108 PAGES

LOOKING BACK ON 130 YEARS OF THE MANX ELECTRIC RAILWAY

ISSUE 310 September 1 – September 29, 2023

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Severn Valley sells its 'Black Five'

FROM 'FIFTEEN GUINEA SPECIAL'



Great Central Reunification

When and where are the next stages?

■ WELSH DRAGON PUPPETS SECURE TALYLLYN TV STARDOM ■ GAUGE TESTING FOR FFESTINIOG'S CHINESE LOCOMOTIVE ■ *HERITAGE RAILWAY* READERS' DAY WITH DARJEELING TANK AT STATFOLD BARN ■ LSWR T3 FOR OCTOBER SWANAGE DEBUT

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WR Modified Hall 4-6-0 No. 6990 *Witherslack Hall* has returned to Great Central Railway traffic following boiler work, and is seen at the Railways at Work gala on August 19, its first day running in its new, temporary identity as No. 6988 *Swithland Hall*. It is seen departing Quorn & Woodhouse for Leicester North. See also News, pages 10/11. DAVID GILBERT

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Let's target that inter-city first!

JUDGING by the superb quality of readers' photographs that have packed our inboxes over the past few months, there is no doubt that in its 50th year, the Great Central Railway has pulled off a succession of magnificent events, the latest being August's hugely-imaginative Railways at Work gala. The line from Loughborough to Leicester North has for decades been a defining stage for the best our railway heritage sector has to offer.

However, what about the next 50 years?

The GCR, long renowned for its unique double-track main line, sits within earshot of one the sector's biggest sources of untapped and unrealised potential – the Great Central Railway (Nottingham).

In August, I undertook a journey from Loughborough Shed to see for myself just what is needed to rejoin the two heritage-era GCRs and create a long dreamed-of 18-mile inter-city route like no other. My aim was produce a step-by-step guide to show what has gone and what needs to be, and, where available, what current appeals are running.

The message was loud and clear: Rome was not built in day, especially if its citizens were in the middle of a cost-of-living crisis, but here, many of its new temple columns are now in place, not least of all what was for long the biggest perceived obstacle by a mile – the missing bridge over the Midland Main Line at Loughborough. That and the essential replacement of the bridge over the A60 surely gives the reunification project a favourable downhill gradient – provided the rest of the listed steps are completed one by one. Funding, of course, is the core hill to climb, and by tackling the overall aim in bite-sized chunks, I was convinced that railway preservation will again prove itself in the art of the possible.

If the example of heritage lines elsewhere in the UK is mirrored here, the use of the GCR(N)'s main line connection by charter trains should guarantee financial benefits for the local economy: yes, while Leicester North and Ruddington Fields are not in city centres, instead on the edges of the urban fringes, they are both far easier to access by car, or maybe vintage bus, making for an attractive and accessible day out fairly near the heart of England.

The Nottingham Transport Heritage Railway has immense scope for heritage development that would serve both railways well, and the major grant that has just been awarded for a carriage shed is to be heartily welcomed. However, each station on the route offers the potential to do more: look at the success of the tea rooms introduced at Quorn & Woodhouse and Rothley, for instance. What price a similar establishment at Rushcliffe Halt, the restoration of which has been remarkable? Also, the Mountsorrel freight branch has been a revelation this year when part of the GCR was closed for bridge replacement.

The ball is firmly in our court. The feature contains addresses for would-be supporters to make contributions, and, of course, volunteers will always be welcome. We can make it happen – let's up our game before next year's 125th anniversary of the Great Central Railway's London Extension.

Robin Jones Editor

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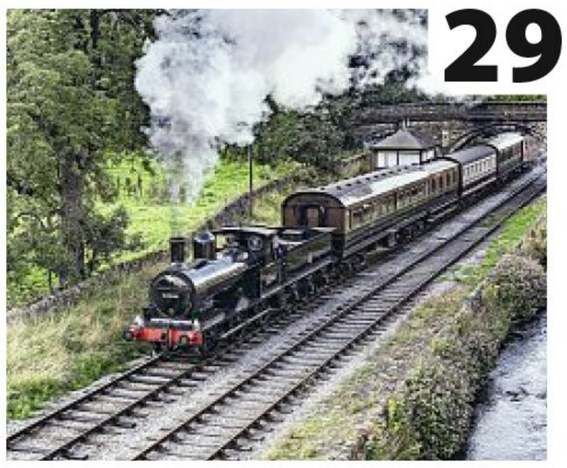
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‘Fifteen Guinea Special’ ‘Black Five’ sold to meet rising costs

By Robin Jones

THE Severn Valley Railway has sold out-of-service Vulcan Foundry-built LMS Stanier ‘Black Five’ No. 45110 – which made history when it headed the last leg of the August 11, 1968 ‘Fifteen Guinea Special’ – to an unnamed buyer.

The locomotive has not steamed since 2008, and after stints on display in both Barrow Hill Engine Shed and the SVR’s Engine House at Highley, it has spent the past four years in Kidderminster carriage shed.

SVR management said the railway would not have been in a position to consider the locomotive’s restoration in the foreseeable future, and that the revenue generated by the sale will play an important part in securing the railway’s finances, with confirmation that sales of other surplus rolling stock are being considered.

In April, the SVR launched a £1.5 million Survival Fund appeal to enable it to reinstate the cash reserves it traditionally held in the bank before the financial challenges of the Covid-19 pandemic and rapidly escalating running costs. At the time, managing director Jonathan ‘Gus’ Dunster warned that without an urgent injection of cash, “we won’t be able to lift the railway out of the financial difficulties it’s now facing.”

Chris Walton, chairman of SVR (Holdings) plc, said: “We know that some people may be upset that this particular locomotive has left the SVR. However, it’s clear that selling it was absolutely the right thing to do.

“The board believes that it is in the best interests of both the railway and the locomotive itself for us to move No. 45110 on to a new owner. This increases the chances of the loco being restored and back in steam in the near to medium term, and of course the funds we have received will help a great deal to improve the SVR’s financial position as we plan for 2024, in the expectation that this will also be a challenging year.

“The loco left the SVR by road on August 15, with the timing of the announcement restricted as a condition of the sale. I’m pleased to add that after discussions with the new owner, it is possible that the loco will return to the SVR for a future event.”



LMS ‘Black Five’ 4-6-0 No. 45110 at Kidderminster on August 6, 2018. JOHN TITLOW

A low-loader carrying the locomotive was spotted heading up the M6 north of Preston towards Carnforth.

One of the early SVR pioneers of the 1960s, David Williams, added his support to the decision to sell the locomotive, saying: “No. 45110 is, of course, an iconic engine, and many people at the SVR have a strong and understandable emotional attachment to it. However, its sale now vastly increases the chances of its restoration and return to service. When you look at the bigger picture, that’s clearly for the greater good of the heritage railway movement. We know that an expensive restoration, costing in the region of £1 million would be unthinkable for the SVR in its current financial circumstances.

“The railway must focus on building up its reserves once more so it is in good shape to thrive in the future, and this sale will contribute towards that end.”

Built in 1935, No. 45110 operated the last leg of the official BR Farewell to Steam tour, otherwise known as the ‘Fifteen Guinea Special,’ from Manchester back to Liverpool, securing a place in railway history.



The UK’s heritage lines are known to have international appeal, with tourists travelling from around the globe to visit many of them. Sometimes, they may even volunteer. As reported on pages 78-82, the Great Central Railway welcomes a volunteer who flies in from Greece to be involved. On July 5, the Talyllyn Railway ran a train almost entirely crewed with volunteers drawn from across the planet. From right to left are: Roelof (on duty as platform inspector) from The Netherlands; Fransec (guard) from Spain, and Ryan (loco cleaner) from Australia, where he volunteers on the Puffing Billy Railway – as reported in issue 302, the TR and PBR often exchange volunteers. The fourth volunteer pictured on the left is Andrew (fireman), who comes from Devon – slightly closer to home. ANDREW YOUNG

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Sussex Scotsman: Gresley's centenarian A3 No. 60103 *Flying Scotsman* sits in the yard at Sheffield Park on the Bluebell Railway on Tuesday, August 22. The locomotive arrived by rail under the cover of darkness at 4am that morning in readiness for working trains along the 11-mile heritage line on August 23-29 and had seen only urgent cylinder repairs completed mere days before its booked move south – see Main Line News, pages 56/57. JAMES CUMMINS/BR

October Swanage debut for No. 563

By Owen Hayward

THE eagerly-anticipated return to passenger service for LSWR T3 4-4-0 No. 563 has been set for the Swanage Railway on October 7.

It is due to haul two round trips in the formal launch and supporters' specials on the Purbeck line.

Following the T3's first moves under its own steam at Bill Parker's Flour Mill workshops at Bream, in the Forest of Dean, as reported last issue, work has continued apace.

The tender was rewheeled at Herston Works on August 17, followed by the application of the purple-brown border to the tank and raves, and the signwritten LSWR lettering receiving its gold leaf.

Following this, two coats of varnish have been applied to give the tender a shine matching the front half of the locomotive.



Touchdown: the tender for LSWR T3 No. 563 was successfully rewheeled at Herston works on August 17. SRT563LG

Young support

A steady stream of donations has continued to be received, with a boost given by a young supporter identified only as Rowley, who set himself the challenge to swim, cycle and walk 11 miles to raise funds for the project – the distance equating to that of the line between Swanage and Wareham. With this contribution, it is estimated that just £5000 is required to see the locomotive re-enter service with the overhaul fully paid off. However, that will not be the end of the fundraising push as the group looks to the maintenance and upkeep of this prized asset.

A Swanage Railway Trust 563 Locomotive Group statement said: "We were delighted to hear this heart-warming and inspiration story from one of our youngest supporters, who recently undertook took the initiative to raise some money for 563 in his own creative way. We can't thank you enough for these efforts and it just goes to show there are lots of ways to support the overhaul."

"While we expect No. 563 to 'earn its keep' in revenue service, we do intend to continue raising funds to ensure it remains in tip-top condition and to also be able to deal with the unexpected, as well as helping to fund potential livery changes down the line and a revarnishing programme to look after the paintwork we have now.

"As any locomotive group will tell you, the unexpected is almost normal and it is therefore prudent to anticipate some challenges by having a cash balance available so that they can be promptly addressed to avoid revenue being lost while the boiler certificate ticks away.

"Who knows, perhaps one day we might even install an Adams vortex blastpipe? In the meantime, we are already investigating protection for the inside of tender tank and other initiatives that will help us look after the locomotive long-term, and ways to provide education and historical context too."

Provisional plans

The front end of No. 563 was due to travel to Dorset at the end of August where it will be reunited with its tender, ready for testing and crew training runs. Following the formal launch, No. 563's first public passenger services will run on October 8, and it is also expected to run during the October half-term week.

A statement said: "While we have yet to see how 563 performs, we are sufficiently confident in it that we have set a target date of October 7 as the date for the formal relaunch.

"Subject to no problems emerging during testing, we expect to confirm the date and arrangements in early September. Until then, we invite supporters to 'save the date'."

New original *Mountaineer* now a rolling chassis

A PROJECT to replicate pioneering Festiniog Railway Small England 0-4-0T+T has passed a landmark with the trial-fitting of the boiler to the rolling chassis.

On August 19, 15 members of 1863 Mountaineer Locomotive Ltd attended North Bay Rasilway Engineering Services Ltd's base in Darlington to see the boiler trial fitted to the rolling chassis.

Mountaineer was built for the FR in 1863 as one of the line's original locomotives, and in 1879 became the only one of the four to be scrapped. Named after a local stagecoach that ran from Barmouth to Caernarvon, the identity was decades later applied to the Alco 2-6-2T that came to the line in 1967.

The project was launched at the Warley National Model Railway Show in 2019 with the aim of filling a major gap in the narrow-gauge heritage fleet.



The replica *Mountaineer*'s rolling chassis with boiler in Darlington on August 19. NBRES

Israel Newtons pressed the backhead and the throatplate, while NBR Engineering designed and built the complete boiler, which was hydraulically tested but not steamed in July 2020 – when a fundraising campaign for wheels, axles and crankpins began.

Casting patterns for the cylinder and valve chest were borrowed from the Ffestiniog Railway in conjunction with a major fundraising programme; the first cylinder was collected from Peak Pattern in late March 2021.

A set of the earlier design frames was ordered in November 2019 and erected in May, and the axleboxes were ordered in July 2021.

The project's next stage is to build the Alexander Allan inside valve gear at an estimated cost of £24,000. A major hurdle to overcome, but it will take the locoomtive close to running on air.

➜ Anyone who would like to support this unique project is invited to visit 1863mountaineerloco.co.uk and fill out a Direct Debit form, donate directly at Paypal.me/1863mountaineer, or telephone 07712 584821 for more information.

Special readers' day will celebrate Darjeeling No. 19B at Statfold Barn

By Robin Jones

A SPECIAL day for readers of *Heritage Railway* and the other railway titles published by its parent company Mortons Media is to be held at the Statfold Barn Railway, near Tamworth, on October 7.

The star of the show will be Darjeeling Himalayan Railway Sharp Steward 0-4-0WT No. 19B, which, as reported in issue 308, was bought at an auction of the late Chiltern railway founder Adrian Shooter's Beeches Light Railway on June 21.

The newly-formed Darjeeling Tank Locomotive Trust was also successful in buying the two replica DHR coaches Adrian had built at the Ffestiniog & Welsh Highland Light Railway's Boston Lodge Works. The 2ft gauge locomotive and coaches were moved days later to their new base at the Statford Barn Railway, now part of the Statfold Country Park transport heritage and family entertainment complex, in Ashby Road (B79 0BU).

Just for you

To gain entry on October 7, readers must bring a current issue of one of Mortons' railway titles – which also include *The Railway Magazine*, *Rail Express*, *Railways Illustrated* and *Steam Days* – and pay the usual Statfold entrance fee.

The opening times for readers are 10.30am to 3.30pm. They will get to travel in the replica Darjeeling coaches behind No. 19B, which they will be able to see up close. It is hoped to reserve coaches for readers.

Mortons and the DTLT will each have a stand near the entrance to the museum, where readers can meet members of our magazines' editorial staff

There is one other private railway event going on that day at Statfold, but the railway will otherwise be closed to the general public.

The special readers' event follows a hugely successful launch day on August 6 for supporters of the campaign to keep 1889-built No. 19B in Britain as an icon of the country's international transport heritage.

A marquee was hired and more than 300 supporters turned up, exceeding the organisers' expectations.

DTLT chairman Jeremy Davey spoke for 45 minutes about No. 19B and the trust's successful drive to raise the £300,000 funds needed to buy No. 19B and its train, and to fund its impending overhaul at Statfold, receiving a huge round of applause at the end.

He told the audience that the regular boilersmith had checked the boiler, that a steam test was carried out, the insurance renewed for the trust, and that no major concerns were noted. The braking systems were in good condition, as was the electrical lighting system and air-driven sanders. Concerns were raised about the ashpan, baffle plate, smokebox drain, drain cocks and smokebox door, and the 'D' stock whistle was replaced.

Given that Adrian was 6ft 7in tall, No. 19B's cab roof was raised in 2003 so he could drive his locomotive. At the supporters' event, the revised look of 19B was unveiled. The raised cab roof had been replaced by the original, returning No. 19B to as-built condition and offering a more powerful squat profile.

The locomotive will be modified with safety railings fitted on the footplate, enabling it to operate again as in India, as a tank engine. The tender will be retained for longer operations when it goes on visits to other railways.

Jeremy said that No. 19B, the sole example of the class outside India, and which was said to have the oldest operational boiler in preservation, was scheduled to operate at Statfold on September 9/10, with the 10-yearly overhaul commencing in January and completed unless any problems are found in time for June or July next year.

Beneficial ties

Statfold, he said, was the obvious location for No. 19B, with access to engineering facilities that are geographically good for the Beeches Light Railway crew, and said there was a good relationship between SBR and BLR teams. The BLR crew have become the core of the DTLT operating team and are in training at Statfold to operate No. 19B and the other SBR locomotives.

A roster to visit other railways will be drawn up following the overhaul, identifying opportunities to raise funds for No. 19B's continued operation.

Jeremy added that the DTLT was delighted when Adrian's daughter, Victoria, agreed to become its patron. She unveiled a plaque on the driver's side of 19B's cab, which simply read 'Driver A Shooter', before



The crew of No. 19B at the supporters' day (left to right): Luke Raworth-Crowther, Will Smith, Jeremy Davey and Stuart Mann. PHIL MARSH/DTLT

Another 'foreign' arrival for Statfold museum

THE already impressive narrow gauge collection at Statfold Barn Railway and Museum has expanded once more following its most recent arrival – Bagnall 4-4-0T No. 2627 of 1940 *A. Boulle*, which is on loan from Suzanne Ball and her father, Graeme Walton-Binns.

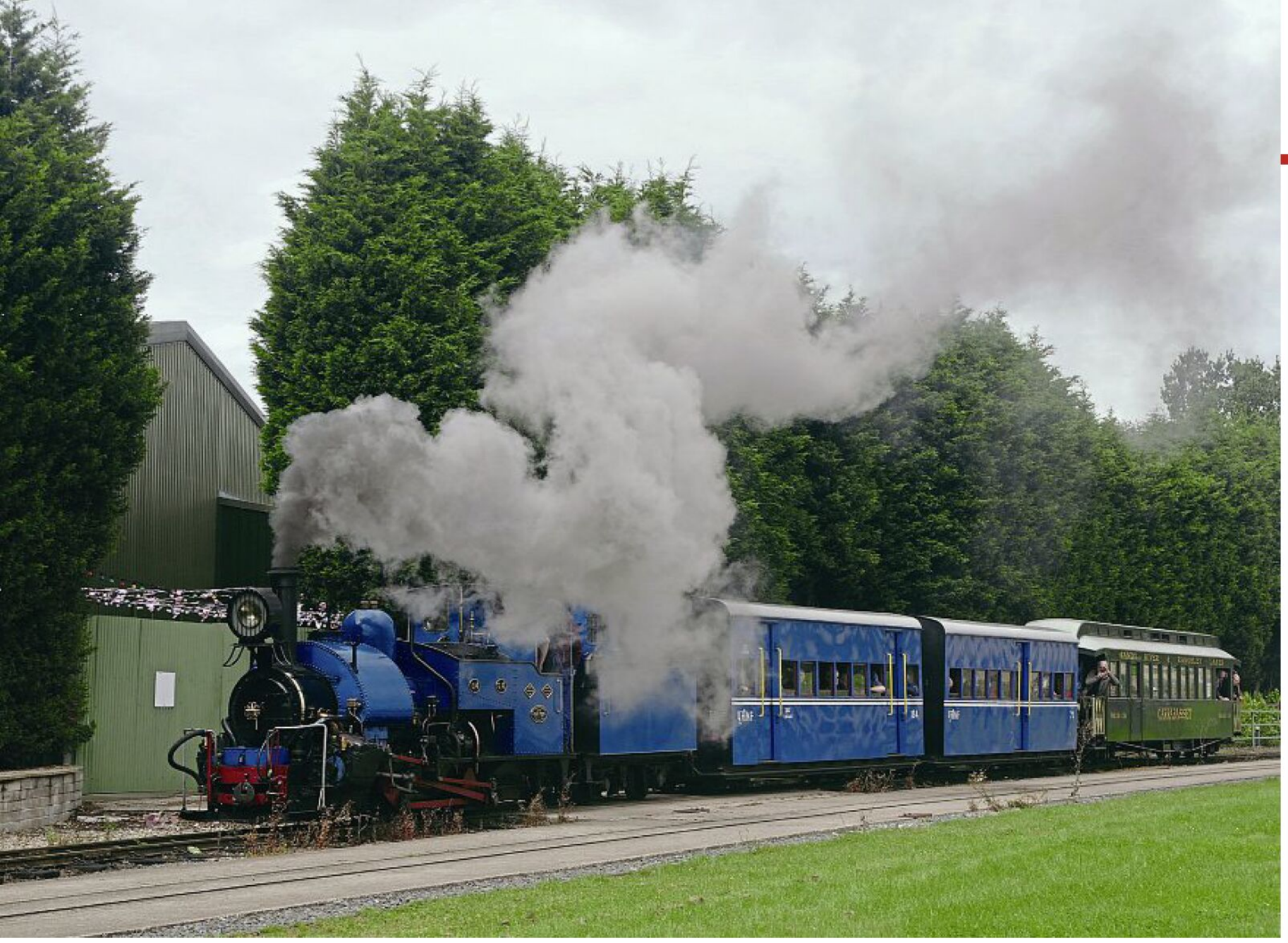
A. Boulle was one of several locomotives built by Bagnall for the Tongaat sugars mill in KwaZulu-Natal in South Africa, and is one of six of the former Tongaat Bagnalls to survive into preservation. Its arrival at Statfold sees it reunited with former stablemate No. 2820 *Isibutu* of 1945, which also resides at Statfold. *A. Boulle* was the last of the three ex-Tongaat locomotives that Graeme repatriated from South Africa, the others being No. 2287 *Sinembe* (of 1926, now on the Teifi Valley Railway) and No. 2819 *Charles Whytock* (also of 1945, now residing at the Lynton & Barnstaple Railway, where it has been renamed *Sir George Newnes*).

It will take up residence on display in the roundhouse.



Right: Bagnall 4-4-0T No. 2627 of 1940 *A. Boulle*, now at Statford. SBR

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Darjeeling Himalayan Railway No. 19B sets off with a flourish on the Statfold Barn Railway on August 6. ROBIN JONES

the inaugural supporters' train operated, full and standing.

With the assistance of the Darjeeling Himalayan Railway Society, the DTLT will create an educational, interactive, digital archive, so any artefacts or information on No. 19B are welcomed. This archive will be a key part of the DTLT's application for National Heritage Lottery funding post-overhaul, which, if successful, will enable a full restoration to be carried out in due course.

No. 19B will remain in its current striking blue livery for the foreseeable future, however, a future and historically accurate livery at an operationally convenient point has not been ruled out.

➜ To make a donation to the trust to help with the overhaul of No. 19B and running costs, visit www.darjeelingtank.org.uk



Victoria Shooter unveils the plaque in memory of her father, who imported No. 19B to Britain. PHIL MARSH/DTLT



Victoria cuts a celebratory 19B cake at the supporters' day at Statfold. PHIL MARSH/DTLT

IN BRIEF

➜ THE Strathspey Railway will no longer be hosting a USATC S160 2-8-0 for its September 16/17 steam gala. It had previously been confirmed that either Nos. 6046 or 5197 would make the journey from the Churnet Valley Railway and across the border, but as this issue went to press, a substitute was being negotiated.

➜ THE Dean Forest Railway's October 14/15 Royal Forest of Steam gala will feature Bagnall 0-6-0ST No. 401 *Vulcan* from the North Tyneside Railway alongside previously announced GWR 0-4-0ST No. 1340 *Trojan* from Didcot Railway Centre. The guests fit the 'Steam Around South Wales' theme, having worked at Port Talbot and Cardiff respectively.

➜ THE MID-HANTS Railway will presents its first-ever Antiques Valuation Roadshow from 10am to 3pm at Alresford on September 3, inviting the public to bring their railway-related memorabilia and other items for free assessment by fine art auctioneer and valuer Andrew Smith & Son. The Medstead Depot Omnibus Group will operate a vintage bus, providing complimentary short rides around Alresford.

➜ CORNWALL'S Launceston Steam Railway celebrated the 140th anniversary of its Penrhyn Quarry Hunslet No. 317 *Lilian* on August 21, when a brass plaque (since affixed to the firebox cladding) was presented to railway staff by two visitors to mark the occasion.

➜ AWARD-WINNING transport writer and broadcaster Christian Wolmar is to attend the Gloucestershire Warwickshire Railway's book festival at Winchcombe station from 12.30pm on Saturday, September 23.

➜ THE Princess Royal Class Locomotive Trust has confirmed that its Princess Coronation Pacific No. 6233 *Duchess of Sutherland* will not be back in service during 2023. The locomotive was taken out of traffic earlier this year for mechanical work, which is still ongoing.

Aerolite goes 'main line' for transfer

PASSENGERS waiting at York station were caught off-guard on August 2 when North Eastern Railway 2-2-4T No. 66 *Aerolite* passed through during the start of its transfer to the National Railway Museum's Locomotion outpost at Shildon.

Sandwiched between two Class 47s, No. 66 was moved by rail to Network Rail's Holgate depot, where it was also moved on the yard's traverser. From there it continued onward by road to Locomotion, where it has been shunted into the main hall.

The move has been carried out as part of the NRM's Vision 2025, which, as reported, has seen several exhibits moved between the two locations and others put out on loan to other heritage sites such as Didcot and the Bury Transport Museum.

Another NER locomotive, which was introduced by the Stockton & Darlington Railway as Class 1001 0-6-0 No. 1275, was also set to relocate to Shildon to take up residence in New Hall there, but a last-minute change has now seen it remain in the NRM's Great Hall.

It was confirmed that more transfers between York and Shildon will be taking place during the autumn.



NER No. 66 takes a turn on the Holgate yard traverser ahead of its journey from York to Shildon by road. NRM

Historic new coach for line

IN August, the Talyllyn Railway took delivery of the first of three new coaches being built for the line at Boston Lodge on the Ffestiniog Railway.

Built to the Tisdale style of its other bogie coaches, No. 24 is both the first new coach on the TR since No. 23 (which arrived without a chassis) was completed at Pendre in 1975 and the first complete new carriage delivered to the railway in 156 years, the last being one of the original four wheelers that arrived in 1867.

Welcome to the 1960s:
Great Central turns back the clock

By Owen Hayward

WITH the current economic climate hitting, and the pressing demands of visitors after 'more than a train ride', heritage railways around the UK are looking at more ways to encourage people to part with their money. An event that has fast become the 'go-to' weekend in the annual offerings is the Great Central Railway's Railways at Work gala, which this year took onlookers back to the bustling but turbulent times of the 1960s.

Renowned for its wealth of goods vehicles, during August 19/20 the GCR and its volunteers recreated a time when the nation's freight relied on rail, making full use of the restored wagon fleet to run no less than three rakes each day.

The Quorn & Woodhouse goods yard sprung into life with an eclectic mix of mechanical horses, parcels trollies, vintage lorries, classic cars and more, the atmosphere heightened further by scores of re-enactors in period attire.

The Beeching axe

Of particular prominence was the character of Dr Beeching; 2023 marks 60 years since the end of local services along the GC line and the stations on it as a consequence of the doctor's controversial reports that led to what many describe as 'the decimation of Britain's railways', back in 1963.

At the gala, 'protesters' formed picket lines at Loughborough station as 'Beeching' arrived with a police escort, with scenes of clashes staged both there and at Quorn station each day. And it was not just rioters giving the 'old Bill' the runabout, for amid the yard workers at Quorn were mischievous schoolboys diving in and out of activities, some evading capture and others not.

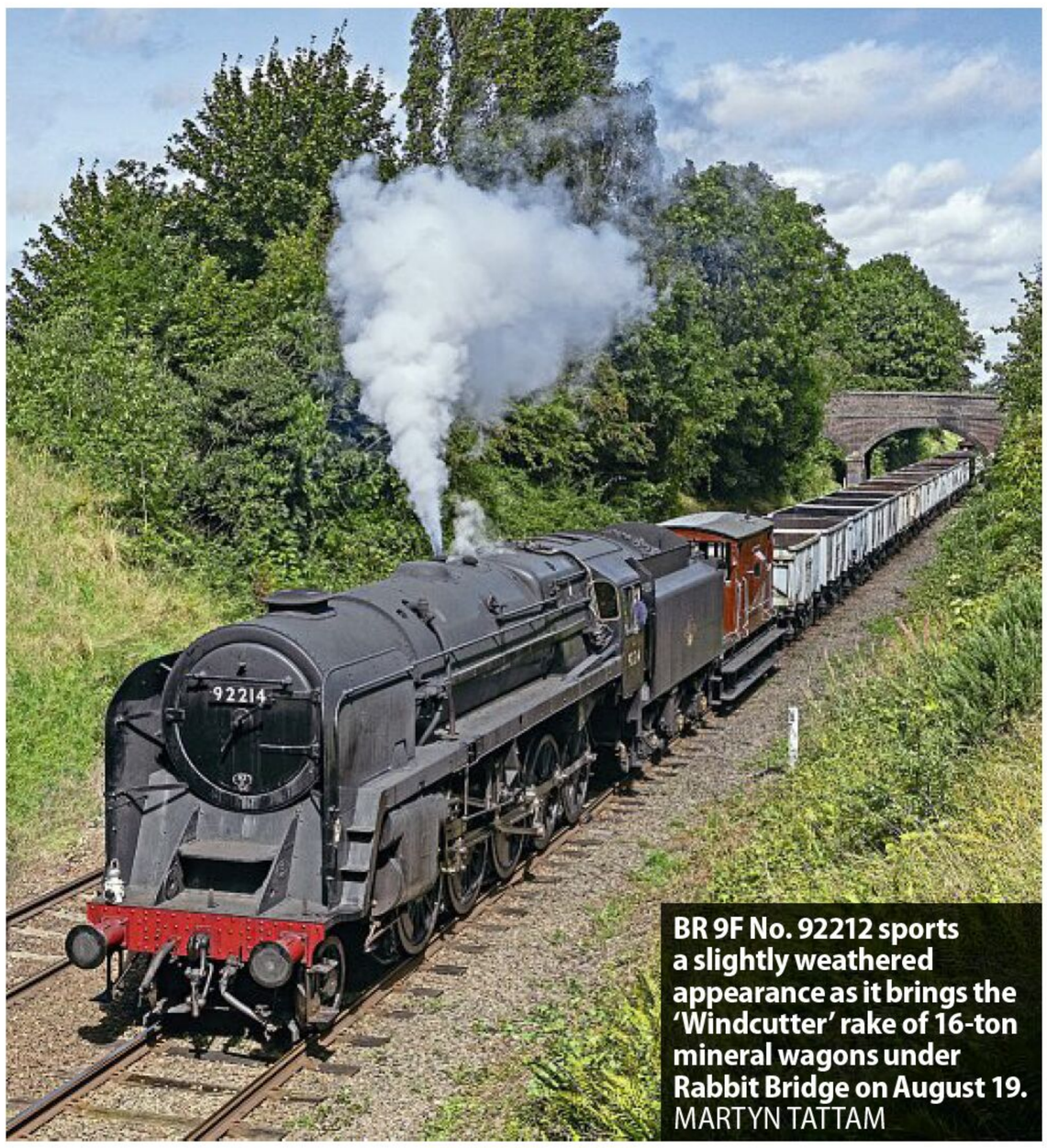
Quorn yard was bustling as re-enactors set about loading and unloading wagons in the sidings – some with entertainingly less care than others – before stock was collected, deposited, and rotated with those on passing and pick-up services. Aside a few modern 'inconveniences', for all intents and purposes, visitors could well have been transported back to the heyday of the railway.

Lifting demonstrations took place with the BR Joseph Booth & Bros heavy duty crane No. 81549, which moved containers and machinery on and off of waiting wagons and lorries, while the yard turntable also took stock for a spin.

At least eight locomotives and units were in operation for the occasion. BR Standard 9F 2-10-0 No. 92212 had been left uncleaned and bore a slightly care-worn appearance, which most locomotives sported in a similar or worse fashion as they neared the end of their working lives.

Stealing the show was WR 4-6-0 Hall class No. 6990 *Witherslack Hall,* making its debut following completion of boiler repairs. It has also been repainted into GWR green, although its tender bore no crest during the weekend, with the final GWR touches being applied post-gala. Heavily teased on the railway's social media pages in the lead-up to the event, for both days the locomotive adopted the guise of scrapped classmate No. 6988 *Swithland Hall*.

The 1960s being a time when steam and diesel could be seen side by side, there was, of course, modern traction out as well. The National Railway Museum's BR Class 37 D6700 was one of three diesels in action, with GCR resident Class 45 D123 also appearing. Visiting from the East Lancashire Railway was Class 24 D5054 *Phil Southern*, also booked for the September 1-3 diesel gala, which was due to feature current visitor BR Derby Lightweight railcar *Iris* from the Ecclesbourne Valley Railway, alongside five locomotives from the home fleet.



BR 9F No. 92212 sports a slightly weathered appearance as it brings the 'Windcutter' rake of 16-ton mineral wagons under Rabbit Bridge on August 19. MARTYN TATTAM



Left: At 1pm each day, an express service departed Loughborough Central recreating the days of Great Central expresses; No. 73156 bears a full smokebox 'Central Holiday' headboard. ROBERT FALCONER



Right: Quorn & Woodhouse goods yard was a hive of activity, with yard workers carefully (or sometimes not) loading and unloading arriving and departing wagons. COURTENAY FORDER



Throughout the weekend, re-enactors portrayed Dr Beeching (left) and protestors opposing his plans to close vast sections of the railway network. The 'local constabulary' were often called upon to deal with the unruly troublemakers. COURTENAY FORDER





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Class 104 No. M56182 in June 1961, showing the original livery and appearance to which the vehicle is being restored. MICHAEL MENSING/NNR

‘Immaculate’ NNR Class 104 comeback

By Robin Jones

A UNIQUE driving coach from a 1958-built DMU is set to return to service on the North Norfolk Railway - 36 years after it last carried passengers.

Father-and-son team Paul and Chris Moxon have meticulously restored Birmingham Railway Carriage & Wagon Company-built No. M56182 in their spare time during the past nine years.

The vehicle has been returned to close to its original condition, complete with varnished woodwork in the passenger saloons and salvaged seats of the original style, including the comfortable First Class saloons.

The frames have been overhauled, the wheels refurbished, and rusty bodywork cut out and replaced prior to repainting in its original BR green livery with distinctive painted ‘whiskers’.

The wiring and instruments required for the driver’s desk have been repaired and renewed, meaning the coach can once again be used as a driving car when coupled to a compatible motorcoach to make a two-car DMU that can be operated from either end – one of the time-saving innovations that made this type of vehicle attractive to BR management in the 1950s when alternatives to steam were being rigorously pursued.

Co-owner Chris said: “Although the wooden finish and comfortable seats look old-fashioned now, they were the height of modernity in the 1950s!”



M56182’s pristine First Class saloon after restoration. CHRIS MOXON/NNR

NNR commercial manager Graham Hukins said: “That the coach is returning to service in pristine condition aged 65 – a figure normally associated with retirement is a tribute to the dedication of Chris and the team.

“We are looking forward to having a Class 104 at Sheringham – the type ran Norwich-Cromer-Sheringham services in the late 1970s, so it’s very appropriate that M56182 has been saved for use on the NNR.”

It will enter service on Saturday, September 9, when it will run alongside one of the Poppy Line’s steam locomotives, scheduled to be BR Standard 4MT 2-6-0 No. 76084, which was built a year earlier in 1957. The third train in action is due to be the line’s unique LNER teak-bodied articulated carriages built in the 1920s. By the time M56182 entered service, these carriages had been relegated to provincial lines and were often hauled by a diesel locomotive – just as they will be on September 9.

Two other aspects of the operation of first-generation DMUs will also be recreated on launch day – the 2.57pm departure from Holt will include a goods van on the rear of the train, recreating a common practice on rural railways in the 1950s when local goods traffic was often conveyed in this way. The 5.30pm service from Sheringham will see the DMU hauled by a diesel.

The newly-restored motorcoach will make extra trips from Sheringham at 6.50pm, 7.25pm and 9pm, with fish and chips available on the first trip. Visitors can enjoy unlimited rides on all three contrasting trains. Visit www.nnrailway.co.uk/opening-dates

Tour fault sees *Alycidon* withdrawn from gala

DAYS after announcing it would be appearing at the Great Central Railway’s September 1-3 diesel gala, Class 55 Deltic No. 55009 *Alycidon* was withdrawn from the line-up by its owner, the Deltic Preservation Society, following its failure during a main line tour on August 19.

While working the return portion of the London to Scarborough (via York) ‘Coronation Deltic’, *Alycidon* was failed at Redford after a battery connection lead went high resistance and flashed over during a restart of engine one, which caused the cable end to melt.

Engine checks found it to be in okay condition, but as a precaution following the conclusion of the trip, it was decided by the owning group to return the locomotive to the DPS base at Barrow Hill for further checks and testing.

Bala Lake needs £100k for new town centre bid

THE Bala Lake Railway Trust has launched a £100,000 appeal to back a fresh bid to extend the line into the town centre.

As reported in issue 306, the extension plans were blocked by the Snowdonia National Park Authority at its planning and access committee meeting on April 19 over fears that the extra tourists the line would bring into Bala would lead to more sewage polluting the River Dee.

However, a recent meeting with the park authority offered encouragement with a mutually agreed plan to move forward, and the trustees have now begun the process of preparing the new planning application.

The first course of action is to update the traffic and parking impact report at a cost of £5000. Reviews of the odour, noise and vibration reports are also being prepared.

Additional consideration has been addressed regarding the sensitive management of the Dee ecosystem.

It is anticipated that the new application is going to cost £100,000; by the time the original had been completed, the trust had expended nearly £250,000.

Prepared more than 18 months ago, many of the reports will have a finite shelf life and need be redone and updated.

National Resources Wales has also been consulted, again with a positive response, as to what its plans are to ensure that Welsh Water carries out additional work to sewage treatment works in Bala. “This will break the jam that currently prohibits allowing increases in the number of visitors encouraged to the town,” said a statement from trust chairman Julian Birley.

So far, more than £40,000 has been donated to the new appeal. To contribute, visit www.balalakerailwaytrust.org.uk/donate.html

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Gauging success for Ffestiniog's Chinese locomotive restoration

By Owen Hayward

THE route is 'clear' for the restoration of C2 0-8-0 No. 221 on the Ffestiniog & Welsh Highland Railways – after the partially-restored locomotive successfully cleared gauging tests on the tightest parts of the Welsh narrow gauge line's route.

Owned by a group of Ff&WHR s footplate crew, No. 221 was imported from China and arrived in the UK in January 2007. The locomotive, Dahuichang No. 4, was initially believed to have been built at the Harbin Forest Machinery Factory in January 1988 as works No. 221, the identity carried by the tender. Research now suggests that it was built a few years earlier and is probably Harbin No. 208 or 209 of 1983.

It was initially stored at Minffordd yard but loaned to the National Railway Museum for display at Shildon for a short time while an agreement was secured with the FR Company. A dedicated purpose-built shed has also been built at Boston Lodge in which the project resides.

Although it was operational when bought, it has never steamed in the UK, and following its return from the spell on loan, work commenced on stripping down and overhauling the locomotive. Built to 2ft 6in gauge for use at the Harbin Forest Machinery Factory in Heilongjiang province, China, one of the major tasks has been to regauge it to run on 1ft 11½in gauge rails.

During July, the restoration team focused on completing the brake gear on the tender, which has included drilling holes in the chassis to accept the brake weighshaft bearings, along with turning up bushes for the brake piston rod.



Stops were regularly made to check the clearances at specific points along the route during the run on August 1. ANDREW LANCE



On August 3, No. 221 was taken through Garnedd Tunnel north of Tan-y-Bwlch. Although tight on clearances, the C2 passed through twice without issue. CHRIS PARRY/FFWHR

Agreement was also reached to undertake some gauging tests along the line, which then saw attention include the front half of the locomotive. Crash beams were fitted to the front and rear bufferbeams, and safety chains were fitted between locomotive and tender.

The engine was also set up on its suspension with rear spring hangers adjusted in order to sit it level and get clearances equal between axlebox undersides and keep plates.

Level ride

A wheel load check was requested by Ff&WHR chief engineer Jon Whalley ahead of the C2 being permitted onto the main running lines, which was carried out by the volunteers under Jon's tutorage. With the locomotive moved between each of the two readings to shake out any locked friction forces, the results showed that the loads were relatively equal, bar one under the tender that was showing as very lightly loaded. This deficit was corrected by some packing being inserted into the suspension, which improved the distribution of the wheel loads.

At present, the cab and tender tank are represented with a wooden pattern that has been used so should any corrections be required for gauging, they can be implemented on the final metal versions later more easily.

During the day on August 1, final preparations and checks were conducted, with the lubrication system set up for the axleboxes and grease applied to horn guides. A strategic list of locations was devised for stopping and checking clearances of the locomotive, with the test train formed of No. 221, open wagon No. 63, and Hibberd 4WDM *Upnor Castle* providing the power.

After being propelled out of the Boston Lodge yard, the C2 was towed under possession up the line at slow speeds under careful surveillance to check clearances under bridges and through tunnels and cuttings.

The first trial travelled as far as Rhiw Goch before returning to the works. On August 3, the locomotive was passed to be moved out of a possession and the consist then travelled at 15mph as far as Rhiw Goch, before continuing on to Tan-y-Bwlch at a reduced speed once again. As with the trials two days before, the locomotive was observed throughout, with stops made to check clearances at some of the tighter locations on the route.



C2 No. 221 sits patiently at Minffordd station during its first gauging runs on August 1. The cab and tender are wooden mock-ups to test the gauges before the final metal structures are fabricated. ANDREW LANCE

Tight squeeze

With Garnedd tunnel just beyond Tany-y-Bwlch known to be a tight spot for trains on the FR to this day, the train continued on and slowly passed through, allowing for the clearance of the cab roof corners to checked. Much to the relief of those present, their calculations were correct and it passed through comfortably. A second pass was performed to take measurements where some protruding rocks were observed to be close to the cab structure, and a test to prove that emergency evacuation was possible also took place.

Following this run, the consist returned to Boston Lodge once more, where the bearings were checked to ensure they were not running hot. The outcome is that although it looks large, the C2 will fit along the full FR route; though it has not made it to Blaenau Ffestiniog yet, gauge measurements have given the group confidence that the tightest areas on the line have been checked.

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Second Baldwin pannier now running again on Welsh Highland line



Baldwin 10-12-D 4-6-0T No. 608 at Bontnewydd Halt midway between Dinas and Caernarfon on July 9. GRAHAM FAIRHURST

A SECOND War Department Baldwin 10-12-D 4-6-0T has run on the Ffestiniog & Welsh Highland Railway this year.

Built in 1917, Graham Fairhurst's No. 608 originally worked on the World War One trench railways. After the conflict, it was transferred to India for further use by the British Army before being sold for use in sugar factories in Daurala and Ryam.

Subsequently purchased for preservation in the UK, it was repatriated in 2013. Following restoration, it underwent further restoration at a private site in Lancashire, with the intention of making its debut at the WHR Past, Present and Future event in June 2019, but it was not finished in time.

It arrived on the Ff&WHR in October 2019 and made its debut oat the start of November 2019, when it took part in photographic charters on the WHR alongside Hunslet 2-6-2T No. 901 of 1906 *Russell*. It was top-and-tailed with England 0-4-0STT No. 2 *Prince* as it was not fitted with continuous brakes.

Following the completion of some work at Boston Lodge, No. 608 was moved to Dinas on May 25 and undertook test running from there. On July 9, it ran from Dinas to Caernarfon – the first time that a Baldwin has traversed this northern part of the WHR; this section was formerly part of the Nantlle Railway and later became the standard gauge line from Caernarfon to Afonwen. No. 608 is one of four 10-12-Ds in preservation in the UK, all of which have been imported from India, the first to steam again having been No. 778 which based at the Leighton Buzzard Railway.

As highlighted in issue 307, No. 794, which became part of the Imperial War Museum after it was brought to Britain in 1985, was transferred to the Welsh Highland Heritage Railway and then underwent restoration at the Vale of Rheidol Railway workshops before emerging is the identity of No.590, which ran on the original WHR and was scrapped in 1942.



No. 608 making its first appearance at Caernarfon during its test run from Dinas on July 9. FAIRHURST

Ireland stages 'first' steam rally to not use coal

By Robin Jones

IRELAND'S Stradbally Woodland Railway found itself part another green 'first' as it staged the country's the 59th National Steam Rally on August 5-7 – when the line, along with visiting traction engines, stationary engines, showman's engines and other vintage machinery, ran on a 100% renewable biomass product, making it unique in the British Isles.

As reported in issue 299, on September 24 last year, the 3ft gauge line in the grounds of Stradbally Hall in Stradbally, Co Laois, ran the country's first passenger train to be hauled by a steam locomotive using a 100% renewable biomass-based coal substitute.

Former Bord na Mona Barclay 0-4-0WT No. 2264 of 1949 No. 2 *Roisin* used a stove-ready commercial product called Harvest Flame, made by Arigna Fuels, of Roscommon, via the process of torrefaction from biomass – in this case, olive stones, a residue from the food industry. Its use encouraged the organisers of this year's rally to use only this fuel, making it the largest steam event yet held anywhere not to use coal, it was believed.

Bob Gwynne, associate curator of the National Railway Museum at York, visited the rally while on holiday in a private capacity.

He said: "While it was clear that the steam road machines worked well on this alternative fuel, they were only moving themselves around while the railway is short and only has a short train.

"Hence, it was an interesting start to something that might yet grow into an alternative to coal, but one that so far seems to have gone unnoticed in the UK; my wife and I were virtually the only people from the UK there."

A statement from the Irish Steam Preservation Society said: "This is our commitment to decarbonise our heritage sector with a renewable fuel and we are super excited about it.

"By sourcing this Irish-produced carbon tax-free coal alternative, which use sustainable methods to produce it, the National Steam Rally sets an example for other events and industries on how to protect the environment while still enjoying and celebrating our heritage."



Look, no coal: Barclay 0-4-0WT No. 2 *Roisin* heads along the Stradballly Woodland Railway, Ireland's oldest established heritage line, powered by biofuel made by Arigna Fuels, at the 59th National Steam Rally on August 7. BOB GWYNNE

Irish Steam Preservation Society secretary Nicola Glynn said that the 100% carbon free bio-coal showed "very promising results powering the engines at this year's rally."

18+

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Severn Valley banking at gala after Hymek guests are stopped

By Robin Jones

BANKING will be an added attraction at the Severn Valley Railway's September 28-October 1 Autumn Diesel Bash – after two guests locomotives pulled out.

As reported last issue, the showpiece event, which was planned to round off the line's season celebrating 50 years of diesel preservation, was due to stage the biggest-ever heritage era gathering of Western Region diesel hydraulics.

However, two of the seven hydraulics listed to appear – West Somerset Railway-based Class 35 Hymeks Nos D7017 and D7018 – were declared unavailable.



Visiting the Severn Valley Rail's autumn diesel gala will be Bury-based Class 35 Hymek D7076 and Class 42 Warship No. 832 *Onslaught* with Severn Valley-based Class 42 D821 *Greyhound*. CHRIS SHORT/SVR

Minor damage

On August 4, preparations were underway at Williton for a static test of D7018 after some adjustments were made to the transmission.

Following the engine start and while the preparations for the actual test were still in progress, the locomotive started to move of its own accord – against the parking brakes and riding over wheel chocks. The movement was stopped only by shutting down the engine.

Minor damage occurred to both the locomotive and some of the Diesel & Electric Preservation Group's' equipment and spares.

No one was hurt in this incident, and the Rail Accident Investigation Branch and the Office of Rail and Road were informed as a matter of course.

Following this, an extraordinary meeting of the DEPG board of trustees decided to cease all operational Hymek activities until further notice while the cause of the incident was reviewed and additional controls developed to ensure that the Class 35s remain safe to use.

"This regrettably means that the planned DEPG at 50 celebrations at the end of September must be postponed until a later date," said a statement from group chairman Martin Howard.

"We particularly regret that neither D7017 nor D7018 will be able to attend the SVR's Magnificent Seven event in the autumn as working locomotives. We recognise that this will disappoint many of our fans and followers, but it will be appreciated that the safety of both the public and our own volunteers cannot be put at risk."

The SVR responded by booking the Peak Locomotive Company's Class 46 D182/46045, and then announced that it would be adding banking demonstration trains at Bridgnorth as a boost to the event.

Guest visitors

Two other guests, Class 42 Warship No. 832 *Onslaught* and Class 35 Hymek D7076, owned by the Bury Hydraulic Group and based at the East Lancashire Railway, will join home-based Class 42 D821 *Greyhound* and Class 52s D1015 *Western Champion* and D1062 *Western Courier*.

"The Hymeks and the 37s both had a long association with 'banking' heavy trains up the Lickey Incline," said an SVR statement. "We will be doing exactly that during our Autumn Diesel Bash.

"We'll add an extra uncoupled engine to the back of some departing trains, to bank it out of the station. As the train gathers speed, this will fall back, to the delight of watching crowds.

"We wish the DEPG all the very best with tracing the faults on the locomotives, and we very much look forward to welcoming them to a future event."



August 12-20 was Ireland's national Heritage Week promoting hundreds of local community and other organisations around the country by highlighting the abundance of the great work carried out to preserve natural, built and cultural heritage. The 3ft gauge Cavan & Leitrim Railway at Dromod, County Leitrim, played its part with two successive steam Sundays where its Avonside works 0-6-0T No. 1547 *Nancy* operated trips along the short-preserved stretch of the former 34-mile line that ran between Dromod and Belturbet. At the close of service on August 20, volunteers fly the Heritage Week flag alongside the locomotive, which, although built to be coal-fired, fulfils the railway's operational needs perfectly well burning wood. Both Sundays were exceedingly busy, with trains fully loaded from opening until late in the afternoon and departures taking place regularly to accommodate the numbers. OWEN HAYWARD

A new front tubeplate for GWR 0-6-0ST No. 1363 is being manufactured at Didcot as an integral part of its boiler restoration. Boilersmith Pete Gransden is working on the smokebox side of the tubeplate marking out where the hole is to be drilled for the regulator box. Holes for the small tubes have already been drilled. Dating from 1910, the five-strong 1361 class were the last saddle tanks built at Swindon; No. 1363 is now the sole survivor of all the hundreds of saddle tanks built there. FRANK DUMBLETON



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Triumphant rolling stock return to private stations on long-closed lines

By Robin Jones

TRACTION has returned to Rippingale station in Lincolnshire for the first time under its current ownership.

Thomas Hill Vanguard Diesel-Hydraulic 0-4-0DH shunter No. 132C of 1962 gave demonstrations over the station tracks during an invitation-only event on August 13.

The locomotive was rebuilt from Fowler No. 22982 of 1942, which was supplied new to the Royal Ordnance Factory at Coventry, where it became War Department No. 8313.

In later years, it was on hire to LNWR heritage Railways/Locomotive Services Limited and used at Crewe Heritage Centre until the company moved to Crewe diesel depot. After years out of use, the shunter left the heritage centre in February after being purchased by Rippingale owner Mark Maitland, who bought the station from fellow enthusiast John Scholes in 2016, and with currently non-operational Avonside 0-4-0ST No. 1865 of 1922 *Elizabeth*.

The station on the Bourne & Sleaford Railway operated by the GNR opened in 1872 and closed to passengers in 1930 and to freight on June 15, 1964. As previously reported, March is turning the station into an invitation-only heritage centre containing several OO scale layouts, including a detailed model of Bourne and its station in the 1940s, and one of Rippingale station.

Groups who would like to book a visit are invited to email guitargem@inclod.com or telephone Ken Wainwright on 01778 529905. Booking are now being taken for 2024.



Superbly-restored Thomas Hill Vanguard rebuilt 0-4-0DH rebuilt shunter No. WD8313 at rest in the platform at Rippingale station on August 13. ROBIN JONES



Rowden Mill station, which saw its last train 65 years ago, is now award-winning holiday accommodation. ROWDEN MILL



BR saloon coach No. DB 999508 alongside the lawn at Rowden Mill station. ROWDEN MILL

Future expansion

Meanwhile, the award-winning Rowden Mill station at Bredenbury, near Bromyard, Herefordshire, has expanded the range of its holiday accommodation through the acquisition of an inspection saloon from the West Somerset Railway, and is also in the process of converting a GWR Toad brake van.

The station opened on September 1, 1897, as part of the final section of the Worcester, Bromyard & Leominster Railway, which was bought out of bankruptcy by the GWR in 1888. On April 26, 1958, a Stephenson Locomotive Society special ran from Worcester via Bromyard to Leominster, calling in at Rowden Mill, Fencote and Steens Bridge stations, as the last train on the line.

Rowden Mill station then became part of a farm before being bought in 1984 by the Wilkinson family, who five years later received the BR Award in the Ian Allan Publishing Railway Heritage Awards for the Best Renovated Non-Working station. In 2017, couple Cecelia Chavez-Brandon and Paul Kirkman bought the site and now run it as a successful holiday letting business, the station buildings providing guest accommodation.

In 2020, BR saloon coach No. DB 999508, which was last in service as an inspection vehicle in 2012, arrived from the Williton workshop for conversion and is now situated at Platform 2, which in its day handled livestock. After 21 months of painstaking work, the carriage was launched as further accommodation in July 2022.

The couple have just completed the conversion of grounded Shocvan No. B853318 to provide additional laundry and storage services for Platform 2, and Toad brake van No.35251 is on course to conversion into two-person accommodation space in time for 2024.

Meanwhile, the owners continue to maintain the historic buildings and railway infrastructure onsite, including almost 300 yards of track, signals, a ground frame and its hut, a platform trolley, GWR lampposts, running-in boards and poster boards, while also managing the site's natural environment to enhance it for wildlife and for the enjoyment of visitors.

➜ For more details of accommodation at Rowden Mill, visit www.rowdenmillstation.uk. To book, email bookings@rowdenmillstation.uk or telephone 01885 482101.

Network Rail offers Class 73 trio for sale

THREE Network Rail Class 73 locomotives currently stored on heritage lines are up for grabs.

Currently at Rowsley South, Peak Rail, Class 73/1 No. 73138 was purchased by NR in 2010 for its infrastructure monitoring fleet. Withdrawn from active service in 2017, it subsequently saw use as a yard shunter at RTC Derby but was then deemed surplus to requirements in 2019.

Elsewhere, two Class 73/9s currently stored on the Severn Valley Railway and are also up for disposal. Nos. 73952 (originally E6010, then 73104) and 73951 (E6019, 73113 and 73211) were also purchased for infrastructure use and were modified from the original class design for a trial of new motive power units to reduce emissions and test the viability of alternative fuel sources, namely LPG. The modifications, however, have resulted in no through passage being possible in the engine room.

The handbrakes have also been replaced by a pneumatic parking brake.

A number of other modern modifications have been made to the pair.

Both were taken out of main line use in April this year and currently retain full main line operational certification, and are considered to be in very good condition with decent tyres. All remaining main line equipment fitted to all three will be included with the sales.

All three locomotives will need to be removed from their current locations within four weeks of a sale agreement, with viewing arrangements, further details, and offers addressed to redundantassets@networkrail.co.uk citing tender RAD 0975 (for 73951/52) or 0976 (for 73138).

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***Cegin*, an 0-4-0WT built by Barclay of Kilmarnock in 1931, approaches middle quarry with a train of stone wagon empties during the July 28 photographic charter.** DAVE WILSON



Resident Bagnall *Sir Tom* (right) stands in the company of the two visitors for this year's summer gala: Andrew Barclay No. 1991 *Cegin* (left) and Peckett No. 1632 *Liassic*. ROBERT FALCONER



Gala visitors *Liassic* and *Cegin* double-heading. MATT DITCH



***Liasic* return from the quarry.** MATT DITCH

Statfold steam in action at Threlkeld quarry scenes gala

By Owen Hayward

SCENES of quarry days gone by were evoked once more over the weekend of July 29/30 when the Threlkeld Quarry and Mining Museum held its summer steam gala, welcoming two visiting locomotives from the Statfold Barn Railway in Staffordshire for the occasion.

Nestled in the Cumbrian Fells four miles out from Keswick, the museum is set in a former granite quarry rich with industrial charm. With a Victorian era stone engine shed and vintage quarry machinery, the setting is perfect for recreating scenes from its heyday with the narrow gauge industrials.

The first of these was Andrew Barclay 0-4-0WT No. 1991 *Cegin*; built in 1931, it first worked at the Penrhyn slate quarry in North Wales and was then one of five locomotives from there to be exported to Tennessee in the USA in 1965. It remained stateside until 2016, when it came back to British soil, returning to steam in 2021.

Joining it was 1923-built 0-6-0ST No. 1172 *Liassic*, which first worked at Rugby Cement's Southam works in Warwickshire before it too was exported, bound for Canada and from where it returned in August 2012.

The pair operated trains alongside the Bagnall 0-4-0ST, named after Sir Tom Callender, of British Insulated Callender Cables. It worked for BICC in Kent until 1968 when it was withdrawn and lay idle for 33 years before being relocated to Threlkeld in 2001. There it was restored and first returned to steam in 2010.

A mix of passenger and demonstration quarry freight services ran across the weekend, while a 30724 Charter on July 28 focused on recreating scenes similar to those that would have been seen back in the quarry's working days.

Although none of the engines operating during the event had ever worked there, Threlkeld did once home engines similar to *Sir Tom* and *Cegin*.



With the stunning backdrop of Blencathra, visiting Peckett No. 1632 *Liassic* works the new section of the railway's extension during a 30742 Charter. ROBERT FALCONER

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Auction GWR numberplate: is it from *City of Truro*?

EXCLUSIVE

By Geoff Courtney

A CABSIDE numberplate that is believed to be from one of the most debated locomotives ever built by GWR is to go under the hammer on October 28. It is No. 3440, which was allocated to two Swindon-built engines early last century, firstly to City class *City of Truro*, reputedly the first steam locomotive in the world to achieve 100mph, and subsequently to a 3300 class 'Bulldog' 4-4-0.

City of Truro was the 2000th locomotive built at Swindon, entering traffic in May 1903 as No. 3440. On May 9, 1904, it was unofficially timed at 102.3mph descending Wellington Bank in Somerset with a five-vehicle Plymouth-Paddington mail train, although sceptics have doubted its authenticity for more than a century, their disbelief partly influenced by the fact that at that time no car or aeroplane had ever attained such a speed, and GWR not confirming the speed for 18 years.

In 1912, under the GWR's renumbering scheme that year, the 4-4-0 became No. 3717, and its original No. 3440 was transferred to a 'Bulldog' outshopped by Swindon as No. 3730 in September 1906, and was to carry its new No. 3440 until being withdrawn by BR in June 1948.



Back number: The GWR cabside numberplate believed to be from '100mph' *City of Truro* that will go under the hammer on October 28. TRANSPORT AUCTIONS OF LONDON

City of Truro had been taken out of service 17 years earlier, in March 1931, but was saved for preservation to become part of the National Collection.

That, however, was not the end of its working life, for in 1957 BR returned it to traffic in its original identity of No. 3440 to run mainly enthusiasts' specials and even the occasional timetabled service train over the Didcot, Newbury and Southampton line. Its second withdrawal came in 1961 and it is now on display at STEAM – Museum of the Great Western Railway.

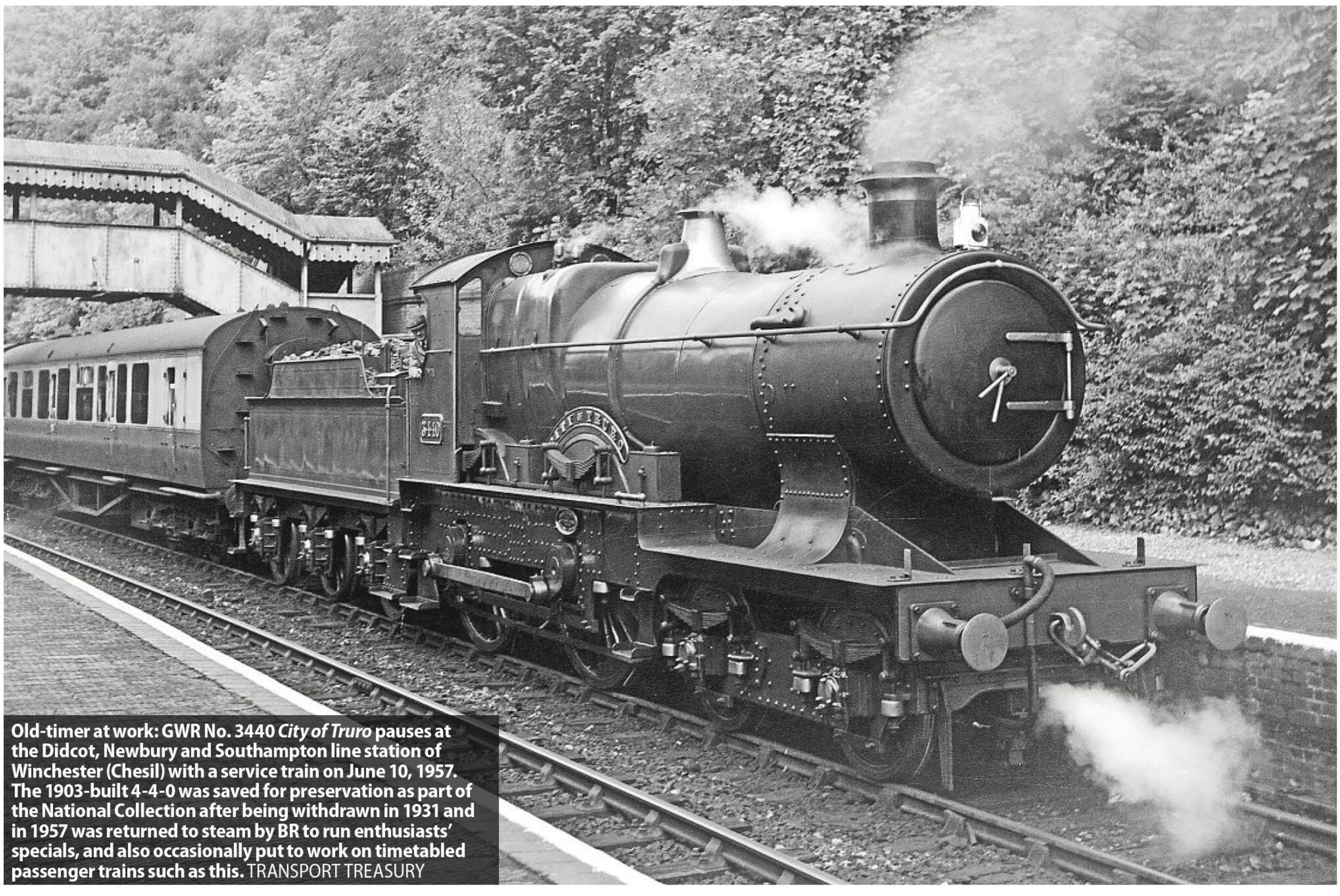
What is believed to be one of the 3440 cabside numberplates carried by the engine from 1957 to 1961 will be one of the headline items in a Transport Auctions of London live online sale on October 28.

The specialist auction house's principal, Michael Wickham, told *Heritage Railway* that he had taken into account a number of factors when researching the plate, including the fact that it has 'reserved' chalked on the back, which was more likely to have been done by BR on the engine's second withdrawal in 1961 than when the 'Bulldog' carrying that number was withdrawn in 1948, at which time railwayana collecting was in its earliest days.

"Also, the plate comes from the estate of a recently deceased specialist collector of GWR railwayana who put his collection together over a period of some 70 years, acquiring items both directly from BR, including Swindon, and later Collectors' Corner," he said.

"Given that background, and the fact that he informed us he had owned most of his items for at least 60 years, I am of the view that the cabside is more than likely to be from *City of Truro* during its 1957 to 1961 reincarnation."

→ A full preview of the auction, which also includes a complete Grange class nameplate, cabside and smokebox set, will be published in Geoff Courtney's railwayana column in next month's *Heritage Railway*.



Old-timer at work: GWR No. 3440 *City of Truro* pauses at the Didcot, Newbury and Southampton line station of Winchester (Chesil) with a service train on June 10, 1957. The 1903-built 4-4-0 was saved for preservation as part of the National Collection after being withdrawn in 1931 and in 1957 was returned to steam by BR to run enthusiasts' specials, and also occasionally put to work on timetabled passenger trains such as this. TRANSPORT TREASURY

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Doon Valley vows to press on despite closure fears

By Hugh Dougherty

AYRSHIRE Railway Preservation Group members have vowed to press ahead at their Dunaskin base despite failing to meet the July 31 deadline of raising £250,000 to purchase buildings offered for sale by landlord Milestone Developments Ltd.

At a packed extraordinary general meeting on July 29, members unanimously endorsed a plan to use £35,000 raised through donations to purchase a plot of land behind the station platform and building already belonging to the group, and another housing rolling stock storage sidings.

The move will allow the Doon Valley Railway, which had been facing the possibility of closure, to continue in the longer term. But it will entail replacing the visitor centre, cafe and toilet block, up for sale by Milestone Developments, with new buildings on the land purchased by the society. Conditions of the sale also required the society to vacate all properties belonging to the development company and to remove all and artefacts within eight to 10 weeks of the July deadline.

ARPG chairman Archie Thom said: "The EGM was packed and there was total agreement from members to purchase the land we are being offered at a price we can afford, thanks to the generosity of enthusiasts, local people and businesses who dug deep into their pockets at a time of financial strain.

"We are determined that the DVR will carry on as a unique industrial heritage railway. The challenge is not to be underestimated, however, for we must raise funds to build a visitor centre with café and toilets, seek planning permission, and lay in electricity, water and sewerage, so we will probably have to suspend operations for one or two years.

"We will be able to keep our narrow gauge demonstration line and rolling stock, although we are arranging for the removal of restored 3ft gauge Hunslet 4wDH No. 8816 of 1981, which worked for the NCB at Killoch Colliery, to the Heritage Centre in Cumnock for temporary display there."

Archie also expressed his disappointment at the response of corporate business, the Scottish Government and the local council to the group's appeal for funds, with every direct approach or application being knocked back.



The new visitor centre will be built on the land behind Dunaskin station platform, roughly where the container is sitting. HUGH DOUGHERTY

"That was a big disappointment, especially given the boost the railway gives to the Doon Valley in terms of tourism and as we'll be marking 50 years in existence next year," he said.

"If you want to see how successful we've been, you only have to look at the £4000 we took in fares, café sales and donations on July 30 – when every train was packed and we had to run a relief to clear the platform.

"Our unique fireless loco was in service, and that was a big draw in itself. However, we go ahead with both determination and confidence, and we know that many difficulties, challenges, and hard work lies ahead.

"Above all, we have the rock solid support of all of our members."

An East Ayrshire Council spokesman said: "The council has provided funding to the ARPG where possible, but all further council grant funding options to support ARPG have thus far been exhausted. We are keen to support and expand East Ayrshire's heritage and tourism facilities, so the loss of the Doon Valley Railway would be of concern.

"In 2015, £15,000 was provided through our Restoring Communities Programme to help ARPG purchase and lease the ground it operates from. Since 2017, we have worked on the Coalfield Communities Landscape Partnership; the ARPG has a project within this that is eligible for up to £126,765, however, there are no available funds within this to support the purchase of the site. We continue to support ARPG in whatever way we can, given our limited resources."

➜ **Support the appeal by visiting https://doonvalleyrailway.co.uk**



The DVR's fireless Barclay 0-4-0 No. 1952 of 1928 is a major attraction on the line and, the society says, will steam again as soon as new buildings are in place. ARCHIE THOM



The 3ft gauge Hunslet 4wDH currently on show in the exhibition hall, which the railway will have to evacuate. It will go to a temporary home at Cumnock, before returning to run on the demonstration line at Dunaskin. ARCHIE THOM

Mother and daughter crew Crich trams

SARAH and Rebecca Brightman have become the first mother-and-daughter tram crew at Crich Tramway Village, home of the National Tramway Museum.

Sixteen-year-old Rebecca recently passed out as a conductor. Both women have a keen interest in social history and transport, with mum Sarah having volunteered at Crich since she was aged 17, becoming a conductor at 18 and then going on to become a driver in 2001.

Sarah's enthusiasm was passed onto Rebecca, who has been visiting the museum since she was five weeks old.

Sarah and Rebecca also share the fact that their first solo conducting trips at Crich were on Sheffield tramcar No. 74.

While Rebecca is about to begin an applied science course at college in September, Sarah credits Crich with giving her many lessons in life. Sarah said: "Those who knew me at the start will confirm that I was a quiet, shy and innocent young girl, and I spent many evenings in the Cliff pub having a great time with the other volunteers.

"I have made many lifelong friends who remember the trams in the cities and passed on some great stories. Sadly, many of them have passed away or are in ill health, but I hope I too can pass some of these stories on to other people. It is great to see younger people interested in trams and our museum, starting the same journey I embarked on almost 30 years ago. We both agree that the museum is a friendly and welcoming environment, and it provides great experience in working with the public. We are also looking forward to my son, Daniel, starting his career at Crich in two years' time; we are calling it The Brightman Takeover!"

➜ **If you are interested in volunteering at Crich Tramway Village, visit www.tramway.co.uk/volunteering or email volunteering@tramway.co.uk. The village is open daily until September 3 and then six days a week until November 5; visit www.tramway.co.uk/plan-your-visit/tickets**



Sarah Brightman (left) and daughter Rebecca with 1950-built Sheffield tramcar No. 510 at Crich Tramway Village. CTV

Welsh dragons secure TV breakthrough for Talyllyn

EXCLUSIVE

By Owen Hayward

THE Talyllyn Railway has become the focal point of a new children's television series produced in Welsh for S4C.

The concept sees train driver Cadi discover two young dragons hiding on the railway. An inquisitive and mischievous pair, Bledd and Cef are no computer-generated imagery but physical tactile puppets that have been lovingly crafted, giving them a very real on-screen presence.

A brainchild of the Welsh production company Yellow Barrels, the show, entitled Dreigiau Cadi (Cadi's Dragons), has been devised by Phil Higginson and Manon Jones. They have both worked extensively in TV, but Phil has also volunteered in the TR's locomotive department, so it made sense that when developing the concept, the world's first volunteer-run railway would become the setting.

It is no secret that fares from travel tickets alone do not bring in sufficient funds to cover the whole operational set-up for heritage lines. While many larger railways, with their array of locomotives and stock, can masquerade as the busiest or quietest of lines for TV and film, the Talyllyn has almost exclusively been confined to documentary-style productions owing to its 'niche' gauge, route and locomotives. That, however, has now changed.

"I've always felt there is a very strong link between what happens on a railway and the lessons you are taught at school," said Phil.

"Maths, geography, sciences – for example, how the mechanics of boiling water actually makes a steam engine move, or that heat makes things expand. We didn't want it to be 'purely educational', so having a railway works as a catalyst. It was taken to S4C and they loved the idea.

"What perhaps helped develop the concept was the fact I had been involved in the locomotive department on the TR. I've always felt that the TR has never had a chance to shine with a project like this, and so Dreigiau Cadi was very much planned with it in mind from the outset – I know it so well, after all."

> "I certainly hope that the show inspires a new generation of families to visit and young people to start volunteering."

Creative licence

The show is aimed at five to seven-year-olds, so regular visitors or TR aficionados may spot that locomotives are sometimes driven from the wrong side, or that the sequence of stations is different to reality, but in the world of TV, that doesn't really matter.

"The show strikes a balance between fun and education, so we obviously couldn't be too rigid with logic," said Phil.

"You can't fit everything into 10 minutes, so you do have to bend the laws of physics sometimes to suit the show."

Over the course of 12 episodes, each at 10 minutes long, Cadi shows Bledd and Cef how the railway operates, with the pair getting into various scrapes and mishaps as they go.

From runaway engines to jammed points, the dragons learn the dos and don'ts of the railway world, often coming up with clever solutions to the events that arise using ways that only dragons can. The show promises to be an exciting and unique way of introducing a whole new generation to the world of heritage railways.

While the programme is entirely in Welsh, it will be available to view on streaming services Clic and BBC iPlayer with English subtitles.

Another TR strength that made it ideal for this contract was the enthusiasm of its volunteers, and the acceptance of everyone irrespective of gender and sexual orientation; Cadi, the lead driver in the show, is a woman. Many of the TR's volunteers were roped in as extras during the shoots; in particular, the same locomotive crew was rostered across both weeks of filming (one in May, the second June) to ensure continuity, with Hughes Falcon 0-4-2ST No. 3 *Sir Haydn* taking the star locomotive role.

"What really struck me was just how warm and accommodating everyone there was," director Manon said. "When you turn up with a filming crew, you can't help but worry if you're going to annoy the people there with the questions and requests, but what really blew the crew away was just how kind and open-minded everyone there was – all keen to help where they could.

Location challenges

"The first few days were a challenge because it rained heavily and we were shocked by the sheer volume of people on the public trains.

"Shooting alongside a passenger service was, of course, a challenge, making sure we did not interrupt it, but it also completed what was absolutely vital for us. We would set up and film a few shots and then have to move to the other end of the station or to another location entirely in order to clear the way.

"The passing public all took an interest too, but looking back at the rushes, actually having all of that happening in the background has helped bring the setting to life."

Two visits to recce locations were made: the first to plan the shoot during pre-production and a revisit to check that they would subsequently work with the scale of the puppets. And while many big name productions will redress railways as fictional places to suit their needs, filming for Dreigiau Cadi ensured that station names (with the likes of Abergynolwyn tricking members of the crew into believing as fictional upon arrival) and TR branding was left as is, in much the same way that Oakworth on the Keighley & Worth Valley was left during filming of the 1970 big-screen version of The Railway Children. Will the TR perhaps see a boost in visitor numbers in the same way that the Yorkshire branch line did?

"I certainly hope that the show inspires a new generation of families to visit and young people to start volunteering," Phil said. "The TR is ideal as it has the Navvies, Tracksiders and Young Member's Group, which makes it very easy for volunteers to start early. That it is not strange to see a woman driver there, along with that sense of friendliness, will come through on screen."

Lorraine Simkiss, TR's general manager (commercial), said: "We



Actress Mabli Gwynne looks the part as she 'drives' *Sir Haydn* through Rhydyronen during filming on May 16. OWEN HAYWARD

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The Talyllyn Railway stars in an all-new Welsh children's television series starring Bledd and Cef, the two inquisitive dragons leaning out of the cab of No. 3 *Sir Haydn*. Across 12 episodes, they will learn about railway operations from train driver Cadi (sat on the front and played by actress Mabli Gwynne). OSIAN DAVIES



Cef peers out of Brown Marshalls carriage No. 2 during filming for one of the first episodes of the series on May 18. OWEN HAYWARD



The dragons Bledd and Clef are no CGI renders, but actual tactile puppets that have been carefully crafted. OSIAN DAVIES



Puppeteers ready themselves for a shot involving Bledd, Clef, some points, and a lot of ice cream at Abergynolwyn. OWEN HAYWARD

were very fortunate to have been approached by Phil and Manon at Yellow Barrels earlier in the year to complete a series for them.

"Not quite knowing what to expect, we put a train and set at their disposal and left them to it.

"While filming, passengers were completely intrigued by two of the cutest dragons travelling up and down our line.

"The end result is fantastic. It showcases the railway perfectly, keeping place names the same. The engines and carriages look superb, plus there's all the wonderful scenery. This will be aired on television from August 30 and will give the railway some great publicity – and look out for a 'dodgy' couple of characters in the leaving party episode!"

Proposals have already been mooted for 'live' appearance events by the star characters, and many at the TR are hoping for a second series to be commissioned. Perhaps during your next visit to Tywyn, you might be lucky enough to spot a dragon along the line!

Dine with Network Rail chairman at Bury museum this autumn

THE East Lancashire Railway is offering the chance to dine with Peter, Lord Hendy of Richmond Hill, the chairman of Network Rail and the Heritage Railway Association, at an evening in Bury Transport Museum.

The former Commissioner of Transport for London who has been involved with British transport since the 1970s will share insights and stories from his rail career with guests following a three-course meal.

Museum director Keith Whitmore said: "He has an impressive background in the rail industry, from commercial operations to heritage railways, with extensive insight and stories to share. We are offering guests with an interest in the rail industry the truly unique opportunity to dine with him and ask questions about his amazing career and all things rail related – it's not to be missed."

The event on Thursday, September 28 begins at 7pm and ends at about 11pm. Tickets cost £75 per person and can be booked at www.eastlancsrailway.org.uk/events-activities/an-evening-with-lord-hendy/

New general manager is appointed at East Lancashire

THE East Lancashire Railway has appointed Lee Kenny as acting general manager for the rest of this year.

Former deputy general manager Lee, who had been ever-present in the traction and rolling stock department before becoming head of the department 12 years ago, fills the void left by Tracey Parkinson who, as reported last issue, has left after six years as general manager.

Chairman Mike Kelly said: "Lee has been a leading voice at ELR community for more than 28 years.

"We are in the thick of one of our busiest times of year, and Christmas activity this year will be ramping up further, with lots of plans for Santa specials. The board is confident that at this crucial time, the railway is in a safe pair of hands with Lee."

Lee added: "This is a great opportunity for me personally to have the chance to lead the railway I have known and loved for almost three decades of my life.

"My focus for the remainder of this year is delivery of key events like our Thomas, Halloween and Santa trains, and to continue the important work that the ELR does in working with key community partners, the ELR trust partners, and our own internal groups, and updating our staff and safety processes.

"I am confident we can rise to every challenge as a team. The ELR is fuelled by our passionate, dedicated team of volunteers and staff, and we couldn't survive without their loyal support."



Lee Kenny, now in charge at the East Lancashire Railway. ELR

Northampton & Lamport seeks powers for Boughton extension

THE operator of the Northampton & Lamport Railway has applied to the Department for Transport for powers to run passenger trains over its half-mile extension to its new southern terminus at Boughton.

Northampton Steam Railway Ltd's proposed modification to the 1995 Transport and Works Act Order covers the section of line from just north of Bridge 11, which has already been built after being granted planning permission.

To operate and maintain the railway over this new stretch requires a further order, which will also cover the newly-built level crossing to accommodate an existing public footpath.

Nene Valley's Orton Mere 'box rises from the ashes

Words and pictures by Tim Hobman

ORTON Mere signalbox on the Nene Valley Railway was gutted by an arson attack on March 12, as reported, causing substantial damage to the structure and the signalling equipment within. Its loss did not stop trains running on the line, but it did prevent the ability to pass services at Orton Mere and restricted movements along the Fletton Loop, which links the NVR to the East Coast Main Line.

A fundraising appeal was quickly launched by 12-year-old local schoolboys Harry Cowley and Oliver Walker, who were devastated by the act of vandalism and went on to raise more than £10,000. Additional funds were located by the railway, and I was asked to quote for the restoration as part of my handyman business, Handy Hobman. I was lucky enough for my quote to be accepted and started work at the beginning of June to return the former Maxey Crossing 'box to working order.

The fire had caused considerable damage to the interior; every surface was blackened and charred. The rear wall and floor below, which was the seat of the fire, had a large hole burned through them. All the windows were cracked and broken due to the heat, and the door had understandably been shattered by the fire brigade gaining entry.

Many of the surfaces showed signs of damaged electrical components, with melted plastic running down walls and over the lever frame, which in turn was black with heat damage. All in all, a daunting sight awaited my brother James and I on the first day of the job.

Beginning with the interior ceiling and working downwards, the first week was spent cleaning the surfaces back to bare wood and repairing the damage. Windows were removed a side at a time and replaced.

By the end of the second week, clear progress had been made both inside and out, but as paint was stripped away, the true nature of the damage was found beneath. Rotten wood was identified in most of the windows and, coupled with the fire damage, which had warped some of the timber, the decision was made to seal three of the four opening windows permanently shut. This meant that hardwood repairs could be spliced in without the risk of coming loose over time.

Much-needed TLC

The third week I was working alone, so it was a good opportunity to restore the lever frame, because I knew it would create a lot of mess and this needed to be done before any interior painting. Each lever was cleaned back to bare metal, primed, and painted in the appropriate colour, with the brass catch handles left unpainted, but polished.

With the return of my brother in week four, we were determined to press on with the outside. Every surface was stripped, sanded, and primed, ready for top coat, with some further hardwood repairs being made to the frame of the building.

Finally, the time came to apply some top coat gloss, the lighter colour of magnolia going on first to the exterior surfaces, followed a few days later by burgundy on the frame timbers. Similarly, inside, the walls began to receive some paint, the ceiling going gloss white and the walls yellow above the waist and green below – not typical LMS colours, but the scheme chosen by the signal and telegraph manager, who likes Lowdham signalbox in Nottinghamshire.



As good as new – the restored and repainted Orton Mere signalbox.

Once the main structure was painted, there were several other restoration jobs. The blockwork around the bottom, the lower windows and the staircase all needed painting. The door took several days to repair, again with hardwood sections cut in and new window frames created.

Authentic touches

The lower panel of the door was reinforced and instead of the original ply, tongue and groove boarding was added on the outside as an authentic touch.

New locks and furniture were then fitted to the door, and, after painting, a replica 'staff only' sign was attached, which had been created by me in resin in the other half of my business.

Finishing touches meant heritage fixtures and fittings: period lights and switches, brass window furniture and coat hooks, pin boards, and a clock. The writing desk was also built from scratch. No detail was overlooked in my quest to do the best job possible.

The floor was repaired at the seat of the fire, like the back wall had been prior to painting, and after a covering of ply to level the floor, non-slip vinyl was fitted. I then created the all-important block shelf and installed it above the lever frame.

One of the final jobs was to mount the metal Orton Mere lettering to the front of the signalbox on the new cover created to hide the tappets to Nos. 4 and 10 levers as they protrude through the front wall of the 'box – not an original feature, but an operational necessity which is unfortunate due to the original size of the building.

After two months' work, I was finally in a position to hand over the 'box to the company electrician and the S&T department, with the only outstanding homework project being the signal diagram frame, which will be hung later.

It is anticipated that the 'box will be operational again prior to the end of the year, depending on the amount of work needed to reinstate the signalling equipment.



The interior of the signal cabin following the fire on March 12, and now in pristine condition once again.



The signal levers and frame charred after the arson attack, and now refurbished.

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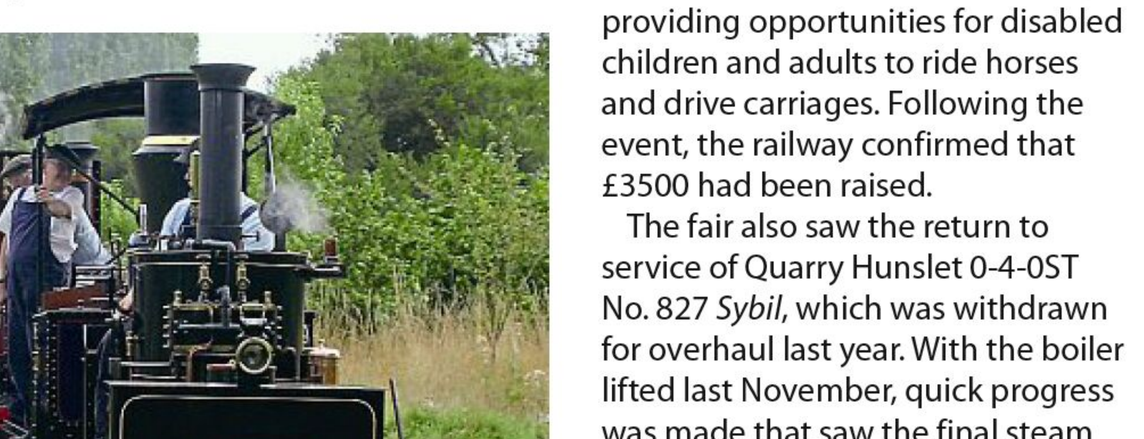
Decauville 0-4-0T No. 648 *Lily* on its debut day of service in the UK, pulling passengers as Arn Jung 0-4-0WT No. 3175 *Jenny* waits for the section to be cleared. COURTENAY FORDER

Richmond's *Lily* blooms into view

THE private Richmond Light Railway, at Headcorn, Kent, has added another locomotive to its operational fleet following the acquisition of Decauville works No. 648.

Originally named *Dimitrias*, the 0-4-0T was delivered new to the Thessaly Railway in Volos, Greece, in 1912, where it worked with classmate *Argo* until 1939, after which No. 648 moved to a chrome mine in Lamia.

The mines closed during the 1960s but the locomotive remained on site, left outdoors until it was discovered in 1980 and bought by the German Steam Locomotive Museum in Neuenmarkt Wirsberg. Later acquired by a private collector in Berlin, it subsequently went to Dampfbahn Frankische Schwiez in Northern Bavaria before being sold again as a collection of parts for restoration by the Frankfurter Feldbahnmuseum in 1993.



Quarry Hunslet No. 827 *Sybil* returned to steam after competition of overhaul, which saw the boiler removed just 10 months before. COURTENAY FORDER

It was in Frankfurt that the locomotive was finally reassembled and returned to steam, being purchased by the RLR earlier this year.

Renamed *Lily*, it made its debut on UK soil on August 12 when the railway ran its annual charity steam fair event. Proceeds were donated to Riding for the Disabled, a charity providing opportunities for disabled children and adults to ride horses and drive carriages. Following the event, the railway confirmed that £3500 had been raised.

The fair also saw the return to service of Quarry Hunslet 0-4-0ST No. 827 *Sybil*, which was withdrawn for overhaul last year. With the boiler lifted last November, quick progress was made that saw the final steam test passed on August 7, enabling it to pull public trains five days later.

A total of six engines were in steam working both passenger carriages and freight, the latter including a run of the RLR's slate wagons.

The railway is open to the public for this annual event only, which has always proven popular; tickets to access it are sold in long in advance of the day.



The steam fair's traditional cavalcade, led by 0-4-0VB *Leary* and the line's latest acquisition, *Lily*, bringing up the rear. COURTENAY FORDER

Welsh Pony replaces *Russell* at Woody Bay's autumn gala

THE planned visit of Welsh Highland Heritage Railway flagship Hunslet 2-6-2T No. 901 of 1906 *Russell* to the Lynton & Barnstaple Railway's September 23/24 autumn gala has been cancelled.

***Russell* is unavailable following the August 3 discovery of a crack on one of connecting rods. However, its place will be taken by the Ffestiniog & Welsh Highland Railways' large England 0-4-0STT *Welsh Pony*, which will be making its first visit to the North Devon line.**

Taken out of service around the 1940s, *Welsh Pony* was stored at Boston Lodge Works until the earlier 1980s, when it was plinthed outside Porthmadog Harbour station.

Following an overhaul at Boston Lodge costing more than £250,000, it returned to steam in 2020.

Going green at Whistlestop Valley event

THREE guest locomotives will visit Friends of the Kirklees Light Railway's 17th annual gala at Whistlestop Valley over September 9/10.

Centenarian Davey Paxman 2-8-2 *River Esk* from the Ravenglass and Eskdale Railway, 1912-built Bassett-Lowke 4-4-2 from the Ravenglass Railway Museum, and Davey Paxman 4-6-2 of 1925 *No. 1 Green Goddess* from the Romney Hythe & Dymchurch Railway will appear at the event, the theme of which is Greenly Gathering. On view from the home fleet will be *Fox, Badger, Hawk, Owl, Sian, Jay* and Tram No. 7, while *Katie*, currently in its 10-year overhaul, will be on display.

The timetable includes half-hourly departures to Shelley and an hourly shuttle service between Clayton West and Skelmanthorpe, with the traditional 'Shelley or Bust' climax when as many locomotives as possible to are sent to Shelley and back. There will also be stationary engines, steam rollers, and full-sized and miniature traction engines.

Oldest operating electric railway celebrates 140 years

By Owen Hayward

THE weekend of August 12/13 was a momentous occasion for Brighton seafront's Volks Electric Railway as it celebrated 140 years of operation, reaffirming all of its position as the world's oldest electric line still operating.

On August 4, 1883, enthusiastic inventor Magnus Volk opened his electric line along a quarter-mile of Brighton's seafront between Swimming Arch (opposite the aquarium entrance) and Chain Pier.

As soon as his line opened, Magnus was keen to see it extend further into the town, but Brighton Corporation would not permit it. In the end, it spread eastward towards Black Rock and by 1901 had grown to its maximum length of 1.25 miles. The line today is marginally shorter at 1.02 miles and runs between the aquarium and Black Rock.

On August 12, the celebrations began at 11am with a line-up of six trams at Aquarium station, a strategically planned exercise that was carefully implemented so as not to overload the power supply. The event gained much attention from locals, tourists, and Radio Sussex, which followed the day's celebrations.

At midday, Cllr Jackie O'Quinn, the Mayor of Brighton and Hove, set the ball rolling with a speech noting the remarkable achievements of Magnus Volk, who had shown the future by demonstrating the first version of his electric railway on the beach.

Among other notable innovations, he also built electric cars, installed Brighton's first telephone network, provided an 'hour ball' for the central Clock Tower, and lit the Royal Pavilion by electricity.

Following this theme, guest celebrity railway historian and TV presenter Tim Dunn then entertained onlookers by quoting from a speech by the then Southern Railway chairman in 1932; at a luncheon in Brighton to celebrate the inauguration of the London to Brighton



In sparkling form appropriate for the 140th anniversary of world's oldest surviving operational electric railway, ex-Southend Pier Car 9 is displayed at Halfway station. VERA



Right: Almost there! The latest journey of 140 years nears its end on August 12. VERA

electrification, he had expressed regret that, although Magnus Volk had shown them how to do it so long before, it had taken them another 40-plus years to complete their own scheme!

Eye on the future

Tim then suggested that it was perhaps time for the city council (the current owner of the VER) to show resolve and follow Volk's innovative lead by extending the line eastwards from its present terminus to the marina, the destination for most passengers travelling to Black Rock. That and other improvements would make the line's future more secure.

As a long-term member of the association himself, former BBC presenter Nicholas Owen then thanked its volunteers and the council for staging the weekend's events.

There then followed a parade of the electric cars, from the oldest 1892-built Car 4 thorough to the relatively new (by Volk's standards) Car 10, built as recently as 1926, accompanied by a lively and interesting commentary by Ian Gledhill and Tim Dunn, who described the vehicles as they passed.

Finally, with the 110V DC power supply isolated, the line's Simplex diesel hauled the recently recovered and somewhat dilapidated 1898 ex-Southend Pier/Volk's Car 9 past the admiring audience. Owned by the association, work now must start to find ways to fund its restoration, which will include modification to enable it to carry wheelchair passengers.

Following an anniversary special service to Halfway station and back for invited guests, the afternoon quarter-hourly service resumed until shortly past 6pm.

Services continued until 9pm operated by the association, with Car 9 being specially illuminated for the occasion. A second train was formed by coupling Cars 6 and 10 together, with both trains fitted with temporary headlights to ensure appropriate levels of safety were maintained as the line has 14-foot crossings along its route.

Lower-key events continued the next day. While the usual train service operated, about 70 people were escorted in three parties around the railway's historic offices dating from 1884, tucked into the cliff at the bottom of Duke's Mound. Afterwards, they viewed all parts of the 2016 car sheds across the road, where Cars 4 and 10, the works train and the ex-Southend car could be seen.

Tours ended at the viewing gallery, where the model of the line as it was in 1930 is installed. Originally built by the Brighton Model Railway Club in 1983 for the line's 100th anniversary, it appeared at the annual Brighton Centre Modelworld show that year.

Grateful thanks

After the Sunday train service finished, all of the electric vehicles were displayed in the evening sunshine outside the sheds for photography. On request, they were also joined by Car 9. It proved a memorable finish to a most unusual weekend at Brighton's seafront railway.

VERA spokesman Tim Steven said: "We are grateful to James Barton, the railway's manager, who allowed us to make this anniversary an unforgettable occasion.

"His assistant manager, Maurice Curran, calmly orchestrated the 20 separate train movements required for the Saturday morning event, and Edward Jones and Tal Brown worked long hours behind the scenes to ensure the car fleet was fully operational."

Trains run daily until September 30.



A platform view of the line-up of trams at Halfway Station as the sun sets on August 13. VERA



The anniversary cake is cut. VERA

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‘Secret’ Standard’s first trip to limits of Alresford

FOR the first time since arriving on the Mid-Hants Railway in 2011, BR Standard 4MT 2-6-4T No. 80150 has travelled beyond the station limits of Alresford, where it has resided in the sidings for the last 12 years.

On August 8, following much preparation work, the unrestored locomotive was successfully moved to Ropley, where its restoration will continue at the hands of the Friends of 80150.

The move formed part of a reorganisation of the country end of Alresford station, which will culminate in Battle of Britain Pacific No. 34058 *Sir Frederick Pile* being transported to the Sellindge base of Southern Locomotives Ltd for full restoration there.

A locomotive with local connections, during the 1960s No. 80150 frequently worked van trains of watercress from Alresford station and passenger trains in the local area. Since 2017, the friends group has been carrying out work to conserve the locomotive and make it moveable. This work included freeing the seized rear bogie and fitting springs salvaged from BR Standard 4MT 4-6-0 No. 75079.

Having had the volunteer work approved by MHR engineers, the move to Ropley was undertaken by a specialist team and ran without incident. The locomotive now safely resides in the top yard at Ropley.

Although no decision has yet been made, the friends group hopes to persuade the locomotive’s owning body, the Watercress Line Heritage Railway Trust, to allow No. 80150 to be the railway’s next long-term volunteer-based restoration project once No. 75079 has been completed. In the meantime, volunteers are busy assembling and fabricating an impressive kit of parts for 80150’s restoration and welcome donations to a Justgiving.com page to help finance this work.

➜ To contribute, visit justgiving.com/campaign/watercressline-80150



Unrestored BR 4MT 2-6-4T No. 80150 is carefully propelled towards Ropley by Class 11 shunter No. 12092 on August 8. Since its arrival in 2011, No. 80150 had never before ventured beyond Alresford’s station limits. MATT BENTLEY/MHR



Volunteers from the Ukrainian Heritage Railway Association line up at Bury Bolton Street station alongside Bulleid Battle of Britain Pacific No. 34072 *257 Squadron*, visiting from the Swanage Railway. ELR

Ukraine railway museum pioneers visit East Lancashire

THE East Lancashire Railway welcomed young members of the Ukrainian Heritage Railway Association to Bury Bolton Street station.

With a particular interest in restoring carriages, the group of women have helped to establish heritage railway museums in war-torn Kyiv and Lviv, and hope to carry out work similar to the ELR in restoring and running locomotives on a main line back in Ukraine.

The visit on August 7 was organised by the New Europe Heritage Trust, which specialises in preservation in Eastern Europe, and included six members, Victoria Berdnikova, Sinin Kvoud, Ilona Mykhalchuk, Veronika Serbyna, Antonina Kopaieva and Uliana Vozniak, all from Kyiv and Lviv.

Steam locomotives due to be placed in the proposed National Railway Museum in Kviv are currently being safely stored in Poland.

The Mayor of Rochdale, Cllr Mike Holly, joined the group and members of the ELR team as they toured the station for a close look at the railway’s steam engines, followed by a visit to Bury Transport Museum.

Museum director Keith Whitmore said: “We are delighted to host a visit from such an amazing team of young railway enthusiasts.”

Major accolade for Ecclesbourne

THE Ecclesbourne Valley Railway has been awarded ‘accredited’ status from travel and tourism body VisitEngland.

A VisitEngland representative enjoyed a day out at the line’s recent summer diesel gala as a ‘mystery shopper’, during which the Wirksworth-based line received marks against a strict criteria.

The representative said: “A high-quality and standard was seen in many elements of the visitor journey. The most positive aspects were the website, the utilisation of social media, the excellent TripAdvisor and Google reviews profiles, the high presentational standard of the locomotives, carriages and platforms, the appealing range of catering outlets; the excellent toilet facilities; the high standard of cleanliness; and the excellent staff and volunteers.”

Historic Derby vehicle comes home to Crich Tramway

A Derby tramcar in the National Tramway Museum collection at Crich Tramway Village is to return home as part of a new project.

Derby Corporation tramcar No. 1, which was built in 1903, will be loaned for display as part of Derby’s new centre for classic motor vehicle restoration – ‘Great Northern Classics’ – at the former Victoria Ironworks foundry on Osmaston Road. The building has a long history of industrial engineering use and most recently served as the Rolls-Royce Heritage Centre.

At one time, the building was used by Derby Corporation as a depot to house trams and trolleybuses. The project has repurposed the building to house new commercial units, workshops and showrooms for classic motor vehicles, alongside running an apprenticeship programme for engineering skills.

Crich general manager Dr Mike Galer said: “I am thrilled that after many months of work and negotiation, No. 1 is returning to its once home – and that doesn’t happen very often.

“It will be enjoyed by a brand-new audience who can appreciate it in its original setting.

“We would like to thank Arts Council England and Museum Development East Midlands for their support of the Derby No. 1 tram loan project.”



Derby Corporation No. 1 at Crich Tramway Village. JOHN HUDDLESTONE/CTV

Bluebell's 'Terrier' set to tackle the Hampshire 'Alps' at gala

By Owen Hayward



LBSCR 'Terrier' No. 72 *Fenchurch* will star at the Mid-Hants Railway October 6-8 Steam Gala, operating Ropley-Alresford shuttles with organisers hoping to include one full line trip each day of the event. OWEN HAYWARD

THE Mid-Hants Railway's October 6-8 autumn steam gala will welcome a guest slightly smaller than normal and a near-complete contrast to the GWR Castle 4-6-0 that headlined its 2023 spring gala.

Bluebell Railway-based LBSCR A1 0-6-0T 'Terrier' No. 72 *Fenchurch* will appear alongside at least four other locomotives on services operating between Alton and Alresford. Having only returned to service in February, the visit to the MHR will be No. 72's second foray away since completing its most recent overhaul, a June visit to the Isle of Wight Steam Railway having been the first.

Due to its smaller size, *Fenchurch* will operate shuttles between Alresford and Ropley, although it is hoped that it will operate at least one trip over the full length of line that would result in it tackling the 1-in-60 gradient out of Alton towards Medstead & Four Marks. Limited to 85 tons, it has been proposed to run No. 72 with two Mk.1 carriages and a BY to create a somewhat fitting Southern Region working scene.

Other services each day that will run the full 10-mile length of line to Alton will be worked by the larger locomotives, including GWR 2-8-0T No. 5239 *Goliath*, which is on loan from the Dartmouth Steam Railway for the main 2023 season to assist with a current locomotive shortfall.

Farewell to a favourite

The gala is also expected to be the last opportunity to catch Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808 prior to its boiler certification expiring in December. Loved by visitors and crews alike, the Somerset & Dorset Railway Trust-owned goods locomotive has been sparingly used this year owing to its mechanical condition, described as 'tired'. It is therefore unlikely that it will work many public services following the gala, with just a handful of photographic charters provisionally pencilled into that gap.

Plans for the overhaul of No. 53808 have been subject to much rumour. SDRT chairman Roger Hardingham said: "Our beloved 7F will soon be coming to the end of its boiler ticket, which will mean that it cannot operate after December 31, 2023. We were fortunate in getting a year's extension that gave our trust valuable income towards its overhaul. No. 53808 arrived on a temporary loan agreement following our contract at the West Somerset Railway being suspended. The WSR was unable to operate the locomotive at the time (2020) and could not guarantee its overhaul either, so it was decided to find another home until its boiler certificate expired.

"Since 2020, No. 53808 has been used at the MHR on a regular basis and, despite several mechanical issues, the team at Ropley maintained the engine ready for service and it was well-received by the crews and public, particularly during the steam illuminations period of December/January.

"During the past three years, the engine has been on a daily hire charge basis and so has accumulated some valuable funds that we would otherwise have not received. Our agreement with the WSR is for that railway to overhaul the engine (roughly seven years' worth in their respect) and for us to chip in with the earnings from our MHR hires.

"Our commitment in recent years has been to raise funds for a new tender tank and other work on the chassis, and as owners, we are quite content to do that. Soon, as we approach the end of No. 53808's service, we will be sitting down with the WSR to work out commitments for the engine's overhaul, which will be quite extensive.

"The 'run and repair contract' – which means no cash is paid to the owners but agreed that the hirer, WSR in this case, is responsible for the overhaul – tends to be old-fashioned, and one which has been surpassed by daily hire fees paid regularly on many other railways.

"The trust has been 'through the mill' a bit in recent years with the eviction notice to quit our Washford site in early 2020, at great cost to us, and so these negotiations could be awkward from our point of view.

"No. 53808 celebrates its 100th birthday in 2025 and what a nice thing it would be if we could steam it again that year, but that is going to be tight.

"In the meantime, we would ask for support in our efforts to get the locomotive in steam again as soon as possible. Plans are afoot to make its last operations in the autumn a memorable occasion and so please watch this space."

Stars and standbys

Also operating will be LNWR Webb 0-6-2T Coal Tank No. 1054, visiting courtesy of the Bahamas Locomotive Society and the Keighley & Worth Valley Railway. The visit will be part-way through its appearance at an exhibition at the Crewe Heritage Centre commemorating the 180th anniversary of Crewe Works (as reported last issue).

The final locomotives from the resident fleet will be LMS Ivatt 2MT 2-6-2T No. 41312 and the SDRT's 0-4-0ST Peckett No. 1788 *Kilmersdon*, the latter of which will be running short driver experiences at Ropley.

The Urie Society's S15 4-6-0 No. 506 is not scheduled to operate but will be on standby to cover for any failures during the event. It will therefore be on display at Ropley, where the society is currently working on classmate No. 499. Goods trains will operate, with rides on offer aboard the Queen Mary brake van.

A final visiting locomotive was still to be confirmed.

➜ To support the SDRT and the upcoming overhaul of No. 53808, visit sdrt.org



Pictured on April 30 during the Mid-Hants Railway's spring steam gala, the Somerset & Dorset Railway Trust's 7F No. 53808 might make its last public appearance at the gala ahead of withdrawal for overhaul. The trust is appealing for funds for the work, which will include a tender water tank. OWEN HAYWARD

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Twin boost for Mangapps Railway Museum despite volunteer shortage

By Geoff Courtney

ALTHOUGH John Jolly, the owner of Mangapps Railway Museum at Burnham-on-Crouch, Essex, is facing the never-ending shortage of volunteers which is endemic throughout the heritage sector, he has two strong reasons for feeling positive – an unexpected boom in visitor numbers and the imminent completion of work on one of its main line diesel locomotives.

Firstly, the ebullient John, whose museum near Burnham-on-Crouch has a ¾-mile standard gauge track, is home to a large fleet of steam and diesel locomotives, and is one of the country's largest privately-owned railwayana collections on public display, points to the positives.

"We are currently experiencing considerable commercial success," he said. "During the gaps in the various lockdowns, we took the plunge and nearly doubled our fares and removed seniors' concessions, yet overall visitor numbers have almost doubled compared with pre-Covid-19."

John, known for adopting a glass half-full rather half-empty attitude to running his busy working museum, asked rhetorically: "How could that be?" Answering his own question, he continued: "One probable answer is that in 2019 we launched a programme of improvements and additions that have put us on another level, and one comment we often hear from visitors compares us with the National Railway Museum.

"At the same time, we have saved a lot of money, including by simplifying our operations and avoiding expensive and risky special events. In addition, there have been considerable savings in maintenance and energy costs brought about by our new buildings, which were part of our project launched in 2019."



Nearly there: Class 31 No. 31105 (ex-D5523) in Mangapps Railway Museum's workshop on August 2, just weeks before making its operating debut at the Essex working museum. DAVE BRENNAND

Launch into traffic

The second factor that has boosted morale is the eagerly-anticipated launch into traffic of Class 31 diesel No. 31105 (D5523 in old money), which John was hoping would be seen in action in the museum's summer Bank Holiday diesel weekend at the end of August.

This locomotive was built by Brush Traction in March 1959, withdrawn by BR in May 1997, reinstated in January 2002 to become Network Rail's oldest working diesel, and following its second withdrawal was bought by John in 2018, arriving at Mangapps in October that year.

Since then, a team of volunteers under the guidance of former Stratford driver Dave Brennand has carried out bodywork repairs on the A1A-A1A and repainted it from Network Rail yellow into 1980s BR blue, and in mid-August the project was close to completion. If it was unable to be readied in time for the Bank Holiday event, Dave was hoping it would return to traffic at a Stratford footplatemen reunion at the museum on September 9, as reported elsewhere in this issue.

The subject of volunteers, however, brings a downward turn in John's normally upward-looking outlook.

"A lack of volunteers is, of course, nothing new, but it's got much worse since Covid-19," he said. "It has completely killed off the supply of young volunteers, although most of the older people who were with us pre-Covid-19 have returned.

"However, others have retired through age or have contracted medical issues – 3½ years is a long time. Moreover, there is still some reluctance to get involved with work that brings them into close contact with people."

Another problem, he added, was the inescapable issue of health and safety: "After a working life increasingly subject to regulation, the last thing they want is to be subject to even more onerous rules and regulations in what they see as a hobby. No wonder it's difficult to recruit volunteers!"



Railway monitor: Class 31 No. 31105 on a Network Rail radio survey monitoring train near Lidlington on the Bedford-Bletchley line on January 16, 2012. The A1A-A1A was withdrawn in 2018, when it was NR's oldest working diesel. It is now part of the Mangapps Railway Museum fleet. ANDREW ROYLE

Scottish swaps for Moors and Bo'ness galas

TWO tank engines will be paying reciprocal visits with appearances and steam galas this September.

Travelling north of the border for what may be its first visit to Scotland, Kitson Works 0-6-2T Lampton, Hetton & Joicey Collieries No. 29 will appear at the Bo'ness & Kinneil Railway's event over the weekend of September 1-3, the railway's first steam gala to take place since 2019. An intensive service will be in operation that will also include demonstration goods trains.

The BKR's resident steam fleet will be in service on all days, with a selection of locally brewed ales available for visitors to sample.

Following No. 29 on its journey home to Yorkshire is the Scottish Railway Preservation Society's Caledonian Railway 4-4-0T 2P No. 419 (currently running as BR No. 55189), which will then appear at the North Yorkshire Moors Railway's 50th Anniversary gala on September 21-24.

It is the fourth visiting locomotive confirmed with the line-up, with the Severn Valley Railway-based BR Standard 4MT 4-6-0 No. 75069 having been confirmed a few weeks previously.

The line-up also includes BR 9F No. 92214 from the Great Central Railway – presenting an opportunity to witness a pair of these powerful workhorses in service together with resident No. 92134 – and LNER A4 Pacific No. 60007 *Sir Nigel Gresley*.

Sian is all set for Romney autumn gala

THE Romney Hythe & Dymchurch Railway has announced that 2-4-2 *Sian* will be visiting from the Whistlestop Valley Railway for the October 21/22 autumn gala.

Built in 1963 by Guest Engineering & Maintenance Co Ltd to a 1951 Ernest W Twining design, it was first delivered to the Fairbourne Railway in 1964 and last visited the Kent miniature main line in 2007.

The RHDR gala will once again offer full line non-stop trains and multi-headed services.

Passenger trains are back at Torrington after four decades

By Robin Jones

THE Tarka Valley Railway passed a milestone on Saturday, August 5 when the first passenger train in more than 40 years departed from Torrington station.

The train comprised Class 143 two-car 'Pacer' DMU No. 143617, which on April 8 was named *Rod Graner* in honour of TVR founder member Rod Garner, who died three years ago. It ran over the 300 yards of track that the TVR has so far laid.

No. 143617 was built in 1985, was first based at Heaton depot in Newcastle-on-Tyne, later at Cardiff Canton. St Phillips Marsh in Bristol, and finally Exeter, from where it was withdrawn in December 2020. It formed part of the last Class 143 train operated by Great Western Railway on December 28, 2020, the 9.36pm Paignton to Exmouth service. It was the last of the class to enter the heritage sector, being delivered to Torrington on November 16 last year.

More than 350 people travelled on it during a special event to mark the return of passenger trains to Torrington, the previous one being the 15-coach 'The Last Atlantic Coast Express' of November 6, 1982, run by BR from Bristol Temple Meads behind Class 31s Nos. 31174 and 31158 – which were split at Exeter St Davids and worked top-and-tail from there, with No. 31174 leading the train into Torrington.

On board the August 5 'comeback' train were driver Fred Cole, now aged 92, and guard Graham Braund from the 1982 special. Graham assisted the TVR guard in dispatching the first train, and Fred rode up front with the driver in the 'Pacer' cab.

The pair were welcomed by Devon County Council member Andrew Saywell, who gave a speech to mark the occasion. The event was also attended by members of the West Huntspill Miniature Railway, who set up a layout to offer passenger rides. Also attending were members of The Royal Marines Charity, the 1st Torrington Scout Group, the Torrington Commons Conservators, Friends of North Devon Sports and Classic Car Club, and Stemgineering with Nick.

Experiences old and new

The TVR made about £1700 from various activities on the day. A statement from the line said: "A very successful day was had, with many visitors taking a trip down memory lane or creating new experiences for the younger generations to enjoy.

"Both locals and tourists alike turned out in large numbers despite the Devon drizzle, which was rather similar to the weather on that last day back in 1982!"

Torrington station on the Barnstaple to Halwell Junction line served the town of Great Torrington. The line was built by the North Devon Railway and opened on July 18, 1872, operated by the LSWR.

Regular passenger services were withdrawn under the Beeching axe on October 4, 1965, and freight in the form of china clay, milk trains and occasional passenger specials continued to use the line.

When the milk trains from Torrington stopped in 1978, they were the last on the former Southern Railway. The line was closed completely on January 25, 1983, after which Torrington station building was converted to a public house, The Puffing Billy, and then to a restaurant/licensed café. The owner began to acquire rolling stock and in 2008, the Tarka Valley Railway Group was formed. In 2013, the railway gained planning approval to relay 300 yards in the direction of Bideford and is now planning to extend its running line to the first bridge over the River Torridge, with a halt provided. The trackbed to the north and south of the station now forms part of the Tarka Trail long-distance cycleway and footpath, which is fenced off from the railway.

The TVR's next planned event is a model railway exhibition on Saturday, September 23, when a passenger service will again be run.



Left: With Class 143 'Pacer' DMU No. 143617 on August 5 are (left to right) driver Brad Lambert, former driver Fred Cole, guard Adam Morrice and former guard Graham Braund. TVR



The previous passenger train at Torrington, 'The Last Atlantic Coast Express' of November 6, 1982, with Class 31 No. 31174 at its head. STEPHEN MARSHALL/TVR

Appeal to save 'modern' china clay hoppers to continue the Bodmin story

A JOINT appeal has been launched by the Bodmin & Wenford Railway and the National Wagon Preservation Group to save a rake of five four-wheel CDA hoper wagons to continue the Cornish line's portrayal of the story of China clay traffic.

Between 1987 and 1989, 125 wagons were constructed, with a further 13 made by converting pre-existing MGR hoppers, displacing wooden-bodied clay hood vehicles (such as those already preserved and operating at Bodmin).

On July 25, main line operating company DB Schenker issued a tender list for the disposal of 40 stored wagons, with the two heritage organisations reaching an agreement to make provision to save five of these, thus creating a short 'bulk' rake, as the NWPG have already done with its MGA hoppers at Chasewater and the recently preserved rake of TTA tankers at the Dean Forest Railway.

In addition to scheduled running days, the plan is to additionally use the preserved rake on photographic charters and driver experience courses paired with a suitable diesel locomotive from the Bodmin fleet.

NWPG co-chairman William Snook said: "The Bodmin Railway approached us to help it save some CDA wagons.

"After sitting down and talking with the members of the BWR and Bodmin Diesel Group, we felt that it was only right to help.

"The aim of the fundraiser is to preserve between five and eight examples, which will include bids on Nos. 375000 and 375001, the first two built.

"Having identified a group of wagons that have only recently been withdrawn, it would seem that minimal parts acquisition would be needed, which is a big bonus for the campaign."

A BWR statement said: "These wagons have been around for 35 years-plus and were built especially for the clay trains. They have become an integral part of the Cornish railways story.

"We are delighted that we have partnered up with the NWPG, which is running a public fundraising campaign to save a short train that will live with us at Bodmin Railway. "We believe they have as much of a place in our history of clay by rail as the hoods they replaced; they are the next chapter in the heritage story."

➜ A minimum target of five wagons has been set, requiring the reasonable sum of £15,000 to cover their purchase, transport and VAT. Donations can be made via PayPal (sent to nationalwagonpresgroup@gmail.com) or by visiting nwpg.co.uk and donating via the group's webstore.

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A fresh viewpoint on the Keighley & Worth Valley Railway from the balcony of one of the new houses built alongside Haworth loop, which offer unprecedented lofty views looking down on the 'beck'. Lancashire & Yorkshire Railway 2F 0-6-0 No. 52044 heads past with the Vintage Train on August 6. DAVE COLLIER

DB Schenker has offered up to 40 stored CDA hoppers for disposal, with the Bodmin & Wenford Railway and the National Wagon Preservation Group seeking donations to save five that form part of the story of China clay traffic in the region. NWPG



These horses appear unfazed by D3489 *Colonel Tomline* as it passes Poke Hill Farm with a short engineering set for its final working to Tunbridge Wells West on August 6. The former Felixstowe Docks shunter was sold by its owner prior to the gala and will now reside on the Helston Railway. OWEN HAYWARD

Spa Valley's gala a 'final salute to the *Colonel*'

By Owen Hayward

THE Spa Valley Railway's August 4-6 summer diesel gala proved a weekend of mixed emotions for many of its volunteers and regular visitors.

Welcoming South Devon Diesel Traction's Class 25 D7535 to work alongside the group's other 'Rat', D7612, which has been on loan to the SVR since August 2022, the event was also the final chance to see privately-owned Class 10 No. D3489 *Colonel Tomline* in action on the Kent and West Sussex borders line, the shunter having been sold shortly before the gala.

Built at Darlington Works in April 1958, D3489 lasted only 10 years in BR service before being withdrawn at Toton in April 1968. It was then sold on to the Felixstowe Dock & Railway Company, which was founded by Col George Tomline, an English politician born in 1813 and served as an MP in various constituencies during his career. The company was established under the Felixstowe Railway and Pier Act 1875 to serve the dock complex, initially with steam locomotives before diesel traction was introduced during the 1950s and 1960s.

The shunter was named after the company founder and worked on the docks until 2001, when it was again withdrawn and sold, moving to the SVR where it also became a regular locomotive for shunting use and putting in occasional appearances on passenger workings during some special events. D3489 will now take up residence in Cornwall at the Helston Railway, which is continuing to extend its current 1 ½-mile line in the direction of Helston itself.

Railway volunteers will be looking to expedite the overhaul of resident Class 09 No. 09026 *Cedric Wares*, the former shunter at Brighton's Lover's Walk depot, to fill the void left by the departure of the Class 10. In the interim, privately-owned Thomas Hill Vanguard 4WDH No. 189c moved to Tunbridge Wells on July 20 to assist resident Drewery 0-4-0DM No. 2591 *Southerham* in shunting and engineering duties.

Despite a weather forecast of torrential downpours on the Saturday, the railway welcomed a strong attendance of visitors and the event turned a modest operating profit.

The Sunday also saw the return to service of visiting Caledonian Railway Class 812 'Jumbo' 0-6-0 No. 828 following the completion of successful running following axlebox repairs that have seen the popular Strathspey Railway-based locomotive out of service since summer last year (picture, page 31). Although advertised as a diesel gala, No. 828 was put to work on a pre-booked dining service, with some public seating available for those looking to enjoy some steam haulage.



Thomas Hill Vanguard No. 189c arrived in Kent on July 20 to assist with shunting, ahead of the departure of the Class 10. OWEN HAYWARD

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Pullmans for sale as Bluebell streamlines its carriage fleet

By Owen Hayward

FOLLOWING a clear-out of surplus rolling stock last year that resulted in several LMS sleeping coaches and a SR post office sorting van being purchased and subsequently scrapped, the Bluebell Railway offered a further four carriages for sale during August as it looks to focus its collection and services.

Two of the vehicles advertised are drawn from the railway's collection of Pullman stock. Steel-sided Kitchen First *Aquila* was built in 1951 and entered service on the prestigious 'Golden Arrow' services; during its working life, it was used by the late Queen Elizabeth II on several occasions. *Aquila* was also part of the final 'Bournemouth Belle' run on July 9, 1967, after which it was withdrawn.

Aquila then became one of five Pullmans to form the Bulmers' Cider Train in Hereford before being sold on to the Venice-Simplon Orient Express in 1986. Two years later, it was sold again, this time to the Colne Valley Railway in Essex, where it was used and remained until offered for sale in 2019.

Bought by a private owner who first moved it to the South Devon Railway for an internal refurbishment, it arrived on the Bluebell in 2021, initially as part of a 30-year-loan, but was then bought by the railway outright last year.

The second Pullman is another former Golden Arrow Kitchen First, *Carina*. The railway acquired ownership of it in 2015 after being swapped with former Brighton Belle first-class carriage *Doris,* which went to the 5BEL Trust that seeks to return the EMU dining set to main line service.

Carina also achieved a level of fame when it was one of the vehicles that formed the funeral train for Sir Winston Churchill on January 30, 1965.

The decision to part with both vehicles comes following an assessment of the size of dining train the railway plans to operate. Furthermore, following the purchase of Mk.1 BG No. 81025 *Countess of York* from the National Railway Museum – which has a brake compartment and is to be additionally fitted out as a kitchen vehicle – both have been surplus to requirements, with focus instead being given to vehicles to provide sufficient seating capacity.

Both carriages require much work to restore, *Carina* in particular having been acquired only as a source of parts. Accordingly, the railway is prepared to offer both vehicles together. Plc chairman Paul Churchman said: "We have assessed what we want to achieve and the size of Pullman train we want to operate; we also have Parlour Brake Third *Car 36* and this will be the next Pullman we restore.

"It needs less work than *Aquilla* and has double the amount of seats, and with acquiring the BG that was at the NRM and converting this into a kitchen/service car, we don't need *Aquilla*."



Kitchen First *Aquila* is one of two Pullman carriages offered for sale by the Bluebell Railway, pictured prior to being unloaded on May 28, 2021. DAVID JONES/BR

Pre-Mk.1 focus

The remaining two vehicles being offered were both Mk.1 vehicles. Second Open No. 4824 had been in operation on the afternoon tea 'Wealden Rambler' services and was withdrawn just before being put up for sale. Likewise, Corridor Second No. 25769 was stopped in 2019 for an intermediate overhaul, with work starting on the interior, but some structural work is required before it can return to service. Both sold by August 14, mere days after first being advertised.

Known for its collection of pre-Grouping and pre-Nationalisation rolling stock, the Bluebell is reducing its number of Mk.1 vehicles in order to divert resources to restoring and overhauling the older carriages that will better fit into the story the railway is looking to portray.

"The Mk.1s are indeed surplus and require work to put them back into traffic," Paul explained. "Given that we are getting vehicles from our historic fleet back into traffic, these Mk.1s are not required, and as they need work, we don't have the capacity to do it.

"We will always operate Mk.1s as we need them for buffet cars and disabled access, and they are what we need for major events, but we are focusing on Bullieds, Maunsells and other historic carriages going forward."

Earlier this year, the Southern Railway Coach Group was established with the aim of accelerating progress in the restoration and maintenance of the Southern Railway-designed carriage fleet, including those built under contract and during BR ownership, and to promote their history and conservation.

One carriage nearing completion is Maunsell Brake Third No. 3687, which was built with a narrower width to operate along the Hastings line where clearances were narrower in some of the tunnels due to the need for reinforcement. Yet to run in service, it arrived on the Bluebell in 1992, having been purchased as a source of spares, but the body structure was found to be remarkably sound, therefore placing it in line for restoration, which has been ongoing since 1991.

Recently, work has concentrated on the replacement frame for one of the bogies, the original having been found with damage from its time on BR that could not be repaired.

The replacement has been grit--blasted and brought up to topcoat. Reassembly has commenced following cleaning of the axleboxes, journals and other parts.

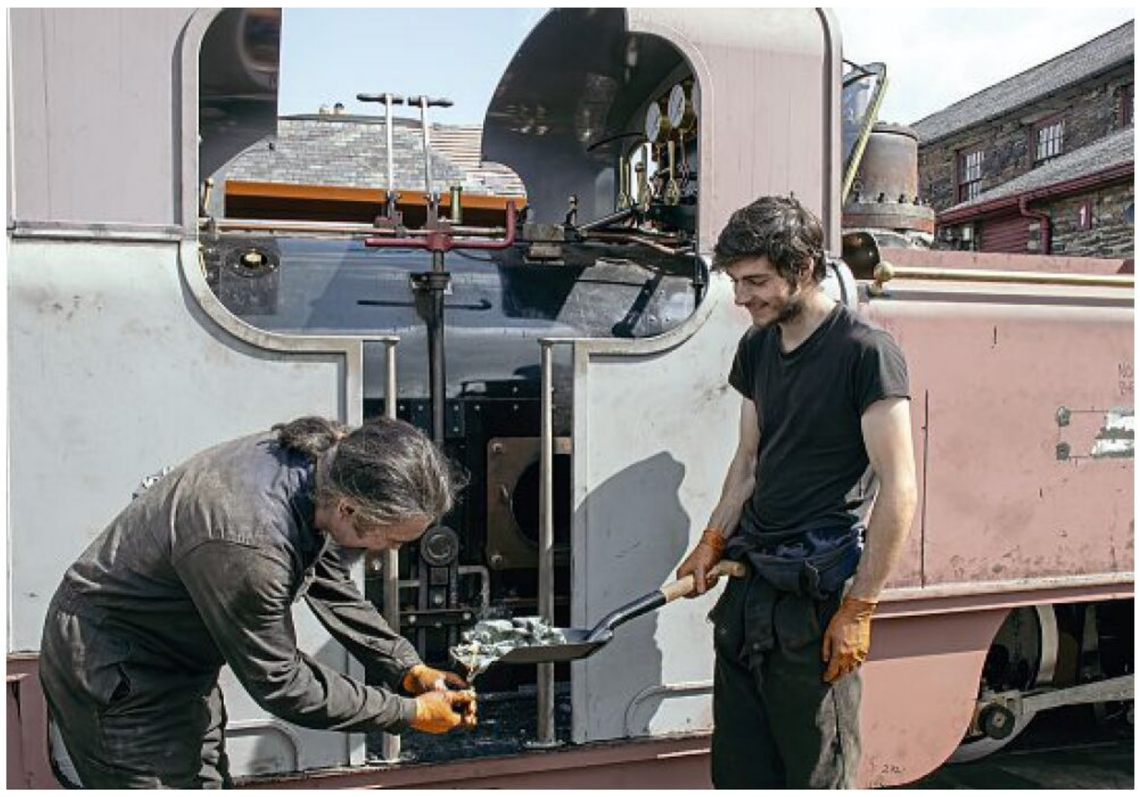


The replacement frame for Maunsell Brake Third No. 3687 in the Horsted Keynes workshops has been grit-blasted and subsequently brought up to topcoat. SR COACH GROUP



The restoration of Pullman Parlour Brake Third *Car No. 54* saw the carriage gain its first coats of brown and cream top-coats, as seen on August 12. RICHARD SALMON/BR

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Boston Lodge engineering staff light the first fire for new-build Double Fairlie *James Spooner* on August 4. CHRIS PARRY/FFWHR



By mid-afternoon, No. 8 was producing plenty of steam and had even generated sufficient pressure to test the whistle. It has since entered the paintshop for the ornate livery to be applied. CHRIS PARRY/FFWHR

First fire is lit in Ffestiniog's new-build double Fairlie

AUGUST 4 was a landmark date for Britain's newest steam locomotive, the Ffestiniog & Welsh Highland Railways' double Fairlie No. 8 *James Spooner,* when the first fire was lit in its boiler.

Having had the overhauled power bogies from No. 11 *Earl of Merioneth* placed underneath and the necessary pipework and connections completed, *Spooner* was towed outside the shed and its first fire lit in the firebox.

Warmed through slowly to avoid thermal stress, it soon built up sufficient pressure to test the whistle.

The date of this first steaming was exactly 160 years since the original FR company's George England 0-4-0STT No. 1 *The Princess* became the first locomotive to be steamed on the line in 1863.

No. 8 takes the name *James Spooner* from the second double Fairlie that was built for the railway in 1872 by the Avonside Engine Company. Named after the company's first manager, it worked on the railway until the late 1920s, when an attempt to repair the boiler failed and the locomotive was mostly scrapped, with just some parts being salvaged for spares use on the FR's other locomotives.

Following this significant latest development for the new *James Spooner*, the locomotive was moved into the paintshop shed at Boston Lodge, where work commenced on the application of the ornate purple brown livery, which is also worn by Large England 0-4-0STT No. 5 *Welsh Pony*.

As reported in the last issue of *Heritage Railway*, it is planned that *James Spooner* will be formally unveiled during the October 6-8 Bygones Weekend event, ahead of a formal launch into service later that month.

Six in steam 'first' for big Rhyl Miniature gala in September

By Robin Jones

THE Rhyl Miniature Railway's September 23-24 gala will have six home fleet locomotives in steam for the first time.

The event will also feature four of its Albert Barnes Atlantics in steam together for the first time in 55 years, with the unveiling of 1922-built *Billie* following the completion of its overhaul after a lengthy period out of service.

It will run alongside *Michael*, *Joan* and *Railway Queen,* Cagney Brothers 4-4-0 No. 44, and Bassett-Lowke Class 10 4-4-2 *Prince Edward of Wales*, which, built in 1909 as No. 15 *Red Dragon*, opened the railway on May 1, 1911, and was its only locomotive until 1913, when sister No. 18 *George the Fifth* entered service. The mile-long line was a huge success in its first year

The Barnes locomotives were built in Rhyl in the 1920s by Albert Barnes to the design of Henry Greenly, who had surveyed the line, and replaced the less powerful Class 10.

The line closed in 1969 when Trust House Forte Leisure Ltd, which by then owned Rhyl Amusements, decided not to invest further in the Marine Lake around which the line ran. The dispute led to the tracks being lifted. The line was relaid in 1978 and trains began running again on July 1 that year.

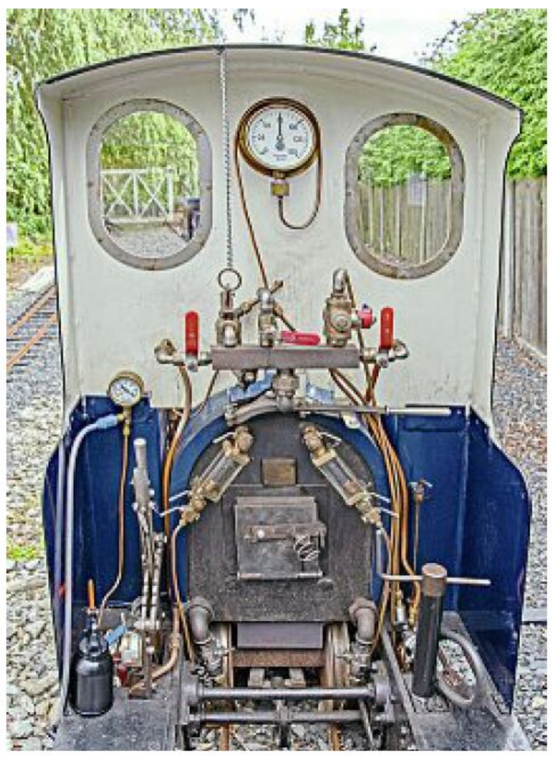
Billie was supplied new to Dreamland, where it ran until 1979. It was loaned to Dudley Zoo in 1982/83, underwent a boiler refurb in 1986, and was sold to a Kent collector in 1993. In 2018, it was purchased by Austin Moss, who ran the Windmill Farm Railway, but after a change of plans there, *Billie* was offered back to Rhyl, to where it returned on June 28, 2022. Les was its first passenger at Rhyl, who always regretted selling *Billie*.



The line-up of four Barnes Atlantics in front of Central station on the Rhyl Miniature Railway on May 25. RMR



Rhyl Steam Preservation Trust chairman Les Hughes (left) and trustee Justin Bill with *Billie* when it arrived on June 28. RMR



Simplicity itself, the cab controls of *Lady Vera* with 75psi on the clock.



Nick Dodson, at the controls of *Lady Vera*, performs a private runpast for the photographer!

From Statesman Rail to secret small gauge in back garden!

Words and pictures by John Titlow

A SUMMER open day not only gave enthusiasts the chance to visit a new private garden railway in Worcestershire, but also raised several hundred pounds for charity in the process.

Garden railways can often be overlooked by most enthusiasts as toys and are regarded as not genuine railways at all. Many secretly exist in private locations and open very rarely to the general public, if at all.

The 7 ¼in gauge Broadwas Junction Light Railway is one of those railways you may have never heard of, but was built for pure enjoyment and fun.

Nick Dodson, former owner of Statesman Rail and perhaps best-known for Railfilms Limited, has had a parallel interest in miniature railways over many years.

His strictly private 550-yard railway has taken more than two years to build in his three-quarters-of-an-acre garden, with Nick doing much of the work himself before Covid-19 struck.

It incorporates a spur with the station at the end, a small wooden viaduct, and a turntable that leads to the loco shed.

Trackwork comprises of a balloon loop, plus an avoiding line leading to another three-road shed with a splendid collection of goods wagons.

The quality of the build, trackwork and smooth ride is impressive for such a small gauge.

The final outstanding link was the small wooden viaduct built in two sections during the Covid-19 lockdowns – what better way is there to spend your time when isolated from the world?

Worcestershire's 'Cob'

The adjacent field often floods when the River Teme bursts its banks, and to protect Nick's house, an embankment was built which doubled as a trackbed for the railway. He calls this the 'Cob', after another well-known heritage railway structure in North Wales.

A variety of diesels and battery locomotives were used to build the railway. One steam locomotive is on site, *Lady Vera*, an 0-4-2T Tinkerbell type manufactured in 2022 by Peter Beevers, a private builder. Coal-fired, it has a working pressure of 100psi and vacuum brakes, and steam can be raised in about an hour.



Four-wheeled electric locomotive *Ranger* on the turntable.

All the controls are simplicity itself, similar to larger models but on a dramatically different scale; many of the valves are instantly recognisable from your central heating system!

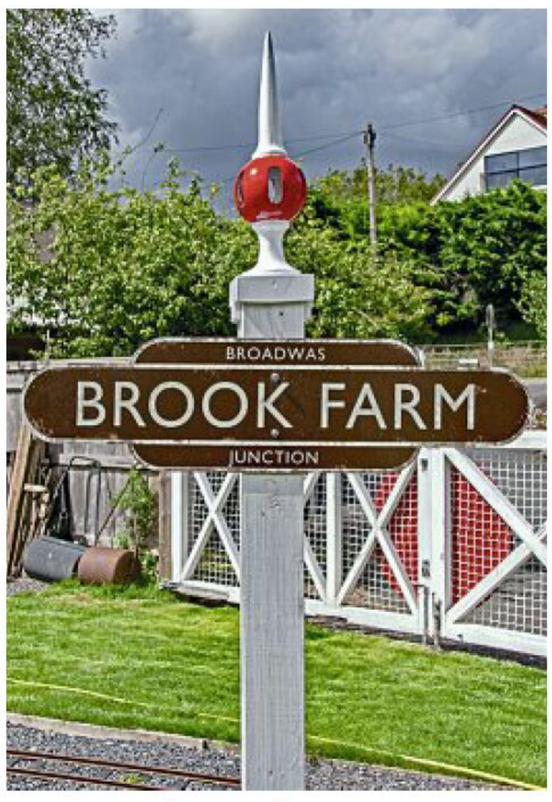
On August 13, from 2pm to 4.30pm, the railway was in full operation. *Lady Vera* was in steam, pulling three ex-Dobwalls Adventure Park miniature railway carriages, giving rides for up to 16 people at a time.

To accommodate the curves, each of these coaches has been 'cut and shut' to shorten their length, but they remain on original Cromar White bogies.

The event, advertised on the local Broadwas Village internet page, raised £362 for the British Legion Poppy Appeal. More than 100 villagers turned up, many bringing snacks and cakes.

There was a carnival atmosphere: everyone was friendly and thoroughly enjoyed the railway, to which admittance is otherwise by initiation only.

There is an option to extend the railway into the next field, but it would take considerable time and money for this to happen.



Totem sign for Brook Farm station.



Lady Vera on the small viaduct with passengers.

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New-build Patriot project makes 'encouraging progress' despite key contractor pulling out

JULY saw "much encouraging progress" for the new-build LMS Patriot Project, despite the unexpected loss of a third-party contractor involved with the chassis.

At the beginning of the month, delivery was taken of the new driving wheels for 4-6-0 No. 5551 *The Unknown Warrior* from William Cook Cast Products following completion of rectification work identified as part of a quality inspection back in May.

Two inspection visits have now been made by the LMSPP, which now has all the necessary certification documents for these. The wheels have been shipped to Riley & Sons works at Bury for the assembly of the driving wheelsets to be carried out.

Meanwhile, the engineering staff at Bury have also completed the rectification work on a range of chassis component defects identified during a separate testing programme earlier in the year, for which a 25% price reduction was negotiated.

The project's resident competent volunteer metallurgist, Mike Ames, re-ran some final hardness testing on some of the chassis components and reported that no issues were identified. As a result, all the chassis main frame components removed for testing and not requiring replacement can now be refitted to the frames.

Elsewhere, the boiler has been progressing at Heritage Boiler Steam Services in Merseyside, with an open day at the Huyton Workshops on July 15 giving members a chance to see the new boiler 'in the flesh'.



Above: The new boiler built for No. 5551 was on show at the Heritage Boiler Steam Services open day on July 15. There is still much work remaining before it can undergo hydraulic and steam testing. LMSPP

Remaining work includes fitting of the crown stays, along with fitting the steam dome and internal components (including tubes). Work will be issued and completed in phases so that the boiler is ready to be steam-tested and fitted once the chassis is ready to receive it.

Change at West Shed

At West Shed on the Midland Railway – Butterly, the reassembly of the Patriot's chassis picked up quite a pace, with the smokebox components, the cab frame, the horn guides, ties, and keeps, and the vallance all being refitted to the frames.

Unfortunately, on July 27, LMSPP was formally notified by the Princess Royal Class Locomotive Trust that it was withdrawing from third-party contract work (which in addition to No. 5551 also includes carrying out work on Jeremy Hosking's BR Standard 9F No. 92212) in order to focus efforts on maintaining its own locomotives.

The trust had been appointed as contractor to complete the new Patriot in July 2019 after a successful bid was made.

New interim PRCLT chairman Chris Powell said: "PRCLT is very different to what it was three or four years ago and we are in the process of rebuilding what the trust was and is all about, which is its collection of locomotives and related artefacts".

Earlier, it was announced that Simon Scott, the PRCLT's chief mechanical engineer, had been appointed as general manager of Wyvern Rail (the operator of the Ecclesbourne Valley Railway).

Simon, however, remains a keen supporter of the new-build project and will continue to act as its lead engineer as a volunteer during the transitional period.

At its regular quarterly meeting on July 29, the LMSPP trustee board noted that steps taken to safeguard the chassis and all components with volunteer help, and agreed on actions now under way to determine the way forward for the project, with the new PRCLT management giving assurances of an orderly transition.

No. 5551 will remain at West Shed for the time being and be accessible to working volunteers, with only services under the contract with PRCLT being affected.



Left: The new driving wheel castings for No. 5551 *The Unknown Warrior* have been passed and delivered to Riley & Sons in Bury, ready for assembly to commence. LMSPP

Back to basics at Colne Valley Railway for 50th anniversary

THE Colne Valley Railway will celebrate its 50th anniversary this September by looking back at its early days for inspiration.

On Sunday, September 10, services will be run by Andrew Barclay 0-6-0ST No. 2138 of 1941 *Swordfish* pulling a BR Mk.1 second open and brake van, recreating the formation of the first trains to run on the railway back in 1973, when Hunslet Austerity No. 3790 of 1952 No. WD190 provided motive power.

Currently out of ticket, the 0-6-0ST will be on static display on Platform 1 at Castle Hedingham station for the occasion.

Alongside the steam service, a DMU will also be in operation, while the 7¼in gauge miniature railway will operate a steam service.

Guided tours of the two ex-Barry scrapyard 'Black Fives' under restoration at the CVR – No. 45163 and the British Enginemen Steam Preservation Society's No. 45293 – will be available. Weather permitting, the cab roof from scrapped 'Fifteen Guinea Special' classmate No. 44781 will be uncovered for display.

Normal admission charges apply (including unlimited train rides). More details can be obtained on 01787 461174 or at www.colnevalleyrailway.co.uk



During the Colne Valley Railway's miniature railway gala weekend on May 14 this year, Barclay 0-6-0ST Works No. 2138 *Swordfish* of 1941 (based at the Buckinghamshire Railway Centre) approaches Castle Hedingham station. On the right is Hunslet Austerity 0-6-0ST No. WD190, the first locomotive to arrive at the CVR in 1973. TOBY JENNINGS

Lappa Valley orders new £500k locomotive and 100-seat train

By Robin Jones

CORNWALL'S Lappa Valley Railway has placed a £500,000 order for a new diesel, five carriages, and a buggy wagon.

The train will be designed and built by Alan Keef, of Ross-on-Wye, to mark the St Newlyn East venue's 50th anniversary in 2024 and is set be delivered this autumn.

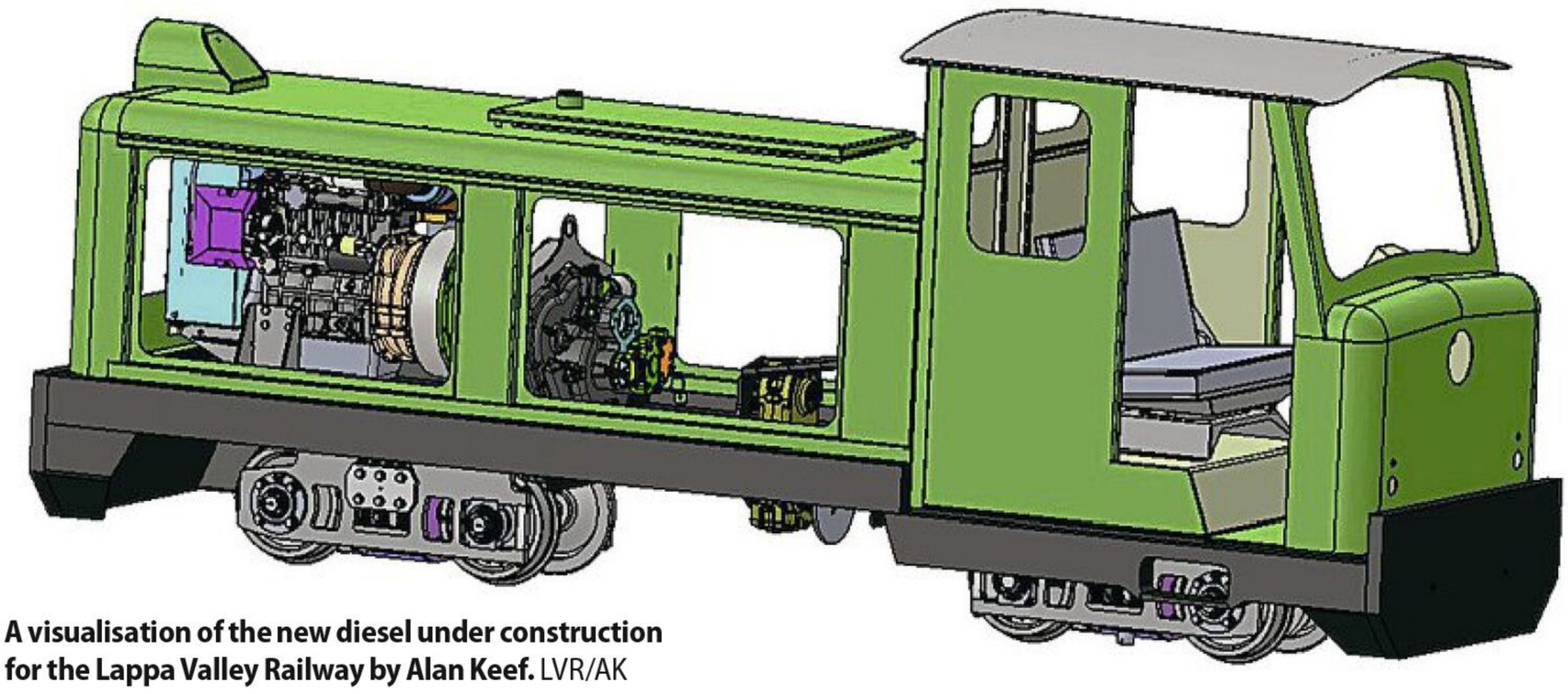
The Bo-Bo, a larger version of two built for the Longleat Railway and delivered in 2018 and 2021, will be the first new locomotive for Lappa Valley's 15-inch gauge line since its first locomotive, Severn Lamb 0-6-4T *Zebedee*, in 1974.

The 100-seat carriage set has enhanced safety features including an emergency passenger communication system and permanent colour-changing lighting.

Lappa Valley operations manager Ben Harding said the new train will increase passenger capacity by nearly 60%, reducing waiting times at both ends of the line.

The train is the latest in a series of major investments for the family attraction, which during the last three years has introduced a purpose-built cafe, soft play centre and an accessible adventure golf course among many other projects.

The railway was awarded gold in last year's Cornwall Tourism Awards and silver in the South West Tourism Awards.



A visualisation of the new diesel under construction for the Lappa Valley Railway by Alan Keef. LVR/AK

New arrival

Meanwhile, the 2ft gauge Hayling Seaside Railway, in Hampshire, has taken delivery of a four-wheel steam outline diesel locomotive built by Alan Keef in 1984 for the Treasure Island Railway at the Thorpe Park theme park in Surrey. That railway closed in 1993 and the locomotive, which carried the name *Ivor*, was later donated to the Hayling Island Railway Trust by Thorpe Park Resorts. However, it required a full rebuild and was sent back to Alan Keef for the work to be carried out, funded by the volunteer-based trust.

Carrying a new HLR logo, the locomotive was delivered to the line's Eastoke Corner headquarters and placed on the track on July 26. After successfully completing trials, it entered regular passenger service.

It is now waiting to be ceremonially named at Eastoke Corner, until which time it is being referred to as AK11; its new name remains a secret.

The railway, which opened in 2003 as the East Hayling Light Railway, has been under the management of the trust, a not-for-profit charity, following the retirement of Bob Haddock, the line's owner and creator, in January 2023.



The Hayling Light Railway's newest locomotive. HIRT

Two 20s and a 'Teddy' set to appear at Epping's 'biggest' diesel gala to date

UP to nine different locomotives representing eight different classes will be operating at what will be the Epping Ongar Railway's biggest diesel gala event to date on September 22-24.

Joining the previously announced Class 25 D7659, which will appear courtesy of the Waterman Heritage Trust and Peak Rail, the Class 20 Locomotive Society's London Transport-liveried No. 20227 will join its stablemate, No. 20001, at North Weald for the weekend, with the latter being also the oldest operational Class 20.

It is planned that, subject to the usual caveats, both 'choppers' will work together throughout.

A third and final visitor will be the Didcot Railway Centre's Class 14 D9516; it is believed that this event will be its first venture away from the landlocked museum since arriving there in 2014. Due to operational restrictions, the 'Teddy Bear' will work a DMU drag across all three days, with the EOR's resident Class 117/121 driving trailers hybrid being used as coaching stock.

The remaining operational resident locomotives will also be in service alongside the visitors, with the weekend set to be the final appearance of stalwart Class 31 No. 31438, which will be withdrawn following the event in need of new tyres.

There will be brake van rides operated by resident Class 03 No. 03170 and Class 08 No. 08114, with opportunities to drive one of these between timetable services.

Cab rides will once again be available on most locomotives for visitors wishing to enjoy a unique view of the line.

The popular 'Beer-ex' services will run late into the evening on September 23, which will be worked by D7659 and Class 47 No. 47365 *Jimmy Milne*.

➜ For further details, tickets and timetables, visit eorailway.co.uk/events/autumn-diesel-gala

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Velorail first for Ireland on Kiltimagh stretch

By Hugh Dougherty

AN eight-mile stretch of mothballed 5ft 3in gauge railway at Kiltimagh, in County Mayo, has been brought back to life by pedal power as Ireland's first Velorail project.

Up to 30,000 passengers per year are expected to pedal the railbikes (for all intents and purposes, modern versions of Victorian track inspection trolleys) from Kiltimagh station four miles in either direction over the old 'Burma Road' of the Waterford, Limerick & Western Railway, with staff turning their mounts at either end of the track.

The line opened in 1895, then closed to passengers in 1963 and to goods in 1975, although the track was never lifted in case of a future reopening in line with Irish governmental policy.

The Velorail project is the brainchild of community group IRD Kiltimagh CLG and backed by Mayo County Council. It was officially opened on June 9 after the group received a Euro 200,000 grant from the Government through the council following a request made in 2013 for permission from CIE and Irish Rail to use the track. Once a licence was granted, the group set to removing several decades of overgrowth from the track, replacing missing sections, and making good the road and rail surface at two road crossings.



Left: A convoy of railbikes makes its way through the Mayo countryside, opening up views lost to the public since the closure of the line to passengers 60 years ago. VELORAIL KILTIMAGH



The mothballed track was hardly in fine fettle before the Velorail project took over. VELORAIL KILTIMAGH



Right: Passengers get ready to put in some pedal power as they wait to leave Kiltimagh Station, whose platforms and nameboard have also been restored. VELORAIL KILTIMAGH



The railway's past is recalled by the goods shed museum and the two CIE 'Laminate' coaches. A sculpture of the station master completes the scene. KILTIMAGH MUSEUM

Positive action

Joe Kelly, of IRD Kiltimagh CLG, said: "We in Kiltimagh always try to turn adversity to positivity. The railway track has lain idle for half a century and was an overgrown eyesore. We saw the Velorail concept in Europe and thought it would succeed here.

"In the weeks since opening, we've operated at more than 80% capacity, created eight seasonal jobs, and brought many hundreds of people to Kiltimagh who are spending money within our local economy, staying and eating in our hotels, and shopping in our town.

"It's a good example of railway heritage, albeit tweaked slightly. Perhaps similar Velorail projects could be introduced on suitable heritage lines."

Kiltimagh station is also home to a museum, which includes the town's railway history, housed in the restored goods shed, while two CIE 'laminate' standard coaches, open No. 1460, and composite No. 2148, both built at Inchicore Works in 1955 and withdrawn in 1984, add to the railway atmosphere of Velorail.

The railbikes were built locally by Cashels Engineering to specification and to accommodate two, four or five people, with wheelchair space available.

Once booked, the railbikes leave the station in convoy fashion, with staff directing them safely over two road crossings.

"It's an ideal way to keep fit, enjoy the fresh air, see the countryside and get in touch with our local railway heritage," said Joe.

Previous tries

There have been several attempts to introduce Velorail schemes in the British Isles, with the former South Donegal Railway Heritage Society proposing it for its then stillborn line on the former County Donegal Railway trackbed through the Barnesmore Gap several years ago, while there was a trial over part of the Blaenau Ffestiniog-Trawsfynydd standard gauge line in 2012 that was not proceeded with.

Also in Wales, the Gwendraeth Railway Society examined the concept in 2016 but again, nothing was done.

All eyes will be on Kiltimagh to see how the project develops over time, but there is every sign that it has been a resounding success in its first season. The question now being asked is might Velorail have a part to play in the toolbox of heritage railways as they seek to attract new visitors and to diversify their offering?

➜ **Full details of Velorail Kiltinagh, including bookings, are available online at www.velorail.ie**

East Coast top man backs Class 225 heritage group

THE chief executive and chairman of Great North Eastern Railway has been named as the patron of a group formed to celebrate the history and future preservation of InterCity Class 225 high speed trains.

During more than 10 years at GNER's helm from April 1996, Christopher Garnett led its successful bid for the InterCity East Coast rail franchise. He oversaw a transformation of East Coast Main Line services, resulting in rapid growth and numerous awards. He is also known for his work with the National Railway Museum and as a board member of the Olympic Delivery Authority, for which he was awarded an OBE in 2013.

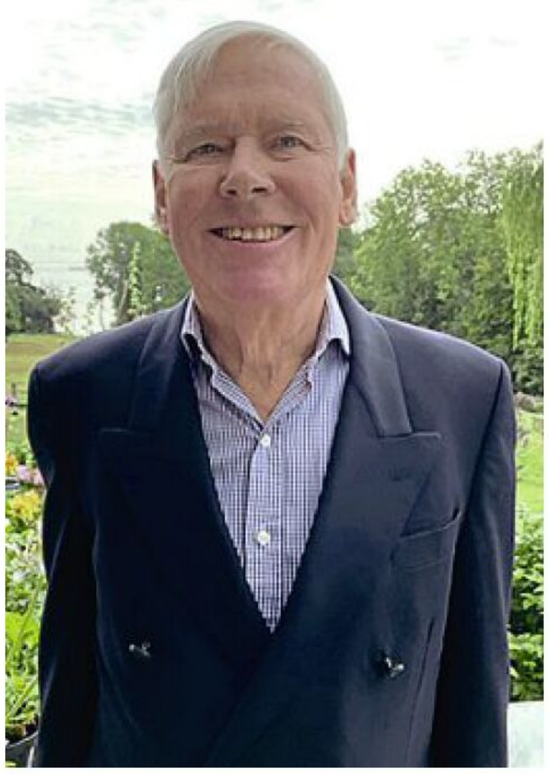
A statement from the 225 Group, which launched in January 2021, said: "This is the first time that Christopher has been patron of any railway organisation and the appointment is particularly fitting because InterCity 225s were the flagship of the GNER fleet.

"As the 225 Group continues to develop, Christopher will bring huge knowledge and experience to the team from his career in the railway industry and other sectors. He will also play an important role in the 225 Group achieving its aims as a key stakeholder in ensuring the iconic InterCity 225 trains are represented in preservation."

Christopher said: "The Class 91s and Mk.4s were the backbone of the East Coast fleet for about 30 years and, after initial reliability problems were sorted out, they provided a superb service. I look at the InterCity 225s with great affection. We must preserve one of these trains because they've given such sterling service on the East Coast Main Line."

The Class 225 sets were introduced into service between 1989 and 1991. In July 2013, it was confirmed that the fleet would be replaced as part of the Intercity Express Programme, a Department for Transport initiative to supersede 125s and 225 on the ECML and Great Western Main Line.

Today, London North Eastern Railway retains a small fleet of Class 91 locomotives and Mk.4 coaches, which comprise the InterCity 225 sets, to support the operation of its full timetable.



Christopher Garnett OBE. 225 GROUP

Bridge renewal is set to close Worth Valley for three weeks next year

THE Keighley & Worth Valley Railway is gearing up for its biggest-ever major civil engineering project as it replaces Bridge 27, which spans the Brighouse Beck.

The railway will be closed for three weeks in September 2024 while the bridge is renewed, but the planning and design of its replacement have been ongoing for a decade and are already well advanced.

The original bridge was built in 1867 and the existing structure is a reconstruction of 1889.

As it stands, the existing bridge comprises two separate structures sharing the same abutments and pier. The upstream structure, known the siding span, carries the line into Haworth Yard, underwent significant work in the late 1970s and is not part of the new scheme. However, downstream structure, the main line span, needs replacing due to the condition of both abutments and pier it sits on, plus the iron girders.

Following a series of floods, the railway looked at removing the need for the central pier to improve the flow of the stream.

Complex project

The current proposal is to replace the existing bridge with a larger steel U-shaped deck, sitting on piles which will be installed behind the existing bridge abutments.

The existing bridge is now scheduled to be lifted on September 2 next year. The Bahamas Locomotive Society's 50-ton steam crane will assist with work, as with the renewal of Bridge 11 in 2020.

A KWVR statement said: "This will be, without a doubt, one of the biggest civil engineering projects the railway has undertaken. The complexity, scale and costs are far beyond that of the Bridge 11 renewal. Inflation of construction materials is pushing the prices up almost monthly, although hopefully, inflation is starting to reduce.

"The KWVR will deliver this project as the main contractor with our very own qualified team of volunteers."

Memories of steam, diesel and camaraderie as former railwaymen join reunion

By Geoff Courtney

FORMER Stratford depot steam and diesel railwaymen from around the country will descend on Mangapps Railway Museum in Essex on September 9 for their annual reunion, when tales will be told, reminiscences exchanged, and colleagues who have died remembered.

Dave Brennand, the event's organiser, who started a 40-year railway career at the giant East London shed and works in 1973 as an engine cleaner and within five years was driving diesels, spoke of the past and the present as he made his final plans for the event.

"Gone are the once mighty and historical Great Eastern Railway engine repair shops, the new and jubilee sheds, and the much later diesel depot, but our memories have not been lost to history – yet," he said, wistfully. "As long as there are drivers and secondmen alive, we will carry the legacy forward and hopefully instil some of the camaraderie in the next generation of footplatemen."

He lamented the loss of some steam era drivers since last year's reunion, including Tony Gooding, who in November 1984 drove No. 4472 *Flying Scotsman* on the Royal Train, taking the Queen Mother from Stratford Low Level to North Woolwich for the opening of the railway museum there.

Dave said he expected former Stratford men from as far afield as Aberdeen, Bristol, Swindon and the Midlands to attend, drawn to the museum near Burnham-on-Crouch not only by meeting former colleagues, but also by its expansive collection of railwayana and other exhibits, and its large fleet of locomotives and rolling stock, including Classes 03, 04 and 31 diesels that were a common sight at Stratford until the early 1980s.

"So much has been written about Stratford depot and its locomotives over the 160 years of its existence, but very little about the men that worked there. Former shedmaster Dick Hardy wrote articles about his time there and often sang the praises of its workforce, but in more recent times little coverage has been given to the men of the diesels."

Dave said it was hoped that Class 31 diesel No. 31105 (D5523), which arrived at Mangapps in October 2018 and whose bodywork repairs and a repaint are currently being carried out by a working party comprising mainly former footplatemen, would be in action at the reunion.

"A big thank-you to Mangapps' owner John Jolly and his family for what we all know will be a warm welcome on September 9," Dave added.



Diesel memories: Class 31 Pioneer D5500 looks immaculate in Stratford's diesel repair shop in 1962 in the company of a Class 24 in the D5000 series (on the right). This image will bring back many memories for former drivers and secondmen from the depot who are attending a reunion at Mangapps Railway Museum on September 9. D BRENNAND COLLECTION



Steam and diesel mixture: A panoramic view of the Stratford complex in May 1956 shows the vastness of this East London shed and works, with steam in foreground, comprising an N7 0-6-2T and a J69 0-6-0T, possibly No. 68631, mixing in with a host of diesel shunters, a B1 4-6-0, and more steam in the background. Footplatemen from the depot's steam and diesel eras will be attending a reunion at Mangapps Railway Museum in Essex on September 9. TRANSPORT TREASURY/ROY VINCENT

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Two Class 76 locomotives at Guide Bridge depot in 1978. NIGEL CHATFIELD/CREATIVE COMMONS



The last surviving Class 506 cab being currently renovated by Richard Benyon. These EMUs were the workhorse of the Woodhead Line between Manchester & Hadfield, now known as the Glossop Line. WRHG

New Woodhead Line heritage museum planned

By Robin Jones

A BID has been made to set up a museum dedicated to the pioneering electric Woodhead Line between Manchester and Sheffield.

The Woodhead Line, which dated from 1845, was renowned for its tunnels beneath the high moorlands of the northern Peak District and the Woodhead Pass. Electrification was first considered by the Great Central Railway and the LNER drew up plans in 1936, with gantries erected before the Second World War. The first section was electrified in 1953. The Manchester-Sheffield-Wath electrification project was finally completed in 1955, using overhead wires energised at 1500v DC.

Electrification allowed Manchester to Sheffield expresses to complete the journey in 56 minutes, as opposed to 65 minutes with steam.

However, the line was controversially closed to passenger traffic on January 5, 1970; the Beeching Report had earmarked the alternative Hope Valley line for the axe, prompting a massive and successful public outcry. The Class 77 electric locomotives used for the passenger services were sold to the Netherlands Railways, where 1500V DC electrification was the norm rather than the exception.

A downturn in trans-Pennine coal traffic led to the Woodhead Line's closure east of Hadfield, and the last train operated on July 18, 1981.

The Woodhead Railway Heritage Group has applied to Tameside Council for planning permission to develop the museum in a former signalling and telecommunications building at Guide Bridge station in Audenshaw, which lay on the route and which is currently operated by Northern Trains.

Network Rail has been carrying out renovation work on the building since 2020 to prepare it for its new use as a museum. The group, which was founded in 2016, said that the museum, which would house artefacts from the Woodhead Line, would "become a tourist attraction for the local area and community."

It has also been raising funds for the renovation of the last surviving Class 506 EMU cab, which it hopes to display at the proposed venue.

The Class 506 EMUs were built for suburban services between Manchester, Glossop and Hadfield.

A decision on the application is expected to be made by the council by mid-September.

To donate to the Class 506 cab appeal, head online to www.gofundme.com/f/class-506-cab-renovation

Government agency restoring historic Cumbrain bridge that it controversially filled with concrete

By Robin Jones

THE removal by the Government's roads agency of its controversial concrete infill of a Victorian railway bridge – which would prevent the linking of two heritage lines – is making rapid progress.

As reported, in July 2021 National Highways spent £124,000 pouring more than 1600 tons of concrete beneath Great Musgrave Bridge, in Cumbria, after claiming that it was unstable. More than 800 people lodged objections and the agency was subsequently refused retrospective planning permission by Eden District Council – despite offering to pay £450,000 to allow the concrete to stay – and ordered the removal of the infill.

The bridge was built from sandstone and limestone blocks in 1862 to carry traffic over the Eden Valley Railway line, which was designed by eminent engineer Sir Thomas Bouch and which closed in the 1960s. The long-term ambition of today's Eden Valley Railway Trust is to reopen the line, relaying track under Great Musgrave Bridge, and to ultimately reconnect to the Stainmore Railway at Kirkby Stephen East, creating an 11-mile heritage line.

As reported in issue 284, the Government called a halt to plans by Government roads agency Highways England to infill in 69 disused Victorian railway bridges with concrete and demolish another 15 before 2026. The bridges are part of the Historical Railways Estate, managed by Highways England on behalf of the Department for Transport, and comprises about 3800 bridges, tunnels and viaducts – including 77 listed structures.

In a major U-turn on July 30, 2021, Transport Secretary Grant Shapps announced a new strategy whereby historic railway structures could be considered for use as cycle routes or other transport purposes.

In a statement, National Highways said that contractor Amco Giffen was "reversing the process of infill", removing the concrete beneath the arch and "carrying out any additional work to strengthen the bridge for safe public use". This is due to be completed by October 13.



National Highways contractors drilled circular cores into its concrete infill material from the both sides of the bridge, enabling it to protect the structure during the removal process and to assess and carry out repairs. NH

Graeme Bickerdike, spokesman for leading campaigner the Historical Railways Estate Group, an alliance of engineers, sustainable transport advocates and greenway developers, said: "Why was £124,000 wasted on burying a bridge that presented no meaningful risks, according to National Highways' own engineering reports?"



Left to right: Geordie Brown and Joel Leverton, from the Middleton Railway Trust's youth team, with leader John Linkins, preparing *Sir Berkeley* for the trip to Middleton Park.



Left to right: Alex Smith and Joel Leverton receive the runner-up certificate for the Heritage Railway Association Rising Stars Award on behalf of the Middleton Railway Trust's youth team, presented by HRA director Noel Hartley.

'World's oldest' honours its youngest team of volunteers

Words and pictures by Sally Clifford

THE Middleton Railway – the world's oldest continuously working line – held a special event on August 6 to celebrate the achievements of its youth team.

Whether working front of house, trackside, or in workshops caring for and maintaining rolling stock, the part that young volunteers play is crucial to the preservation and survival of heritage railways up and down the country. Youth teams provide a voluntary workforce of young people who can learn skills through hands-on experience, transferable to their future careers, and pass the baton on when the time comes.

Continuity is imperative to ensure that the rail industry – which helped to build and shape Britain and continues to contribute to the country's tourism economy – survives for the next generation to enjoy, so it is fitting for a sector, staffed largely by volunteers, to recognise the dedication and commitment of young people within its workforce and profile their important work.

The Middleton Railway Trust's youth team came runner-up in the new Rising Stars category at the Heritage Railway Association's Annual Awards ceremony, which was held in Birmingham on March 11 (issue 305).

'Key to future'

HRA director Noel Hartley spoke about his own background as a young volunteer on the Keighley & Worth Valley Railway before presenting the team with their certificate at the Leeds-based railway.

He highlighted the importance of recognising the achievements of young people, and also the railway for setting up the youth team.

"As children grow up, it is really good for them to have an interest that helps them learn new skills," he said, adding that volunteering introduces them to people of different ages and from different backgrounds. It gives them an opportunity to grow up, and in a really grounded way, he said.

"There is a lot of support out there for these groups. Everybody at HRA wants the sector to continue and these groups are really the key to that."

The Middleton youth team was set up in 2017. It currently has about 10 members aged between 14 and 25 involved in the programme, which aims to provide a structured pathway into the heritage sector for young people with an interest in engineering, heritage and more general commercial careers. Several members have already secured employment through their involvement.

Addressing the invited guests, teacher John Linkins, who runs the team, thanked the railway and the volunteers for their support: "I know how important it is to have a positive output for young people."

Accepting the award were guard Alex Smith and fireman Joel Leverton, who was working on the recently restored Manning Wardle 0-6-0ST No. 1210 of 1891 *Sir Berkeley* which transported the guests along the heritage line to and from Middleton Park.



Success: The Middleton Railway Trust's youth team members with their runner-up award.

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Alex Smith, from Middleton Railway Trust's youth team, in his guard's role.



Sister act: Ellen and Ailsa Sayles, who are members of the youth team.

Alex, who joined the railway in 2017, is currently on a supported internship with Network Rail. His end goal, he said, is to become a driver and conductor.

"It is a huge stepping stone for the youth team, as well as the railway as a whole. It is a very big achievement for us," he said.

Joel, who joined Middleton Railway in 2019, said it was his mum's encouragement that led to his introduction to the railway. "I've loved it ever since," he added.

Double act

Sisters Ellen and Ailsa Sayles became involved in the railway after visiting with their parents. They have fulfilled various roles, from helping out at Christmas events as elves to painting and trackwork.

As well as the benefits that young volunteers bring to the railway, the experience and life skills they gain will prove invaluable when seeking future professions.

Ellen, who is currently studying for a mathematics degree, recalled that she was shy when she joined the railway, but said she soon settled in.

Middleton vice chairman Ian Smith, who co-authored the very first young volunteers guidelines – known as the Red Book, sponsored by *Heritage Railway* magazine's sister title, *The Railway Magazine*, alongside the late Handel Kardas, said: "I am delighted that we have been able to showcase our young volunteers working hard for the railway and guaranteeing our long-term future."

To find out more about the line, visit www.middletonrailway.org.uk

Entries now invited for the HRA Annual Awards 2024

RAILWAYS, rolling stock groups and preservationists around Britain are invited to submit their entries for the sector's 'Oscars' – the Heritage Railway Association Annual Awards 2024.

The long-running scheme is now open for online entries in 11 categories recognising excellence or innovation within almost every aspect of heritage railway and tramway restoration, preservation, and operation.

Recent winners have been the Sittingbourne and Kemsley Light Railway's 2ft 6in gauge Kerr Stuart 0-4-2T *Premier* and the Bodmin & Wenford Railway for its creation of the Cornish Rail and Coffee Company business.

Celebrations

The 2024 awards evening and dinner for finalists will be held in Brighton during February, featuring guest speakers, networking opportunities and a three-course meal.

The HRA's chairman, Peter, Lord Hendy of Richmond Hill, said: "The HRA Awards is the biggest and most glamourous event in heritage rail, but behind the glitz and bright lights, it has a really serious purpose that must not be forgotten.

"In our sector, everyone's so heavily focused on the day-to-day business of running a heritage railway that we sometimes forget just how special what we do is. It's important that all of our railways and rolling stock owners celebrate what they do well and highlight the contributions of their staff or volunteers. That's the main reason the HRA Awards exist – to put a spotlight onto the achievements of this amazing sector.

"It also serves another, slightly subtler purpose. By highlighting best practice in this way, it helps to raise standards throughout the whole heritage railway industry, which is vital in a world with ever-increasing safety, governance and inclusion expectations."

Recognition

This year, most award categories remain unchanged. The top title, Railway of the Year, is back after being reintroduced for the 2023 event, alongside other well-known categories like the Coiley Award for Steam Locomotive Engineering, the Morgan Award for Rolling Stock Preservation and the Lord Faulkner Young Volunteers' Award.

Updated for the 2024 event is the HRA Award for Innovation in Business and Customer Experience. The category has been expanded to encompass work in engaging with customers in new ways and excellence in heritage railway events for the first time.

Other categories returning for 2024 include Infrastructure, Team of the Year, Diesel and Electric Locomotion, Environmental Innovation, Rising Stars, and Marketing and Communications.

Enter now

A HRA statement said: "Last year witnessed perhaps the most diverse range of entries the awards has ever enjoyed. Finalists included a number of smaller rolling stock owning groups, like HRA Award for Diesel and Electric Locomotion winner Georail Heritage Volunteers Group, which restored an Andrew Barclay 0-6-0DH.

"In other categories, well-established HRA members like the Bluebell Railway and Severn Valley Railway rubbed shoulders with the up-and-coming Hampton & Kempton Waterworks Railway."

➜ Full details of each category and online entry forms can be found now at www.hra.uk.com. All HRA member organisations are eligible to enter the HRA Awards. The deadline for entries is 5pm on Monday, November 6.

Pontypool invites offers as former Holiday Inn 'plinthed' pannier goes on the market

A GWR pannier tank that has yet to run in the heritage sector has been offered for sale by the Pontypool & Blaenavon Railway Locomotive Group.

Outshopped from Swindon Works in December 1945, 57XX No. 9629 entered service at Cardiff Canton, and handled Rhondda Valley services as well as occasional stints on commuter trains to Barry.

Also used on short-distance freights, it spent most of its time shunting in yards and sidings around the Welsh capital.

It was transferred to Exeter in June 1953 and headed local services over the Exe Valley Line to Tiverton and Dulverton, as well as the Teigh Valley line. In May 1960, it was switched to Oswestry and ran on the Llanfyllin branch.

When it moved back to Cardiff in November 1962, it was based at East Dock shed, and its last move was to Pontypool Roads in April 1964, from where it was withdrawn three months later and sent to Dai Woodham's Barry scrapyard in March the following year. In 1981, it was bought by the Marriot Hotel Group and sent to Carnforth for a five-year cosmetic restoration, after which it was put on static display outside the Cardiff Holiday Inn. It remained there for nine years before its owner donated it to the PBR in 1995.

Largely unrestored

During the initial restoration, its boiler was removed, ending up being bought by Didcot Railway Centre as a source of spares. The PBR then acquired a spare boiler from the centre that had come from off a Dean Goods. No. 9629's original was later deemed surplus at Didcot, which offered it for sale, being reunited with the rest of the locomotive in Wales in 2012, with the replacement also therefore being sold on.

Some work on restoring No. 9629 at the PBR has taken place, with the cylinder block being sent to Williton on the West Somerset Railway for repairs to a crack.

The locomotive remains largely unrestored, although most parts are to hand. Expressions of interest are being sought, with a deadline of September 30 for any offers for the locomotive.

➜ To arrange a viewing or for further details (serious enquiries only), contact the group by emailing pandblocomotivegroup@googlemail.com



GWR pannier No. 9629 is pictured outside the Holiday Inn in Cardiff on August 17, 1990, where it was plinthed after first being rescued from scrap. Donated to the Pontypool & Blaenavon Railway in 1995, it is now up for sale. STEVE DANIELS/ CREATIVE COMMONS

Farewells said to Leighton Buzzard's top man – after almost 50 years of service

THE Leighton Buzzard Railway is in mourning after long-serving general manager Joe Horsley died following a short illness.

Joe, who was born in 1953, became a member of Leighton Buzzard Narrow Gauge Railway Society in early 1974 and was its publicity officer from late 1977.

In May 1984, he became general manager, a volunteer role he held for nearly 40 years. During that time, as well as taking responsibility for the safety and overall operation of the railway, Joe undertook rostered turns as duty operations manager and guard. In addition, on most Mondays he would be out with the permanent way gang.

Joe was a railway professional, with a background including periods with Network Rail and South West Trains. He later became a management consultant, providing expert advice to various railway operators.

A statement from the heritage line said: "It is with great sadness that Leighton Buzzard Railway announces the passing of Joe. His knowledge and wise counsel will be missed by everyone at Leighton Buzzard Railway, and we have passed on our sympathies to his wife, Caroline, and their family."



Joe Horsley performing one of his many duties at the Leighton Buzzard Railway. He showed "a remarkable demonstration of commitment to our railway," said a spokesman. LBR



Ruston & Hornsby 4wDM No. 85049 *Malcolm* at the head of its train on the Quarry Bottom Railway on July 16, when the line opened. MRCHC

Latest Great Central railway line is open!

By Robin Jones

THE latest operational line allied to the Great Central Railway opened on July 16 – and is proved by an ex-British Rail locomotive.

The 2ft gauge Quarry Bottom Railway at the Mountsorrel and Rothley Community Heritage Centre, at the terminus of the GCR's Mountsorrel freight branch, comprises a 400ft oval around the venue's botanical gardens.

Traction is provided by Ruston & Hornsby 4wDM No. 393325 of 1956, which was supplied new to BR for use at its Chesterton Junction permanent way depot near Cambridge and carried the BR number 85049. When the depot closed in the 1980s, No. 85049 was bought by narrow gauge collector Henry Frampton-Jones and later used to haul passenger trains on the Derbyshire Dales Narrow Gauge Railway at Peak Rail's Rowley South site.

The DDNGR was established by Henry and his wife Mary, and the Derbyshire Dales Narrow Gauge Supporters Group was formed in 2001. It carried its first passengers on Easter Sunday, April 11, 2004. The line later closed and was lifted during 2018/19, and the site is now being developed by the Ashover Light Railway Society.

No. 85049, now named *Malcolm*, was brought to the heritage centre in 2017 and is on loan from its current owner.

It hauls a rake of replica Penryn Quarrymen's coaches built especially for the centre to a 1878 design by Ffenics Creations in Caernarfon. Two of the coaches have been adapted for wheelchair access.

A ride consists of three laps of the gardens, costing £2 for adults and £1 for children aged two to 15.

The centre also has a railway museum inside an LMS box van which has been converted to form a giant display case, with a large four-track Hornby Dublo layout that visitors can operate at the touch of a button.

There is also a large custom-built audio box where visitors can press buttons to hear about the various items of local historical interest on display.

➜ For details of operating times of the Quarry Bottom Railway, visit http://heritage-centre.co.uk/visit-us/what-is-on/



Former Loughborough MP the Rt Hon Baroness Nicky Morgan of Cotes, with her husband and Leicestershire County councillor Jonathan Morgan, formally opened the Mountsorrel and Rothley Community Heritage Centre's LMS wagon Local History Museum and King Charles III Coronation Garden. While they were on site, the couple also named Ruston & Hornsby 4wDM No. 85049 *Malcolm* in honour of long-serving volunteer and supporter Malcolm Law, who died last year. MRCHC

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New face in Tywyn attracts international crowds

By Owen Hayward



No. 6 *Douglas,* as its fictional counterpart *Duncan,* on July 23, sporting a 3D-printed face. Immediately behind is open coach No. 8, which was repainted in the colours of the fictional Skarloey Railway in time for the event. PAUL LAWRENCE

LOVE it or loathe it, the stories of Thomas the Tank Engine and his friends have been responsible for kickstarting railway interests and encouraging many of us into volunteering. The Talyllyn Railway is no exception, and over the years has 'welcomed' some of the series' narrow gauge characters to Wales as 'visitors', the line and its rolling stock having formed the basis for the Rev Wilbert Awdry's Skarloey Railway route and the stories set thereon.

For the third successive year, this connection has been celebrated in style, July 22/23 hosting the Awdry Extravaganza and celebrating the stories containing events on the early days of TR that went on to inspire Awdry. In 1952, the cleric volunteered as a guard during his first visit to the railway and famously left 'the refreshment lady' behind at Abergynolwyn, an incident that is forever immortalised in one of his books.

The first event in 2021 became the TR's busiest weekend in five years, and the second in 2022 resulted in the busiest day ever for the railway's shop and cafés. This year's event continued to buck that trend, with takings across the two days rising by more than £15,000 and visitors from across the globe descending on Tywyn for the occasion.

"The event made a whopping £58,672.78 compared to last year's £43,188.80 – an increase of £15,483.98," said event planner and TR media co-ordinator Luke Ryan.

New 'face' shows up

With the railway's locomotives forming the basis for the majority of their fictional counterparts, the operational fleet once again assumed these identities, the star billing being given to Andrew Barclay 0-4-0WT No. 6 *Douglas,* which adopted the guise of *Duncan*. As with Kerr Stuart 0-4-2ST No. 4 *Edward Thomas* last year, Luke designed an all-new face for No. 6, which was subsequently 3D-printed and painted for the occasion, allowing for another of the ageing fibreglass faces (some of which date from the 1980s) to be retired. Those have nominally been interchangeable between locomotives, but the gradual introduction of 3D-printed versions will see them custom-made to be unique to each character.

"In the books, *Duncan* is a grumpy character and it was important that this was reflected in his new face," Luke said. "Careful consideration was given to his eyeline, as we didn't want him looking down with a scowl that might have frightened younger visitors. We've made him look slightly upwards to one side, giving an impression of being fed up instead."

The event is heavily supported by the franchise's owning company, Mattel, from which a vast number of original illustration artworks and props used in the making of the Thomas television series are hired each year, giving a rare chance to witness some of the historic pieces of the brand's story that are not normally accessible.

One of the original models for the character of Skarloey (based on Fletcher Jennings 0-4-2ST No. 1 *Talyllyn*) is now on loan to the Narrow Gauge Museum at Tywyn Wharf station, where it is currently displayed amid other Awdry-related materials, including the author's study.

The lure of all that this event offered spread worldwide, with visitors travelling from around Europe and also as far-flung as Australia, America and even the Philippines.

Smartening up

It was originally intended to undertake a temporary repaint of No. 6 into red as per the character's appearance in the stories, using a water-soluble mixture to enable it to be easily removed in the days following the weekend's conclusion. The late delivery of this mixture, however, resulted in the repaint being abandoned and the current RAF blue worn by *Douglas* retained.

One vehicle that was successfully and secretly repainted for the occasion was four-wheel open coach No. 8, which was turned out and continues to run in the fictional railway's blue-and-cream colours.

Luke said: "The idea came about through Wednesday Club, our regular Wednesday evening team that carries out carriage repair work. No.8 came in for emergency work as a part of the guttering had come loose. More work came to light as inspections were made – and that was going to necessitate a full repaint. One evening while working on the coach, myself and volunteers Sarah and Mark Freeman just said, 'wouldn't it be fun if...?' – which then quickly changed to 'we have all of the blue left over from No.6...' to 'Awdry 3 isn't long away'."

The idea was run past the TR council, with the majority voting in favour (the two objections only based on concerns about avoiding 'multi-coloured trains') and therefore the work began, with the Pendre Paintshop being kept off-limits to all bar those who needed to work in there to keep the vehicle a surprise. As part of a preview evening, the carriage was formed into the rake for the 'Fred Special' on July 21 (with Hunslet 0-4-0DM No. 9 *Alf* adopting the guise of that character for a round trip of the line) and received many favourable comments from those at Tywyn Wharf when it came into view.

Numerical crossover

By pure coincidence, No. 8 is the only open carriage in common with Awdry's stories; the current TR fleet comprises Nos. 8, 11 and 13, while the fictional line has Nos. 6, 7 and 8. Aside from locomotives that have been painted specifically to be Thomas, has there ever been an item of stock repainted solely for a purpose similar to this?

General manager (commercial) Lorraine Simkiss said: "The event is not directly driven by revenue, and it is the customer satisfaction that year on year has been superb.

"The comments and feedback from the people over the two days was astounding, and so many times I was thanked by the public for the TR doing this event."

A date for 2024 has yet to be announced, although it is expected to take place around the same time, which coincides with the first weekend of the school summer holiday.



The repaint of open coach No. 8 was a guarded secret, with only those involved with projects in the paintshop aware of it taking place. In addition to the exterior and interior body panels, the seat slats have also been painted to match. SARAH FREEMAN/TR



On July 15, the repainted coach was shunted out of the paintshop and hidden in South Shed to keep it a surprise. LUKE RYAN/TR

Ruislip Lido Railway turning green with £75k HS2 grant

By Robin Jones

THE UK's longest 12in gauge railway is being helped by the country's fastest line to help combat climate change.

The Hillingdon-based Ruislip Lido Railway Society Limited has been given £75,000 by High Speed 2's Community and Environment Fund to convert its 1990-built Severn Lamb diesel mechanical Bo-Bo No. 7 *Graham Alexander* to low-carbon battery power. The locomotive currently has a 4.5-litre Perkins engine, and its conversion is part of the society's wider drive to reduce noise pollution and remove CO_2 emissions.



No. 7 *Graham Alexander* is ready to depart Woody Bay station with the 1.40pm service to Willow Lawn on the Ruislip Lido Railway on October 26, 2020. PHIL RICHARDS/CREATIVE COMMONS

Long history

Ruislip Lido's origins date to 1811 as a reservoir to supply drinking water for London via the newly-opened Grand Junction Canal, but it proved unsuccessful and was sold to the Regents Canal, eventually amalgamating with the Grand Union Canal Company in 1929.

Popular for boating, fishing and skating in winter, the Grand Union developed the reservoir as a health spa, constructing the lido building on the northern shore in 1936.

After the Second World War, the company developed the lido as a general attraction for war-weary Londoners, adding an artificial beach and, in 1946, a miniature railway running around the 60-acre reservoir. Over the decades, this extended to 1.2 miles. Now run by 120 volunteers, it is open for more than 200 days a year.

Society member Matthew Thomas said: "We were pleasantly surprised at how simple and user friendly the grant application process was and would certainly encourage other organisations to take full advantage of this great scheme.

"We believe this project is likely to be the first narrow gauge railway in the UK to convert an existing diesel-powered locomotive to an entirely renewable energy source. The project will be an important test bed for improving the long-term direction of narrow gauge railways diesel fleet renewals in the UK.

"We are immensely grateful to HS2 for its support and we are really excited to be showing off a renewably-powered *Graham Alexander* later this year."

'Unique' project

HS2 Funds chairman Cathy Elliott added: "I am thrilled that HS2's Community and Environment Fund can play a pivotal role in ensuring that heritage features like the Ruislip Lido Railway can continue to serve its local community for decades to come.

"This is a unique and creative project that highlights the flexibility the HS2 funding schemes can offer to a variety of organisations operating near to HS2's line of route.

"I would encourage organisations with creative project ideas, which are also impacted by the construction of HS2, to come forward and apply for funding."

HS2 Ltd has awarded £14,866,498 to 259 community projects over the last six years.

The railway will be holding an open weekend on September 16/17 to give the public a behind-the-scenes look at its operation, with free admission, though fares will be charged for the trains. There will be a visiting locomotive from the Littlehampton Miniature Railway.

Rail pair added to national buildings 'at risk' list

By Robin Jones

TWO railway structures are among 67 added to a list of more than 1300 of Britain's most 'at risk' historic buildings.

Campaign group SAVE Britain's Heritage was formed in 1975 by a group of architectural historians, journalists and planners with the aim of protecting the UK's historic environment.

The group brings together architects, engineers, planners and investors to offer viable alternative proposals to structures that are neglected and under threat of demolition, and take legal action to prevent what is considered to be major and needless losses.

In 1989, it launched the SAVE Buildings at Risk Register, a searchable online database holding details of structures all over England, Wales and Scotland.

"Our central aim is to raise awareness of these forgotten buildings and ultimately to bring them to the attention of new owners or custodians who are able to repair them, return them to use, and secure their future," said a SAVE statement.



The GNR-built Victorian Station House in Spalding is earmarked for conversion into social housing. ROBIN JONES



The Northam Road crossing: A railway junction merging the main line with a branch to Southampton docks runs underneath. The bridge has been unchanged in appearance for 50-plus years. BILL BOADEN/CREATIVE COMMONS

"Only a very few buildings are formally for sale, but it is possible that owners of troubled buildings may be open to purchase offers or other kinds of help."

Included in the latest additions to the register is Spalding Railway Cottage (Station House) in King's Road, Spalding, believed to have been built in 1882 as part of the expansion of the town's station during the opening of the Great Eastern & Great Northern Joint Railway to house senior station staff, and previously known as Stepping Stone Villa. Experts say it is an unusually large example of the type of house built by the GNR. It was last occupied by BT staff

A plan to demolish the building – which has a sign fixed outside warning of asbestos content – and replace it with flats was opposed by the Spalding and District Civic Society and refused by South Holland District Council over fears that the town would lose a heritage asset, especially as it contains several original features. The council has now acquired it for conversion into social housing, with permission granted for six flats, although work has not yet started.

Also added is the Northam Railway Bridge in Southampton. Distinctive and locally appreciated for its history, this 1908-built two-carriageway iron road bridge over the main line is under threat due to a road improvement scheme that would see it replaced with a four lane road.

"It seems highly likely that this vestige of Southampton's industrial past is destined to be obliterated," said SAVE.

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In the chilly darkness of the early morning, an OL49 2-6-2 hurries the 6.02am Wolsztyn to Leszno service across a remote level crossing on November 3, 2022. This service would prove to be the last return steam working of the Wolsztyn Experience era, following the recent death of its founder, Howard Jones OBE, on June 25, as reported in issue 308. AARON TELFER

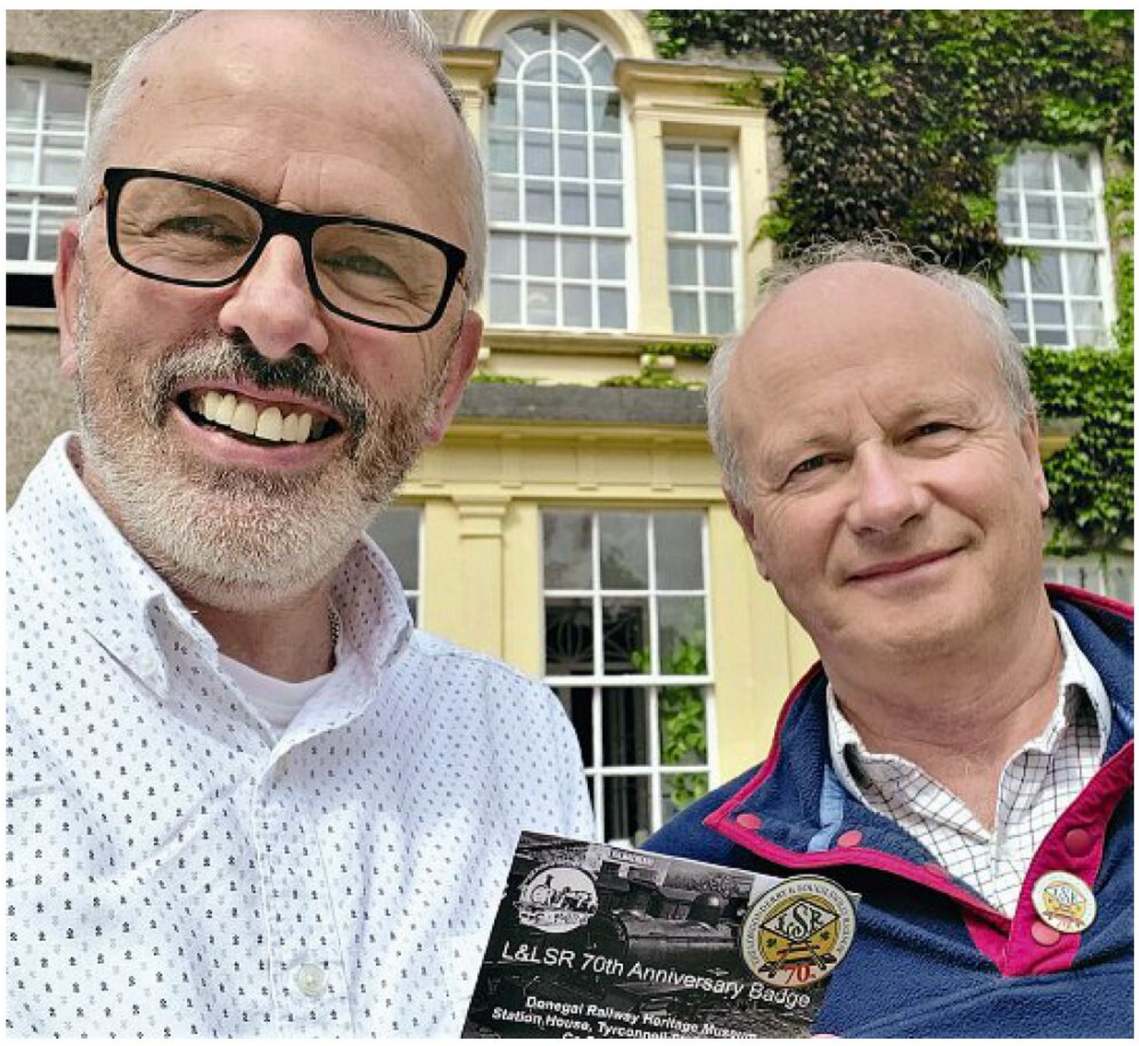
Unique badge issue marks 70 years since Swilly railway closed for good

By Hugh Dougherty

A SPECIAL badge has been issued by Donegal Railway Heritage Centre to mark the 70th anniversary of the closure of the Londonderry & Lough Swilly Railway on August 8, 1953. Taking the diamond-shaped LSR monogram carried on locomotives and company lorries, and tweaking it with the addition of a length of track and the number 70, has resulted in a unique souvenir of the closure of the railway which dated from 1853, with the company staying in business until its last bus ran in April 2014.

Fittingly, the first badge, which retails at 8 Euro and comes on a card carrying a picture of the railway in action and a potted history of the line, was presented by centre manager Niall McCaughan to Sir Anthony McFarland, the grandson of Sir John McFarland, who was chairman of the railway company from 1896 to 1917. Sir Anthony is the son of the late Sir Basil McFarland, chairman from 1944 to 1981.

Niall said: "We wanted to bring out an item that would mark the anniversary of the closure of what was a major railway in Donegal, which was once standard gauge, converted to narrow gauge, owned steamers on Lough Swilly, and operated buses until as recently as 2014. The centre has established a fruitful link with Sir Anthony, whose family had such a great influence on the operation and development of the Londonderry & Lough Swilly Railway Company for many years."



Above: Niall McCaughan (left) presents Sir Anthony McFarland with the first Londonderry & Lough Swilly Railway 70 badge. DRHC

Sir Anthony added: "I am delighted to be the first to receive this unique Lough Swilly Railway badge. The railway museum plays a key role in providing the heritage and tourism offering of County Donegal, and I wish the centre well in all its ambitious plans which this badge helps support."

Visit http://donegalrailway.com/



The badge incorporates the LSR monogram once carried by locomotives and lorries. DRHC

Fresh call for Oswestry main line revival

A RENEWED demand for the Government to do more to restore regular main line passenger services to Oswestry has been made by North Shropshire MP Helen Morgan.

Cambrian Heritage Railways, which owns the line from the town (population 17,509 at the 2021 census) to the main line at Gobowen station was one of the 13 successful applicants in the third round of the Department for Transport's Restoring Your Railway-Ideas Fund. It commissioned consultants Stantec UK Ltd and Allan Rail to develop the strategic outline business case for the route from Oswestry's Grade II-listed station and the Robert Jones & Agnes Hunt Orthopaedic Hospital to Gobowen. The resulting outline business case was submitted to the Government last September, but no decision has yet been announced, despite one being promised by the spring of this year. Residents are unhappy with having to catch buses to Gobowen to then catch trains.

The Liberal Democrat MP said: "There are few towns the size of Oswestry with such poor public transport links. Oswestry Railway Station has not been open since 1966.

"It's time to get the wheels turning and make the project happen. I've been in touch with the Secretary of State for Transport and Transport for Wales over making the plans viable and will campaign to get residents involved and show our decision-makers how important a link to the main line would be for Oswestrians."

It is envisaged that revised services of the line would use light rail units like those on the Stourbridge branch.

Somerset trust shunter sale

THE Somerset & Dorset Railway Trust has formally listed its two diesel shunters for sale.

One of only two survivors of its kind, Andrew Barclay 0-4-0DM No. 349 was built for ROF Puriton, while Ruston & Hornsby 88DS 4WDM No. 210479 started off working for the Air Ministry at Sealand in Flintshire. Offers of interest can be made by emailing info@sdrt.org

ELECTRIC DREAMS

Two decades after the steam railway opened between Douglas and Peel on the Isle of Man, another line appeared – which has also gone on to cement itself in the island's rail history story. This year's Transport Festival therefore marked the 130th anniversary of the Manx Electric Railway, the oldest electric tramline in the world still using its original rolling stock, as **Owen Hayward** observed.

By the 1880s, the Isle of Man was well and truly gripped by the tourist industry, with accommodation in Douglas rapidly filling with those travelling across the Irish Sea to enjoy what the island had to offer. To meet the demand, a Glaswegian banker, Alexander Bruce, and civil engineer Frederick Saunderson turned their attention to building a largescale housing development north of Douglas, for which plans were drawn and submitted to the Tynwald (Manx Parliament) in 1889. Preliminary approval was given in 1892 but came with the condition that a road was to be constructed for access, later being updated to also include an accompanying tramway to be 'operated by animal, steam, electric, or any other power'.

A neighbouring estate had plans to open up Groudle Glen as a tourist attraction and so little time was wasted in purchasing the required land to enable the railway to run to its entrance also.

The Douglas Bay Estate Ltd was formed with the intention of building the road and railway to Groudle with an electric plant to be constructed at Port-E-Vada (now more commonly known as Derby Castle) to power the tramline. Work commenced in the spring of 1893 and focused primarily on the railway, save for ensuring it was kept level but separate from the road. Built as a single line initially, provision for double track was made right from the off. As with the IOM Railway's lines out of Douglas to Peel and Port Erin, the 'Manx Standard Gauge' of 3ft was used throughout.

Derby 'Castle'?

To serve the new line, a depot was required and this too was constructed at Port-E-Vada Creek, just slightly further along from the Douglas Bay Horse Tramway depot. Its original set-up was a three-road building to house nine tramcars, with pits and an adjoining workshop. Known by the name Derby Castle, that may cause some head-scratching as there is no actual 'castle' present; the name came from the adjoining site that was once home to the island's rulers, the Earls of Derby, which was extended to form an entertainment complex of that same name. It was demolished and replaced by the ill-fated Summerland complex in 1968, which caught fire in August 1973. The remains of the replacement structure (which closed in

On July 24, G. F. Milne Crossbench cars Nos. 14 and 16 climb away from Douglas during a morning parallel run to Groudle Glen.



1906-built Crossbench No. 32 brings trailer No. 62 past the Derby Castle depot. The two vehicles are turned out in the Nationalisation MER corporate green and white livery from 1957, a scheme that proved unpopular from the off and was later dropped.



Ratchet car No. 14 arrives at Dhoon Glen. While most of the railway's motor cars used on passenger workings were converted to have air brakes fitted, the trailers remain unfitted to this day. Motor cars used for staff workings were also not converted, retaining just their ratchet brakes. Built in 1898, Car No. 14 was restored in 2018 as an example of one of these and does carry passengers on occasion.



On July 27, tunnel car No.6 worked a freight tour special that saw the recently restored trailer No. 26 re-enter service. The combination is seen passing Ballellin tramstop on the route back to Douglas. ANTONY CHRISTIE

2004) survive to this day, with full demolition unlikely for fear their removal may cause the adjacent cliff to collapse.

Nevertheless, by August 1893 the first of the tramcars and trailers had arrived, though initial teething troubles meant the first tram did not actually make it to Groudle until the 26th of that month. Free rides were offered to an excited public keen to sample this new form of traction on the island.

The regular service started on September 7 but the season only lasted 17 days before it closed for the winter. In that time though, somewhere in the region of 20,000 passengers were carried!

Bruce only saw this as the beginning of something much bigger, with sights set on extending to Laxey; again, the proposal was approved by Tynwald with conditions, namely that maximum gradient would not exceed 1-in-20, with speed restrictions on tramway running and over crossings. The line would also be required to carry freight and mail. In November 1893, it gave the approval and the necessary compulsory purchase powers to complete the route. Construction commenced in February the following year, which saw the line between Douglas and Groudle gain its second track.

Inspections of the new extension took place on July 27, 1894, with the formal opening happening the following afternoon – and Laxey established itself on the map. The original terminus station was built opposite to where today's car shed stands, however, those wishing to visit the village, the Laxey Wheel beyond, and transfer to the Snaefell Mountain Railway (from 1895) had to do so by alighting and continuing on foot down into the valley and back up the other side... certainly not ideal when the weather was inclement. The site of the modern-day Laxey station was, at the time, owned by the church, which refused to sell the necessary land as the parishioners were initially unsure what it would bring to the town. The tramway also ran a Sunday service to which it was also adverse.

Now operating as the IOM Tramway & Electric Power Company, with the horse tramway, Snaefell Mountain, and Upper Douglas Cable Tramway also under its



Freight was just as vital to the MER operation as passengers. Built in 1894, No. 4 served to carry mail and was the second item of covered stock acquired by the tramway.



Formerly vestibuled saloon No. 10, in 1910 the tram was converted for goods use as trailer No. 26.



Another example of a repurposed trailer, No. 52 was built in 1893 as an open but saw benches removed during winter months for use as a permanent way trailer. It was fully converted to flatbed use in 1951 and is now used as a 'tower car' for servicing overhead wires and poles.



Tours of Derby Castle and Laxey car sheds allowed for rare opportunities to see long-stored items of the MER fleet, such as freight locomotive No. 23. Once a steeple cab design, it was rebuilt in the 1920s to a central cab being sandwiched by open wagon bodies.

control, revenue was good and thoughts turned to extending further to Ramsey. A London--based firm had lodged a proposal in April 1896 to open a Laxey to Ramsey line, which was withdrawn after being counter-petitioned by the IOMT&EPC, its own proposal then gaining approval in May 1897. Construction began that November and was aided by three steam locomotives borrowed from the Manx Northern and Isle of Man railway companies.

Ambitions with consequences

To link the Ramsey extension to the original line and thus create a full through route, the company needed to purchase the church land and agreed to pay whatever sum was demanded to do so. The impressive curved Glen Roy viaduct was constructed over the valley carrying the existing tramway, which by then had extended by 150 yards to just short of where the viaduct begins, into the village to link with the extension on the other side.

Although this meant it finally got its desired station in the heart of Laxey, creating a direct interchange between the two tramways and following a route that avoided the mine workings, it and the rapid construction of the extension did stretch the company finances to the point of being a whopping £150,000 in debt (equivalent to almost £25 million today, according to the CPI inflation calculator), loans having been taken out from Dumbells Bank by Bruce to pay for the work and which later saw the company secretary resign in January 1899, fearing the worst. Dumbells was underwritten by Parr's Bank of England, which, in February 1900, foreclosed on the loan that in turn led to the collapse of Dumbells. This led to disastrous results for both the island and IOMT&EPC (including stagnation of trade, wages going unpaid, and a domino effect of further businesses going bankrupt), for which Bruce was largely held to blame. A warrant was issued for his arrest, with the one-time hero of the island dying that September, departing un-mourned.

Liquidation was enforced and an order for sale made in July 1901, tendering opening that September. An offer of £225,000 was made by the British Electric Traction Company to purchase all lines but was turned down, with a subsequent offer of £50,000 from Douglas Corporation for the horse and cable tramways approved.

The electric tramway did not receive a bid until January 1902, which came from a merchant banker on behalf of a Manchester-based syndicate. An agreement and final settlement for the £250,000 deal was made in September, with the Manx Electric Railway Company being incorporated on November 1, 1902.

The new owners recognised the value of Laxey as a tourist destination and identified a need for a car shed to be present there to enable trams to start and terminate to meet demand. Built in 1904, it would stable trams ready for service at a moment's notice during the summer, and see use for maintenance over the winter months.



The week-long transport festival commenced on July 23 with a parallel run of the MER's original unvestibuled saloons Nos. 1 and 2, the former holding the record for the oldest operating electric tramcar still operating on its original line.



Those seeking unusual haulage on the MER enjoyed a rare trip behind No. 34 *Maria*, a diesel-electric locomotive normally used on permanent way and engineering trains. It is also the only item of stock to have operated across the four IOM government-owned railways.



On July 27, the Snaefell Mountain Railway's two Wickham engineering vehicles were on show at Laxey. Nats 4 (left) was built in 1991 for the National Air Traffic Services, while No. 10956 retains the more conventional Wickham Trolley appearance. Both are used for engineering purposes on the mountain line. Passing behind is No. 22, which was offering rides to the car shed tours.

Unfortunately, in April 1930 the original wooden car shed caught fire, destroying both it and the majority of its contents, including many freshly repainted trams and trailers. Four motor cars, seven trailers, three tower wagons and one open wagon succumbed to the blaze in what is the only major loss of rolling stock that the MER has ever encountered, with just crossbench trailer No. 60 surviving after being pushed outside prior to the flames taking full hold of the shed.

The company never had a chance to financially recover. Passenger numbers had started to drop during the war years, though did start to climb again in the late 1930s. However, the same year as the fire also saw much of the Laxey area flood during a storm, resulting in the MER's power station weir diverting the course of the river onto the Glen Road, leading to substantial damage within the village. The resulting lawsuits almost crippled the company, and the close proximity of the insurance claims affected what the railway could replace from the fire. A new shed was erected, but only three new trailers were ordered, built to the same style as those that had come before.

After World War Two passenger numbers dropped again, with the MER directors notifying Tynwald in 1955 that operations would have to cease after the 1956 season as they readied to sell the MER and Sneafell lines. Tynwald and MER directors met in 1956 and the railway was set to be sold for £50,000 – just about its scrap value. The railways were nationalised and heavy investment began to replace the worn rails; services to Ramsey were suspended in 1975 after the MER lost a contract to transport mail, though passenger services were reinstated in 1977 after much public protest.

The 'Centenary of Electric Traction' celebrations in 1979 was a strong year for the MER and saw the opening of a museum at Ramsey, the restoration of some of the historic fleet, and a cavalcade of all operational vehicles at Laxey. The railway continued with a year-round service right up until 1998, when it changed over to seasonal operation.

The Ramsey section was temporarily closed again in 2008 after the track was found to have critical failings and further investment was required to rectify this, the line reopening once more in 2009.

Festival fun today

Alongside those services operating on the steam railway (as featured last issue), the MER also offered an array of interesting services and opportunities during the July 23-30 transport festival.

Day one commenced with a nod to the opening day 130 years ago, with the line's original G. F. Milnes unvestibuled saloon cars Nos. 1 and 2. Both vehicles dating back to 1893, No. 1 also holds the Guinness World Record for being the oldest operating electric tramcar in the world still operating on its original line. Both trams have been repainted into their original livery, and carried out a parallel run along that first section of line from Derby Castle to Groudle Glen.

The day also saw the relaunch into service of another Milnes vehicle, trailer No. 19 (which was renumbered as 36 in 1898). MER volunteers have restored it back into original condition, and its departure from Derby Castle was behind tunnel car No. 7 – marking its first working in more than 50 years.

Another 'first' was that of No. 34 *Maria*, a 1995-built diesel-electric Bo-Bo with a loose resemblance to Snaefell's No. 7, a goods locomotive that transported coal to the mountain line's power stations. It first operated on the SMR in 1996 but was stored after 1998, moving to the MER in 2003 for a rebuild and put to work as a dedicated works car there. Over the ensuing years it has also appeared on the Douglas to Port Erin steam railway route and also the Douglas Bay Horse Tramway (evidence on how it was moved on to the latter remains evident in the tarmac at Derby Castle) and therefore it is the only item of rolling stock to have operated across all four of the Manx Government-owned

Tunnel Car No. 7 climbs away from Laxey with a Ramsey-bound service on July 24.

railways. Its last passenger working was in 2010, so it was in high demand from 'gricers' for the trips on which it appeared.

Tours of the Derby Castle and Laxey car sheds allowed for a glimpse behind the scenes at some of the historic vehicles kept away from normal public view; almost all of the vehicles acquired over the last 13 decades have survived (except those destroyed by fire in 1930), with stock apparently protected under Manx law and export off the island requiring a licence from the treasurery and Manx National Heritage under the 'control of cultural goods'. Laxey, in particular, therefore houses several vehicles that are either stored out of use or part way through restoration.

One vehicle slumbering there is freight locomotive No. 23, the only 'true' Manx locomotive – being the only one to have been built on the island at Derby Castle. Originally a steeple cab locomotive built to help handle freight such stone traffic from the quarries, it lost its grip and the brakes failed when working a stone train that resulted in it leaving the tracks (at an estimated 60mph) and plummeting off a sharp bend down towards Laxey Bay, coming to rest in a field. The cab survived and some other components were salvaged, and No. 23 was rebuilt with the cab instead being mounted between two open bodies on one frame.

It was withdrawn in 1944 and restored for museum display in 1978. Return to operational condition came in 1983, though that was short-lived, returning to museum display again until 1991. It returned to service briefly again in 1993 for the MER centenary year in 1993 but has remained stored ever since.

The importance of freight to the MER was represented by the recently restored trailer No. 26, which was made by converting vestibuled saloon car No. 10 of 1918, as well as the 1894 Milnes-built mail van, with special tours across the whole of the MER offering photographic stops at strategic locations.

All available trams and trailers were in use throughout the week-long event, with an array of different liveries representing those as built right through to that applied at Nationalisation.

The MER history is considered very carefully when it comes to selecting vehicles to restore and the liveries to turn them out in. Operational needs are not the sole basis for choice as particular care is given to ensuring that as much of the history as possible is represented in the fleet – an aspect that surely plays to the railway's strength.

The highlight of the week was most certainly the SMR and MER cavalcade at Laxey on July 29, for which you might have thought much of the island's population was attending to witness. All operating trams paraded in numerical order with trailers, and commentary offering an insight to their histories before each one returned to service.

For the variety on offer, the MER is quite the tram enthusiast's paradise, and along with all the other lines, the island offers can certainly fill a holiday there. They are also exceedingly affordable – a GoExplore card valid on all of these, plus the bus network, can be bought to cover one, three, five and seven days; the latter costs £56 for an adult – particularly reasonable when considering a day rover on many heritage lines now costs in the region of £25-£30 or more. HR



A parade of trams, headed by saloon No. 1, lined up on the Laxey Washfloor ahead of the cavalcade on July 29.



Crossbench open No. 16 rounds the cape at Dhoon with special saloon trailer No. 59, which famously carried King Edward VII and Queen Alexandra from Derby Castle to Walpole Drive on August 25, 1902.



Tunnel car No. 19 crosses the Glen Roy viaduct after departing Laxey for Douglas. The impressive structure was vital in the railway gaining access to Laxey, but also played its part in the company's eventual administration in 1900.

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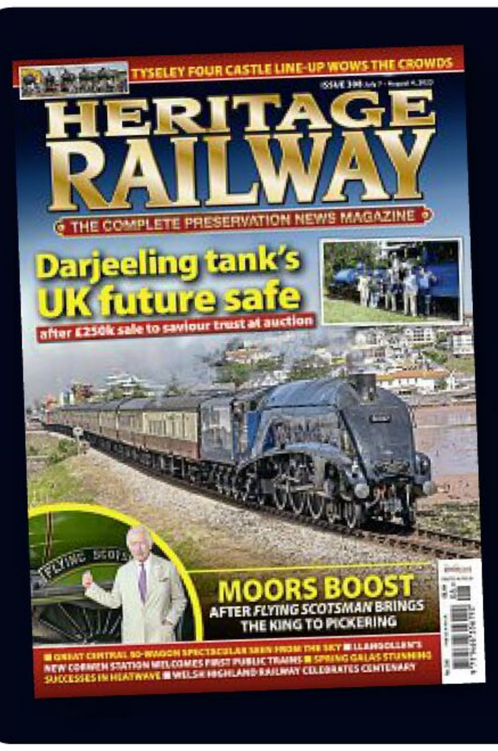
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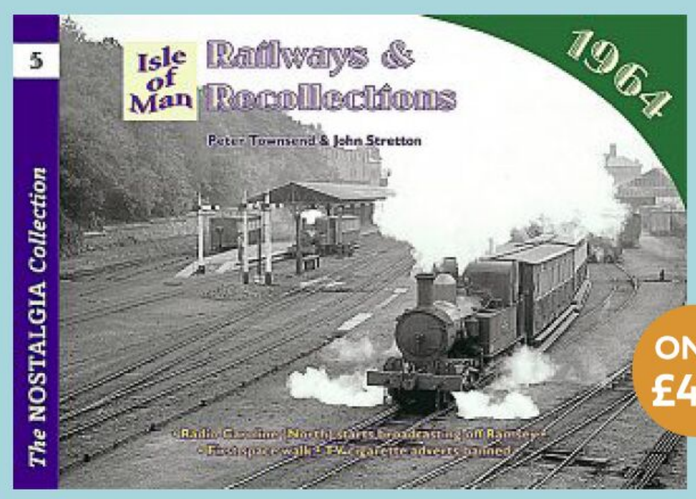
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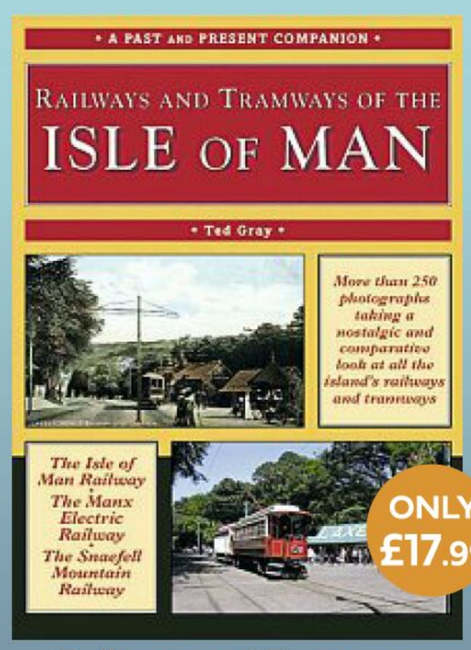
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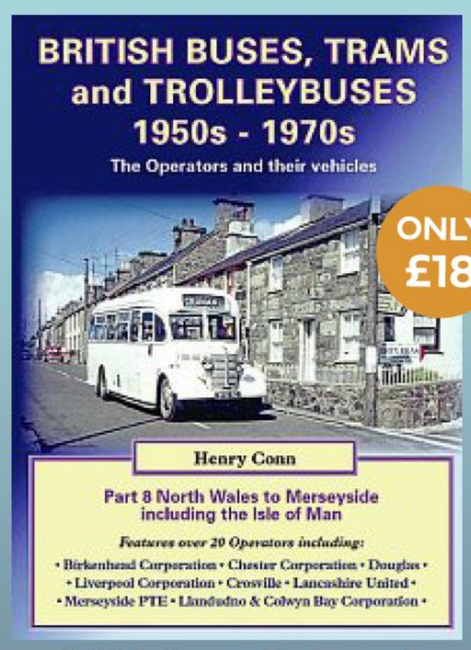
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HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

As part of the Isle of Man Transport Festival week, which ran on July 23-30, the steam railway recreated some of the scenes from its 150-year history. On July 27, Beyer Peacock 2-4-0T pair Nos. 4 *Loch* (built in 1874) and 11 *Maitland* (built 1905) double-head an 11-coach train along the coastline at Keristal. 'Boat Trains' of this length were often seen in the 1940s, 1950s and 1960s to cope with the extra demand from tourists arriving on the island, with services often double-headed or banked. The saloon coaches, which are normally reserved for use on dining trains, were joined to regular service stock, thus offering a rare chance to ride aboard these carriages. Keristal is a popular location for those photographing the steam trains, but this might be the first time the line here has been captured in this manner by drone. OWEN HAYWARD

Flying Scotsman misses trip with cylinder wear issue...

...but will visit to Doncaster birthplace in November

By Robin Jones and Owen Hayward

THE Railway Touring Company's return trip from York to Carlisle on August 6 was cancelled after a problem was found with A3 Pacific No. 60103 *Flying Scotsman*.

Stuart Gray from the locomotive's custodian, Riley & Son (E), said: "During scheduled maintenance at the National Railway Museum in York following *Flying Scotsman*'s last trip, some premature excessive wear has been discovered in the locomotive's cylinders. While the cause is under investigation, rectification work has already begun.

"Unfortunately, the repairs were not completed in time for the locomotive's booked tour on August 6." He said that working closely with suppliers to expedite the required parts, Riley's had the locomotive back in service in time for its eagerly-awaited visit to the Bluebell Railway.

The repair took three weeks, with the A3 having arrived at the Bluebell as we closed for press (Headline News page 7). The visit was scheduled to last from August 23 to September 3.

Worth waiting for

Bluebell plc chairman Paul Churchman said: "This is a much-anticipated visit. An overhaul led to the cancellation of its programmed visit to the Bluebell in 2022, with many disappointed ticketholders choosing to keep their bookings and wait more than a year to experience this giant of steam.

"This will not be *Flying Scotsman*'s first visit to the Bluebell Railway. The last event in 2017 was a huge success, with people travelling from far and wide to glimpse the famous locomotive on Bluebell rails."

Flying Scotsman was booked to haul non-stop return services between Sheffield Park and East Grinstead on August 23-29, with all seats sold out.

Visitors were also be able to see the locomotive on static display at Sheffield Park from August 30 to September 3. Tickets for footplate viewings were available at www.bluebell-railway.com/flying-scotsman-2023/

> "I am delighted that we can now announce this wonderful weekend event so more people in Doncaster can appreciate the magnificence and history of this world-famous locomotive."

Doncaster date

On November 11/12, the world's most famous locomotive will make an official visit to its Doncaster birthplace as an addition to its centenary year calendar to allow residents a chance to see No. 60103 in person.

When the 2023 itinerary was first announced by the NRM, a visit to the city was not present, other than passing through on some of the A3's scheduled railtour workings.

As reported in issue 305, the city's mayor, Coun Ros Jones, lobbied the NRM for a visit of the beloved locomotive there, approaching officials during *Scotsman*'s visit to Edinburgh Waverly in February, and she was promised that Doncaster would be added to the diary.

On August 8, it was announced that *Flying Scotsman* was indeed to



Having been postponed from the original date, the Railway Touring Company's 'Welsh Mountaineer' instead ran on August 1. Having visited Blaenau Ffestiniog, LMS 'Black Five' 4-6-0 No. 44932 works across the River Weaver on Frodsham viaduct. KARL HEATH

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The repair work on *Flying Scotsman* in the yard at the National Railway Museum in early August necessitated the removal of the smoke deflectors, rekindling its brief appearance in this form after 1959. ANTHONY COULLS/NRM

visit the place it began its journey 100 years ago. The locomotive will be stabled at the Freighliner Railport site, near the city centre, the host location.

Coun Jones said: "I am delighted that we can now announce this wonderful weekend event so more people in Doncaster can appreciate the magnificence and history of this world-famous locomotive.

"*Flying Scotsman* was built here and means a great deal to people whose relatives helped to design and construct it. It will be incredible to see it return home for an extended stay as part of its centenary year. Full details and tickets were to follow in due course.

"I want to thank the organisations who have made this event a reality, especially the NRM, Freightliner and locomotive engineers Riley & Son (E)."

NRM director Judith McNicol said: "*Flying Scotsman*'s centenary is a fantastic opportunity for the public to see it in person and share in the excitement of this special occasion. A visit to Doncaster, *Flying Scotsman*'s birthplace, is sure to be a highlight of the centenary calendar."

Freightliner Terminals managing director Nick Matthews added: "We are delighted to support this event, allowing the global railway icon *Flying Scotsman* to be on display."

The city is proud of its *Scotsman* connection and has been hosting its own events throughout the year to mark the A3's 100th anniversary, with a film created by the NRM being screened in local cinemas, exhibitions about the decade in which it was built, and even Scotsman-themed writing competitions.

A1 Trust pulls the plug on railtours remaining for 2023

THE A1 Steam Locomotive Trust has cancelled the remainder of its 21st Century Steam railtour programme for the rest of the year in the wake of the delayed completion of the overhaul of Peppercorn Pacific No. 60163 *Tornado*.

Trust chairman Steve Davies MBE said: "We have worked tirelessly to provide a replacement for *Tornado* to cover the dates we had committed to this summer and early autumn.

"Unfortunately, it is not just that challenge that we have faced as we have endeavoured to resource carriages, a Train Operating Company to provide not only the advanced planning, but crucially drivers, firemen and guards for the dates, and catering staff and supplies as well. We have even faced late notice engineering works on 'The Welsh Marches' train.

"We have tried every avenue, with much support from the supply chain, which wished to help us, but this has proved to be too big a challenge to overcome and we are beyond disappointed to need to cancel so many tours.

"Not only is it heart-breaking to let down our valued passengers, but it also hits this income stream that we rely on as a charity. All passengers have been contacted directly and refunds will be issued in the coming days.

Back in 2024

"Alone, 'The Yorkshire Pullman' will be rescheduled in 2024, and the date for this will be confirmed shortly. Simply put, this particular train cannot run without *Tornado*, and so must be put back into next year. We hope that many passengers will stick with us as we intend to deliver the ultimate day out to Harrogate! We will also reschedule our visits to Dartmouth and the Welsh Marches in 2024 as well."

***Tornado*, he said, would be ready for test runs at the end of September and into October, with the boiler due to be painted in late August, when the frames will be ready to receive the wheels.**

"We are putting maximum effort into returning *Tornado* to the rails in short order," said Steve. "We remain optimistic that *Tornado* will run on heritage lines before the year is out, and will be available for third party hire through the late autumn and winter. Our railtours team is looking towards brighter days and is already compiling a busy programme to make up for lost earnings and allow more people to see and travel with the newly-refurbished *Tornado*.

"We thank all of our supporters for their continued patience and generosity through this prolonged period away from the rails. The whole team is 100% focused on delivering our much-loved locomotive back in top condition in the coming weeks."



'Jacobite' running again after ORR lifts prohibition notice

WEST Coast Railways' daily summer 'Jacobite' service over the West Highland Extension has resumed operations after the Office of Rail and Roads lifted a prohibition notice.

As reported last issue, the notice was issued on July 15, six days after ORR inspectors found issues with the hinged doors on the Mk.1 carriages, and led to the service – a major contributor to the local tourist economy – being called at the start of the peak summer season.

A subsequent ORR inspection of West Coast's proposed safety arrangements for the 'Jacobite' on August 8 and a new temporary exemption certificate was issued to allow it to restart and continue until November 30.

An ORR statement said "This exemption certificate is required for all train operators which want to use hinged door carriages without central door locking fitted. West Coast's exemption certificate is granted for a time-bound period from August 8 to November 30 to enable it to honour bookings, and it reflects the interests of its employees while its claim for judicial review is determined."

Permission has been given to West Coast for a review into the ORR's previous refusal to grant a further period of exemption from regulation five of the Railway Safety Regulations 1999, relating to the fitting of secondary carriage door locking systems to Mk.1 coaches. The review may be heard towards the end of November.

Meanwhile, Network Rail has applied for listed building consent to Highland Council to carry out temporary repairs on Glenfinnan Viaduct.

Work is required on cracking above one of the concrete arches, and a temporary brace will be installed in the area. The repairs will involve securing a metal bracket on the parapet (side wall) on the north (inland facing) side of the viaduct, which will minimise the visual impact of the repair on the structure for visitors to the locality, many of whom are enticed by its appearance in the Harry Potter movies and come from all over the world to see and photograph it.

This solution will protect the iconic structure until full repairs are completed as part of a wider refurbishment programme on the 122-year-old viaduct.

The work will be delivered during a series of night shifts and will not disrupt services.

Alan Ross, director of engineering and asset management for Scotland's Railway, explained: "We explored a range of options to address the repair and the bracket we will install offers the best technical and visual solution that can be delivered in a way that will not disrupt passenger services on the line."

➜ To book seats on the 'Jacobite' this 2023 season, head online to https://westcoastrailways.co.uk/book/jacobite/steam-train-trip

Steam Dreams London tours a stunning summer success

By John Titlow

STEAM Dreams is set to repeat its summer season of excursions from London in 2024 after this year's programme was hailed a success.

On August 8, the schedule started with the morning diesel-hauled empty coaching stock working behind Class 47 D1935 *Roger Hosking MA 1925-2013* from Southall Locomotive Services depot at 8am. It ran early but arrived at Victoria at 9.41pm, one minute down.

The 'Garden of England' lunchtime steam special started off from Victoria on the route of the South Eastern & Chatham Railway behind BR 7P Pacific No. 70000 *Britannia,* leaving two minutes late at 10.04am. After crossing the Thames on Grosvenor Bridge, it joined a short section of the London Brighton & South Coast railway near Brixton to Nunhead, then continued on the SECR for the rest of the journey via Faversham to Dover Priory, arriving three minutes early.

Departure from Dover was one minute late at 1.04pm, but after the scheduled stop at Paddock Wood time slipped on departure to 17 minutes late at 2.29pm. Time was made up with some swift running, the No. 70000 reaching a top speed of 75mph between Tonbridge and Orpington. Arrival at Victoria was five minutes late at 3.22pm.

A crew change took place at Victoria before the train was diesel-hauled to Battersea Loop via Stewarts Lane, arriving 11 minutes early at 4.05pm. The full train was cleaned and prepared for the evening 'Sunset Steam Express' in the 90-minute break before returning to Victoria at 6pm six minutes late.

The 'Sunset' left Victoria behind the diesel with steam at the rear on time at 6.15pm; after crossing the Thames, it is a complicated route through London before going under the LSWR and LBSCR lines to join the West London Extension Joint line to Kensington Olympia. Here, steam takes control for the run to Clapham Junction, then joining the LSWR for a run to Chertsey via the Hounslow Loop. Chertsey arrival was two minutes down at 7.47pm and departure 8.06pm, nine minutes late. Return to Victoria was three minutes late at 10.04pm.

The day was not finished for the crew because after waiting at Victoria for nearly an hour, the train left at 10.47pm to return to Southall at midnight.

This trip is a well-organised day that fits in with the huge number of movements in and out of Victoria. It is yet to be confirmed, but Steam Dreams was expecting to run these popular 'Garden of England' and 'Sunset Steam Express' tours again in the summer of 2024.



BR Standard 7P Pacific No. 70000 arrives at Platform 2 at London Victoria with Steam Dreams' morning 'Garden of England' lunchtime tour on August 8. JOHN TITLOW

Fifth offering for Hastings Diesels DEMU journey goes up the ECML

HASTINGS Diesels has planned its fifth tour of the year on Saturday, September 2, which will see the DEMU No. 1001 venture north to Cambridge and Ely.

Starting from Hastings and heading north up the Hastings Line to Tonbridge, the excursion will pick up further passengers at Bromley South and Kensington Olympia before running non-stop up the East Coast Main Line to Hitchin. From here, the tour is planned to take the Cambridge branch to Cambridge and will set down any passengers wanting to explore the city. Provisional timings show that passengers will have five-and-a-half hours in Cambridge, while those who opt to remain on the train will travel to Ely for about four-and-a-half hours in the city before returning to Cambridge. From Cambridge, the DEMU will return to London by a different route, this time taking the Liverpool Street Line via Bishop's Stortford and then setting down passengers en route back to Hastings.

Seats are offered in first or standard class, with a buffet counter on the train and table service available in first class.

Seats were still available as this issue of *Heritage Railway* magazine closed for press, but the recent announcement of proposed strike action on the date of the tour may result in cancellation or rescheduling to another day. Passengers were advised to check with the tour operator for updates.

To book, visit www.hastingsdiesels.co.uk

Pre-order Issue 311: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



LNER A4 Pacific heads past Starcross with Saphos Trains 'English Riviera Express' from Poole to Kingswear on August 12, with steam coming on at Taunton. STUART APPLEBY

Christmas bookings rounding off a successful year

FOUR further Steam Dreams journeys take place in September, with all selling well. September 10 sees a morning and evening trip from Paddington to Chichester and return, with a separate afternoon tour from Chichester around the Sussex coast, with B1 4-6-0 No. 61306 *Mayflower* rostered to be motive power.

Bulleid Westy Country light Pacific No. 34046 *Braunton* is listed in for September 16 from Paddington to Cardiff, while BR 7P Paficic No. 70000 *Britannia* should be up front on the sold-out tour from Shoeburyness to York on September 23 and also motive power for the Victoria to Bath run via the Surrey Hills on September 27.

Expressions of interest were steadily coming for the 'Welsh Dragon' tour to North Wales on September 14-18, 2024. The programme is still being finalised and bookings will open soon.

All plans are now in place for the run-up to Christmas, starting on November 18 with a King's Cross to York for the Christmas market behind *Britannia*.

November 23 sees a tour depart from London to Edinburgh for a four-day visit to Scotland. Departing King's Cross at 9am, it is diesel-hauled to York, where LNER 4-6-2 No. 60007 *Sir Nigel Gresley* takes over for a run to the Scottish capital for the Christmas market. Return to King's Cross is at 9pm on September 26.

On November 25, the A4 will haul a circular trip from Edinburgh Waverley at 11am over the Forth Bridge into Fife to Kirkcaldy, returning at 3.30pm. The return is via Dunfermline and a freight-only route that follows along the Forth estuary past Culross and Alloa, then via the reopened route to Stirling before looping round the Western end of the estuary on the return to Edinburgh.

Two tours take place in one week to Bath for its award-winning Christmas market. The November 28 trip starts at London Victoria at 8.45am, returning at 9.25pm, and picking up at Wimbledon and Woking before routing via Salisbury, and will be steam-hauled throughout. Nearly four hours are allowed in Bath.

On December 1, the journey starts at Bury St Edmunds at 7am, returning at 11.25pm, picking up at Ipswich and Colchester. It is diesel-hauled between Bury St Edmonds and West London, where steam takes over for the run via Reading and the Thames Valley before following the Kennet Valley past Newbury and Westbury. No. 70000 is expected to be in charge of both trains.

To round off Steam Dreams' busy and successful year under new ownership, its final tour is on December 8 to Winchester. Steam-hauled, it departs Shoeburyness at 8.45am, returning 9.50pm. Collecting stations are Southend Central, Leigh-on-Sea and Barking. B1 4-6-0 No. 61306 *Mayflower* will be in charge and will be exchanged in West London for the final return to Shoeburyness.

The full 2024 programme is expected to open in the autumn.

Branch Line Society offers two-in-one tours on HSTs for this September

By Tim Hobman

THE Branch Line Society is offering customers two tours with the same traction on Tuesday, September 26.

Under the title 'Pines Express', the first offering gives passengers the opportunity to travel in the Mk.3 coaching stock of a Cross Country High Speed Train prior to the company withdrawing them after more than 40 years of service.

Starting from Leeds, the excursion will pick up passengers at Wakefield Westgate, Sheffield, Derby, Burton upon Trent, Tamworth and Leamington Spa before passing Oxford and Didcot for the final pick-up at Reading.

After a reversal, the railtour is planned to head for Southampton Central via Basingstoke and then pass through Bournemouth and Poole, before arriving at Wareham to take the Swanage Railway past Norden, Corfe Castle and Harman's Cross, to arrive in Swanage just after midday.

Passengers on this tour will then have just over three hours in Swanage to explore the seaside town and the heritage railway.

In addition to the 'Pines Express', the BLS is offering a second tour from Swanage to Bournemouth and return under the title 'The Bournemouth Belle', starting from Swanage not long after the arrival of the 'Pines Express', travelling back along the heritage line and via Poole to Bournemouth. There will be only a brief pause of 10 minutes at Bournemouth before the return journey departs, but it will give those not on the earlier tour a chance to experience the HST and take in the sights of the Swanage Railway.

Once back at Swanage, there will be a short break before the HST leaves to resume the return journey of the 'Pines Express,' retuning to Leeds via the same route and setting down passengers along the way.

The 'Pines Express' was sold out, but there was still availability on 'The Bournemouth Belle.' For more details and to book, visit www.branchline.uk

Pathfinder finalises its 50th year through to Christmas

By John Titlow

THE trip was a sell-out – but Pathfinder Tours''Cornish Explorer' on September 2 has been postponed until October 14 due to industrial action taking place on the scheduled date.

The train will run as planned, apart from the fact that both Chippenham and Bath Spa pick-up/set downs will not be included as per the original itinerary due to lack of time within the new pathing.

The 'Pilgrim Centurion' on September 16 is also full, and on September 27, the 'Tees-Tyne Pullman', in association with our sister title *Railway Magazine,* is all set to run as planned.

Both steam tours – one on September 9 over Shap and returning via Ais Gill and the second on October 21 returning round the Cumbrian Coast – still have bookings available.

Four further tours have been added in the run-up to Christmas as Pathfinder finalises its programme for the rest of the year.

NYMR and more

On October 7, it explores the Yorkshire countryside, including a visit to the North Yorkshire Moors Railway, which should be at its best in the autumn colours.

The tour starts at Swindon at 6am, returning at 11.15pm, and picking up at Oxford, Banbury, Leamington Spa, Warwick Parkway and Dorridge. From there it is routed via Chesterfield, Sheffield and Rotherham. Various options are available: to visit York for six hours; alight at Malton to visit Castle Howard; stay on to Scarborough to visit the resort or a scenic coach journey to Whitby for a ride on the NYMR.

Just one tour takes place in November. Starting at Burton upon Trent at 6.40am on the 25th and returning 10.45pm, it heads to Winchester for the Christmas market, with options to visit Southampton and Salisbury. Pick-up stations are Tamworth, Birmingham New Street, Bromsgrove, Worcestershire Parkway, Cheltenham Spa, Cam & Dursley and Bristol Parkway, from where it takes the Great Western Main Line to Reading before heading south to Winchester for a four-hour break. It then heads to Southampton, where three hours are allowed to visit the city, and the final destination is Salisbury for a similar time.

Motive power throughout will be the Deltic Preservation Society's Class 5 No. 55009 *Alycidon,* fully capable of reaching speeds of 100mph.

A Class 33 pair will head the December 9 tour from Eastleigh to Shrewsbury and Chester, departing 6.30am and returning at 10.15pm. Pick-up stations are Southampton Central, Romsey, Salisbury, Warminster, Westbury, Trowbridge, Bath Spa and Filton Abbey Wood.

It takes the Severn Tunnel before traversing the Welsh Marches to Shrewsbury, where five hours is allowed to visit the city, or passengers can continue to Chester for about three hours there.

Pathfinder specialises in going off the beaten track, and for its final tour of the year on December 16, 'Festive Midland-lan' features a visit to the West Midlands freight lines. The tour's title is a reference to Ian Loveday, who devises and helps with many enthusiast excursions, often advising and assisting with access to heavily sought-after lines. There is some very rare track on this tour, the aim to cover as many freight lines, loops and locations as possible.

Fill up on goods loops

Daylight hours are reduced at this time of year, so the tour starts from Gloucester at 6.30am and finishes at 8.45pm, thus making a more sociable day out. Pick-up stations are Cheltenham Spa, Worcester Shrub Hill, Stourbridge Junction, Birmingham Snow Hill outward and Birmingham New Street on the return.

The route includes sidings, goods loops and the branch to Kineton MoD (Network Rail limit) either side of an hour's lunch break at Banbury before a return to Birmingham.

Then it is non-stop through Birmingham New Street station for more goods loops and reversal in the Wolverhampton Logistics Terminal before heading by way of Bescot to Stafford, where a reversal in the relief main platform allows traversal of the now little-used Oxley chord, and yet further goods loops before a final return to Birmingham New Street and the joining points of the morning.

The requested route will take in Kidderminster Down goods loop, Stourbridge Junction, Stourbridge Down goods loop, Rowley Regis Up goods loop, Birmingham Snow Hill, Up and Down Small Health goods, Caledonia Yard, Up and Down Small Heath Goods, Tyseley Up through siding, Dorridge Down goods loop, Leamington Spa, Fenny Compton Up goods loop, Banbury Down goods loop, Banbury (break), Fenny Compton, Kineton branch NR limit, Leamington Spa, Hatton Down goods loop, Dorridge Up and Down goods loop, Bordesley Down goods loop, Birmingham New Street (non-stop), Dudley Port Down goods, Wolverhampton logistics centre, Dudley Port, Dudley Port Up goods, Bescot Stadium, Bushbury Down goods loop, Stafford relief main platform, Oxley chord, Wolverhampton, Bescot Stadium, Bescot Down goods loop, Aston, Birmingham New Street, Rowley Regis Down goods loop, Stourbridge Junction, Worcester Shrub Hill, Cheltenham Spa and Gloucester.

The requested motive power is top-and-tailed Class 60s. Due to low class numbers in service, a Class 66 may be substituted on the day. This tour is already half full.

Visit pathfindertours.co.uk/day-tours/ for more information.



LMS Jubilee 4-6-0 No. 45699 *Galatea,* as scrapped sister No.45627 *Sierra Leone,* works West coast Railways' 'Dalesman' away from Ribblehead station and on to Carlisle on August 10. JOHN WOOLLEY



Running slow through Denmark Hill station behind a late Overground train, LMS Jubilee 4-6-0 No. 45596 at the head of the Railway Touring Company's 'The Kentish Belle' from London Victoria to Canterbury and return almost fits into the patch of welcome sunshine on August 8. JOHN TITLOW

Two seaside heritage railway offerings from RTC

By Tim Hobman

THE Railway Touring Company is giving customers the chance to visit two separate heritage railways behind LMS Jubilee 4-6-0 No 45596 *Bahamas*.

The first tour on Wednesday, September 13, under the title of 'The Swanage Belle', is, as the name suggests, a trip to the Swanage Railway. Starting from London Victoria, the excursion heads out of London to collect more passengers at Staines, Woking and Basingstoke. From here the train passes Worthing Junction, Winchester, Southampton, Bournemouth, and Poole, before arriving at Wareham to take the Swanage Railway to the seaside.

Passengers have just under three hours to explore Swanage before returning to London, where the train will be diesel-hauled from Swanage to Southampton. At Southampton, *Bahamas* will once again take charge of the train and then take a different route via Romsey, past Salisbury, to pick up the West of England Main Line at Laverstock North Junction. Continuing via Andover to Basingstoke for passengers to alight, further passengers will be set down at Woking and Staines en route back to London Victoria.

The second offering on Saturday, September 16 gives passengers the opportunity to visit the West Somerset Railway under the appropriate title of 'The West Somerset Steam Express'.

Again steam-hauled by No. 45596, after arriving at the WSR, *Bahamas* will be swapped for a locomotive from the home fleet to take the train on to Minehead.

Starting from Paddington, the tour heads west, picking up passengers at Slough and Reading, before taking the Berks & Hants Line to Newbury for the final passenger pick-up. Leaving Newbury, the train runs alongside the Kennet & Avon Canal and through the Vale of Pewsey to Taunton, before transferring to the WSR at Norton Fitzwarren.

Arriving at Bishops Lydeard for an engine change, passengers will then be conveyed to Minehead.

Customers are afforded two hours to explore the seaside resort before returning to London via the same route.

With both tours, tickets are available in premier dining, first class and standard class, with a discount for juniors.

For more details and to book, visit www.railwaytouring.net

'West Highland Pullman' excursions to Scotland are a triple sell-out success

THE Midland Pullman has offered three tours in recent months under the title of the 'West Highland Pullman', all of which have sold out quickly.

The first tour on Wednesday, August 16 was a day trip starting at Preston, with pick-ups at Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie and Carstairs. From here, the destination was Oban for a break of just over two hours. The route to Oban took the train to Glasgow and then onto the West Highland Line, with the stunning scenery of mountains and lochs.

The Midland Pullman has then given dates for two three-day tours between Saturday, September 9 and Monday, September 11 from Paignton, and between Saturday, October 7 and Monday, October 9 from Slough.

From Paignton, the first trip is planned to head towards Exeter and then Bristol, taking the line via Cheltenham north to Birmingham and picking up the West Coast Main Line to Glasgow. The tour from Slough is planned to head for Reading and Oxford, then on to Coventry, and again picking up the West Coast Main Line north.

Once in Scotland, each tour takes the same format over three days, with guests having the opportunity to travel over the entire West Highland Line.

The first day involves the section from Glasgow to Fort William, passing Loch Long and Loch Lomond, and then crossing Rannoch Moor. The second day will take passengers to Mallaig, passing Ben Nevis and crossing the famous Glenfinnan viaduct.

After a short break in Mallaig, the train returns to Fort William, arriving in the mid-afternoon for the rest of the day to be spent at leisure. The final day sees the train heading up the Great Glen with views of the Nevis Range, the Falls of Orchy and Loch Treig, before returning south for home.

Clun Castle trip to Chester in October

VINTAGE Trains is offering customers the chance to travel behind Great Western Railway Castle Class locomotive No. 7029 *Clun Castle* on Saturday, October 14, from Birmingham to Chester under the title of 'The Chester Venturer'.

Beginning at Coleshill Parkway, the tour is planned to pick up passengers at Tamworth High Level, Burton upon Trent, East Midlands Parkway, Leicester and Nuneaton, before taking the West Coast Mainline to Crewe.

From Crewe, No. 7029 will take the excursion to the final destination of Chester. There will then be three hours to explore the city while the train and locomotive are serviced, following which No. 7029 will return via the same route to Birmingham.



Bulleid Merchant Navy 4-6-2 No. 35018 *British India Line* stands at Carlisle with West Coast Railways' 'The Dalesman' from York on August 10, as a Class 43 HST powered infrastructure monitoring train passes by. EDDIE BOBROWSKI

Victorian Society in last-ditch plea to save Bedlington from wrecking ball

By Robin Jones

THE Victorian Society has urged Network Rail to rethink plans to demolish historic Bedlington station as part of plans to reopen part of the now freight-only Blyth & Tyne Railway system to passengers as the new Northumberland Line.

Northumberland County Council has approved plans to demolish the station's south building despite the society's strong objection and a 1000-strong signature petition from the local community.

The station was opened on August 3, 1850, and closed to both passengers and goods traffic on November 2, 1964.

Only four of the original 19 stations on the Blythe & Tyne Railway have survived. Of these, Bedlington station was subjected to less change than the others at Hartley, Hepscott and Morpeth, so more external features and internal spaces have survived.

Bedlington's north building, built in 1850, is a single-storey red brick building with a typically Victorian nod to classicism, featuring a blind gable roundel window, stone lintels, and cornice.

The c1895-1905 south building, which now faces demolition, is also single-storey red brick building in a style like the north building. It once housed the booking hall and waiting room, of which the two ticket windows, fireplace, roof lantern, and historic flooring survive.

The society's conservation advisor, Guy Newton, said: "The Victorian Society supports the reopening of this historic transport link. However, this doesn't require the destruction this important bit of local heritage. In a climate emergency we must try to reuse and recycling buildings such as this, following Historic England's guidance.

"The decision seems contrary to Network Rail's own policy on sustainability. The south building could be restored and used as a waiting room to shelter those using the railway on cold and wet days. This would ultimately make passengers more likely to use the reopened station assuring its success."

A Network Rail spokesman said: "The decision to demolish a building will only be done almost as a last resort but in some cases it's economically sensible."

The Northumberland Line will offer a half-hourly service between Newcastle and Ashington, stopping at Bedlington, Bebside, Newsham, Seaton Delaval and Northumberland Park. It was due to reopen in December but the target date has been pushed back to summer 2024.

➜ The society's plea came as it announced a new series of online talks exploring the lessons of today from 19th-century railway architecture: more details are at victoriansociety.org.uk



Bedlington station's late Victorian south buildings face demolition. JOHN BATEY

As previously reported, the society is also chairing the reformed Liverpool Street Station Campaign, which is campaigning to save Liverpool Street station and the former Great Eastern Hotel from destruction and disfigurement. The society is raising funds to cover the legal costs of a possible public inquiry into the plans for the London landmark.

Favourite journey to coastal gem destination returns with Midland Pullman

by Tim Hobman

THE Midland Pullman is offering customers two chances to visit Whitby in November with the popular 'The Whitby Jet' tour on board the luxury of the Midland Pullman HST set.

The first tour, on Tuesday, November 7, is planned to start from Ayr, picking up passengers at Troon, Kilmarnock, New Cumnock, Kirkconnel, Dumfries, Annan, Gretna Green, and Carlisle.

From Carlisle, the tour turns east, heading for Middlesborough and the Esk Valley Line to the final destination of Whitby. There will then be two hours to explore the town before the return trip.

On Saturday, November 11, the Midland Pullman is offering another chance to visit Whitby, but this time starting from Potters Bar.

Picking up passengers at Welwyn Garden City, Stevenage, Hitchin, St Neots, Huntingdon, Peterborough and Grantham, the train is planned to head north along the East Coast Main Line turning east to Middlesborough and on to Whitby. As before, there will be about two hours to explore before returning home.

Tickets are available for both tours for passengers to travel in Pullman Dining and First Class (non-dining).

For more details and to book, visit midlandpullman.com

Pre-order Issue 311: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

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

2 'The Cambridge Clipper'
Hastings, Ely and return.
DEMU: 1001

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

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

13 'The Swanage Belle'
London Victoria, Swanage and return. Diesel-hauled Swanage-Southampton (return only).
Locos: 45596 *Bahamas*. RTC

14 Flying Scotsman Steam Special
York, Edinburgh Waverley and return. Diesel-hauled on return journey.
Loco: 60103 *Flying Scotsman*. NB

16 'The Pilgrim Centurion'
Birmingham International, Plymouth and return.
Loco: 50007 *Hercules*, 50049 *Defiance*. PT



16 'The Coast to Coast Express'
Liverpool Lime Street, Scarborough and return. Diesel-hauled Milford Loop-Liverpool (return only).
Loco: TBA. RTC

16 'The West Somerset Steam Express'
London Paddington, Minehead and return.
Loco: 45596 *Bahamas*. RTC

16 Cardiff Excursion
London Paddington, Cardiff and return.
Loco: 34046 *Braunton*. SD

16 Settle & Carlisle Steam Special
Liverpool, Carlisle and return. Steam-hauled from Carnforth (outward) to Preston (return).
Loco: 34067 *Tangmere*. NB

22 Push-Pull Excursion (Day One)
Crewe to Edinburgh Waverley.
Loco: 47712 *Lady Diana Spencer* & Push-Pull stock. IC

23 'The Melton Pieman'
Birmingham New Street, Melton Mowbray and return.
Locos: 7029 *Clun Castle*, 37420. VT

23 Harringworth Lunchtime Shuttle
Melton Mowbray, Corby and return.
Locos: 7029 *Clun Castle*, 37420. VT

23 Push-Pull Excursion (Day Two)
Edinburgh Waverley, Inverness.
Loco: 47712 *Lady Diana Spencer* & Push-Pull stock. IC

23 York Excursion
Shoeburyness, York and return. Diesel hauled between Shoeburyness and Peterborough.
Loco: 70000 *Britannia*. SD

23 'The Bluebell Railway'
East Midlands Parkway, Sheffield Park and return.
Locos: GBRF Class 66 + 2x Class 73s TBA, E6040 *The Bluebell Railway*. UKRT

23 Settle & Carlisle Steam Special
Telford, Carlisle and return. Steam hauled from Carnforth (outward) to Preston (return).
Loco: 34067 *Tangmere*. NB

24 'The Royal Duchy'
Bristol Temple Meads, Par and return.
Loco: 45596 *Bahamas*. RTC

24 Push-Pull Excursion (Day 3)
Inverness, Edinbugh Waverley, Crewe,
Loco: 47712 *Lady Diana Spencer* & Push-Pull stock. IC

26 'Pines Express'
Leeds, Swanage and return.
Loco: HST TBA

26 'The Bournemouth Belle'
Swanage, Bournemouth and return.
Loco: HST TBA

27 'The Tees-Tyne Commemorative'
London King's Cross, Newcastle-upon-Tyne and return.
Loco: 55009 *Alycidon*. PT

27 Bath Excursion
London Victoria, Bath and return.
Loco: 70000 *Britannia*. SD

30 Castle from the Cross
Kings Cross, Lincoln and return.
Loco: 7029 *Clun Castle*. VT

30 'The Cumbrian Coast Express'
London Euston, Carlisle and return. Steam hauled Carlisle-Carnforth (return only).
Locos: Electric: Class 86 TBA, Steam: TBA. RTC

October

7 'The Yorkshire Explorer'
Swindon, Scarborough and return.
Locos: 2X WCR Class 47 TBA. PT

7 'The Cumbrian Mountain Express'
London Euston, Carlisle and return. Steam-hauled from between Carnforth (outward) and Preston (return).
Locos: Electric: Class 86 TBA, Steam: TBA. RTC

7 'The Highland Express'
Edinburgh Waverley, Inverness and return.
Loco: 60103 *Flying Scotsman*. RTC

8 Fife Circular
Circular tour from Fife.
Loco: 60103 *Flying Scotsman*. RTC

10 'The Aberdeen Flyer'
Edinburgh Waverley, Aberdeen and return.
Loco: 60103 *Flying Scotsman*. RTC

14 'The Hadrian'
Derby, Carlisle and return. Diesel-hauled between Derby (outward) and Darlington (return).
Loco: 60103 *Flying Scotsman*. RTC

Regular Tours

Daily 'The Jacobite'
Fort William, Mallaig and return.
Loco: LMS 'Black Five'. WCR

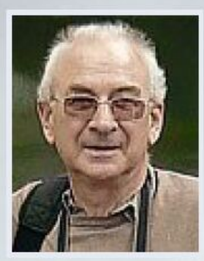
Above: Framed by the bridge arches, the Deltic Preservation Society's Class 55 No. 55009 *Alycidon* powers through Belper in Derbyshire with the late-running Pathfinder Tours' 'Capital Deltic Reprise' trip from Willington to King's Cross on July 29.
ROBERT FALCONER

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 takes a different approach to the subject, looking at the work of Bulleid West Country 4-6-2 No. 34070 *Manston* on the Swanage Railway, the West Somerset line and on the main line in 1960, plus a run behind 10¼in gauge Merchant Navy Pacific No. 35004 *Cunard White Star* on the Eastleigh Lakeside Railway.

WEST Country Pacific No. 34070 *Manston* had a varied life in its BR days. It was the last light Pacific to be numbered using Bulleid's unusual system, emerging from Brighton Works in November 1947 as No. 21C170. It was the last locomotive to be built by the Southern Railway before Nationalisation and was initially allocated to Ramsgate for duty on main line services to London. In common with the other Bulleid-numbered engines, it was given a conventional BR number, 34070, and in November 1949 was transferred to Stewarts Lane shed (73A) for work on the important Eastern Section train services to Folkestone and Dover, as well as the Central Section services to Brighton. I remember seeing it many times on the Eastern Section trains.

In June 1955 it was moved to Dover for use on the continental boat trains, including the night ferry, but I can only find one photo of it on such trains. The completion of the Kent Coast electrification in 1961 meant that there was no longer any suitable work at Dover and it was transferred to Ashford in May 1961, and soon after in October 1961 to its last shed, Exmouth Junction (72A). In common with other Exmouth Junction-based locomotives, it worked over the Southern's extensive system in Devon and North Cornwall, as well as the main line between Exeter and Salisbury, where I took a photo of it at Templecombe working the 4.42pm Exeter Central to Salisbury stopping service at 7pm on Saturday, July 28, 1962. It was withdrawn in the August 1964, having worked a total of 702,614 miles, and was sent for scrap to Woodham's at Barry, where it arrived that December. It remained at Barry for 18 years before being purchased by the Manston Locomotive Preservation Society and in June 1983 was taken to sidings at Richborough Power Station in Kent for restoration, subsequently completed at Sellindge by Southern Locomotives Ltd. On completion, it moved to the Swanage Railway, where it was used from 2008 and still resides there, being in regular use after returning from its overhaul in 2022. It is now owned by SLL, carries the 72A shed plate, and is in normal workaday condition, which in my view suits it.

Elusive locomotive

Despite many visits to the Swanage Railway, I have only seen it working a few times and had high hopes during our four-day stay in July. It had been working continuously for weeks before our visit and each day of the countdown to our stay, I was avidly checking the webcam. After our



***Manston* has just left Norden with the 3.40pm to Swanage on July 16, 2023.** DON BENN

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***Manston* enters Corfe Castle in the rain on July 14, 2023, with the midday Norden to Swanage.** DON BENN



TABLE ONE: SWANAGE TO CORFE CASTLE

Date	Friday, July 14, 2023
Train	1.30pm Swanage to Norden
Loco	West Country Class 4-6-2 No. 34070 *Manston*
Load	Five coaches, 169 tons tare 180 tons gross
Driver	Cox
Fireman	Clayton
Weather	Heavy rain
Position	Second coach
Timed by	Don Benn

	miles	sched	mins	secs	speed	gradient
Swanage	0.00	0.00	00	00		level
MP 136	0.20		02	00	11½	300/110R
MP 135½	0.70		03	48	19½	level/110R
Herston	0.88		04	18	21½	300/200R
MP 135	1.20		05	18	23½	78R
MP 134½	1.70		06	40	22	78/478R
MP 134	2.20		08	03	21½	76R
MP 133½	2.70		09	23	22½	76R
Harmans Cross	3.00	10.00	10	39		level
	0.00	0.00	00	00		level
MP 133	0.20		01	12	21/23½	132F/level
MP 132½	0.70		02	31	22/24	132R/80F
MP 132	1.20		03	48	22½	80F
MP 131½	1.70		05	27	12*	80F
Corfe Castle	1.88	6.00	06	33		level

TABLE TWO: CORFE CASTLE TO SWANAGE

Date	Saturday, April 1, 2017
Train	10am Corfe Castle to Swanage
Loco	West Country Class 4-6-2 No. 34070 *Manston*
Load	Five coaches, 175 tons tare, 192 tons gross
Weather	Fine
Position	Fifth coach
Timed by	Don Benn

	miles	sched	mins	secs	speed	gradient
Corfe Castle	0.00	0.00	00	00		level
MP 131½	0.18		00	53	21	80R
MP 132	0.68		02	07	25½/23	80R
MP 132½	1.18		03	21	24½	132F/level
MP 133	1.68		04	40	22*	132F
Harmans Cross	1.88		05	24	17*	level
MP 134	2.68		06	44	23/26½	78F/478F
MP 135	3.68		09	05	23/26	78F
Herston	4.00		09	50	24½	200F/110F
Swanage	4.88	15.00	13	27		level

TABLE THREE: WILLITON TO CROWCOMBE HEATHFIELD

Date	Saturday, October 1, 2011
Train	Minehead to Bishops Lydeard
Loco	West Country Class 4-6-2 No. 34070 *Manston*
Load	Seven coaches, 243 tons tare 270 tons gross
Weather	Fine and sunny
Position	Sixth coach
Timed by	Don Benn

	miles	sched	mins	secs	speed	gradient
Williton	0.00	0.00	00	00		level/154R
MP 177½	0.57		02	37	21	99R
MP 177	1.07		04	06	22½	122/91R
MP 176½	1.57		05	20	26½	level/126R
MP 176	2.07		06	28	26	100R
MP 175½	2.57		07	38	26	100R
MP 175	3.07		08	49	20	92R
Stogumber	3.35	11.00	09	40		176R
	0.00	0.00	00	00		176/68R
MP 174½	0.22		02	01	16½	100R
MP 174	0.72		03	36	20	100R
MP 173½	1.22		05	01	22	100R
Mp 173	1.72		06	21	22½	10R
MP 172½	2.22		07	39	23½	116R
Crowcombe H	2.76	10.00	10	04		level

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.



In March 1961, No. 34070 is seen passing Bromley South with a Victoria to Dover (via Maidstone East) train. DON BENN

TABLE FOUR: ASHFORD TO WATERLOO

Date	Friday, September 9, 1960
Train	11.27am Ramsgate to Charing Cross
Loco	WC Class 4-6-2 No. 34070 *Manston*
Load	Eight coaches, 249 tons tare 260 tons gross est
Recorder	C Hudson

	miles	sched	mins	secs	speed
Ashford	0.00	0.00	00	00	
Chart Box	2.11		04	20	54/63
Pluckley	5.67		07	47	62/83
Headcorn	10.86		11	47	78/87
Staplehurst	14.25		14	12	83/88
Marden	16.72		16	13	74
			sigs stop		
			20	15	0*
			21	00	
Paddock Wood	21.29	26.00	23	05	
	0.00	0.00	00	00	62
Tonbridge	5.30	9.00	08	51	
	0.00	0.00	00	00	46
Hildenborough	2.50	5.00	05	15	
	0.00	0.00	00	00	
Weald SB	1.95		04	39	42/49
Tunnel North	4.35		07	56	44/48
Sevenoaks	4.95	11.00	09	00	
	0.00	0.00	00	00	
Dunton Green	1.55		03	18	53/50
Polhill SB	2.85		04	52	56
Knockholt	5.55		08	11	49/62
Chelsfield	6.80		09	27	59/65
Orpington	8.30	11.00	10	56	61/65
Petts Wood	9.45		12	06	59/63
Chistlehurst	10.85	14.00	13	41	53/59
Elmstead Woods	11.85		14	47	55/57
Grove Park	13.10		16	27	45/50
Hither Green	14.90	18.00	18	26	54
Parks Bridge Jct	15.95		19	53	44
St Johns	17.25		20	38	49
New Cross	17.25	21.00	21	32	50
			sigs		*
London Bridge	20.25	25.30	26	13	38
			sigs		*
Waterloo East	21.35	29.00	29	43	

* brakes or speed restrictions
depart Ashford 1¼ mins late, arrive Waterloo 1¼ mins late

drive from east Devon on the rain-soaked July 14, we parked at our hotel and walked to Corfe Castle station to buy tickets for the 12.05pm to Swanage and 1.30pm return trains. No. 34070 arrived and took its five coaches gently up the climb to Harmans Cross and down to Swanage (Table One shows details of the return run). The gradients on this line are steep but not prolonged, but the intermediate times are quite tight if time is to be kept within the 25mph speed limit. No. 34070 was being worked sensibly and carefully to be economical with coal and kept its feet well in the wet conditions, running tender first. Weather was better during the rest of our stay and we had a similar run the next day, plus some good sessions on the lineside on this lovely line. Table Two shows No. 34070 working a very full 10am Corfe Castle to Swanage non-stop train during the Bulleid Fest on April 1, 2017, when the engine was worked slightly harder on the 1-in-80 climb. Table Three shows details of No. 34070 working a seven-coach 270-ton train on the West Somerset Railway on October 1, 2011. The climb from Williton to Crowcombe Heathfield is mainly at 1-in-100 and nearly six miles long, so more of a challenge.

I didn't time any runs behind *Manston* on the main line so I have taken one of the few behind it on the Railway Performance Society database (Table Four). It was a very fine run from Ashford to Charing Cross, albeit with an eight-coach train of about 260 tons. Recorder C Hudson commented: "An excellent run for my last trip back from Ashford at the end of my two summer periods in the works and nice to have an unmodified Pacific. Particularly good to Sevenoaks, with the fastest times recorded to date from Ashford to passing Staplehurst and start to stop from Tonbridge to Hildenborough and from Hildenborough to Sevenoaks. It was a pity that signals at the very end spoilt the chance of an on-time arrival at Waterloo East."

Finally, a very unusual run to conclude and the first time I have included a run with a 10¼in gauge engine. Table Five shows how rebuilt MN Pacific No. 35004 *Cunard White Star* did on a 12-coach special on the Eastleigh Lakeside Gala on June 24. I don't have a gradient profile for this line, but it climbs up to Monks Brook Halt and then up to the tunnel. There was some rare wrong line working and crossovers, some hand signalled, and also passing through Parkway the opposite way from usual isn't done very often. No. 35004 is a superb locomotive built in 2016 by Jesse Moody and Barry Eden, with a working pressure of 150 psi. Next time I will cover some more conventional operation.

A couple of quick corrections: in issue 308, the caption to Sandy Smeaton's shot of the 'Black Five' climbing to Gleneagles should read empty stock (not parcels), and the headings of the last table should be 5.30pm Perth to Glasgow, not Edinburgh. HR



***Manston* runs tender first with the 3pm from the River Frome to Swanage, seen at Corfe View Crossing during the Swanage Bulleid Gala on April 1, 2017.** DON BENN

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Above: July 16, 2023, and No. 34070 departs Corfe Castle with the 10.40am Norden to Swanage working. DON BENN

Right: Crowcombe Heathfield on October 1, 2011, sees West Country No. 34070 *Manston* with GNR N2 No. 1744 behind on the midday Bishops Lydeard to Minehead. DON BENN

TABLE FIVE: EASTLEIGH LAKESIDE RAILWAY

Date	Saturday, June 24, 2023
Train	9.15am Parkway double circuit
Loco	10¼in gauge MN Class 4-6-2
	No. 35004 *Cunard White Star*
Load	Twelve
Recorder	Don Benn from fourth coach
Weather	Fine

	miles	mins	secs	speed
Parkway	0.00	00	00	
	0.25	02	33	6.4/5.0/8.4
	0.50	04	48	4.0*
Monks Brook Halt	0.52	05	18	2.7*/1.6*
Tunnel In	0.62	07	18	5.0
Tunnel Out	0.69	08	05	5.6/8.1
	0.75	08	40	6.2/3.6*
	1.00	11	55	2.3*
Parkway	1.04	12	27	4.0/2.4*
LC	1.13	14	06	5.9/8.1
		stop		
	1.21	15	03	0*
		15	09	
	1.25	16	07	5.6/3.9*
Tunnel Out	1.54	18	23	9.6
Monks Brook Halt	1.62	19	35	2.8*
	1.75	20	28	6.9/9.1
	2.00	22	18	6.4
LC	2.03	22	43	5.6
XC	2.11	23	43	2.7*
LC	2.28	24	41	7.4
Parkway	2.35	25	38	

* brakes or speed restrictions
start to stop average 5.5 mph





No. 35004 *Cunard White Star* has plenty of steam while working at the Eastleigh Lakeside Railway Steam Fest on Saturday, June 24, 2023. DON BENN

Activity below top sellers keeps collectors on their toes

AS reported in last month's column, diesel traction took top nameplate and worksplate honours in GW Railwayana's July 15 live online auction against strong competition from steam, but there was enough activity below in other categories to keep auctioneer Simon Turner busy and collectors on their toes.

Rounding up the locomotive items, the leading cabside numberplate with a realisation of £2900 was 7915 from GWR *Mere Hall,* followed by 7032 from *Denbigh Castle* (£2400). The two top smokebox numberplates were from Britannia Pacifics, comprising Nos. 70040 from *Clive of India* and 70010 from *Owen Glendower* at £4200 and £3800 respectively. Third in this category at £3100 was from GWR No. 5097 *Sarum Castle*. Also deserving a mention is a BR 'lion over wheel' aluminium crest from an unidentified Class 85 electric locomotive that sold for £1500. These 100mph Bo-Bo locomotives were built at Doncaster in the early 1960s for WCML express work and numbered E3056-95.



Totem station signs peaked at £3800 for BR(W) Craven Arms & Stokesay, £3700 for BR(NE) Flamborough, and £3300 for another North Eastern Region example, Malton.

Top SR target signs were East Grinstead (£2500) and Hilsea Halt, which sold for £2400. The leading London Transport platform roundel was Mile End (£2700). Other enamel signs were a BR(S) fascia board from the Isle of Wight station of Wroxall (£3500), a BR(Sc) Rannoch running-in board (£3000), and a Southern Railway Yeovil Town Station direction sign (£1800).



Onto signalling, and a Tyer's No. 6 Petersfield-Midhurst single line tablet (£2100), a BR(S) Petersfield signalboard board that went for £1800, and a GWR Tyer's No. 9 signalbox key token instrument that came with a Twyford-Shiplake key token and sold for £1500. The leading handlamp was a Furness Railway plated Foxfield Junction that went under the hammer for £2100.

On July 14, Simon held a sale of general railwayana that didn't make the following day's main sale, and the stand-out item of the 442 lots was a 1924 LNER Doncaster worksplate (works No. 1610) from A3 Pacific No. 60055 *Woolwinder* that went to a telephone bidder for £3600.

This realisation was followed at £2600 by a collection of four items from O2 class No. 63932, comprising two LNER worksplates, the locomotive's smokebox numberplate, and a shedplate from 34F Grantham, one of the 2-8-0's home sheds.

Clocks were also a feature of this auction, and the highest realisations in this category were £2200 for an 1860 LNWR 12-inch dial mahogany cased example, and £2100 each for



an 1870 Great North of Scotland ex-Craigellachie station clock and an 1880 LSWR 8-inch dial clock that was last in use at Basingstoke C signalbox, which closed in November 1966. Prices exclude buyer's premium of 15% (+ VAT).

"Diesels strong again, totems good, steam okay," was Simon's assessment after two days of auctioneering.

He also said that, after reflecting on the Friday sale, this would in future be held on the day after the main sale, explaining that he believed bidders would be more available on a Sunday.

Single collection hits the heights in Vectis auction

MODEL train specialist Vectis achieved seven four-figure realisations in a saleroom and live online auction at Thornaby on July 27, with a single collection accounting for six of them in gauge 1, headed by a Bing of Germany three-rail electric SECR E class 4-4-0 No. 516 that went for £3200.

Another three-rail electric that sold for £2400 was a Bassett-Lowke model of Caledonian Railway 'Dunalastair' class 4-4-0 No. 142, behind which at £2200 each came an Aster of Japan live steam LNER No. 4472 *Flying Scotsman* and North British Railway H class 4-4-2 No. 873 *St Mungo* made by Paul Forsyth of Northampton.

A Great Central Railway Class 1 4-6-0 No. 423 *Sir Sam Fay* by the same model maker fetched £1400, and a bid of £1300 secured a second Aster live steam, of GWR No. 6002 *King William IV*. This latter realisation was achieved by the highest-priced model not from the collection, an Ace Trains O-gauge two/three-rail electric LNER Pacific No. 22 *Mallard*. Prices exclude buyer's premium of 22½% (+ VAT).

Trespass notice heads the GCRA cast list

AN LBSCR trespass cast iron warning notice and two GWR running-in board posts also in cast iron set the pace in Great Central's 'Bloxham'-style two-day live online auction on July 20/21. The notice, which sold for £960, was dated October 1899 and warned of a penalty of 40 shillings (£2), and the two posts, from the Midlands market town station of Halesowen, sold as a single lot for £900.

In third place with a realisation of £820 was a painting by George Heiron (1929-2001) of GWR No. 7029 *Clun Castle* on 'The Bristolian' Paddington-Bristol express, and in fourth slot at £740 was a 7¼in gauge coal-fired live steam 0-4-0T with sit-on tender.

Four closely-matched items in the model's slipstream were a BR locomotive/train headcode box complete with roller blinds (£660), an LBSCR lock and block instrument with the face marked 'engine shed' and a Sheffield & Midland Railways cast iron trespass sign, each at £640, and a GWR 12-inch dial drop case wall clock, which went for £620.

The auction comprised a total of 1063 lots, and the prices quoted

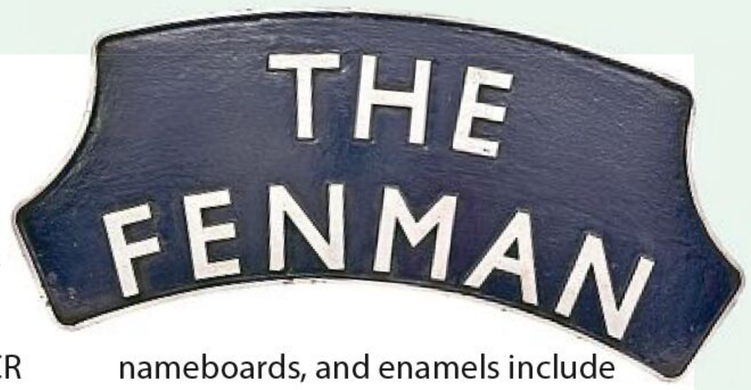


exclude buyer's premium of 15% (+ VAT). Mike Soden, who shared the auctioneering with Martin Quartermain, said: "This was, I believe, the first railwayana sale held over two weekdays, and it is interesting to note that bidding was stronger on those days than on previous Saturday sales."



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LNWR late addition as Shakespeare plays his hand and diesels follow suit



A pre-Grouping steam and two diesel nameplates were among the late additions to Great Central's September 2 auction. The steam representative is *Prospero* from LNWR George Whale Experiment class 4-6-0 No. 1361, a Crewe October 1907 product named after a character in William Shakespeare's The Tempest. It was renumbered 5554 by the LMS and withdrawn in June 1933.

The two diesel plates are *Strathclyde* and *Great Britain*, both from Class 47 Co-Co locomotives built by Brush Traction in 1966. The former is from D1936/47706, which was withdrawn in April 1995, and the latter from D1952/47508, which was taken out of service in May 1993.

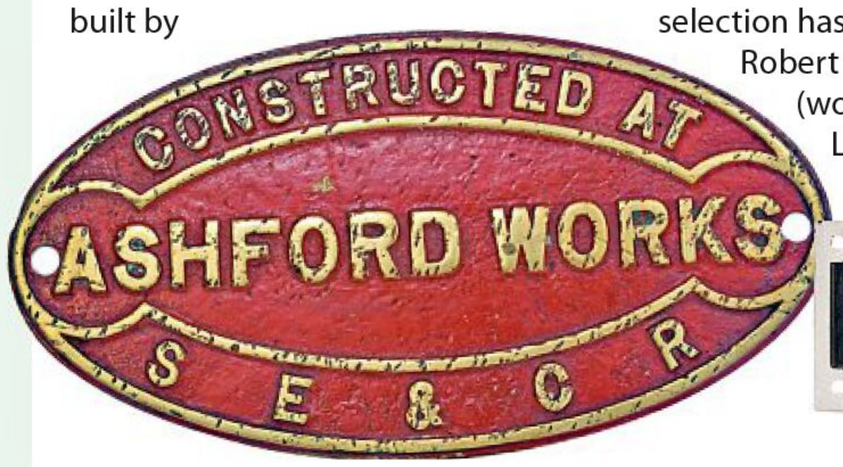
This trio joins nine pre and post-Grouping plates, as reported in last month's column, a line-up that includes *Princess Marie Louise* from LMS Princess Royal Pacific No. 46206 and a second LNWR plate, *Henrietta*, from Waterloo class 2-4-0 No. 814/LMS 5083.

Meanwhile, the steam worksplate selection has been joined by an 1899 Robert Stephenson & Co plate (works No. 2926) from LNER J52 class 0-6-0ST No. 68820, an Ashford Works SECR example from May 1907-built H class 0-4-4T No. 31320, and a Southern Railway 2051 plate from an LBSCR B4 class 4-4-0 built by Sharp Stewart & Co in July 1901 and allocated the No. 32051 by BR but which it never carried due to withdrawal in February 1949.

Diesel worksplates going under the hammer include BR Derby 1961 from Class 46 1Co-Co1 D149/46012, and from the same year an English Electric Vulcan Foundry plate from another 1Co-Co1, Class 40 D376/40176.

On the signalling front, there are Dawlish and Dunmow signalbox nameboards, and enamels include BR(S) 'Work Study Asst' and 'Motormen' doorplates, BR(Sc) totem station signs Tain and Dess, BR(W) Swansea High Street, and BR(NE) Wakefield Kirkgate, and from London Underground there is an Oxford Circus platform roundel.

Two headboards are 'The Fenman' and 'The Essex Coast Express,' from the SR comes a pull bar platform 2d ticket machine, clocks include an LSWR ex-Barnstaple Town dropcase wall example, and the GER weighs in with a director's pass in the name of Horatio Love, the company's first chairman. The auction starts at 10am.





Railways paperwork that is bound to be a success

THE Midland Railway and LMS dominated proceedings in the Paperchase quarterly email and postal auction that ran from July 14-August 1, with the two companies sharing the three the highest realisations among the 799 lots on offer.

Joint leaders at £550 were a MR 800-page bound volume of working timetables of excursions trains for the period May 29-July 29, 1914, and another bound volume that also comprised 800 pages, of an LMS Midland Division programme of special trains from June 29, 1929, to January 3, 1930, while at £410 came a Midland Railway 1888 map of the company's lines and stations.

Behind this trio with a hammer price of £360 was another bound volume, of Parliamentary Acts issued between 1836 and 1846 relating to the Edinburgh, Leith & Newhaven Railway, which was incorporated in 1836 to connect Edinburgh with the harbours on the Firth of Forth and was opened in August 1842. Prices exclude buyer's premium of 12½%.

Will a 'hidden treasure' emerge at valuation day?

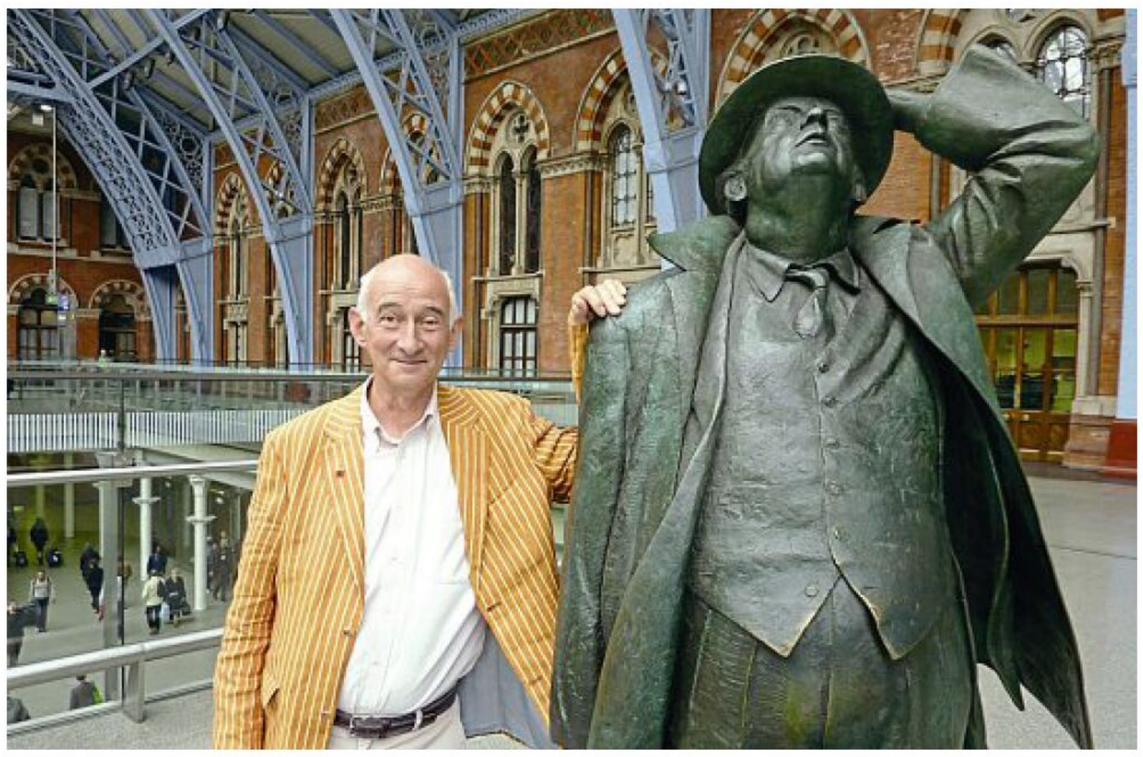
GWRA boss Simon Turner has teamed up with Gloucestershire Warwickshire Steam Railway and Broadway Museum and Art Gallery in a railwayana valuation day on October 1 that will feature BBC TV's Antiques Roadshow expert Paul Atterbury.

"I was approached by the railway and museum asking if I wanted to partner them in what is currently a one-off event, and I certainly was," said Simon. "It will be very interesting evaluating railwayana with Paul, and who knows, perhaps a previously unknown hidden treasure will be brought in. We simply won't know what to expect."

Paul, who is 78, has been a popular valuer on Antiques Roadshow since 1979, and is also a prolific author on railways and other subjects.

The event, which is being held in Lifford Hall in Broadway, will be open from 10am to 3pm, and will include railwayana stalls, a part of the railwayana scene that is much missed by many collectors since saleroom auctions were dropped by most of the specialist auction houses.

Another treat for those attending would be a 'Journey through steam' exhibition, a short walk away at Broadway Museum that runs until November 12.



Enthusiastic meeting: Paul Atterbury, who will feature in a railwayana valuation event in Broadway, Worcestershire, on October 1, beside the statue of another railway enthusiast, the poet John Betjeman, at London's St Pancras station. GEOFF COURTNEY

➜ A VETERAN 3½-inch gauge live steam 4-2-0 model sold for £2500 at an antiques and collectables sale, which also included railway paperwork, held by Ottery Auction Rooms of Ottery St Mary, Devon, on August 6. The model was in green livery with the cabside No. 17528, and carried no discernible maker's identification. The price excludes buyer's premium of 19½% on the first £1000 and 15% on the balance (+ VAT).

➜ THREE O gauge LMS locomotives were among the model train successes in a 700-lot saleroom and live online vintage and antique toy sale held by Mitchells of Cockermouth, Cumbria, on August 3. Royal Scot No. 6115 *Scots Guardsman* sold for £680, followed by Jubilee No. 5671 *Prince Rupert* and an unnumbered Class 8F 2-8-0, each at £620. Prices exclude buyer's premium of 22% (+ VAT).

Railwayana Auction Calendar

- **September 2** Great Central Railwayana
- **September 15** Vectis (model trains)
- **September 16** Great Central Railwayana *('Bloxham' sale)*
- **September 16** Thirsk Railwayana
- **September 29** Great Northern Railwayana

LNER outscores LMS and GWR with match-winning display



IN a show of strength that outclassed the opposition in Talisman's saleroom auction at Newark Showground on July 16, LNER B17 'Footballer' class nameplate *Barnsley* from No. 61669 sold for £26,200, more than four times the £6000 achieved by the runner-up, *The Loyal Regiment* from LMS Royal Scot No. 46158.

Third place in the nameplate category at £3000 went to *Birtles Hall* from GWR No. 6933, which came with its BR Swindon delivery label still attached, but two non-sellers were LMS duo *Lord Rathmore* from Patriot class No. 45533 and *Lord Rutherford of Nelson* from No. 45665, one of only two double-line Jubilee plates.

Another LNER locomotive topped its category when the smokebox numberplate from Class A2 Pacific No. 60503 *Lord President*, which started life as a P2 class 2-8-2, went under the hammer for £4000, while in second place was No. 50455 from a Lancashire & Yorkshire Railway-designed/LMS-built Class 5P 'Dreadnought' 4-6-0 that survived into BR ownership (£2900).

While it can't be classified a cabside numberplate, a flamecut panel from LMS Princess Coronation No. 46243 *City of Lancaster* sold for £3300, and leading the worksplates with a £2600 realisation was an 1881 Kitson & Co. plate (works No. 2320) from Lancashire & Yorkshire Railway 141 class No. 239, an 0-6-2T that after withdrawal in 1911 was used for heating banana vans at Liverpool's Garston Docks until 1960. Other four-figure category winners included signalbox nameboards from former Great Central Railway's Hyde Jc and BR(M) Ashton Junction, each at £1850, BR(M) station totem sign Dukinfield Central (£1750), and at £1150 a Great Northern and London & North Western Joint Railway handlamp.

Prices exclude buyer's premium of 15% (+ VAT).

Live steam and diesel models top scales at £58,000

FOUR 10¼-inch gauge models made by Brian Elliott, of West Yorkshire, three in live steam and the fourth diesel-powered, sold for a total of £58,000 at a summer transport sale held by Tennants of Leyburn, North Yorkshire, on July 15. The highest realisation was £18,000, three times the model's top estimate, for GWR 0-4-2T No. 1400, followed by £16,000 for a model named *Mountaineer* based on a Baldwin Locomotive Works engine, £14,000 for a garden set comprising a Yanmar-engined diesel in LMS livery with four passenger wagons, and £10,000 for a model of preserved 1838-built Liverpool & Manchester Railway 0-4-2 *Lion*. Prices exclude buyer's premium of 24% (+ VAT).

Brian, who ran his family's brick-making business, had built models from childhood until aged into his 80s, and such was his craftsmanship that prior to the auction, Anthony Coulls, senior curator at the NRM, said: "It is a rare privilege to see a collection of quality locomotives so well-engineered and finished."



Pre-order Issue 311: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Help preserve our rail legacy

Volunteers have been the lifeblood of the heritage railway sector from its very inception... millions of hours from many thousands of enthusiasts over many decades have built and maintained so many of the attractions and venues we perhaps today take for granted as being fixtures on our tourism and heritage landscape.

The tasks undertaken by this unsung army range from the hidden and thankless, to the 'glamorous' and public-facing. Raising funds, raising steam, applying for grants, lending expertise, lending muscle, some requiring technical and engineering expertise or simply a steady painting hand... there are so many roles that need filling.

Before the Covid-19 pandemic and subsequent cost of living crisis hit the UK, many heritage groups were thriving. Most weekends through the year saw enthusiast galas or family events at various locations around the UK. But many places were mothballed as lockdowns were imposed, and some events have simply not returned as groups struggle to fully recover, with many volunteers having left the sector.

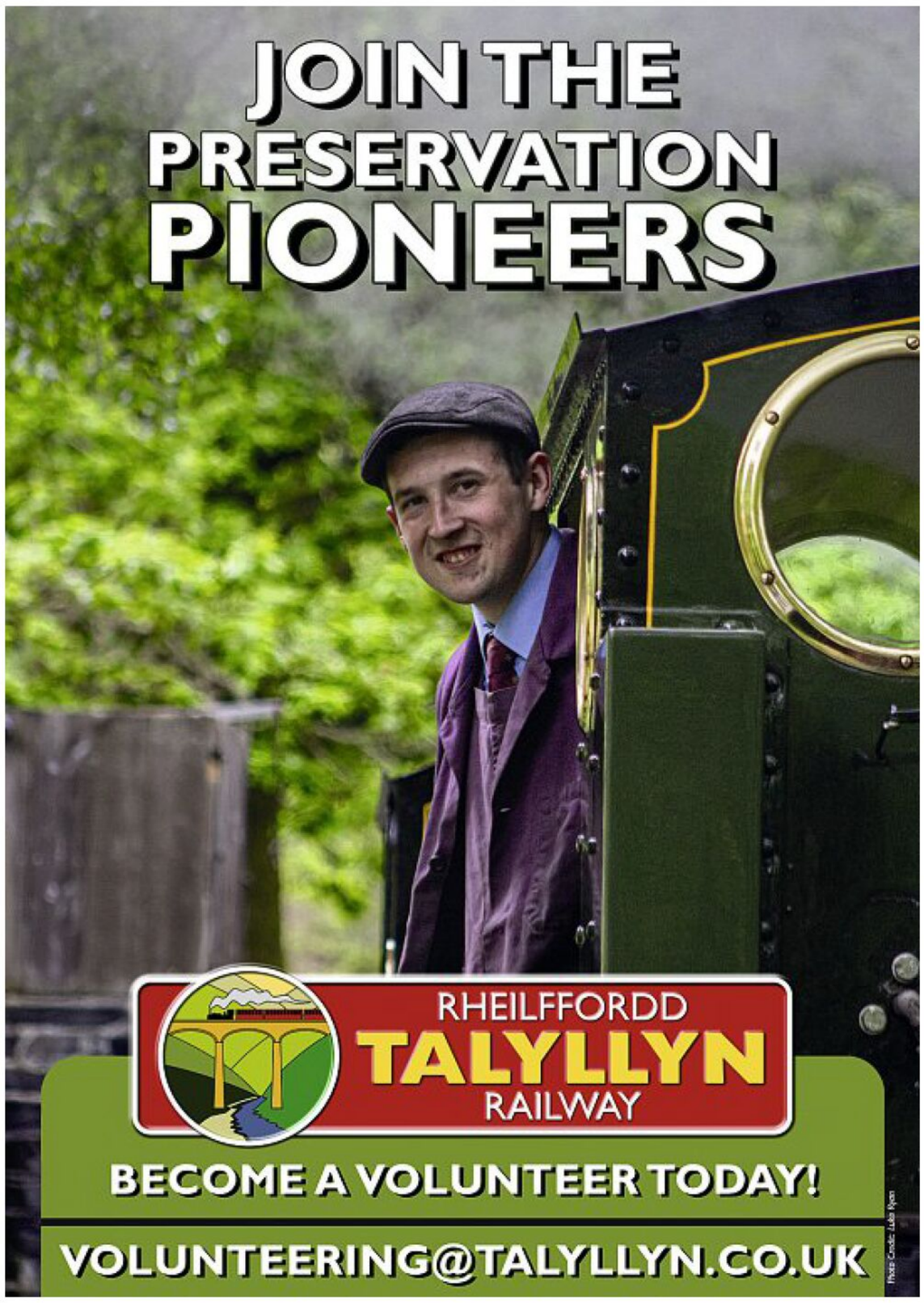
Be the answer

Now, heritage lines and groups around the UK are calling out for help... and maybe YOU could be the answer – not by dipping into your wallet (although that is always welcome), but by donating valuable time.

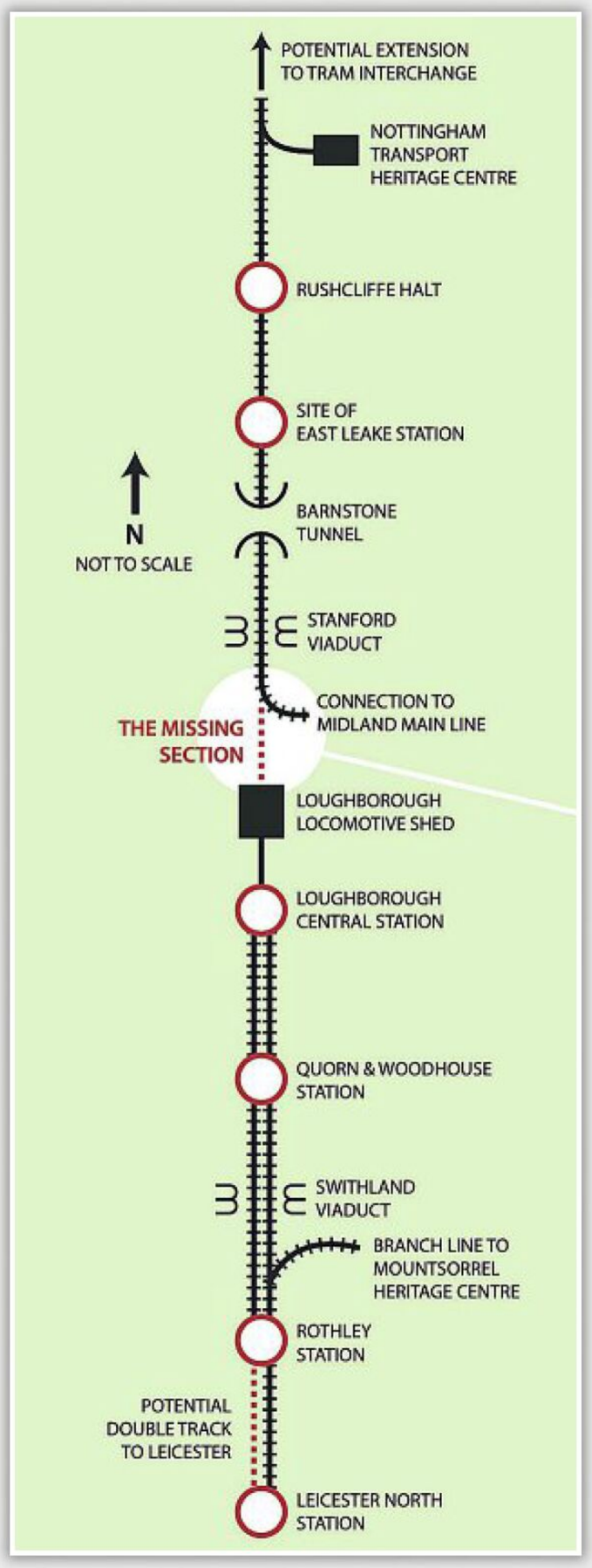
Volunteering allows you to get 'hands on' in your hobby, and getting involved with your local railway brings many benefits, such as making new friends, becoming more active, going behind the scenes in areas you may not have a chance to as a regular visitor... and it can lead to exclusive opportunities and experiences.

The volunteers of the past have helped create so many wonderful places, locomotives and opportunities... why not step forward and help preserve that legacy by giving your local line a call?









A diagram of the 18-mile Great Central Railway heritage route between the outskirts of Nottingham and Leicester, indicating an extension of the double track from Rothley to Leicester North and a possible northern connection with Nottingham's tram system. GCR

FIFTY STEPS TO FIFTY STEPS

The evolution of today's Great Central railways into an 18-mile inter-city heritage highway has long been the ambition of their supporters and backers. **Robin Jones** looks at the step-by-step progress towards the realisation of the dream of creating one of the finest transport attractions of all.

This year's celebrations to mark the 50th anniversary of operations on the Great Central Railway have been deemed a resounding success. So what does the next 50 years hold in store?

The simple answer is that if the current blueprint for development – basically, the completion of the reunification project and links to both the Great Central Railway (Nottingham) and Network Rail's Midland Main Line – proves successful, the sky could be the limit in terms of the generation of the ultimate multi-faceted heritage line.

Earmarked for the axe in the Beeching Report, the major part was closed in 1966, but the section from Nottingham to Rugby was retained until 1969. Revivalists hoped to save it as a heritage railway, but hard financial reality forced them to quickly edit their dreams and their final target became the Loughborough to Belgrave & Birstall section.

BR then installed a chord at Loughborough South Junction giving access to what was left of the by then isolated northern section of the GCR from the Midland Main Line to maintain the rail link to the Ministry of Defence depot at Ruddington. Hopes by the GCR revivalists at Loughborough that they might still one day be able to extend north of the town were dashed by the mid-1970s as other remaining infrastructure was removed, culminating in April 1980 with the removal of a bridge over the MML. When the MoD depot at Ruddington was closed in the mid-1980s, and it was deemed unlikely that British Gypsum of East Leake would want to import any more materials from coal-fired power stations by rail, BR decided that it no longer needed the track.

However, the GCR Northern Development Association was born, with the long-term aim of reconnecting the line to the southern heritage counterpart, and focused its initial attention on restoring Rushcliffe Halt, next door to British Gypsum. Nottinghamshire County Council then acquired the 220-acre MoD site and agreed to lease 12 acres of it to the association, the bulk of the remainder becoming Rushcliffe Country Park. British Gypsum then decided it wanted to renew rail freight to its headquarters, and so what had become the Great Central Railway

BR Standard 5MT 4-6-0 No. 73010 crosses the original Great Central bridge across the Midland Main Line in the summer of 1963. TG HEPBURN/RAIL ARCHIVE STEPHENSON



Demolition of the original Great Central bridge over the Midland Main Line in April 1980. MICK CARR

(Nottingham) Ltd bought the line from Loughborough South Junction to restore it, initially for freight use.

Meanwhile, the GCR revivalists at Loughborough had created the world's only double-track heritage main line, a magnificent facility near the centre of England that, in the decades following, was to prove its enormous potential for enhancing what it had to offer. It too looked at the far side of the MML with a conviction that reconnection with the GCR(N) was indeed possible – and the chord to Loughborough South Junction would provide a link not only for visiting locomotives, but also incoming and outgoing charters.

However, by then, there was the not insignificant matter of 500 yards of missing railway – including that key bridge.

Fundraising began in earnest in 2013, and as reported in *Heritage Railway* issue 233, shortly before midnight on Saturday, September 2, 2017, a crowd of about 60 onlookers gathered on the footpath on the A60 Nottingham Road bridge over the MML to watch contractor MPB Structures Ltd of Corby lift the first section of the new £2.5 million single-track bridge into position. As well as donations from GCR and GCR(N) members and supporters, the operation was funded by a £1 million grant from the Leicester and Leicestershire Enterprise Partnership and £250,000 worth of shares purchased by Leicestershire County Council.

The following year, refurbishment of the GCR bridge over the Grand Union Canal, north of Loughborough shed, began, and it was completed in 2020 for about £1 million.

As reported in issue 299, October 1, 2022, saw contractor VolkerLaser remove the original GCR Bridge 236 over the A60, near Loughborough's Brush Works. The 125-year-old bridge was not only life-expired; it had been struck by a succession of over-height lorries – but it was an essential part of the GCR(N)'s nearby main line connection. Its concrete and metal replacement – which cost more than £1 million and was in place a month later – offers greater headroom for motor traffic and has admirably retained as



Before demolition: The original GCR bridge across the A60 by the Brush Works in Loughborough was corroded and often struck by lorries. GCR



The modern bridge taking the railway over the A60. ROBIN JONES



A boat passes beneath the restored Great Central bridge over the Grand Union Canal near the heart of Loughborough on July 2, 2022. TOM INGALL



The new bridge over the Midland Main Line, complete with the route south to the Great Central Railway clearly visible, as seen on October 17, 2019. TOM INGALL

much of the Victorian abutments as possible. It will also carry a second track linking both heritage railways.

An existing section of embankment between the A60 bridge and the new MML crossing must be repaired at a cost of up to £1 million. Some enabling work has already been carried out.

Loughborough Central – and beyond

A gargantuan task awaits the linkage project north of Loughborough Central station.

Firstly, next to the new Midland Main Line bridge, one project will encompass two schemes in one – a concrete viaduct over the local factory Preci-Spark's car park (which was not there when the line was originally built in late Victorian times) and a new bridge over a road, Railway Terrace. This section will cost between £3 million and £4 million; however, £1.9 million is already in the bank and an appeal is ongoing to raise the rest.

Thereafter comes the big one: a 300-yard embankment from the GCR railhead beyond the canal bridge to Railway Terrace, which was removed by BR, must be replaced. How this new embankment is constructed remains to be worked out. It may comprise infill throughout, or could be broken up by sections of concrete viaduct, therefore no accurate cost can be given at this stage.

Before any trains can run, track must be laid and signalling installed, including the remodelling of the north end of Loughborough Central, for which some preparatory work has been undertaken in the existing Loughborough Central signalbox.

Earlier thinking has involved the removal of Loughborough shed, which stands on the original running line, and a replacement on a nearby site, with a structure built from the salvaged components of Workington shed. However, that scheme did not get off the ground, and Loughborough's existing shed recently underwent a major refurbishment after it was decided to route the new northern extension along its west side to the canal bridge and on to the top of the new embankment.

A GCR statement said: "Millions of pounds have been raised and spent, with millions more to go, but this is a project firmly underway, with fundraising momentum building.

"Please consider joining the hundreds of people making a regular donation of a few pounds per month. The sooner we raise the money, the sooner it will be complete as an educational resource for the country and a line to serve the community. We know every donation is a personal decision and we are extremely grateful."

Support the trust

➜ Donations may be made to The David Clarke Railway Trust: Virgin Money plc, sort code 05 03 81, account number 49363819, or online at **www.gcrailway.co.uk/unify**

Heading north

The track north of the Midland Main Line through to Ruddington is owned by East Midlands Railway Trust. The GCR(N) is now a wholly-owned trading subsidiary of that charity. No heritage trains have run over this line since the Covid-19 pandemic. In October 2020, the line stopped running due to the uncertain condition of some of its structures and bridges due to an inadequate inspection regime.

There followed public disputes between the two heritage lines, which led to the GCR plc at Loughborough taking steps to stop the GCR(N) using the title of Great Central to avoid customer confusion because of the closure; the GCR(N) was temporarily renamed the Nottingham Heritage Railway.

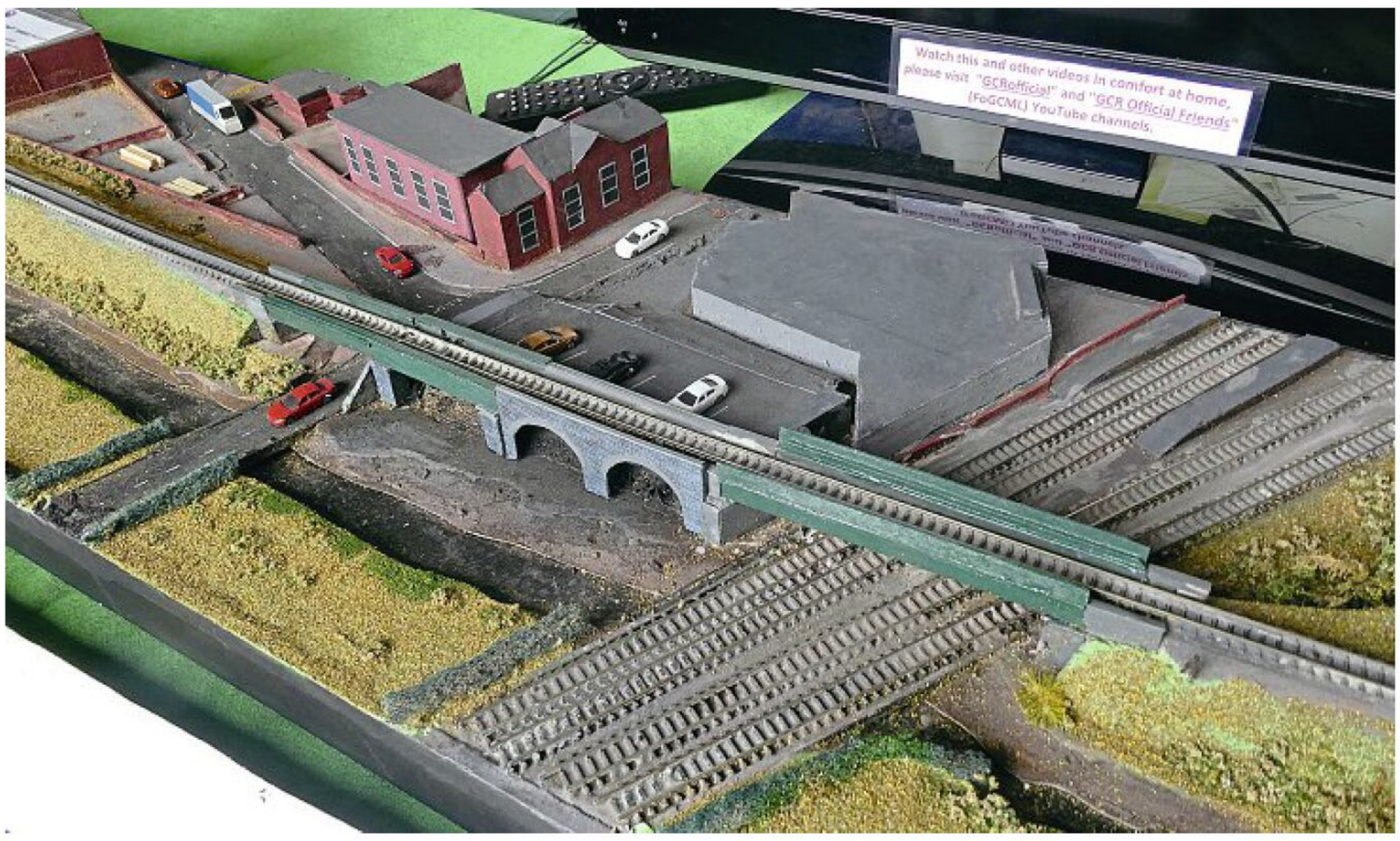


Railway Terrace in Loughborough, which will need to be spanned by a new bridge. ROBIN JONES

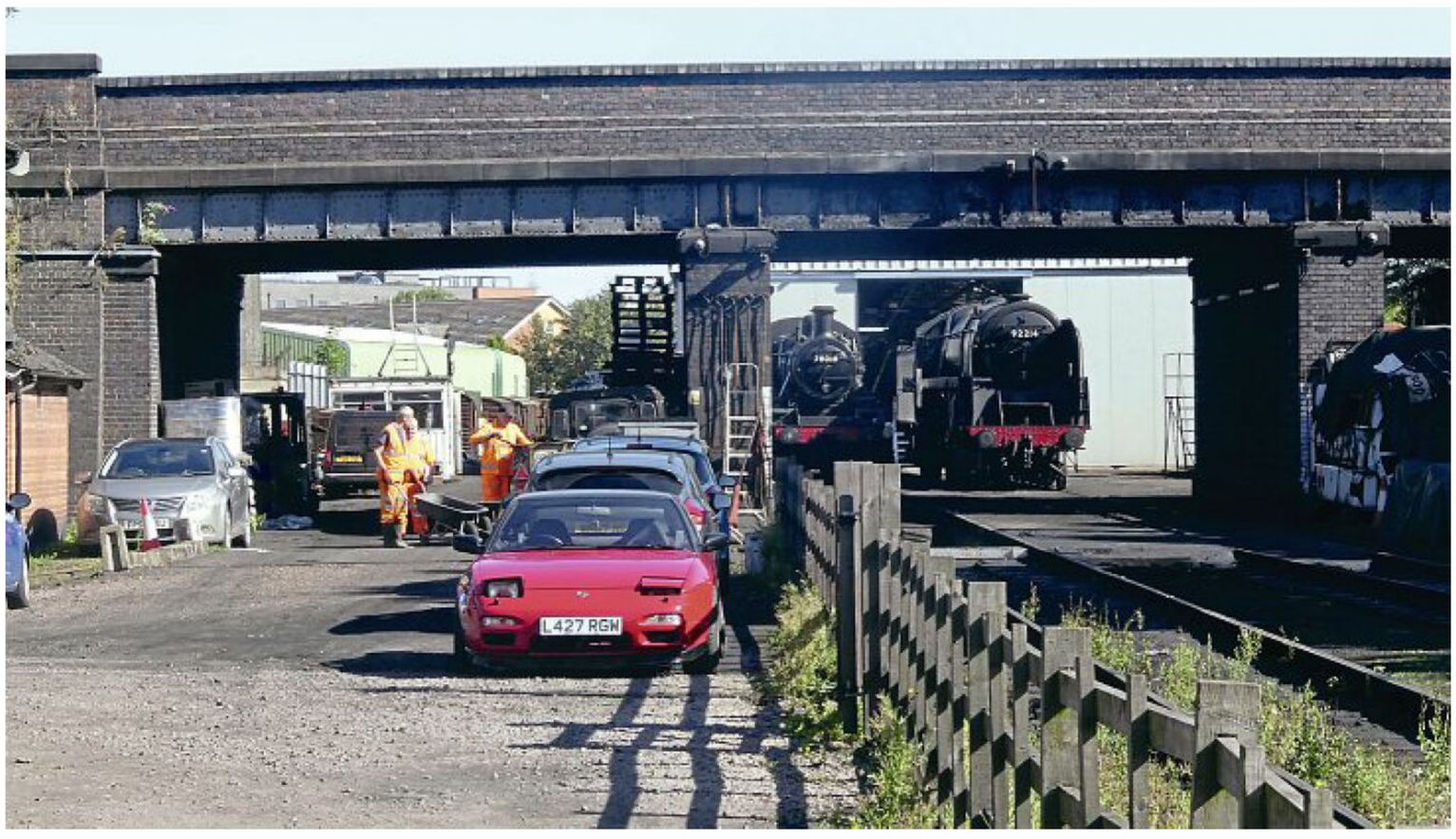


The planned 'Factory Flyover' will be needed to bring the running line to the southern end of the bridge over the Midland Main Line by crossing the Preci-Spark car park at a height of several feet. ROBIN JONES

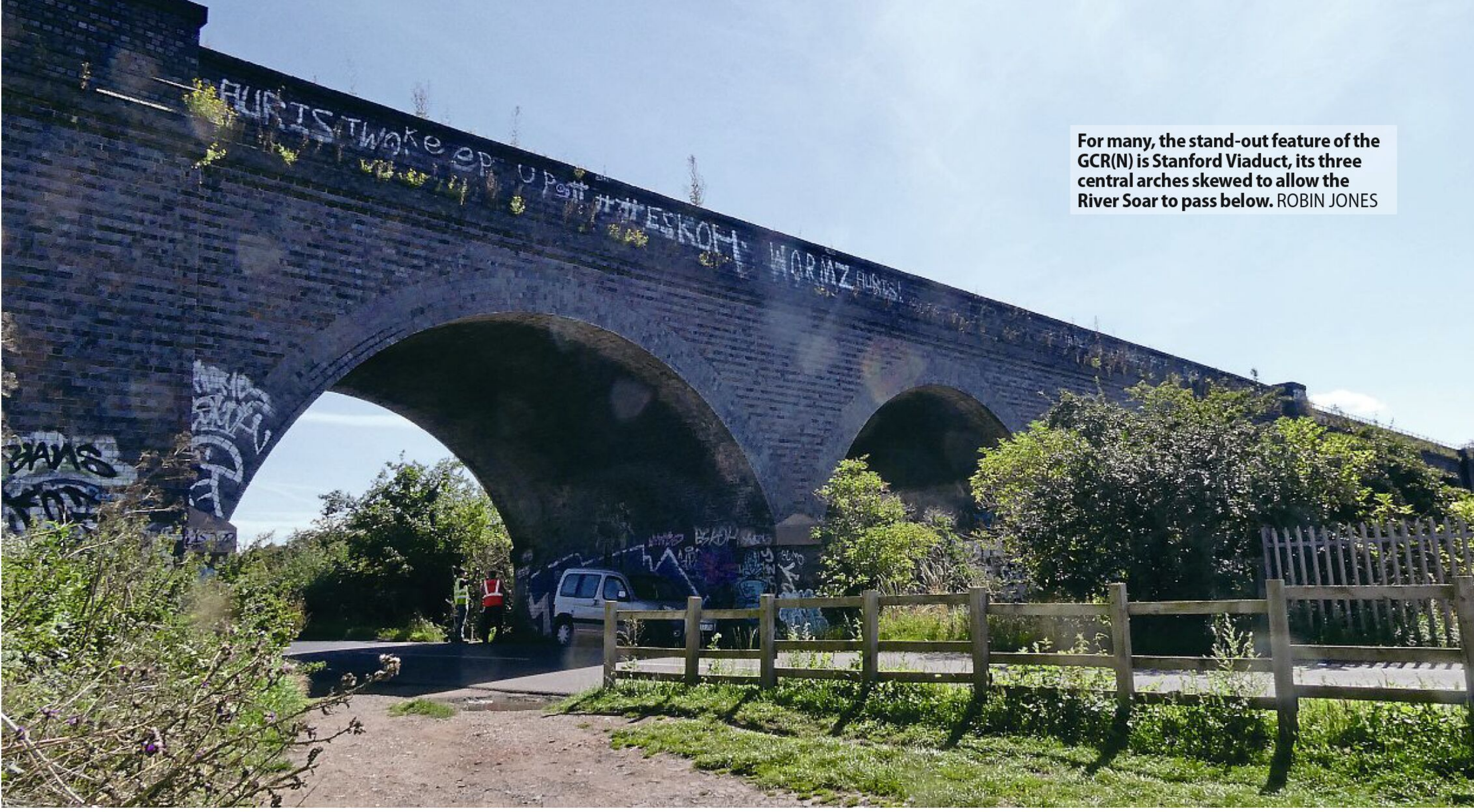
The vacant site of the embankment that took the railway from Loughborough Central to the new bridge over the Midland Main Line, and which will need to be reconstructed.



A scale model of Loughborough's new main line bridge and proposed 'Factory Flyover' on display inside the Nottingham Transport Heritage Centre. ROBIN JONES



The remodelling of the track at the north end of Loughborough Central will see the new running line to the north pass under the arch to the left and to the west of the locomotive shed. ROBIN JONES



For many, the stand-out feature of the GCR(N) is Stanford Viaduct, its three central arches skewed to allow the River Soar to pass below. ROBIN JONES

However, as reported in *Heritage Raliway* issue 303, this concern was resolved on January 21, when the GCR(N) articles of association were changed, giving East Midlands Railway Trust a greater share. The railway then reverted to the title of GCR(N) as it began planning to renew services over the 2½ miles between Ruddington and Rushcliffe Halt. A memorandum of understanding on joint working between the two companies is now being prepared.

While the major obstacle to returning trains to the line between Loughborough South Junction and the British Gypsum plant at Ruschliffe Halt is overcome, the condition of the A60 road bridge has now been solved. There are two steel bridges on the GCR(N) needing more comprehensive repairs – the first at the site of the former East Leake station and the second at Bunny Lane, immediately north of Rushcliffe Halt. At East Leake are two separate spans, but as the line is single-track here, only one requires work for trains to run. Options for repairs are being evaluated, and may allow trains to run at reduced speed.

At Bunny Lane, the double-track span carries one track. Trains approaching from the Nottingham Transport Heritage Centre must cross this bridge as it is also part of the run-round loop. Options for the required repairs were still being investigated, with the estimated costs at about £250,000 each.

The first station to the north of Loughborough is East Leake, which has never been open in the heritage era and is likely to remain closed. It is the sole-surviving station on the line accessed from an underbridge rather than an overbridge, its entrances from pavement level firmly bricked up and filled with rubble from the demolished station buildings. The goods yard was used to build houses in the 1990s, and while the island platform survives, there is an acute lack of car parking around the site.

The village has a population of about 7000, and modern development has seen it expand northwards to the next station, Rushcliffe Halt, which opened in 1911 to serve the adjacent Rushcliffe Golf Club and closed on March 4, 1963. The only surviving example of a GCR twin platform configuration (island platforms were the standard on the line), it has been impressively restored, with adequate car parking and plans to add café facilities. To the immediate north lies Hotchley Hill signalbox, an Art Deco LNER structure that replaced the GCR original in 1946 when the sidings were extended. Volunteers from both sections of the GCR have been repairing and restoring it so it can control train movements once again. To donate to this project, visit lnergctrust.org



Restored Art Deco Hotchley Hill signalbox, near Rushcliffe Halt. ROBIN JONES



East Leake overbridge needs repairs that may cost £250,000. ROBIN JONES



The superbly restored Rushcliffe Halt, waiting for the day that trains return. ROBIN JONES



A recently-laid point at Ruddington to connect the running line to the carriage shed. TOM INGALL

The GCR(N) carries on north from here to Fifty Steps Bridge, short of the original Ruddington station site. Trains reverse at Ruddington South Junction to the spur that led to the MoD depot and now to Ruddington Fields, the terminus in the Nottingham Transport Heritage Centre, a working museum and community hub for transport history at the southern edge of Nottingham.

The site has a large signalbox and substantial sheds. Some of these have heavy lifting equipment and workshops for the restoration of locomotives and carriages. In adjacent buildings, the Nottingham Area Bus Society stores and restores a fleet of historic local buses, much of which is operational. Opposite, the Nottingham Society of Model and Experimental Engineers operates a half-mile miniature railway at 7¼in, 5in and 3½in gauges, on which steam, petrol and electric locomotives are seen running. Ruddington Model Railway Club nearby has a detailed

recreation of the 'big' railway as it was in the last century, and the centre has a spacious car park, a café, a children's play area and picnic tables. The centre would make a brilliant destination for trains from Leicester North, with bags of space for additional amenities; indeed, it is a shining example of the untapped potential oozing along the entire 18-mile heritage GCR corridor. With 2024 set to mark the 125th anniversary of the London Extension from Annesley to Marylebone, the time is right for this potential to be brought into sharp focus.

A vital way you can help the reunification project without making a donation is to volunteer by helping out at fundraising stands at events in the Midlands (and beyond, where possible), or giving talks about the scheme to spread the word. Contact blycett.gcr@gmail.com if you can help.

The Great Central Railway has an official YouTube channel – search 'GCRofficial' from YouTube and subscribe. It has dozens of short films, and advertising revenue from the channel benefits the reunification project.

Grant boost for carriage shed

The GCR(N) has just received a major boost to complete one of its key facilities at the Nottingham Transport Heritage Centre in the form of a £40,000 grant via Rushcliffe Borough Council from the UK Shared Prosperity Fund and Rural England Prosperity Fund, part of UK Government's Levelling Up agenda.

Along with grants from the LNER (GC) Heritage Trust, East Midlands Railway Trust, and Friends of the Great Central Main Line, the award will help complete a four-carriage shed at the centre to keep operational vehicles in good condition and away from vandalism and the ravages of the weather. There will also be room for a small workshop.

GCR(N) infrastructure director George Green said: "This is another essential step on the road to reopening the northern section. Known as Building No. 4, the project had been underway for some time before the pandemic intervened and funds dried up. The Shared Prosperity funding is essential and will get the build back on track. All being well, priceless heritage carriages will be safely inside by the end of this calendar year, and this in turn will help reopen the railway from Ruddington to Loughborough. It will also encourage tourism, current and future volunteers, and cut vandalism in the area."

Prior to August's official announcement of the extra funding, preparatory work was carried out to lay sidings into the part-built shed. Work carried out by volunteers to install the track is being counted as a match-funding contribution to the project.

"We also hope to be able to use the completed building as an additional event space, for example, to stage craft festivals and exhibitions, thus encouraging more visitors to the vibrant Nottingham Transport Heritage Centre," added George.

"The funding is another demonstration that the GCR(N)'s revival is well underway. We are determined to offer great tourism potential to the area, play our part in showing the next generation how our heritage can be treasured, and get ready to reunify our line with the GCR in Leicestershire. These are exciting times, and we thank the council and charities for their faith and investment."





1: The part-built carriage shed at Ruddington. TOM INGALL



3: Ex-Porterbrook Leasing Class 144 'Pacer' DMU No. 144003 at Ruddington Fields station on June 30. ROBIN JONES

3: Heritage infrastructure still in place from BR days at Rushcliffe Halt. TOM INGALL

4: The popular miniature railway at Ruddington built and operated by the Nottingham Society of Model and Experimental Engineers. TOM INGALL

East Midlands Railway Trust chairman David Rae said: "Protecting heritage for future generations is key to a thriving tourism economy in Rushcliffe."

LNER (GC) Heritage Trust chairman Andy Fillingham added: "We are all looking to a future where our railway connects to the GCR in Leicestershire, and we have heritage trains and passengers travelling across the East Midlands. Keeping a train's worth of carriage safe and sound is an essential investment towards that vision." HR

Shuttering up the shed

➜ The GCR (N) needs to raise a final £15,000 to install roller shutter doors and complete the electrical fit out of the building.

Any gift will make a difference – and will enable the building to open by the end of the year.

To make a bank transfer donation, the details are: CAF Bank; account name: LNER GC Heritage Trust; account number: 00010221; sort code: 40-52-40; or make a donation online at **www.lnergctrust.org**

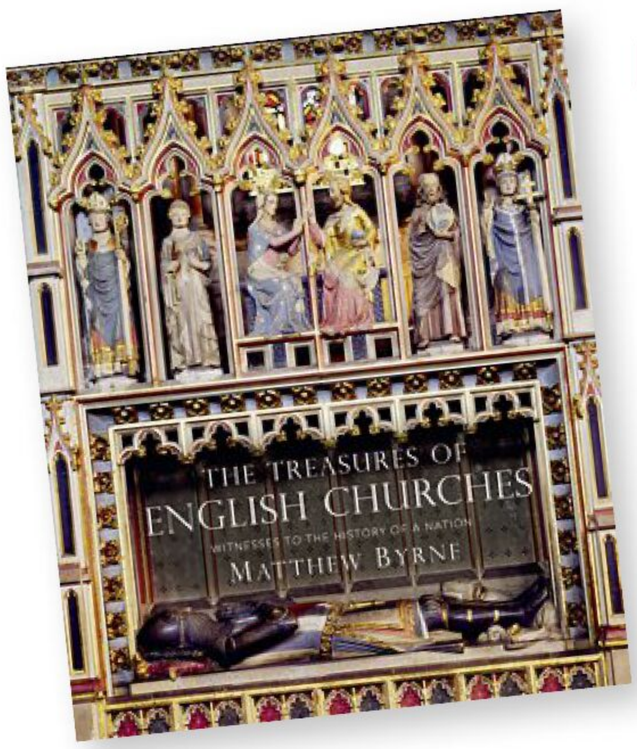




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SCAN ME

FIRST-EVER NATIONAL RAILWAY MUSEUM IN GREECE TAKES SHAPE

A country which is renowned for millennia of history and unrivalled heritage is at long last preparing to set up its first national railway museum, reports **John Titlow,** in words and pictures from Athens.

Greece and its capital, Athens, have long been awash with historical sites and museums. However, no national railway museum exists in the country.

All this is about to change, because a new railway museum is in the process of being set up in the capital – with a little help from volunteers including a local enthusiast who also 'commutes' to work one of the UK's premier heritage lines. Jason Zorzos is one of the enthusiastic helpers who showed me around. During our conversation, he revealed that he often flies to England to work on the Great Central Railway at Loughborough, where he is a passed cleaner and also fires.

What started this nascent project was the closure of the central Athens Railway Museum in Sepolia district. The building, which housed several steam locomotives and carriages, was demolished for converting the Athens-Thessaloniki main line to underground in that area.

Normally, when a railway museum closes and relocates to a bigger and better location, especially if it's in a historic roundhouse, there would be much publicity, pictures of the locomotives in transit, fanfares, cutting of tapes, and dignitaries cashing in on the free publicity.

Yet completely the opposite happened because so few people knew about it – perhaps it was a state secret! Imagine the photographs of the locomotives en route through the narrow streets of Athens – the general interest and good publicity this would bring!

Finding details on the internet drew a complete blank, apart from stating that the museum had closed. Delving deeper, newspaper reports back in June 2019 gave the game away; even in January 2020, the museum's website had not been upgraded!

Contacting the publicity department of Greek Railways (Hellenic Railways Organisation (OSE)) and the Railway Friends Association drew blanks, as did contacting the National Technical University of Athens (NTUA), which was involved at one stage.

During my research, I found no real railway association to contact, but stories abound alleging that the proposal was plagued with in-fighting and splits – very unhelpful, as we have often seen here in the UK. Further investigation was warranted, and a family holiday to Greece had coincidentally been planned, so with a few days in Athens, on-the-ground detective work began.

After considerable searches on the internet, the new museum entrance was found, but upon arrival, the gates were securely padlocked. Through the gate, a collection of wagons, carriages, steam and diesel locomotives could be seen, and on the gateposts were signs about the museum.

The adjacent level crossing was manned by a woman who spoke a little English and helped by making telephone calls, telling me to wait at the gate. After half an hour in the 43-degree heat that generated worldwide news coverage for the wrong reasons, a security guard came. He was not interested in the slightest and walked off. However, the level crossing woman made more calls until eventually Jason arrived, and we were admitted. It had been worth the wait – his knowledge of the collection is superb.

100% dedication

Jason works for OSE and is a dedicated young man who never saw steam working in Greece. He loves all kinds of heritage transport, including diesels, wagons and carriages. It is people like him who will drive the museum project forward.

Once a month, depending upon workload, cost of hotels and flights, Jason flies over to the UK and becomes a working member on the GCR, such is the line's international appeal. The new museum is near Lefka



Below: Former SEK 2-6-0T No. Εα 5204, built by SCLB in France in 1903 and converted to a snow plough. The roundhouse in is the background. Inset right: The numberplate of No. Εα 5204.





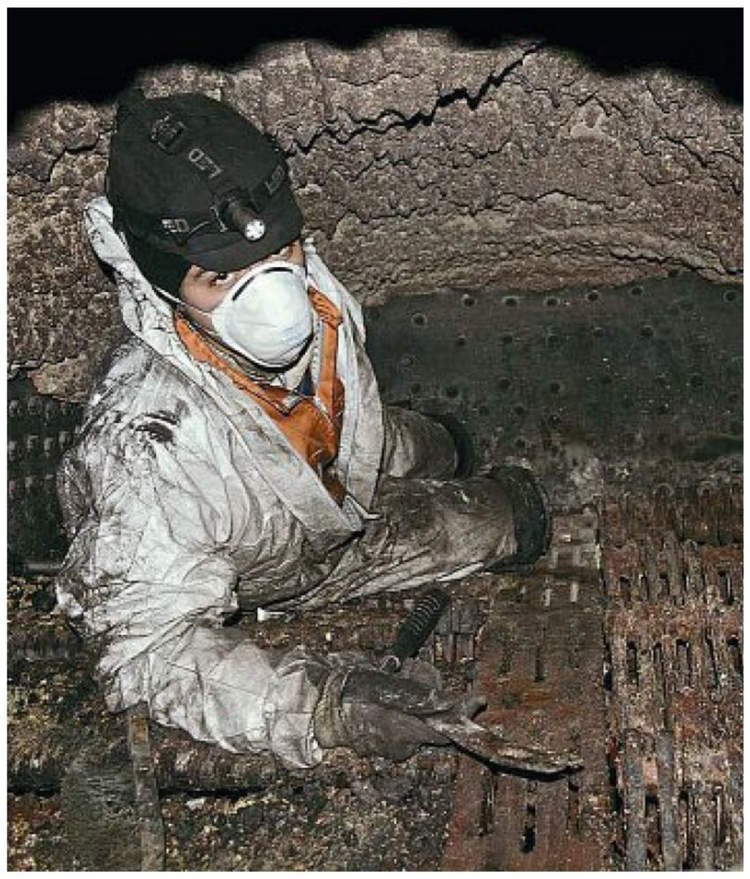
A 5 ΜΕΣΟΛΟΓΓΙΟΝ 0-6-0T built by Couillet, Belgium in 1888 for the Greek North Western Railway and 60 centimetre 0-4-0T built by Jung in 1927.



0-4-0T industrial Orenstein & Koppel 1904" from Eretria mines. The loco had the name *ΤΣΑΓΚΛΙ* (Tsangli).



A 4 0-4-0T *Τίρυνς* (Tiryns) built by Krauss in 1884, the oldest surviving locomotive in the country.



Jason Zorzos inside a locomotive firebox.

station on the original metre gauge Piraeus, Athens & Peloponnese Railway (Greek SPAP), which opened in 1884.

During the 1920s, the roundhouse and extensive works were operated between SPAP and the Hellenic State Railways (SEK). At its height, more than 3000 people were employed in the maintenance of locomotives and rolling stock in the area. During World War Two, the works suffered extensive damage from bombing, and changes were made afterwards but the roundhouse thankfully remained intact. In 1971, OSE was established and took over SPAP; SEK had already merged with SPAP in 1962.

The metre-gauge 12-road roundhouse, complete with turntable and inspection pits, was built in 1912. It closed in 2005 and was abandoned for many years. It is locally known as the Rotonda, due to its circular shape and elegant Doric-style columns.

With the imminent closure of the central Athens Railway museum in 2019, a safe home was essential for the locomotives and rolling stock.

The roundhouse is ideal – in terms of both location and choice – because of its historical and architectural value. Most importantly, it is secure, and there is plenty of space to expand.

The decision was made in 2018 to relocate the museum to Lefka, so the first important task was to save the roundhouse from further deterioration. OSE put a plan in place that included essential repairs, cleaning, safety and restoring the turntable and surrounding area. Help came from a scientific team of the NTUA, OSE workers, and the Railway Friends Association. Many archive documents were saved in the process becoming part of the OSE historic archive started in 2019.

Ambitious plans ahead

Once the remedial works were completed, the exhibits and rolling stock from the Central Athens museum were moved in. These were the first stages in establishing a Greek National Rail Museum. According to OSE, "the museum's relocation to the Rotonda, which is intrinsically linked to the evolution of rail travel in Greece, is the first step in an ambitious plan to promote the country's rich heritage in this area."

Many nearby railway buildings still exist; in the very-long-term future, they could be incorporated into the museum. The adjacent line has since been regauged to standard gauge, with the museum disconnected from it. The basic task at present is to secure what the museum has, and proposals are presently being put forward to accommodate it. There is a programme underway to keep track of heritage vehicles from around the country that become surplus to use due to modernisation or about to be scrapped. The strategy is to send historic items of rolling stock to various museums, inviting parallels with the working of Britain's National Collection.

With new initiatives in place, the collection is becoming a priority, and new exhibits are continuously being added. The overall aim is not to predominantly create a railway museum, but one that will also include displays of industrial and technical equipment, trams and other items of transport dating back to the late-19th century.

On the site, plenty of space is available for cafés, shops, and perhaps a demonstration line. It could also be used as an interesting venue for concerts, as we have seen here in the UK.

The collection

Inside the museum is an eclectic mix



S118 class 2-8-2 No. 7108 built by Vulcan Iron Works, USA in 1947.



Z 7505; Zs class 2-6-0T *Ερυμανθος* (Erymanthos) built by SACM France in 1892.



Inside a metre-gauge shed on a short section of standard-gauge track is the royal saloon of King George I of Greece, built at the Piraeus Works, along with an early pump trolley.



Tram No. 63 of 1939, built by the Piraeus Works of EHΣ (the electric railways company).



Metre gauge inspection vehicles inside the shed.



Metre gauge carriages saved and protected inside the embryonic museum.

of locomotives and rolling stock of four different gauges: 60cm, 75cm, metre and standard. Some have been cosmetically restored, especially those that moved from central Athens.

The steam locomotives, various railcars and inspection trollies are all under cover, protected from the elements inside the roundhouse, while others have been moved there for safekeeping. Several inspection vehicles, road vehicles, pump trollies, machinery and documents also make up the collection.

An unusual exhibit has to be the propeller from LCT Mk.4 landing craft *Ρόδος* (Rodos) that was owned by the railways; the rest of the vessel is at the bottom of the sea. It was converted for transporting passengers and goods connected to railway line timetables.

Standard gauge

Outside is ex-SEK Eα 5204 (a 2-6-0T built by Batignolles in France in 1903) the snowploughs were added later and cylinders removed when about to be scrapped.

Tram No. 63 of 1939 built by the Piraeus Works of EHΣ (the electric railways company) of Hellenic Electric Railways. The original trams for this line were built by the UEC Company of Preston.

Inside an adjacent metre gauge shed on a short section of track are two historic standard gauge carriages. One is the royal saloon for King George I of Greece, built as a gift at the Piraeus Works of the Athens-Piraeus Railway to celebrate 25 years of his reign. In 1888, it was first exhibited at the Olympia International Exhibition of Athens. There is also an open coach, a present from Oriental Railways to Sultan Abdul Aziz of the Ottoman Empire. Both coaches have been moved from the central Athens museum.

Metre gauge locomotives

A class 0-4-0T *Τιρυνς* (Tiryns) built by Krauss in 1884 is the oldest-surviving locomotive in the country and was bought for construction work.

There is also an Α 5 ΜΕΣΟΛΟΓΓΙΟΝ 0-6-0T built in 1888 for the Greek North Western Railway, a Γβις 211C class 2-6-0T from 1890 for the Myli-Kalamata Railway (both built by Couillet, France) and Bs 151 class 2-4-0T built by Henschel, Germany, in 1912, which spent most of its working life on the lines on the west coast of the Peloponnese.

Zs class 2-6-0T *Ερύμανθος* (Erymanthos), built by SACM in France in 1892, is an early version of the class Z and Zs which numbered of 45 in total; apparently, 12 survive in Greece.

There is also Δ (A meaning American) 7108

A metre gauge diesel railcar, one of the first in SPAP and generally in Greece, built in 1937 by Waggon-Fabrik AG Uerdingen.



Bs 151 2-4-0T built by Henschel, Germany in 1912.



A 75cm 2-6-0RT built by Cail, France, in 1899 for the Diakofto-Kalavryta rack railway.

The turntable and roundhouse, with locomotives inside.

"A strategy is beginning to collect historic items of rolling stock – inviting parallels with the working of Britain's National Collection."

S118 2-8-2 built by Vulcan Iron Works, USA, in 1947 and Alco Co-Co diesels Nos. 9104 and 9107, which were introduced in 1965, with 12 supplied in total.

Representing 75cm gauge is a 2-6-0RT built by Cail, France, in 1899 for the Diakofto-Kalavryta rack railway, where it spent its working life. Carefully positioned in front of the locomotive is its original third class passenger carriage, No. ΔK-111.

There are three 60cm industrial locomotives from the Eretria Chrome Mines in Thessaly: an 0-4-0T built by Jung in 1927, an 0-4-0T Orenstein & Koppel of 1904, and an industrial diesel locomotive built by Klöckner-Humboldt-Deutz AG in 1957.

Rail-related museums nearby

The Electric Railway Museum Piraeus is inside the beautiful station of Piraeus, complete with an overall roof. The museum is shoehorned inside a room at the platform ends. Sadly, it was closed during my visit due to the intense heat, despite it being considerably cooler under the station roof.

Nearby at Rouf station is preserved standard gauge locomotive No. Ma1002 a 2-10-2, built by Breda, Italy, in 1953, part of a restaurant and theatre complex. Behind the locomotive is a mixed collection of freight and passenger wagons including a restaurant carriage from the 1926 Orient Express. During the evening, staff are happy for you to take photographs, but during the day you are shouted at by the security guard. For a theatre and commercial organisation, this is exceptionally bad publicity... the venue must become friendlier.

Urgent heritage need

Of utmost importance is the recognition that railway heritage in Greece must be preserved. There is plenty of work to do but no quick fix.

At present, there is nowhere to help with donations, but perhaps European Union funds could be made available in the future. There is a lack of personnel too, either volunteer or paid. Skilled people within the railways are moving on to secure their jobs, leaving a vacuum for the restoration of steam locomotives. Furthermore, there are no steam maintenance facilities, and the worry is that skills are not being passed down to future generations.

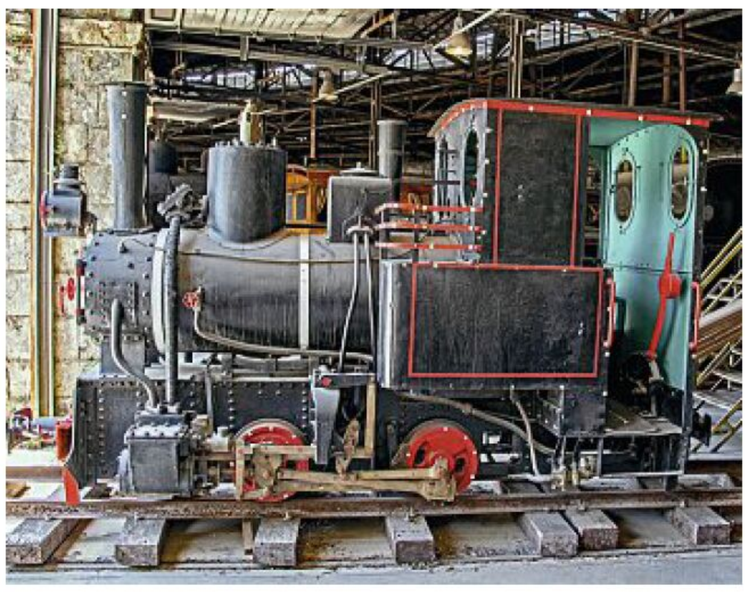
Those behind the scheme are starting from scratch and have a tremendous amount of work ahead, but also have the potential for an excellent museum in the future, one with international appeal that could easily expand to other methods of transport.

It now needs a co-ordinated effort, considerable amounts of money, and volunteers, plus a leader and a team behind it. It's a long way off – but there is now realisation that it's now or never.

A special thanks to Jason Zorzos who helped with the historical content.HR



There is also A 5 ΜΕΣΟΛΟΓΓΙΟΝ 0-6-0T built by Couillet, Belgium in 1888 for the Greek North Western Railway.



The 60cm gauge 0-4-0T ex-Eretria mines No. 8, built by Jung in 1927.



A hand-operated metre gauge crane that can out-lift most standard gauge cranes in Greece.



A vintage carriage on a short section of standard gauge track inside a metre gauge shed is well protected from the elements.

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Bachmann reveals plethora of models in summer announcement

ON August 2, Bachmann's quarterly announcement and release schedule revealed an exciting mix of models across the manufacturer's ranges and scales, due both imminently and over the coming months. With plenty to choose from, here are some of the highlights...

1: *Linda* gains a pony

It has been no secret that a 2-4-0STT version of the Ffestiniog's main line Hunslets has been lurking in the background, with maintenance sheets for the 0-4-0ST variants including this in its diagrams. Since then, modellers have been waiting with baited breath for such a release – and that time has finally come.

This latest version of the popular *Linda* depicts the Hunslet as it ran during the 1990s, when it was converted for oil firing. Fitted with a stovepipe chimney, the tender coal space now also carries the oil tank. Though *Linda* is perhaps best recognised in the FR's green livery, this model portrays the Midnight Blue scheme it wore during this period, edged with black and white lining. Just 500 models have been produced and are available exclusively through the Bachmann Collector's Club, with a 10% discount against the RRP of the main range models. DCC-ready versions are available for £206.96, with DCC sound-fitted examples priced at £296.96; both are in stock now.

2: Dinorwic focus

Also joining the OO9 narrow gauge range are two new wagon designs based on examples that could be found around the Dinorwic Quarry in Wales.

Once the world's second largest slate quarry, it had a vast narrow gauge network to move materials around with many four-wheel wagons built to its own design, some of which survive in the National Slate Museum at Llanberis, which is situated in the former Gilfach Dddu workshops.

Available in triple packs, four-wheel flatbed wagons have been produced both with and without sides, the former designed for transporting finished slate and very much typical of the 'slate wagon' appearance.

As with Bachmann's previously released slate wagons, these are available in grey and red liveries; the red flat wagons carry three different names. All wagons are unnumbered but red wagons with sides do carry tare weights on their solebars.

Suitable slate load packs are also being released, designed to fit into these new wagons, which perfectly complement the previously released 0-4-0ST quarry Hunslet models synonymous with Dinorwic (and quarrying in general).

3: Heritage structures

The Scenecraft range has also expanded further with additional buildings that would suit those modelling areas based on or around some of the UK's heritage lines, with a focus on the Somerset & Dorset Joint Railway company.

Returning in both OO and N scales, Shillingstone goods shed will be available in both the previously released green colour scheme and, as is the current trend for Bachmann, alternatively with red woodwork and guttering; Shillingstone station survives as the base of the North Dorset Railway. An additional S&DJR location being produced is the Burnahm-on-Sea brick station building and accompanying train shed roof, both available in the green and cream colours, with the alternative option being chocolate and cream.

Complementing the Great Central Railway's Rothley signal cabin previously announced and released this year will be a GCR lamp hut in matching liveries, while those modelling the Midland & Great Northern route of the North Norfolk Railway are being presented with a platform mounted signalbox based off that at Weybourne, available in green or brown schemes.

4: Staniers in N

For those modelling N gauge, amid the modern traction selection presented by the Graham Farish Brand are six new LMS 4-6-0 'Black Five' locomotives, which includes two preserved examples.

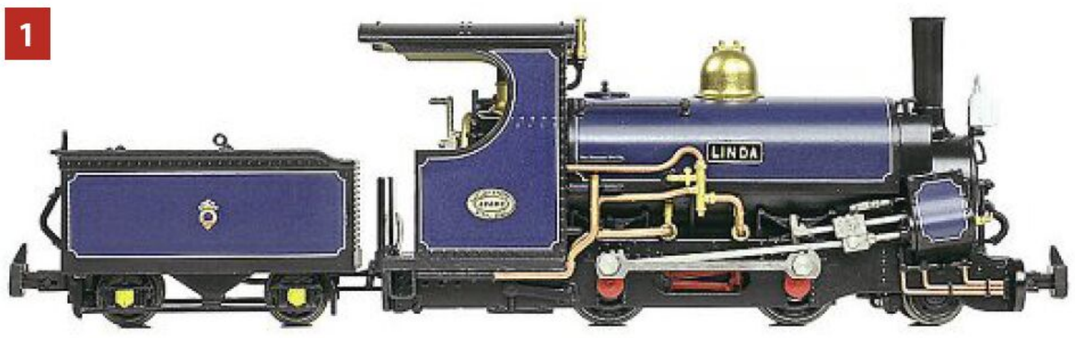
The first of these is No. 5000, which survives within the National Collection and can currently be found on display at Shildon's Locomotion museum.

Also in the range will be No. 45407 *The Lancashire Fusillier*, one of Ian Riley's fleet of locomotives and a regular performer on main line excursions. Finished in BR lined black with early crest, it also sports blue backed smokebox number and shed plates that was applied to those based in the Scottish Region, where the locomotive has often be seen operating West Coast's 'Jacobite' services.

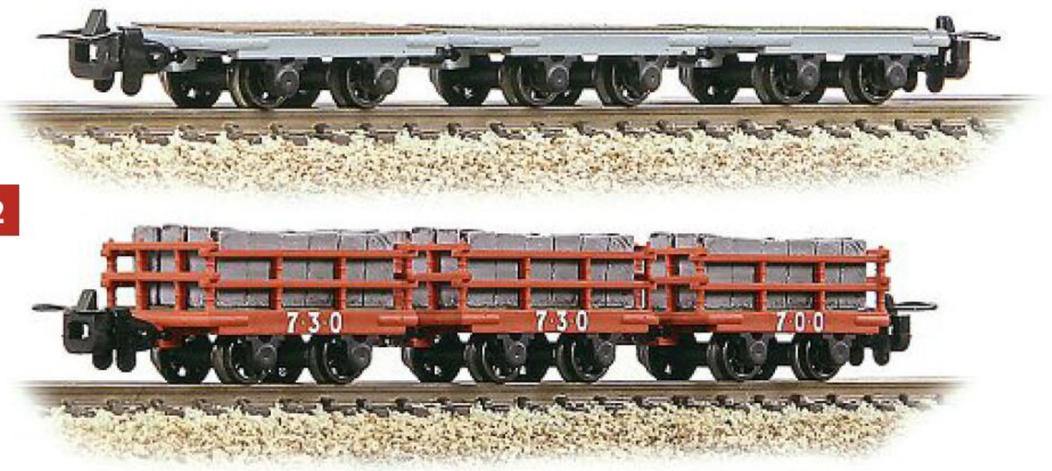
5: Pre-Grouping extravagance

Marking the third anniversary of the EFE range, the firm's LSWR cross-country carriage packs will expand further with the previously released triple packs now receiving a newly-tooled fourth vehicle that opens up additional livery options.

1



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£10k charity target for Accurascale exclusive 'shed'

MODERN image modellers will be able to support charity when purchasing a special edition Class 66 model directly from Accurascale. Adopting the nickname from their garden shed-style cab roof, Class 66 No. 66769 in GBRf Prostate Cancer UK livery was launched at the model manufacturer's takeover of Pete Waterman's Making Tracks III event at Chester Cathedral, with a fully working pre-production sample in operation on the 64ft-long layout of Milton Keynes Central.

The real No. 66769 arrived as part of the penultimate delivery of 'sheds'; in 2021 GBRf ran its annual charity railtour and this locomotive was selected to wear a special livery and be an integral part of the tour.

Charity tour flagship

The locomotive was unveiled in its special black livery in connection with Prostate Cancer UK during August before becoming the flagship for the September tour.

Unusually, it was dual-named, in recognition of GBRF contracts manager Paul Taylor, who was battling prostate cancer, and also the *League Managers Association*. Sadly, Paul lost his battle in 2022 and the locomotive serves as a fitting tribute to him, continuing to raise awareness of this very important cause.

The model No. 66769 marks the beginning of a new initiative for Accurascale, with certain exclusives raising awareness and much-needed funds for causes away from just railway preservation (although that will continue too). Speaking on the launch, Accurascale PR and marketing director Fran Burke said: "We are absolutely delighted to work with Prostate Cancer UK and help raise £10,000 for this fantastic cause. Not only does No. 66769 look spectacular in both prototype and model form, but it carries a most important message that raises awareness of prostate cancer.

Raising awareness

"As we see from model railway exhibitions we attend and indeed our own customer base, a significant portion of people in this hobby are males over 50, so hopefully this model

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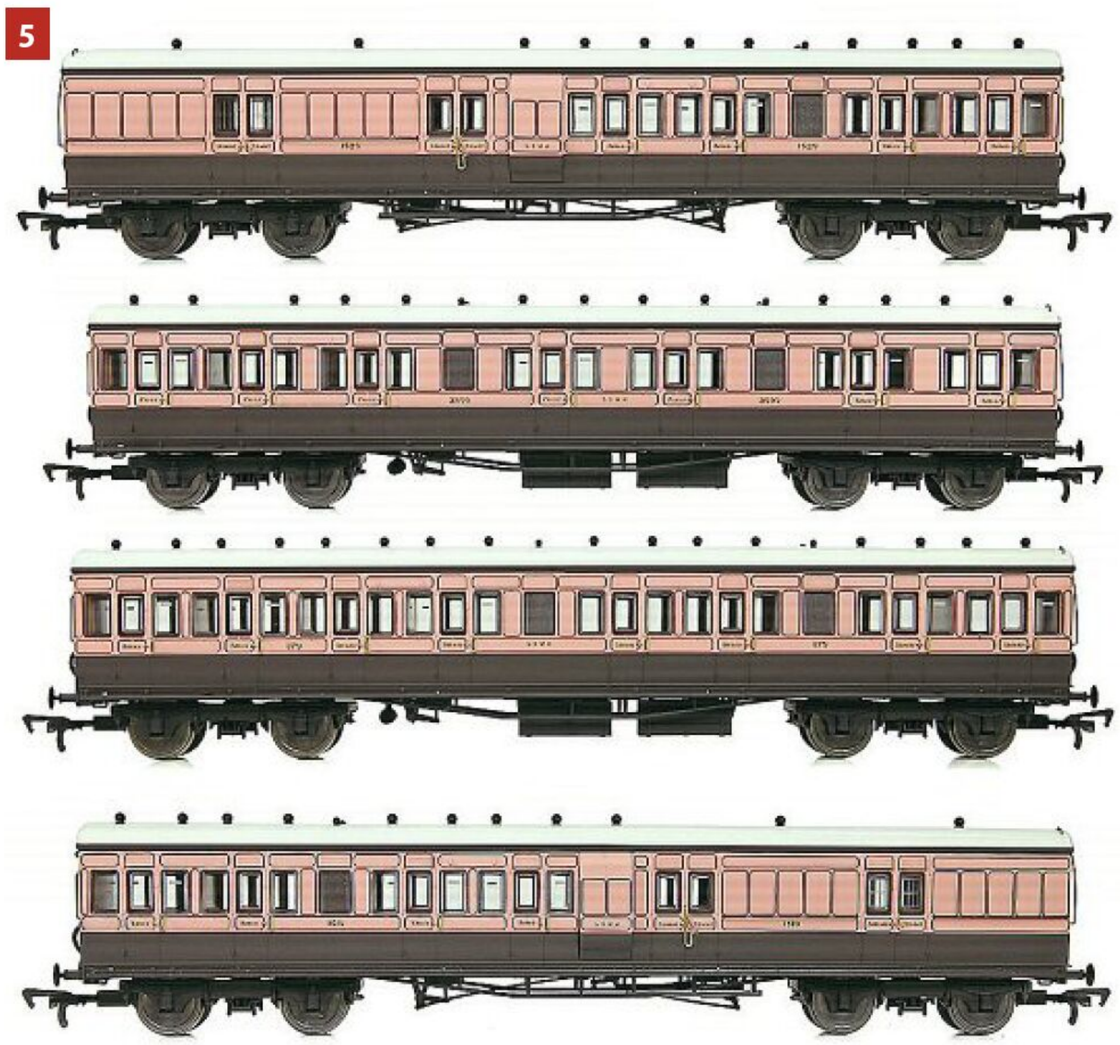
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Now available in pre-Grouping LSWR Salmon and Brown or SR Maunsell lined green, these are bolstered by the addition of the all-third tooling to create the fixed-rake packs of the 56ft length carriages that were used extensively over the south western region of the Southern railway network.

Two carriages survive, with composite No. 5065 awaiting restoration on the Kent & East Sussex Railway.

The restored and operational brake third No. 1520 resides on the Bluebell Railway and is resplendent in the LSWR colours. That very carriage is included in the Salmon and Brown liveries four-coach pack; RRP for these is set at £279.95 but can be found with discounts equating to 15% at various retailers.

An additional new model is the LSWR covered van, with six models available showcasing the variety of differences these vehicles bore during their working lives, including brake types, heights, doors and vents. Several examples survive in preservation.

6: Further highlights

There were many other products announced for release, including the return of the OO scale Mk.1 suburban carriages (in BR crimson, lined maroon, and blue liveries), additional BR standard Class 9F 2-10-0 locomotives with Tyne Dock Westinghouse modifications, and Class 411 3CEP and Class 422 4TEP EMUs.

The EFE N scale range also welcomes the all-new tooled 0-6-0ST Hunslet Austerity and LNER J94 class locomotives in a range of BR and industrial liveries, with the preserved Wemyss Private Railway No. 15 included in the offerings.

Many of these products, along with others, were due to be in shops during August and September.



6



can be enjoyed, but also help to raise awareness about getting checked out.

"It is a cause that means a lot to many of us on the Accurascale team, having seen loved ones suffer and be lost to this dreadful illness. We sincerely thank Prostate Cancer UK, the LMA, and of course GBRf for working with us on this model."

This limited edition model is now available for pre-order exclusively via the Accurascale website and will come in special presentation packaging containing literature concerning prostate cancer and the services of Prostate Cancer UK.

Delivery will be in the first quarter of 2024 and models are priced at £169.99 for DCC-ready and £259.99 for DCC sound-fitted.

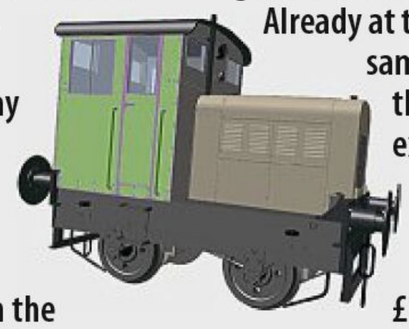
Proceeds will be donated to Prostate Cancer UK, with the aim of raising £10,000 for this worthy cause.

The tiny but mighty Ruston

O gauge diesels probably won't get much smaller than Heljan's latest announcement of the 4WDM Ruston 48DS shunting locomotives.

Ideal for those working with limited space, these compact locomotives could be found shunting yards all over the UK, and this latest model utilised a preserved example for reference, with the manufacturer's design team visiting the Mid-Suffolk Light Railway to see YouTuber Lawrie Rose's No. 294266 *Sir William McAlpine* based there. This very locomotive is included in the five different running numbers being produced for this first batch.

Standard features will include separately switchable headlamps, fully detailed cab interior, authentic cab and bufferbeam variations, wire mesh radiator grille, finely detailed chassis with chain drive and brake gear, and much more.



Already at the tooling stage, first samples are due later this year, with release expected to be during the third quarter of 2024. Available to order now, RRP is set at a modest £199.

A lifetime of model classics

A unique collection of scratch-built live steam fine-scale models, the result of an engineer's lifelong passion, which entertained his family in their back garden, exceeded all expectations when it was sold at auction. **Sally Clifford** finds out more…

THEY are the epitome of one man's passion and skill.

Brian Elliott's enthusiasm for building model locomotives and steam engines became a pastime spanning a life that would demonstrate the attention to detail, planning and precision required to create what became an impressive collection.

Such was the calibre of the Brian Elliott Collection – the highlight being a 10 ¼in gauge Collett 14XX 0-4-2T finished in Brunswick green as Great Western Railway No. 1400 – that it attracted steam enthusiasts from around the country when it was auctioned in the July 15 summer transport sale at Tennants, of Leyburn, North Yorkshire, as reported in Geoff Courtney's Railwayana column (page 70).

In addition to the railway models, an Aveling & Porter kit-built steam lorry sold for £4200, surpassing the £2000-£3000 estimate, and a Steam Traction World kit-built 1:8 Scale Burrell 6NHP Traction Engine sold for £11,000.

Brian showcased some of his model locomotives and carriages on the miniature railway that he set up around the garden of the family home near Huddersfield.

Childhood memories

His daughter, Elizabeth, who has a brother Mark and sister Jane, fondly recalls the joy of having the miniature railway running at children's parties and the family's boxer dogs being regular and enthusiastic passengers.

At the auction, the miniature garden railway set was sold for £14,000.

According to Elizabeth, engineering was an important part of the family business of brick manufacturing, sand and gravel quarries and coal mines (pre-Nationalisation).

Brian qualified as a mechanical engineer and followed in the family business. A brass and copper locomotive was one of his earlier creations.

"In about the 1970s, he had the garden 10¼in gauge diesel engine and carriages. This ran on a relatively short straight length of track," Elizabeth recalled.

"In the 1990s, he extended the track around the garden and this was about 500 metres in length, with bridges and underground tunnels."

Elizabeth's father built a varied number of trains and traction engines. "Some were kits, but others he designed," she said. "After work and on weekends, he used to go into his workshop and either be at the drawing board or building the next model."

According to Elizabeth, her father's interest was in the mechanics of their creation rather than the running.

"It was done as a hobby to enjoy and a good use of his mechanical engineering skills, and with very good advice from Roger Cockfield, who was a precision engineer," she said.

"The entire collection was over a lifetime and it was only when he was aged in his 80s that he slowed down. He passed away when he was 96.

"The workmanship and attention to the minutest of details was excellent. As a family, we were very proud of his collection. Although we did start running out of room to put them all, as once they were built they needed to be moved out of the workshop and be rehomed.

'Unusual' collection

"It was a difficult decision to sell the collection, but with no future generation to take them on (and it creating space and less dusting), we felt it would be good for other people to and enjoy."

Brian's interest in small scale, mainly 00 gauge, led to him building and expanding an impressive indoor scale model over 40 years.

The family still owns his Great Northern Railway Stirling Single 4-2-2, which remains as a temporary display at Tennants after not selling

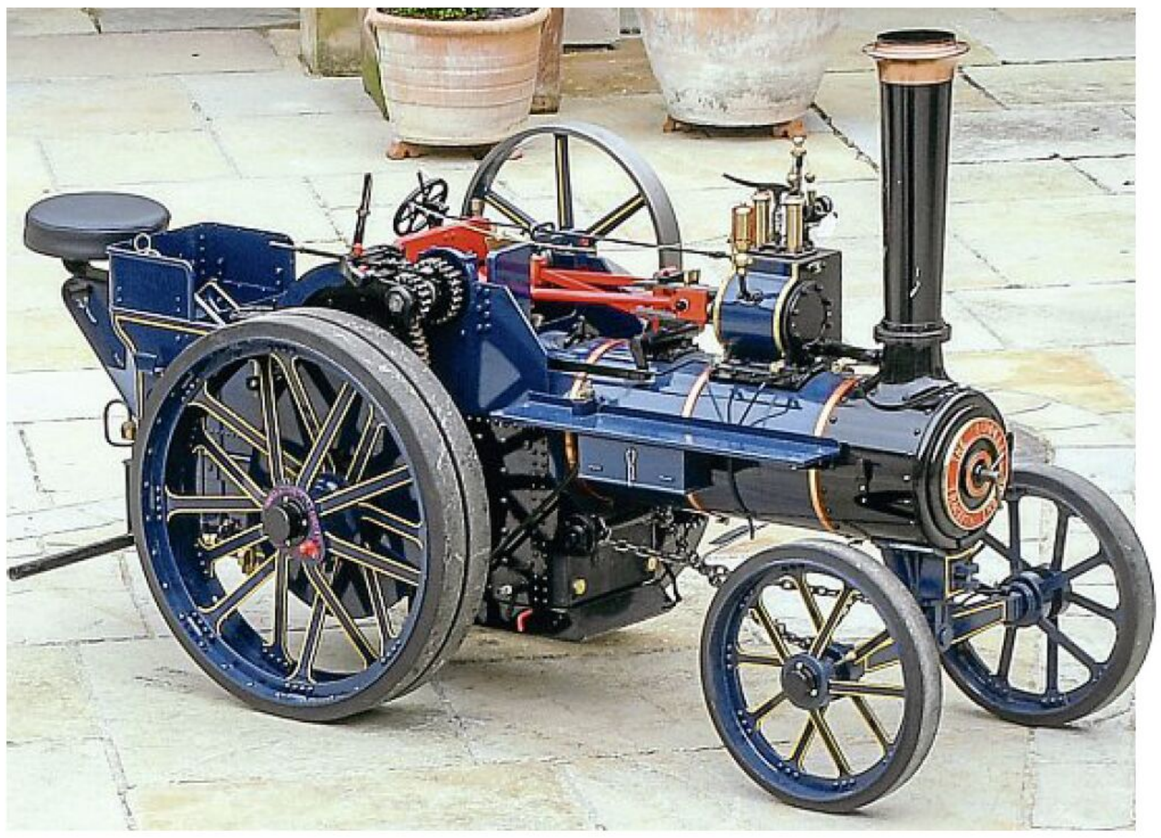


GWR Collett 0-4-2T No. 1400 from Brian Elliott's collection of scratch-built locomotives and steam engines. TENNANTS

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Baldwin Locomotive Works Locomotive 2-6-4T No. 2015 dwarfs No. 1400 (behind). TENNANTS



Steam Traction World kit-built 1:8 scale Burrell 6NHP Traction Engine also went under the hammer. TENNANTS

at the auction. Tennants auctions director Jeremy Pattison said: "I have been an auctioneer for more than 30 years and it is the only time I have sold a collection like this.

"I was absolutely delighted to deal with the collection. It is a real one-off."

Jeremy also expressed his appreciation to Anthony Coulls, senior curator of rail transport and technology at the National Railway Museum, for his input.

Anthony said: "It's unusual for a collection of larger locomotives of quality to come up for sale, and the Stirling Single in particular was a stunning model.

"I am glad that the sale went well for both the Elliott family and Tennants, and I look forward to seeing where these locomotives are put into operation or on display according to their new owners' wishes.

"It is a privilege to have seen them all together." HR



A complete garden railway set was sold for £14,000. TENNANTS



A brass and copper locomotive, one of Brian 's earlier creations.
COURTESY ELIZABETH ELLIOTT







1. **The bridges and underground tunnels that formed part of Brian's garden railway.**
COURTESY ELIZABETH ELLIOTT

2. **The track on which Brian's locomotives would run around the garden of his West Yorkshire home.**
COURTESY ELIZABETH ELLIOTT

3. **An image taken from a cine still sees Elizabeth and Mark Elliott climbing aboard their father's garden railway.**
COURTESY ELIZABETH ELLIOTT

ANY TAKERS FOR A PECKETT FROM CALIFORNIA?

Mozambique has been a veritable source of British-built narrow gauge steam locomotives for the world heritage railway sector over the years. Now one of them, a dismantled Peckett saddle tank, is being offered for sale in the USA and, once assembled, would fill a gap in UK preservation, reports **Mark Smithers.**



Sena Sugar Estates Peckett No. 2144 of 1953 at the Norgrove Railway in California – broadly similar to the dismantled No. 2106 of 1949, which could now be sold to a UK buyer. PETER NOTT



Sena Sugar Estates No. 11 at the Sandstone Estates Railway. GRAHAM GILLETT

THE recent UK public working debut at the Statfold Barn Railway of former Sena Sugar Estates John Fowler 0-4-2T No. 15513 of 1920 No. V11 – as highlighted last issue – has demonstrated what a boon to the world's narrow gauge heritage sector the rescue of a group of 2ft gauge steam locomotives from Mozambique was more than two decades ago.

Locomotives from the Sena Sugar Estates enterprise have found homes in Britain, Germany, South Africa and the USA since their recovery from their country of operation. On the domestic front, three of the Fowler 0-4-2Ts have been restored, along with a Fowler 0-6-0WT, while two further Fowlers, a 0-4-2T and a 0-6-2T, await restoration for a museum at Aberystwyth on the Vale of Rheidol Railway.

In addition to the ethnic British designs used by SSE, there are surviving examples of the ubiquitous German Army 'Feldbahn' 0-8-0Ts in existence in South Africa, the USA, UK and on the continent.

However, of all the 2ft gauge British steam designs used by SSE, there is currently one glaring omission among the ranks of those currently represented on the home front.

In 1949, Peckett supplied the first of six classic outside-framed 0-6-0STs (Nos. 2106-7, 2143-5 and 2161), of which the last named was the maker's penultimate steam locomotive. At the time of the initial rescue of locomotives from Sena's then-closed Marromeu railway



Sena Sugar Estates No. 14 in Steam on the Sandstone Estates Railway in 2010. AIDAN MCCARTHY



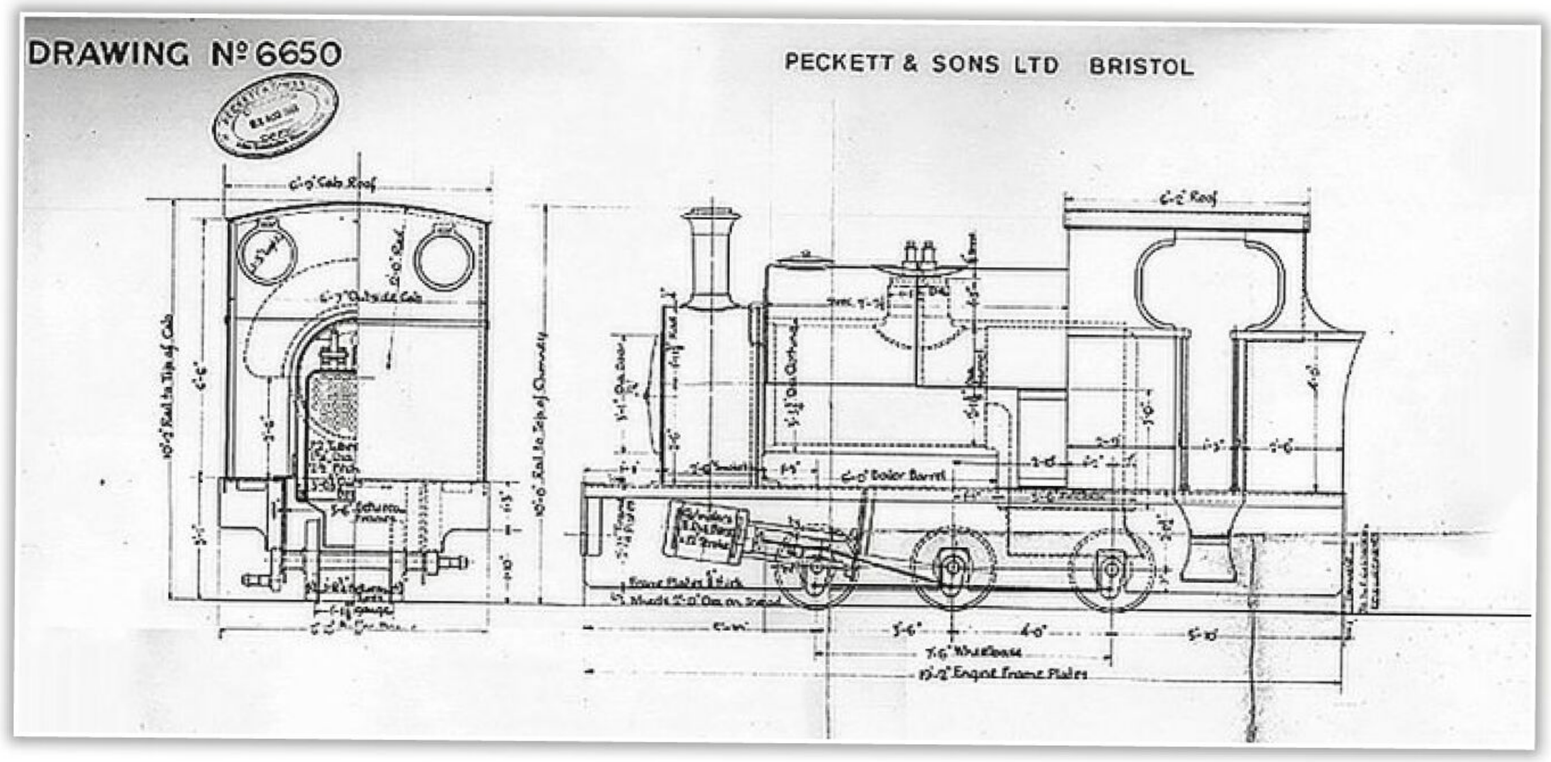
Privately-owned former Sena Sugar Estates John Fowler 0-4-2T No. 15513 of 1920 No. V11 being service at the Statford Barn Railway, where it recently made its UK public debut. ROBIN JONES



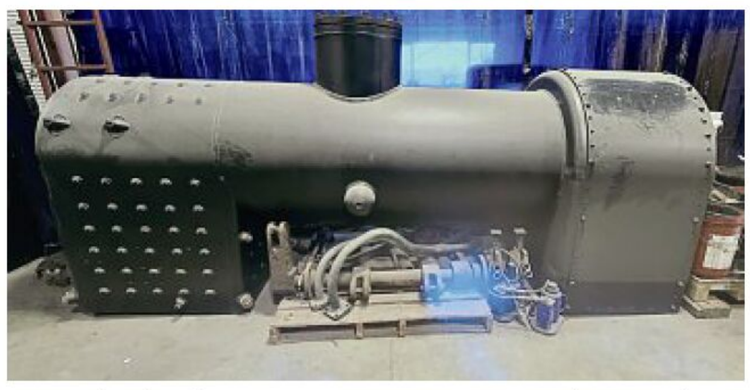
Above: Sena Sugar Estates No. 19's earlier pattern smokebox door at the Norgrove Railway. PETER NOTT

Right: A Sena Sugar Estates Peckett chassis viewed from above. PETER NOTT





Peckett's 1956 drawing of what was to become No. 2161 of 1957, with the later pattern smokebox door.



A new boiler for a Sena Sugar Estates Peckett at the Norgrove Railway. PETER NOTT

system in 1998, it was envisaged that the Peckett class would be retained for a reopened system, but that never happened, and by 2002 the powers-that-be on South Africa's Sandstone Estates Railway heard that the remaining historic equipment at Marromeu Mill was likely to be scrapped, even though the mill was once again a going concern.

In September 2002, a Sandstone party visited Marromeu with a view to rescuing as much of the equipment as possible, including four of the Peckett 0-6-0STs. These had been stripped of their brass fittings and maker's plates but were otherwise in apparently good condition. Two of the surviving Pecketts, Nos. 2143 of 1953 and 2161 of 1957, were taken into Sandstone Railway stock, while Nos. 2106 of 1949 and 2144 of 1953 were sold to Peter Nott of California's Norgrove Railway. Subsequently, one of the boilers from these latter locomotives was sent to Canada for a pair of replacements to be made.

Work commenced on overhauling the chassis of No. 2144 (SSE No. 12), with the wheels having been turned and new tyres having been acquired ready to fit, but progress has come to a temporary halt owing to other commitments.

Peter therefore said that components for the other locomotive, No. 2106 (SSE No. 19), are available for sale, most likely to an interested UK organisation or individual. However, he said that there is some question as to whether a US-certified boiler would be acceptable in the UK and says he would be happy to pay for a British boiler inspector to fly out to California to check it out and hopefully certify it to UK standards. Any UK customer could purchase the locomotive as seen or rebuilt before shipping.

Apart from being an interesting example of post-Second World War British railway export practice, does this locomotive have any other important historical attributes?

Examination of its aesthetic features above running board level reveal close affinities with a long-lost narrow gauge Peckett celebrity, the Isle of Purbeck's 2ft 8in gauge Furzebrook Tramway's 0-4-2ST No. 1692 of 1925 *Sextus*,

> "What a boon to the world's narrow gauge heritage sector the rescue of a group of 2ft gauge steam locomotives from Mozambique was more than two decades ago."

even to the dome not being fitted with a cover, but the locomotive is smaller overall, with 8in by 12in cylinders. This suggests that the ideal operating venue for the locomotive, if repatriated, would be the Purbeck Mining Museum if it wanted to recreate the spirit of 'days gone by' in the area – all subject, of course, to resources being available to finance such a move.

The SSE locomotives were found in three basic varieties: riveted tank and classic Peckett smokebox door (Nos. 2106-7 of 1949 respectively SSE Nos. 19 and 24); riveted tank and part conical later smokebox door (Nos. 2143-5 of 1953 respectively SSE Nos. 11-13); and welded tank and later smokebox door (No. 2161 of 1957 Sena Sugar Estates No. 14).

When ordering the replacement boilers for Nos. 2106 and 2144, Peter decided to use the later pattern smokebox door, with associated reinforcing ring on the front.

However, No. 2106's original smokebox door still exists, and the smokebox fronts of both boilers are secured only with bolts at present. Therefore, there would be no barrier to fitting a smokebox front without a reinforcing ring to one of them so that the earlier pattern door could be fitted – to ensure greater parity with *Sextus*.

Are there any other potential visiting steam locomotives for the Purbeck line? It could be argued that Manning Wardle 0-4-0ST No. 1897 *Jubilee* could visit on the grounds of its relationship to *Quintus* but sadly it has been altered by the Penrhyn Railway, but the other two candidates are both based on the Welsh Highland Heritage Railway's Hunslet 2-6-2T *Russell* operated on the Fayles Tramway during its last steam days, while WHHR-based Peckett 0-4-2T No. 2024 of 1942 *Karen*, despite being 2ft gauge has a chassis design very closely related to *Sextus*, even down to its 10in by 15in cylinders. HR

➜ Any parties seriously interested in acquiring No. 2106 should contact Peter Nott at peternott65@gmail.com or telephone +1 310 994 0105.

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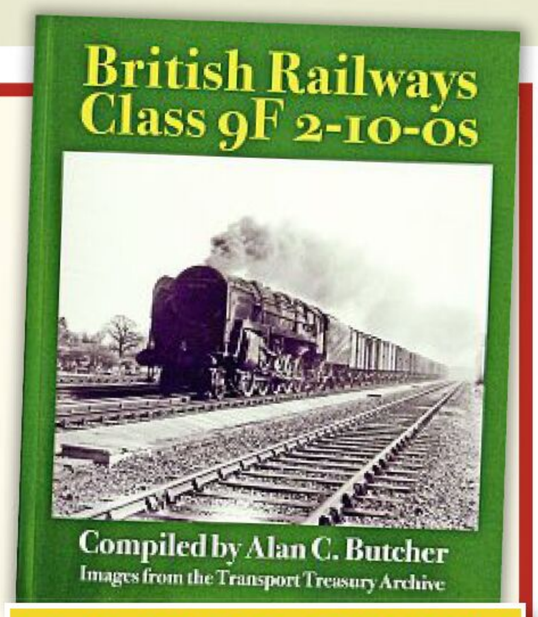
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EDITOR'S CHOICE

Compiled by Alan C Butcher (softback, Transport Treasury Publishing, 112pp, £14.95 inc p&p, ISBN 978-1-913251-41-3. Cheques payable to: Transport Treasury Publishing, 16 Highworth Close, High Wycombe HP13 7PJ).

FOR steam-era trainspotters, freight trains obviously had their limitations, **writes Geoff Courtney**. Yes, they may have provided a 'cop', but in most cases the locomotives themselves were regarded as worth little more than a scribbled number in a well-worn notebook and if you were lucky, an underlining in the Ian Allan Combined Volume on one's return home.

That changed when the Standard Class 9Fs began to proliferate through most of the system from the mid-1950s. These were worthy of a second look and an intake of breath due to their sheer size and obvious power.

And proliferate they did. Between June 1959 and August 1961, for example, I logged members of the class at locations ranging from Hadley Wood to Rhyl, Exeter to Bedford, and Twyford to Peterborough, as well as other stations and sheds. During one visit to Hitchin I recorded seven of them in the space of three hours, and at Exeter St David's on August 12, 1961, I experienced the glorious sight and sound of No. 92003 double-heading a Kingswear express with No. 4997 *Elton Hall*.

It is difficult not to feel a sense of exasperation when reading through this newly-launched Transport Treasury publication about the sheer waste of money spent on developing and building these fine-looking 2-10-0s. The construction budget for each, writes compiler Alan Butcher, was £23,500, but the 53 built at Swindon came out at £30,200, although the 198 outshopped by Crewe cost £22,500 each.

Utter exasperation too at the short lives of every member of the 251-strong class, with some being in service for fewer than six years, as is shown by the publication's impressive data on the dates each locomotive entered traffic and was withdrawn, coupled with its tender type and first and last sheds.

Alan Butcher understandably refrains from directly expressing his opinion of BR's profligacy, but his introduction includes a hint when he writes: "Correspondence between the Western Region and Railway Executive in 1953 states that the case for the construction of the 9Fs was based on a 45-year life span; little were those involved to know that within 10 years, the steam era was virtually over.

"It is interesting to note that the initial thoughts for the run-down of steam anticipated some 5000 locomotives remaining in service in 1975, with final elimination in 1985, although the latter date could stretch until 1990."

Notes on the back cover further this theme, pointing out that the locomotives were designed to see 25-30 years' service, but that their lifespan was "tragically short," adding that they were withdrawn "well before their intended demise," and with the rush to change to diesel traction, "the 9Fs were forced into retreat, with many of the class never receiving a heavy overhaul."

Within the book's covers are black-and-white photographs from the publisher's archive of almost every member of the class, captioned in detail by the compiler. The frontispiece is of No. 92023, which entered service in March 1955 as one of the 10 Crosti-boilered 9Fs, storming up Ais Gill on the Settle to Carlisle line in August 1964 with a fully-loaded anhydrite hopper train, while one of the last images is appropriately of the final 9F being built at Swindon, the then unnamed No. 92220, on December 20, 1959.

In his caption, Butcher writes that chalked on the smokebox saddle of the 2-10-0 is 'mano the loco' and 'Filius Nuilius', Latin for 'Son of None.' Not only did Swindon construct BR's last steam locomotive, it also boasted an admirably erudite workforce.

"From slow heavy freights to express passengers services, the 9F class was master of all; it could be said that the British railway industry left the best to last," the reader is told. It did indeed.

PICTORIAL HISTORY OF A SHORT-LIVED STEAM MASTERPIECE

East of England Steam 1948-1963

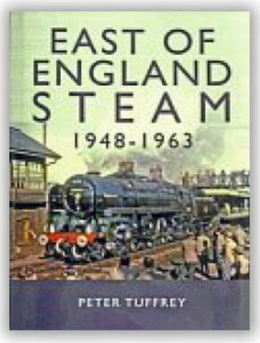
By Peter Tuffrey (Hardback, Great Northern Books, 160pp, £22.50, ISBN 978-1-914227-46-2).

THOSE of us who take photographs but aren't particularly adept at it – and I place myself in that category, **writes Geoff Courtney** – can only admire the consummate skill of the professionals or exceedingly good amateurs who have recorded the railway scene over many decades. These are people who don't just point and click, but view a photograph in the round and envisage the end product, rather in the way that a chess master or a top snooker player can think several moves ahead.

One of the mantras I followed when taking photographs in the steam and diesel eras was to avoid having people in them whenever possible. How wrong I was. This publication contains photographs from the huge archive of Peter Tuffrey, and some of those images made me realise how a human presence can actually enhance the scene.

In one shot, of LNER J17 0-6-0 No. 65566 heading a freight train through Aylsham South station in North Norfolk in August 1958, one's attention is drawn to the driver and fireman both intently eyeing the photographer, Hugh Ballantyne, and in another image two star-struck short-trousered boys are looking up admiringly from the Bury St Edmunds platform at the driver of Class D16 'Claud Hamilton' 4-4-0 No. 62613 in July 1959.

Then there's another lad in short trousers wearing his school cap and with a satchel (remember those?) on his back, who is ignoring the splendour of Britannia Pacific No. 70039 *Sir Christopher Wren* at Colchester station in May 1958 and instead looking inquisitively at the photographer.



Peter takes the reader through the 15-year span of the book station by station in alphabetical order, starting with the Suffolk seaside town of Aldeburgh and ending at another coastal town, Yarmouth in Norfolk, and covers about a dozen former GER classes, and Gresley, Thompson, and Standard designs.

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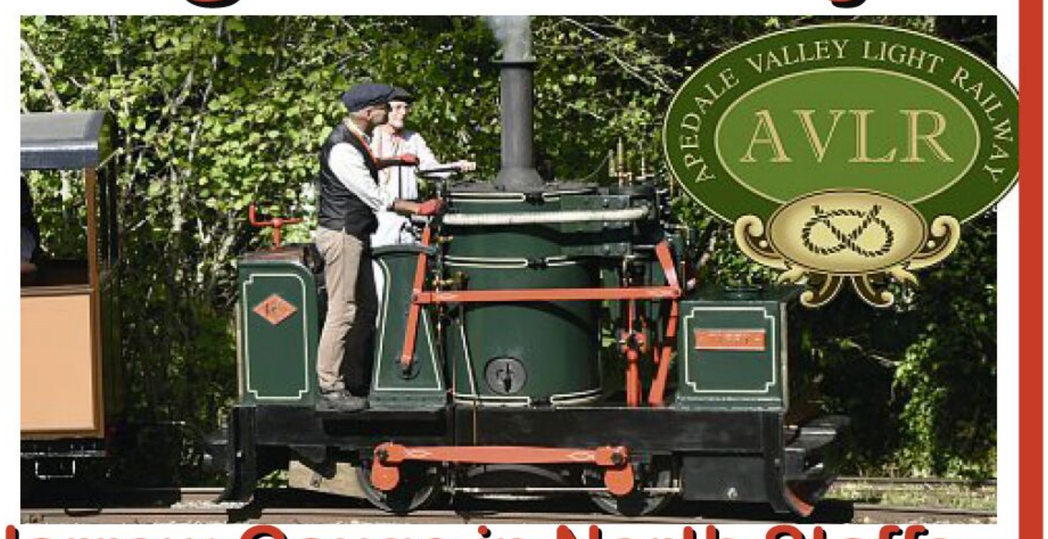
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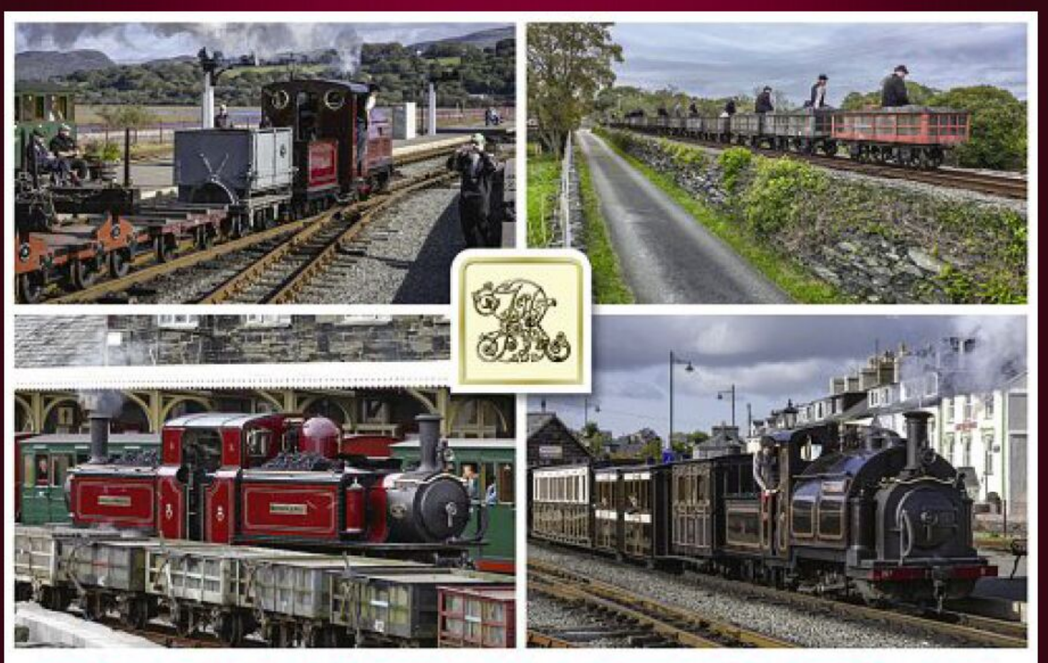
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Images courtesy Kevin Simpson, Owen Cunningham, Philip Benham & Jack Boskett.

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STAR LETTER

Was 1965 *not* the last days of steam to Peel and Ramsey?

ISSUE 309 had a very interesting feature on the Isle of Man Railway.

But it is not strictly true to say that the IOMR closed after the 1965 season; I believe the decision to close the railway came only the following year. The track on the Foxdale branch was still there at that time.

I think you might have given Lord Ailsa a bit more credit for the considerable financial commitment he made – if he had not taken on the railway in 1966/67, it would all have been unceremoniously scrapped, as so much else was at the time – the Penrhyn Railway and many other industrial systems come to mind, and later, Dinorwic. Lord Ailsa provided two new boilers and a breathing space which lasted a few years, and enabled the IOM Government to realise the value of keeping part of it.

Shed access

I went over in May 1966, wanting to see the railways. We'd had a washed-out family visit in 1953 when someone was swept off an IOM Packet steamer – the weather was so awful – and we cut our holiday short. We stayed at a hotel on the cliffs at Port Erin, and my mother complained bitterly that the train service didn't allow for attending a show in Douglas.

I was armed with a letter of authorisation for access to the locomotive sheds from Mr Lambden, the general manager, and so was surprised to find Douglas station all shut up. A knock at a door and the letter produced a man to let me in (I hadn't realised there were locomotives in the carriage shed, so didn't ask).

It was my first year with a 35mm colour slide camera, so I went out and bought a lot more slide film as it was clear everything would go, except a couple of engines in museums (and of course that happened to Beyer Peacock 2-4-0T No. 3 *Pender* in the days when they thought it was a good idea to section such things).

I spent the week walking the track taking pictures. The stations were still staffed, so I photographed another couple of engines in the murk of sheds, and, of course, the Manx Northern six-wheelers at St Johns.

Another visit

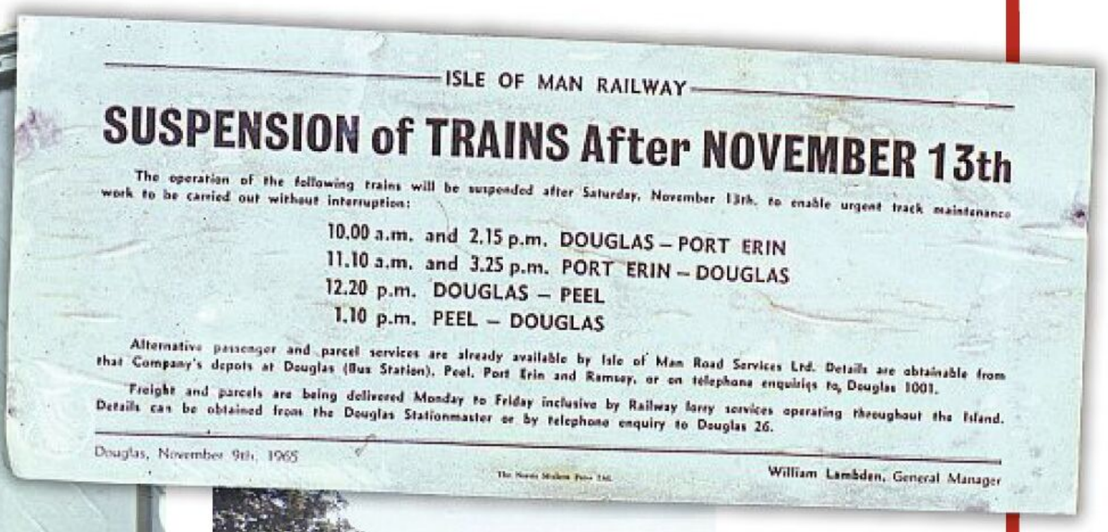
I went with Andrew Neale (now the owner of Quarry Hunslet 0-4-0ST *Edward Sholto*) in June 1968 to see Lord Ailsa's operation and I'm glad we did, because we went to Peel and took the one-day-a week train to Ramsey, not knowing it would be the last opportunity.

I often wonder if I would have had the same interest in narrow gauge railways if I had been born 60 years later. There was so much historical stuff to see then.

Michael Bishop, email



Beyer Peacock 2-4-0T No. 5 *Mona* in the shed at Douglas on May 27, 1966. MICHAEL BISHOP



ISLE OF MAN RAILWAY

SUSPENSION of TRAINS After NOVEMBER 13th

The operation of the following trains will be suspended after Saturday, November 13th, to enable urgent track maintenance work to be carried out without interruption:

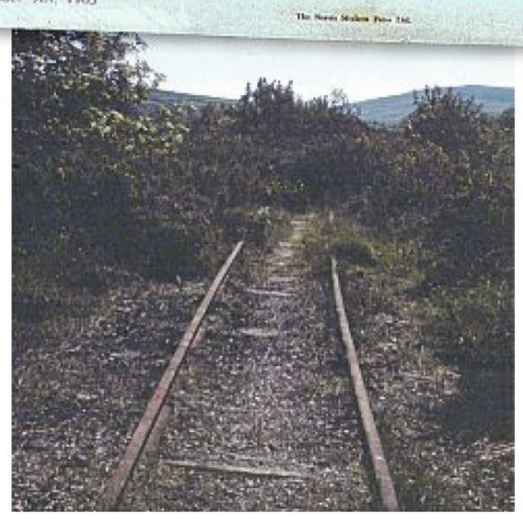
10.00 a.m. and 2.15 p.m. DOUGLAS – PORT ERIN
11.10 a.m. and 3.25 p.m. PORT ERIN – DOUGLAS
12.20 p.m. DOUGLAS – PEEL
1.10 p.m. PEEL – DOUGLAS

Alternative passenger and parcel services are already available by Isle of Man Road Services Ltd. Details are obtainable from that Company's depots at Douglas (Bus Station), Peel, Port Erin and Ramsey, or on telephone enquiries to, Douglas 1001.

Freight and parcels are being delivered Monday to Friday inclusive by Railway lorry services operating throughout the Island. Details can be obtained from the Douglas Stationmaster or by telephone enquiry to Douglas 26.

Douglas, November 9th, 1965

William Lambden, General Manager



Left: Track still in place on the Foxdale branch from St John's on May 28, 1966, six years after its last train ran. MICHAEL BISHOP

Filling the gap: Let's build a new full-sized *Jenny Lind*

I WAS very interested to read the article 'Globetrotting great grandson sees *Jenny Lind* model made by ancestor' in issue 309 of *Heritage Railway* magazine.

The real *Jenny Lind* locomotive was built by the Leeds firm of EB Wilson in June 1847, and was the most famous and successful steam locomotive built in Leeds. Ten were built for the LBSCR.

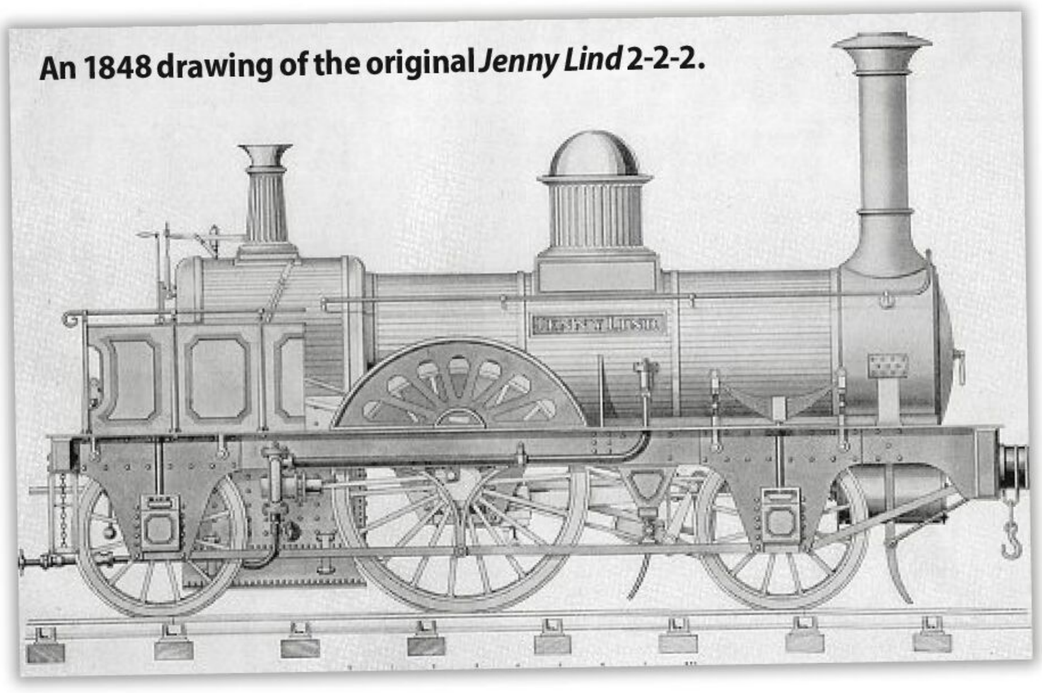
A trial was made on the Midland Railway and was so successful that the Midland ordered 25, which were delivered between September 1847 and November 1852.

In 1848, a *Jenny Lind* worked the 63½ miles from Derby to Altofts junction north of Normanton in 68 minutes, an average speed of around 56mph. Two were tested on the Great Northern Railway and proved so successful that two were ordered.

More than 70 were built at the railway foundry in Leeds, and their size increased over the years as more power was required. The last three were built in 1860 for Commonwealth Railways in New South Wales, Australia, and remained at work for 25 years.

No *Jenny Lind* now exists. Since 1975, a number of full-size working replicas have been built of early locomotives, for example, *Locomotion*, *Rocket*, and *Steam Elephant*. The Museum of Science and Industry in Manchester built a full-size working replica of *Planet*, and is proposing a full-size working replica of *Lion*, two early locomotives of the Liverpool & Manchester Railway. Surely it is time to build a full-size working *Jenny Lind*?

James Rogers, Harrogate, North Yorkshire



An 1848 drawing of the original *Jenny Lind* 2-2-2.

Pre-order Issue 311: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

When a 65-wagon train ran the GCR

IN ISSUE 308, reference was made to a 50-wagon freight on the GCR to celebrate its 50th anniversary weekend, mentioning a similar instance of a 60-wagon freight "sometime in the 1990s". I can confirm this did happen, on September 27, 1999, and was made up of 65 wagons – basically every wagon that could run.

While originally billed as a photographic charter with Russ Hillier, the railway used it to showcase the efforts of its carriage and wagon group. Motive power was BR Standard 9F No. 92212 between Loughborough and Leicester, then Stanier 8F No. 48305 on the way back, with runpasts between.

I participated in the charter and have both still and video pictures as a record, and while the former do not really do it justice (too long to get it all in), the video was much better, with the crews being requested to ensure they passed completely by the photographers – no mean feat given the train length, which took about 90 seconds to pass by! Given the unusual (and at that time unique) circumstances, the crews performed admirably while the locomotives took it in their stride – doing what they were designed for.

Andy Dugdale, email

S160s did visit Scotland

REGARDING the article on the forthcoming September 16/17 Strathspey Railway steam gala in issue 309. Mention is made of the visit of a USATC S160 2-8-0 and the belief that no engine of this type has worked north of the border. Agreed – this has been the case in preservation, but several did work in Scotland during the Second World War.

A few months ago when trawling through the British Newspaper Archive for information on rail events in Aberdeen, I happened to find an article in the Aberdeen Press and Journal or January 14, 1943, with picture proof that at least one reached Aberdeen!

Keith Jones, Aberdeen



No. 10001, the second of the UK's English Electric D16/1 prototype main line diesels for passenger use. CREATIVE COMMONS

Asbestos, not disinterest, killed off pioneer diesels

IN HIS article in issue 309 describing up-to-date progress by the Ivatt Diesel Recreation Society, Andrew Hoseason records the 1968 scrapping of D16/1 Nos. 10000 and 10001 as being "before the preservation movement had taken notice of historically important diesels."

Historically important, yes – but for the wrong reasons! This, according to the 1949 film, now on YouTube, showing the construction and testing of the LMS 'twins'. After running-in trials, the film shows a workman wearing overalls – but no mask – using a hose to spray a mixture of asbestos slurry onto the engine room walls.

Described in the film as the new fire and soundproofing 'wonder' in 1949, by the mid-1960s the 'Asbestos Wonder' had become feared as the 'Carcinogenic Blunder' of the postwar age. BR had no option but to scrap these heavily contaminated locomotives.

Any enthusiasts of the day Interested in preserving them had knowingly, or unknowingly, "dodged a very large-calibre bullet".

Nevertheless, those of the recreation society involved with dismantling and cleaning all second-hand electrical components should continue to take appropriate precautions, both now and in the future!

Francis Messenger, email

Public money should be used to save historic structures

I WAS pleased to read in Main Line News, issue 309, that a specialist has surveyed Ayr Station Hotel. It is also good news that SAVE Britain's Heritage Group has concerned itself with a building so far from London.

One might hope that a Scottish body would take action. There is very little public interest in these matters. Unfortunately, 'The Owner' has a statutory duty to maintain the building, regardless of expense, for the public benefit.

There is a useful book called Stopping the Rot, available as a free download from the English Heritage website. This explains the working of the Planning (Listed Buildings & Conservation Areas) Act 1990.

The current problem everywhere is that local councils lack the funding to enforce the law. Was this visit an 'inspection' under the act, and who paid for it? This should lead to the issuing of a 'repairs notice' or an 'urgent works notice'. In this case, it would appear that both are needed.

I suppose that there are two dangers. One is a structural collapse of the whole building blocking the adjacent railway. The solution would be a new steel framework inside the building. We need to know the cost. The other possibility is that odd bits will drop off. These might kill anyone underneath at the time, or derail a train.

A careful survey should reveal if any bits are likely to drop off, but repairs will cost money. This should really be at the expense of South Ayrshire Council but would be recoverable from 'The Owner'. I understand that the owner is difficult to track down, but a 'land charge' is quite easy.

The public needs to know the cost of these two options. A common danger is to insist on 'Full Restoration to Listed Building Standards' at vast expense for which funding cannot be found. It would also be useful to know the cost of demolition and the value of the vacant plot.

Notice that 'viability' is not relevant. I doubt if anything is commercially viable in this case, and public funds will be needed in any event – sooner rather than later.

Paul Gibbons, Exeter, Devon

HERITAGE RAILWAY

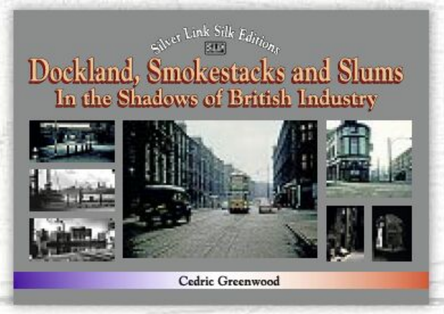
BOOK CORNER



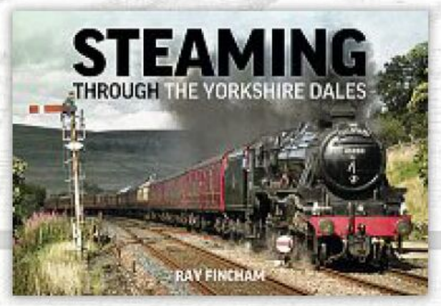
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OPERATIONAL HERITAGE LINES AND MUSEUMS

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: Weds-Suns.

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.
Running: Weds, Thurs + Sept 3, Oct 1.

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.
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.

Hollycombe Steam in the Country
2ft gauge, 1½ miles. Liphook, Hants. Tel: 01428 724900.
Open: W/Es.

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.
Running: Sats-Thurs.

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.
Running: Weds, Thurs, W/Es.

Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.
Open: Sept 10, 24.

Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.
Running: Thurs-Suns.

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 until Oct 1.

Royal Victoria Railway
10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246.
Running: W/Es.

Sittingbourne & Kemsley Light Railway
2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899.
Running: Suns + Sept 30.

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.
Running: W/Es.

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: Sats (until Sept 23), Suns.

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555.
Running: Tue-Thurs, W/Es.



Having completed running-in trials following overhaul at the Leaky Finders workshops in Devon, the Bodmin & Wenford Railway's GWR 2-6-2T No. 5552 arrives at Bodmin General on August 1, its first day in service on the Cornish line since November 2012. IAN HIGGINS/BWR

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.

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.
Running: Weds, Thurs (until Sept 14), W/Es.

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752.
Running: Sept 24.

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.
Running: Thurs, Suns + Sept 9.

Lappa Valley Railway
7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317.
Open: Daily until Oct 1.

Launceston Steam Railway
1ft 11½in gauge, 2 ½ miles. Launceston, Cornwall. Tel: 01566 775665
Running: Suns-Weds.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.
Running: Tues-Thurs, W/Es.

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 + Sept 16, 30.

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.

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, then Tues-Thurs, W/Es.

Swindon & Cricklade Railway
Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615.
Running: W/Es.

West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.
Running: Tues-Thurs, W/Es + Sept 22.

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.
Running: Sept 3, 10, 17.

EAST ANGLIA

Bressingham Steam Museum
Narrow and standard gauge, one mile. Diss, Norfolk. Tel: 01379 686900.
Open: Daily.

Bure Valley Railway
15in gauge, nine miles. Aylsham, Norfolk. Tel: 01263 733858.
Running: Daily.

Colne Valley Railway
Standard gauge, ¾ mile. Castle Hedingham, Essex. Tel: 01787 461174.
Running: Suns.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: Weds, W/Es.
Running: Oct 8.

Ferry Meadows Railway
10¼in gauge, ½ mile. Peterborough, Cambs. Tel: 01733 398 889.
Running: W/Es.

Mangapps Railway Museum
Standard gauge, ¾ mile. Near Burnham-on-Crouch, Essex. Tel: 01621 784898.
Running: W/Es.

Mid-Norfolk Railway
Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.
Running: Weds (until Sept 27), W/Es.

Mid-Suffolk Light Railway
Standard gauge, ½ mile. Brockford, Suffolk. Tel: 01449 766899.
Running: Sept 3.

Nene Valley Railway
Standard gauge, 7½ miles. Wansford, Peterborough, Cambs. Tel: 01780 784444.
Running: Weds, W/Es.

North Norfolk Railway
Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
Running: Daily until Sept 14, then Tues-Thurs, W/Es.

Wells & Walsingham Railway
10¼in gauge, four miles. Wells-next-the-Sea, Norfolk. Tel: 01328 711630.
Running: Daily.

Whitwell & Reepham Railway
Standard gauge, ¼ mile. Reepham, Norfolk. Tel: 01603 871694.
Open: Daily. Running: Diesel W/Es, steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre
Standard gauge, ¼ mile. Quainton Road, Bucks. Tel: 01296 655720
Cafe open Mon-Fri. Running: Suns + Sept 23.

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Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 07979 055366
Running: Suns + Sept 16, 30.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067
Open: Sept 1-3, 9, 16/17, 30.

Didcot Railway Centre
Standard gauge. Didcot, Oxon.
Tel: 01235 817200.
Open: Weds, W/Es + Sept 7, 8, 14, 15, 22.
Running: W/Es + Sept 6, 13, 22.

Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex. Tel: 01277 365200.
Running: W/Es + Sept 22.

Great Whipsnade Railway
2ft 6in gauge.
Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.
Running: Daily until Oct 1.

Hampton & Kempton Waterworks Railway
2ft gauge. Hanworth, Middlesex.
Tel: 01932 212235.
Open: Suns + Sept 9, 16.

Leighton Buzzard Railway
2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888
Running: Suns + Sept 16.

London Museum of Water & Steam
2ft gauge, 400 yards. Brentford, London.
Tel: 0208 568 4757.
Open: Thurs-Suns.

MIDLANDS

Abbey Pumping Station
2ft gauge, ¼ mile. Corporation Road, Leicester, LE4 5PX. Tel: 0116 299 5111.
Open: Daily.

Amerton Railway
2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.
Running: W/Es.

Apedale Valley Railway
2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.
Running: W/Es.

Barrow Hill Roundhouse
Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.
Open: W/Es.

Battlefield Line
Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.
Running: W/Es.

Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys). Oswestry and Llynclys, Shropshire. Tel: 01691 728131.
Running: W/Es + Sept 6.

Chasewater Railway
Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.
Open: Daily. Running: W/Es.

Churnet Valley Railway
Standard gauge, 5¼ miles. Cheddleton, Staffs. Tel: 01538 360522.
Running: Weds, W/Es.

Crich Tramway Village
Standard gauge, one mile.
Crich, Derbyshire.
Tel: 01773 854 321
Open: Sats-Thurs.

Dean Forest Railway
Standard gauge, 4½ miles. Norchard, Lydney, Glos. Tel: 01594 845840.
Running: Weds, W/Es.

Ecclesbourne Valley Railway
Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
Running: Thurs-Suns.

Echills Wood Railway
7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
Running: Suns.

Evesham Vale Railway
15in gauge, 1¼ miles. A46 north of Evesham, Worcs.
Tel: 01386 422282.
Running: Daily + Sept 15, 16.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Tel: 01782 396210.
Running: Suns.

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
www.gcrailway.co.uk
Running: Thurs, W/Es + Sept 1, 8.



Visitors to the Vale of Rheidol Railway this summer have been able to try their hand at driving a steam locomotive following the completion of overhaul of Kerr Stuart Wren 0-4-0ST No. 3114 *Pixie* at the railway's Aberystwyth workshops. Rescued from a Worcestershire scrapyard in 1959 by enthusiast Alan J Maund, who originally restored it at the home of his parents in Hindlip, Worcester, the diminutive locomotive can now be found at Devil's Bridge at the terminus of the VoR, where for five days a week during July and August it shuttled back and forth along a short section of line behind the station platform, offering footplate rides and driver experiences for a small fee. VOR

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.

Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es.

Northampton & Lamport Railway
Standard gauge, two miles. Pitsford, Northants. Tel: 01604 820327.
Running: Sept 3, 10, 17.

Northamptonshire Ironstone Railway
Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.
Running: Sept 10, 17.

Nottingham Heritage Railway
Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705.
Running: Closed UFN.

Peak Rail
Standard gauge, four miles. Matlock, Derbyshire. Tel: 01629 580381.
Running: W/Es.

Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.
Open: Tues, Thurs, W/Es.

Rocks by Rail
Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.
Running: Sept 10, 17.

Leek & Rudyard Railway
10¼in gauge, 1½ miles. Leek, Staffs. Tel: 01538 269948.
Running: W/Es.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.
Running: Sept 16/17.

Severn Valley Railway
Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.
Running: Thurs-Suns + Sept 27.

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 until Sept 24.

Toddington Narrow Gauge Railway
2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
Running: Suns until Sept 24.

NORTH WEST

Blackpool Heritage Depot & Tram Tours
Standard gauge, 11 miles. Blackpool, Lancs. Tel: 01253 209521. www.blackpoolheritage.com
Depot tours: Mons, Sats.
Heritage tram tours: Tues-Thurs & W/Es.

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs. Tel: 0333 320 2830.
Running: Weds & Thurs (until Sept 21), W/Es + Sept 15.

Eden Valley Railway
Standard gauge, 2½ miles. Warcop, Cumbria. Tel: 01768 342309.
Running: Suns.

Great Laxey Mine Railway
19in gauge, ¼ mile. Laxey, Isle of Man. Tel: 01624 862007/670386.
Running: Suns until Sept 24.

Groudle Glen Railway
2ft gauge, ¾ mile. Isle of Man. Tel: 01624 670453.
Running: Suns.

Heaton Park Tramway
Standard gauge, ½ mile. Manchester. Tel: 0161 740 1919.
Running: Suns until Oct 1.

Isle of Man Steam Railway
3ft gauge, 15½ miles. Douglas, Isle of Man. Tel: 01624 662525.
Running: Daily until Oct 2.

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: Tues-Suns + Sept 4, 11.

Ravenglass & Eskdale Railway
15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
Running: Daily.

Ribble Steam Railway
Standard gauge, 1½ miles. Preston, Lancs. Tel: 01772 728800.
Running: Sats (until Sept 30) + Oct 1.

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria. Tel: 01434 338212.
Running: W/Es + Sept 5, 11, 19, 22, 25.

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: Sept 2, 3, 6, 16, 17.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe. Tel: 07889 297271.
Running: Sept 16, 30.

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 until Sept 24.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles. Embsay, North Yorks. Tel: 01756 795189.
Running: Sats to Tues + Sept 7, 14, 21.

Heatherslaw Light Railway
15in gauge, two miles. Ford Forge, Northumberland. Tel: 01890 820244.
Open: Daily.

Keighley & Worth Valley Railway
Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ. Tel: 01535 645214.
Running: W/Es + Sept 6, 13, 27.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs. Tel: 07407 500884.
Running: Sept 2.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire. Tel: 01507 363881.
Running: Sept 9, 10, 16, 17, 23, 24, 30.

Middleton Railway
Standard gauge, 1½ miles. Hunslet, Leeds. Tel: 0845 680 1758.
Running: 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 + Sept 23.

Weardale Railway
Standard gauge, 18 miles. Stanhope, Co. Durham.
Running: Weds, Sats + Sept 3, 10, 11.

Wensleydale Railway
Standard gauge, 22 miles. Leeming Bar, North Yorkshire. Tel: 01677 425805.
Running: Weds, Fris-Suns.

Whistlestop Valley Railway (Kirklees)
15in gauge, four miles. Huddersfield, West Yorks.

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



BR Class 25 D7659 prepares to depart Llangollen station with an immaculately restored rake of suburban coaches on July 28. The 'Rat' has been spending the summer on the Llangollen Railway in Wales prior to its journey to Essex to appear at the Epping Ongar Railway's diesel gala. TERRY PICKTHALL/LR

Pre-order Issue 311: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



The Isle of Wight Steam Railway's September 23/24 gala will celebrate the Bembridge and Freshwater lines that were closed on September 21, 1953. 'Terriers' such as No. W11 *Newport* were a common sight on branches such as these, with the 0-6-0T operating services alongside LSWR O2 0-4-4T No. W24 *Calbourne* and the Ryde Pier railcar across the weekend. JOHN AMBLER/IOWSR



Taiwanese locomotive No. DL 34 will make its debut appearance at the Welshpool and Llanfair Light Railway's September 1-3 steam gala, during which it will work goods trains between the steam-hauled passenger workings. Since arriving in February, the locomotive has been undergoing modifications to enable it to work with the WLLR's rolling stock. JAMES BRETT/WLLR

DATES FOR THE DIARY

Galas and heritage events in the coming weeks

SEPTEMBER

- 1-3 – FLYING SCOTSMAN TRAINS, Bluebell Railway
- 1-3 – STEAM GALA, Bo'ness & 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 – 1940SDAY, Mizens Railway
- 3 – BUS RALLY, Romney, Hythe & Dymchurch Railway
- 5-9 – BEER FESTIVAL, East Anglian Railway Museum
- 7-9 – BRIDGNORTH BEER FESTIVAL, Severn Valley Railway
- 7-10 – BEER FESTIVAL, Great Central Railway
- 8-10 – 40th ANNIVERSARY STEAM GALA, Blaenavon's Heritage Railway
- 9/10 – MINIATURE STEAM WEEKEND, Amberley Museum
- 9/10 – GWYNEDD'S 140TH BIRTHDAY, Bressingham Steam Gardens & 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 – CLASSIC CAR RALLY, Severn Valley Railway
- 9/10 – HERITAGE OPEN DAYS, South Devon Railway
- 9/10 – ROAD, RAIL & ALE, Statfold Barn Railway
- 9/10 – FORTIES WEEKEND, West Somerset Railway
- 9/10, 16/17 – LADY OF LEGAND, Nene Valley Railway
- 10 – 50TH ANNIVERSARY DAY – Colne Valley Railway
- 10 – HERITAGE OPEN DAY, East Lancashire Railway
- 14-17 – AUTUMN STEAM GALA, Severn Valley Railway
- 15 – FLYING SCOTSMAN TRAINS, Strathspey Railway
- 15/16 – AUTUMN DIESEL GALA, East Lancashire Railway
- 16/17 – 1940S WEEKEND, Avon Valley Railway
- 16/17 – 1960S Weekend, Isle of Wight Steam Railway
- 16/17 – DIESEL GALA, Llangollen Railway
- 16/17 – 1940S WEEKEND, North Norfolk Railway
- 16/17 – STEAM GALA, Strathspey Railway
- 17 – HERITAGE OPEN DAY, East Lancashire Railway
- 21-24 – 50th ANNIVERSARY Steam Gala, North Yorkshire Moors Railway
- 22-24 – BEER FESTIVAL, Bluebell Railway
- 22-24 – STEAM GALA, Didcot Railway Centre
- 22-24 – DIESEL GALA, Epping Ongar Railway
- 23/24 – STEAM & AGRICULTURAL SHOW, Buckinghamshire Railway Centre
- 23/24 – AUTUMN GALA, Isle of Wight Steam Railway
- 23/24 – STOCKTON & DARLINGTON 198, Locomotion Shildon
- 23/24 – AUTUMN GALA, Lynton & Barnstaple Railway
- 23/24 – MODEL RAILWAY WEEKEND, Spa Valley Railway
- 23/24 – FLYING SCOTSMAN TRAINS, Strathspey Railway
- 23/24 – MIXED TraFFIC GALA, Swindon & Cricklade Railway
- 23/24 – HERITAGE WEEKEND, Talyllyn Railway
- 24 – AUTUMN BUS SHOW, Amberley Museum
- 24 – MODEL RAILWAY SHOW, Bressingham Steam Gardens & Museum
- 24 – DIESEL DAY, East Somerset Railway
- 29/30 – AUTUMN DIESEL GALA, Severn Valley Railway
- 30 – END OF SEASON AND SMALL LOCOS GALA, Eastleigh Lakeside Railway
- 30 – VINTAGE BUS RALLY, Great Central Railway
- 30 – END OF SEASON GALA, Sittingbourne & Kemsley Light Railway
- 30 - FLYING SCOTSMAN TRAINS, Strathspey Railway

OCTOBER

- 1 – STEAM GALA, Bredgar & Wormshill Railway
- 1 – AUTUMN DIESEL GALA, Severn Valley Railway
- 1 – END OF SEASON GALA, Sittingbourne & Kemsley Light Railway
- 1 – FLYING SCOTSMAN TRAINS, Strathspey Railway
- 5-8 – AUTUMN STEAM GALA, Great Central Railway
- 6-8 – BYGONES WEEKENDS, Ffestiniog & Welsh Highland Railway
- 6-8 – AUTUMN STEAM GALA, Mid-Hants Railway
- 7/8 – RAILCAR GALA, Llangollen Railway
- 7/8 – AUTUMN SHOWCASE GALA, North Norfolk Railway
- 7/8 – O GAUGE EXHIBITION, Severn Valley Railway
- 8 – DIESEL GALA, Colne Valley Railway
- 8 – SMALL TRAINS DAY, East Anglian Railway Museum
- 13-15 – GIANTS OF STEAM, Bluebell Railway
- 13-15 – AUTUMN STEAM GALA, East Lancashire Railway
- 14 – HOLLYCOMBE HALLOWEEN, Hollycombe Steam in the Country
- 14 – DIESEL RUNNING DAY, Talyllyn Railway
- 14/15 – BEER & STEAM, Isle of Wight Steam Railway
- 14/15 – THROUGH THE DECADES, North Yorkshire Moors Railway
- 15 – AUTUMN INDUSTRIAL TRAINS, Amberley Museum
- 18-29 – AUTUMN TINTS SPECIALS, Bluebell Railway
- 19-22 – REAL ALE & CIDER FESTIVAL, Spa Valley Railway
- 21 – HOLLYCOMBE HALLOWEEN, Hollycombe Steam in the Country
- 23-27 – WIZARD WEEK, Isle of Wight Steam Railway
- 23-29 – HALLOWEEN GHOST TRAINS, Exbury Gardens Railway

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Running: Suns.

WALES

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Running: Tues-Thurs, W/Es + Sept 4, 11.

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Running: Closed UFN.

Blaenavon's Heritage Railway
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Brecon Mountain Railway
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Conwy Valley Railway Museum
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Running: Weds, Thurs, Suns + Sept 30.

Llanberis Lake Railway
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Running: Suns-Fris.

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Running: Daily.

Teifi Valley Railway
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Running: Daily.

Welsh Highland Heritage Railway
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Running: Tues-Thurs, Sats.

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Running: Daily.

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Running: Tues, W/Es + Sept 1.

Caledonian Railway
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Doon Valley Railway
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Keith & Dufftown Railway
Standard gauge, 11 miles. Dufftown, Banffshire. Tel: 01340 821181.
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Lathalmond Railway Museum
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Leadhills & Wanlockhead Railway
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Royal Deeside Railway
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Strathspey Railway
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Running: Weds-Suns.

IRELAND

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Downpatrick & County Down Railway
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Running: Sept 2, 9 10, 16.

Railway Preservation Society of Ireland
5ft 3in gauge. Whitehead, Co. Antrim. Tel: +44 28 9358 6200.
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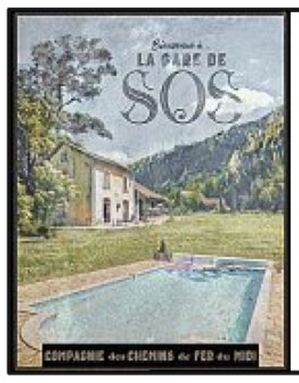
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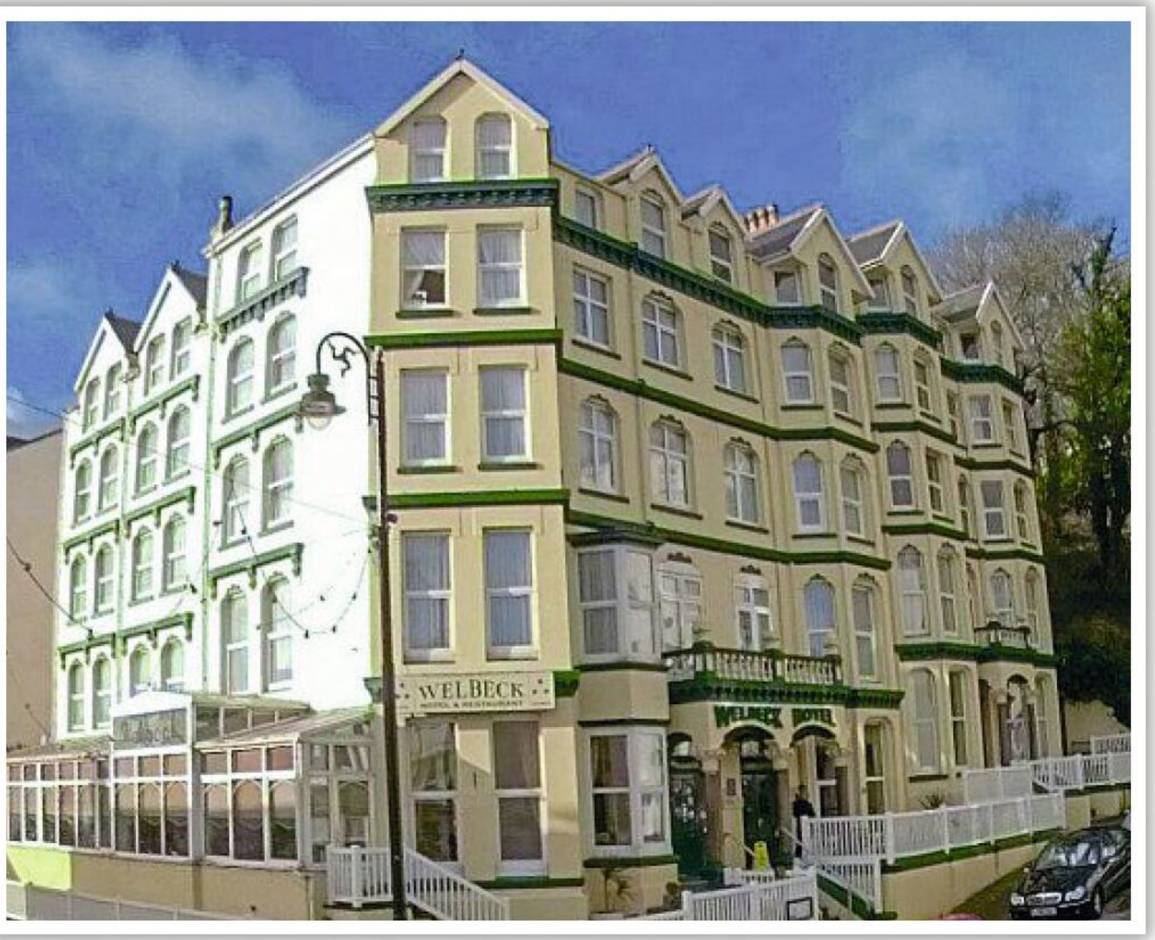
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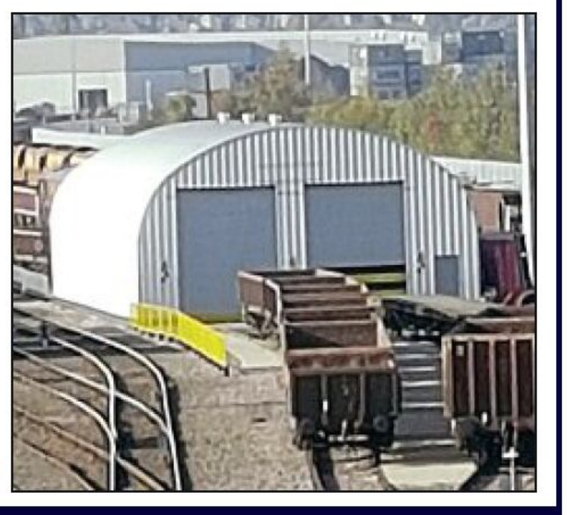
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Miniatures in model: a unique 'Ratty' acquisition at Ravenglass

By Owen Hayward

ON August 19, the Ravenglass Railway Museum unveiled an interesting new addition to its collection at the Gosforth show – a model railway of Owd Ratty, the forerunner to what is today known as La'al Ratty.

Built by modelmaker Pater Kazer, renowned in the field of railway modelling for creating immaculately detailed railway layouts of well-known narrow gauge railways around the country, it reflects the line in its original 3ft gauge as built and not the current 15in gauge it will be recognised as using today.

The original railway was built to transport iron ore from the workings that existed in the remote Eskdale valley to the coast, where it was transported further afield on the mainline railways.

The model is based circa 1880, which represents Owd Ratty's most active period. However, as the 3ft railway ceased to exist in 1913, Peter found that photographic evidence of this point in the railway's history was quite scarce. He used what images were available, along with visits to the site where some remnants of the old buildings and Boot station platform, to create this extremely detailed representation.

Peter's first contact with the Ravenglass & Eskdale Railway was in the 1960s when he visited Clarksons in York – the company the Ravenglass & Eskdale Railway Preservation Society had tasked to build its locomotive, *River Mite*, and he has since visited the railway many times.

In an article in the *Model Railway Journal* printed in 2011, shortly after he finished the model, Peter said: "The inspiration comes from three factors. Firstly, the true Victorian nature of the rolling stock, with the simple elegance of the locomotives and the naivety of the rolling stock. Secondly, the location in the beautiful but remote scenery of west Cumberland, and lastly, the fact that, as with many narrow gauge railways, its life was short."



A model of 0-6-0T *Nabb Gill*, one of the railway's original locomotives built in 1880. RAVENGLASS RAILWAY MUSEUM



Boot station on Peter's model of the original 3ft gauge Owd Ratty. RAVENGLASS RAILWAY MUSEUM

Peter has been involved in model-making all his life and has exhibited his models at different events over several decades.

This model layout of Owd Ratty, including Boot Station, is the last Peter will build. Having recently decided to retire from travelling the country with his models, he is now looking for homes for his masterpieces.

The model is scratch-built to a scale of ¼in to 1in. It features a working model of *Nabb Gill*, one of the locomotives that worked on the 3ft railway in 1880, alongside wagons and coaches. Peter used as many natural materials as possible to create his layout, including thin plywood, aluminium and recycled beer cans.

The Eskdale valley's drystone walls were painstakingly created using broken pieces of plaster, tile adhesive and PVA glue, and were given their distinctive pink colour by including a rust weathering powder.

Museum archivist and volunteer Dave Simpson said: "This was the model layout's first outing since Peter kindly donated it to us and we are already looking at other ways that we can share it at future events and in the museum itself.

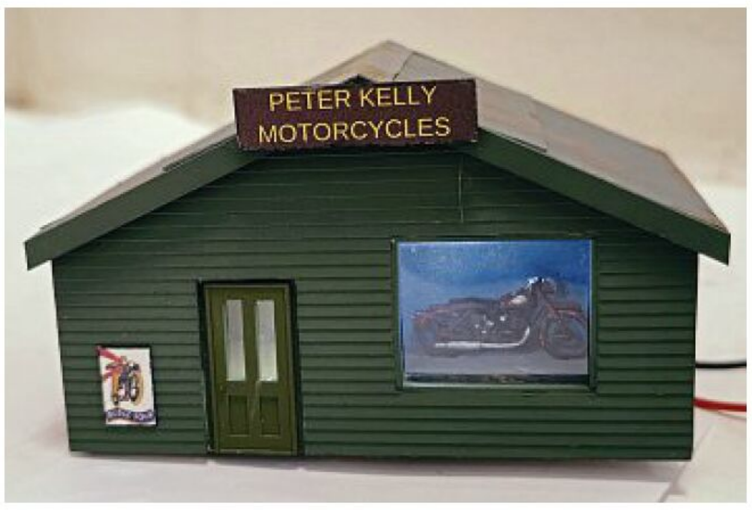
"It will give visitors the opportunity to appreciate just how this model really brings the Owd Ratty to life."

Pete Kelly's bike shop opens!

AS reported in Next Stop, issue 304, the extensive model railway layout built by *Heritage Railway's* first managing editor, Pete Kelly, at his home in Asgarby, Lincolnshire, was given a new residence by Sleaford Model Railway Club, after his sad passing on December 28 at the age of 78. Several of his hand-made buildings are to be incorporated in a new layout built by the club. They include this building, which has been restyled as a motorbike shop in Pete's memory.

As well as railways and steam road engines, Pete was passionate about motorbikes and had worked on specialist magazines in that field.

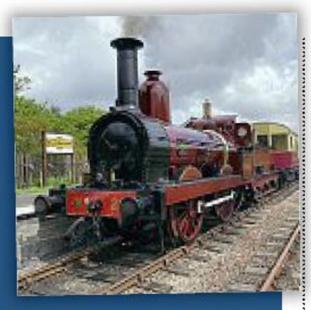
Pictures of the model were sent by the club to his daughter, Alison Morgan, and by coincidence arrived on what would have been his birthday.



Sleaford Model Railway Club's model tribute to the man who helped launch *Heritage Railway*. SMRC

NEXT ISSUE
Issue 311 out Sept 29
John Titlow shows you how to capture on camera the fantastic colours that autumn produces around our heritage lines.

PLUS
BLAENAVON AT 40
Britain's highest preserved standard gauge railway celebrates its anniversary with a star gala line-up.



PRE-ORDER ISSUE 311
No need to pop to the shops in four weeks' time... simply order your next *HR* from **mrtns.uk/pre-order-hr** or call **01507 529529.**
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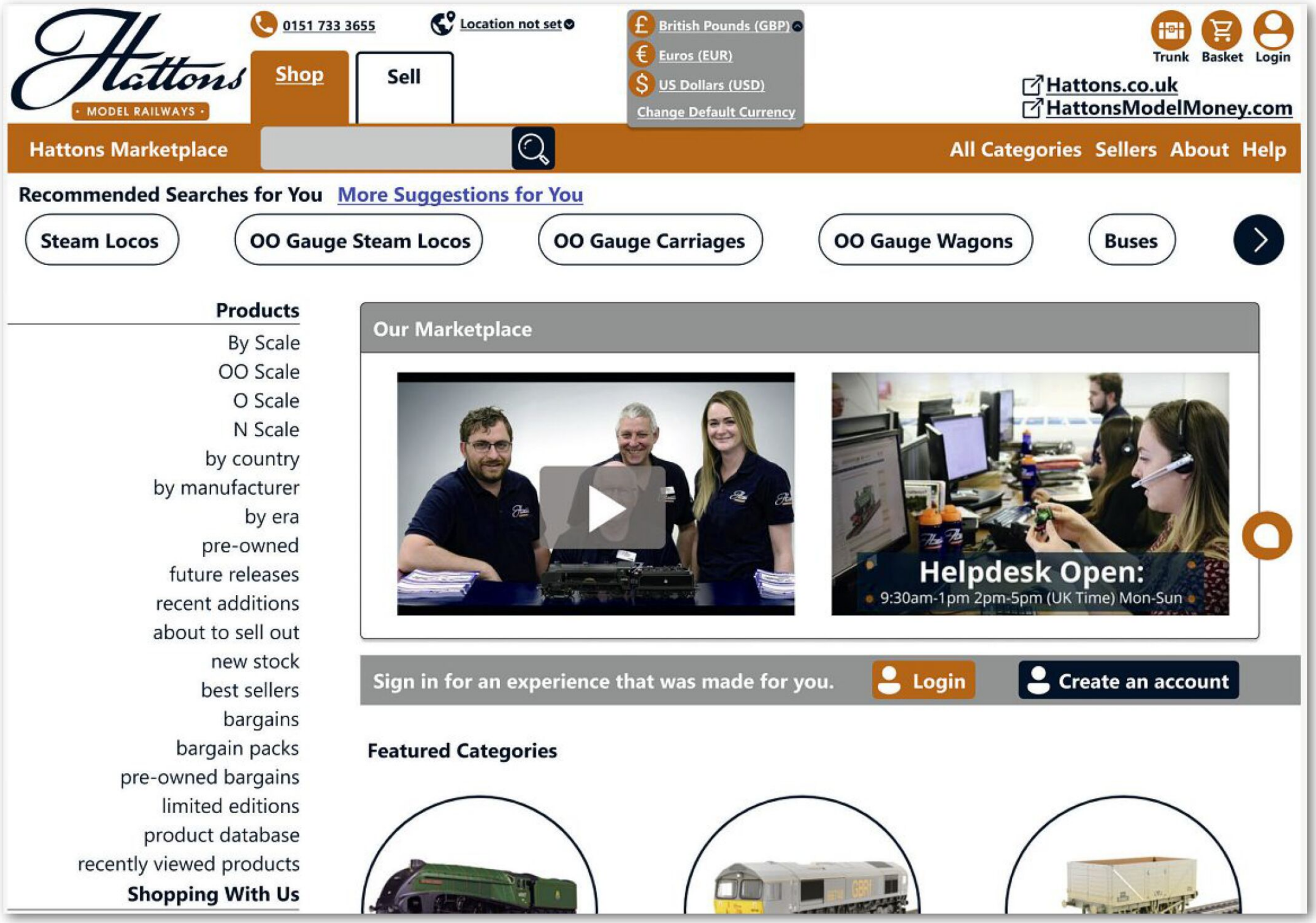
MARKETPLACE

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Our Marketplace is evolving to provide you with 1000s of listings from manufacturers and traders across the world, opening up a huge inventory of products - many of which have never been listed on hattons.co.uk before.

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Early mockup - final design TBC

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Launching 2023 - TBC

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14 New tours to choose from, including a special 50th celebratory tour to Switzerland!

2024 ANNIVERSARY BROCHURE NOW AVAILABLE ☛

UK

Orcadian Odyssey ~ Departs 9 May 2024 - 15 days from £3,255pp

A leisurely rail journey north from Glasgow to Orkney, with Royal Deeside sightseeing en route. Enjoy stays in Stromness and Kirkwall, taking in the must-see highlights of this magical isle with a local guide. Visit the Castle of Mey and overnight in Inverness before returning south to Edinburgh.

Rails, Trails & Tracks of the Mid Pennines ~ Departs 16 June 2024 - 6 days from £1,125pp

Spend a few transport-themed days in Brontë Country including behind the scenes access to the Keighley & Worth Valley Railway. Journey on the Settle-Carlisle Railway, travel by vintage bus and learn more about the industrial history of the area.

Scottish Islands & Highlands ~ Departs 6 September 2024 - 14 days from £3,195pp

A small group tour that travels through the Inner and Outer Hebrides. Meet local islanders and learn more about life on the isles - this holiday aims to be much more immersive than previous tours, using local guides where possible to add depth and value.

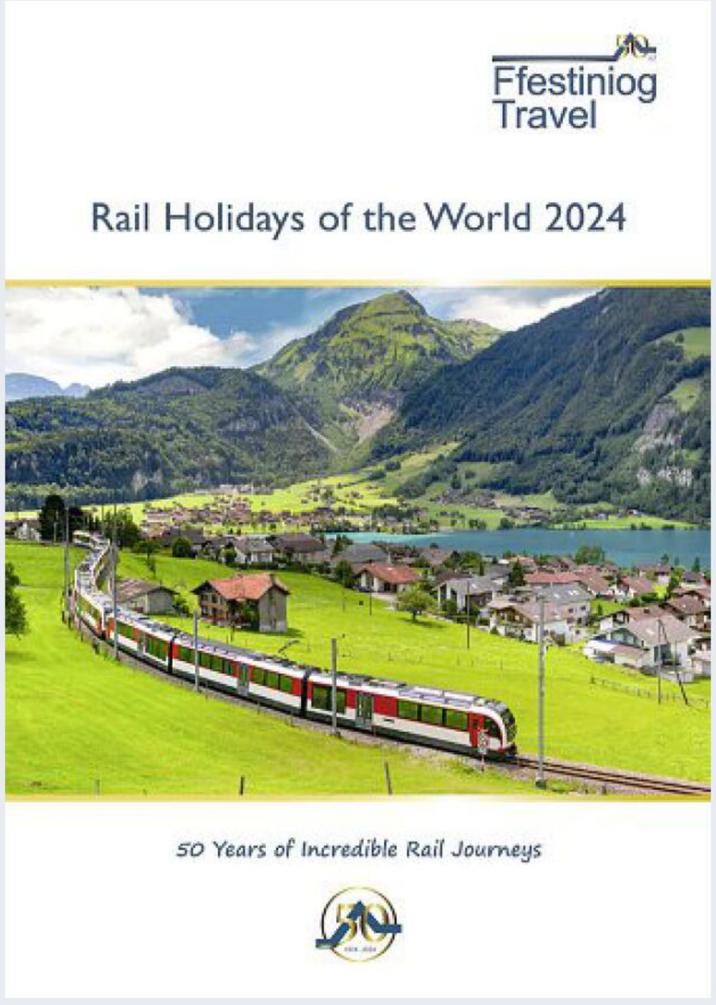
Europe

Northern France ~ 19 June 2024 - 15 days from £2,895pp

Journey with us through Northern France, a destination known for its history, cuisine and spectacular coastline. With historic cities, rivers, coast and heritage railways there is something for everyone on this tour.

Trams & Trains of Austria ~ Departs 6 September 2024 - 11 days from £2,530pp

Journey via Innsbruck, over the border to Garmisch-Partenkirchen and on to Vienna and Frankfurt. Stunning scenic journeys by standard, narrow gauge, steam, cog railways, cable cars and extensive tram networks - combine panoramic mountain and lake views with metro city travel.



50th Anniversary Celebration Tour to the Rhätischebahn ~ Departs 4 October 2024 - 8 days from £2,620pp

Celebrating Ffestiniog Travel's 50th Anniversary by returning to the destination of our first tour in October 1974 - travelling in first class! Ride privately chartered steam train on the UNESCO Rhaetian Railway, tour the Landquart workshops and journey on the Glacier and Bernina Express trains. Led by original 1974 tour leaders - Alan Heywood and Liz Turner.



Worldwide

New Zealand Rail Adventure ~ Departs 9 February 2024 - 27 days from £8,750pp

A fabulous rail tour that covers highlights of both North and South Islands of New Zealand including spectacular rail journeys, scenic sailings and the unique opportunity to self-drive a 'RailCruiser'! Truly a trip of a lifetime, enhanced by stopovers in Singapore and San Francisco to break up the travel.

West Coast USA ~ Departs 9 June 2024 - 15 days from £4,535pp

The enchanting coastal scenery of Northern California, Oregon and Washington State combine with the exciting cities of Seattle, Portland and San Francisco and some truly memorable rail journeys to make this a classic holiday.

South American Rail Adventure ~ Departs 19 October 2024 - 25 days from £10,560pp

An incredible rail holiday that showcases the best of Argentina, Bolivia and Peru. Spectacular train journeys including the Tren a las Nubes, Tren de las Sierras, Expreso del Sur and Titicaca Train and the famed train to the wondrous Inca site of Machu Picchu.

Small & Traditional

Slovenia ~ Departs 8 April 2024 - 10 days from £3,795pp

An in-depth visit to this beautiful country, travelling from the coastal villages on the Gulf of Venice through the high mountains of the north to the vineyards in the east. Includes the stunning rail line from Nova Gorica to Bled. Stay in village accommodation with locally produced food and wine.

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