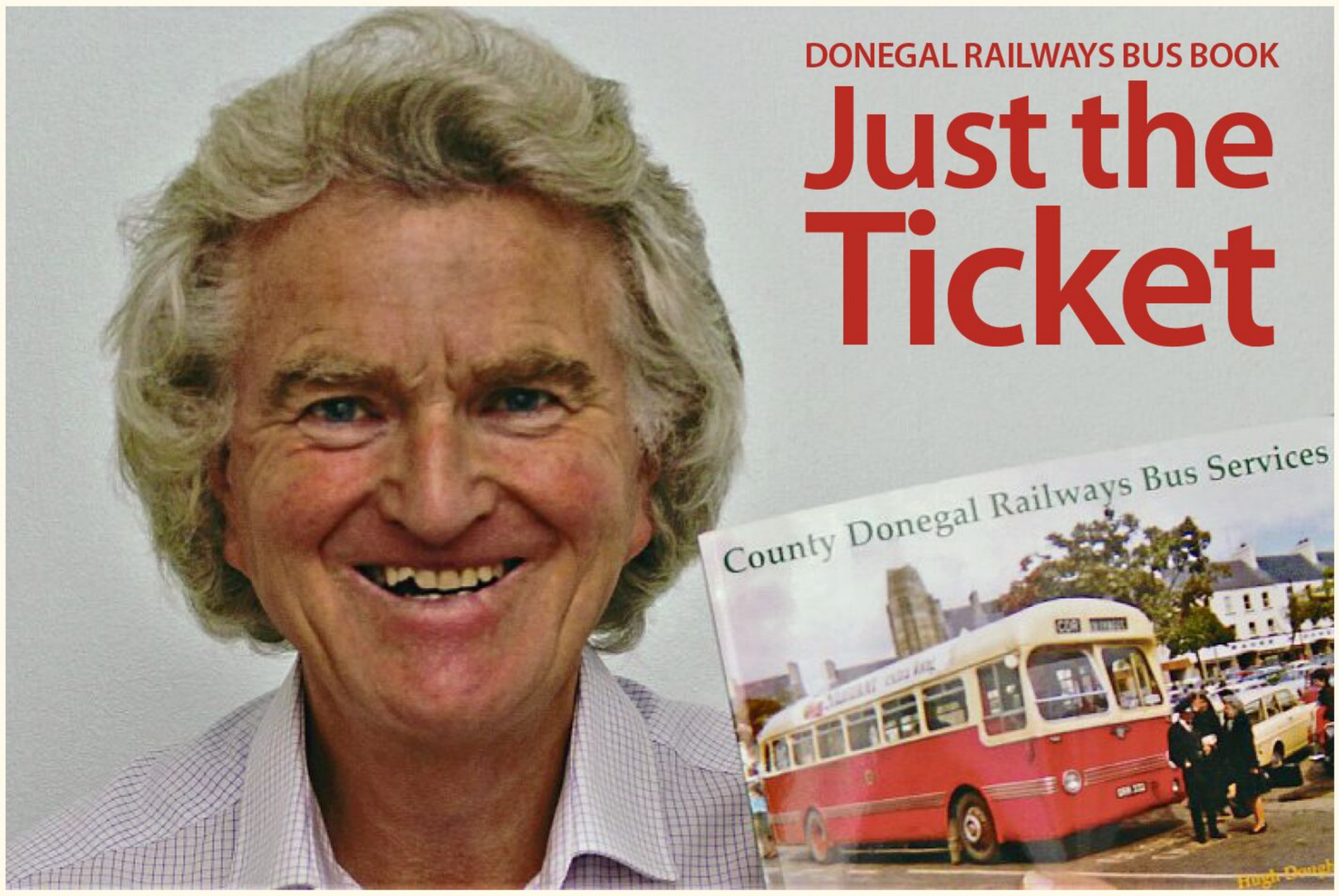
Compiled by Nick Deacon (hardback, Transport Treasury, ttpublishing.co.uk, 80pp, £13.50, ISBN 9781-913893-28-6).

NICK Deacon has assembled an evocative selection of quality monochrome photographs from the Neville Stead Collection that portrays

Pre-order Issue 310: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

DONEGAL RAILWAYS BUS BOOK

Just the Ticket



A delighted Hugh with a copy of his new book. PATRICIA DOUGHERTY

HERITAGE Railway contributor Hugh Dougherty will present a talk about his new book, County Donegal Railways Bus Services, at Donegal Railway Heritage Centre on Saturday, August 12 as part of Irish National Heritage Week.

Hugh felt that the story of the CDR bus services, which replaced the railway's famous narrow gauge trains in 1960, deserved to be told. On holiday in Donegal in the 1960s, he got to know the former railcar drivers and guards who had transferred to the buses as drivers and conductors, as well as the managers at Stranorlar.

"This was a railway company without a train, and one that ran its buses in as railway-like a way as possible. Owned jointly by British Railways and CIE, the CDR was proud of its railway heritage and used most of the former stations as bases for the replacement buses and lorries," said Hugh. "There was even through booking between CDR buses and trains anywhere on the BR system."

Fitting tribute

The book uses pictures taken by Hugh during the 1960s and up until the CDR was taken over by CIE in 1971, and is dedicated to the late Danny Boyle, the last Glenties stationmaster and, later, clerk at Stranorlar.

"Danny took me under his wing and taught me all there was to know about the railway and the buses," said Hugh. "He also was one of the first people in Donegal to recognise the value of the county's railway heritage and established the CDR Room at St Connell's Museum in Glenties.

"I will be presenting a copy of the publication to Danny's daughter, Patricia, at the end of the talk, and royalties from the sale of the book are going to the Donegal Railway Heritage Centre."

➜ **County Donegal Railways Bus Services is published in softback by Stenlake (www.stenlake.co.uk) at £E12.95, ISBN 9781-840339-54-3.**

Hugh aged 16 in 1967 at Stranorlar Station with a CDR Tiger Cub. DANNY BOYLE

A CDR Tiger Cub leaves Donegal for Glenties in July 1967.

the important railway network around York and the surrounding Vale area bounded by Thirsk in the north and Selby in the south, and which stretches to Harrogate and Malton in the west and east respectively.

Although the main focus is on steam activity in the 1950/60s British Railways period, there is also fascinating material from the pre-Nationalisation LNER and pre-Grouping NER eras.

Much of the infrastructure depicted has long since vanished.

'Off the beaten track' highlights include the Easingwold Railway and the Derwent Valley Light Railway.

Many of the stations no longer exist or have changed out of all recognition.

Motive power reflects the huge variety that was a feature of the steam era – from the diminutive LNER Sentinel Y1 shunters to the massive Gresley W1 No. 10000 'Hush-Hush' and visiting LMS Garretts. How often did one see double-headed LNER Class A3 locomotives?

This is another excellent addition to our railway history from Transport Treasury. It is much enhanced by first-class detailed and informative captions, together with a useful map of the featured locations. Strongly recommended.

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OPERATIONAL HERITAGE LINES AND MUSEUMS

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: Dily until September 4.

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.
Running: Weds, Thurs (until Aug 31) + Aug 5/6.

Chatham Historic Dockyard
Standard gauge, one mile. Chatham, Kent. Tel: 01634 820800.
Open: Daily.

East Kent Railway
Standard gauge, two miles. Shepherdswell, Kent. Tel: 01304 832042.
Open: Weds, Fris-Suns. Running: Suns.

Eastleigh Lakeside Railway
10¼in & 7¼in gauge, 1¼ miles.
Running: Daily until Sept 30.

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: Tues-Thurs (until Aug 31), Suns + Aug 26, 28.

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.
Running: Daily until Sept 7.

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.
Running: Tues-Suns until Sept 3 + Aug 28.

Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.
Open: TBA.

Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.
Running: Daily until Sept 3.

Mizens Railway
7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922.
Running: Suns until Sept 24.

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: Daily until Aug 31, then W/Es.

Sittingbourne & Kemsley Light Railway
2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899.
Running: Wed (until Aug 30), Suns + Aug 28.

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.
Running: Tues-Thurs (until Aug 31), W/Es + Aug 28.

Volk's Electric Railway
2ft 8½in gauge, one mile. Brighton.
Running: Daily.

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538.
Running: Weds (until Aug 23), W/Es + Aug 28.

Barclay 0-4-0ST No. 1964 of 1929 *Spitfire* arrives at North Thoresby with a service from Ludborough on the Lincolnshire Wolds Railway, which will run on Wednesdays and Sundays throughout August. A running day with a Teddy Bears' fun day, offering entertainment and dancing, takes place on August 20, while the September 9/10 heritage weekend is non-running but with static displays; there will be a chance to drive a diesel by making a donation. September 16/17 will be running days for the Life In The 1940s event. LWR

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555.
Running: Tue-Thurs, W/Es + Fris until Sept 1.

Bristol Harbour Railway
Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600.
M Shed Museum open Tues-Suns.

Dartmouth Steam Railway
Standard gauge, seven miles. Paignton, Devon. Tel: 01803 555872.
Running: Daily.

Devon Railway Centre
2ft gauge, ½ mile. Bickleigh, Devon. Tel: 01884 855671.
Open: Thurs-Suns + Tues & Weds until Aug 30.

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.
Running: Weds, Thurs, W/Es, + Aug 28.

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752.
Running: Aug 28.

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.
Running: Thurs, Suns + Aug 28.

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: Tues-Thurs, W/Es + Mons & Fris until Sept 1.

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 + Sats until Aug 26.

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: Weds, Suns + Aug 5, 19.

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 until Sept 10.

Swindon & Cricklade Railway
Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615.
Running: W/Es + Aug 28.

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: Aug 6, 8, 15, 20, 22, 29, Sept 3, 10.

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: Weds & Thurs (until Aug 31), Suns + Aug 26, 28.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: Weds, W/Es.
Running: Weds & W/Es until Aug 27 + Aug 28.

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 + Aug 28.

Mid-Suffolk Light Railway
Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.
Running: Suns until Sept 3.

Nene Valley Railway
Standard gauge, 7½ miles. Wansford, Peterborough, Cambs. Tel: 01780 784444.
Running: Weds & Thurs (until Aug 31), W/Es + Aug 28.

North Norfolk Railway
Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
Running: Daily until Sept 14.

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.

Pre-order Issue 310: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

HOME COUNTIES

Buckinghamshire Railway Centre
Standard gauge, ¼ mile. Quainton Road, Bucks. Tel: 01296 655720
Cafe open Mon-Fri. Running: Weds (until Aug 30), Suns + Aug 28.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 07979 055366
Running: Thurs (until Aug 31) Suns + Aug 26, 28.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067
Open: Aug 5, 6, 10, 13, 17, 27, Sept 1-3.

Didcot Railway Centre
Standard gauge. Didcot, Oxon.
Tel: 01235 817200.
Open: Weds-Suns + Aug 28.
Running: Weds, W/Es + Aug 28.

Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex. Tel: 01277 365200.
Running: Weds (until Aug 23), W/Es + Aug 28.

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: Weds & Thurs (until Aug 31), Suns + Aug 26, 28.

London Museum of Water & Steam
2ft gauge, 400 yards.
Brentford, London.
Tel: 0208 568 4757.
Open: Thurs-Suns.

To celebrate ex-GWR No. 7812 *Erlestoke Manor*'s return from major overhaul, it was in charge of a special train for more than 100 shareholders, supporters and suppliers for two full return trips on the West Somerset Railway on Saturday, July 1. Adrian Hassell, chair of Erlestoke Manor Fund, said: "This major event, in our 50th year, was superbly supported by so many supporters and guests, many of whom travelled considerable distances to Bishops Lydeard from the normal home of No. 7812 on the Severn Valley Railway. I give many thanks to all those involved in putting this event on, but particular plaudits must go to the West Somerset Railway, for both the planning and the execution of the event. Its support and hospitality were first rate." A raffle was held on train, first prize being an OO gauge model of 7812 kindly donated by Accurascale in advance of the model going on general sale. EMF honoured its commitment to a 'Return to Steam' special for No. 7812 and now looks forward to bringing No. 7802 *Bradley Manor* back to action in 2024 before commencing the return to service of ex-GWR Large Prairie No. 5164. EMF

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 + Weds during sch hols.

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: Tues-Thurs (until Aug 31), W/Es + Aug 28.

Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys). Oswestry and Llynclys, Shropshire. Tel: 01691 728131.
Running: Weds (until Sept 6), Fris (until Sept 1), W/Es.

Chasewater Railway
Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.
Open: Daily. Running: W/Es + Aug 28.

Churnet Valley Railway
Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.
Running: Tues (until Aug 29), Weds, W/Es + Aug 28.

Crich Tramway Village
Standard gauge, one mile. Crich, Derbyshire. Tel: 01773 854 321
Open: Daily.

Dean Forest Railway
Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.
Running: Tues (until Aug 22), Weds, W/Es + Aug 28.

Ecclesbourne Valley Railway
Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
Running: Weds (until Aug 30), Thurs-Suns + Aug 28.

Echills Wood Railway
7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
Running: Suns + Weds & Fris during sch hols.

Evesham Vale Railway
15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.
Running: Daily.

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.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Tel: 01782 396210.
Running: Weds, Suns + Aug 28.

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es + Aug 28.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
www.gcrailway.co.uk
Running: Weds (until Aug 23), Thurs, W/Es + Aug 28, Sept 1.

Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: Thurs & Fris (until Sept 1), W/Es + Aug 28.

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.
Running: Suns + Aug 26, 27.

Northamptonshire Ironstone Railway
Standard gauge, 1½ miles.
Hunsbury Hill, Northampton.
Tel: 01604 702031.
Running: Aug 6, 20, 27, 28, Sept 10.

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: Weds (until Aug 30), W/Es + Aug 28.

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: August 13, 27, 28.

Leek & Rudyard Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01538 269948.
Running: Daily until Sept 3.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.
Running: August 6, 26, 27, 28.

Severn Valley Railway
Standard gauge, 16 miles.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.
Running: Thurs-Suns.

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 + Aug 26, 28, Sept 2.

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: Daily until Aug 25 then Tues-Thurs & W/Es.

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.
Running: Weds, Thurs, Fris (until Aug 25), W/Es + Aug 28.

Eden Valley Railway
Standard gauge, 2½ miles. Warcop, Cumbria.
Tel: 01768 342309.
Running: Tues & Weds (until Aug 23), Suns + Aug 28.

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.

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.

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: Weds (until Aug 30), Sats + Aug 27, 28.

Over the weekend of July 8/9, the Somerset & Dorset Railway at Midsomer Norton hosted a Wickham Weekender, offering rides along the line aboard its type 27A Mk. 3 trolley No. B40W. A second trolley was loaned from the Vale of Berkley Railway; Type 8S inspection trolley No. 156W was making its first public outing and also offered rides. Rides on No. B40W are available every Wednesday until September 27. JOSH BRINSFORD

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
Running: Fris-Suns + Aug 9, 10, 15, 16, 17, 28, 31.

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: Weds (until Sept 6), W/Es + Aug 28.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.
Running: Aug 19.

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: Daily until Aug 31, then Sats to Thurs.

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: Daily until Sept 3 then Weds & W/Es.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
Running: Mons & Weds (until Aug 30), Sats.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
Running: Weds & Suns until Aug 27 + Aug 28.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds. Tel: 0845 680 1758.
Running: Weds (until Aug 30), W/Es.

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.

Tanfield Railway
Standard gauge, three miles.
Near Gateshead, Tyne & Wear.
Tel: 07508 092365.
Running: Suns + Aug 28.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: Weds, Thurs (until Aug 31), W/Es + Aug 28.

Wensleydale Railway
Standard gauge, 22 miles. Leeming Bar, North Yorkshire. Tel: 01677 425805.
Running: Tues (until Aug 29), Weds, Fris-Suns.

Whistlestop Valley Railway (Kirklees)
15in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: Daily.

Yorkshire Wolds Railway
Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
Running: Weds (until Aug 30), 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

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Mid-Suffolk Light Railway-based Belgian-built Cockerill 0-4-0VBWT No. 2525 of 1906 waits for the right-of-way at Brockford station. The railway will run steam trains with added attractions every Sunday in August, beginning with the Steam Railway and Vintage Bus Day on the 6th, at which the Eastern Transport Society will give rides around the area. August 13 sees the Big Bus Show and Steam Punk Day, with buses running from Brockford to Stonham Barns Holiday Park and back. August 20 will feature the Steam Railway and Royal Enfield Motor Cycle Club Day, while August Model Mania and Hornby Collectors' Days will be held on August 27/28. The last open day of the season will be Steam Railway and Vintage Tractor Day on September 3, featuring the annual display of tractors by the Tivetshall Old Ram Vintage Tractor Club. MSLR COLLECTION

The 125 Group's newest acquisition and fifth power car, Class 43 No. 43025, will be on display to the public for the first time since its purchase in late April, at the Meet The Diesel Fleet event at the Nottingham Transport Heritage Centre in Mere Way, Ruddington, on August 19/20. After being stored for four years, Great Western Railway blue-liveried No. 43025 was bought with the aid of a donation by group member Alex Carpenter. The power car was selected as one of the best available for sale by Angel Trains prior to the announcement of the GWR fleet rundown. A 125 Group statement said that it can be brought back to service very quickly. No.43025 and the group's InterCity Executive-liveried No. 43044 will be open for cab visits during the event, which will also feature several diesels from the Great Central Railway (Nottingham) fleet. Visitors will get the chance to sit in drivers' seats and staff will be on hand to answer questions. There will also be vintage buses on display, plus rides available on the venue's miniature railway. ROBIN JONES

DATES FOR THE DIARY

Galas and heritage events in the coming weeks

AUGUST

- **4 – GREAT CENTRAL RAILWAY LOCOMOTIVE DAY,** Eastleigh Lakeside Railway
- **4–6 – DIESEL GALA,** Caledonian Railway
- **4–6 – SUMMER DIESEL GALA,** Spa Valley Railway
- **5/6 – 1940s WEEKEND,** Mid-Norfolk Railway
- **5/6 – STEAM AND MODEL RAILWAY WEEKEND,** Bredgar & Wormshill Railway
- **5/6 – MAIL BY RAIL,** Nene Valley Railway
- **6 – DOUBLE UP SUNDAY (CLASS 37),** Gloucestershire Warwickshire Railway
- **11–13 – SUMMER BEER FESTIVAL,** Talyllyn Railway
- **12/13 – 1940s WEEKEND,** Blaenavon's Heritage Railway
- **12/13 – VINTAGE VEHICLE WEEKEND,** Great Central Railway
- **12/13 – VINTAGE TRANSPORT EXTRAVAGANZA,** Severn Valley Railway
- **12/13 – PAST & PRESENT FESTIVAL,** Swindon & Cricklade Railway
- **12/13 – 140th ANNIVERSARY,** Volks Electric Railway
- **12–20 – DAY OUT WITH THOMAS,** Mid-Hants Railway
- **13 – VINTAGE BUS RALLY,** Kent & East Sussex Railway
- **19 – STEAMPUNK SATURDAY,** Kent & East Sussex Railway
- **19 – RACE THE TRAIN,** Talyllyn Railway
- **19/20 – RAILWAYS AT WORK,** Great Central Railway
- **23–31 – FLYING SCOTSMAN TRAINS,** Bluebell Railway
- **25–28 – ISLAND STEAM FAIR,** Isle of Wight Steam Railway
- **25–28 – BEER FESTIVAL,** Mid-Norfolk Railway
- **25–28 – BEER FESTIVAL,** South Devon Railway
- **27 – LAND ROVER RALLY,** Talyllyn Railway
- **28 – PRE 1988 CLASSIC VEHICLE RALLY,** Buckinghamshire Railway Centre

SEPTEMBER

- **1–3 – FLYING SCOTSMAN TRAINS,** Bluebell Railway
- **1–3 – STEAM GALA,** Bo'ness and Kinneil Railway
- **1–3 – DIESEL GALA,** Great Central Railway
- **1–3 – STEAM GALA,** Welshpool and Llanfair Light Railway
- **2 – MODEL WEEKEND,** Hollycombe Steam in the Country
- **2/3 – MODEL RAIL EXHIBITION,** Aln Valley Railway
- **3 – DOUBLE UP SUNDAY (CLASS 47),** Gloucestershire Warwickshire Railway
- **3 – MORRIS MINOR RALLY,** Isle of Wight Steam Railway
- **3 – END OF SEASON STEAM UP,** Mid Suffolk Light Railway
- **3 – 1940s DAY,** Mizens Railway
- **3 – BUS RALLY,** Romney, Hythe & Dymchurch Railway
- **5–9 – BEER FESTIVAL,** East Anglian Railway Museum
- **7–10 – BEER FESTIVAL,** Great Central Railway
- **9/10 – MINIATURE STEAM WEEKEND,** Amberley Museum
- **9/10 – DIESEL GALA,** Dean Forest Railway
- **9/10 – HERITAGE TRANSPORT WEEKEND,** Helston Railway
- **9/10 – STEAM AT WORK,** Old Kilk Light Railway
- **9/10 – HERITAGE OPEN DAYS,** South Devon Railway
- **10 – 50th ANNIVERSARY DAY** – Colne Valley Railway
- **16/17 – 1940s WEEKEND,** Avon Valley Railway
- **16/17 – 1960s WEEKEND,** Isle of Wight Steam Railway
- **16/17 – 1940s WEEKEND,** North Norfolk Railway
- **22–24 – BEER FESTIVAL,** Bluebell Railway
- **23/24 – STEAM GALA,** Didcot Railway Centre
- **23/24 – AUTUMN GALA,** Isle of Wight Steam Railway
- **23/24 – AUTUMN GALA,** Lynton & Barnstaple Railway
- **23/24 – MODEL RAILWAY WEEKEND,** Spa Valley Railway
- **23/24 MIXED TRAFFIC GALA,** Swindon & Cricklade Railway
- **24 – AUTUMN BUS SHOW,** Amberley Museum
- **24 – DIESEL DAY,** East Somerset Railway
- **30 – END OF SEASON AND SMALL LOCOS GALA,** Eastleigh Lakeside Railway
- **30 – END OF SEASON GALA,** Sittingbourne & Kemsley Light Railway

Organising a gala or other big event and want it included? Let us know by emailing Owen Hayward at: ohayward@mortons.co.uk

WALES

Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
Running: Daily until Sept 7.

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: Weds (until Aug 30), W/Es + Aug 28.

Brecon Mountain Railway
1ft 11¾in gauge, five miles. Pant, Mid-Glamorgan. Tel: 01685 722988.
Running: Mons (until Aug 28), Tues-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: Daily until Sept 3, then Tues-Thurs & W/Es.

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: Tues (until Aug 22), Weds, Thurs, Sats (until Aug 19), Suns, July 15 + Aug 28.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Daily until Sept 8.

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.
Running: Aug 12, 28.

Llangollen Railway
Standard gauge, 10 miles. Llangollen, Denbighshire. Tel: 01978 860979.
Running: Tues (until Aug 29) Weds-Suns + Aug 28.

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: Daily until Sept 2, then Tues-Thurs & Sats.

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: Daily until Sept 3, then Tues-Thurs & W/Es.

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
Running: Tues, Weds (until Aug 30), W/Es + Aug 10, 11, Sept 1.

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
Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lathalmond, nr Dunfermline. Tel: 07379 914801. **Open: Suns.**

Leadhills & Wanlockhead Railway
2ft gauge, ¾ mile. Leadhills, South Lanarkshire. **Running: Suns.**

Royal Deeside Railway
Standard gauge, 1¼ miles. Banchory, Kincardineshire. Tel: 01330 844416.
Open: Suns.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.
Running: Tues (until Aug 29), Weds-Suns.

IRELAND

Cavan and Leitrim Railway
3ft gauge. Downpatrick, Co. Down. Tel: +353 71 963 8599.
Open: Sats-Mons.

Downpatrick & County Down Railway
5ft 3in gauge. Drumod, Co. Leitrim. Tel: 028 4461 5779.
Running: Sats + Aug 13, 27.

Railway Preservation Society of Ireland
5ft 3in gauge. Whitehead, Co. Antrim. Tel: +44 28 9358 6200.
Open: Thurs-Suns.

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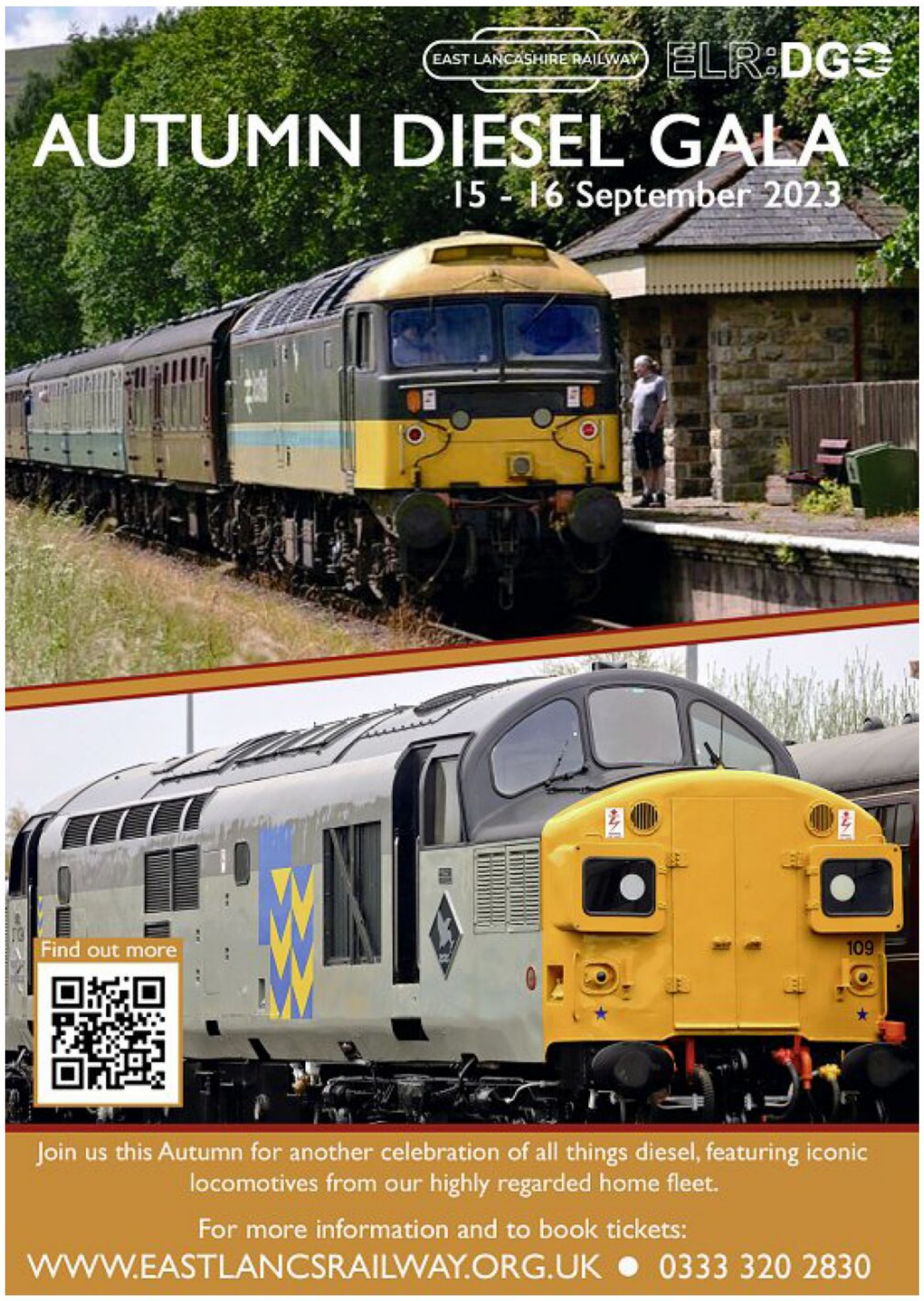
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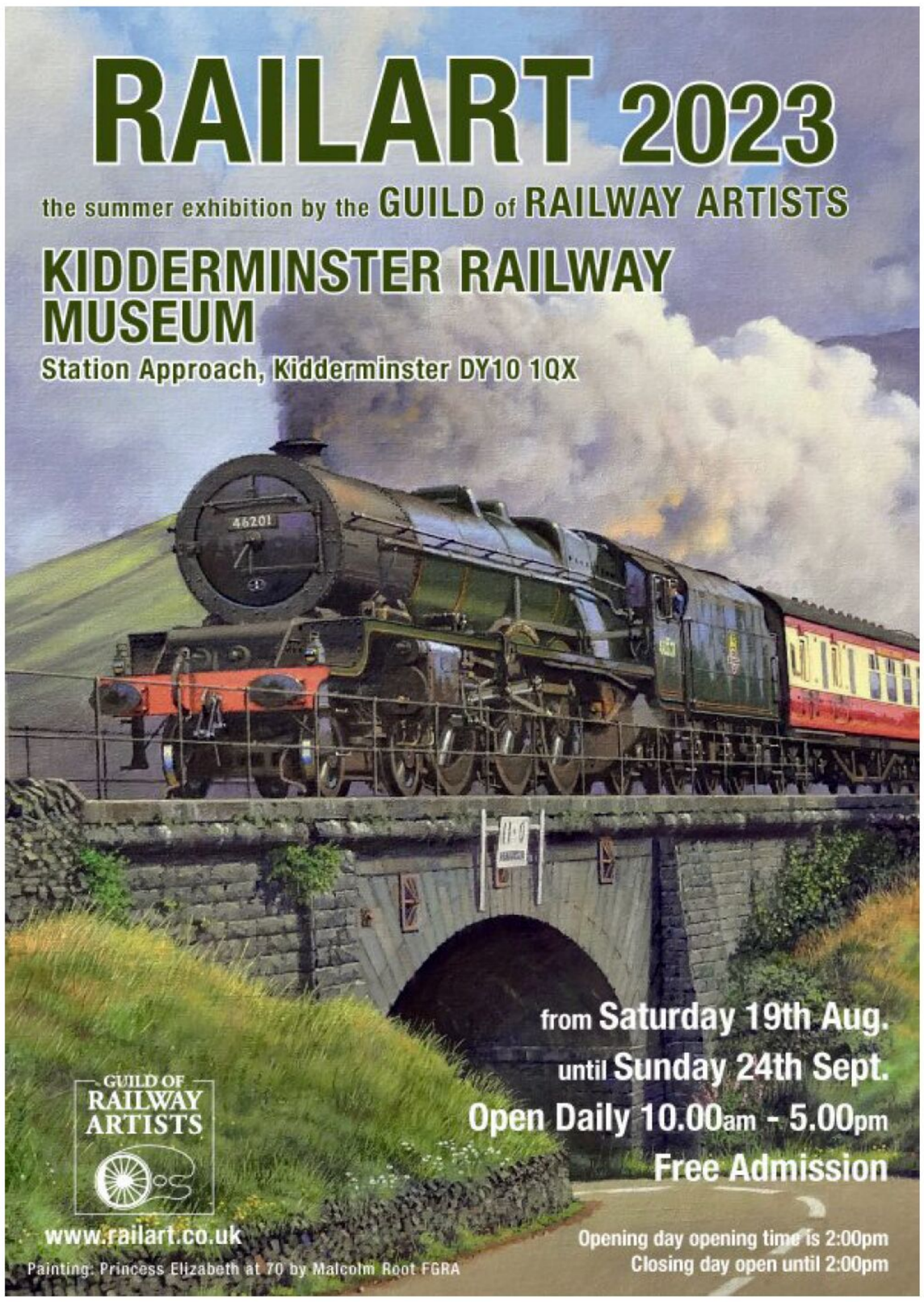
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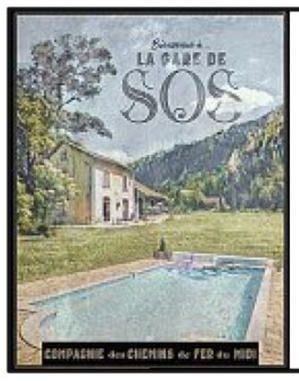

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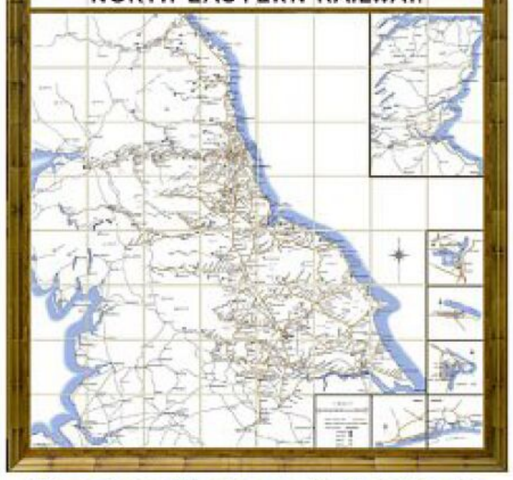

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DAVID MOGG

Sign of the times

VISITORS to the Welsh Highland Centenary event which took place June 23-25 were treated to typical 'Welsh sunshine' throughout the weekend. The deluges almost certainly presented challenging conditions for those photographing the event, but one spotted an opportunity to make light of the conditions.

"I was waiting near the summit at Y Copa for *Russell* to arrive when I spotted this sign next to the line. Given the conditions we were experiencing, I thought it was very appropriate," said David Mogg.

After the Hunslet passed by with its train on route to Rhyd Ddu, David quickly turned and got a photograph of it going away – with the sign included in the frame.

But what is its meaning? The truth is not far off what you might expect: it is a reminder to locomotive crews to use the ashpan spray to prevent hot embers being deposited along sections of line that are deemed high risk for lineside fires. Considering the rainfall, that risk over the weekend in question was surely very minimal.

Pacific landmark visit: Will we meet again?

By Geoff Courtney

KENT & East Sussex Railway general manager Robin Coombes has dropped a tantalising hint that the recent ground-breaking inaugural visit of SR No. 34072 *257 Squadron* to the Tenterden-based railway may not be its last.

The Bulleid Pacific ran its first KESR train in April 7 and so became the largest, heaviest and most powerful locomotive ever to run on the line.

It drew large crowds everywhere it went, be they passengers, on the platforms, or watching lineside, but its two-month visit came to an end in early June and the mighty engine returned to the Spa Valley Railway.

After its departure, Robin mused: "The visit was an overwhelming success, bringing joy to our footplate crews and volunteers, and drawing crowds of both steam enthusiasts and the wider public. It generated a significant media presence but also sparked a tremendous buzz on social media platforms.

"Importantly, it also resulted in strong passenger loadings, and with the invaluable support of the guest engine club, we were able to cover the transportation costs as well as the additional coal, oil and water.

"We were immensely grateful to the Spa Valley Railway and Southern Locomotives for their collaboration in making this memorable experience a reality.

"Moments like these remind us of the magic and camaraderie within the railway community."

But was the farewell adieu, or au revoir? "Will it be repeated?" said Robin, rhetorically in answer. "Well, you will just have to wait and see."

Little and large: SR Battle of Britain light Pacific No. 34072 *257 Squadron* and KESR resident Peckett 0-4-0T *Marcia* make a stunning comparison as they travel towards Tenterden to carry out their respective duties on May 27. OWEN HAYWARD

Wensleydale Jazz Train gives a boost to cancer charity

THE Wensleydale Railway's June 17 evening Jazz Train charity fundraiser event, which included an auction of promises and raffle on board the train that ran from Leeming Bar to Leyburn in aid of Macmillan Cancer Support, proved a huge success.

Band spokesman Peter Edmonds said: "It was great to see so many people support us. The evening was a huge success and we are delighted to have raised £3700 in aid of Macmillan nurses. This is the highest amount we've raised to date and shows just how much people care about this amazing cause."

Wensleydale Railway's fundraising and marketing manager, Nick Keegan, said: "We were very happy to host this event and support the band and guests with their tremendous fundraising efforts. We have such an amazing local community in North Yorkshire!"

All that jazz! Band members and railway staff celebrated the success of the fundraising train. WR

NEXT ISSUE
Issue 310 out Sep 1
Mark Smithers looks at Mozambique Pecketts that have been a source for UK preservation, with one now for sale in California.

PLUS
ELECTRIC DREAMS
Owen Hayward continues his visit to the Isle of Man as the Manx Electric Railway turns 130.

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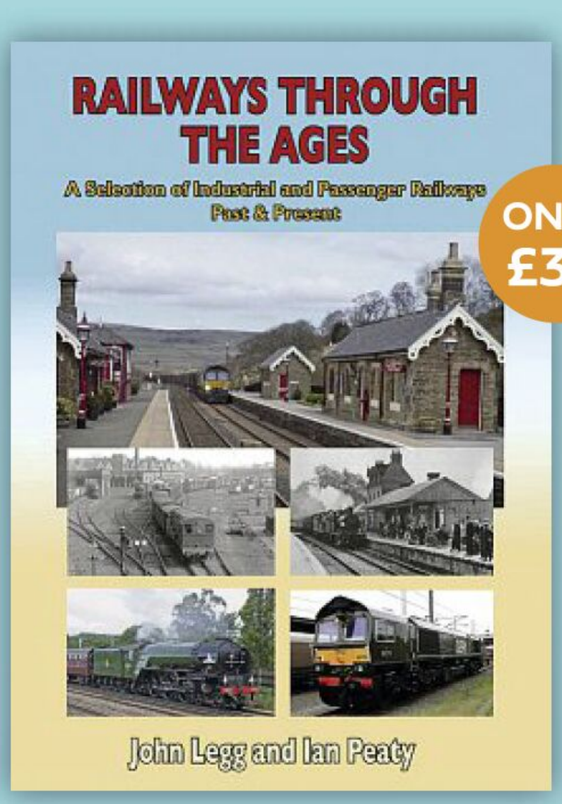

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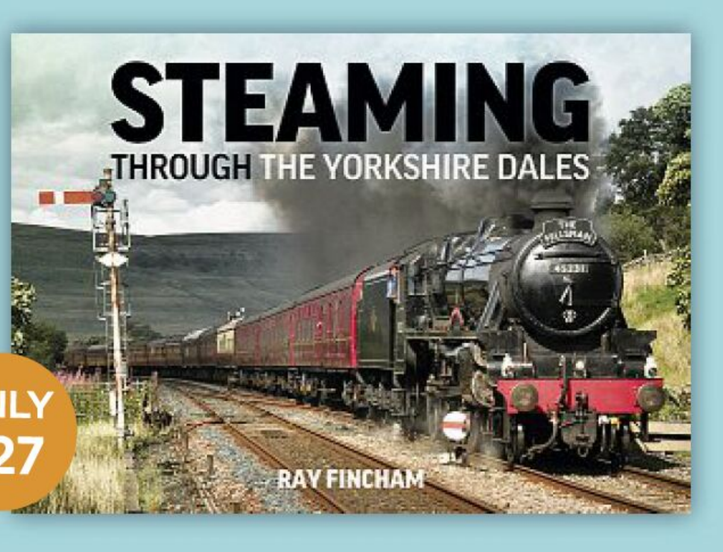

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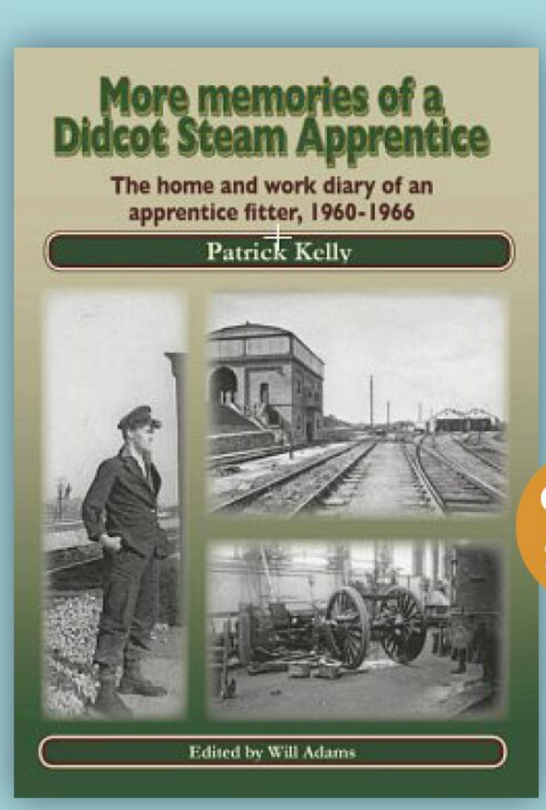

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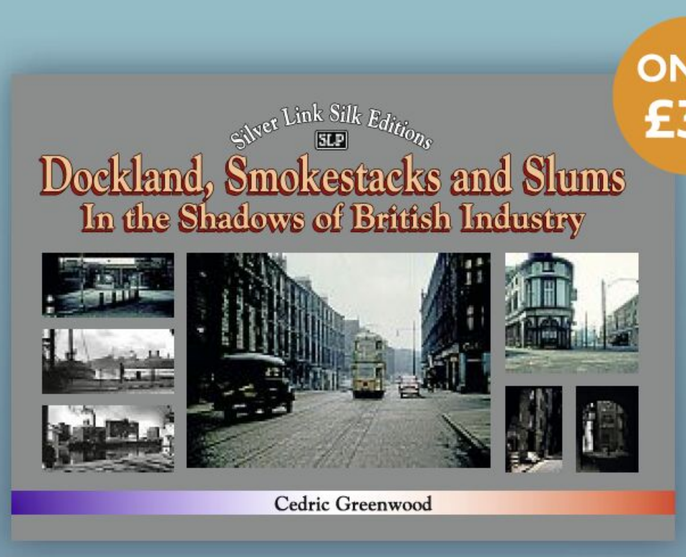

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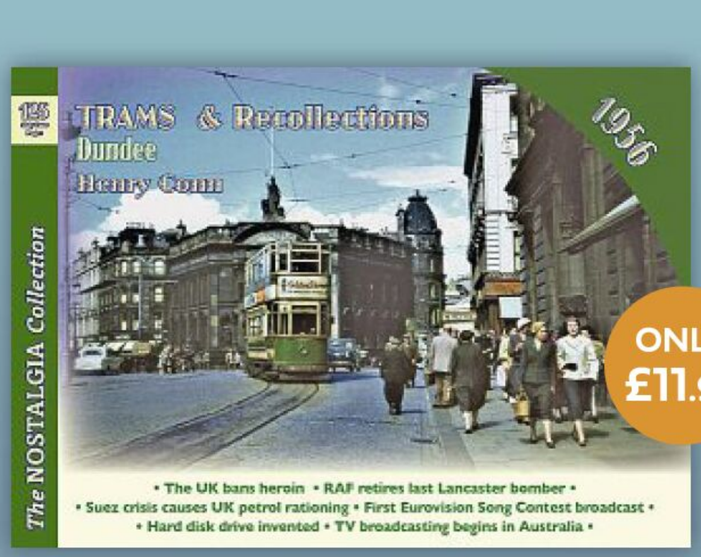

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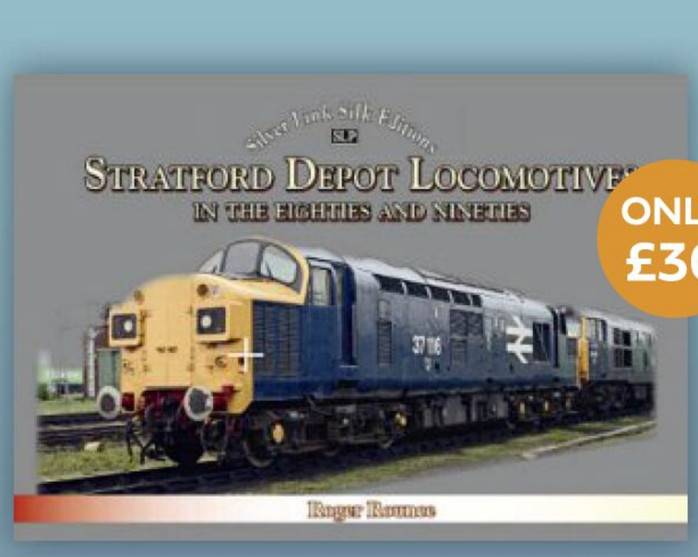

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