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ISSUE 321 July 5 – August 2, 2024

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Beachy Head August Bluebell debut announced

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On June 22, Ivatt 2MT sisters Nos. 46464 (known as the 'Carmyllie Pilot') and 46512 arrive at Broomhill loop with the 6.35pm from Aviemore with the former's first official public service working since completing its overhaul, as reported in Headline News, page 8. TREVOR GREGG

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Heritage railways grow tourist economies

THROUGHOUT the intensive coverage of the build-up to the general election, among the incessantly repetitive discussions about manifestoes, policies and various alleged misdemeanours, all of which would surely have taken pride of place in a parrot menagerie, I failed to pick up from any of the parties or their candidates the slightest mention of help for the arts and heritage sector.

I cannot complain about such an absence, when the UK's health service is facing beyond unacceptable patient waiting lists, and also when many ordinary people are despondent about the cost-of-living crisis.

Yet, all of the parties kept repeating the word 'growth' as the key solution to our current predicament. Indeed, during the past weeks, we have witnessed growth in local tourist economies thanks to a series of landmark galas held by heritage lines. Despite the dour picture painted of the country's financial situation, May's Cotswold Festival of Steam attracted 4500 visitors, and a similar number attended the Strictly Bulleid II gala on the Swanage Railway (as featured on pages 48-55).

You don't have to be big to be successful in this field. The Great Central Railway is rightly renowned for its double-track main line, but the latest in a recent series of ingenious public events saw 2500 people pay to travel behind steam over its short Mountsorrel branch over five days.

In each of these instances – and I would list many others that have taken place this year – local traders will have been the big winner as many railway visitors would have also used their services. Yes, money is tight, but give the public the product they want, and they have shown that they will reach for their wallets.

Our new government might like to look afresh at the arts and heritage sector and see what it can do to help. As I have said before, a heritage railway is an ultimate moving theatre, along which scenes from our transport history can be repeatedly played to the delight of the public.

I'm not suggesting that Whitehall showers the sector with grant aid, but it can do much to help without dipping into empty bank balances to the detriment of other areas. For instance, it surely would cost little to oil the cogs for deserving planning applications by heritage lines to be passed without undue and costly hindrance, and also to reinforce legal protection for historic structures of any description, including those relating to our railway heritage, much of which has been needlessly lost over the decades.

The new government should also act decisively to protect the supply of steam coal from UK sources.

I'm all for essential measures to reduce climate change, and I genuinely want to see the country and the rest of the world work towards net zero for the sake of the planet as much as anyone else. Yet, it has been said that the total carbon emissions from steam rail and road locomotives in the UK is comparable to those from summer garden barbecues. Apart from a tokenistic victory, where would be the realistic net gain in the aim to reach net zero?

If the last UK sources of steam coal close and the fuel has to be imported from the far side of the planet, carbon emissions from the necessary transport would by no means help the cause – far from it. Common sense must surely prevail.

Robin Jones Editor

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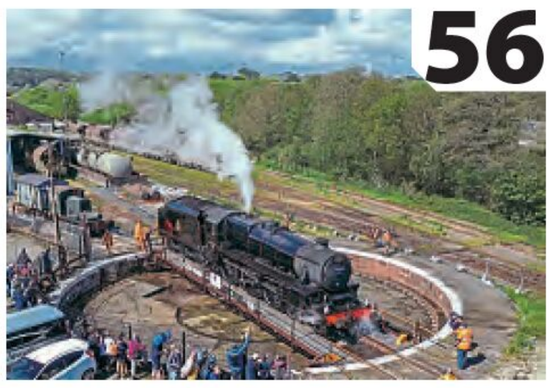
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Purbeck says bully for Bulleid power!
Crowds flocked to the Swanage Railway for a unique gala that saw eight Southern Railway Pacifics designed by a world-class locomotive engineer run together for the first time since the end of steam on the region in 1967, reports Robin Jones, with pictures by Andrew PM Wright.



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COVER: **On June 6, Marsh Brighton Atlantic 4-4-2 No. 32424 *Beachy Head* became the latest steam locomotive to join the ranks of completed new-build projects when it passed its final boiler test at the Bluebell Railway. Afterwards, it proceeded to undertake some short runs within the confines of the yard at Sheffield Park. It is pictured on June 7, when it underwent further tests before entering the paint shop for final livery application.** JACK LAMB/BLUEBELL RAILWAY



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Tenacious spirit and clear visions

Running over what many refer to as 'the original Colonel Stephens light railway', Owen Hayward visited the Kent & East Sussex Railway as it celebrated its golden jubilee to find out how it is putting itself back on the map.



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Kidderminster Town: 40 ground-breaking years

Throughout the weekend of July 27/28, the Severn Valley Railway will be celebrating 40 years since the opening of Kidderminster Town station, the final piece in a jigsaw which completed its 16-mile length, writes Robin Jones.

Heritage sector honours D-Day 80th anniversary **84**

Several heritage railways commemorated the 80th anniversary of D-Day, marking the bravery of those who fought in the world-changing Allied invasion of Normandy, reports Robin Jones.

New Leeds railway heritage museum opens **88**



Leeds Central station's Grade-II listed wagon-lifting hoist has been repurposed into a mini museum, Sally Clifford reports.

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Righting a wrong: *Beachy Head* debut is announced after first moves made

By Owen Hayward



On June 7, *Beachy Head,* the latest locomotive to claim the mantle of newest steam locomotive in Britain, takes water from the column on Platform 2 at Sheffield Park during testing within station limits. NEIL GLASKIN/BRPS

EXCITEMENT swept the heritage sector in early June when an almost 60-year-old wrong was finally righted at Sheffield Park on the Bluebell Railway, with the latest new-build steam locomotive gaining its boiler certification and undertaking its first moves – and having its official launch date confirmed!

The year 1958 was a dark time for many as the last Brighton H2 Atlantic 4-4-2 was finally withdrawn and scrapped by BR. No. 32424 had been built in 1911 as part of a batch of six locomotives which primarily used the LBSCR's DE Marsh H1 specifications but incorporated a different superheater design and so were identified as the H2 class. The forerunners were withdrawn by 1951.

One example of the improved locomotives, No. 32423, was withdrawn in May 1949 and a further four throughout 1956. The original No. 32424, meanwhile, continued until April 1958, when its own time too was called, and it was cut up the following month. Many felt it was a catastrophic loss to the fledgling heritage sector, with the December 1959 edition of *Bluebell News* stating: "As each week goes by, more interesting pre-Grouping classes become extinct – the loss of the last Brighton Atlantic was an irreparable catastrophe."

Fast-forward nearly 30 years to 1986, a GNR Atlantic boiler was discovered at a joiner's yard in Essex, and the seed for a new-build project was planted. The boiler was purchased in 1987 and by the turn of the millennium, a tender chassis, wheels and several other components had been accumulated, though the official announcement of intent to build a new Atlantic (which would be a replica of No. 32424 *Beachy Head*) was not made until October 2000. The original regulator handle from the scrapped locomotive was also acquired in 2006, adding a degree of authenticity to the identity chosen.

Over the ensuing two decades a volunteer team has kept the project going, with fundraising and ordering of parts ultimately culminating in a 'complete' locomotive emerging from Atlantic House (a dedicated undercover workshop space erected at Sheffield Park in 2006) at the start of March 2024.

While moving through the yard to transfer into the main Bluebell workshops, however, concerns were raised when some proud rivet heads were found to be rubbing on the trailing wheelset spokes. Unclear of the extent of work required to rectify the situation, the hope of a debut during 2024 was briefly in doubt.

Thankfully, it proved not to be too serious an issue; during the final assembly, the locomotive was positioned over the wheeldrop, with the problem axle then extracted, allowing access to the offending rivets. The simple solution was that the tops of these were lightly ground off to improve clearance before the wheelset was returned to its position.

Fire in the belly

By the end of May, *Beachy Head* was in a position to receive the first fire, with smoke having been observed coming out the chimney by onlookers on May 31.

Six days later, it was crunch time as the boiler was brought up to working pressure in the presence of the inspector – who passed it fit for service. With the all-important task of the day successfully completed, it enabled the Atlantic to make its first moves under its own steam within the confines of the yard, putting right that wrong – in the eyes of so many – of 1958.

The following day it underwent further light testing, making several trips through the station platforms during runs within station limits.

With the tests completed, *Beachy Head* was next taken into maintenance, where contractors from Heritage Painting were employed to finish off the BR black livery, concentrating on the boiler barrel cladding, smokebox and running boards.

It had been hoped for the locomotive to be on show to Bluebell Railway Preservation Society members for the AGM day on June 15, but further time was required to allow the paint to dry, and it was not until June 22 that it was first pictured outdoors once more.

With confidence that the locomotive was now in a good position in the commissioning process, the railway announced that the latest locomotive to claim the title of 'Britain's newest steam locomotive' was to have a 10-day launch festival from August 23 to September 1, following a private event for members on August 18.

Additionally, No. 32424 will also work a select number of 'Golden Arrow' dining services, running on the evenings of August 23/24. Positioned at the head of the railway's exquisite Pullman stock, it will be a sight to closely match scenes from the 'Brighton Works Centenary Tour' which ran on October 5, 1952, and was organised by the Railway Correspondence and Travel Society.

As well as the fine dining trains, a 'Wealden Rambler' afternoon tea service will also operate on August 29 with *Beachy Head* at the front.

Prior to all of this, the locomotive will first undergo extensive testing; as this issue of *Heritage Railway* magazine went to press, this process had not commenced, but *Beachy Head* was due to be on static display over the Model Railway Weekend of June 29/30, with running-in then expected to commence in early July.

Tickets for the launch week are on sale now, and can be bought in advance online by visiting www.bluebell-railway.com/beachy-head-2024/



On April 23, the rear wheelset of the 4-4-2 configuration was temporarily extracted in the wheeldrop to allow access to some rivet heads found to be rubbing against the spokes. MELVYN FROHNSDORFF/BRPS



Surrounded by several other products of Brighton Works (plus one from Derby), the safety valves of *Beachy Head* lift during the locomotive's final and successful steam test on June 6. Shortly after, the Atlantic made its first moves within the confines of the yard – a sight not seen since April 1958. DAVID JONES/BRPS

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Other new-build projects continue to steam ahead

By Robin Jones

THE Severn Valley Railway-based 82045 Steam Locomotive Trust has announced a milestone in its project to create a new example of the BR Riddles Standard 3MT 2-6-2.

On the morning of June 3, in what was described by the trust as a "very momentous occasion," the boiler was lowered gently into place on the chassis to check its fit.

The boiler fitted very well, needing only a little adjustment before being removed from the frames for further work including drilling and reaming rivet holes in preparation for riveting the boiler barrel to the firebox. There will be the front tubeplate to fit, main internal steam pipe, regulator assembly, tubes, and riveting of the smokebox to the barrel.

All the tubes are on site, and they were intended to be fitted towards the end of the summer.

It is possible that the boiler will be complete and ready for testing towards the end of the year. It has been estimated that about £250,000 is needed to complete the locomotive.

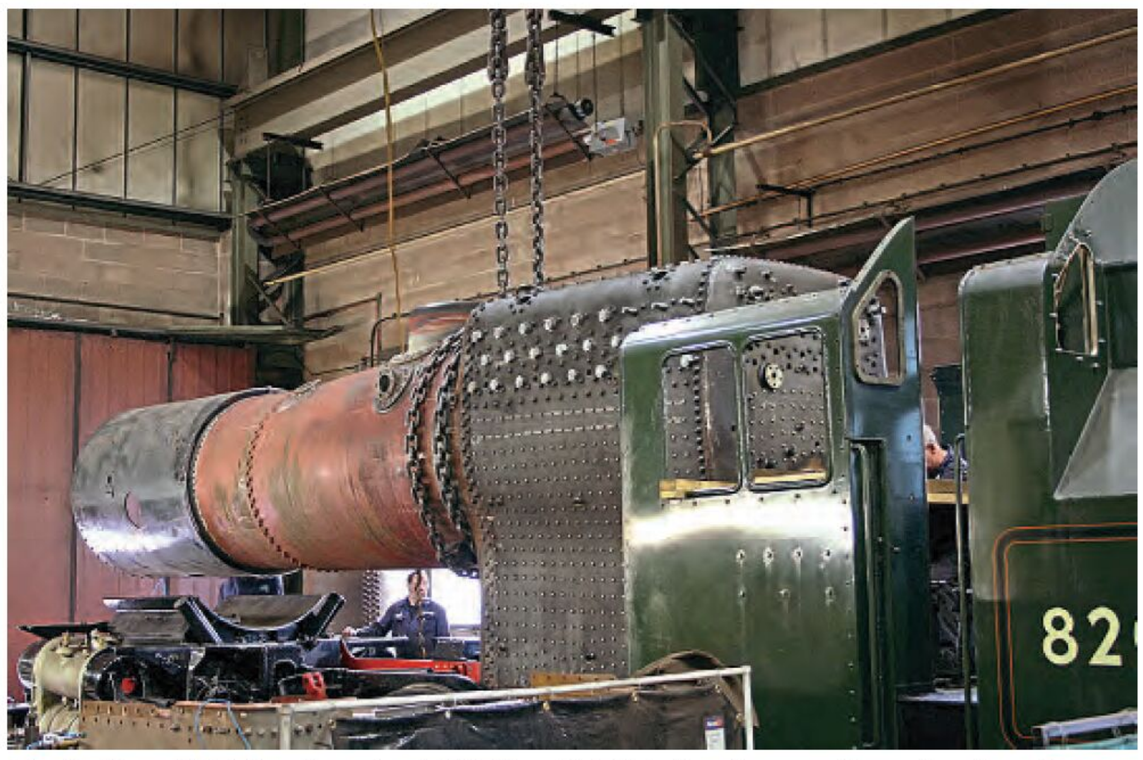
Also in June, the tender frames for Gresley P2 2-8-2 No. 2007 *Prince of Wales* made the first leg of their journey to Darlington Locomotive Works.

The completed frames were dispatched from Ian Howitt's works in Wakefield for final gritblasting, preparation and painting in primer, undertaken at a specialist contractor to save mess and cost.

To date, builder The A1 Steam Locomotive Trust has spent more than £250,000 on the tender, with about half of that being raised by Tender Club donations. The rest has been funded by covenanted income, which diverts spend away from other areas of the project and affects the rate of the build. The trust's aim is to raise £450,000 through The Tender Club, from 250 supporters each donating £1500 plus Gift Aid (in up to 15 payments of £100). More details are available at www.a1steam.com/p2tender#/

Elsewhere, the Holden F5 Steam Locomotive Trust took delivery of some newly-casted components as its project to build a GER M15/LNER F5 2-4-2T continues apace.

Following research by Graham Rowland and design by the trust's Chief Mechanical Engineer, Elliot Powick, the castings for the brake shaft hangers and cylinders covers were produced by FSE Foundry at Braintree, ready to be taken to Tyseley to join the rest of the locomotive project in the workshops there. Graham was investigating machining costs of the brackets, as well as procuring quotes for the production of the shaft itself and associated linkage.



The boiler of Riddles Standard 3MT No. 82045 being lowered into the chassis at the Severn Valley Railway's Bridgnorth works on June 3. TONY MASSAU

Meanwhile, the materials for the wheelsets were ordered during 2023, and the majority of this is now at Ian Riley & Sons workshops in Heywood. The leading and trailing radial sets will be the first to be assembled, with the driving wheels to follow; delays have come about due to a heavy work schedule by the contractors, but also in delays in procuring the necessary materials. With some other projects having experienced defects in wheel castings, the trust has been careful to ensure what it acquires will be fit for purpose.

The project to build a new Great Central Railway Class 2 4-4-0, No. 567, has taken another major step forward with manufacture of the 6ft 9in driving wheels pattern commencing at General Patterns of Castleford.

The driving wheels drawings were finalised in mid-May, the pattern ordered on June 8, and manufacture commenced on June 10, with generous funding from the sole sponsor confirmed the next day. It follows the recent completion of the rear drag-box by Enterprise Locomotives of South Yorkshire.

Chairman Andrew Horrocks-Taylor said: "This is a major milestone in our recent re-boot of the project. We can't wait to see the patterns completed, especially as we are already going out to casting suppliers for quotations.

"At 6ft 9in, the driving wheels mark out 567 as one of the legendary sleek Victorian greyhounds, travelling at speed in the 1890s with light wooden-bodied trains on the Manchester to London route over Woodhead's difficult road."

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The cylinder covers for the new F5. HF5SLT



Above: The driving wheel pattern for No. 567. GCR567

Left: The frames for the tender of P2 No. 2007 *Prince of Wales* delivered to Darlington. A1SLT

New-build think tank meets up at Darlington works to share experiences

THE Mainline Steam Builders Group held its fifth meeting at Darlington Locomotive Works in June, with representatives attending from the B17 Steam Locomotive Trust, Class G5 Locomotive Company, General Steam Navigation Locomotives Restoration Society, LMS-Patriot Company, King George V Locomotive Trust, P2 Steam Locomotive Company (The A1 Steam Locomotive Trust) and Standard Steam Locomotive Company (Clan No. 72010 *Hengist*)

Graham Nicholas, from the A1 Trust, gave an update on the process for identification of technical risks for running new-build steam locomotives on the main line, which is being developed with the group's assessment body, Ricardo Rail. ➜ Continued on page 9



Right: Attending the Mainline Steam Builders Group meeting at Darlington Locomotive Works and standing in from of P2 No. 2007 *Princes of Wales* are (left to right): Norman Raine (G5); Terry McMenamin (King George the V); John Hind and Ian Henderson (Hengist); Tony Hammond (General Steam Navigation); Graham Nicholas (A1 Trust); Kevin West (LMS Patriot); Brian Hall (B17); and David Tuffin (LMS Patriot). MLSB

A 40-year dream comes true: Carmyllie line pilot is revived

By Owen Hayward

IT might just be another run-of-the-mill 2-6-0 to some, but for the volunteers behind the return to steam of Ivatt 2MT No. 46464, it was a moment of celebration as the locomotive's overhaul finally drew to a close after it worked its first passenger trains on June 22.

This particular Ivatt had hauled the very last passenger train from Arbroath to Forfar on August 2, 1952, along with the final working over the Carmyllie branch on May 19, 1965. The Carmyllie Railway was built in 1855 to enable the transportation of stone from the area to markets, at a time when the material was highly sought-after for urban developments. It covered 6½ miles, joining the Dundee & Arbroath Railway at Elliot Junction station, with passenger services commencing in 1900.

Outshopped from Crewe Works in 1950, No. 46464 was allocated to Dundee Tay Bridge shed with classmate No. 46463. The pair would be allocated, turn and turn about, to Arbroath, and No. 46464 would often be found working local services to Dundee, but perhaps more regularly on the Carmyllie goods service between Elliot Junction and Redford. It was as a result of this regular duty that it became affectionately known as the Carmyllie Pilot.

Purchased by LNER engineer and traction engine enthusiast Ian Fraser in 1966, No. 46464 became the first example of its class to enter preservation. Ian was also responsible for buying Gresley D49 4-4-0 No. 246 *Morayshire* (currently under overhaul at the Bo'ness & Kinneil Railway) in 1962.

No. 46464 was loaned to the Dundee City Corporation with the intention of going on display; however, this was not to be, and it ultimately moved to the Strathspey Railway, where it returned to service on July 22, 1978. Having been neglected by BR in its final years of service, it ran for only less than two years before being withdrawn pending a substantial restoration and overhaul.

Having spent time at a private site at Bridge of Dun, near Brechin, the Ivatt returned to Aviemore in 2020 where its restoration was subsequently completed.

Having passed its final boiler test on April 16, with test runs then conducted on April 25, No. 46464 was locked in the shed for its BR lined black livery to be applied, which was carried out by volunteers from the Carmyllie Pilot Company Ltd. On June 22, volunteers who have worked on the project and invited guests arrived Strathspey's Boat of Garten station in readiness for the official launch of the locomotive. Classmate No. 46512 was rostered to work the day's public service train and was due to have departed ahead of a light engine move by the star of the day, but following the discovery and repair of a leaking superheater element delaying the first train, and a tight schedule needing to be adhered to, the two 2MTs double-headed the first departure out of Aviemore as far as Boat station – an unexpected bonus for those aboard the carriages.

Once there, No. 46464 detached and ran to collect stock from the sidings while No. 46512 continued with its own train to the railway's terminus at Broomhill.



Volunteers including CPCL director Iain Smith (right) with their relaunched locomotive at Boat of Garten station on June 22. ROBIN TAYLOR/CPCL

Moment of glee

With its smokebox numberplate covered over, No. 46464 then drew into the platform, where company director Iain Smith gave a short speech. "I was given the task of saying few words on behalf of the Carmyllie Pilot Company Ltd, which I openly admit I found just a bit emotional and had to stop a couple of times," he said.

"A further short speech was given by Stephen Muirhead, board member of the Strathspey Railway Company, who reminded the assembled crowd that 46464 was used at the start of full operations between Aviemore and Boat of Garten in July 1978 and that it was a delight to the Strathspey Railway that it had returned there once more.

"To perform to unveiling of No. 46464's smokebox plate, we invited Susan McDonald, whose grandfather Sandy Whyte was the locomotive's regular driver from Arbroath.

"It was Mr Whyte's long-continued hospitality that led to Ian Fraser's close association with No 46464."

Following the ceremony which officially launched the locomotive into traffic, it then operated a trip to Broomhill, before returning guests to Boat of Garten and Aviemore.

Two evening services were put on by the railway that saw the two Ivatts officially double-head a service train together for the first time.

"The event also marked its 74th birthday, being released from Crewe Works the week ending June 23, 1950," Iain commented.

"On behalf of the directors of the Carmyllie Pilot Company Ltd, we wish to thank the board, staff and volunteers of the Strathspey Railway Company for all their efforts in giving us have a really special day, and to all those who attended."



Having collected the stock for its inaugural train, No. 46464 passes Boat North signalbox is on its way to the rededication event on June 22. TIMON ROSE

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British Empire Medal for loco owner Peter Best

By Robin Jones and Hugh Dougherty

LOCOMOTIVE owner Peter Best has been awarded a British Empire Medal (BEM) in this year's King's Birthday Honours for his services to steam and heritage railways.

Lifelong enthusiast Peter, 69, a grandfather who lives in Tetbury, Gloucestershire, and is a former chairman of the North Yorkshire Moors Railway, has restored 11 steam engines using his own money, starting with a Garrrett traction engine in the 1980s.

His USATC S160 2-8-0 No. 2253 *Omaha* is currently on loan to the Dartmouth Steam Railway, where it hauled a series of specials to mark D-Day, as highlighted on pages 84-87 of this issue.

He has owned LMS 'Black Five' No. 44806 for the past four years, after buying it from the NYMR, and also South African Railways 2ft gauge NG/G16 Class 2-6-2+2-6-2 Garratt No. 130. In 2021, he bought Yorkshire Tar Distillers Andrew Barclay 0-4-0ST Works No. 1823 *Harry*.

Peter said: "It gives me huge pleasure and pride. I do honestly feel that I'm doing a good job as a custodian to hand them on in a good condition to the next generation. I hope the honour is as much for all the volunteers looking after heritage railways and my locomotives as it is for me; I've been lucky enough to restore and operate them."

Peter said he was drawn to the noise, smell, and "raw energy" of steam locomotives, and loved seeing young people enjoying them.

Meanwhile, John Beveridge, 71, founder of the Loch Lomond Steamship Company, which is working to return *PS Maid of the Loch*, built for BR in 1953, to sailing on Loch Lomond, has been made a Member of the British Empire (MBE) in the same King's Birthday Honours list.

John, from Helensburgh, stood down as chairman in 2021, having spent many years of patient work advancing the *Maid of the Loch*'s cause and successfully sourcing funding.

He said: "This honour reflects on the fine work done over many years by our volunteers. When we took over the boat in 1995, it was a wreck and sinking. Today, work goes on to restore it to full steaming condition so it can take its place again on Loch Lomond as a true heritage and tourist attraction." Company chairman Iain Robertson added: "Without the efforts of John and others, the *Maid* would have been scrapped. This honour recognises the importance of the part he played in saving the ship and commencing work on its restoration."



Peter Best with his USATC S160 2-8-0 No. 2253 *Omaha* at the Dartmouth Steam Railway on June 6. DSRRBC

➜ Continued from page 7

In line with the groups' aims, there was an information share on suppliers' capabilities, and the steps were taken to share supplier lists and rate them on a red, amber, green basis. Also discussed were methods of reverse engineering parts when drawings are unavailable, tolerances that are applicable to steam locomotives, and which grades of modern materials have been used for materials referenced on older drawings.

General Steam Navigation gave an update on the work to make its frames suitable for an original Merchant Navy.

Prior to viewing the P2, the group held a minute's silence in front of the smokebox in memory of the A1 Trust's engineer, David Elliott.

Dr Steve Rapley, Chief Mechanical Engineer for General Steam Navigation, said: "While we are all working on our own unique locomotive designs with their own unique challenges, collectively we face the same hurdles, and I often find the wisdom of the group useful in solving problems."

The group's next meeting is planned for September.

Refurbished 'tractor' debuts at Worth Valley gala in heritage 'modern' livery

JUNE saw numerous diesel galas taking place, and each event brought about unique marketing points or guest locomotives for visitors.

At the Keighley & Worth Valley Railway on June 20-23, a six-strong guest line-up was enhanced by a Class 37 making a comeback following a period of maintenance – with a new livery to boot.

With railway history ever changing, liveries once considered modern are rapidly starting to appear on our heritage lines; EWS colours are no stranger to the sector, having been worn by class 31s and 47s before.

For Vince and Guy Minto, this was the scheme of choice for their Class 37 No. 37250 at the Wensleydale Railway.

Over the course of the last few months, the 'tractor' has been in and out of the shed at Leeming Bar for bodywork repairs and other engine work which culminated in a rubbing back of the Dutch sector grey livery applied in 2019, but which had never been fully finished off.

While No. 37250 never carried EWS colours itself, the livery was chosen as it was felt to be under-represented in the heritage sector.



Resplendent in its newly-applied EWS livery, Class 37 No. 37250 heads along Oxenhope Straight towards Haworth loop with a goods working on the morning of June 22. TOM MARSHALL/KWVR

No. 37250 journeyed to the Keighley & Worth Valley Railway by rail on June 18, with the event boasting up to 10 locomotives in service throughout the four days and proving a huge success for the line.

Business and operations manager Noel Hartley commented: "Enthusiast events throughout the UK are thriving at the moment, and our own diesel gala is no exception. This year, we were lucky enough to see a 37% uplift in passenger numbers on our 2022 event, with 3221 visitors travelling over the four days.

"A huge amount of work went in to planning it, with 2600 volunteer hours being worked and trains covering about 700 miles over our five-mile line."

Schools' out: *Cheltenham* leaves Hampshire

IT had been a staple of the Mid-Hants Railway's roster for a full decade, and looked the part travelling through the Hampshire countryside, but on June 24, the National Railway Museum's SR Schools 4-4-0 No. 30925 *Cheltenham* returned to York.

Arriving at Eastleigh Works for overhaul in 2010, it was completed in time to briefly return to York for Railfest 2012, before heading back down south to join the MHR on loan, where it remained based throughout its most recent boiler ticket. Following the expiration of this ticket in 2022, *Cheltenham* has since been stored, with hope of a second overhaul being conducted to see it run once more.

However, operations manager Richard Bentley said: "With the current list of projects, the railway was unlikely to be able to commit to doing anything with it for a number of years. With that in mind, it is important that the locomotive is protected from deterioration by being kept under cover; something we are currently unable to do."

An NRM spokesman said that No. 30925 would be on display on the turntable in the Great Hall from July 3.

IN BRIEF

➜ THE Grade II-listed former Hunslet works offices in Leeds are to be turned into a live music and events venue. Leeds City Council has planning permission to convert The Old Engine Works, once part of Manning Wardle's Boyne Engine Works in Jack Lane, Hunslet. The 19th-century two-storey red-brick building could also be used for conferencing, weddings, exercise classes and local group meetings

➜ CLASS 121 'bubblecar' No. 55034 has arrived on the Cholsey & Wallingford Railway after being loaned by Locomotive Services Ltd. The 1961-buil railcar, once based at Reading, had been in main line service until 2017.

➜ A 20ft cast iron sign Tettenhall station sign stolen from the Tettenhall Transport Heritage Centre, in Cupcake Lane, Wolverhampton, on May 25, shortly after being restored by volunteers, has been returned following a successful police appeal on social media.

'World-class' Hopetown poised for reopening

By Robin Jones

THE new £37 million multi-faceted Hopetown Darlington visitor attraction is on track to open to the public on Tuesday, July 16.

Hopetown is designed to bring to life the story of how Darlington changed the world as a pioneer of the modern railway and become a major international visitor destination in its own right.

The construction and restoration work at the site of the former Head of Steam Railway Museum, off North Road, started in March 2022.

Every building at Hopetown Darlington has a unique historical story to tell about the Stockton & Darlington Railway, the bicentenary of which will be celebrated in 2025.

Visitors will park against the backdrop of Skerne Bridge – the world's oldest railway bridge still in constant use, and which featured on the £5 note in the 1990s. Thanks to augmented reality, they can see the original *Locomotion No. 1* steam across the iconic landmark.

Interactive features

Admission to the site is through the 1833 Goods Shed, which has an artisan café serving locally-sourced produce, a coal-themed shop, interactive features, holograms and artwork, taking visitors to the heart of the S&DR story. There is a suspended model railway with two of Darlington's most famous



Tennant/Worsdell NER (LNER E5) express 2-4-0 No. 1463 of 1884 inside the North Road Station Museum at Hopetown Darlington. DBC

locomotives running. North Road Station Museum, housed within the 1842 railway station, brings the story of rail engineering, ideas, and invention in Darlington to life.

Visitors can climb aboard the replica of *Locomotion No. 1*, see S&DR 0-6-0 *Derwent*, which was built by Kitching's Foundry in 1845, meet characters from the past, see paintings and sculptures come to life, dress up in Victorian attire, and jump aboard Experiment!, a unique time-travel immersive ride which will open in September.

The 1853 Carriage Works includes the Exhibition Hall, which will host a series of special events beginning with Brick Journeys, a LEGO brick experience showcasing the world of transport using nearly one million LEGO bricks, and The Stores, where visitors can explore the archive of 30,000 objects and materials reflecting the history of the railways in Darlington and the wider North East region.

Brought to life

From the specially constructed viewing platform, take a look at live engineering in action at the new Darlington Locomotive Works as The A1 Steam Locomotive Trust builds the seventh example of a Gresley P2 2-8-2, No. 2007 *Prince of Wales*.

Outdoors, there is Wagon Woods, a railway-themed adventure play park, and on Foundry Green, visitors can eat a picnic or food from the café while enjoying live entertainment, music and events.

Mike Crawshaw, head of heritage and culture at project leaders Darlington Council, said: "We are very proud of what we have achieved at Hopetown Darlington. With a combination of careful restoration and the latest technology, we have created a world-class visitor experience which will engage and inspire the innovators of the future by connecting them with our pioneering railway heritage.

"Hopetown Darlington has something to offer everyone, from the dedicated rail enthusiast to families who want to bring history to life."

Middleton closes Balm Road branch line

THE Middleton Railway has suspended movements on its Balm Road branch during 2024 for operational reasons.

The branch crosses Moor Road, an important access route to the M621. The present arrangements for ensuring the safe passage of trains across Moor Road no longer meet current requirements as a consequence of increased road traffic, said a railway statement.

The railway is updating its risk assessment for the crossing and one of the early conclusions of this is that modern 'wig wag' lights will be required to alert road users to the crossing of Moor Road by a Middleton train.

Confined operations

Installation of these lights and other works found to be necessary as a result of the risk assessment being carried out will not be completed in time to make the Balm Road branch operational for the annual steam gala on October 6.

Consequently, operations will be confined to the line between Moor Road and Middleton Park.

The Middleton Railway Trust is currently looking into ways of raising funds to cover the cost of this work that will allow the historic branch – which was once a link to the Midland Railway main line – to be returned to service as quickly as possible.

Tornado builder in fresh appeal for ballast

THE A1 Steam Locomotive Trust has issued a fresh appeal for supporters to help it obtain supplies of ballast for the connection from the new Darlington Locomotive Works at Hopetown to the Bishop Auckland branch on the route of the original 1825 S&DR.

"It is recognised that the constant movement of large steam locomotives on the back of road vehicles is not conducive to their health given the unnatural stresses placed on the frames from the loading and unloading process, and that's why we view the track infrastructure we have committed to at DLW as being as important for the engines as is the normal maintenance regime," said a trust statement. " The main line connection directly onto the Bishop Auckland branch will fulfil this need and also allow DLW to offer servicing facilities for other visiting locomotives.

"Our plan for the delivery of this infrastructure is well advanced, including the acquisition and stockpiling of rails, sleepers and track fittings, but we have a need for considerable amounts of ballast. The Army has very kindly been involved in the initial tracklaying project and is due to return in June, but for this visit to be productive we must have brought in circa 2000 tonnes of ballast, the total amount required for the whole project being 6000 tonnes.

"We have managed to agree an exceptional deal of £22.50 per tonne including transport from a quarry in Leyburn, and for those with knowledge of the aggregates sector, you will identify that this is indeed a fantastic price. It will be delivered in 28-tonne loads at a cost of £630 per load. Our immediate requirement is for 2000 tonnes, with the balance to be resourced as a subsequent phase."

Supporters are invited to join the P-Way Gang by making a one-off £630 payment or five instalments on £126. More details are at www.a1steam.com/pwayballast#/

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Class 33 D6515 *Lt Jenny Lewis R.N.* gets right of way at Sheringham signalbox. STEVE ALLEN/NNR



Hudswell Clarke No. 1700 *Wissington* and Hunslet Austerity 0-6-0ST No. 3844 of 1956 *United Steel Company No. 22* double-heading. J RINGWOOD

Drinks are raised to success of Poppy Line's gala

THE North Norfolk Railway's June 7-9 Rails & Ales 2024 event proved to be a major success, attracting nearly 1900 people with a 10-locomotive line-up every day, including visitors.

Guests were Class 25 D7659, owned by the Waterman Rail Heritage Trust, Class 37 D6581 *Flopsie,* from Locomotive Services Limited, Swanage Railway-based Class 33 D6515 (No. 33012) *Lt Jenny Lewis R.N.*, Class 50 No. 50008 *Thunderer,* from Hanson & Hall Rail, and London Underground's 4TC set based at West Ruislip, the latter three arriving as part of a railtour on June 6.

Visiting for the 2024 season and making its first gala appearance on the line was Hunslet Austerity 0-6-0ST No. 3844 of 1956 *United Steel Company No. 22,* from the Appleby-Frodingham Railway.

Visitors took advantage of day rover unlimited travel, and Weybourne station saw some particularly busy spells as people hopped from one set to another.

The ales element of the event was primarily based at Weybourne and was a popular spot for visitors to rest and enjoy some of the county's brewing talent.

CREDIT NYMR



Follow in the footsteps of the stars with Moorsline's filming showcase

THE North Yorkshire Moors Railway has launched an all-new film to showcase the world-class films and TV series that have featured the heritage line as an incredible location.

The new film trail, Lights, Camera, Traction, launched on July 1 and is a permanent addition to the NYMR experience for movie buffs and rail enthusiasts alike to visit places where some of the most famous blockbusters in cinematic history were filmed.

The trail features a map (which can be downloaded before visiting) highlighting the locations that can be spotted on the big screen and guiding visitors to those spots while at the attraction.

The NYMR has been an iconic backdrop in hugely successful films including Harry Potter and the Philosopher's Stone (as the setting for Hogsmeade station), Indiana Jones and the Dial of Destiny, Mission:Impossible - Dead Reckoning, Dad's Army and Downton Abbey. Goathland station was also used as a filming location for Heartbeat, during which it was transformed into Aidensfield station.

NYMR learning and interpretation officer Macey Palmer said: "We have lots of free hands-on activities for the whole family to enjoy this summer. If you love film and TV, then our film trail is for you to explore for the whole school holidays and beyond.

"Over the summer, you can also join in with archaeology activities, test your spy skills, and meet awesome birds of prey at our drop-in activities. There's definitely something for the whole family."

During the summer holidays, free weekly themed activities will be held on Mondays at Pickering and Fridays at Goathland station for families to enjoy.

The King set for Preston comeback!

IN May, the Flour Mill workshops at Bream in the Forest of Dean completed the heavy general overhaul of Phil Steer's Borrows 0-4-0WT No.48 *The King*, built in 1906 for the United Glass Bottle Company, and in June was running in at the Avon Valley Railway, in Bristol, after which it will return to its home base at the Ribble Steam Railway.

The Preston venue is also home to a larger Borrows, works No. 53 *Windle*, built for Pilkingtons in 1909. It had been hoped to run in *The King*, in a warm green livery, with its other larger sibling, Kerr Stuart No. 3063 of 1908 informally known as Willy the Well Tank, which went new to the National Shipyard in 1918 and was painted Midland (or Midland and South Western Junction Railway) red.

***Willy* is presently on loan to the Swindon & Cricklade Railway, which declined the request, so instead *The King* came to the AVR where many other Flour Mill engines have run in over the years.**

***The King* has had major repairs, including new front frame sections supporting the cylinders, and more than half of the boiler has been replaced, along with almost all of the pipework. Although small and light, it steams freely and looks very pretty. "I would love to see it next to the Swanage T3," said the Flour Mill's Bill Parker, who also overhauled the award-winning LSWR 4-4-0. "Ton for ton, it probably has more brass to polish."**

"These little engines are so appealing and use very little coal and water – there must be more of a place from them in preservation as we move forward."



Borrows 0-4-0WT No.48 *The King* running in at Oldland Common station on the Avon Valley Railway. BILL PARKER

Vintage tube set damaged as vandals target heritage venues

By Robin Jones

TRIPS on London Transport Museum's 1938 Tube Stock set on Sunday, June 9 were cancelled after the Art Deco unit was vandalised on the previous Friday night.

The restored four-carriage unit, based at the LTM depot at Acton Town, was scheduled to run £22-a-head journeys travel on the Piccadilly Line between Acton Town and Oakwood stations between 10am to 8pm. Ticketholders were due to hear from an LTM curator about how they care for the 86-year-old stock, and there was also to be a talk about the architect Charles Holden, whose design influence can be seen on the London Underground network.

LTM director and CEO Elizabeth McKay said: 'We are devastated that our planned heritage journeys on had to be cancelled due to vandalism to our beautifully-restored 1938 tube stock train. We know how disappointing this will be for our ticketholders and will be working with the British Transport Police to investigate.

"Our heritage tube train operations are a wonderful way for the public to experience the history of the capital, and the proceeds from ticket sales support our work as an education and heritage charity. It is truly disappointing that vandals would seek to ruin this experience for people and cause damage to such an iconic heritage vehicle. We will be working with London Underground specialists and conservators to understand the extent of the damage and return the train to its former glory."

On June 24, LTM announced that the damage had been rectified and that the unit's next booked trips on July 20/21 were due to run as planned. For more details, visit www.ltmuseum.co.uk

Elsewhere in England, several heritage railway venues were hit by a series of mindless vandal attacks in recent weeks.

On the morning of June 19, volunteers arrived at the Midland Railway – Butterley's Swanwick Junction site to find the door on the demonstration signalbox kicked in. The 'box will now be closed to visitors until a replacement door can be manufactured.

> "To find such extensive criminal damage on bridges, trees, and a large portion of our platform is beyond belief."

The toilet windows were smashed, and graffiti had been painted over the equipment in the children's play areas, on signs, and on a bench.

The vandalism came as the venue was prepared for the relaunch of its flagship LMS 'Jinty' 0-6-0T No. 13440 on June 29/30. A spokesman said: "We are devastated. It is so disheartening that this keeps happening. Our dedicated volunteers give up their time and own expense to restore and maintain the railway to secure for future generations, so it is heartbreaking that a few individuals feel that is acceptable to do this."

On June 3, every window frame and window were smashed in the redundant signalbox leased from Network Rail in Lightmoor on the Telford Steam Railway. Brickwork was also damaged, and paint was thrown around the room. British Transport Police was investigating. The railway previously repaired the 'box after an arson attack in 2016.

Nine windows of the East Lancashire Railway's Mk. 1 buffet carriage were smashed at about 3pm on May 30 at its Baron Street engineering workshop in Buckley Wells depot, causing about £2000 damage and leaving broken glass both inside and outside the coach, which was out of action for three weeks.

The Hastings Miniature Railway was facing a £1000 bill after being vandalisd on June 1/2, when all the Rock-a-Nore Road engine shed locks had been glued and had to be cut off.

On the morning of June 7, officials at the Whistlestop Valley Railway (formerly Kirklees Light Railway) found that trespassers between Skelmanthorpe and Cuckoos Nest station had dropped rubble from a height off Strike Lane bridge, while foul-mouthed graffiti had been sprayed at location along the line and a platform badly damaged.

It was believed that the paint may have stolen from a building site in Skelmanthorpe. A WVR spokesman said: "To find such extensive criminal damage on bridges, trees, and a large portion of our platform is beyond belief."

Loco moves away from Irish peat... to an English peat railway!

THE Crowle Peatland Railway has taken delivery of Hunslet Wagonmaster 0-4-0DH No. LM336, one of a type built in the early 1960s for the Irish Peat Commission (Bord na Mona).

An initial order of 25 locomotives was placed with the Lees manufacturer in 1962 and delivered by November 1963. They played a vital role in transporting peat across Ireland for many years, and manufacture of the type continued until 1986.

The Lincolnshire heritage line acquired No. LM336 in June. After members raised the necessary money, the locomotive was transported from Ireland on June 19 and was unloaded at the Old Peatworks the following day. CPR trustee Will Coleman, who was responsible for the acquisition, said: "We are incredibly excited to welcome No. LM336. These Wagonmaster locomotives are not only powerful and functional, but they also represent an important chapter in Irish industrial history.

"No. LM336 will be a fantastic addition to our fleet, and we look forward to sharing it with our visitors."

No. LM336 is currently undergoing a comprehensive inspection to ensure it operates safely and reliably on the CPR.

The next open weekend at its site in Crowle will take place on July 13/14.

Bure Valley revisits ovoids

THE Bure Valley Railway is making a second attempt at trialling ovoids in its steam locomotives as a replacement for coal.

The 15in gauge Norfolk line tested ovoids three years ago and won awards for its research in the field.

A BVR statement said: "With the end of the supply of steam coal from Wales, we have returned to using manufactured ovoids.

"Our latest supply is a new version we are trialling and is not yet widely available. It uses the coal residue from the production of other ovoids with a resin binder. If this is successful, we can then move to a version which includes a domestic source of biomass, so providing a suitable fuel for steam locomotives with better sustainability.

"This fuel is quicker to ignite but has a longer burn time. Further trials of biomass fuels will continue in the autumn. Our research and development continue."

New lift for Holborn's wartime tunnels in bid to welcome tourists

THE City of London Corporation has approved a plan to turn a set of Second World War tunnels beneath Chancery Lane tube station into a tourist attraction.

The Kingsway Tunnels were built to shelter thousands of Londoners from the Blitz, and later used by the wartime government as a secret telecommunications centre and base for the Special Operations Executive, which parachuted agents behind enemy lines. Taken over by British Telecom, the tunnels were closed in the early 1980s.

The plan submitted by London Tunnels Ltd includes demolishing an office block and an empty building in Furnival Street which would be rebuilt and linked together to form the entrance, as well as a gift shop and office space.

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A busy scene at Highley on June 16 as GWR 4-6-0 No. 4930 *Hagley Hall* passes the DMU with Class 33 No. 33108 in the siding.



An additional working at the Severn Valley mixed traffic gala was BR Standard 4MT No. 75069 on a wedding special, seen at Miners Crossing approaching Highley on June 15.

Hat-trick of Severn Valley Railway gala successes

Words and pictures by John Titlow



Class 33 No. 33108 is parked and the DMU is in the siding as Class 52 D1062 *Western Courier* departs with the GWR set from Highley on June 16.

FOLLOWING the Severn Valley Railway's successful steam and diesel galas, June 15/16 featured a mixed traffic event, recounting the days of the changeover period when modern traction was taking over on BR.

In addition to the gala action on the line, a beer festival inside the Engine House at Highley offered a wide range of beers and ciders and did a very good trade throughout the weekend.

A busy timetable was in place on the Saturday, with eight full returns. Trains started from Kidderminster at 8.40am and finished at 7.12pm. From Bridgnorth, it was a 9.45am departure, and the last arrival was at 6.38pm.

Also on the Saturday was a wedding special for one of the volunteers on four carriages hauled by BR Standard 4MT 4-6-0 No. 75069, which was turned especially for this event.

Sunday was a much more relaxed affair with seven full returns, but with similar start and finishing times to the previous day.

The railway used its wide collection of motive power from the home fleet over the weekend, producing an impressive three steam service alongside three diesel locomotives, plus the line's three-car DMU.

Flagship GWR 4-6-0 No. 4930 *Hagley Hall* hauled seven carmine-and-cream carriages based at Bewdley. From the opposite end at Bridgnorth, it was Stanier mogul No. 13268, appropriately on eight Midland carriages. All diesel services started from Kidderminster Town. In use was Class 37 No. 37263 and Class 20 No. 20048 on the seven-carriage maroon set. Heading the Great Western rake was Class 52 D1062 *Western Courier*. The DMU was in operation, starting from Bridgnorth at 9.45am and covering the full line to Kidderminster. It then provided shuttle services between Kidderminster, Bewdley and Highley, and returned to Bridgnorth at the end of the day.

Trains looked comfortable but well-patronised without being packed, and the timetable worked well with little delays. Services passed at Bewdley, Arley and Hampton Loade, and enough time was allowed enabling passengers to change trains from steam to diesel or DMU. With a little bit of planning it was possible to ride all trains behind all locomotives.

Passenger numbers were about 1400 for the weekend, excluding shareholders and volunteers. There were no extra charges to the normal daily fares. Freedom of the line tickets cost £25 if booked three days in advance, £28.50 booked less than three days, and £32 on the day.

➜ **Kidderminster Town station celebrates 40 years: see feature, pages 78-81.**



With the first train from Bridgnorth on June 16, Stanier 2-6-0 No. 13268 runs through Oldbury Cutting.



Heading the GW set, Class 52 D1062 *Western Courier* is about to exchange tokens approaching Highley on June 15.

Bluebell boosts Bulleid month with *Sir Archie's* comeback

By Owen Hayward

JUNE was undoubtedly dominated by Bulleid locomotives, and while Swanage was stealing the show with its record-breaking gathering of the late chief engineer of the Southern Railway's Pacifics, (see feature, pages 48-55), just a week later the Bluebell added another to the roster of operational examples when No. 34059 *Sir Archibald Sinclair* was formally launched back into traffic.

Despite having worked over the festive season of 2023, concluding in a well-attended gala on January 1, No. 34059's launch on June 15 saw the locomotive rejoin the railway's roster after spending the start of the year at Horsted Keynes for finishing-off. In order to be available for the winter, it ran with final livery (including numbering and nameplates) yet to be applied. During the winter shutdown, it was towed to Horsted Keynes and taken into the paintshop, where it was rubbed back and received its final top coats of BR Brunswick green, with the lining and numbering also being painted by hand.

Built in 1947 at Brighton Works with air-smoothed casing as No. 21C159, like many of Battle of Britain locomotives, it took its name from significant figures and RAF divisions of note from the Second World War, on this particular occasion from the Secretary of State for Air who served under Winston Churchill during the Battle of Britain in 1940.

No. 34059 was rebuilt in 1960 at Eastleigh Works, where the external casing was removed, and it reverted to the more 'traditional' steam locomotive appearance.

Withdrawn in 1966 after just 19 years of service, it spent 13 years in Barry scrapyard before being purchased by the Bluebell Railway Battle of Britain Locomotive Group in 1979, although it arrived without a tender, which had sadly been cut up.

Following more than 30 years of restoration work, which included building a replacement tender, *Sir Archibald Sinclair* made its preservation debut on April 24, 2009 – but the joy of that return was short-lived as just two years later a leaky stay was discovered, which subsequently revealed that the surrounding platework showed signs of star fracturing. With a crack evident in one of the thermic syphons, repair work could have enabled it to return to service, but it was highly likely that similar issues would have arisen. It was decided that the best course of action was to fully replace the affected areas.



With its first official service since overhaul, *Sir Archibald Sinclair* departs Horsted Keynes on June 15 with a train of VIPs following its rededication at Sheffield Park earlier that day. PHIL BARNES



Tom Sweeney, Alan Whiffen, Zeb Noble, Jim Noble and Ann Middleton (left to right) with the newly-laid stone in the foreground. Tom, Ian and Ann are volunteers on the Heyford station project. ROBERT HERON/GWS

Brunel's descendants help with Great Western station restoration

DIDCOT Railway Centre welcomed Isambard Kingdom Brunel's great-great-great-grandson, Jim Noble, and Jim's son Zeb, to lay one of the first plinth stones for a reconstructed station building on June 12. Jim was considered the ideal person to perform this role for a Brunel-inspired 1850s station building.

Heyford station building is a typical early GWR structure, based on Brunel's design for the station at Box, near Bath, in Somerset. These early stations feature a recessed section on the platform side, a substantial booking office porch and a canopy running all around the building. The cast canopy brackets are attractive items of Victorian ironwork capped with a lion's head mask filling the depth of the valance. Such buildings feature at Aynho, Kidlington and Heyford.

Heyford station was donated to the centre in 1986, and a team of volunteers had to dismantle and remove it from site for storage as a kit of building materials at Didcot.

In the last few years, much volunteer thought and effort has been dedicated to finally, reconstructing the building in its new home. After some three years' work clearing and preparing the ground, casting the massive reinforced concrete foundations and installing ducts and pipes for services, the building is finally starting to rise above ground level. Earlier this year, a steel frame was installed to

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One June 16, No. 34059 spent the full day working public services. Shortly after departing Sheffield Park with the 3.30pm service to East Grinstead, *Sir Archibald* tackles Freshfield Bank. NICK GILLIAM

On June 15, gleaming in its finished livery, historian and TV presenter Tim Dunn hosted a rededication ceremony at Sheffield Park to celebrate its completion.

BRBoBLG members Roger (chairman) and Sally Cruse were invited to unveil the nameplates.

The comeback has helped the Bluebell's locomotive pool climb towards a comfortable figure, with five resident locomotives, plus one long-term loanee (WR 4-6-0 No. 6989 *Wightwick Hall*) available for service, although LBSCR 0-6-0T 'Terrier' No. 72 *Fenchurch* and SECR O1 No. 65 are not well-suited to the long and heavy peak services.

The fleet will soon receive a further boost with the approaching debut of LBSCR Atlantic No. 32424 *Beachy Head,* as outlined in Headline News, pages 6/7, of this edition of *Heritage Railway* magazine.



In the yard at Sheffield Park on June 19, *Blackmoor Vale* is being stripped before the boiler is sent to Leaky Finders for overhaul. JOHN FRY/BULLEID SOCIETY

Smooth sailing

Meanwhile, the Bulleid Society has commenced dismantling another Bulleid Pacific, No. 21C123 *Blackmoor Vale,* which was last operational on May 25, 2008 (missing a chance to run together with No. 34059 by 12 months).

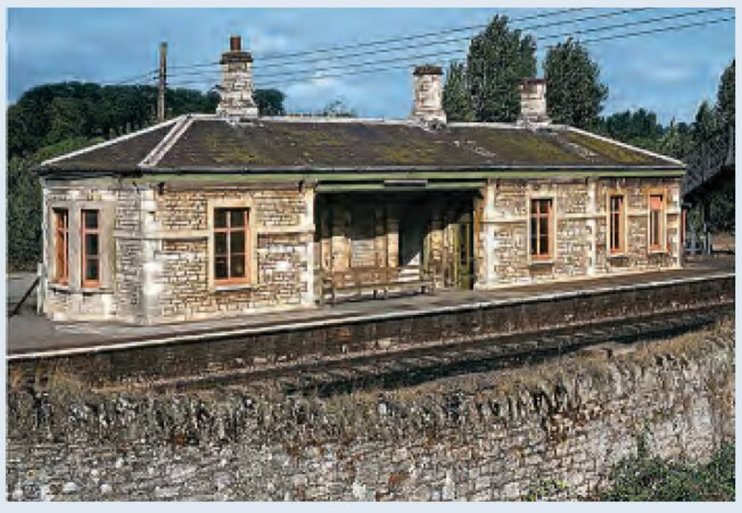
A new inner firebox has been constructed at South Devon Engineering, and the work to disassemble the air-smoothed casing will allow the boiler to be lifted out of the frames for despatch to Leaky Finders in Devon (before which the smoke and flue tubes will be removed). There it will be overhauled, and the replacement inner firebox fitted.



Roger and Sally Cruse unveil the nameplates for *Sir Archibald Sinclair* following its rededication on June 15. JOHN FRY/BULLEID SOCIETY

The overhaul of the remainder of the 1946-built 4-6-2 will be carried out in Sussex with those who have helped on No. 34059, though no timescale has been set. Work will focus on the rear and pony trucks before turning to the motion, which may require some new items be acquired.

Another Bluebell locomotive, LSWR B4 0-4-0T No. 96 *Normandy,* has started to be dismantled in Atlantic House by the volunteers who worked on *Beachy Head* and who will also be working on the overhaul of LSWR Adams Radial tank No. 488. A thorough inspection will be undertaken before a dedicated fundraising appeal is launched, with current estimates of at least a decade before the former Lyme Regis branch 4-4-2T will be ready to go.



Heyford station, on the line between Oxford and Banbury, as it appeared in 1983 before it was dismantled and removed to Didcot. By this time, the canopy had been removed to reduce stress on the fabric of the building. GREAT WESTERN TRUST



The building on June 20 with the plinth stones being laid and the steel frame to support the canopy in a more robust method than the original stone walls. GWS



One of the lion's head masks being incorporated into the brackets of the canopy surrounding the building. GWS

support the canopy. The frame will be concealed within the cavity walls of the building.

The plinth stones are newly-cut stone, as the originals were so massive that they had to be left in the ground when the station was dismantled. A benefactor recently provided a legacy to allow new stones to be cut in the style of the originals. The new stones are significantly smaller than the originals, not needing to fill the full thickness of the walls (as the new building will feature a cavity wall) and separated into two layers horizontally to allow for the insertion of a damp-proof course. They are, however, by no means small, with many weighing more than a third of a ton! The stone-laying is being undertaken by a contractor which will be working with the volunteer team over the summer months. The building will stand at Oxford Road station, which is at the northern end of the railway centre's main demonstration line.

Supporter Jim Noble donned a stovepipe hat to lead the 2010 Didcot Christmas Street Fair parade and joined the celebrations for the 175th anniversary of the opening of the Didcot to Oxford line in 2019.

Ian Wright: a founding father of the railwayana scene

By Geoff Courtney

IAN Wright, a founding father of the country's successful railwayana movement and over many years one of its most influential members, has died at the age of 81.

As an auctioneer he will be long-remembered for his favourite catchphrases as he wielded the gavel from his dais, his schoolmasterly admonishments to the audience if someone interrupted his flow, and his astonishment if a piece of memorabilia that he considered 'choice' failed to attract the level of bids he believed it deserved.

He will also be remembered for his enthusiasm, and his knowledge of virtually any item of railwayana and his willingness to impart that wisdom to whoever asked him for advice. He didn't suffer fools, gladly or otherwise, but he would be warm and supportive of anyone he thought warranted his attention.

Ian, a keen pool player, started his auctioneering career in the late 1980s when deputy head of Myers Grove School in his home town of Sheffield – the alma mater of Sheffield Wednesday and Manchester United goalkeeper Chris Turner – and after leaving the education sector founded Sheffield Railwayana Auctions in 1990, holding its sales at the school.



Record-breaker: Gresley A4 No. 60030 *Golden Fleece* heads past the former York Racecourse (Holgate) platform with an Up express in July 1961. A nameplate from the Pacific sold for a then world record £60,000 at a Sheffield Railwayana auction in December 2004, run by Ian Wright, who died on June 3. TRANSPORT TREASURY/BARRY RICHARDSON

Beginnings

These auctions, and thus Ian's influence, grew from these modest beginnings and became the core of the burgeoning railwayana collecting scene. Prices, particularly for nameplates, soared to unprecedented levels, an example being *Golden Fleece* from Gresley A4 Pacific No. 60030, which BR sold for £11 in 1963, that went under Ian's hammer at his December 2004 auction for a then world-record £60,000. It was not a scenario that was welcomed by all, for some within the movement felt a hobby had become big business, leading to prices way beyond the reach of many. Characteristically though, Ian would have none of it, and firmly and genuinely believed that nameplates were a good investment. "You'll never find another" he would declare from the rostrum, "I've been telling you for years to buy a nameplate" or "oh, what a rare bird."

Adrenalin rush

The year after *Golden Fleece*'s success, Ian decided the time had come to sell his auction house. In a rare moment of reflection, after announcing the sale, he told me that, at the age of 62, it was time to retire "to travel and play golf," although he admitted he felt sad in some ways. "Nothing lasts for ever," he mused. "The whole thing has been an adrenalin rush. I organised fundraising auctions for three years before founding SRA, so I've been at it for 18 years. Now is the time to do other things."

The buyers were Brian Moakes and the late Chris Dickerson, who had been handling the postal auction side of Ian's auctions for the previous four years and also ran Paddington Ticket Auctions, which they jointly founded in 1991.

At the time, Chris, who took early retirement in 1998 after a 30-year railway career and was a long-time railwayana collector, said: "Taking over Sheffield will be a challenge as Ian will be a hard act to follow," while Brian said: "It will be both exciting and daunting." Ian was not to be lost to the movement, however, for he continued as auctioneer at the sales but, as he put it, "with Chris and Brian doing all the work."

Chris and Brian sold SRA to Great Central Railwayana in 2012, and in October the following year Ian was persuaded by Great Northern Railwayana boss Dave Robinson to front his auctions, which he continued to do until October 2022, so ending a 32-year career as a railwayana auctioneer.



Rivals and friends: Ian Wright (left), who died on June 3, and Mike Soden at a major railwayana auction on which the pair collaborated in June 2016 at the home of Sir William McAlpine. GEOFF COURTNEY

Good friends

Long-time auctioneer Mike Soden, who held his first railwayana sale a year before Ian and remains an auctioneer with Great Central Railwayana, knew Ian for 50 years.

"We were rivals, but at the same time good friends," he said. "He had a considerable influence on the railwayana scene and built up a network of responsible and knowledgeable experts."

Mike said one of the highlights of his career was a major railwayana auction he and Ian jointly organised in June 2016 at the home of Sir William McAlpine at Fawley Hill, near Henley-on-Thames. The sale included 17 main line nameplates and was hailed as an enormous success that is still talked about today.

Simon Turner, of GW Railwayana, is another auction house boss who recognises Ian's peerless contribution to the world of railwayana. "Without his drive, passion and enthusiasm, the collecting scene would not be what it is today, and I certainly wouldn't have a business," he said. "He bought it to the masses, and lived and breathed it."

Long-time friend Trevor Dale, who started collecting railwayana in 1975, said: "You could call him the godfather of the auction scene," and recalled the Nameplate Club that Ian founded in the 1990s.

David Dippie, another friend over many years, also remembers the club with affection. "It gave enthusiasts the opportunity to meet at railway centres around the UK and as far afield as Switzerland, and included footplate rides," he said. "Ian's reputation and determination opened many doors for us."

Ian, who died on June 3, was unmarried, and is survived by his sister Kathleen and brother Graham. A private family cremation was held on June 18, and on June 30 Kathleen hosted an open day at his former home in Sheffield.

A final thought from David: "Ian gave an awful lot of pleasure to more people than we will ever know."

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Moorsline's diesel festival comeback draws the crowds

By Owen Hayward

IN a year where diesel galas have successively made headlines, the results of the North Yorkshire Moors Railway's first such event since 2016 has continued that trend – but without a 'modern' main line locomotive on its roster.

Where other lines have called upon the rare element of more modern classes– some of which rarely put a turn in on passenger services – to appeal to an ever-changing demographic of enthusiasts, the Moorsline roster was comprised entirely of types introduced during the BR era, with up to 10 locomotives in action throughout the June 14-16 event.

With a 50/50 split of resident and home fleet locomotives, in some cases it was an event to 'double up' on, with two examples of Class 20s, 31s, and 37s to be found running through the moors.

A late substitution for Class 55 No. 55009 *Alycidon* came in the form of Loram and Steve Beniston's Class 37 No. 37418 *An Comunn Gaidhealach*. The Deltic was sadly withdrawn from the line-up at the end during its visit to the Nene Valley Railway. During that line's Locomotive Legends gala on May 26, the locomotive suffered a complete failure of one of its power units. An investigation led to suspicion of an air lock but following the fuel system being bled and the engine restarted, it was found to have made matters worse.



Enthusiastic onlookers clamour to snap a shot of Class 31s Nos. 31128 and 31466 departing Grosmont with the 12.44pm for Pickering. TONY WINWARD



Class 45 Peak No. 45108 arrives at Pickering. CHRIS GEE



Class 25 D7628 climbs towards Goathland on June 15 as No. 37264 awaits its next working. CHRIS GEE

Withdrawn

With the locomotive's second power unit downrated and less powerful, it was felt that it would struggle to cope with the steep grades of the Moorsline and was thus withdrawn from the roster, returning to the Deltic Preservation Society's Barrow Hill depot following the event to allow further investigations to be performed.

No. 37418 was released from English Electric's Vulcan Foundry works on March 18, 1965, as D6971, being first allocated to Canton depot. Rebuilt as a 37/4 in 1985, it acquired its current number that November, and its BR era working life saw it put in regular turns on scenic routes in the Scottish Highlands. Its doppelganger for the weekend was resident No.3 7264, which entered service on August 12, 1965, at Tinsley and was withdrawn on December 1, 1999, at Cardiff Canton.

A pair of Class 20s, Nos. 20189 and 20142, also ran in tandem, appearing courtesy of Class 20189 Ltd. The final double act was resident Class 31 duo Nos. 31128 and 31466.

The visiting fleet was bolstered by Class 45 Peak No. 45108, visiting from the East Lancashire Railway and Class 14 'Teddy Bear' D9537 from the Ecclesbourne Valley Railway, with the final home fleet locomotives being Class 25 D7628 *Sybilla* and Class 47 No. 47077.

Throughout the three days, the locomotives travelled more than 1000 miles combined, with 3000-plus passengers paying to ride the services. Those unable to attend in person benefitted from the railway's live webcams, which clocked up more than 5000 hours' worth of views.

The NYMR's head of mechanical engineering, Nick Simpson, said: "From a Shed perspective, it went really well. We had lots of support from the owning groups, NYMR staff, and volunteers. Team Diesel did exceptionally well, with almost all services running on time and no major locomotive issues. The volunteer cleaners went above and beyond to present the locomotives so splendidly, despite the rain showers we had."

Operations manager Matt Bell added: "With a jam-packed timetable of trains running efficiently, we delivered everything we planned to do.

"Much time and effort has gone into the planning and delivery of this event by the whole team."



Ahead of the gala weekend, locomotives from the Moorsline's diesel gala fleet line up in the yard at Grosmont on June 12. PETER DAWSON/NYMR

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Class 37s Nos. 37264 and 37418 *An Comunn Gaidhealach* prepare to depart Grosmont with the 4.02pm service to Pickering. TONY WINWARD

Cotswold summer gala will bid farewell to Toddington's Class 24 Bo-Bo

THE Gloucestershire Warwickshire Railway's Class 24 Bo-Bo No. 5081 will be withdrawn from traffic for engine repairs after the line's July 12-14 Summer Heritage Diesel Gala.

The 64-year-old privately-owned locomotive, a regular performer on the line, was outshopped from Crewe Works on March 19, 1960, and allocated to March 31B depot on the Eastern Region.

Last day

In October 1980, No. 24081 participated in a joint BR/Steamport exhibition at Southport. Sadly, it was failed at the event due to flat batteries and subsequently retired. It was officially withdrawn on October 5 that year and was the last remaining Class 24 in service – and it had been the sole operational class member for the previous 18 months. It was preserved in 1981 and underwent a bogie refurbishment in recent years. The other three survivors are D5032, D5054 and D5061.

Its last operational day in traffic is scheduled to be Sunday, July 21.

Conversely, making its debut at the event will be Class 20 No. No. 20228, which arrived on the railway in 2020 and has been under overhaul since. It last worked a passenger service at the Barry Tourist Railway on July 28, 2012, before being withdrawn for work.



Due to be withdrawn after the July diesel gala, Class 24 No. 5081 on shed at Toddington. ALEX FARRAN/G/WR



Drewry Class 04 0-6-0DM Shunter No. D2280 following its repaint. ALEX RAYBOULD/G/WR

Visiting for the gala will be Class 26 D5310 (26010) from the Llangollen Railway, as reported last issue.

In action from the home fleet will be Class 20 No. 20137, Class 37s No. 37215 and D6948, Class 45 No. 45149, Class 47s Nos. 47105 and 47376, and the Class 117 DMU comprising cars W51405, W59510, W51363.

On static display on-shed at Toddington during the gala will be resident Class 04 0-6-0DM D2280, which has just received a full repaint into 1960 BR Green, complete with BR late crest and wasp stripes.

A frequent performer at the railway, seeing regular use on shunting duties by both the diesel and steam locomotive departments, the extensive repaint was carried out as a group project by several members of the diesel department.

Working life

Following withdrawal from BR, D2280 was sold to the Ford Motor Company for industrial use in 1971. It was moved under its own power from storage at Colchester Depot to Dagenham Ford Works on June 28, 1971. At Ford, the shunter became No. 2 and remained in active service with the car manufacturer until being withdrawn in 1996.

After being stored at the North Norfolk Railway for several years, it was sold and subsequently arrived at the G/WR in 2018, where it was restored to operational condition at Toddington.

Tickets for the gala are available at www.gwsr.com

Meanwhile, an exclusive photographic evening has been arranged for Friday, July 12 from 7.30pm to 10pm at Toddington shed with a line-up of the home diesel fleet and visiting D5310. Lighting will be added to illuminate the locomotives, and some locomotives will run idle to enhance the atmosphere.

Places are limited to 30 on a first-come first-served basis. Steel toe-capped shoes and an orange high-visibility jacket are mandatory. Participants must be aged 18 and above, and bookings must be made in advance online.

Duffield is now back on line

By Robin Jones

THE Ecclesbourne Valley Railway is again running services throughout its nine-mile length after a seven-month closure due to a landslip in an embankment on the approach to the southern terminus and main line interchange station of Duffield.

The landslip prevented trains from Wirksworth running to Duffield and had to terminate at Shottle until now.

As reported in issue 316, the railway launched a £30,000 appeal to raise £30,000 for essential repairs after the landslide.

The slippage, which occurred through no fault of the railway followed embankment damage that began in April 2023, but was exacerbated by Storm Babet last October.

The line's engineers devised a plan to realign the track away from the landslide by moving it onto the unused side of the formation, while concrete retaining blocks were installed to prevent the slip covering the tracks.

Dedication

The engineers worked tirelessly alongside a passionate team of volunteers to rectify the problem and, following the extensive repairs at the slippage site, the line reopened on June 14 to coincide with the start of the railway's new three-day Back To The '40s wartime event.

EVR chairman Neil Ferguson-Lee said: "This has been a long and arduous journey, but today we celebrate the remarkable resilience of our community and the unwavering dedication of our staff and volunteers.

"The successful completion of this complex project is a testament to the incredible support we received from our loyal visitors, generous donors and skilled engineers,"

The railway's business development officer, Donna Taylor, added: "We are thrilled to welcome passengers back to Duffield station."

The next special event at the EVR is to be the 14s@60 gala on July 25-28, celebrating 60 years of the WR Class 14 'Teddy Bear' diesel hydraulics. It will mark the last appearance of home-based D9537 *Eric* prior to its withdrawal for overhaul.

Lining up

Visiting will be D9504 from the Kent & East Sussex Railway, D9523 from the Wensleydale Railway, D9529 from the Nene Valley Railway, D9551 from the Severn Valley Railway and D9553 from the Caledonian Railway.

It is seen as a follow-up to the 2014 event at the East Lancashire Railway which celebrated half a century of the class.

Intercity's 'Diamond Jubilee Express,' hauled by Class 45 Peak No. 45118, will make Duffield its first stop of its tour from Bristol Temple Meads to Chesterfield and York, picking up at Bristol Parkway, Cheltenham Spa and Birmingham New Street.

➜ For more details, visit inter-city.co.uk/journey/diamond-jubilee-express, telephone 0800 0385364 or email enquiries@inter-city.co.uk



Bagnall 0-6-0ST No. 2746 *The Duke* of 1944 hauls a test train over the restored track on June 13, the day before public services resumed. EVR



The slew which has realigned the running line around the landslip site. EVR



Trains were back at Duffield for the Back To The '40s event on June 16. EVR



Token handover at Smallbrook in 1930. IOWSR

Iconic Wight signalbox back in place at Smallbrook after 57-year absence

THE Isle of Wight Steam Railway had double the reason to celebrate – after historic Smallbrook signalbox returned to its site following renovation and its new café opened.

The 'box stands at the junction where South Western's Island Line from Ryde Pier and Shanklin meets the heritage line. The rebuild and renovation project was largely funded by £40,000 from the South Western Railway Customers and Communities Improvement Fund.

In 1926, the then Southern Railway established a junction with signalbox at Smallbrook to speed the flow of trains heading to Cowes and Ventnor from Ryde. The 'box was used only in the summer seasons when traffic levels were higher due to the influx of holidaymakers on the island. The line to Newport and Cowes closed in February 1966 and the 'box was removed a year later.

A replica of the 'box has been erected on the original plinth. As well

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Comings and goings for busy month at Tywyn

By Owen Hayward



The delivery of bogie ballast hopper No. 73 will help make the TR's permanent way maintenance easier and more efficient. LUKE RYAN/TR

AWAY from galas, it is rare to see a heritage railway with regular lorry movements coming to and fro, but through May and into June the Talyllyn Railway saw several busy days at its main Tywyn Wharf terminus as stock new and old arrived.

May 8 saw the first lorry deliver an entirely new bogie ballast hopper that had been constructed at the Vale of Rheidol Railway's workshops in Aberystwyth. With permanent way maintenance and repair a constant battle, and several large relay projects having taken place in recent winters, as well as planned for future ones, the TR recognised the need to provide a vehicle with sufficient capacity to support the rake of smaller hopper wagons that were either acquired from Winchburgh Sahale Oil works in 1961 or built at Pendre in 1983.

The new ballast hopper, No. 73, will support the existing rake of smaller hoppers, but with its improved capacity will reduce the trips required between the worksites and ballast stores and so improve the efficiency of ballasting operations. Furthermore, it provides a safer working position with a platform for the operator to stand on, rather than having to walk alongside the moving vehicles. Following a satisfactory inspection, it was pressed into service.

Exchanges

On May 27, Hughes 'Falcon' 0-4-2ST No. 3 *Sir Haydn* departed the railway on loan to its former home at the Corris Railway (News, pages 22/23). On June 7 it was time for another arrival from Aberystwyth, but on this occasion, it was something looking new, rather than being entirely new.

Another locomotive with a Corris connection, Kerr Stuart 'Tattoo' 0-4-2ST No. 4 *Edward Thomas* was despatched to the VoR just nine days after bowing out of service on April 15, 2023, to allow its overhaul to be carried out under contract. A full mechanical and boiler overhaul has been undertaken, with much having been found to be in good order and needing comparatively little work.

In what has become a recently developing trend for the TR, No. 4 has returned in a livery not yet seen to have been carried on the railway. On its delivery to the Corris in 1921, it is believed that it was presented in a plain Kerr Stuart works grey (the red being applied following arrival at Maespoeth) and that has formed the basis of its latest scheme, with some enhancements thanks to considerate lining applications.

A boiler test was due to take place during July which was purposefully being delayed as it would be valid for 14 months once passed, meaning that the next inspection would have inconveniently fallen due in the middle of the busy summer peak of 2025. Furthermore, it means that in a decade's time, it and Fletcher Jennings 0-4-2T No. 1 *Talyllyn*, which returned to steam in May, would not be withdrawn at the same time for their next overhauls.

Coach with a view

Finally, on June 19, the second of the railway's newest carriages arrived from Boston Lodge on the Ffestiniog & Welsh Highland Railways. Built in the TR's standard bogie coach style, No. 25 is unique among the fleet in having its disabled/observation saloon at the western end of the vehicle. With all platforms along the line being on the same side, almost every passenger vehicle only has opening doors on one side (although careful inspection of a select few reveals evidence of times when that was not the case), meaning that the existing saloons have always been marshalled at the same end of the train. The addition of carriage No. 25 will now allow visitors to enjoy a view of the line that has rarely been previously available. It was expected that it would enter service at some point over the summer.

Meanwhile, the third and final carriage being built at Boston Lodge workshops for the TR was starting to be pieced together, with No. 26 provisionally expected to be delivered to Tywyn as soon as the end of 2024.



New views: The west end saloon of coach No. 25 is unique among the Talyllyn's carriage collection and will offer passengers a new view of the Fathew Valley during their journeys. LUKE RYAN/TR



One June 7, Kerr Stuart No. 4 *Edward Thomas* returned to Tywyn following overhaul at the Vale of Rheidol workshops. It now sports a new grey livery, similar to that it is believed to have arrived at Corris wearing in 1921. NATHAN SPENCE

as the re-siting of the signalbox, the grant also paid for the installation of a customer information system powered by solar panels.

Celebration

A special day was held to mark the occasion on June 7, when IoWSR volunteers and staff joined Isle of Wight dignitaries and guests for a ceremony at Smallbrook, after travelling on a special train from Havenstreet. South Western Railway engineering and infrastructure director Neil Drury handed over a token to the driver of LMS 2MT 2-6-2T No. 41313, Steve Smart.

Network Rail chairman Peter Hendy, Lord Hendy of Richmond Hill, then officially opened the railway's Barn Café at Havenstreet.

The events barn has been fitted out as a modern, high-quality café and bar, incorporating a display of iconic steam era island railway signs.

IoWSR chief executive Marc Morgan-Huws said: "The re-siting of the signalbox is an important addition to our working museum of island railways.

"This project shows that the IoWSR is still evolving as a heritage railway and tourist destination for the Isle of Wight."



The handover of the token at the 'new' Smallbrook signalbox on June 7. IOWSR



Seeing double: Nos. 3 and 10 sit at Maespoeth on June 13 during a photographic charter on the Corris. It was the first time two of these locomotives have been seen working together in more than a century. LUKE RYAN



For the first time in more than a century, a trio of operational locomotives could be found shedded at Maespoeth depot on June 14. COURTENAY FORDER

Falcons fly again: Corris locos unite for gala's historical 'first'

By Owen Hayward

THE June 15 Corris Railway gala was a particularly significant day for its own story in more ways than one, as three steam locomotives came together to run services for what is believed to be the first time since the line's inception in 1859 and the displacement of horses in 1878.

The railway was constructed to serve the slate quarries at Corris, Corris Uchaf and Aberllefenni, but the gauge (2ft 3in) chosen and cited in the initial bill for the tramroad put before parliament resulted in the use of locomotives being forbidden – hence it initially operating with horses. A later bill for an extension to the iron ore mines at Tir Stent saw the tramroad converted to a railway and locomotive usage finally allowed.

The locomotives ordered came from Hughes Locomotive Company's works (later known as Falcon Works), the first arriving in December 1878, with the remaining two arriving three months later; these were all originally built as 0-4-0ST locomotives and later converted into 0-4-2STs between 1883 and 1900. The three plied their trade, but despite all being operational, seldom – if ever – were they all used at once. Even a photograph taken of two of these Falcons on Dyfi bridge is believed to have been staged for a postcard photograph.

By 1920, all three were badly worn-out and in need of refurbishment. In light of this, the railway ordered a new locomotive from Kerr Stuart – another 0-4-2ST, No. 4, and known as the 'Tattoo' – which arrived in 1921 and took over operation of the line, with Falcon No. 2 kept operational in reserve.

The three original locomotives were finally assessed in 1923 when No. 4 showed signs of needing repairs itself, but only one good locomotive was made by cannibalising parts from each. It has been said that No. 3 was the main locomotive to be 'made good,' but research by historian and author Martin Fuller suggests that it was No. 1 which provided the most components to this endeavour, the former's identity sticking as it was that locomotive's bunker with numberplate used on the rebuild

What remained of Nos. 1 and 2 were eventually scrapped; with the Corris closing in 1948, Nos. 3 and 4 were kept mothballed at Maespoeth shed until 1950 when both were acquired for the Talyllyn Railway, where they have been resident ever since.

This move did, of course, leave the Corris revivalists without a steam locomotive, and so new-builds were completed in 2005 ('Tattoo' No. 7) and 2023 ('Falcon' No. 10) to fill this motive power gap.

History is made

Although both Nos. 3 and 4 have returned to Corris for short appearances, the original Falcon's most recent visit meant that it was the first time two operational examples of this design have been seen together in more than a century. Furthermore, with the original railway rarely steaming two locomotives at the same time, it is believed that June 15 was also the first time that three locomotives were in steam and operating out of the Maespoeth locomotive shed on the same day in potentially the whole of the CR's existence.

Unfortunately, this joy was short-lived as No. 7 was failed partway through the day with a blown gasket. However, with a half-hourly timetable in operation, Nos. 3 and 10 continued to please the visitors who flocked in their droves to witness the occasion first-hand.

Press officer John Simms said: "For most, the major attraction was the visit of No. 3 *Sir Haydn* from the neighbouring Talyllyn Railway and its initial appearance alongside its much younger classmate Corris No. 10.

"It was the first time two 'Falcons' together had worked trains in more than a century and the lunchtime double-headed pairing was a highlight of the day.

"No. 3 looked very much at home on the railway where it ran between 1878 and 1948, its green livery contrasting with No. 10 in its Corris red paint.

"Expecting a good turn-out for the event, the Corris had decided not to run any demonstration freight trains and to concentrate on its passenger services. There had been a spate of online bookings during the day and on the evening of the June 14, as well as strong walk-up sales on the day.

"Overall, it was a very satisfactory day for the Corris, and thanks go to the visiting crew from the Talyllyn who worked No. 3 during the event."

Although it had been planned to run the gala on June 16 too, after



On June 15, 'Falcon' No. 3 arrives at Corris after recovering a stricken 'Tattoo' No. 7, which had developed a blown gasket. CLIFF THOMAS



No. 10 prepares to depart Maespoeth with a short rake of wagons while No. 3 approaches from beyond, climbing the gradient up what is the current Corris Railway's extension. COURTENAY FORDER

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The building of the new embankment on the Corris Railway's southern extension. CR

having been booked out for two days of charters immediately before the gala, the decision was made to cancel services on this date due to reduced volunteer availability.

No. 10 will spend the month of July at the Talyllyn in exchange for No. 3's visit home. During this time, the new Falcon was rostered to star at the Anything Goes gala being held on July 6/7 and adopt the role of *Sir Handel* for the Awdry Extravaganza taking place on July 20/21.

Help bridge the gap

Meanwhile, the CR has issued an appeal leaflet inviting donations towards the cost of the next stage of its southern extension.

In a new video released online at www.corris.co.uk, David Coleman, who has been leading the project, outlined how the new embankment has been rising steadily south of the railhead at Maespoeth Junction and is nearing its final height. To that point, about 20,000 tons of material had gone into the construction, and completion would see another 1000 tons added to that.

He also described how the embankment was raised in steps as it rose from the bottom of the Dulas Valley to its final height adjacent to the A487 Dolgellau-Machynlleth road. The next stage is bridging the Nant Goedwig brook which runs in a culvert under the A487, and the crossing must meet the requirements of the Highways and the Rivers Authority.

The appeal leaflet for the Nant Goedwig crossing includes a form for single payments or setting up a standing order and can be obtained by sending a stamped addressed envelope to: John Simms, 42 Bluebell Close, Taunton, Somerset TA1 3XQ. Alternatively, donations can be made via the southern extension section of the website.

South Devon volunteers provide Newton Abbot's 'landmark' gantry with facelift

By Robin Jones

VOLUNTEERS from the South Devon Railway have been restoring nearby Newton Abbot's landmark signal gantry.

The 70-year-old Western Region gantry in Torquay Road is being overhauled courtesy of owner Newton Abbot Town Council and Newton Abbot Museum. It was being rubbed down and repainted, with arms replaced and new glass fitted, in an eight-week project.

Curator Dr Charlotte Dixon said: 'This much-needed work is kindly being carried out by volunteers at South Devon Railway.

"It is being restored to how it was in living memory, and this will ensure the longevity of this iconic landmark for Newton Abbot.

"The project has been made possible by donations, in particular from Denis Lewis, from the Railway Studies Group, who sadly died.

"Donations to the museum will now be allocated towards this project for the duration of the work.'

The gantry originally stood in the nearby station but became redundant when modernisation works were carried out in the 1980s.

Author David St John Thomas, co-founder of the David and Charles publishing business, bought it from BR and had it moved into its current position which was then part of his company's headquarters.

The David and Charles business was sold to Reader's Digest in the early 2000s and eventually moved out.

In 2018, supermarket giant Aldi was given planning permission for the site, despite concerns that the scheme would involve demolishing a Victorian carriage and wagon repair shop. The gantry, however, was retained.

Among the volunteers carrying out the restoration is Trevor Hodgson, a former assistant linesman who worked on the gantry when it was still in service.

"I never thought I'd be back here working on it again," he said. "I was based at Newton Abbot and helped maintain this for a while.

"It was right up outside the west signalbox, and its job was to control movements from the Down platform to the through line out of Newton Abbot station towards Aller Junction.

"It was an important bit of kit. Of course, it was replaced by modern colour light signalling."

Fellow volunteer Bill Gadd, part of the South Devon Railway's signal and telegraph team, added: "When the scaffolding was going up, many people were concerned that the gantry was being taken down. I am pleased that it's being refurbished, although rusty bolts are proving to be a bit of a problem."



Volunteers at work restoring Newton Abbot's landmark preserved signal gantry. NEWTON ABBOT TOWN COUNCIL

Town clerk Phil Rowe said: "The town council is very grateful for the invaluable assistance of volunteers and donations to the museum which will help fund this project.

"The gantry is important to the people of Newton Abbot, and I am very pleased that it's getting the attention it needs."

Woman dies after trying to take selfie with steam train

A WOMAN died after standing too close to a railway track in Mexico while trying to take a selfie with a passing main line steam special.

Mother-of-one and teacher Dulce Alondra García Hernandez, 29, was in collision with Canadian Pacific HiB 4-6-4 No. 2816, also known as 'The Empress,' on June 4. The locomotive was hauling its 'Final Spike Steam Tour' from Calgary which began on April 24 and ended on June 7 in Mexico City.

A video showed that seconds earlier she had told her son to stay away from the train as it passed through Nopala de Villagran, 60 miles north of Mexico City. Shortly before the tragedy occurs, a voice can be heard warning people to stay far away from the passing train. Witnesses said she had posed for a selfie to include the train.

Emergency services arrived but could do nothing to save her.

Train operator Canadian Pacific Kansas City said: "We regret to share that a woman was fatally injured while standing foul of a passing train soon after it departed a station in the municipality of Nopala de Villagrán. This tragic incident is under investigation.

"We are deeply saddened by this loss of life and wish to express our condolences to the woman's family and loved ones."

The authorities have reminded residents that they should stand at least 33ft away from the tracks and should not climb on any equipment or infrastructure for better views.

The tour saw the first-ever steam-powered passenger train in North America to traverse Canada, the USA and Mexico in a single trip.



Canadian Pacific Hudson-type HiB 4-6-4 No. 2816 was built in Montreal in December 1930 and is the sole survivor of its class. CPKC

It's 1966 again at the GCR!

By Robin Jones

THE public will be invited to take a trip by train back in time to the World Cup-winning year of 1966 when the Great Central Railway stages its Railways At Work 2024 event on August 10/11.

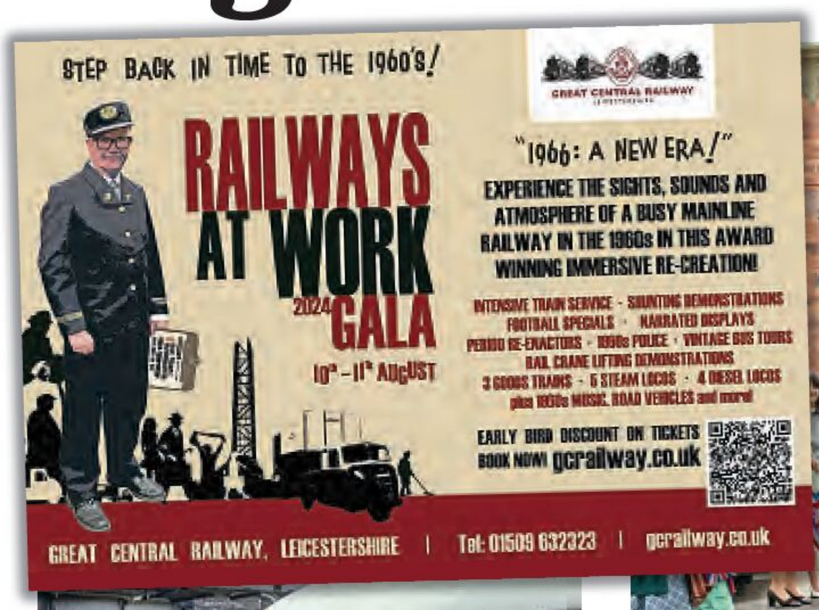
The weekend will build on the success of last year's popular occassion, when re-enactors recreated the Beeching era of 1963 – and carried off the 2024 Heritage Railway Interpretation Award, sponsored by *Heritage Railway* magazine.

The theme for this year is 1966 – A New Era and will focus on the transition from the old to the new and look at how British Railways started reinventing its image in the mid-1960s.

The event will feature a mixed steam and diesel line-up of locomotives typical of the mid-1960s. An intensive passenger train service will utilise a mix of crimson and cream, maroon and blue/grey coaching stock, while freight trains will be in operation focusing on 'bulk loads' and the decline of local goods.

A popular feature of previous years, there will be a pick-up goods train demonstration at Quorn & Woodhouse. New for 2024, there will be a narrated show each day in Quorn yard, staged around a pick-up goods train

Commercial road vehicles will be in use at Quorn, including a 1966-built BR Scammell Townsman. Visitors will be able to sort parcels themselves using the line's fleet of BRUTEs (British Rail Universal Trolley Equipment), introduced in 1964, and passengers in period costume will be travelling around the railway.





A baggage loading demonstration at Loughborough. GCR



Police re-enactors tackle rowdy England football fans at Loughborough Central during a rehearsal for the popular Railways At Work 2024 event, which is to be held again this year on August 10/11. GCR

Visitors will also be able indulge in trainspotting with the line's reproduction spotters' books, and the locomotives in service will be renumbered regularly throughout the weekend, so it will be difficult to underline one twice! The spirit of the World Cup tournament of 1966 will be recreated with BR football specials run, featuring re-enactors as football fans.

Railtour recreations to emulate the dying days of steam and the enthusiasts lament will also be staged, and the GCR will welcome back the On The Beat's re-enactment, police hire and its Panda car as British Transport Commission officers carry out patrols.

There will be 1960s bus tours courtesy of the Leicester Transport Heritage Trust, and visitors will be able to access the line's inspection saloon and learn about railway electrification at Rothley. Sixties music will be played throughout the event.

➜ **For more details, visit www.gcrailway.co.uk/special-events/railways-at-work-gala/**

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Thieves failed to halt Worth Valley's £1m bridge project

THE Keighley and Worth Valley Railway's biggest-ever volunteer-led project, the £1 million replacement of Bridge 27, suffered a significant setback shortly after drilling started when thieves stole a component from a key piece of machinery overnight on Monday, May 13.

Just 24 hours earlier, the rails over the ridge just south of Haworth station were removed so contractor Keller could start the pile-drilling work to replace the ageing structure.

The theft was discovered when the contractors arrived on site to start drilling six piles into the ground, and work was suspended until the loss was rectified.

Yet, even after losing a working day awaiting the arrival of repair engineers and replacement parts, contractors and volunteers surged ahead to complete an impressive first week's work on the crucial project.

The contractors drove six 15-metre piles into the trackbed on the north side of the bridge, situated on the banks of Bridgehouse Beck, a major tributary of the River Worth.

The railway's volunteer civil engineering team, assisted by a steam-powered crane, replaced main line track back down on both sides of the bridge so that KWVR services could resume for May 18/19. The track was lifted again on May 19 so more piles could be drilled, and then replaced on May 24 for summer running, with a 10mph speed restriction in place.

The new bridge deck has been ordered, and the Bridge 27 Project will be reasonably quiet now until the end of August, with the deck being replaced in September.

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UK Manning Wardle boosts Romanian heritage line revival

Words and pictures by Bill Parker

THE Sibiu-Agnita Railway in Transylvania, which first turned a wheel in 1896, continues to make progress as a heritage line.

At the beginning of June it ran full trains with its visiting Manning Wardle for two days, helping to fund the transportation of its own locomotive to Britain for overhaul.

Despite closure in 2001, the 4.3-mile section of the Sibiu-Agnita Railway between the traditionally Saxon villages of Cornatel and Hosman has seen steam trains at least once a year since 2010, with the exception of 2019 and 2020 – ironically, not because of Covid-19, but due to problems with permits to operate.

Until last year the steam engines were hired from Georg Hocevar, an Austrian who runs an engineering business and has been largely responsible for keeping narrow gauge lines running in Romania; and indeed, who provided the two Romanian locomotives for the Welshpool & Llanfair Light Railway.

In 2023, however, the September steam gala was operated by Manning Wardle 0-6-2T No. 1877 of 1915, formally called *Chevallier*, which was built for the Admiralty in 1915 and worked on the Chattenden & Upnor Railway before being sold to Bowaters Paper for its Sittingbourne railway operation in 1950. Entering preservation, it worked the first passenger train at the Great Whipsnade Railway in 1970.

I bought the locomotive from the late Sir William McAlpine in 2006 because I felt sorry for it, abandoned under a tarpaulin at Whipsnade, and took it to overhaul at the Flour Mill workshop at Bream in the Forest of Dean. After another overhaul completed last August, I took it to the SAR, which needed a locomotive (as reported in issue 311).

The locomotive has already run for three days in May and two in June, ahead of this year's gala planned for the weekend of September 8/9. This event will be followed by a week of trackwork carried by volunteers from Britain. Now that the railway has regular operations, mostly by diesel and occasionally by steam, the track is showing the strain.

As pictured, the trains run beneath the spectacular jagged snow-capped mountains of the Southern Carpathians, with some peaks towering at more than 8200 feet – compare this to Snowdon at 3560 feet! Nevertheless, the line itself closely follows the Hartibaciu river valley, so gradients are slight in the surviving section of the line.

The railway is legally owned by a Romanian state railway entity, which acquired it by various actions after the Austro-Hungarian empire lost the First World War, rather than by formal legal transfer. This ownership means that despite sterling and exhaustive efforts by Neil McGregor, a British lawyer practicing in Bucharest, it has so far proved impossible to transfer the railway, in its entirety a Historical Monument, to the Sibiu County Council. Such a move would allow the railway to seek European Union funding to improve (ideally to replace) the track. Therefore, short-term repairs and maintenance are urgently needed.



Manning Wardle No. 1877 in Hosman with (left to right) Neil McGregor, Bill Parker, Giles Portman (British ambassador), Dmitry Babarika (Korostiv Railway Museum, Ukrainian Railways) and William Blacker.

The UK Friends of the Sibiu-Agnita Railway

The revival of the railway was initiated here in the UK. At a meeting in London in June 2006, Stephen Wiggs, of New Europe Railway Heritage Trust, and Jessica Douglas Home, of the Mihai Eminescu Trust, a charity working in rural development in Transylvania, asked me, with my Hungarian connections, to go further east to explore the revival of the SAR. Several trips followed, the first in August, and the rebirth of the SAR can be dated to December 14, 2006, when I met Mihai Blotor, a young man from Agnita who seemed to know everything about the railway, and I asked him to set up an organisation to revive it, which became the Associatia Prietenii Mocanitei, the Friends of the Mocanita, as the railway is known colloquially.

As Mihai assembled a group of young people interested in reviving something potentially so central to the local economy, interest in the Mocanita grew, not just in Transylvania, but in Britain too.

In March 2013, David Allan, well known in North Wales narrow gauge circles, called a meeting that resulted in creation of the UK Friends of the Sibiu-Agnita Railway (SARUK), which for many years sent working groups to Romania and funded repairs to buildings, track, and even, jointly with me, the purchase of a Romanian 0-8-0T!

Although the local volunteers have been inspired and invigorated by the arrival of the Flour Mill's Manning Wardle, giving the SAR revivalists a first working steam engine, it has showed up the condition of the track; if anything, worse than what was found by the pioneers in North Wales in the 1950s. Therefore, plans are afoot to refresh SARUK with Neil McGregor as chairman and to involve it further, particularly in repairing the line.

Meanwhile, due to the lack of facilities anywhere in Romania to repair steam engines, let alone in Sibiu, the railway's Bucharest-built tank engine No. 764.158 will be coming to England for a heavy general overhaul at the Flour Mill. It is likely that the arrival of this engine in Britain will coincide with the relaunch of the UK Friends of the Sibiu Agnita Railway!

While in Sibiu for the June steamings, Geoff Phelps from the Flour Mill removed dome cover studs from the Romanian engine to ensure it will fit the European loading gauge – for trucks, that is!



The Sibiu Agnita train with the Southern Carpathians in the background.

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A world away from the Great Whipsnade Railway: Manning Wardle 0-6-2T No. 1877 of 1915 hauls a passenger train on the revived Sibiu-Agnita Railway.



Right: At the Fedecrail (European Federation of Tourist Railways and Tramways) annual meeting in Bilbao in May, Dmitry Babarika, leader of the Korostiv Railway Museum, south of Lviv in south-western Ukraine, gave a talk about heritage railways in times of war on May 4 after visiting the Sibiu Agnita Railway for its steam operations on May 1/2. In June, the Korostiv Railway Museum had a working week tracklaying, with volunteers exempt from military service, such as railwaymen. This line is 750mm, being laid on the route of a long-closed forestry railway.
DMITRY BABARIKA



Above: The Flour Mill's Geoff Phelps preparing unrestored Romanian 2-6-4T No. 764.158 for transportation by removing dome cover studs.

Top railway artists double up with two flagship summer exhibitions

By Geoff Courtney

THE Guild of Railway Artists is to hold two exhibitions this summer in the Alresford station goods shed on the Mid-Hants Railway over the weekend of July 20/21, followed by its flagship annual Railart event at Kidderminster Railway Museum from August 17 to September 29.

About 30 paintings will be on view at Alresford, several of which will not have previously been on public display. In addition, there will be two works of art featuring No. 34070 *Manston*, which were painted during an event at Ropley that gave guild members the opportunity to put the Battle of Britain Pacific onto canvas.

One of the paintings on display will be by guild fellow Malcolm Root and features another SR Battle of Britain locomotive, No. 34065 *Hurricane,* heading the Up 'Statesman' Pullman boat train through Winchester City station, with B4 class 0-4-0T No. 30102 in a nearby siding.

This was painted by Malcolm purely for himself some years ago and has never been displayed other than at local model railway exhibitions. He chose to display this work, titled 'Full Flight,' as the location is close to Alresford.

The event will feature returning art societies and, for the first time, the Winchester Art Club, whose members will capture scenes along the line. Visitors will be able to watch artists at work in the railway setting.

In the following month comes Railart, which is for many guild members – and indeed railway enthusiasts – an annual pictorial highlight that displays the skills of some of the world's most talented railway artists.

This year's, which will be opened by guild patron and Antiques Roadshow regular Paul Atterbury, is expected to comprise 60 paintings, and include works by the guild's three fellows, John Austin, Philip Hawkins, and Malcolm.

Admission to both exhibitions is free, and they will be open daily. All the paintings at Kidderminster will be making their Railart debut, and many at both events will be available for purchase.

➜ The Mid-Hants Railway will also be introducing its very own Makers' Market this summer. Held at Alresford station forecourt on July 20 and August 17, the market will feature more than 20 stalls offering high-quality, hand-made and locally-designed products. Visitors can expect a diverse array of artisan goods, perfect for those seeking unique and inspiring creations.

Another highlight of the summer programme is the collaboration with Hampshire Open Studios. On August 17-26, a newly-created collective of 16 local artists will display and sell their work in a curated gallery-style event in The Goods Shed at Alresford station.

The railway's CEO Rebecca Dalley said: "We are delighted to host this brilliant programme of arts-related events at the railway over the summer. There truly is something for everyone who enjoys arts and crafts."



In full flight: SR Battle of Britain Pacific No. 34065 *Hurricane* speeds though Winchester City station in a painting by Guild of Railway Artists fellow Malcolm Root that is to be displayed at an exhibition at the Mid-Hants Railway station of Alresford on July 20/21.

Oldest and newest set to star at West Somerset 150 gala

By Robin Jones

THE oldest and newest standard gauge steam locomotives currently in service will headline the West Somerset Railway's 150th anniversary celebratory gala on July 16-21.

Furness Railway 0-4-0 No. 20, which was built by Sharp Stewart in 1863, will visit from the Ribble Steam Railway to join new-build GWR 4-6-0 No. 6880 *Betton Grange*, which, as highlighted last issue, impressed on its public debut at the Cotswold Festival of Steam on the Gloucestershire Warwickshire Railway in May. A third visitor will be Hawthorn Leslie 0-4-0ST No. 3581 *Marston, Thompson and Evershed No.3*, from the Foxfield Railway.

The event will mark 150 years since the Watchet to Minehead section of the Minehead Railway was opened on July 16, 1874. The line was operated by the Bristol & Exeter Railway, which was amalgamated into the GWR in 1876. The Minehead Railway was itself absorbed into the GWR in 1897.



History is made as GWR 4-6-0 No. 6880 *Betton Grange* prepares to haul its first public passenger train from Toddington during the Cotswold Festival of Steam on May 25, at the culmination of a 26-year project. ROBIN JONES

Long history

Built by Sharp Stewart, No. 20 was just 11 years old when the final part of the Minehead branch opened. It was converted back from its later Barrow Haematite Iron & Steel Co saddle tank form and restored by its owner, the Furness Railway Trust. It made its first journey in the heritage era on January 19, 1999, on the Lakeside & Haverthwaite Railway and was formally launched on April 20 that year.

Since then, having visited many UK heritage lines, No. 20 is currently Britain's oldest operational steam locomotive.

It has also appeared in two big-screen films, Possession in 2000 and The Invisible Woman in 2012, and will be visiting the West Somerset Railway for the first time.

On July 16 and 20, it will work services in top-and-tail mode with *No.3* from Minehead to Williton, while both locomotives will be in steam throughout the event. It will also undertake short shuttle trips from Minehead.

Twice as nice

Betton Grange, the 81st member of the class, will work the main service starting at Bishops Lydeard at 10.15am on all days of the event. The three visiting engines will be joined by one of the home fleet of steam locomotives working the service from Minehead starting at 10am.

*The WSR has announced an additional mini-gala Grange, Manor and Hall weekend for July 27/28 celebrating GWR 4-6-0s, with No. 6880 operating alongside Nos. 7812 *Erlestoke Manor* and 7828 *Odney Manor* and visiting No. 6990 *Witherslack Hall*. Five trains a day will run each way some of which will be double-headed, with a 10-coach evening service on Saturday. For more information, visit www.west-somerset-railway.co.uk



Furness Railway 0-4-0 No. 20 is set to break new ground with its visit to the West Somerset Railway. TIM OWEN/WSR



Hawthorn Leslie 0-4-0ST No. 3581 *Marston, Thompson & Evershed No. 3* shunting at the Foxfield Railway. THTRAIL2017/CREATIVE COMMONS

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Class 24 D5054 *Phil Southern*, visiting from the East Lancashire Railway, at Williton. It is named after one of the early pioneers who revived the Bury to Rawtenstall line as a heritage railway. A member of the Bury Type 2 Group, members decided it should carry Phil's name after he died. MIKE LANNING/WSR



Visiting from the Severn Valley Railway and the Class 50 Alliance, No. 50033 *Glorious* stands at Bishops Lydeard on June 6. LAURA STANDERWICK/WSR



Visiting Class 46 Peak D182 (46045) at Blue Anchor on June 6. LAURA STANDERWICK/WSR

Minehead's diesel gala success

THE West Somerset Railway's highly successful Summer Diesel Festival on June 6-8 saw an increase in sales of 10% compared to last year's event.

The annual gala sees visiting and home fleet locomotives haul services to an intensive timetable, maximising mileage and providing opportunity for passengers to experience rarely- used sections of the track between Bishops Lydeard and Norton Fitzwarren.

Visiting locomotives this year were Class 20s No. 20142 *Sir John Betjeman* and No. 20189, Class 24 D5054 *Phil Southern*, Class 46 Peak D182 (46045), Class 50 No. 50033 *Glorious* and the late addition of a Great Western Railway High Speed Train.

These were supported by the Williton-based Diesel and Electric Preservation Group-owned Class 03 D2133, Class 09 D4107, Class 14 D9526, Class 33s D6566 and D6575 and Class 35 Hymek D7017.

The DEPG depot at Williton was open for all three days, and a talk by British Rail's former fleet manager at Laira Depot, Geoff Hudson, was one of the additional attractions available to passengers.

A WSR statement said: "The atmosphere at the railway – from volunteers, staff and visitors – was fantastic, and lots of positive feedback has been received."

WSR general manager Kerry Noble added: "Huge thanks must go to the DEPG and the other owning groups for their support of this event.

"Also, thanks to our gala planning team for another successful event and the staff from across the railway. Without their support, these events would not be possible."



Class 20s Nos. 20189 and 20142 *Sir John Betjeman* at Washford. MIKE LANNING/WSR



Class 14 'Teddy Bear' D9526 at Norton Fitzwarren. LAURA STANDERWICK/WSR



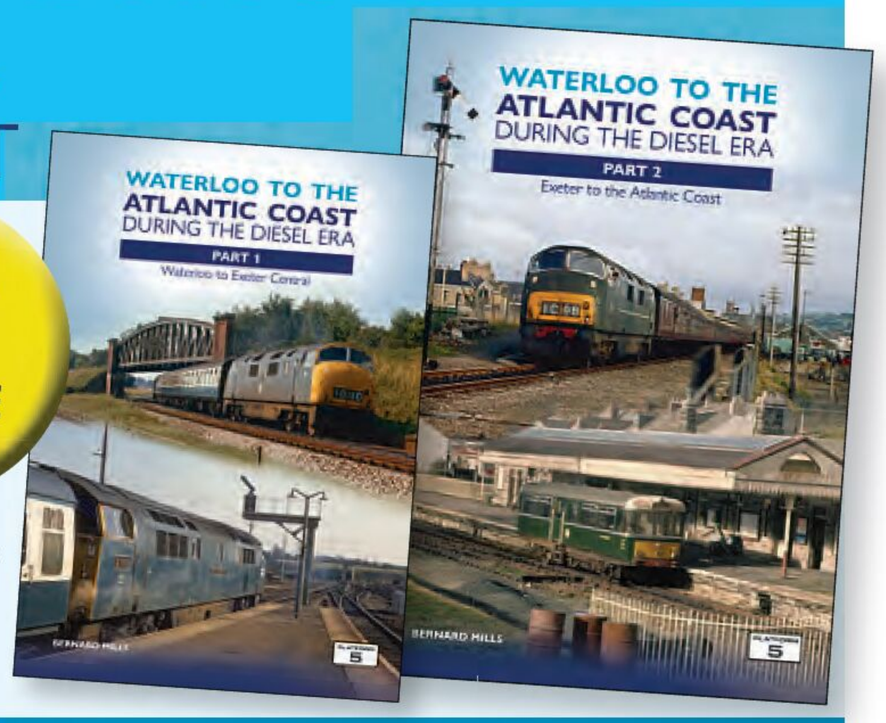
Great Western Railway Class 43 High Speed Train power car No. 43155, originally part of unit 254034, at Minehead on June 8. It was named *BBC Look North* from 1985 until 1997, when it was renamed *The Red Arrows* until 1998, when it became *City of Aberdeen*. The nameplates were removed in 2004. In 2014, it was named *The Red Arrows* again to commemorate the display team's 50th anniversary. The nameplates were removed in 2019, but in 2020 it was named *Rougemont Castle*. LAURA STANDERWICK/WSR

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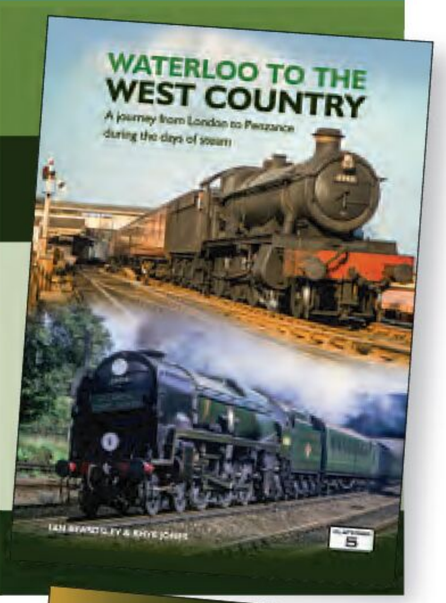
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This two-part work follows the course of the renowned Atlantic Coast Express from London Waterloo to destinations on the north coast of Devon and Cornwall, including Ilfracombe, Bude and Padstow. Prolific railway photographer and historian Bernard Mills presents a wonderful selection of colour images featuring a large variety of diesel-hydraulic locomotives and plenty of diesel-electric classes. Through very detailed captions and some personal anecdotes from his lengthy career with British Rail, the author outlines the history of the route with a focus on the 1960s to the 1990s, when diesel-hauled trains were the order of the day. **A4 size. 96 pages.**

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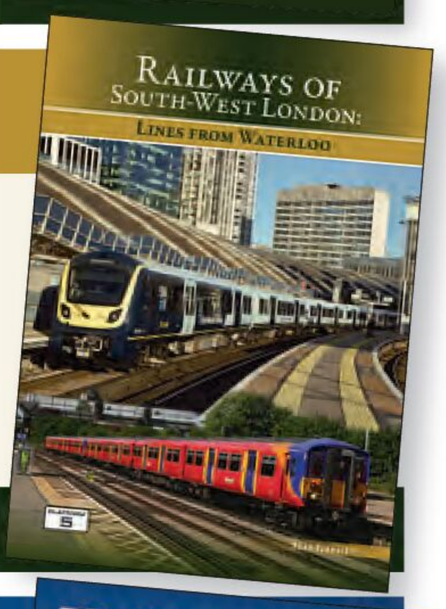
A journey from London to Penzance during the days of steam



A journey from London to Penzance, predominantly using colour photography from the late 1950s and early 1960s. Follows the former L&SWR line from Waterloo to Exeter, then via the route along the Dawlish sea wall and over the south Devon banks. Some of the long-lost West Country branches and the "Withered Arm" of the Southern are visited along the way. **A4 size. 144 pages.**

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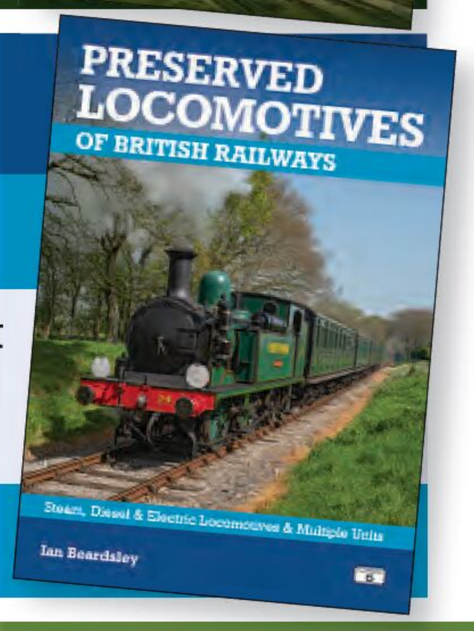
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Dreams becomes reality at Robertsbridge ceremony

By Owen Hayward

LONG severed from the current main operational Kent & East Sussex Railway route, the spotlight turned on the Rother Valley Railway at Robertsbridge on May 31 when celebrations for the KESR golden anniversary got underway in spectacular fashion. Local MPs, Network Rail officials and volunteers new and old arrived in Kent to celebrate the landmark occasion, which was marked in two very special ways.

Over the last few years, the RVR team has focused on several projects, but perhaps the most notable has been the installation of what was once London's Hither Green depot turntable, which will now allow for the KESR and RVR's rolling stock to be turned if required for maintenance and operational requirements. Additionally, as the station is main line-connected, it makes Robertsbridge an optional servicing and stabling point for main line locomotives visiting the area on railtours.

The turntable's acquisition was supported by the Railway Heritage Trust. Its chairman, Andy Savage, explained that during a memorial train for Sir William McAlpine, he was approached by RVR trustee Mike Hart about help to acquire the asset. "We are very keen on turntables and putting them in extremities of the country – we helped moved one from Marylebone to Fort William, of all places – so this was a very attractive proposition" Andy said. "It was a Network Rail asset, and I knew that chairman Lord Peter Hendy was also on the train, as was the managing director of DB Cargo at that time (on whose land it was), so we spoke to them.

"By the time the train reached York, we had set out the basis for moving that turntable from Hither Green to Robertsbridge. The RHT was able to give £80,000 in grants towards the project, which I'm delighted about.

Benefits for all

"Most importantly, it means steam traction can run on the main line to this part of Kent, which you couldn't easily before, so this is something that is good for the RVR, good for the KESR, and good for Network Rail and the industry as a whole."

The occasion was made all the more special by the choice of locomotive to be publicly turned for the first time. Arriving via the main line connection that morning was BR Standard 7 Pacific No. 70000 *Britannia*, becoming what is likely to have been the largest steam locomotive to date on what was a route once predominantly run by 0-6-0Ts and small tender locomotives. When the KESR and RVR set out to preserve the route, it is doubtful that many – if any – of their pioneers and subsequent volunteers would ever have thought that such a sight would be possible, let alone become a reality.

Rail Minister and former MP for Bexhill and Battle Huw Merriman added his own praise to the efforts of all the volunteers and highlighted what the future connecting up of the line will bring to the local area.

He said: "This project is one that my predecessor got me into very early on to make sure that I was committed to supporting the cause. The community engagement, persuasion and demonstration prove that this is going to be an amazing project, not just for the local and visitor economy in attracting tourists, but also to the community which will have this on its doorstep.

"I offer my congratulations to the RVR and KESR for getting us this far – we are almost there in closing the gap, and it will be done with hard work, determination, humility and engagement with the community.

"I look forward to the day when that happens, because when it does, you will all be absolute heroes for it."

Following the ceremonial turning of *Britannia*, proceedings then moved to the platform where GB Railfreight-owned Class 73 No. 73128 was stabled, resplendent in its freshly-applied Network South East livery chosen to closely match that of scrapped classmate No. 73126.

Recreating a moment

In 1991, No. 73126 was named *Kent & East Sussex Railway* to celebrate the extension of the heritage railway to Northiam and the ambition to eventually reconnect the line to Robertsbridge. It was an historic moment in itself as it was the first time a modern main line locomotive had visited a line that was unconnected to the national network. Sadly, that locomotive was scrapped, but GBRf agreed to rename a second locomotive in recognition of the anniversary year for the line.

The initial idea for this occasion came from KESR volunteer and GBRf employee Chris Stuchbury, who remembered the significance of the previous naming.

Chris pitched the idea to GBRf, the KESR and the RVR that this would be a fitting tribute to the past, present and future, and then helped to develop the concept, working closely with everyone to bring the idea to fruition.



***Britannia* draws its stock into Robertsbridge station with Class 66 No. 66718 on the rear, ready to operate shuttles to Northbridge Street.** OWEN HAYWARD

Pre-order Issue 322: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

The livery applied No. 73128 was produced in partnership with the Network South East Society, which supplied the correct colour codes, exiting the paintshop just days beforehand. As with *Britannia*, it arrived via the main line connection under its own power. NSES president and former NSE director Chris Green was present for the occasion, as were two other former directors, Geoff Mee and Alan Baker. GBRf CEO John Smith and Alan were then invited to unveil the nameplates.

John spoke of a very personal connection to the area, saying: "When GBRf first started, our first contract other than Railtrack was with the gypsum mines just down the road from here, and so our services for all those years have come through Robertsbridge, and when travelling in the cab of a locomotive through this part of the world I realised why my father, who came from nearby Hawkhurst, yearned to move back to the region from the north.

"One of the reasons we love to get involved with the heritage side is because of the hard-working people who are dedicated to bringing something back to life which is hugely beneficial to the local area."



Dignitaries prepare to turn *Britannia* on the ex-Hither Green turntable now situated at Robertsbridge on May 31. Left to right are Mike Hart OBE (chairman, Rother Valley Railway Ltd), John Smith (CEO GB Railfreight), Andy Savage MBE (Railway Heritage Trust chairman), Peter, Lord Hendy of Richmond Hill (Network Rail chairman) and Huw Merriman (former MP for Bexhill & Battle). ALAN CROTTY/RVR

Shared goal

With both the RVR and KESR sharing the vision of a unified railway running between Robertsbridge and Tenterden, representatives of both organisations sat down to symbolically sign a memorandum of understanding that outlines how that goal will be achieved by working together.

Afterwards, *Britannia* operated shuttles to the current limit of operations at Northbridge Street – the first passenger runs on this section of the line since 2013 – in top-and-tail formation with visiting GBRf Class 66 No. 66718 *Peter, Lord Hendy of Richmond Hill, of Imber in the County of Wiltshire*.

Over the ensuing weekend, the site was open to the public when rides were operated by *Britannia* and the Class 73, while No. 66718 was positioned on the turntable for demonstration turnings.

RVR Heritage Trust chairman Gardener Crawley said: "We had a really good, positive weekend for which everyone was very enthusiastic about. It all came about because of strong teamwork, and everyone was delighted to see more visitors coming through the doors than we had been expecting.

"We are looking forward to the time when people living in London, Hastings and places along that route who can't or don't want to drive will be able to visit the glorious countryside of The Weald by train. Taking the main line to Robertsbridge, they will be able to cross the car park and catch a KESR train to visit the historic buildings such as Bodiam Castle and the picturesque town of Tenterden.

"This will bring the economic benefits to the whole area and further enhance those already enjoyed by Tenterden in increased visitor numbers. Some local residents may have been wary, but throughout the weekend, many of them expressed just how much they had enjoyed themselves too."

➜ **Fifty years of the KESR and what the future holds in store – see feature on pages 72-77.**



Freshly outshopped in Network South East livery, GBRf's Class 73 No. 73128 operated Northbridge Street shuttles over the gala weekend. ROBIN COOMBES



Geoff Mee (left) and GBRf CEO John Smith unveil the new Kent & East Sussex Railway nameplate on electro-diesel No. 73128. OWEN HAYWARD



Mike Hart (left, RVR Ltd chairman), Simon Marsh (centre, KESR chairman) and Gardener Crawler (RVR heritage trust chairman) sign a memorandum of understanding that details how the two railway companies will work together to reconnect the heritage line to Robertsbridge. OWEN HAYWARD

Kent to Devon and return for preserved Peckett *Marcia*

By Geoff Courtney

PRESERVED 0-4-0T *Marcia* is to return to its long-time Kent & East Sussex Railway home following its sale by a Devon traction engine specialist.

The 1923-built Peckett was donated to the KESR after its withdrawal in 1962, and remained there when it was bought three years later by member Richard Beckett, who died last year.

His family asked GW Railwayana to put the engine up for auction at the end of April, but there were no bidders. The family then arranged for it to be taken by low-loader on a 225-mile journey to Berrybrook Steam & Classics at Exminster, near Exeter, arriving there on June 6, and put it up for sale with a price tag of £26,000. It was the first time Berrybrook Steam had ever been involved with the sale of a standard gauge locomotive, and director Matt Anthony reported a lot of early interest.



Homeward-bound: Long-time Kent & East Sussex Railway resident *Marcia* looks at home with a set of vintage coaches in the rural surroundings of the railway between Wittersham Road and Rolvenden stations on June 24, 2022. The 1923-built Peckett 0-4-0T was recently purchased jointly by a Kent model train manufacturer and a KESR volunteer driver after it was put on the market on behalf of its owner by a Devon traction engine specialist. It is set to return to the railway where it will be back in traffic after a boiler examination and minor maintenance. ALAN CROTTY

Dream realised

That interest led to a quick sale, for within days it had been purchased jointly, for an undisclosed price, by model train manufacturer Rapido Trains UK and the company's general manager Andy Hardy.

Rapido is based in Staplehurst, Kent, and Andy is a volunteer driver for the KESR, and so a return of 225 miles to the KESR was set in motion, and this was due to take place by the end of June.

Andy told *Heritage Railway*: "Owning a locomotive has always been a dream, and one that I thought I would never realise. The opportunity to purchase *Marcia* and bring it back to the KESR was one that couldn't be missed." Rapido Trains owner Jason Shron added: "Helping Andy realise a dream is a delight and an honour. His enthusiasm and drive for steam is obvious."

Warm welcome

KESR general manager Robin Coombes, who in April expressed sadness when the locomotive was put up for sale and faced removal from the line, has welcomed its impending return. "The proposal to bring *Marcia* back to the railway is not merely about acquiring a locomotive; it is about forging a strategic partnership that aligns with our long-term goals, enhances our community and educational engagement, and secures our future sustainability.

"*Marcia* is coming home, not just as a locomotive, but also as a symbol of our commitment to heritage, innovation, and community."

New part-owner Andy said that on its return, the engine would undertake an annual boiler examination and minor maintenance prior to re-entering traffic.

At only 12 tons and with a tractive effort of just 3870lb-ft, *Marcia* is incapable of pulling heavy loads, and in Richard's ownership it earned its keep performing such roles as shunting and driver experiences.

However, the new owners have identified several new opportunities, including developing events such as junior engineer experiences for youngsters aged between six and 12. There are also plans to make the locomotive available to other heritage lines for hire, while a new website illustrating the engine's design, history and preservation may yet turn it into an internet star; this can be found by visiting www.peckett1631.co.uk

Being the centre of attention would be nothing new for the diminutive 0-4-0T, as in the late 1970s and early 1980s it was in regular use at the line's Bodiam station steam events, and also acted as a roving ambassador at county shows and other outdoor exhibitions.

Ruddington's 'chain gang' grant success

VISITORS to the Nottingham Transport Heritage Centre in Ruddington will be greeted by fully accessible toilets thanks to major grant funding.

A £80,000 project at the headquarters of the Great Central Railway (Nottingham) will replace temporary and worn-out old facilities with modern toilets, complete with full wheeled access and a baby change room, including a shower.

Grants have already been received from the UK Shared Prosperity Fund and the East Midlands Airport Community Fund. A further grant of £15,000 has been confirmed by the East Midlands Railway Community Fund. Donations from the public have raised an additional £8000.

The GCR(N)'s Andy Fillingham said: "New toilets are an absolute must, and while we have some more money to raise, we are confident we can make a start in late September and have the new loos ready for the end of the year."

➜ **Donations can be made at lnergctrust.org**

Wensleydale Railway buys Class 47 for collection

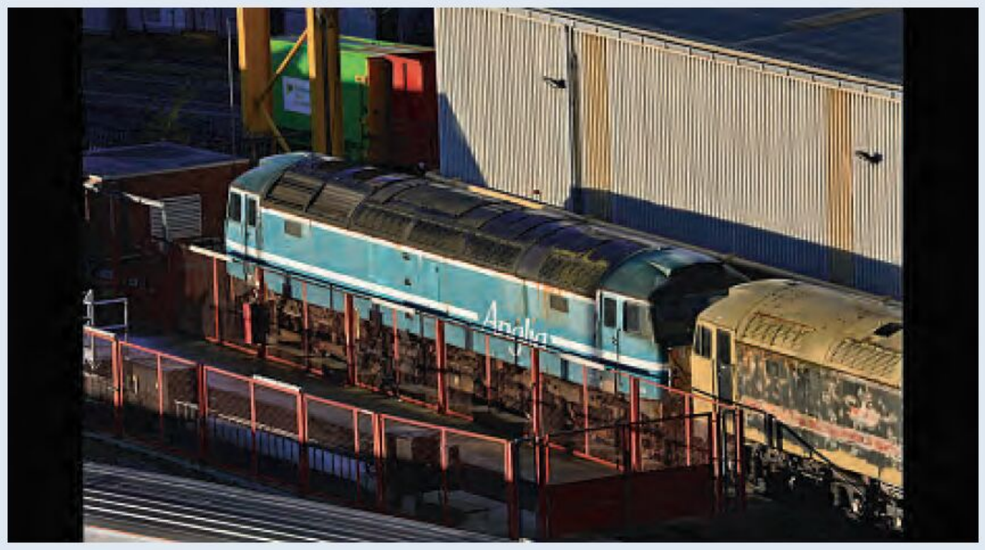
THE Wensleydale Railway has bought Class 47 No. 47714 from the Harry Needle Railroad Company.

The line is currently home to Class 03, 14, 33 and 37 diesels and a growing collection of industrial types.

Fundraising and marketing manager Nick Keegan said: "Acquiring the Class 47 compliments our excellent heritage diesel collection. Enthusiasts will have seen the recent news of our resident Class 37 receiving a stunning EWS livery. Our team will be considering a new livery for the Class 47 too, but a final decision has yet to be made."

Martin Cleaver, WR plc director and member of the general management group, added: "The purchase of this locomotive improves our operational capabilities.

"It has electric train-heating capacity which will allow us to heat our carriages during the cold winter months, and particularly when operating our Polar Express Christmas train services." Visit https://wensleydale-railway.co.uk



Anglia-liveried Class 47 No. 47714 is the latest addition to the Wensleydale fleet. CHRIS GEE/WR

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Saint and Jubilee back at the Severn Valley

NEW-BUILD GWR Saint 4-6-0 No.2999 *Lady of Legend* has returned to the Severn Valley Railway to haul regular services for an extended stay.

Didcot-based *Lady of Legend* arrived on the SVR in June and was rostered for the popular June 29/30 and July 6/7 Step Back To The Forties weekends, after which it will stay on until the autumn steam gala, with further operating days to be announced.

Lady of Legend made its first heritage railway appearance away from Didcot at the SVR's Spring Steam Up in 2021. Dubbed the 78th Saint, it proved to be such a crowd-pleaser then that the SVR arranged a return visit for the 2022 Spring Steam Gala and platinum jubilee celebrations.

"It's wonderful to be welcoming back this popular visitor," said Jonathan 'Gus' Dunster, the SVR's managing director. "We are grateful to Great Western Preservation Limited and Didcot Railway Centre for allowing us to have the ever-popular *Lady of Legend* back. We are pleased that this will allow so many visitors the chance to see and travel behind this unique locomotive."

The 1940s events will see, for the first time ever, appearances by original actors from the BBC TV series 'Allo 'Allo!

All the stations will host a festival featuring entertainment, dancing, food, displays, vehicles, costumed re-enactors and more, to whisk visitors back in time to the British home front in the 1940s.

Both Saturdays will feature big band evenings at Kidderminster Town station, and on June 30 and July 7, flypasts from the Lancaster Bomber of the Battle of Britain Memorial Flight were scheduled, subject to operational and weather conditions.

Meanwhile, LMS Jubilee No. 45596 *Bahamas* will be making its first visit to the SVR in 30 years this autumn, having last visited for the spring steam gala of 1994. It will be a star guest at the September 19-22 autumn steam gala. The visit is appropriately timed as classmate *Leander* worked the first train to Kidderminster Town station in 1984, which is being celebrated this year (feature, pages 78-81). For more information and to book tickets for events on the line, visit svr.co.uk



GWR Saint No. 2999 *Lady of Legend* crossing Victoria Bridge during the SVR's 2022 Spring Steam Gala. KEITH WILKINSON/SVR



Steam returns to Mountsorrel after absence of six years

By Robin Jones

WHILE the Great Central Railway is justifiably famous in heritage circles for its double-track main line, its short single-track Mountsorrel branch proved a big hit during a special five-day event.

To the delight of the line's officials, about 2500 passengers travelled on a special steam shuttle between the main line at Rothley and the terminus at Mountsorrel Halt during the Steam to Mountsorrel event on May 29-June 2, which saw the first steam trains over the branch since 2016.

For the first three days, the steam shuttles were hauled by J94-type Hunslet Austerity 0-6-0ST No. 3809 of 1954 NCB No. 18, which was making its GCR debut after being out of action for 15 years. Previously based on the North Norfolk and Weardale railways, No. 18 is owned by David Wright, the director of Locomotive Maintenance Services in Loughborough, which undertook the overhaul.

Over the weekend, BR Standard 2MT 2-6-0 No. 78018 joined the steam shuttles roster. On all five days, also in action on the branch was Class 20 D8001, visiting the GCR from the Epping Ongar Railway for the summer.

The branch is a revived part of a network of industrial lines built to serve the granite quarries around the village of Mountsorrel, for which construction began in about November 1859. Originally linking to the Midland Railway half a mile south of Barrow-upon-Soar station, an extension linked it to the GWR at Swithland sidings by 1898.

New track

The system became disused in the 1950s and was taken up during the 1960s, with most of the route abandoned. A conveyor belt from Mountsorrel Quarry to the site of the Midland Railway junction was laid in the 1970s.

Local resident Steve Cramp researched the railway and wrote a book about it, then founded a project to rebuild the Swithland to Mountsorrel section.

One-and-a-quarter miles of new track was laid to a small halt beneath Bond Lane bridge, allowing Mountsorrel residents to catch a train to Rothley and change for the heritage railway's main line. The branch climbs at a grade of 1-in-62, far steeper than the gradients on the Great Central main line, which reached only 1-in-175.

On November 21, 2013, the first passenger train ran over the branch towards Mountsorrel hauling the project's volunteers.

September 2014 saw contractors start work building a new 190ft-long platform in the cutting at Bond Lane, with the aim of linking up with Stonehurst Family Farm and Motor Museum. The track-laying to the current limit of the cutting, platform and sand drag had all been completed by February 2015.

The complete heritage era branch was officially opened on September 24, 2015, and the first train was hauled by Peckett 0-4-0ST No. 2012 of 1941 *Teddy*, visiting from the Chasewater Railway (now based on the Battlefield Line) and NER Y7 0-4-0T No. 1310 from the Middleton Railway.

Mountsorrel and Rothley Community Heritage Centre now occupies the site of the former Nunckley Quarry and includes Nunckley Hill station, a coffee shop, heritage displays, a railway museum, a narrow gauge line and other visitor attractions.

Summer 2019 saw the completion of an extension to the railway museum, providing a dedicated workshop for the restoration and maintenance of standard gauge rolling stock. The workshop was further expanded in 2022, providing a new store for the narrow gauge locomotives on the site.

More in action

In July 2020, the iron components of Robert Stephenson's Leicester and Swannington Railway Lift Bridge arrived at the Heritage Centre. The bridge, which dates from 1834, was previously exhibited at Snibston Discovery Centre.

Another special event on the GCR, Railways At Night, was successfully staged on the main line during the hours of darkness on June 1/2, giving the public the chance to experience a night railway in operation.

In action were BR Standard 5MT 4-6-0 No. 73156, Stanier 8F 2-8-0 No. 48305, No. 78018, Class 37 No. 33714 and D8001. About 320 people travelled on the trains.



Running beneath an azure summer sky on June 2, No. 18 demonstrates that it is certainly back in steam after 15 years. PAUL MAYO/GCR



End of the line: No. 18 arrives with its train at the Mountsorrel branch terminus on May 29. ALEX BROWN/GCR



Class 20 D8001 pulls into Nunckley Hill station. OWEN HAYWARD

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Hunslet Austerity 0-6-0ST NCB No. 18 heads 'The Mountsorrel Quarryman' down the branch on May 30. OWEN HAYWARD



Catching the midnight express at Loughborough on June 1. PAUL MAYO/GCR



Heading for home: No. 18 passes through Lodge End on the Great Central main line on route back to the shed at Loughborough. OWEN HAYWARD



Woodland jaunt: BR Standard 2MT 2-6-0 No. 78018 on Mountsorrel branch shuttle duty on June 1. PAUL MAYO/GCR

Former NSR director repaints his 'own' EMU

By Robin Jones

A PROJECT to restore Southern Region 4CIG EMU No. 1753 *Chris Green* for main line use has been boosted by an invitation for it to attend next year's Railway 200 regional event at the Bluebell Railway.

The unit's Driving Trailer Car, No. 76048, is scheduled to be displayed at Horsted Keynes, freshly restored in Network SouthEast livery, at the Railway 200 Southern area event next August.

It will provide an advance glimpse of the intention of its owner, Network SouthEast Railway Society Ltd (NSERSL), to restore No. 1753 as a unit up to main line standards and thus be able to visit heritage lines, prior to the eventual ambition of live electric operation. The invitation has given NSERSL a firm target to work to and raise funds.

At a recent private ceremony inside the Nemesis Rail works at Burton-on-Trent, former Network SouthEast director Chris Green applied the first brushstrokes to the unit named in his honour at the start of the replacement of the layers of grime, abuse, corrosion and tired Connex livery.

No. 1753 will be repainted both inside and out into its former NSE guise, just as it emerged refreshed from Eastleigh after its last facelift in 1993.

Work ongoing

The repaint marked the launch of a public fundraising appeal for the unit's restoration.

At the ceremony, No. 76048 had its sheets rolled back especially, after its first session inside the workshop was completed. Recently relegated to storage sidings after remedial bodywork attention was accomplished, it now awaits the return of its window units and two doors, removed for renovation at the Southern Transit bus company and engineering base in Sussex.

The Class 421s were built at BR's Holgate Road carriage works in York between 1963-72 as replacements for pre-war Southern Railway-designed units such as the 5BEL 'Brighton Belle' and 4COR units, initially on the Brighton Line, and were based on BR's Mk/I coaches.

No. 1753, originally numbered 7327, entered service in late 1965 outshopped in traditional unrelieved BR green, with small yellow warning panels and allocated to Brighton Lovers Walk Depot, it ran the ex-LBSCR lines from London to the Sussex coast for nearly four decades.

> "They rode superbly and offered better interiors than many modern trains. I cannot wait to see No.1753 emerge in all its glory."

The innovation of an electric parking brake unique to the Phase One units rendered them a Brighton specialty and prevented them straying to other divisions owing to driver familiarity. This unnecessary and somewhat temperamental refinement was not perpetuated on subsequent batches. Some were later converted to manual handbrakes and moved to the South Eastern Division, but No. 7327 was to retain this feature throughout its career.

No. 1753 was withdrawn on February 5, its last trip in revenue-earning service being the previous night's Victoria to Worthing and Eastbourne service. Its final rail journey took place on February 18 to storage at MoD Shoeburyness, ending a 38-year career. Selected for preservation in advance of its withdrawal two decades ago owing to its comparative originality, in December 2004 it was sold to Neil Bird, now project director of the NSERSL, the unit's current custodian, of which Chris is longstanding president, and it was moved to private storage on an industrial estate near Beccles, in Suffolk.

More moves

In 2014, No. 1753 moved to Finmere station in Oxfordshire on the former Great Central Railway after the site was bought by the Coulsdon Old Vehicle & Engineering Society, which a few years later resold it for the High Speed 2 project and moved its stock to MoD Bicester. In the meantime, Finmere had served as the headquarters of NSERSL and No.1753 saw use as locomotive-hauled stock.

In early 2020, it was moved to Nemesis Rail; NSERSL decided that it would be more productive to move No. 1753 into an active restoration situation at this juncture rather than send it to Bicester merely for storage. However, the onset of the Covid-19 pandemic slammed the brakes on the project.

After 39 years of frontline service and a further 20 in preservation, mainly stored and sheeted for ongoing conservation, NSERSL has decided that the time has now arrived for it to adopt a more proactive role in public preservation.

Neil said: "We are proud that Chris Green stepped in to show his support by indicating his vision of No. 1753's transformation into his chosen striking livery – help us to help him finish the job and get the unit back on track and back into NSE guise!

"The real task now is to bring No. 1753 to the exceptional condition of its post-Eastleigh NSE facelift, where its resplendent livery and immaculate new windows will accord the unit something for everyone to be proud of."



Southern Region 4CIG EMU No. 1753 at Nemesis Rail, which specialises in restoring heritage rolling stock to main line standards. NSERSL



Paintbrush in hand with specially-commissioned paint in Network SouthEast livery, former NSE director Chris Green applies the initial brushstrokes of gloss to his namesake unit, 4CIG No. 1753. NSERSL

Chris said: "The CIGs were the mainstay of Network SouthEast express services on all the main lines south of the Thames. They rode superbly and offered better interiors than many modern trains. I cannot wait to see 4CIG No. 1753 emerge in all its glory from its major refurbishment."

Railway 200 is a year-long campaign coinciding with the Stockton & Darlington Railway 200th anniversary.

➜ To donate to the appeal to restore No. 1753, visit www.buymeacoffee.com/1753

Centenary celebration for small prairie to be staged on Severn Valley Railway

A 100th birthday event for GWR prairie No. 4566 will be staged on August 31/September 1 in the Engine House at Highley on the Severn Valley Railway.

The day will feature activities for all ages, including classic games and activities, a raffle and tombola, a specially-commissioned birthday cake and a magic show on the Saturday only.

Outshopped from Swindon in 1924, No. 4566 was first allocated to Newton Abbot and later moves to Bristol Bath Road, Penzance, St Ives and Helston, and in 1960 it became the last locomotive to be overhauled at Newton Abbot.

When completed, it was driven out of the works by the town's mayor, who was an engine driver based there.

It was withdrawn from Plymouth (Laira) in April 1962 and sent to Dai Woodham's Barry scrapyard. It left there in August 1970 after being purchased by the 4566 Preservation Group following an appeal and was moved to Bewdley as part of a freight working.

Its overhaul took nearly five years and it returned to steam in June 1975 with its first trip to Bridgnorth, double-heading with Ivatt 2-6-0 No. 46521 following a week later. Further overhauls took place in 1984-86 and 2004-06. In June 2015, a celebration was held to mark 40 years of running in the heritage era, during which it clocked up 1021,000 miles. No. 4566 last steamed in January 2017 before being taken out of service when its boiler ticket ran out.

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Busy 50th anniversary for Lappa Valley

By Robin Jones

CORNWALL'S Lappa Valley Railway celebrated its half century with a timetable of special services featuring the line's entire roster of working main line locomotives and visiting steam and traction engines on June 14-16.

Top of the bill was Severn Lamb 0-6-4T *Zebedee*, the 15in gauge line's first locomotive when it was opened by Eric Booth on June 16, 1974, and which, rebuilt from an 0-6-2T in 1990, returned after a three-year overhaul absence.

The Friday night of the event saw a special celebration for staff, friends, family and supporters, who enjoyed exclusive use of the park, food and drink, and a fireworks display at the Grade II-listed 19th-century East Wheal Rose mine engine house.

On the Sunday morning, exactly 50 years to the minute, the team recreated the first-ever service with *Zebedee* pulling a full train, including the three original carriages, along the mile-long track between Benny Halt and East Wheal Rose.

The grand finale on the Sunday afternoon was the 4.05pm from Benny Halt, featuring all six main line locomotives and two carriage sets – the longest train in Lappa Valley history.

The railway was laid at St Newlyn East on part of the GWR Newquay-Perranporth-Chacewater line, which opened on February 4, 1903, and closed exactly 58 years later, with 7¼in and 10¼in gauge lines following. The Lappy Valley has now been running for only eight years less than the GWR/BRE branch did.

As reported in *Heritage Railway* issue 189, in 2014, the venue was bought by Exmouth model railway and Railway Carriage Café owners Keith and Sara Southwell. A new visitor attraction, the Engine Shed, opened in 2021.

In late 2021, as reported in issue 288, the Lappa Valley bought the 10¼in gauge Wells Harbour Railway and moved it from Norfolk to Cornwall.





Above: The Sunday grand finale as *Zebedee*, *Muffin*, *Ellie*, *City of Derby* and *City of Truro* pulls the longest train in Lappa Valley history, with *Arthur* at the rear. LVR

Below: Owner Keith Southwell sat in Alan Keef Bo-Bo *City of Truro*, the railway's latest locomotive, as reported in issue 310. LVR

Left: June 14 saw *Zebedee* undertake its first passenger service since its rebuild. LVR



Keith said: "It's been an absolutely fantastic weekend. It was 50 years ago that Lappa Valley opened and, wow, what an attraction it's become. I just want to say thank-you to everyone who celebrated with us, as well as those who have visited over the years, and a huge thank-you to every member of staff for all they've done to make Lappa Valley what it is."

Operations manager Ben Harding added: "I am extremely proud of the entire team for pulling off a memorable weekend of celebrations.

"A lot of hard work went into putting on an event that delighted young and old alike.

"*Zebedee* performed almost flawlessly over the weekend, with only a few slight hiccups that are to be expected with a steam train newly out of rebuild.

"The grand finale of the event saw hundreds of people cheering and clapping as the locomotives and drivers took their final bow. This was an emotional moment, and we are grateful to all our visitors for showing how much Lappa Valley means to them."

A statement from the owning group, which in May last year was granted charitable status, said: "Today, No. 4566 stands as a testament to the golden age of steam. From its position as an exhibit in the excellent Engine House at Highley, the locomotive is still delighting visitors and rail enthusiasts alike with its rich history and enduring charm as its centenary approaches.

"This is an opportunity to join the 4566 Preservation Group and support the ongoing efforts to maintain and preserve this historic locomotive. Head to www.4566.org.uk to become a regular supporter or to make a one-off donation."



Right: GWR 2-6-2T No. 4566 inside the Engine House at Highley. SHEENA STREVENS

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Bagnall 0-4-0ST shunter *Judy* running round its Lowmac load at Boscarne. JON HIRD/BWR



Beattie well tank No. 30587 on static display celebrating its 150th anniversary but not in steam. JIMMY JAMES/BWR

A 1950s Cornish branch reborn!

By Robin Jones

THE Bodmin & Wenford Railway turned the clock back to the 1950s when it held its May 25/26 Branch Line Gala, its first such event since before the Covid-19 pandemic.

In action over a weekend blessed by superb weather were consecutive-numbered GWR prairies: home-based No. 5552, which in BR days was shedded at Truro, and Pete Waterman's No. 5553, which had been based at nearby St Blazey depot, visiting for the season.

However, on static display but taking pride of place was LSWR Beattie 2-4-0 WT No. 30587, one of two iconic survivors of a trio that were sent to work china clay traffic over the Wenfordbridge branch long after their class has been declared redundant on the rest of the works.

The well tank was the centrepiece of celebrations at Bodmin General to mark its 150th birthday on the Sunday morning. Outside the workshop, a Beattie birthday speech was given, while younger visitors were given the opportunity to take part in gala activity sheets and draw birthday cards for No. 30587.

No. 30587, part of the National Collection, is at Bodmin on an initial three-year static loan agreement with the National Railway Museum, which, it is hoped, will lead to an overhaul and running agreement in the future.

The locomotive was previously restored to running order at Bill Parker's Flour Mill workshops at Bream in the Forest of Dean and made its comeback on the BWR in 2002, as reported in *Heritage Railway* issue 45.

New home

Also on display for the last time at Bodmin was Bagnall 0-4-0ST No. 2992 of 1950 *Devonport Dockyard No. 19*. As reported in issue 319, No. 19, which is not currently in working order, has been sold to a private individual and will move to a new home on the Blaenavon Heritage Railway.

The static display also featured Bagnall J94-type 0-6-0ST No. 2766 as No. 75178, GWR pannier No. 4612 and diminutive Bagnall 0-4-0ST No. 3058 of 1953 Port of Par *Alfred*, whose elder sister, No. 2572 of 1934 *Judy*, was hauling a brake van up and down the yard and also freight workings along the line, and *Camel*, the line's hand-propelled cart.

Among *Judy*'s rostered jobs were trips hauling LMS Lowmac wagon No. 700709, complete with an Austin Mini as its load – somewhat ironic as the mass rise of car ownership in the 1950s sounded the death knell for several Cornish branch lines under the Beeching axe.

The Lowmac was built in 1944 at Shildon Wagon Works, which the year before received its first order for



Double-headed, consecutively numbered small prairies with an impeccable Cornish pedigree, Nos. 5552 and 5553 at Charlie's Gate. JON HIRD/BWR

Pre-order Issue 322: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Brake van rides with a vintage Mini aboard a Lowmac, hauled by Par Docks Bagnall 0-4-0ST shunter *Judy* on the 1-in-40 gradient at Charlie's Gate. JON HIRD/BWR

diagram 173 'MAC PV' Implement Trucks in 1943. The first batch of 60 wagons was rolled out just in time to assist with the heavy freight traffic heading to the south coast in preparation for the liberation of Europe on D-Day. A total of 30 wagons went to the LMS while the LNER kept 30 for itself.

Topping £10k

The first train to depart Bodmin General on both days was Class 121 'bubblecar' No. 121020 at 9.50am. Children travelled for free all weekend, and attendances were boosted by coverage on BBC Radio Cornwall the night before. Ticket sales over the two days topped £10,000, and takings were well up in the buffet and shop.

A BWR statement said: "Thank-you to all those who visited us over the Branch Line Gala weekend. We have thoroughly enjoyed opening up our workshop and shunting around our locomotives in order to have a selection on display.

"We want to thank our engineering team, the Bodmin Heritage Diesel Group, and also all the volunteers and staff members who helped to bring together the weekend."

The line's next big event will be the September 7/8 mixed traction gala, which will celebrate its unique china clay heritage.



Bagnall cut-down Port of Par 0-4-0STs *Judy* (left) and *Alfred* (not currently in steam) at Bodmin General. Last year, the railway partnered with Rapido Trains UK to produce models of both locomotives in 00 gauge. They can be purchased at https://bodminrailway.digitickets.co.uk/category/52132, with all proceeds going towards *Alfred*'s restoration. BWR



Bodmin General station seen from above during the gala, with locomotives on static display for public inspection. JON HIRD/BWR

Dartmouth's support for coastal lifesavers' 30th anniversary

By Robin Jones

THE Dartmouth Steam Railway is to fly the flag for a coastal lifesaving organisation on July 9.

National Coastwatch Institution (NCI) watchkeepers provide eyes and ears along the coast of England and Wales, keeping a visual lookout and monitoring radio channels. When people find themselves in trouble, the NCI alerts HM Coastguard and directs the appropriate emergency and rescue services to the casualty.

In 1994, when two fishermen lost their lives off the Cornish coast near a recently-closed coastguard lookout, local people decided to open and restore the visual watch. When the first station was opened at Bass Point on the Lizard, the NCI was born.



The National Coastwatch Institution Froward Point lookout station at Kingswear. NCI



The National Coastwatch Institution's special 30th anniversary flag is to be carried by the Dartmouth Steam Railway. NCI

Eyes and ears

Today, more than 60 stations staffed by more 2700 highly-trained volunteers keep a visual watch on the coastline, and more are in the pipeline.

High technology and sophisticated systems such as radar and telecommunications have vastly improved safety at sea, yet accidents still happen, and a computer or technology cannot spot a distress flare, an overturned boat, a yacht with problems, a water sports enthusiast in difficulty, children or adults in trouble, or possible pollution incidents.

That is why NCI lookouts and watchkeepers are so important to all those who use the UK's waters, footpaths, and coastline.

Potential and actual incidents are reported immediately to HM Coastguard and monitored until the casualty is safe To mark its 30th anniversary, Dartmouth Steam Railway is staging a station-to-station relay stretching more than 2000 miles. It will set off from the NCI Fleetwood station in Lancashire on June 3, which also marks the start of Volunteers Week, and travel anti-clockwise to each of the charity's 60 coastal watch stations during the summer.

It is due to end its journey by September at the most northerly station on the east coast, in Filey, North Yorkshire

Flying the flag

At each station, the volunteer watchkeepers who help save lives around the coast have been devising innovative ways to pass the flag on to the waiting crews at their neighbouring station. The 5ft x 3ft flag will be electronically tagged and relayed using all different types of transport including boats and ferries, trains, tractor and trailer, horse and cart, classic cars, and by walking and running.

When the flag arrives in Kingswear, it will be met by volunteers from Froward Point watch station, which opened in 2005 and has about 60 unpaid volunteer watchkeepers who ensure the lookout is open 365 days a year. Every year it undertakes 1500 individual watches and records on average 12,500 vessels.

From Froward Point, the flag conveyed by the heritage railway to Paignton, where it will be taken to the next NCI station at Daddyhole Plain in Torquay to continue its journey around the coast.

High Speed Train power cars in Mid-Hants diesel gala first

A PAIR of Class 43 power cars will be among the highlights of the Mid-Hants Railway's July 12-14 diesel gala – in a first for the steeply-graded Watercress Line.

The High Speed Train power cars, supplied by RailAdventure UK Ltd, represent a class that entered service in 1976 and includes what is officially the fastest diesel locomotive in the world, having achieved 148.5mph on a special trial, and regularly running in service at 125mph.

They will star alongside Class 50 No. 50008 *Thunderer,* visiting courtesy of Hanson & Hall Rail Services Solutions Ltd.

Also operating will be the Class 438 4TC set comprising No. DTSO 76324, TBSK 70823, TFK 71163, DTSO 76297, courtesy of Transport for London Engineering.

The 4TC will allow the railway to operate visiting air-braked locomotives on passenger services.

Home fleet locomotives in action will include Class 11 No. 12082, Class 08 No. 08288 *Phoenix*, Class 08 D3462 (08377), Class 20 D8059 (20059), Class 20 D8188 (20188) and Class 47 No. 47579 *James Nightall GC,* while on display will be Class 08 08032 (13044/3044) and Class 50 50027 *Lion*.



The Class 43 power cars, visiting courtesy of RailAdventure UK Ltd. WILSON HILL/MHR

A real ale train will operate an evening service on Saturday, July 13, and the Beer Junction at Ropley will open late that evening.

Visitors will also be able to take brake van rides operating between Alresford and Ropley, diesel train rides on the miniature railway, and free guided tours of Ropley engineering Works at Ropley.

Mid-Hants CEO Rebecca Dalley said: "We are so thrilled to announce that the fastest diesel locomotive in the world will be making its first appearance at the Watercress Line's fantastic Diesel Gala this year.

"It's a wonderful opportunity for visitors to see the two iconic Class 43 locomotives up close, along with our fantastic line-up of other visiting and home fleet engines."

➜ **For more information and to book tickets for the event, visit https://watercressline.co.uk/special-days/diesel-gala/**

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New Ffestiniog experiences aim to help get you on board

RENOWNED for its double Fairlies and George England locomotives, the Ffestiniog Railway is also home to an array of smaller locomotives – such as Quarry Hunslet 0-4-0STs including *Hugh Napier*, *Britomart* and *Lilla* – that are not suitably powered for main day-to-day services. These are now coming into their own, however, thanks to the railway's new How They Work courses, which offer hands-on experiences.

With the Heritage Lottery Fund-financed Boston Lodge redevelopment nearing its end, the workshops will be open for pre-booked tours four days a week from July 22. Additionally, the introduction of the courses will enable small groups to learn about what work goes into maintaining the steam fleet from drivers and fitters with in-depth first-hand knowledge of the field. The course includes a hands-on session helping to prepare a locomotive, before stepping aboard the footplate to drive and fire it in the confines of the shed yard, all in a comfortable three-hour block.

Organiser Iain Wilkinson said: "For some people, this is a chance to try first-hand what their Taid (grandfather) did as a job. The workshops are a good opportunity to learn and have an enjoyable time. You will get to help prepare a steam loco, see it in action behind the scenes, find out more about how it works, and then have a go at firing and driving in the yard!

"It's all very friendly and relaxed. You may even find that the railway is in your blood and join us as a volunteer."

Recent participant Phillip Mercer, who, despite visiting regularly when his father David volunteered on the railway in the 1960s, had never before had the opportunity to see behind the scenes at Boston Lodge, said: "It was really good fun. A real treat for Dad too, to be able to fulfil a childhood dream of getting behind the controls on the footplate."

Experiences take place every Friday from July 26 to August 30 and are priced at £27 per adult, commencing at 10.40am and concluding at about 2pm.

Booking can be made online by visiting www.festrail.co.uk/boston-lodge-tours-and-workshops

Additionally, National Heritage Lottery Fund grant aid has been allocated to run taster sessions for the community in the carriage works, laying heritage track, signwriting and hot riveting. To find out more about these heritage skills 'have a go' sessions, email jkindberg@ffwhr.com



New courses at Boston Lodge will give participants a first-hand look at how steam locomotives such as Quarry Hunslet *Hugh Napier* (pictured) work, coupled with a chance to drive one within the yard of Boston Lodge. FF&WHR



The model railway depicting Ringwood during the Southern Railways era is part of the exhibition telling the history of the long-closed line through Ringwood. ALEC FRY/RINGWOOD SOCIETY

Exhibition rekindles fond memories of lost Hampshire

AN exhibition is showcasing the days when the Hampshire town of Ringwood was part of the national network.

Following an earlier trial run in the town's community centre, the Ringwood Society has set up its Memories of the Railway in Ringwood display at the Ringwood Meeting House and History Centre, with arefacts and photographs covering more than a century.

In particular it highlights the importance of the 'Castleman's Corkscrew' railway, the first line to pass through the New Forest which opened on June 1, 1847. Promoted by Wimborne solicitor Charles Castleman and weaving its way through locations such as Redbridge, Ringwood, Wareham and Moreton, its winding route led to the affectionate nickname it became known by.

The exhibition had been partly financed by a £44,000 grant awarded by the National Lottery Heritage Fund and features newly-filmed footage of local people who remember the railway, providing memories to be preserved for future generations

The grant will also support the revitalisation of a small area of land owned by the Bisterne Estate which used to be part of the railway's coal yard, tidying the site, restoring the sign and lamp and erecting an information board. The design of the information board (and the exhibition) will include involvement from the young people of the town and be supported in this regard by SPUD, a local charity specialising in youth involvement in urban design projects.

Ringwood Society chairman Joe Moorhouse said: "We are delighted to have original videos that were filmed by students from Ringwood School under the guidance of Jay Cox, of Fizeek Media. These really bring to life what the railway was like and include some interesting and funny memories from those involved.

"There is something for everyone, and we hope that by opening on Saturday afternoons more local people, together with tourists, will be able to attend and also take the opportunity to look at the model of the railway station upstairs."

The railway through Ringwood closed to passengers in 1964 and freight on August 7, 1967.

The exhibition runs until August 2. For further details, visit www.ringwoodsociety.org.uk



Wantage Tramway 0-4-0WT No. 5 *Shannon* was taken outside for a Timeline Events photographic charter at its Didcot Railway Centre home on June 6 and is pictured here on the turntable. The 1857-built locomotive, part of the National Collection, is one of only five surviving George England locomotives, the other four being narrow gauge and based on the Ffestiniog & Welsh Highland Railways, where three are operational. *Shannon* was built for Captain William Peel, the owner of the Sandy & Potton Railway, and in 1862 was sold to the LNWR, renumbered 1104, and became a Crewe Works shunter. It was sold to the Wantage Tramway in 1878, renumbered 5 and unofficially named *Jane*. When the tramway closed in 1946, No. 5 was bought by the GWR, which reapplied the name *Shannon*, and three years later it was displayed on the platform at Wantage Road. When that station closed in 1965, *Shannon* moved into storage at Grove on the premises of the Atomic Energy Authority. After the Great Western Society held talks with Wantage Town Council, a move to Didcot was completed in January 1969. Following repairs, it was steamed and operated again in October that year. In 1975, *Shannon* took part in the Stockton & Darlington Railway 150th anniversary celebrations, but cracks were found in the firebox which would need major work if it was to steam again. FRANK DUMBLETON/GWS

Just eighty minutes to save a locomotive from scrapping

By Owen Hayward

WHEN heritage YouTuber Lawrie Rose heard that a Ruston & Hornsby locomotive was potentially facing scrap at the Colne Valley Railway, he felt he simply could not sit by and watch it meet its fate and decided to launch an appeal to raise the money to save it.

However, nobody could have believed that the target would not only be met in just under 80 minutes, but it would also go on to more than double within 12 hours!

With the CVR having instigated a review of its collection and stored assets, both items from its own asset list, along with privately-owned stock, have recently been offered for disposal, with some facing scrap if buyers could not be found. Already owning R&H 48DS No. 294266 at the Mid-Suffolk Light Railway, as well as having carried out a fundraiser during May 2024 to save a second – No. 393303, which has gone on to be a community restoration project at the Whitwell & Reepham Railway – Lawrie took a shine to another R&H product, type 165 0-4-0DM No. 281266 which, had it not sold before the start of June, would be sent for scrap.

"To my mind, for a railway that doesn't have a Class 03, 04 or an 08 already, a Ruston 165 is one of the next best things for a shunter," said Lawrie, a volunteer at the MSLR, W&RR, and the Corris Railway. "I am a preservationist at heart. the main ethos of my channel – Lawrie's Mechanical Marvels – is to try and get people, particularly the next generation, involved in the heritage vehicle fraternity. While I know we can't save everything, I find it a hard pill to swallow when a seemingly complete locomotive is going to be destroyed.

"Chatting with the owner, and having operational experience with a 165, we soon worked out what the issues were with the locomotive, and I remained baffled that the thing had yet to be sold. And thus, I proposed a deal – if the locomotive remained unsold, before it was sent to scrap, I would attempt to raise the money to save it."

Astounding support

At 6pm on May 27, Lawrie launched an appeal to raise £6000 to help cover its purchase, transportation and some of the initial repair work; by 7.19pm, that target had been achieved – and it continued to rise, surpassing £13000 by 6am the next morning and £17500 at the end of June, which left Lawrie in awe at the unexpected level of support received.

"I am completely blown away by both the monetary support and the sheer tidal wave of goodwill and excitement towards something like this," he explained. "It's an amazing feeling to have put something into motion that so many people are excited about and want to support.

"To be able to bring the community on board and be part of a project – and part of the dream that so many of us have to save something from scrap – is simply wonderful."



Lawrie Rose with Ruston No. 281266, which has been rescued thanks to a wave of support from his viewers all eager to see it saved from scrap. Lawrie hopes to help the next generation of volunteers enter the sector by encouraging his followers to come to Whitwell and work on the locomotive as a stepping stone to further involvement. LAWRIE ROSE

With this latest addition to the LMM collection, Lawrie hopes to repeat an achievement that came with the previous success story – encouraging new volunteers to get involved.

"Since the community helped save No. 393303 from the scrapyard, a team of volunteers has formed who meet at least monthly to work on the engine, and who are all eagerly awaiting the arrival of No. 281266 at Whitwell so we can get stuck in and bring the machine back to its former glory.

"Almost all are people who have always wanted to get involved with a heritage railway, and this was the push they needed, with several of them now undertaking operational turns at the railway as well, which is a huge win all-round.

"The immediate plan for No. 281266, having moved it to its new home, is to sort out the cab, which involves the fitting of a new floor, and the installation of doors and windows to weatherproof it, plus a full service and a cosmetic overhaul.

"At some point in the future, we will look to copy the system on the MSLR's 165 and install vacuum brakes, which will greatly increase its operational use, but for now, I just want to get it home and working."

Lawrie added that the surplus funds raised will be ringfenced for works and materials to restore and maintain all three Ruston locomotives, with the wheels due to be swapped between the two 48DS models to return No. 294266 to service at the MSLR.

Crakehall plaque highlights crossing awards win

A PLAQUE has been unveiled at Crakehall station to mark the Wensleydale Railway's win of The Hendy & Pendle Trust Volunteers Award at the 2023 National Railway Heritage Awards. As reported in issue 314, the award was received for the replacement level crossing gates donated by the railway's long-term volunteer, Bob Coombs. He used money from an inheritance to fund the new gates and led the project to design, build and install them. The gates are wooden and made to a design based on the LNER Southern Division style. They were produced by William Lambert, of the Woodcraft Studio, at Raygill House Farm, near Hawes.

The plaque was unveiled on June 3 by Network Rail chairman Lord Peter Hendy at a ceremony attended by Andy Savage, chairman of the Railway Heritage Trust, and Tim Hedley-Jones, its executive director, who were joined by members of the NRHA team, Wensleydale Railway volunteers and staff, and William Lambert and family.



Left: From left to right are Andy Savage (chairman of the Railway Heritage Trust), Lord Peter Hendy (chairman of Network Rail), Richard Leathley (chairman of Wensleydale Railway Association (Trust) and Bob Coombs. NICK KEEGAN/WR

Right: The award-winning new crossing gates at Crakehall station. NICK KEEGAN/WR



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Peter Pan stars at annual Belgian steam fair

KERR Stuart Wren 0-4-0ST No. 4256 *Peter Pan* has travelled far and wide since its construction in 1922, with its latest trip involving a return visit to Belgium four decades after its first appearance there in 1984.

Over May 4/5, the Stoomtrein Maldegem-Eeklo (Belgium Steam Museum) ran its annual opening festival event which saw four standard and two narrow gauge steam locomotives in operation around the museum's base at Maldegem and along the 6.2 miles to Eeklo.

The event saw Hunslet Austerity 0-6-0ST No. 3796 *Errol Lonsdale* joined by the steam and diesel locomotive's from the museum's home fleet to operate passenger services, while the grounds at Maldegem hosted displays of railway equipment and vintage vehicles from the 1950s and 1960s in what is an annual celebration of heritage to start of the museum's operating season.

A short narrow gauge line is also present here, and it was on this that *Peter Pan* could be found operating. In 1984, the diminutive 0-4-0ST appeared at a festival in The Netherlands, stopping at NV Sobemai works (where preservation in Maldegem started) on its way home. Initially intended as a brief stop at a secure overnight location, the Wren ran up and down a short length of temporary track before it continued its journey home. To mark the occasion, a ceremony was held with Flemish Minister of Finance and Heritage, Mattias Diependaele, presenting *Peter Pan*'s owner, Graham Morris, with a certificate to commemorate the 40th anniversary of its first visit. The minister was then invited to drive the locomotive along the short demonstration line under Graham's supervision.

Spokesman Kevin Hoggett said: "The festival attracted about 3000 visitors over the two days. The minister was very enthusiastic about what he saw in Maldegem and told Graham that he had visited York Railway Museum with his family."

The museum is open on Sundays until September 24, and Wednesdays during July and August.

➜ See www.stoomtreinmaldegem.be for full details and events.



Kerr Stuart Wren 0-4-0ST *Peter Pan* (left) sits next to Maldegem resident 0-4-0T No. 2 *Yvonne*, a product of St Leonard works of Liege and built in 1893. Still carrying its original boiler, it is one of the smallest standard gauge locomotives in the world.



Hunslet Austerity 0-6-0ST No. 3796 *Errol Lonsdale* (right) awaits the arrival of diesel-electric Bo-Bo No. 202.205, which has been restored to its original livery by Infrabel (Belgian's network rail). BOTH: KEVIN HOGGETT/SME

Power Networks staff support railway through volunteering days

EMPLOYEES from UK Power Networks Services have lent their aid to the Kent & East Sussex Railway in its 50th anniversary year by making use of a company scheme that allows its staff two days of paid leave to support voluntary projects.

With more than 50 years' experience supporting aviation, rail, logistics, government, and numerous other industries, UKPNS's Donate A Day arrangement allowed12 of its employees to visit the heritage line for the second year in a row. There, they undertook restoration work on a railway worker's cottage and cleaned carriage windows at Northiam station.

Senior project engineer Stuart Hall said: "We work on electricity infrastructure for private companies and one of our customers is Network Rail. Due to our railway connections, we were looking for a challenge that our team would relish and be excited about.

"The KESR has lots of stations and the building we did up is about 100 years old. It was the former station master's cottage, which they lived in with their families. The weatherboarding was rotting in places and didn't have a gutter, so it was in a bit of a state. We were delighted to help with the restoration work, painting the hut, installing guttering and replacing some of the rotting wood."

Following a session of window cleaning, the volunteers were then rewarded with seats aboard a first class carriage, enjoying the clear view through the panes.

KESR infrastructure manager Brian Richards said: "The window cleaning has made a massive difference, giving passengers a clearer view. I could see the station name reflected in the glass – that's how good it was.

"They also worked on one of our historic railway worker cottages, which is an original station building from long ago. This was another job that we have wanted to do for a while.

"We always want more volunteers to help with our work. We get so much done with lots of people, but we don't have enough volunteers, so help like this from UK Power Networks Services is always appreciated."

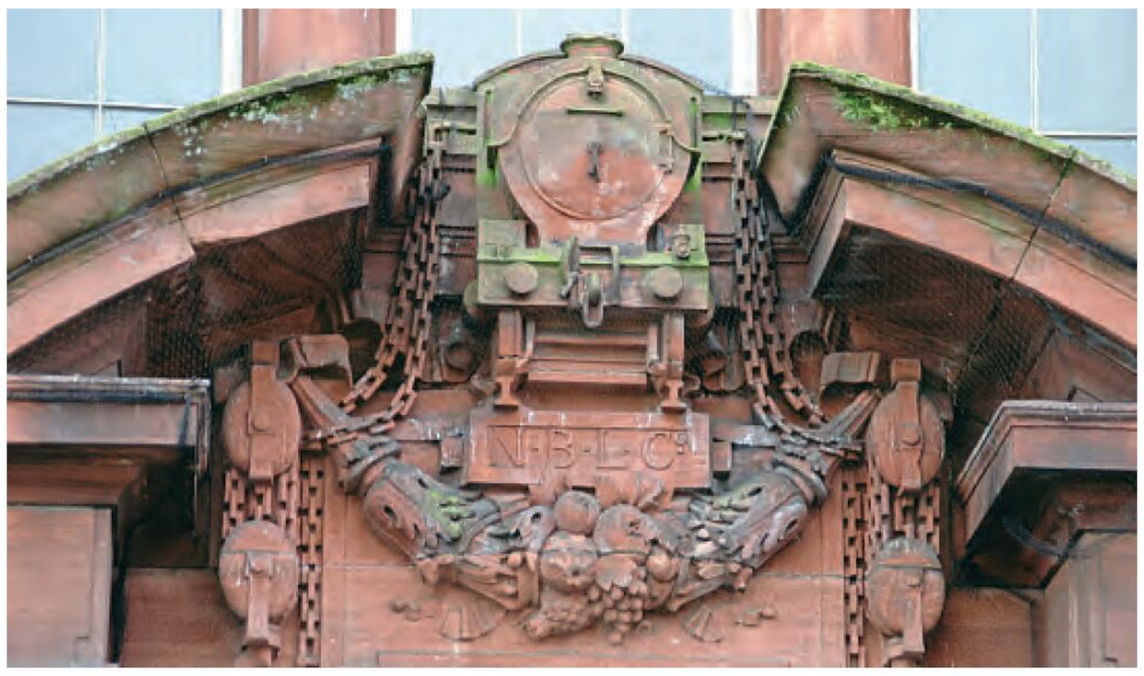
➜ 50 years of the KESR, and what the future holds: se feature, pages 72-77.



A team of 12 volunteers from UK Power Networks Services visited Northiam on the KESR, where they restored a former stationmaster's cottage and cleaned carriage windows. UKPNS/KESR



The NBL monogram is cast on to the gates.



Above: The locomotive carved above the main entrance to the building.



Right: The carving of an early steam loco, believed to be from the Glasgow & Garnkirk Railway, sits above a stag's head in the boardroom.

North British company headquarters in Glasgow saved from demolition

Words and pictures by Hugh Dougherty

THE former headquarters and drawing offices building of the North British Locomotive Company in Glasgow has been saved from demolition after Springburn MSP Paul Sweeney stepped in to have the plan withdrawn.

He has now sat down with Marcus Dean, owner of the A-listed building which dates from 1904, to explore alternative plans to guarantee that the historic NBL façade is kept intact while the former offices are developed as student flats.

Designed by celebrated Scottish railway architect James Miller, the headquarters was designed to impress, and sat directly across the road from the company's Hyde Park Works.

After North British went into administration in 1962, the building lay unused until it was bought by Glasgow Corporation for conversion into the Springburn College of Engineering, which opened in 1965. The college evolved into North Glasgow College, which made a conscious effort to preserve and promote the NBL heritage of the site and adopted the famous North British diamond-shaped builder's plate, which was found on locomotives across the globe, as it logo.

Lecturers enjoyed their tea breaks in the college staffroom, formerly the company boardroom, complete with panelled walls and a carving of an early steam locomotive above the fireplace. The grand staircase also includes the NBL company war memorial window. The street frontage has stone carvings of a steam locomotive, couplings and various tools above the main door, while the interior courtyard is lined in white tiles so that light was reflected into the drawing offices.

After North Glasgow College merged with colleges to become Kelvin College in 2009 and moved across the road to a new building on the Hyde Park works site, the headquarters was sold and renamed Flemington House to offer business accommodation.



The facade of the North British Locomotive Company headquarters in Flemington Street was built to impress.

Paul Sweeny, who campaigned vigorously for the retention of the building and for other surviving railway heritage in Springburn, said: "The A-listed North British Locomotive Company Headquarters is one of Glasgow's finest buildings and deserves to be preserved."



The tiled interior quadrangle reflected light into the drawing offices.



The NBL boardroom, once the college staff room, has been preserved.

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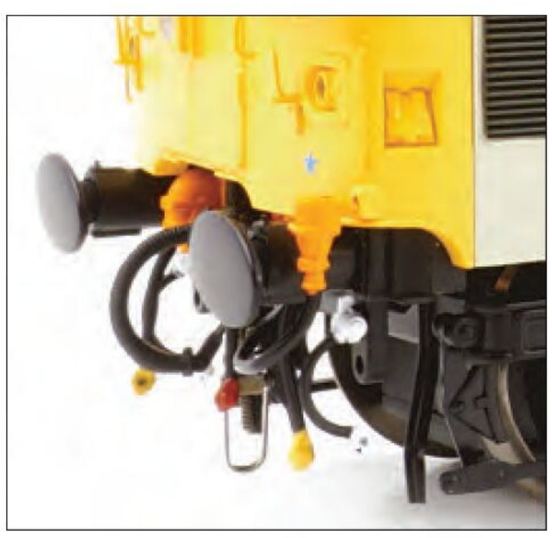
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PURBECK SAYS BULLY FOR BULLEID POWER!

Crowds flocked to the Swanage Railway for a unique gala that saw eight Southern Railway Pacifics designed by a world-class locomotive engineer run together for the first time since the end of steam on the region in 1967, reports **Robin Jones** with pictures by **Andrew PM Wright.**



On the Swanage turntable on June 8 were visiting No. 34092 *City of Wells,* No. 35018 *British India Line* and No. 35006 *Peninsular & Oriental Steam Navigation.*

This year has seen a succession of ground-breaking galas on our heritage lines. In March, the Great Central Railway and the Great Central railway (Nottingham) linked by packed vintage London Routemaster busses to commemorate the 125th anniversary of the GCR's London Extension, as featured in issue 318. Late May saw a heritage era first, with three new-build standard gauge locomotives starring in the Cotswold Festival of Steam at the Gloucestershire Warwickshire Railway, as highlighted last issue.

Another heritage sector 'first' – the gathering of eight operational Bulleid Pacifics – was staged on the Swanage Railway in early June, and more than 4700 passengers travelled in what was the Purbeck line's biggest-ever special event.

Strictly Bulleid II took place on June 7-9, with a preview taster day on Thursday, June 6, marking the 80th anniversary of D-Day, the Allied invasion of Nazi-occupied Europe in 1944. It could not fail to capture the imagination of enthusiasts and members of the general public alike, who delighted in these trademark locomotives hauling services over a branch line that has been revived as a quintessential microcosm of Southern Railway/Region.

The evocative celebration of the 56th anniversary of the end of steam trains in southern England in July 1967 witnessed the largest gathering of working Bulleid Pacifics since that date when an era – and a way of life for generations of railwaymen – came to an end.

Strictly Bulleid II was also the largest assembly of Merchant Navy 4-6-2s hauling trains since the end of Southern steam in 1967, as well as the biggest gathering of Bulleid Pacifics in their original 1940s form with an air-smoothed metal casing over the boiler (the locomotives being known as 'Spam Cans' because of their distinctive shape). Bulleid Pacifics hauled trains from London to Swanage between the late 1940s and 1966.

The man who made them happen

Oliver Vaughan Snell Bulleid was born in Invercargill, New Zealand, on September 19, 1882, to British immigrants William Bulleid and his wife Marian Pugh. When Oliver's father died in 1889, he and his mother returned to Llanfyllin, Wales, the former family home. After attending Accrington Grammar School, Bulleid joined the GNR at Doncaster as an 18-year-old apprentice under Chief Mechanical Engineer Henry Alfred Ivatt.

Following the four-year apprenticeship, he became assistant to the Locomotive Running Superintendent and a year later the Doncaster Works manager. In 1908, he left to work in Paris with the French division of Westinghouse Electric Corporation as a test engineer and was soon promoted to assistant works manager and chief draughtsman. Later that year, he married Marjorie Ivatt, Henry's youngest daughter.

In 1910 he briefly worked for the Board of Trade, and in December 1912 he rejoined the GNR as personal assistant to newly-appointed CME Nigel Gresley, who was six years older. During the First World War, Bulleid joined the Army and was assigned to the rail transport arm, rising to the rank of Major. After the war, he returned to the GNR as manager of the wagon and carriage works.

At the Grouping of 1923, Gresley became CME of the LNER and brought Bulleid back



Named Train Sunday locomotives carrying the headboards of legendary trains. Left to right at Corfe Castle are Nos. 34070, 34028, 34072 and 34053.



Merchant Navy No. 35018 *British India Line* heads Mk. 1 stock also loaned by West Coast Railways across the River Frome on June 10.

to Doncaster to be his assistant. Bulleid played a part in many of Gresley's ground-breaking locomotives of this period, including the P1 2-8-2, the U1 2-8-0+0-8-2 Garratt, the P2 2-8-2 and the A4 Pacific.

When Richard Maunsell retired as CME of the Southern Railway in 1937, Bulleid was appointed as his successor. His first contribution to the SR was to oversee the construction of three 350hp six-wheeled diesel-electric shunters ordered by Maunsell in 1936; Bulleid's amended version later became BR's Class 12s.

In 1938, Bulleid was given the green light to build his Merchant Navy Pacifics, a design inspired by Gresley and his experiences in Europe, and with all the most modern equipment: a partially welded boiler and firebox rather than traditional rivetted designs, thermic syphons and a high-pressure boiler. It also included chain-driven valve-gear immersed in an oil bath, a controversial feature that later caused problems if not maintained properly, which was difficult due to conditions after the Second World War.

The first, No. 21C1 *Channel Packet*, was built in 1941, and 29 followed, the last being No. 35030 *Elder Dempster Lines*. The slightly smaller West Country and Battle of Britain light Pacifics followed in 1945, with 110 built, No. 21C101 *Exeter* being first.

Bulleid's other major steam locomotive design, the Q1 0-6-0 freight engine, appeared in 1942 with many unusual features. Much use of the relatively new idea of welding was incorporated, thereby saving considerable weight. Indeed, the Q1 was the most powerful locomotive of its wheel type in the country.

All steam locomotives designed by Bulleid for the SR had his BFB disc wheels, which gave more even tyre support due to the set-up of the Bulleid valve gear enabling a locomotive with no hammer blow.

Bulleid also played a major role in the electrification of the SR, including infrastructure, electric multiple units and electric locomotives. He designed the bodies for the SR's two electric locomotives, Nos CC1 and CC2, in 1941 and 1945. He was responsible for the design and construction of Britain's only double-deck passenger trains,



Oliver Vaughan Snell Bulleid in 1947.



The gathering of all eight Strictly Bulleid II locomotives at Swanage on June 6.



Merchant Navy 4-6-2s No. 35006 *Peninsular & Oriental Steam Navigation* carrying the 'Canberra' named train headboard and No. 35018 *British India Line* double-head through Harman's Cross on June 9.



No. 34092 *City of Wells* heads through Norden Gates crossing on June 8.

the two units of the 4DD class.

His final steam locomotive design for the SR was the unconventional Leader, appearing in 1949 when he was briefly the CME of the Southern Region.

Bulleid was awarded a CBE in the 1949 New Year Honours list and in February 1950 was appointed CME of Córas Iompair Éireann, the nationalised transport authority of the Republic of Ireland, to which he had been a consulting engineer to CIÉ. He led its first major dieselisation programme and developed two prototype peat-burning steam locomotives.

Due to problems with some design features, all Merchant Navies were modified by BR during the late 1950s, losing their air-smoothed casings. This class operated until the end of Southern steam in July 1967, and 11 out of 30 class members survived into preservation.

Following the success of the rebuilt Merchant Navies, BR ordered the reconstruction of 60 light Pacifics to a more conventional design at Eastleigh between 1957 and 1961.

The casing was removed and replaced with conventional boiler cladding, boiler pressure reduced to 250psi, and the chain-driven valve gear was replaced with modified Walschaerts valve gear fitted both outside as well as between the frames. The rapid onset of the 1955 Modernisation Plan during the 1960s meant that the remaining 50 locomotives were not rebuilt and continued in as-built condition until withdrawal.

Out of 110 light Pacifics, 20 examples made it into the heritage sector.

In 1958, Bulleid retired to Devon and was awarded an Honorary Doctorate of Science by the University of Bath in 1967. Shortly afterwards, he moved to Malta, where he died in 1970 aged 87.

His obituary in *The Times* described him as "the last truly original and progressive mechanical engineer of the steam locomotive era in Britain."

No. 34053 *Sir Keith Park* and No. 34028 *Eddystone* double-head tender-first away from Corfe Castle with a Swanage-bound service on June 8.



Proud history centuries apart: Bulleid Pacifics No. 34028 *Eddystone* and No. 34053 *Sir Keith Park* pass the ruins of medieval Corfe Castle, a defining classic Southern Railway landmark.



Eight in steam

The Strictly Bulleid II gala line-up comprised just over a quarter of the Bulleid Pacifics that made it into preservation. The eight which took part were Merchant Navies No. 35006 *Peninsular & Oriental Steam Navigation* (courtesy of the 35006 Locomotive Company and the Gloucestershire Warwickshire Railway) and No. 35018 *British India Line* (courtesy of West Coast Railways); Battle of Britain class No. 34081 *92 Squadron* (courtesy of the Battle of Britain Locomotive Society and the Nene Valley Railway); No. 34053 *Sir Keith Park* (courtesy of Southern Locomotives Limited); No. 34072 *257 Squadron* (courtesy of the Spa Valley Railway and SLL); No. 34070 *Manston* (courtesy of SLL); West Country class No. 34028 *Eddystone* (courtesy of SLL); and No. 34092 *City of Wells* (courtesy of the East Lancashire Railway).

Following its identity change to No. 34111 *Royal Auxiliary Air Force* for the rest of the season, as reported last issue, *92 Squadron* temporarily reverted to its correct name and number for Strictly Bulleid II. However, it was dogged by unforeseen issues from the start.



Battle of Britain No. 34053 heads 'The Statesman' near Harmans Cross on June 9.



West Country light Pacific No. 34092 *City of Wells* heads the 'Golden Arrow' on June 9.



After problems with its firebox were rectified, No. 34081 *92 Squadron* departs Swanage on the evening of the preview day on June 6.





Above: Battle of Britain light Pacific No. 34070 heads the 'Atlantic Coast Express' on June 9.

Left: The sound of Merchant Navy 4-6-2 No. 35006 *Peninsular & Oriental Steam Navigation* would normally be heard today by visitors Sudeley Castle at Winchcombe, on the Gloucestershire Warwickshire Railway, but on June 8 the locomotive is pictured in front another historic fortress, Corfe Castle.



There was never a dull moment at Corfe Castle station during Strictly Bulleid II.



Merchant Navy 4-6-2 No. 35006 *Peninsular & Oriental Steam Navigation* double-heads past Swanage signalbox with a late-afternoon service on June 7.

Firebox problems prevented it from taking part in the Strictly D-Day preview event on June 6, so *Manston* took its place in the roster while repairs began with the help of the railway's engineering staff and volunteers, with the aim of it taking part in Strictly Bulleid II.

Having run on the Friday of the gala, a superheater element leak found on the Saturday morning rendered it out of action, so *Manston* again stepped in to haul its booked trains. The knock-on effect was that *Manson* was therefore unavailable to double-head with No. 34072 *257 Squadron* as planned. "We apologise for any inconvenience or disappointment," said a railway statement.

No. 34081 arrived back on the Nene Valley Railway on June 13 before an assessment of the problem began in the Wansford workshops.

'Remarkable' success

Organiser Alexander Atkins, a Swanage Railway driver who started out in the heritage line's youth group, said: "The highlight of Strictly Bulleid II was experiencing the wonderful atmosphere and seeing the complex train timetable on nine miles of railway running as well as it did.

"Getting everything organised has been a remarkable journey. Feeling the buzz and excitement among our customers, staff and volunteers – who have worked so hard to deliver this event – is the greatest reward.

"It was a wonderful celebration of some of the most popular classes of steam locomotives, and to admire eight Bulleid Pacifics in steam together was totally breathtaking and an astounding achievement by our dedicated staff and volunteers.

"I cannot praise organising committee team enough. My thanks also go to the locomotive owning groups because without their generosity, enthusiasm and support, we would not have been able to pull the historic and impressive line-up together."

Swanage Railway Company chairman Gavin Johns, a volunteer signalman on the heritage line, said: "We were delighted with the level of interest. Events like this take a lot of planning, securing co-operation from locomotive owners and transport hauliers, as well as the daunting task of delivering a complex operation. To

Bulleid Pacifics were the order of the day at Swanage station and its sidings on June 8.

everyone who took part – in whatever role – thank-you. Strictly Bullied II was distinct, unique, and a real pleasure to experience.

Most of the trains hauled services between Swanage, Harman's Cross, Corfe Castle, Norden and beyond to Furzebrook and the River Frome – just before the heritage line's connection with the national railway network and within sight of Wareham. The preview day featured two Bulleid Pacifics hauling trains between Swanage and Norden, with the newly-restored Heritage Railway Association award-winning Victorian LSWR T3 4-4-0 No. 563 also hauling trains to Norden on that day – replicating the T3's vital role in hauling trains in the build up to D-Day 1944.

In a first at Swanage, there were evocative night-time passengers trains departing Swanage at 1am, 3am, 5am and 7am on the Sunday in an atmospheric recreation of the night steam trains from BR days. Beer trains operated on the Friday and Saturday evenings, and the Sunday of the gala was Named Train Sunday, with the Pacifics carrying prestigious express train headboards including the 'Atlantic Coast Express', 'Bournemouth Belle' and 'Golden Arrow.'

Can you help Swanage Railway?

The Swanage Railway Trust's £450,000 Save Your Railway appeal has been gathering steam, but more support is needed. As highlighted in issue 313, the campaign was launched in November in response to rising operating costs and declining passenger numbers. By mid-June, it had raised more than £167,000. To donate, visit www.swanagerailwaytrust.org/giving or send a cheque to: Swanage Railway Trust, Station House, Swanage, Dorset BH19 1HB, marked 'Save your Railway Appeal.'

The railway welcomes new volunteers, and anyone interested in finding out more is invited to contact volunteer recruitment and retention officer Lisa Gravett on 01929 475212 or email iwanttovolunteer@swanagerailway.co.uk or visit swanagerailwaytrust.org/volunteering.

Next up in Purbeck

The next big special event on the railway will be the September 6-8 Classic and Steam Vehicle Show, close to Harman's Cross station and staged by the Bournemouth and Poole Preservation Club. On September 28/29, Bluey the Dog, the BBC's children's character, will visit the railway. HR



A range of specially commissioned Strictly Bulleid II souvenirs were on sale during the gala.



No.34072 *257 Squadron* and No. 34092 *City of Wells* lined up for the June 6 gala preview day.


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HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

State-of-the-art Southern Railway motive power in an ultimate setting in the sunny south: light Pacifics West Country No. 34028 *Eddystone* and Battle of Britain No. 34053 *Sir Keith Park* double-head a passenger service from Swanage on June 7, the first day of the Purbeck Line's hugely-successful landmark Strictly Bulleid II gala. ANDREW PM WRIGHT



B1 4-6-0 No. 61306 *Mayflower* passes Dawlish seafront, working the return 'English Riviera Express' from Kingswear to Crewe on June 1, with Class 47 No. 47810 *Crewe Diesel Depot* on the rear. STEVE DONALD

New partnership announced for Scottish railtour organisers

By Tim Hobman

THE Scottish Railway Preservation Society (SRPS) and the Royal Scot Locomotive and General Trust have announced a new long-term partnership for running heritage trains in Scotland.

The SRPS has spent the last year overhauling its fleet of Mk. 1 coaching stock to bring it up to the required Office of Rail & Road standards for continued main line operations.

There has been significant investment in terms of volunteer and financial resources, which has recently been boosted by arrangements with third parties to expedite this work, with some carriages recently travelling to Barrow Hill. The first of the overhauled carriages were expected to return to the SRPS base at the Bo'ness & Kinneil Railway in July, which will then see the organisation able to recommence main line operations.

The Royal Scot trust, which owns six main line locomotives, is part of Crewe-based Locomotive Services Group, which operates luxury UK railtours UK.

The announcement will see a mutually-beneficial partnership that will offer traditional-style railway carriage accommodation, and also ensures the long-term deployment of the SRPS's main line-capable fleet of carriages.

The arrangement is expected to see LSL stable locomotives and rolling stock on the BKR, with visiting locomotives also involved in the heritage line's services.

SRPS's finance director, Andrew Wells, said: "As we approach our 55th year of operation, the partnership with Royal Scot is an exciting one and we look forward to our passengers being able to enjoy the experience of historic railway journeys on the main line once again in our newly-overhauled carriages.

"RSL&GT has an impressive fleet of beautifully restored locomotives that have deep connections to Scotland, and we look forward to hosting them on services on the BKR. The arrangement also provides vital funds to assist in the SRPS's prime purpose of restoring and preserving its significant Scottish Railway collection for future generations."

Jeremy Hosking, chairman of the Royal Scot Trust and the wider LSL Group, added: "It is a pleasure to be partnering with, and to be invited to operate, these SRPS heritage assets on the British main line railway.

"Railworthy carriages of the Mk. 1 design remain unfailingly popular, and the upgraded features they require to operate on the main line in 2024 and beyond requires external finance. We are pleased to be in a position to provide this.

"The carriages will now be seen in operation on the main line many years into the future".

Royal Scot currently owns Britannia 7P Pacific No. 70000 *Britannia*, Peppercorn A2 4-6-2 No. 60532 *Blue Peter*, LMS Royal Scot 4-6-0 No. 46100 *Royal Scot*, GWR 4-6-0 No. 6024 *King Edward I* and Southern Railway Merchant Navy 4-6-2s Nos. 35022 *Holland America Line* and 35027 *Port Line*.

'The Kentish Belle' tour books Jubilee haulage for August

THE Railway Touring Company will be visiting the garden of England with 'The Kentish Belle' on Wednesday, August 7.

Departing from London Victoria behind LMS Jubilee 4-6-0 No. 45596 *Bahamas*, the train is planned to head across South London to Bromley South to pick up additional passengers.

The tour is then expected to take the Maidstone East Line towards Ashford and head north on the Ashford-Ramsgate Line to stop at Canterbury West, where passengers have the option to alight and spend six hours in the city.

Continuing from Canterbury, the next stop for the tour is Ramsgate via Minster and Thanet. Passenger choosing to alight here will have just over five hours to explore the seaside resort.

After Ramsgate, the train is planned to continue onto the Chatham Main Line and stop at Broadstairs and Margate for customers to alight, should they wish. At each location, passengers will have just under five hours before the return trip home.

For those who decide to stay on the train, the next stop is Herne Bay as the tour continues along the coast via Whitstable to the final stop of the excursion at Faversham. Passengers will have about three-and-a-half hours to look around the ancient market town made famous by its links to the gunpowder industry.

The journey home is scheduled to follow the earlier route back to Canterbury, picking up passengers who have chosen to alight at Herne Bay, Margate, Broadstairs, Ramsgate and Canterbury West.

From Canterbury, the train again is planned to pass through Ashford before *Bahamas* will take a different route back to the capital. Taking the South Eastern Main Line, the tour is expected to pass through Tonbridge and Sevenoaks and then once again cross south London to Victoria, setting down passengers at Bromley South.

Tickets are available in premier dining, first class and standard class, with a small supplement for customers wanting a table of two in either premier dining or first class. For more details, visit railwaytouring.net

Pre-order Issue 322: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



On May 30, Merchant Navy No. 35028 *Clan Line* heads through Edenbridge with the 'British Pullman.' PETER HOLLANDS

Tornado main line comeback delayed

By Robin Jones

THE planned return to the main line of new-build Peppercorn A1 Pacific No. 60163 has fallen behind schedule.

As reported last issue, *Tornado* was due to make its comeback following a £1 million overhaul which has lasted more than two years at the head of builder and owner The A1 Steam Locomotive Trust's 'The Ribblehead Ramble' from Leicester to Carlisle on Saturday, June 29, but it was not ready in time.

Trust chairman Steve Davies MBE said: The team have worked hard to have the engine ready in time for planned trains this summer; however, it is now clear that *Tornado* will not be complete in time.

"The recommissioning of the locomotive systems after the significant works undertaken, including the world's first European Train Control System fitment and the certification process, has taken longer than forecast. We have also had to undertake further activities in support of Office of Rail and Road accreditation which were only identified very recently.

"We are working to reschedule 'The Ribblehead Rambler' to Saturday, August 31 and 'The Caledonian Express' to the first week of September. We regrettably also need to cancel a number of Aberdonian trains leaving 'The Clyde Aberdonian' on September 7 and the Edinburgh starts on September 12 and 14. This is made more complex by changes in the supply chain around coaching stock, which we are now addressing.

'Big blow'

"As a charity, these postponements and cancellations come as a big blow as it further delays our return to the earnings on which we rely. More than that, we are heartbroken to let down our keen supporters and passengers who have put their faith in us.

"We sometimes get asked why we advertise a train if there is a chance it won't run as planned. It takes about six months to establish and sell a train, and unfortunately a lot can change in that time.

"In the last few months alone, the overhaul has been impacted by the scarcity of skilled welders, which has had a knock-on effect on the already-booked resources for final commissioning, testing and certification.

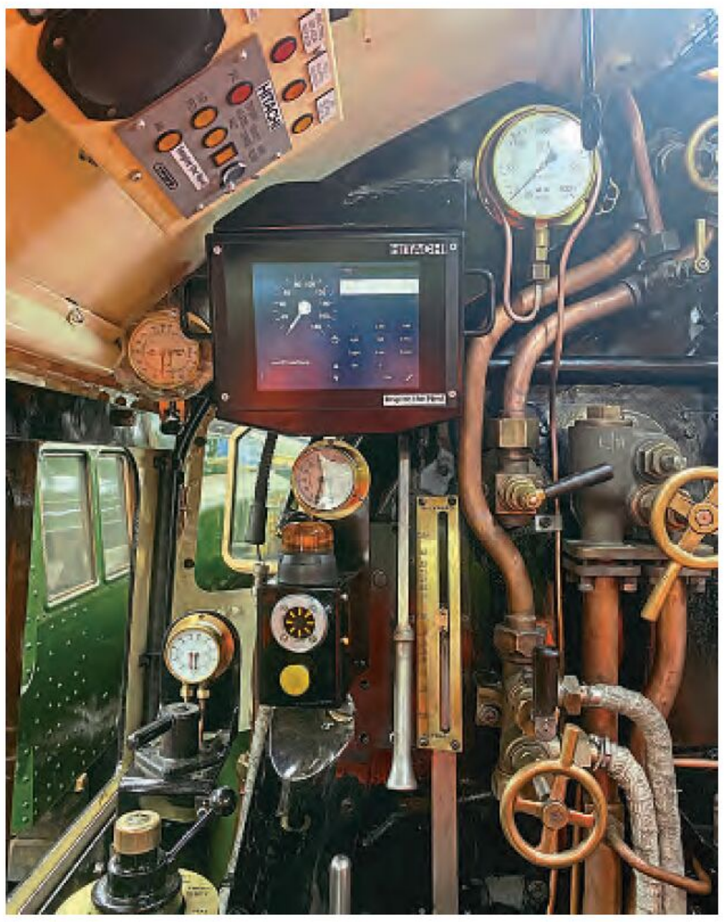
"We built *Tornado* with the primary purpose of running on the main line for the delight of our passengers and supporters, and we will return as soon as possible."

As this issue closed for press, *Tornado* was at the Great Central Railway, to where it had been moved on May 9 from nearby Locomotive Maintenance Services for test running.

Its previously-announced visit to the Nene Valley Railway is still on course to go ahead as planned, during which *Tornado* will be run driver experience courses on August 20-22 and regular passenger services from Wansford on August 24-26.



On June 5, *Tornado* was moved around Loughborough yard to test the new TPWS4 and ETC systems, a major first for the project. A1SLT



'The Jacobite' running again twice daily

WEST Coast Railways' afternoon 'The Jacobite' service over the West Highland Extension resumed on June 17. However, West Coast warned that the trains will be slightly shorter than normal with a reduced capacity due to the small number of CDL-fitted carriages currently and therefore may not be able to accommodate all booked passengers.

A West Coast statement said: "At present, we do not have any seats available to book online. We are monitoring this on a daily basis and will update this page should we have any availability.

No guarantee

"The guard may have a limited number of seats available each day on a cash-only basis. However, these operate on a first-come, first-served basis and cannot be guaranteed. Available seats can be purchased from the guard at Fort William station."

The Carnforth-based operator has been pressing the Office of Rail and Road to grant a further exemption to the rules insisting that all coaches should be fitted with central door locking (CDL).

As reported, West Coast lost its High Court for a judicial review of the ORR's decision-making process in December, and after an application for another extension was refused, it suspended this year's 'The Jacobite' season, now an integral part of the West Highlands tourist economy.

Exemption still sought

However, the seven-days-a-week morning services was later resumed after the West Coast engineering team refitted CDL to several Mk. 2 carriages. Further carriage adaptations led to the afternoon services being restarted.

"We will continue to engage with both the ORR and Department for Transport with a request for the temporary exemption so that we can operate our full Mk. 1 heritage carriages on the main line and hopefully open more seats to book."

➜ For more information, contact the reservations team on enquiries@westcoastrailways.net

Northern Steam takes over *Flying Scotsman* operations

By Robin Jones

THE National Railway Museum has appointed a new custodian for LNER A3 Pacific No. 60103 *Flying Scotsman*.

A contract with Stockton-on-Tees-based Northern Steam Operations Limited (run by Northern Steam Engineering Limited) to manage and maintain the world's most famous locomotive and its day-to-day operations began in June and will run until January 2032.

The contract includes responsibility for the provision of a future mechanical overhaul to enable the A3 to continue operating on the main line rail network. The previous agreement with Riley & Son (E) Ltd ended on December 31 and a tender to find the next custodian opened in March.

The tender included the provision for the locomotive to be converted to a single chimney locomotive and a livery change if requested.

The successful bid from Northern Steam committed to frequent, shorter trips to enable more people to access *Flying Scotsman* without increasing the number of running days.

'Comprehensive'

Northern Steam has a dedicated engineering team with experience of maintaining and overhauling steam locomotives and an established engineering base. The tender involved written responses, followed by interviews and assessed factors such as prior experience, costs, the scope and nature of operational plans and proposed rail tours, as well as technical and conservation considerations.

NRM director Judith McNicol said: "After a comprehensive procurement process, I am pleased to announce that we have selected Northern Steam as preferred supplier to take over the day-to-day maintenance and operation of *Flying Scotsman*.

"This will ensure a positive and sustainable future for the locomotive and enable us to reach a wide audience of *Flying Scotsman* fans around the country and to work with a wide range of partners.

"I would like to take this opportunity to thank the previous custodian, Riley & Son (E) Ltd for its efforts over the past decade. Without its tireless hard work and commitment, last year's centenary programme would not have been possible, and the locomotive would not be in the condition it is today.

"I look forward to working with Northern Steam and the new team as we plan a calendar of activity for 2024 and beyond."

Representatives from Northern Steam and the NRM will spend the next few months developing the calendar for the locomotive, with a mix of static display and operational trips at heritage lines and on the main line. The contract will see up to 30 days of static display, 15 heritage railway operating days and 20 main line excursion days each year.

Summer fun

The competitive tender was administered online via the Science Museum Group's procurement team and received three completed bids, running from March 23 to April 18, with the award made on May 30.

Flying Scotsman is due to appear at Locomotion in Shildon over the summer.

For more information, visit www.locomotion.org.uk/home



***Flying Scotsman* on display on the turntable in the Great Hall of the National Railway Museum at York.** NRM

Derby trip for Hastings Diesels makes a nod to BR's research connections

HASTINGS Diesels has announced its fourth railtour of the 2024 season for Saturday, July 13, under the title of 'The Derby Researcher', with the destinations of Leicester, Loughborough and Derby for customers to choose from.

The name of the tour is a nod to the BR Research Division, which was resident in Derby for many years until privatisation in the 1990s.

Starting from Hastings, the tour is expected to pick up passengers from St Leonards Warrior Square, Crowhurst, Battle, Etchingham, Tunbridge Wells, Tonbridge, and Bromley South, before heading across South London to the final pick-up of Clapham Junction. From here, DEMU No. 1001 is planned to head via Kew, Acton Wells, and Dudding Hill to Cricklewood. Picking up the Midland Main Line, it will then be a straight run north to the first stop of Leicester.

Passengers who choose to alight at Leicester will have just under four hours to explore the city. For those not opting for Leicester, the train will continue to Loughborough, where passengers will have just over three hours.

Alternatively, the final stop will be Derby, where there will be a break of two-and-a-half hours.

The return journey is expected to follow the same route back to London and will set down passengers at their joining stations on route back to Hastings.

Tickets are available in standard class or first class for this tour, with a buffet car available on the train and at-table service for first class passengers.

For more details and to book, visit www.hastingsdiesels.co.uk

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The return leg of Vintage Trains' Birmingham-Liverpool-Birmingham 'The Mersey Express' tour, hauled by GWR 4-6-0 No. 5043 *Earl of Mount Edgecumbe,* heads home over Dutton viaduct near Acton Bridge on June 1. MIKE HEATH

A pair of 'Hoovers' for a Scottish weekend escape

UNDER the title of 'The Grampian Highlander', Pathfinder Tours has laid on a weekend of heritage traction with two Class 50s between Saturday, August 24, and Monday, August 26.

Starting out from Taunton with Mk. 2 carriages behind a GBRf locomotive, the train is scheduled to head north, picking up passengers at Yatton, Bristol Temple Meads, Bristol Parkway, and Gloucester.

At Gloucester, the locomotive will be exchanged for two 50s courtesy of The Class Fifty Alliance. There will then be additional passenger pick-ups at Cheltenham Spa, Worcestershire Parkway, Birmingham New Street, and Stafford.

Heading north on the West Coast Main Line, there will be a short break at Carlisle, before continuing into Scotland. Crossing the country to Stirling, Perth and Dundee, the train will then run along the coast to Aberdeen for the evening and overnight accommodation.

The next day, the tour is planned to head west towards Inverness, passing through Inverurie, Keith, Elgin and Forres. After a lunchtime break at Inverness, the train is expected to head south over the Highland Main Line, through Aviemore, Blair Atholl, and Pitlochry to Perth. There is then a reverse move scheduled to allow the train to take the coastal route via Dundee to Aberdeen for a further night's stay.

The final day of the tour is expected to see the train head south via Montrose to Dundee and then across the Tay Bridge. Following this, the excursion is hoped to take in the newly-reopened Leven branch before continuing south to Kirkcaldy and crossing the Forth Bridge.

Passing Edinburgh, the scheduled route is via the East Coast Main Line, passing Berwick-upon-Tweed, Newcastle-upon-Tyne, Durham, and York.

At York, there is a planned deviation towards Stockport to regain the outward route at Stafford and then set down passengers at the outward stations back to Taunton.

Tickets are available in premier dining, first class and standard class, with a reduction in fare for junior travellers.

Overnight accommodation is not included in the price.

For more details and to book, visit www.pathfindertours.co.uk

One tour, five classes – InterCity outing offers a diesel enthusiast's delight

INTERCITY Tours has booked five different classes of diesel traction in its tour on Saturday, August 10.

Under the title of 'The North West Wanderer', Locomotive Services Group plans to provide a selection of locomotives from its fleet to whet the appetite of most diesel enthusiasts in a circular tour of the North West.

Starting from Crewe and heading north on the West Coast Main Line, the first locomotive is rostered to be Class 50 No. 50050. Picking up additional passengers at Warrington Bank Quay, Wigan North Western and Preston, the locomotive will have an opportunity to work hard climbing Shap before arriving at Carlisle for a break of about 45 minutes.

Heading south

With the locomotive exchanged for a Class 45, it is hoped that No. 45118 will be the next motive power to take the train south over the Settle to Carlisle route.

Travelling as far at Hellifield, the train is planned to turn toward Clitheroe on the Ribble Valley Line, then pass through Blackburn, before taking the East Lancashire Line to Preston.

At Preston, a Class 40 is expected to take charge of the train, with No. 40013 allocated for the duty. The plan is then to retrace the route to Hellifield, via Blackburn and Clitheroe, to take the Bentham Line via Wennington to Carnforth, then back down to Preston once again.

Another change of locomotive at Preston will hopefully see Class 37s Nos. 37401 and 37409 take the tour via Euxton Junction, through Bolton, and Salford Crescent to Manchester Victoria. From here the train is planned to take the Calder Valley Line via Rochdale, then the Copy Pit section through Burnley and Blackburn to return to Preston. After a brief pause at Preston to change locomotives, the next offering is expected to be a pair of Class 20s, with either Nos. 20096 and 20107, 20118, or 20132 taking the train.

South again

Leaving Preston for the last time, the route is planned to take the WCML south to set down passengers at Wigan North Western, Warrington Bank Quay, and finally Crewe.

Tickets are available in first class dining and non-dining. For more details and to book, visit inter-city.co.uk

‘Off the Beaten Track’ double

By Tim Hobman

UK Railtours is to run two different ‘Off the Beaten Track’ tours this summer.

The first offering on Sunday, July 28, under the title of ‘The Waterside Wanderer’, aims to have a Class 33 leading the train out of Fenchurch Street and a Class 66 bringing up the rear.

The tour is expected to take a slightly unusual route out of London via Gas Factory Junction and Bow Junction to join the Great Eastern Main Line for a passenger pick-up at Stratford. Heading north away from the capital, the next stops are expected to be Chelmsford and then Colchester to pick up the final passengers. After Colchester, the train is scheduled to divert away from the Great Eastern Main Line at Manningtree and follow the Mayflower Line past Mistley to Harwich Town.

After a reversal, and with the 66 leading, the tour is planned to rejoin the Great Eastern Main Line and head towards Griffin Wharf, which is usually a goods-only line. The aim is to be the first passenger train to visit Brett Aggregates sidings, but that is subject to operator approval.

Sunny break

After the trip up the Griffin Wharf branch, the tour is planned to take a jaunt around the Sunshine Coast Line and visit Clacton-on-Sea for a break of about 45 minutes, then Walton-on-the-Naze and Colchester Town.

The return journey home is via Colchester and the Shenfield Up Passenger Loops on route back to Stratford and Fenchurch Street.

This tour provides seats in standard class and first class non-dining only.

The second railtour, under the title of ‘The End of the Line’, is planned for Saturday, August 10, with a visit to the end of the line at Sims Metals in Newport.

Starting out from East Midlands Parkway with two Class 66s supplied by GBRf in top-and-tail formation, the tour is scheduled to head south on the Midland Main Line, picking up additional passengers at Leicester, Kettering, Bedford, and St Albans.

Heading across north-west London to pick up the Great Western Main Line, the final passenger pick-up points are expected to be Slough and Reading.

After leaving Reading, the train is planned to take the Berks & Hants Line to Westbury, before turning north to Trowbridge and Bath Spa, then on to the outskirts of Bristol and through the Severn Tunnel to South Wales.

Following a brief pause at Newport, the train is expected to pass Alexandra Dock Junction and onto the private lines of the Associated British Ports where Sims Metals is based.

Capital excursion

After the visit to the dock facility, the train is scheduled to return to Newport and then on to Cardiff for a break of about an hour. Upon leaving the Welsh capital, the tour is planned to take the more direct route along the Great Western Main Line to Reading and then set down passengers at the original pick-up stations.

Tickets are available in first class dining and non-dining and standard class, with a discount for junior travellers in standard class only.

➜ For more details, visit www.ukrailtours.com



‘Black Five’ No. 44871 on the turntable at St Blazey before heading back to Bristol Temple Meads with Railway Touring Company’s ‘Royal Duchy’ on May 5. JON HIRD

Kolhapur bought for main line return with West Coast tours

LMS Jubilee 4-6-0 No. 5593 *Kolhapur* is set to return to the main line in the future after West Coast Railways chairman David Smith confirmed that he has bought it.

Kolhapur, which was built by the North British Locomotive Company in Glasgow in 1934, was withdrawn by BR in October 1967 and the following year was purchased by 7029 Clun Castle Ltd, which founded the Standard Gauge Steam Trust, and which acquired a long-term lease on part of the Tyseley depot site, which evolved into today’s Tyseley Locomotive Works. In the 1980s, *Kolhapur* was restored to LMS crimson lake livery, becoming a regular railtours performer, but it last steamed in 1997 when its boiler certificate expired. It has been stored at Tyseley awaiting an overhaul, which was expected to cost about £750,000. As reported in issue 316, Tyseley opted earlier this year to de-accession it as surplus to requirements.

West Coast already has a Jubilee, No. 45699, as part of its operational fleet. *Kolhapur* will join the overhaul queue at Carnforth in readiness for a future comeback.

Pre-order Issue 322: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



Locomotive Services Limited's High Speed Train Midland Pullman comprising driving cars Nos. M43055 and M43047 heads over West Crossing at the viaduct at Dawlish working the 1Z23 6.08am Carlise to Paignton 'Torbay Riviera Pullman' on May 31. THOMAS MILLS

St Rollox Works set to return to rail work – and heritage will be welcome

By Hugh Dougherty

THE former Caledonian Railway's St Rollox Works, better known locally as The Caley, is set to return to train manufacture and maintenance following the launch of ambitious plans for the Grade B-listed site by Gibson Engineering Ltd.

Closed to railway maintenance in 2019, the site was bought by Optical Express tycoon David Moulsdale, who said that it was his intention to bring back railway work to Springburn, the traditional home of railway engineering in Scotland. Now, train maintenance company directors, the father-and-son team of Dougie and Fraser Gibson, have joined forces with David, and are actively recruiting skilled workers and apprentices to restart work at St Rollox.

Fraser said: "As a premier train manufacturing and maintenance and repair firm, we pride ourselves in our commitment to excellence, technological prowess and dedication to advancing the future of rail transportation. This iconic and important historic site is poised, once again, to play a pivotal role in the manufacture, maintenance and repair of locomotives. We aim to expand the workforce to more than 1000 over the next five years, with a target of 5000 over the next decade."

Sector needs

Fraser, who already has links with the Doon Valley Railway, having carried out steam engine repairs for the heritage line, added: "We are fully aware of the heritage sector and, of course, we will be very happy to provide repair, reverse engineering and building expertise for heritage railways. Providing that in this historic building, which incidentally, has the only active wheel shop in Scotland, is very appropriate, and we are fully alive to the needs of the sector, as well as to the rich railway heritage of the works itself."

In heritage terms, Fraser is very taken by the Apprentice's Pillar, which has been preserved in the adjacent Tesco car park, once a section of the works, which was demolished in 2001 when initial contraction took place.

St Rollox apprentices traditionally carved their names on the pillar when their time was out and when they were recognised as full tradesmen. Carvings date from the early 1900s, with the last being from 1975, when Mad Dog Sweeney carved his name on the pillar. St Rollox apprentices were known to be tough in those days. Gibson's Engineering is promising excellence instead!





Above: The Gibsons plan to create about 1000 jobs at The Caley over the next five years. HUGH DOUGHERTY

Left: Fraser (left) and Dougie Gibson, pictured inside St Rollox Works. GIBSON ENGINEERING

Vintage Trains offering private compartments

VINTAGE Trains is offering the chance to book private first class compartments for up to six people on two of its upcoming express steam tours.

The compartments will be available on 'The Mayflower' from Birmingham New Street to Plymouth behind WR 4-6-0 No. 7029 *Clun Castle* and GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* on September 27, and also the 'Cathedrals Express' trip departing from Birmingham New Street to Lincoln on October 12.

Passengers will be served bacon rolls and pastries for breakfast and afternoon tea on the return journey, along with tea and coffee, all served at their seats.

Steam Dreams takes Royal Scot to Chester

STEAM Dreams will run a trip behind LMS 4-6-0 No 46100 *Royal Scot* from Southend to Chester on Thursday, August 8.

Starting off diesel-hauled and picking up additional passengers at Leigh-on-Sea and Barking, steam joins the tour in North London before then picking up the West Coast Main Line.

Passengers will then have three hours to explore the city before returning home hauled by a vintage diesel over the same route as the outward journey.

Tickets are available in Pullman dining, first class and premium standard class.

➜ For more details, visit steamdreams.co.uk

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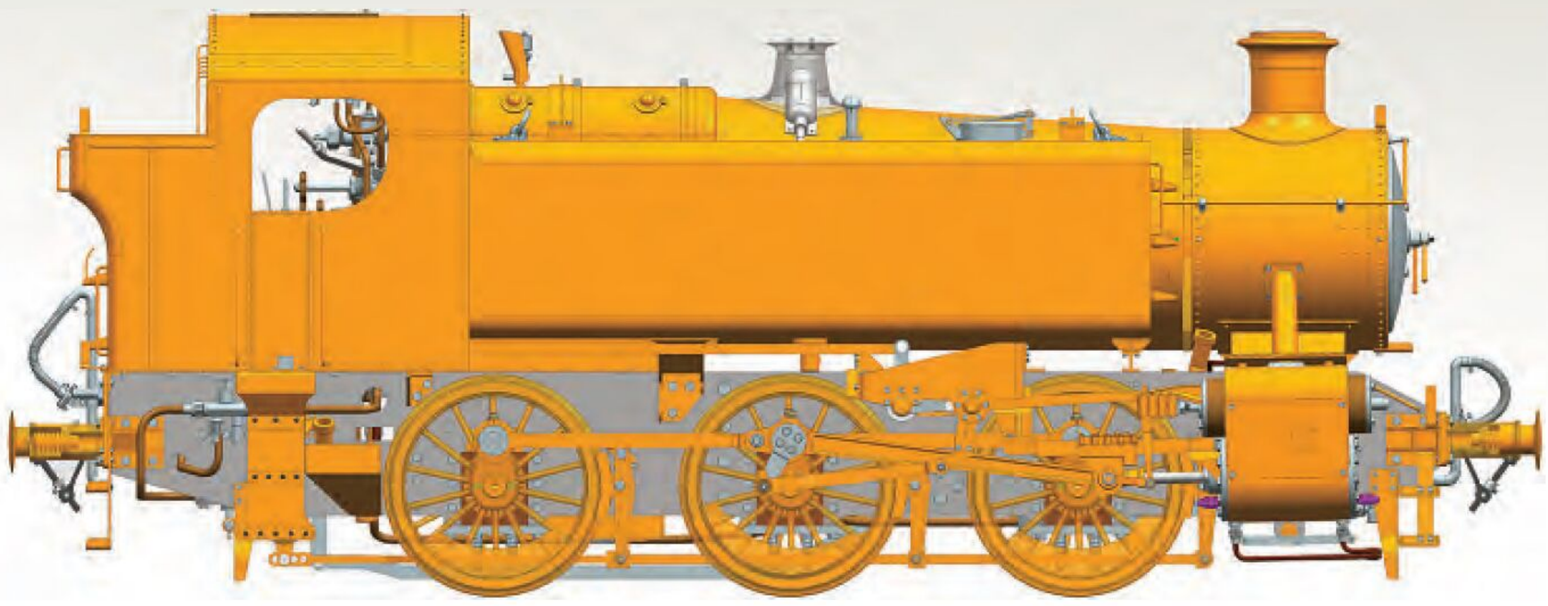
SILVER CREST
models

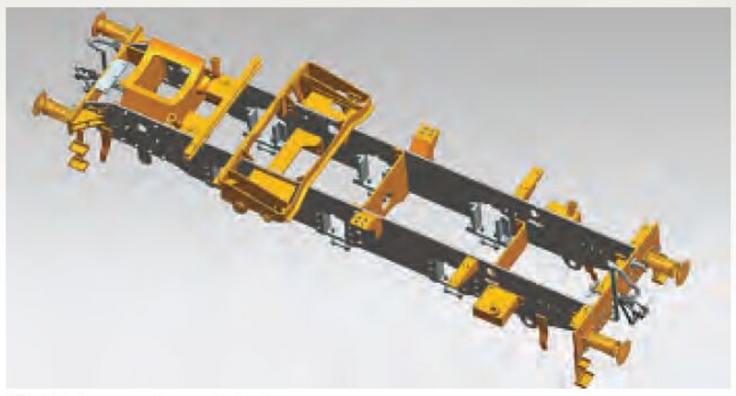
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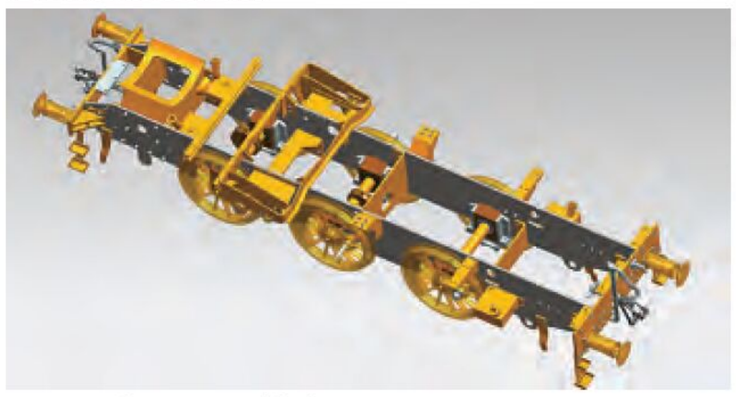
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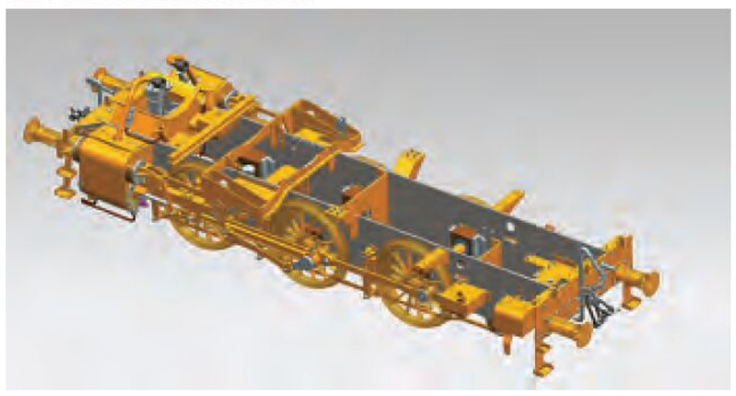




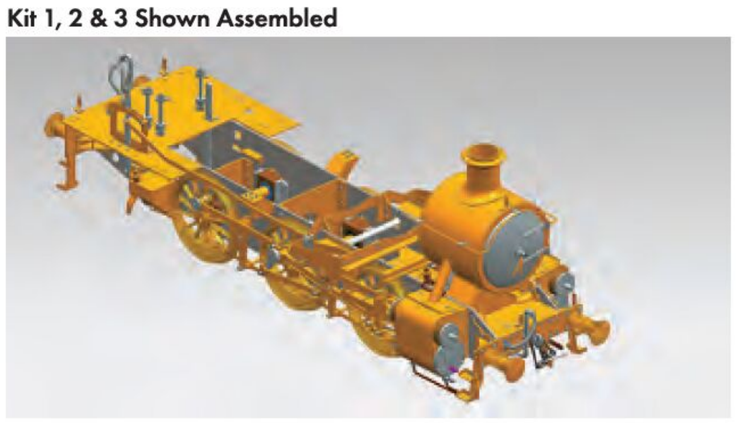
Kit 1 Shown Assembled



Kit 1 & 2 Shown Assembled



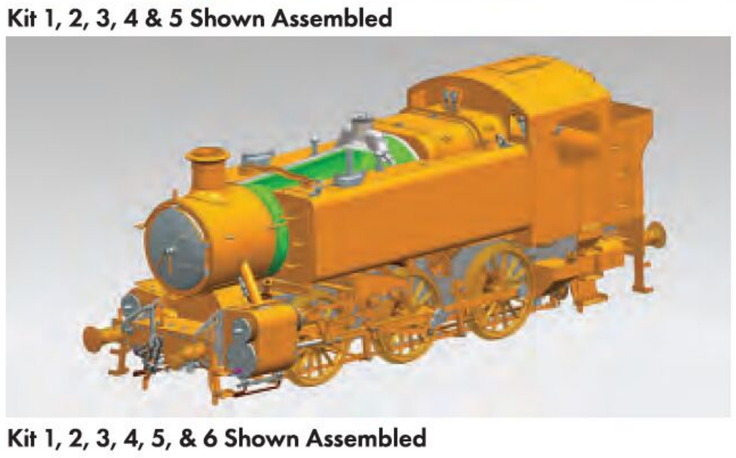
Kit 1, 2 & 3 Shown Assembled



Kit 1, 2, 3 & 4 Shown Assembled



Kit 1, 2, 3, 4 & 5 Shown Assembled



Kit 1, 2, 3, 4, 5, & 6 Shown Assembled

The GWR 15xx Class

All ten locomotives of the class were constructed in 1949 at Swindon and entered service on the Western Region of British Railways. They were employed on heavy shunting duties at London Paddington. Numbers 1501/2/9 were later sold to the National Coal Board for use in collieries. The 15xx was turned out in different liveries including lined black and NCB maroon.

The 15xx Model

We have chosen the 15xx Class as our first fully machined, bolt-together, kit model. It is a substantial tank engine with two outside cylinders and Walschaerts valve gear. You will receive the model in a single delivery with every component required to build a complete model. The kit is divided into 6 sub-kits. See illustrations here showing the build stages. It is suitable for the novice builder who will benefit from illustrated assembly instructions and an instructional video. The kit is delivered fully painted in the livery of your choice. The model is also available ready-to-run. Boilers are silver soldered and UKCA marked. All components benefit from a 5 year warranty.

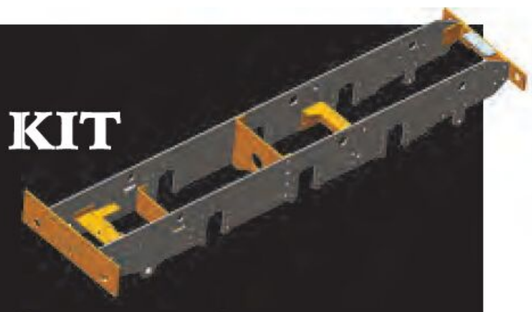
Summary Specification

- 5" Gauge, coal-fired, live steam
- 2 outside cylinders
- Outside Walschaerts valve gear
- Stainless steel motion
- Silver soldered copper boiler
- Boiler feed by axle pump, injector and hand-pump
- Multi-element superheater
- Drain cocks
- Safety valve
- Etched brass body
- Choice of liveries
- Mechanical lubricator
- Reverser

Approximate Dimensions

- Length 35"
- Width 10"
- Height 14"
- Weight 51kg

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July

6 'North Wales Coast Express'
Euston, Llandudno and return. Steam-hauled between Crewe and Llandudno.
Locos: Steam: TBA. Electric: 86259 *Les Ross*. RTC

6 'English Riviera Express'
Northampton, Kingswear and return. Steam-hauled between Taunton and Kingswear.
Loco: TBA. ST

6 'The Westbury Wizzo'
East Midlands Parkway, Westbury and return.
Loco: D1015 *Western Champion*. UKRT

6 'The White Rose'
Birmingham New Street, Scarborough and return.
Loco: 7029 *Clun Castle*. VT

7 'The Waverley'
York, Carlisle and return. Steam-hauled throughout.
Loco: TBA. RTC

9 'Torbay Riviera Pullman'
York, Paignton and return.
Locos: Midland Pullman HST. MP

9 The End of Southern Steam
London Victoria, Yeovil Junction, Weymouth and return. Diesel-hauled from Yeovil Junction to Weymouth.
Loco: 35028 *Clan Line*. RTC

11 'The Golden Hind'
Milton Keynes Central, Plymouth and return. Steam-hauled between Taunton and Plymouth.
Loco: TBA. ST

11 Carlisle Excursion
York, Carlisle and return. Steam-hauled throughout.
Loco: TBA. WCR

13 'Derby Researcher'
Hastings, Derby and return.
DEMU: 1001. HD

13 'Cumbrian Cromptons'
Reading, Carlisle and return.
Locos: 2x class 33s TBA. PT

13 'The White Rose'
King's Cross, York and return. Diesel-hauled from Peterborough to King's Cross (return).
Loco: 45596 *Bahamas*. RTC

13 'The Cumbrian Mountain Express'
Crewe, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: TBA. RTC

13 Oxford excursion
Haywards Heath, Oxford and return. Diesel-hauled between Haywards Heath and West London.
Loco: 46100 *Royal Scot*. SD

14 'North Wales Coast Express'
Liverpool Lime Street, Holyhead and return. Steam-hauled throughout.
Loco: TBA. RTC.

14 'The North West Freighter'
Rare tracks tour from Watford Junction.
Loco: Class 60 TBA. UKRT

16 'Torbay Riviera Pullman'
Holyhead, Paignton and return.
Locos: Midland Pullman HST. MP

16 'Pendle Dalesman'
Lancaster, Carlisle and return. Steam-hauled throughout.
Loco: TBC. WCR

18 The Golden Age of Travel by Steam
Circular tour from London Victoria.
Loco: 35028 *Clan Line*. BEL

20 'The West Somerset Steam Express'
Paddington, Minehead and return.
Loco: 45596 *Bahamas*. RTC

20 'English Riviera Express'
Bedford, Kingswear and return. Steam-hauled between Taunton (outward) and Bristol (return).
Loco: TBA. ST

21 'The Nosh and Slosh'
Rare tracks charity tour from Birmingham International.
Loco: 1015 *Western Champion*. BLS

23 Carlisle excursion
Chester, Carlisle and return. Steam-hauled between Hellifield (outward) and Carnforth (return).
Loco: TBC. WCR

24 'The Dorset Coast Express'
London Victoria, Weymouth and return. Diesel-hauled betwen Weymouth and Southampton (return only).
Loco: 45596 *Bahamas*. RTC

25 Exeter excursion
Paddington, Exeter and return. Steam-hauled between Taunton (outward) and Bristol (return).
Loco: TBC. SD

27 'Diamond Jubilee Express'
Bristol Temple Meads, York and return.
Loco: 45118. IC

27 Settle & Carlisle Steam Special
Coventry, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: TBA. NB

27 'The Holly Whistler'
Warrington Bank Quay, Skegness and return.
Loco: 40145. PT

27 Dean Forest Railway excursion
Basingstoke, Lydney and return.
Locos: 33012 *Lt Jenny Lewis RN*, Class 66 TBA. UKRT

28 'The Royal Duchy'
Bristol Temple Meads, Par and return. Steam-hauled throughout.
Loco: TBA. RTC

28 'The Waterside Wanderer'
London Fenchurch Street, Clacton-on-Sea and return.
Locos: 33012 *Lt Jenny Lewis RN*, Class 66 TBA. UKRT

31 'The Dorset Coast Express'
London Victoria, Weymouth and return. Diesel-hauled Weymouth-Southampton (return only).
Loco: 45596 *Bahamas*. RTC

August

1 'Scarborough Spa Express'
Carnforth, Scarborough and return. Steam-hauled throughout.
Loco: TBC. WCR

3 'The Cumbrian Mountain Express'
Euston, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Locos: Steam: TBC. Electric: 86259 *Les Ross*. RTC

3 'English Riviera Express'
High Wycombe, Kingswear and return. Steam-hauled between Taunton (outward) and Bristol (return).
Loco: TBA. ST

4 'The Waverley'
York, Carlisle and return. Steam-hauled throughout.
Loco: TBA. RTC

6 'Pendle Dalesman'
Lancaster, Carlisle and return. Steam-hauled throughout.
Loco: TBC. WCR

7 'The Kentish Belle'
London Victoria, Faversham and return.
Loco: 45596 *Bahamas*. RTC

Regular Tours

Daily: 'The Jacobite'
Fort William, Mallaig and return. Steam-hauled throughout.
Locomotive: 44871, 45212 or 45407 *The Lancashire Fusilier*. WCR

Tuesdays: 'The Garden of England'
Circular tour of Kent departing London Victoria.
Loco: 70000 *Britannia*. SD

Tuesdays: 'The Sunset Steam Express'
Circular tour of Surrey Hills departing London Victoria.
Loco: 70000 *Britannia*. SD

Sundays (from July 21): 'Shakespeare Express'
Birmingham Moor Street, Stratford-upon-Avon and return.
Loco: 4079 *Clun Castle* or 5043 *Earl of Mount Edgcumbe*. VT

Working the return leg of Saphos Trains' 'The Lakelander' away from Foxfield, some 45 minutes late, No. 34046 *Braunton* heads towards Barrow-and back to Leeds on June 10. SHEP WOOLLEY

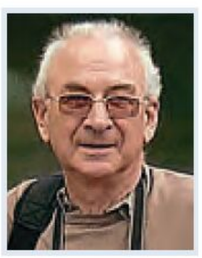


Tour promoters

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 5320a
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 looks at unassisted runs with LMS 'Black Fives' No. 44871 and No. 45407 on the Railway Touring Company's 'Great Britain XVI' in Scotland, LMS Ivatt 4MT 2-6-0 No. 43106 and GWR railcar No. 22 on the Severn Valley Railway in 1970, and a same-day run with Class 86 E3191 on the West Coast Main Line.

DESPITE problems caused by the current non-availability of West Coast's regular Mk.1 coaches, the Railway Touring Company ran its 'Great Britain XVI' Ttur in April mainly using two air brake-fitted 'Black Fives', Nos. 44871 and 45407, with Class 47 No. 47802 on the back to provide power for the air-conditioned Mk. 2A stock. SR West Country light Pacific No. 34067 *Tangmere* ,*ade* an appearance on two of the days (see below). Inevitably, the Class 47 assisted most of the time, but not on two sections of the route in Scotland. A summary of the tour is set out here, with comments from Sandy Smeaton.

"I chose only to travel on the Scottish section – days three, four and six – when there was a reasonable expectation that the diesel on the rear would not need to work. The total load including No. 47802 was 487 tons tare or 243.5 tons per Class 5. The maximum load limit from the 1957 Scottish Railway load book for a Class 5 over the Scottish routes from Carlisle round to Edinburgh was 250 tons from Aviemore to Slochd. There was therefore a reasonable margin between load and steam power available. There are, of course, other reasons for the diesel to power when supporting steam on a network now entirely devoid of steam infrastructure such as water saving, keeping on path after losing time, for whatever reason, or other operational requirements."

Table One shows the detail of the run from passing Stirling to arriving at Perth. Sandy commented: "Steve Chipperfield and Fraser Birrell crewed No. 44871, with Mick Kelly and Matt Southwell on No. 45407 for the Glasgow Central-Perth section. As we followed the 9.10am Dalmuir-Motherwell stopper from Rutherglen to Langloan Junction, the running was very easy to avoid being

TABLE ONE: STIRLING TO PERTH

Date	Tuesday, April 16, 2024
Train	9.38am Glasgow Central to Inverness
Engine	LMS Class 5 4-6-0s 44871 + 45407
Load	Eleven + 47802, 487 tons tare, 512 tons gross
Crew (44871)	S Chipperfield and F Birrell
Crew (45407)	M Kelly and M Southwell
Recorder	Sandy Smeaton from fifth coach
Weather	Sunny and dry

	miles	sched	mins	secs	speed
Glasgow Central	0.00	0.00	00	00	R/T
Stirling	35.50	70.00	70	02	31½
MP 118¼	36.69		71	51	44½
Cornton SB	37.31		73	01	26½*/19½*sigs
Bridge of Allan	38.31		76	03	20
MP 122	39.19		79	04	8½* sigs
MP 122½	36.69		81	06	20½
MP 123	40.19		82	30	26
Dunblane	40.40	85.30	82	58	28
MP 123¾	40.94		84	01	32
MP 124	41.19		84	28	34½
MP 124½	41.69		85	21	34
MP 125	42.19		86	14	34
MP 125½	42.69		87	05	37½
Kinbuck	43.07		87	40	40½
MP126	43.19		87	51	41
MP 126¾	43.04		88	49	51½
MP 128	45.19		90	11	59
Greenloaning	46.41		91	26	58
Carsebreck	48.28		93	23	57½
MP 133	50.19		95	29	52½
Blackford	50.53	97.30	95	52	54½
MP 135	52.19		97	39	57
Gleneagles	52.81		98	16	61½/63/59
Auchterarder	54.75		100	10	64/60
Whitemoss LC	57.49		102	50	61½/63/59½
Dunning	58.94		104	14	62
Forteviot	61.69		107	05	48*
			sigs stop		
MP 146	63.19		110	50	0*
			113	15	
Forgandenny	64.56		116	39	42½/48
Hilton Jct	66.40	114.30	119	05	39½
Friarton	67.55		121	00	30½
Perth	68.46	118.30	124	15	6 late

times are from Glasgow start
* brakes or speed restriction



'Black Fives' Nos. 44871 and 45407 sit at the head of 1Z35 'The Great Britain XVI' at Glasgow Central on April 15. SANDY SMEATON

'THE GREAT BRITAIN XVI' – LOCOMOTIVES AND ROUTES COVERED

Day	Date	Locos	Route
1	Apr-13	44871, 47812	London Victoria - Margate - Dover - Ashford - Maidstone East - Kensington - Acton - Southall
		44871, 45407, 47812	Southall - Reading - Swindon - Cheltenham
2	Apr-14	44871, 45407, 47812	Cheltenham - Lickey - Castle Bromwich - Bushbury Jn - Stafford - Crewe - Lancaster
3	Apr-15	34067, 47802	Lancaster - Cumbrian Coast - Carlisle
		44871, 45407, 47802	Carlisle - Mauchline - Newton-on-Ayr - Glasgow
4	Apr-16	44871, 45407, 47802	Glasgow - Perth - Inverness
5	Apr-17	44871, 47802	Inverness - Kyle - Inverness
6	Apr-18	44871, 45407, 47802	Inverness - Aberdeen - Perth - Ladybank - Edinburgh
7	Apr-19	44871, 45407, 47802	Edinburgh - Carstairs - Carlisle
		34067, 47802	Carlisle - Wigan - St Helens - Liverpool
8	Apr-20	45407, 47802	Liverpool - Halton Jn - Frodsham - Chester
		44871, 45407, 47802	Chester - Shrewsbury - Craven Arms
		44871, 45407	Craven Arms - Llandeillo Jn
		47802, 44871	Llandeillo Jn - Swansea
9	Apr-21	44871, 47802	Swansea - Barry - Cardiff - Chepstow - Gloucester - Swindon - Reading - Paddington

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On April 18, Nos. 44871 and 45407 sit at Edinburgh during Railway Touring Company's 'The Great Britain XVI' Scottish section of the nine-day tour of the UK mainland. SANDY SMEATON

brought to a stand. At Garnqueen North, the 9.53am Queen St-Cumbernauld preceded and caused a check; the run down Cumbernauld Glen produced a maximum of 67mph. After clearing the Carmuirs West Jn restriction, Larbert was passed at 57½mph, the MP111 minor summit at 61½ and then 65 before the site of the old Alloa Jn. The minimum before Plean Summit was 65.

"Stirling station was passed cautiously, but we caught up the 10.10am Queen Street-Dundee at Bridge of Allan and were checked to 8½mph at MP122. From MP123 to Kinbuck Summit, MP126, there was a gradual acceleration from 26 to 41. Thereafter, 59 was reached before Greenloaning, falling to 52½ at MP133. On the run down to Perth we were stopped before the Earn Viaduct to avoid crossing it simultaneously with the 9.44am Aberdeen-Glasgow HST, causing a six-minute late arrival. The section from MP123 to Blackford has the characteristic of an unassisted run. In April 2009, Nos. 45231 and 45407 with 12 coaches, also having suffered a signal check, passed MP123 at 13½mph, Kinbuck at 43, and reached a maximum of 58 before Greenloaning."

Caprotti Class 5 in 1965

An interesting comparison can be drawn with my run with Caprotti-fitted BR Standard 5MT 4-6-0 No. 73152 on the 1.15pm Glasgow Buchanan Street-Dundee West on June 4, 1965, details of which are shown in Table Three. With eight coaches for 300 tons full, the Standard 5 did well to lose only 20 seconds on the tight 38 minutes booking. The minimum on the 1-in-88 up to Kinbuck was a very good 34mph, and speed was allowed to rise to 79 down from Gleneagles before brakes pulled it back to keep below the overall 75mph limit that then applied in Scotland. Drivers on the A4-hauled Glasgow-Aberdeen three-hour trains didn't seem to recognise this limit, as I timed speeds up to 90mph with crews from all the sheds involved. Maybe the overall limit didn't apply to these trains and speeds above 80mph were so common that if the 75 limit did apply, it must be assumed that the authorities turned a blind eye.

Later that same day, June 4, I timed BR Standard 5MT No. 73149 on the 6.15pm at Buchanan Street from Stirling to Perth on six coaches for 225 tons full; speed fell to 33mph on the climb to

TABLE TWO: PERTH TO THORNTON UP LOOP

Date	Thursday, April 18, 2024
Train	1.13pm Aberdeen to Edinburgh
Engine	LMS Class 5 4-6-0s 44871 + 45407
Load	Eleven + 47802, 487 tons tare, 512 tons gross
Crew (44871)	P Walker/C Overend
Crew (45407)	M Kelly/J Johnson
Recorder	Sandy Smeaton from fifth coach
Weather	Wet andf cold

	miles	sched	mins	secs	speed
Perth	0.00	0.00	00	00	R/T
Friarton	0.85		03	11	21
			sigs stop		
150.2125 miles	1.00		03	54	0*
			11	41	
Hilton Jct	1.99	5.00	15	29	31
MP 45¼	2.50		16	20	40
Bridge of Earn	3.40		17	30	52
OB 31A	4.06		18	15	55½
River Farg	5.64		19	53	58
MP 11	6.66		21	00	53
MP 10	7.66		22	11	45½/45
MP 9	8.66		23	32	46½
MP 8½	9.16		24	09	51½
Newburgh	10.01	17.00	25	06	57½
MP 6½	11.16		26	26	40½
MP 5¾	11.91		27	36	37½
MP 5	12.66		28	49	37
MP 4½, Summit	13.16		29	35	42/39½
MP 4	13.66		30	20	42/47½
Collesssie Mill	15.01		32	07	43½/45½
MP 1¾	15.91		33	17	43½
			sigs stop		
0.3 miles		27.00	37	11	0*
		35.00	42	56	
Ladybank	17.79	37.00	44	59	29½
MP 38½	18.29		45	52	37
Kingsketle	18.58		46	20	36
MP 37½	19.29		47	32	35
MP 37	19.79		48	23	35½
MP 36½	20.29		49	14	35
Falkland Road	20.79		50	05	35
MP 35½	21.29		50	56	35½
Lochmuir Summit	21.66		51	34	36½/50
MP 34	22.79		53	06	44½/47
Markinch	23.54	42.00	54	08	42
Thornton Jct	26.08	47.00	60	30	10*
Thornton Up Loop	26.16	49.00	61	18	12¼ late

* brakes or speed restriction

No. 44871 crosses Achanalt Viaduct on April 17, bound for Inverness after an outing to Kyle. SANDY SMEATON

TABLE THREE: STIRLING TO PERTH

Date	Friday, June 4, 1965
Train	1.15pm Glasgow Buchanan Street to Dundee West
Engine	BR Standard Caprotti Class 5 4-6-0 No. 73152
Load	Eight coaches, 281 tons tare 300 tons gross
Recorder	Don Benn
Weather	Fine

	miles	sched	mins	secs	speed
Stirling	0.00	0.00	00	00	½ early
Cornton SB	1.90		03	30	51
Bridge of Allan	2.85		04	47	53½
Dunblane	4.90	7.00	07	42	37
MP 124	5.75		08	56	36
MP 125	6.75		10	42	34
Kinbuck	7.55		12	09	41
Greenloaning	10.75		15	50	62½
Carsebreck	12.75		17	38	66½
Blackford	15.00		19	48	62½
MP 135	16.75		21	34	58
Gleneagles	17.20	22.00	22	15	60
Auchterarder	19.25		24	06	71
MP 139	20.75		25	13	76
MP 140	21.75		25	59	79
Dunning	23.40		27	22	72*
Forteviot	26.15		29	42	75½
Forgandenny	29.05		32	18	67
Hilton Jct	30.95	34.00	34	21	50*
Perth	33.05	38.00	38	20	R/T

* brakes or speed restriction



On July 5, 1965, Caprotti Standard 5 No. 73154 climbs the 1-in-88 near Dunblane with the 5pm from Glasgow Buchanan Street to Dundee. DON BENN

Kinbuck compared to the 34 earlier achieved with No. 73152 on 300 tons. There was nothing wrong with No. 73149 though, as earlier, Willy Jardine from St Rollox shed had given me a superb run on the 10am from Dundee West with seven on for 255 tons. I had joined the train at Gleneagles and there was no let up throughout. Just 13 minutes 18 seconds for the 13.30 miles to Dunblane, max 79mph, and at exactly 60mph start-to-stop average – one of the shortest I have ever timed with steam. Then just six minutes 23 seconds on to Stirling, 4.90 miles, max 68mph, sustained 44mph on the 1-in-103 from Carmuirs up to Greenhill, and 77½mph at Stepps.

Table Two shows the section of 'GB XVI' from Perth to Thornton Up Loop, over Newburgh and Lochmuir summits, where the two 'Black Fives' put in some good work. Sandy again: "At Perth, Steve Chipperfield took over the controls of No. 47802, and this last section to Edinburgh was unassisted. The minimum on the 1-in-158/100 climb from Newburgh was 37mph. From a maximum of 37 after Ladybank, the climb to Lochmuir was achieved at a steady 35."

Below: On October 3, 1970, LMS Ivatt No. 43106 awaits departure from Bridgnorth with the 2pm working bound for Hampton Loade. DON BENN



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On the Severn Valley Railway in 1970

On Saturday, October 3, 1970, I decided that a visit to the Severn Valley Railway was in order. This was during the early days of the heritage line which ran only from Bridgnorth to Hampton Loade. After using the 6.44am Ashford to Charing Cross, with 2HAP EMUs and the Northern Line to Euston, I caught the 9.15am Euston-Wolverhampton which had 11 coaches for 405 tons full behind Class 86 (then AL6) Bo-Bo E3105. It ran well throughout, arriving at Wolverhampton five late due to signal checks after Birmingham. I then transferred by bus to Bridgnorth, where I found the following working the hourly service to Hampton Loade on a sunny and mild day:

- Ivatt 4MT 2-6-0 No. 43106 (built 1951 and on the SVR from 1968).
- GWR 251 class 0-6-0 No. 3205 (built 1946, SVR resident 1967-1987).
- GWR railcar No. 22 (built 1940, now at Didcot).

I spent time taking colour photographs with my trusty old Agifold 6x6 camera and travelled on the 1pm to Hampton Loade and 1.20pm return with Railcar 22, and the 2pm out and 2.35pm back with No. 43106 on five coaches for 170 tons. Both put in some lively running, as shown in Table Four.

With regret, I caught the bus back to Wolverhampton for the 5.48pm to Euston. This had E3191 on 12 coaches. E3191, later No. 86101 and then 86201, is now preserved by Locomotive Services Ltd. We suffered delays at the start and at Coventry while the police dealt with unruly behaviour by so-called football 'fans' and finally left Coventry 25 late. What then followed was a tour de force of a run unchecked to the Watford Junction stop: 76.55 miles in 53 minutes 10 seconds at a start-to-stop average of 86.4mph. At the time, this was my fastest start-to-stop average anywhere with any traction. Although limited to 100mph, we exceeded this five times with maximum of 106 running down to Castlethorpe, and 100mph or more was reached seven times. Table Five shows the detail. After a brief stop, we left Watford Junction 21 late and got past Willesden Junction in 8 minutes 46 seconds after 105mph at Wembley. All set for a 15-minute run and an arrival just 15 late, we were stopped on Camden bank and thus were 21 late in – plus ça change.

With many thanks to Sandy Smeaton once again for his input. HR



Above: GWR railcar No. 22 and LMS Ivatt No. 43106 rub shoulders at Bridgnorth on October 3, 1970.
DON BENN



Right: No. 43106, affectionately nicknamed 'The Flying Pig,' waits at Bridgnorth with the 2pm departure to Hampton Loade on October 3, 1970.
DON BENN



TABLE FOUR: HAMPTON LOADE TO BRIDGNORTH

Date	Saturday, October 3, 1970					Saturday, October 3, 1970			
Train	1.20pm from Hampton Loade					2.35pm from Hampton Loade			
Loco	GWR Railcar No. 22					Ivatt Class 2, 2-6-0. No. 43106			
Load						Five coaches, 164 tons tare 170 tons gross			
Weather	Fine					Fine			
Recorder	Don Benn					Don Benn			
	miles	**sched**	**mins**	**secs**	**speed**	**sched**	**mins**	**secs**	**speed**
Hampton Loade	0.00	0.00	00	00		0.00	00	00	
MP 146	0.56		01	49	30¼		02	00	29
MP 146½	1.06		02	51	27		02	59	32
			pws		7*		pws		9*
MP 147	1.56		05	13	8*		05	10	11*
MP 147½	2.06		06	57	32		07	36	22½
Eardington	2.27	7.00	07	44		10.00	08	30	
	0.00	0.00	00	00		0.00	00	00	
MP 148½	0.79		02	35	20½		02	34	24/22
MP 149	1.29		03	49	28		03	55	23
			sigs stop				sigs stop		
MP 149¼	1.54		05	04	0*		05	28	0*
			09	01			05	52	
Bridgnorth	2.23	8.00	12	50		10.00	08	50	

TABLE FIVE: WOLVERHAMPTON TO EUSTON

Date	Saturday, October 3, 1970
Train	5.48pm Wolverhampton to Euston
Loco	AL6 Class 3,600 hp Bo-Bo EL No E3191
Load	Twelve coaches, 403 tons tare 435 tons gross
Recorder	Don Benn
Weather	Fine

	miles	**sched**	**mins**	**secs**	**speed**
Coventry	0.00	0.00	00	00	25 late
MP 93	1.00		02	05	64
MP 91	3.00		03	40	86½
MP 89	5.00		05	02	93
MP 87	7.00		06	18	98
MP 85	9.00		07	31	100
Rugby	11.45		09	57	54½*
Hillmorton	13.75		11	57	84
MP 79	15.00		12	49	87
Kilsby Tnl N	15.80		13	22	89
Kilsby Tnl S	17.20		14	17	92
MP 76	18.00		14	48	95
Welton	18.75		15	16	98
MP 74	20.00		16	01	100
MP 72	22.00		17	09	103
Weedon	24.30		18	46	80*
MP 69	25.00		19	22	76*
Heyford	26.65		20	34	86½
MP 66	28.00		21	29	90
MP 64	30.00		22	47	96
Blisworth	31.15		23	32	98
MP 61	33.00		24	39	100
Roade	34.25		25	24	98
MP 58	36.00		26	25	104
MP 56	38.00		27	34	106
Castlethorpe	39.20		28	15	103
Wolverton	41.60		30	03	80*
MP 50	44.00		31	46	86½
MP 48	46.00		33	08	95
Bletchley	47.45		34	00	100
MP 45	49.00		34	57	101
MP 43	51.00		36	09	100
MP 41	53.00		37	24	93
Leighton Buzzard	53.80		38	05	82*
MP 39	55.00		39	01	87
MP 37	57.00		40	23	90
Cheddington	57.60		40	52	90
MP 35	59.00		41	43	92
MP 33	61.00		42	58	95
Tring	62.30		43	39	98
MP 31	63.00		44	12	100
MP 29	65.00		45	23	102
Berkhamstead	66.10		45	55	85*
Hemel Hempstead	69.50		48	07	97
Apsley	70.90		48	58	100
Kings Langley	73.10		50	14	102
Watford Junction	76.55	57.00	53	10	21¼ late

* brakes or speed restriction
start to stop average 86.4 mph

Triumph for SR but chasing pack not far behind





GREAT Central's June 1 auction was a triumph for the Southern Railway when nameplate *Peveril Point* topped the charts at £9800, ahead of a chasing pack that was led by the GWR with the LMS in strong support. The winner, named after the headland forming the southern end of Swanage Bay, was from LBSCR 1906-built H1 class 4-4-2 No. 41, which was withdrawn by the SR as No. 2041 in March 1944.

Second was *Abbotsbury Castle* from GWR No. 4083, which went under the online hammer for £8000, with the final podium place going jointly to *Staffordshire*, carried by LNWR Experiment class No. 677/LMS No. 5542, and *Prince Albert* from GWR Star class No. 4042, both of which sold for £6000.

Behind at £5000 was coincidentally another county, *Inverness-Shire* from LNER D49 No. 62725, and a clutch of nameplates that hovered below £5k comprised *Lissanoure Castle* from Ireland's LMS (Northern Counties Committee) U2 class No. 84 (£4400), *Farnborough Hall* from GWR No. 4927 (£4200), and *Haberfield Hall* from classmate No. 6949 (£3000). Cabside numberplates from the U2 and No. 6949 also went under the hammer, selling respectively for £250 and £800, and so too the smokebox numberplate from No. 4927 (£550).

Non-sellers under the hammer were *Melisande* from SR King Athur class No. 753/BR No. 30753, *Medusa* from LNWR Precursor No. 306/ LMS No. 5292, *Robert H Selbie* from Metropolitan Railway G class No. 95/ LNER No. 6155, and *Loch Long* from LNER K4 class No. 3441/BR No. 61993, although the first two did sell after close of play, *Melisande* for £6000 and *Medusa* for £5000. Away from the main line, *Pilton*, with matching Avonside Engine Co worksplate, from an 0-6-0ST that worked its entire 50-year life at the Rutland ironstone quarry after which it was named, went to a new home for £2200.

Smokebox numberplates were headed at £3000 by 34002 from West Country class Pacific *Salisbury*, and from the same class came a scroll that sold for £2800, and a duo of worksplates from two different eras were an LNER Darlington 1942 example from V2 class No. 60938 that sold for £2000 and an English Electric 1968 plate from D429/50029 *Renown* which topped that with a realisation of £3000.

Headboard 'Tees-Tyne Pullman' made £2000 and doubtless brought to many collectors memories of ECML steam, me included. On checking my records, I find that I logged the Up working of this prestigious King's Cross-Newcastle express at Peterborough North on September 17, 1959, and Stevenage on July 26, 1961, each time hauled by long-time King's Cross 'Top Shed' resident A4 Pacific No. 60006 *Sir Ralph Wedgwood*. Mind you, between those dates I also noted it at Peterborough (again), Hatfield and Hitchin headed by the then new Type 4 (later Class 40) diesels.

Totems peaked at £3800 for BR(M) Dent – at 1150 feet above sea level, England's highest main line station – and £3200 for BR(NE) Spennymoor, but this duo was outsold by SR target Mayfield on the Eridge to Polegate 'Cuckoo Line' in East Sussex that fetched £4,000.

Also from this line was a Heathfield station sign which went for £2400, and on a similar theme, two BR(W) station direction signs to Crane Street in Pontypool and Locking Road in Weston-super-Mare achieved £1500 and £1400 respectively.

On the signalling front, an LBSCR Tyer's double line rotary block instrument that was brass-plated Reigate sold for £5000, 10 times its middle estimate, and an LSWR Tyer's train describer from the Southampton area for £4000, while a Stockton & Darlington Railway ex-Waskerley station house plaque sold for £2400, a GER Cambridge station brass platform ticket for £2000, and a GWR 12in dial trunk clock from Plymouth for £1800. Prices exclude buyer's premium of 15% (+ VAT).

As he reflected on the day's events, auctioneer Mike Soden said: "Signalling was the best category, and 10 out of 12 nameplates sold is good in today's market. I do sense, however, that prices may have reached a plateau."





Railwayana Auction Calendar

- **July 13** Talisman Railwayana
- **July 14-30** Paperchase
- **July 15-27** Great Northern Railwayana *('Alpha' sale)*
- **July 20/21** GW Railwayana
- **July 25** Vectis *(model trains)*

➜ AN O gauge model of preserved Caledonian Railway 4-2-2 No. 123 was the top seller in a Vectis model trains auction on May 30 with a realisation of £620.

The locomotive on which the model is based was built in 1886 and withdrawn by the LMS as No. 14010 in 1935, at which time it was the last-remaining 'single' express engine in service.

Behind at £520 was 1894-built Highland Railway 'Jones goods' 4-6-0 No.112, which was withdrawn by the LMS in 1940 when numbered 17925. Both prices exclude buyer's premium of 22½% (+ VAT).

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Pre and post-Grouping names are added to GWRA line-up



GW Railwayana's steam nameplate line-up in its July 20 auction has been significantly increased following recent additions. As reported in last month's column, the provisional main line list included six plates from the GWR, LNWR/LMS and GCR/LNER, and a further three from the Standard era.

Early in June, as the entry list was drawing to a close, boss Simon Turner added further representatives from the GWR, SR, LMS and GCR/LNER, while a 'Warship' diesel also made an entrance to bring heritage modern traction into play.

The June additions include five pre-Grouping contenders – *Shorwell* from SR Isle of Wight W30, *City of Winchester* and *Gwendraeth* from GWR Nos. 3441 and 2196, and *City of Liverpool* and *Somme* from GCR Nos. 428 and 503. The oldest, O2 class 0-4-4T W30, was outshopped by the LSWR Nine Elms Works in September 1892 and withdrawn from the IoW shed of Ryde (70H) in September 1965 after a service life of 73 years and with 1,611,232 miles on the clock. No. 3441 was a City class 4-4-0 built at Swindon in May 1903 and withdrawn in October 1927 as No. 3718, while 0-6-0ST No. 2196 was built by Avonside Engine Co for the Burry Port & Gwendraeth Valley Railway in September 1906 as No. 6, renumbered 2196 by the GWR, and withdrawn from Llanelly (87F) in January 1956, still carrying its original name.

No. 428 was a GCR Class 1 4-6-0 outshopped by Gorton in December 1913, renumbered 5428 by the LNER and reclassified B2, and withdrawn as B19 class No. 1493 in April 1947, and 4-4-0 No. 503 was also a Gorton product, entering traffic in November 1922 and being withdrawn from Sheffield Darnall (41A) in August 1960 as Class D11 No. 62667.

In theory, the pre-Grouping list should include GWR No. 4037, whose nameplate *The South Wales Borderers* is another recent addition, but that would be cheating. This 4-6-0 started life in December 1910 as a Star class engine named *Queen Philippa* but was rebuilt at Swindon as a Castle between February and July 1926 and re-entered traffic carrying the same name and number.

It was renamed in March 1937 while retaining the number 4037, and withdrawal came in September 1962 from Exeter (83C).

We steam era trainspotters could never understand why this engine was numerically in isolation from the rest of its Castle class, but our curiosity did not result in any of us probing further. Our business was 'cops' and little else.

Two further GWR newcomers are *Ludford Hall* from No. 4940 and *Athelhampton Hall* from classmate No. 6971. The former was built in July 1929 and withdrawn from Taunton (83B) in November 1959, making it one of the first to be taken out of service other than No. 4911 *Bowden Hall*, a Second World War bomb victim. No. 6971 emerged from Swindon in October 1947, 18 years after No. 4940, and ended its days in October 1964 when a resident of Tyseley (2A).

Finally on the main line front is *Royal Fusilier* from LMS Royal Scot No. 46111, a North British product built in October 1927 that was taken out of service from the Nottinghamshire shed of Annesley (16B) in September 1963.

Mention of the main line and North British brings us to heritage modern traction *Spartan*, which was carried by Class 43 'Warship' diesel-hydraulic Bo-Bo D844 that was constructed by NBL in March 1961 and lasted for just a decade before withdrawal from Newton Abbot (83A) in November 1971.

Nameplates from two venerable former Kent & East Sussex Railway locomotives going under the hammer are *Hesperus* and *Rolvenden*. The former is from an 0-6-0ST built by Manning Wardle & Co in 1876 for the Narbeth Road & Maenclochog Railway and originally named *Ringing Rock*. It was acquired by the GWR in 1898, purchased by the KESR in 1912, renamed and renumbered 8, and was withdrawn in 1939.

The engine carrying the name *Rolvenden* was an A1 'Terrier' 0-6-0T built by the LBSCR in 1872 as No. 71 *Wapping*, was sold to the KESR in 1905, where it was renamed and renumbered 5, and was withdrawn in 1932.

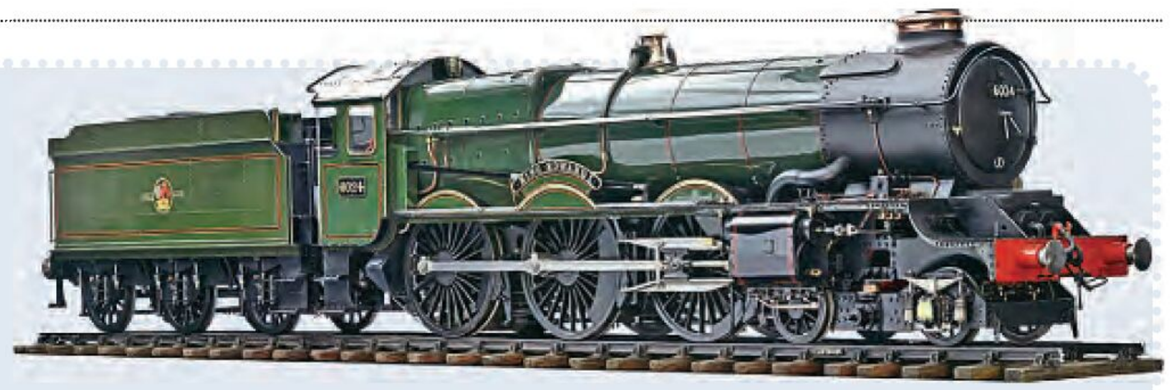
Smokebox numberplates usually deserve a mention, but where to start? Let's just say that at the latest count there were 11 from named locomotives alone, eight of which are from ex-GWR engines, ranging numerically from No. 1021 *County of Montgomery* to 6854 *Roundhill Grange*, and including 6011 from *King James I*. The sole SR contender is 34069 from Battle of Britain *Hawkinge*, and the remaining duo are both from the LNER D11 class, 62664 from *Princess Mary* and 62684 from *Wizard of the Moor*.

GWR cabside numberplates include Castle, Grange, Saint and Hall classes, and among the worksplates is a 1968 English Electric/Vulcan Foundry example from Class 50 D432/50032 *Courageous*. Totem platform signs are another familiar feature, and in this category there's BR(E) Tottenham for football fans of a certain Premier League club and, making its auction debut, BR(M) Belmont, a station on the two-mile Stanmore branch line in north-west London that closed in 1964.

The auction is live online and starts at 9.30am, and on the following day, July 21, auctioneer Simon Turner will hold a sale of general railwayana, including shedplates, posters and clocks, starting at 10am.



Newcomer on the top model stage



HARPER Field of Stonehouse, near Stroud, has entered the sale of high-end live steam models with an auction on July 10/11 that will feature a 7¼in gauge GWR No. 6024 *King Edward I* estimated at up to £50,000 and a 5in gauge Britannia at up to £20,000.

The exhibition standard 8ft 7in-long King was built by a Formula 1 engineer over 10 years and only recently completed, and it is being sold to make space and funds available for his next steam model build.

The Britannia is modelled on No. 70012 *John of Gaunt*, and it too is of exhibition standard, and behind at estimates of up to £5000 each comes a pair of 3½in gauge live steam models of LMS 'Black Five' Nos. 44767 and 45395 built by Scotland-born multiple award-winning model engineer Harry Clyne.

Another exhibition standard live steam model going under the hammer will be GWR 5in gauge 2-6-2T No. 6100 that is estimated at up to £4500, while the sale, which starts at 10am, will also include other locomotives and rolling stock.

Harper Field's debut into the higher end of model train auctions coincides with what *Heritage Railway* understands to be a decision by Dreweatts of Newbury to withdraw from this particular market. This auction house's Transport Sales have been a feature of the sector for a number of years, fronted by the company's steam and model engineering consultant Michael Matthews, but reports have recently circulated that they had been dropped, making the one held in December last year the final one.

After a request for clarification, Dreweatts said: "Dreweatts have had a long, well-respected and highly enjoyable working relationship with Michael Matthews over many years.

"Michael's acknowledged expertise and enthusiasm and Dreweatts' international reach enabled us to build a dedicated programme of Transport Sales which included many well-known collections.

"Michael remains as a consultant to Dreweatts, which still offers valuation advice to collectors and owners, and Dreweatts will continue to hold sales of collections and include smaller consignments in our wider programme of sales."

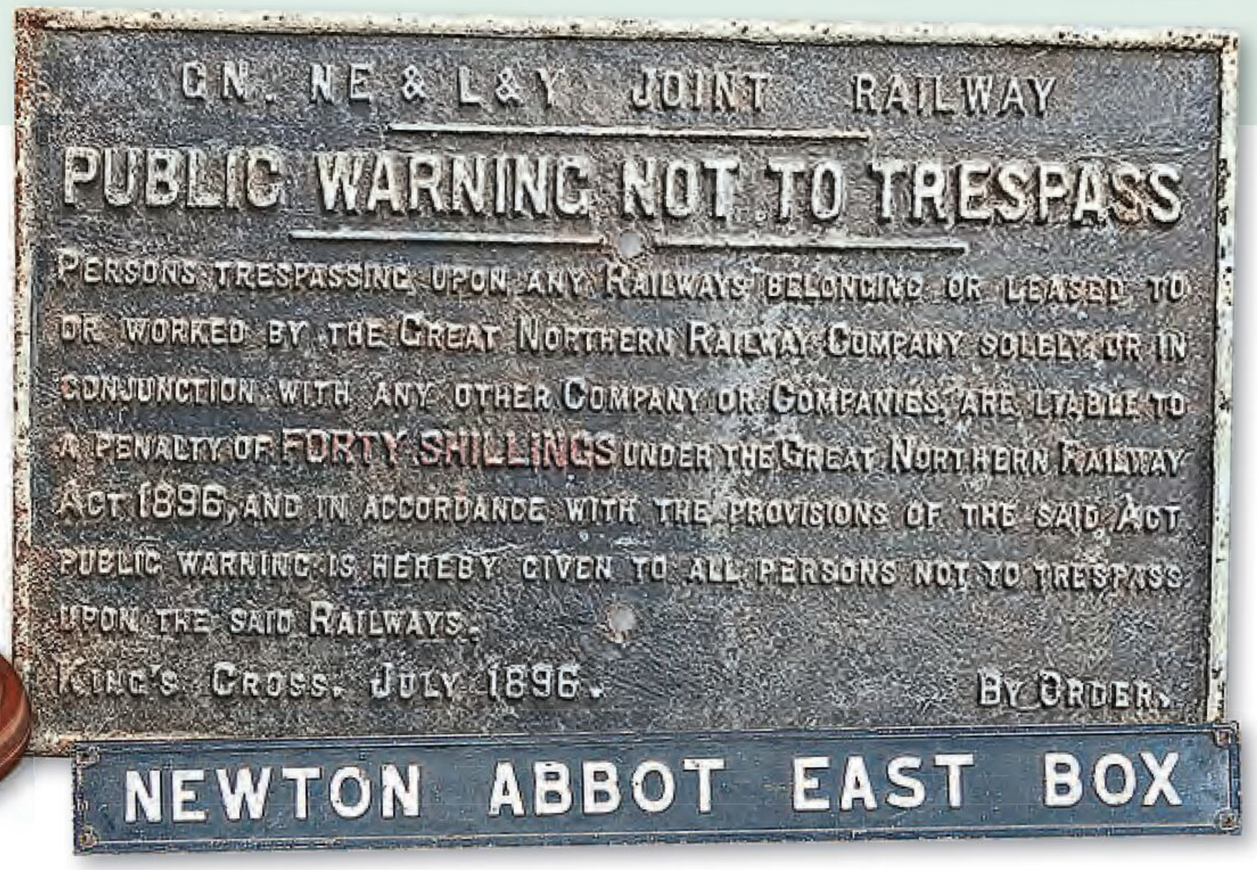
Trainspotter's lifelong 50-year records hit the heights

A COLLECTION of logs kept by a lifelong trainspotting enthusiast over 50 years was the stand-out star in a week-long JustaClickAgo auction when they went under the hammer for £2550. The late Tony Hill, of Paignton, started making the logs in the 1950s, and unlike most of we steam era trainspotters, he retained every notebook.

Details included train and reporting numbers, minutes late, locomotive failures, details of nameplates missing and the number of carriages, as well as locomotive numbers and locations. He even kept records of overseas trips, including Germany, Switzerland, Norway, South Africa, and India.

Joint runners-up at £420 were 96 colour slides of London Midland Region steam at a variety of locations in the 1960s, and 300 colour slides of overseas steam, including Germany and South Africa, from the 1960s-1980s. The sale ran from May 20-26, and prices exclude buyer's premium of 18%.





Jubilee joins classmate in TRA saleroom auction

LMS Jubilee nameplate *Tobago* from No. 45635 is a late entrant in Talisman's July 13 auction, where it joins *Hogue* from classmate No. 45683.

A November 1934 Crewe product, No. 45635 had a service life of just under 30 years before being withdrawn from Carlisle Kingmoor (12A) in September 1964.

Other recent additions include the smokebox numberplate and one of the Darlington 1949 worksplates (works No. 2067) from Peppercorn A1 No. 60148 *Aboyeur*, and the whistle from Britannia Pacific No. 70043 *Lord Kitchener*, which was a London Midland Region locomotive its entire life.

Also joining the sale are seatbacks from the Eastern Region stations of Stratford and Tottenham, and from further afield come a Newton Abbot totem and the nameboard from Newton Abbot East signalbox that opened in April 1926, was closed in May 1987, and with 206 levers was one of the country's largest 'boxes.

Moving northwards we find a GN, NE & L&Y Joint Railway trespass cast iron notice from the five-mile Methley Joint Line in West Yorkshire.

As reported last month, the auction will also include a GWR hall and three LNER Pacific nameplates and is being held at Newark Showground from 10am.





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TENACIOUS SPIRIT AND CLEAR VISIONS

KENT'S GEM SHINES BRIGHT FOR GOLDEN JUBILEE

Running over what many refer to as 'the original Colonel Stephens light railway,' since its first train departed Tenterden Town in 1964 the Kent & East Sussex Railway may have endured hardships, but its gala weekend reassured everyone that it was well and truly back on the map. **Owen Hayward** visited to witness the celebrations first-hand.

By general manager Robin Coombes' own admission, the KESR has "had a fallow period for several years," but anyone arriving at Tenterden Town station on the weekend of June 1/2 would have clearly seen just why he is confident that this gem has put itself back on the map. "We were expecting it to be busy, but it far exceeded what we were hoping for in terms of visitors," Robin said. Over the two days, more than 2500 visitors attended the gala – a figure not seen since before the Covid-19 pandemic years.

This, of course, was not the only achievement. For the first time, the KESR worked together with the Rother Valley Railway at Robertsbridge, which, as reported in issue 307, will become linked by rail with in the coming years. During the same weekend, a magnificent feat was achieved when BR standard Class 7 No. 70000 *Britannia* became the largest steam locomotive to operate on part of the line to date, operating shuttles from the RVR's own platform down to Northbridge Street to offer a flavour of what is soon to come.

The gala saw one of the railway's most intensive timetables for several years planned out with regular departures, with five locomotives in steam each day on the main route between Tenterden and Bodiam. Combine that with *Britannia* at Robertsbridge and a 'spare' austerity at Rolvenden, and it was a very healthy position to be in for motive power too. Robin added: "I had to pinch myself there were seven steam locomotives under control of the KESR – something that has not happened since goodness knows when. Yet, by contrast, just a few weeks before, we only had one!

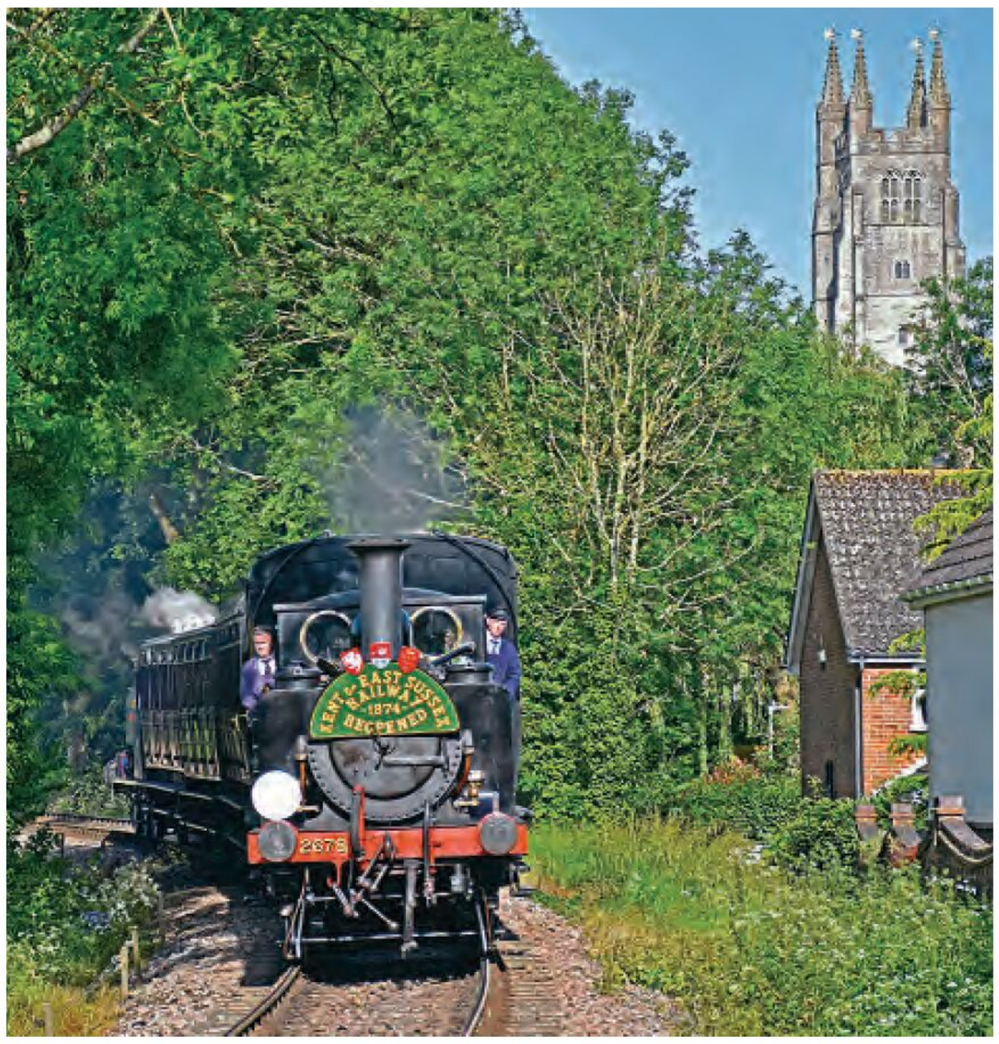
"To bring that round in the short time our workshop teams did is a testament not only to their hard work, but also to their belief that it could be done, and this is something the railway as a whole is starting to feel – that it believes in itself again, that we are one railway, and whatever the challenges are, we will overcome them."

It's what you '*Knowle*'

The KESR has always had an affinity with the LBSCR 'Terrier' locomotives. The original company owned two (Nos. 3 *Bodiam* and 5 *Rolvenden*, the latter scrapped in 1938), with a third (No. 2665) loaned by Southern

***Hastings* and *Knowle* head away from Bodiam with the 14th century castle just visible between the trees in the background on June 2.** NICK GILLIAM







Above: *Hastings* and *Knowle* cross Hexden Channel as they approach Wittersham Road on June 1. OWEN HAYWARD

Left: On June 2, *Knowle* heads away from Tenterden Town with an empty stock working to Rolvenden, the tower of St Mildred's church standing tall in the distance. OWEN HAYWARD

Railways at intervals between 1936 and 1947. The first train run on the line in preservation was worked by No. 10 *Sutton* (originally built as No. 50 *Whitechapel* but renamed after acquisition by the council for the London borough of Sutton in 1963 when its namesake 'Terrier' No. 61 was scrapped), and thus it was felt by many at the railway that there needed to be one at this milestone anniversary event.

With *Sutton* having moved to the Spa Valley Railway in 2004, where an overhaul was started and currently continues, it ruled out the option to reuse the same locomotive and so an alternative had to be sourced. Although a boiler overhaul was completed in 2020, No. 78 *Knowle*, currently running as SR No. 2678, was stopped in November 2022 with mechanical work required, and subsequently became stored. Earlier this year though, the locomotive was taken into the Rolvenden workshops too be swiftly lifted off its wheels for the required repairs to be carried out.

Reassembled and with just days to spare, on May 27 *Knowle* successfully passed its steam test and returned to service, although is provisionally only available for light duties.

At 9.30am on June 1, a ceremony recreating that from half a century earlier was held at Tenterden Town station, with Robin Coombes introducing the railway's chairman, Simon Marsh, and RVR Heritage Trust chair Gardener Crawley, who spoke of the achievements made possible by the efforts of the volunteers, along with the possibilities that the Robertsbridge connection will bring. The two chairmen, joined by KESR preservation society founder Tony Hocking and fireman Sarah Taggart, then ceremonially smashed a bottle of champagne against the running board of *Knowle,* which was sporting the original headboard from the very first train.

Following this, many of the railway's longest-serving volunteers came together to celebrate, before the Terrier, aided by Hunslet 0-6-0ST No. 15 *Hastings*, departed for Northiam at 10.05am with the first train of the gala.

A third 0-6-0 in the form of Austerity No. 25 *Northiam* completed the line-up of tank engines.

A pair of moguls, both owned by John Bunch, could also be found in service. Standard 4MT No. 76017 arrived at the railway on April 2 and will remain there until at least the end of the year. Following a period of almost 18 months stored inactive at Southall depot (having last worked trains at the Bluebell Railway's October 2022 Giants of Steam event), it needed some minor maintenance jobs, including repairs to the regulator. Although as with *Knowle,* it was a close call, by May 28, it too was officially added to the event's line-up.

With Bulleid Pacifics starting to descend on the Isle of Purbeck at the time, Maunsell U class No. 31806 took a holiday from its current home at the Swanage Railway, sponsored by model railway manufacturer Rapido Trains, to become the fifth locomotive on the gala roster. The visit meant it was the first of its class to operate passenger services in the region since the end of Southern region steam in 1967; although classmate No. 1618 was restored on the line in 1974, the railway's construction by Colonel Stephens was not strong enough to take its weight and so was restricted to shunting at Tenterden. Subsequently, it left for the nearby Bluebell Railway in 1977. Infrastructure improvements over the ensuing years have improved the strength of the KESR route, thus facilitating the operation of larger and heavier locomotives.

It had previously been announced that SECR 0-6-0 O1 No. 65 was also to visit, which, along with some other examples of the class, had periodically appeared on the route

The mogul pairing of SR U class No. 31806 and BR 4MT No. 76017 round Orpins curve on June 1 as they climb away from Rolvenden. OWEN HAYWARD



The site of Robertsbridge was open to the public, with No. 73128 and *Britannia* operating shuttles, while Class 66 No. 66718 sits on the ex-Hither Green turntable for turning demonstrations. The space below will see a two-road engine shed built for servicing and stabling locomotives at this end of the linked railway. JAMES TAVINER

between 1936 and 1947. However, this planned appearance was curtailed when it was required to provide cover at its Bluebell Railway home during its Southern At War event the same weekend.

In addition to the train service, a vintage bus ferried people between Bodiam and Robertsbridge, allowing visitors an opportunity to see progress at the RVR station site and get a flavour of what is to come in the very near future.

Five decades of change

As with most heritage lines, the KESR initially started running services only over a small part of the route, the Tenterden-Rolvenden section. The track beyond remained in situ with some stock stabled at Northiam, but it was not fit for passenger services to operate on.

Originally called Tenterden station (emphasis on the absence of 'Town'), Rolvenden has served as the locomotive depot for the line since before preservation. Sadly, when the route was closed by BR in 1954, all the buildings were demolished. What exists today has been built by volunteers, the current locomotive shed having been developed in stages since 1972; the location of the original sits beneath what is now a timber merchant.

A carriage shed, funded by a generous supporter, was completed in 2015 and provides ample dry storage space for the railway's eclectic collection of BR Mk. 1 and vintage carriages.

Just three years after the railway reopened, Wittersham Road station was reached in 1977. Once a thriving station with considerable goods traffic from neighbouring farmland, during World War Two the station yard was home to large rail-mounted guns, for which the ammunition bunker still remains. As with Rolvenden, everything else is new. The station building comes from Borth, near Aberystwyth, and the signalbox from Deal Junction, near Dover.

Extending to Northiam took slightly longer but finally reopened in 1990. The station there was slightly more fortunate than some of the others in that the station building here survived, now used as the booking office and waiting room. The signalbox was built anew, and the station is the only one on the line to have two platforms, allowing trains to call simultaneously.

The final section to Bodiam opened on April 2, 2000 – 100 years to the day of the original opening of the line to passengers. Here, the station building was restored in 1920s style, while the former parcels office is now a refreshment and retail space. The station sits a short walk from the 14th century castle and serves as a destination for many of the KESR's visitors who travel aboard services as part of a wider day out in the area.

This is not the end of extension prospects. In a few short years, the line will be linked to the RVR at Robertsbridge, creating a 14-mile-long heritage line through some of the region's prettiest scenery and linking to the main line, making travel to and from the railway even easier.

The track between Bodiam and Robertsbridge was the only section of the preservation endeavour to be lifted after the line finally closed to freight in 1961. Preservationists attempting to save the section were thwarted in their efforts by the then Transport Minister, Barbara Castle, refusing permission to operate across it on the basis of the line having to cross the busy A21 road via a level crossing.

On May 22, 1991, Rother Valley Railway (initially known as RVR (East Sussex) Ltd) was established with a view to reinstating the lifted section of the line. Since then it has gradually acquired sections of the trackbed where possible, as well as reinstating five bridges that will carry the track. A whole new station has been built at Robertsbridge that is long enough to accommodate the five-coach trains that run on the KESR section, with a toilet block in the style of the Colonel Stephens era. A turntable has also been installed, with a ticket office, two-road locomotive shed, and five-coach carriage shed still to come.

The RVR trust's Gardener Crawley explained how the station, once it is linked up, would be leased to the KESR at a peppercorn rent, and in return, the RVR gets a fully-serviced terminus station with the facilities it needs to operate.

"We are estimating at this point that work will take about three years to complete, but the RVR and KESR will be working closely with one another throughout this time and long into the future because at the heart of it all, our goals are aligned," he said.

Robin Coombes added: "Our ceremony on May 31 (see News, pages 32/33) was all about just that – two organisations working seamlessly together. Once it is 'handed over,' the KESR will become wholly responsible for its operation, but we will be having a lot of meetings between now and then to figure out what precisely that will involve.

"As we have seen in the last few years, the world could be wholly different by then, and the changing market forces will affect both



A quintessential KESR light railway scene, *Northiam* crosses Hexden Channel as it heads towards Northiam on June 1. PAUL LAWRENCE



Visitor numbers exceeded expectations, with the platform already heftily populated as No. 76017 draws its stock into Tenterden Town station ready for the first public train of the gala. OWEN HAYWARD



Services at Robertsbridge, run with *Britannia* and a Class 73, fail to distract players mid-match at Robertsbridge Cricket Club on June 1. ROBIN COOMBES/KESR



A vintage bus service connected Bodiam and Robertsbridge, all included in gala ticket fares. One June 1, one of the Bodiam departures is held up as Hunslet Austerity *Northiam* crosses ahead of it. ROBIN COOMBES/KESR

what we do and how we do it. As an example, for many years we have run the same service pattern, but this link will bring with it a new range of challenges, and there will need to be some experimentation to find what works best.

"There is scope for things such as smaller and broken journeys, and other new combinations. Importantly though, we need to ensure we are not carrying a high number of empty seats.

"A particular positive observed at Robertsbridge over the weekend was that despite the limited car parking availability, we had no issues – the majority of people starting there arrived by national rail services. That raises the question as to whether we need to look at it being a starting point for visitors, too. If so, how will that affect our operations? For example, do we have the first train of the day starting there and pass a second from Tenterden somewhere along the way?"

Meeting service needs

As the railway has grown and expanded, so too has its motive power fleet; some locomotives have now moved on to pastures new, but others have been returned to steam or have arrived on the railway since.

In 2023, a locomotive strategy was produced to steer focus on providing the right balance of locomotives for the service pattern, while ensuring that the historical locomotives are not forgotten about and that there is resilience to cover steam locomotive failures. In terms of the latter point, a Class 20 No. 20087 has arrived on long-term loan, while resident Class 14 D9504 has returned to service following a thorough overhaul.

With *Knowle* and *Hastings* currently catering for the small steam aspect, the overhaul of SECR P 0-6-0T No. 753 is currently on hiatus to allow for other projects to be completed that will provide locomotives with sufficient power to cope with the high season services. However, one update received surrounding *Poplar* has been very welcome.

Following its mechanical failure during its July 2022 visit to the Bluebell Railway, where it bent both of its connecting rods after the motion locked up, this second 'Terrier' has been caught up in insurance limbo ever since. Thankfully, this has now reached a point where approval has been given for these damaged components to be sent away for inspection, with the hope that they are in good enough condition to be straightened and reused rather than be replaced – providing, of course, that it is cost-effective to do so.

Amid those active projects currently progressing through the works are USA 0-6-0T No. 30065 (arrived 1968) and GWR 4200 2-8-0 No. 4253 (arrived 2011). The latter, owned by the 4253 Locomotive Company, has recently benefited from a financial investment from the RVR Heritage Trust in recognition of its vital role in operating services when



Recreating the opening ceremony of 1974, representatives from both KESR and RVR smash a bottle of champagne against *Knowle* on the morning of June 1. OWEN HAYWARD

the two lines are finally linked together to become one.

The obvious anomaly in the railway's fleet is Norwegian State Railway 21c 2-6-0 No. 376 *Norwegian*. Built by Swedish firm Nydquist och Holm AB in 1919 and withdrawn in June 1971, it was almost immediately purchased by KESR supporter David Barham and shipped to the UK. It ran on the fledgling heritage line before the official opening ceremony but missed out on that momentous day having been stopped in need of some tube and steam pipe replacements. Now owned by the Norwegian Locomotive Trust, it sits in the overhaul queue awaiting its next session in the workshops.

A situation faced by many railways, the Covid-19 years disrupted the overhaul flow, which Robin said is only just being put right. "We have two Austerities (*Swiftsure* and *Northiam*) and No. 76017 for 2024, but we will need to look at hiring in something for Christmas. The USA tank and No. 4253 should each be completed in the coming years, but I'm wary of committing a date to them.

"We are only just starting to get back on form after the pandemic. We were in a situation where boiler tickets were running out but there were no overhauls able to be progressed to replace them.

"Hiring a locomotive has been an option, but with many lines in a similar situation, what's been available has been rather limited, and you need to make sure what you choose is viable on its own or encourages enough additional visitors to cover the costs."

One project that has restarted is the restoration of GWR railcar No. 20. In recent years it has moved in and out of the workshop at Tenterden to allow for work to be undertaken on the railway's carriage fleet. Just before the gala it returned there from Rolvenden carriage shed to allow work to resume, with a view to finally pushing through and completing it.

All in the marketing

Another challenge throughout the sector is attracting sufficient visitor numbers in a market wrought by increasing challenges – something Robin is all too aware of. "We are at a time where costs are rising faster than we can realistically raise our prices. Assets are progressively ageing, too.

"We have to carefully scrutinise our product. What we have is something special, but there's no denying that it is a 50-year-old product. The modern visitor wants instant gratification, so we must look at what we can do to make things feel new and fresh, but without going down the route of a theme park. We are, after all, a charity about preservation, so we must maintain a level of authenticity. We need to be engaging, but you cannot underestimate just how hard that is to be.

"We have some exquisite vintage carriages, so could we look at selling Victorian commuter experiences to make best use of this – if so, we then have to consider how we explain what it is all about. The GWR railcar could be in a similar position; it is iconic and fills that desire for a nostalgic experience, but how do we market that? This all has to be balanced with maintaining our Mk. 1 fleet for the day-to-day, and many of these are reaching the end of their lives with no alternatives coming from the main line to replace them compared to when things started 50 years ago.

"I'm proud that, for the most part, our line is evocative of the 1930s, even down to the telegraph poles lining the route. They might be a nuisance to photographers, but they were a common sight on the railway – and how many heritage lines have kept them?

"Railways are coming under ever-closer scrutiny about our environmental impact, and I have no doubt that, as the world transitions away from fossil fuels, we will need to carefully consider how we produce steam in our locomotives in the future. It may not be clear at the moment, but there is an end date and the whole sector needs to take note. At our 100th anniversary, motive power will likely be very different, but the people and resilience will be the same.

"We have recently completed a full biodiversity study of the parts of the line which has identified 90 different bird species alone. How do we ensure we play our part in the natural world too, while using that to our advantage? We are trialling birdwatching services with our DMU that will travel out along the line – which, for the most part, is inaccessible by road and foot – to specific points where it will stop and shut down to allow you to watch for some of these rare breeds.

"We'd like to develop battery power usage and look at fitting solar panels to help us in



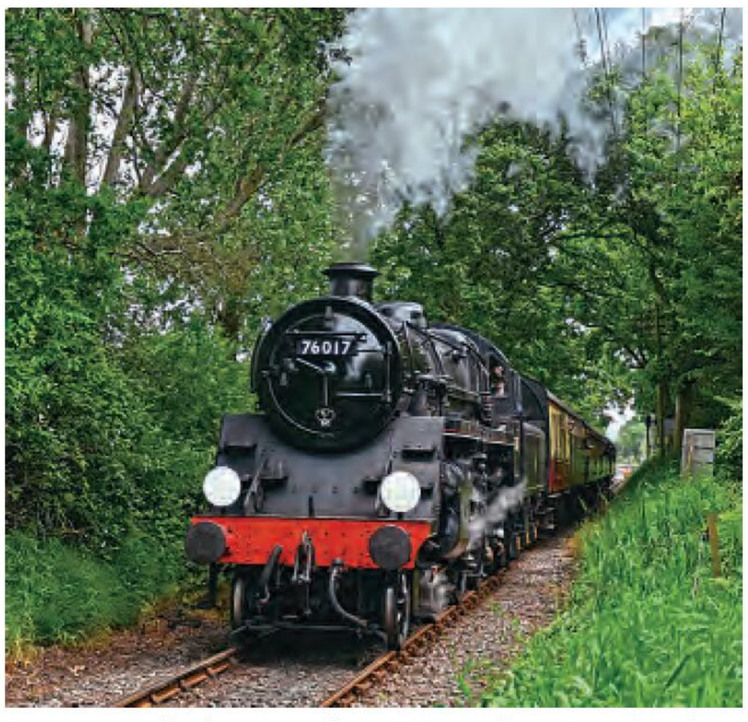
The overhaul of GWR No. 4253 continues in the workshops at Rolvenden, along with that of USA tank No. 30065 just visible beyond. ROBIN COOMBES/KESR



The restoration of GWR railcar W20W has resumed in the workshops at Tenterden. Built in 1940, it ran on the official opening day in 1974 and was last operational in 1980. OWEN HAYWARD



The first U class to work trains in the region since 1967, No. 31806 departs Rolvenden loop on June 1 with a rake of mixed-era and region vintage coaches. JOHN TITLOW



No. 76017 climbs away from Wittersham Road with a service bound for Bodiam. OWEN HAYWARD

going green, but that in turn needs funding and people – there is a perception that sustainability is just about the environmental aspect, but it is also about these two points.

"Fundraising for projects like this, or even simple things such as relaying the platform at Tenterden, are harder to achieve because they are perceived as less glamorous, so we have to look at where we swallow the cost or where can we find it."

Dedicated supporters

It is no secret that there is much to consider and a very fine balancing act to manage; the KESR has twice encountered financial crises but has recovered. Throughout both times, the volunteers have worked hard to keep the railway going, which Robin said is one of the railway's strong aspects

"We would not continue to survive without the tenacity of our volunteers who have kept it going," he said. "We have been very good at pioneering things, such as the 'Wealden Pullman' and Santa specials, for which we were one of the first lines to start both of these on-board experiences, and which both boast high standards.

"But we must be aware that we can only survive if society wants us to – and to achieve that, we have to be constantly looking at what we do and how we do it." HR



Long-serving KESR volunteers gathered on June 1 to celebrate the railway's golden jubilee. OWEN HAYWARD

NOW AND THEN: RECREATING A MOMENT 50 YEARS TO THE DAY

By John Titlow

AS A young man, did I realise I was about to capture a piece of railway preservation history? The clear answer is an emphatic 'no'.

In those days I travelled around on a Honda 250cc motorcycle, my interest in steam railways slowly being rekindled after it finished on the main line. I was discovering preserved railways, which were starting to reopen closed lines. It had been advertised in *Railway Magazine* that the KESR was beginning to reopen the line from Tenterden to just beyond Rolvenden and that June 1, 1974, was to be the official first public train service.

At the time I lived at Stoke Newington, North London, and it was a glorious late spring day – perfect for being out on the motorcycle. I had never visited this area of Kent before and did not realise how beautiful it is. Tenterden Station was packed due to the ceremonies taking place, so instead I went lineside until the crowds eased a little. The motorcycle made it very easy to park, especially at both stations (Tenterden and Rolvenden).

The camera I had was a Nikon F2 I'd bought a year earlier; it was very heavy and sturdy, prompting comments that you could bang nails in with it. An uncle questioned me: "Why does a working man want a camera like that?" Clearly, he had a lack of understanding regarding hobbies.

Regrettably, on the day I was using Fuji 100 for film, which was very grainy. However, I'm glad to say that the film has stood the test of time, especially with modern scanners and processing suites, though the photographs do not match up to the quality of today's digital images.

According to my journal, on the day three locomotives were in steam. Two were 'Terriers' – Nos. 10 *Sutton* and 3 *Bodiam*, and the thirdwas Manning Wardle 0-6-0ST No. 17 *Arthur* (now resident at the Middleton Railway as No. 1601 *Matthew Murray*). Considering it had previously seen use as a part of a playground, *Arthur* was looking good. During the afternoon, the weather closed in, so I rushed back to London before the rain started.

Recreating the moment

This visit turned into a nostalgic trip, and it became my intention to replicate my original photograph.

How things have changed, though; returning after 50 years, the background to the photographs is reduced. Trees have grown considerably, as has the lineside vegetation. The view across the fields towards the car park from my original position was not possible, so an attempt was made from a slightly different position. The crossing and warning signs are still there, but a large tree obscures the view towards the church, not helped by the construction of a new house, and is now only possible by keeping low.

I wish to thank the KESR, which kindly gave permission for my reenactment attempt and was extremely helpful. It will be interesting to think what it will be like at the centenary. I only hope I can persuade my boys to return to the same location to take a similar shot of the train passing. Strange to think that they will be my age when this happens.



LBSCR 'Terrier' No. 10 *Sutton* departs Tenterden on June 1, 1974, with the first train following the official reopening of the railway. BOTH: JOHN TITLOW



Exactly 50 years to the day, classmate No. 2678 *Knowle*, aided by Hunslet 0-6-0ST *Hastings*, depart Tenterden with the anniversary train on June 1, 2024.

KIDDERMINSTER TOWN: FORTY GROUND-BREAKING YEARS

Throughout the weekend of July 27/28, the Severn Valley Railway will celebrate 40 years since the opening of Kidderminster Town station, the final piece in a jigsaw which completed its 16-mile length and cemented its position as one of Europe's foremost heritage lines, writes **Robin Jones.**

Today, first-time visitors to the Severn Valley Railway's southern terminus of Kidderminster Town automatically assume that it has 'always been there'. Indeed, there are instances of travellers on the adjacent Network Rail main line walking into Kidderminster Town booking office by mistake to buy tickets.

However, go back in time 40 years or more, and here was an empty wasteland, all but devoid of buildings – the vacant site of the main line station's goods yard which had been lifted.

The intervening years have seen the completion of one of the most impressive infrastructure projects on any heritage line – the completion of a major starting point which dovetails perfectly with the essential historic character of the remainder of the revived 16-mile section of the GWR.

It was in September 1963 that the Severn Valley line from Bewdley to Shrewsbury closed to passengers during the Beeching era, although BR carried on running a branch service from Kidderminster to Bewdley until January 1970, and the section north to Alveley Colliery remained open for coal traffic until March 1969.

Would-be revivalist Keith Beddoes thought about turning the Bridgnorth to Hampton Loade section into a heritage line, and at a meeting in the Cooper's Arms in Kidderminster on July 6, 1965, attended by about 50 people, the SVR Society was formed. The stretch from Bridgnorth to Hampton Loade was subsequently bought for £25,000, and the company later became incorporated with a memorandum and articles of association that stated an aim to preserve, retain and restore the line from Bridgnorth to Kidderminster via Bewdley – an early reference to getting to Kidderminster.

The SVR then bought the section from Alveley to Foley Park for £74,000 in 1971, services to Highley from Bridgnorth started on April 12, and through trains to Bewdley commenced on May 18, 1974. Bewdley to Foley Park was used occasionally on gala days.

When the British Sugar Corporation sidings at Foley Park fell into disuse on January 22, 1982, the 1½-mile section of line through to Kidderminster Junction became available.

The SVR then successfully launched a £500,000 share issue to purchase the route from Kidderminster footbridge to Bewdley.

In 1983/4, more than £370,000 was raised by share issue, £80,000 of which was used to fund the purchase of line between Foley Park and Kidderminster Junction. Another £60,000 came from the Heart of England Tourist Board. Had it not been for the success of that share offer, the site would now be occupied by a supermarket... who knows where the SVR trains would have terminated?

Three acres of land, which formed the southern half of Kidderminster freight yard in Comberton Hill, were then leased from BR, on which to build a terminus.

Malcolm Broadhurst, who was appointed the first stationmaster at Kidderminster Town, invited Barrie Geens, who was in charge at Arley, to be his assistant.

Malcolm had the honour of cutting the first sod the site on the new station in February 1984. With all the buildings having been knocked down, his team set up an old road motor depot as a base and made tea in an old shunters' cabin.

His team visited several sites on the national network to buy unwanted components to help build the new station and were delighted to find that BR staff were only to happy to give them redundant items free of charge knowing that they would re-enter regular use rather than consign them to the bonfire. The team obtained platform edging slabs



GWR 4-6-0 No. 4930 *Hagley Hall* prepares to haul the 'Kidderminster Venturer' out of the incomplete Kidderminster Town station, which then comprised a run-round loop with basic platforms, on Monday, July 30, 1984.
DAVID WILLIAMS/SVR



Bill Broadbent and Michael Draper, of the Severn Valley Railway, with Dr John Prideaux, director of the British Railways Board policy unit, in front of GWR 4-6-0 No. 4930 *Hagley Hall* at Kidderminster Town on July 30, 1984. The locomotive is booked to haul the 40th anniversary train. BARRIE GEENS/KRM



Dr Prideaux cut the tape to send the first Severn Valley Railway service out of Kidderminster Town station on July 30, 1984. BARRIE GEENS/KRM

from the redundant GWR Snow Hill to Wolverhampton line, and also recovered about 1000 diamond-pattern bricks for building the new Town platform. At Birmingham Snow Hill, they encountered early volunteers of the then-nascent Gloucestershire Warwickshire Railway who were on a similar mission.

A huge amount of excavation had to be done to keep the tracks level into the proposed platform, and all the sidings that occupied the site had to be lifted. Work started in March 1984, and the site was fenced off with palisade fencing.

A set of lampposts was obtained from Aberystwyth station and metal gates from Cardiff. The platform weighbridge was recovered from Okehampton and a WH Smith station kiosk from Manchester. "It was a wonderful time," said Malcolm, who is now the volunteer platform supervisor at Arley.

The Town station platform, constructed by Riteway Construction Ltd for £127,000, was completed on May 27, 1984. Tracklaying began in early June and was almost complete by July 21, when the Light Railway Order was granted.

On July 24, Major Peter Olver, from the Board of Transport, inspected the new part of the SVR, including the station and signalling arrangements (one engine in steam and a ground frame to operate pointwork at the terminus) and recommended opening.

Three days later, GWR 4-6-0 No. 6960 *Raveningham Hall* ran clearance tests that found buffer beam clearances on platforms to be only a quarter of an inch, so the platform edge was cut back.

A coach was brought onto the site and used as the booking office.

The trains are back!

Public through SVR trains began running from Bridgnorth to Kidderminster on Monday, July 30, 1984.

Accompanied by a brass band, GWR 4-6-0 No. 4930 *Hagley Hall,* crewed by driver Gerry Carter and fireman Roy Baker, was adorned with the 'Kidderminster Venturer' for the VIP run out of Kidderminster at 11.23am. The first public train was hauled by LMS Jubilee 4-6-0 No. 5960 *Leander* at 1pm.

The company's then managing director, Michael Draper, said: "This is the end of the beginning. We knew there would one day be an extension in Kidderminster, but we could not have done it without the dedicated support, drive and enthusiasm of the volunteers who worked on the project."

The guest speaker at the opening was Dr John Prideaux, director of the British Railways Board policy unit, who is now chairman of the Ffestiniog & Welsh Highland Railways.

On display at Bridgnorth station was the National Railway Museum's GWR 4-4-0 No. 3442 *City of Truro.* For the event, BR laid on a special £4.50 return rail journey to Kidderminster from within an area banded by Wellington, Walsall, Lichfield, Coventry, Leamington, Stratford-upon-Avon and Worcester.

Not only was the line now operational for 16 miles, all the way to Bridgnorth, but it was also much more accessible to visitors coming from Birmingham, the Black Country, and the wider Midlands area.

Dave Insull, who currently volunteers for the SVR and is also a member of paid staff, a team leader in the carriage department at Kidderminster, was just seven years old when Kidderminster Town opened, and he has fond memories of the early days.

His mum, Janet Insull, who is still a volunteer, worked in the 1945-built GWR full brake No. 98, which formed the booking office when the station opened, alongside Jean Parkes and Ken Durnell, who are sadly no longer with us.

"She missed seeing the first departure because they were so busy. Refreshments were served from a shed and souvenirs were sold from a trestle table. It was a very exciting but tiring day," said Dave. No. 98 is currently located at Bewdley.

He recalled that the Kidderminster Town volunteer accommodation was 1926-built GWR Collett bow-ended Full Third No. 4786, which was withdrawn in February 1960 and converted to Departmental stock. Bought by the SVR, it arrived from Coleham depot at Shrewsbury on September 7, 1986, and was used as accommodation until 2013.

Moved to Bewdley for restoration in October 2018, much of the framework is in good order and the coach is fairly complete, with a surprising amount of the original having survived. Dave said it is due to enter SVR service for the first time next year.

Building Ross-on-Severn!

The share issue left enough funds for a new showpiece station to be built on the leased land, and so the SVR looked to replicate a traditional GWR design.

The design of the new station by volunteer Bob Marrows



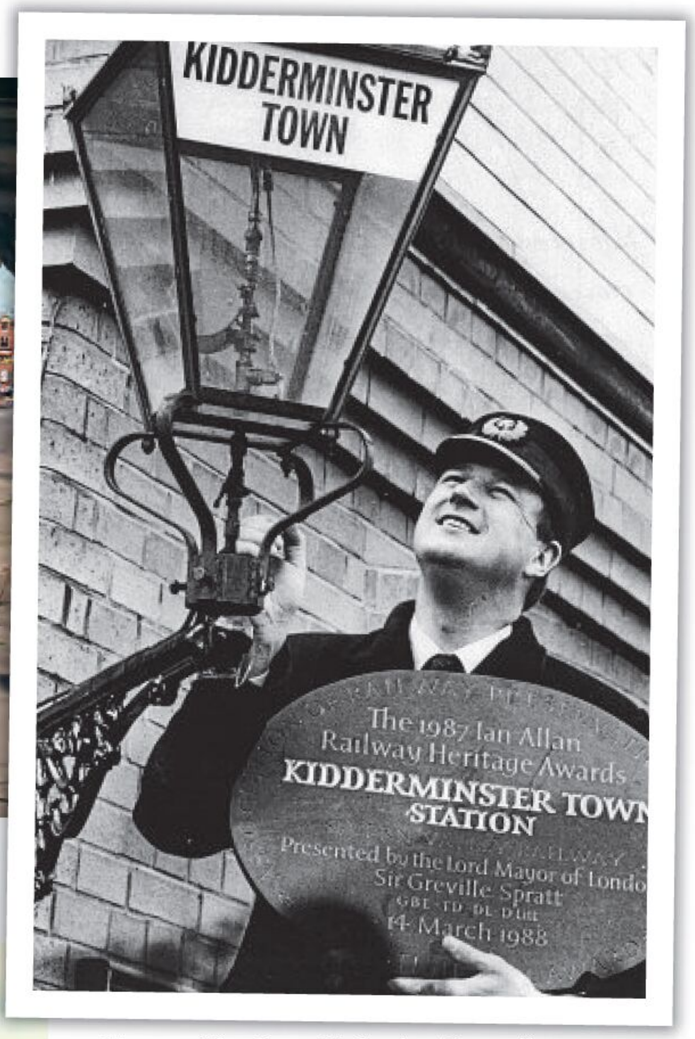
LMS Jubilee 4-6-0 No. 5960 *Leander* sets off railway detonators at it arrives at Kidderminster Town on the official opening day of July 30, 1984. SVR ARCHIVES



Malcolm Broadhurst, the first-ever stationmaster at Kidderminster Town, cuts the first sod in February 1984. The spade is now preserved at the Engine House in Highley. SVR



The embryonic Kidderminster Town station site in February 1984. BARRIE GEENS/KRM



Above: The late Malcolm Broadbent proudly displays the 1983 Ian Allan Railway Heritage Award presented the following year to the Severn Valley Railway for its construction of the terminus. The opening of the railway to Kidderminster took place under Bill's chairmanship.
SVR ARCHIVES



Volunteers outside the temporary ticket office at Kidderminster Town on July 30, 1984. BARRIE GEENS/KRM

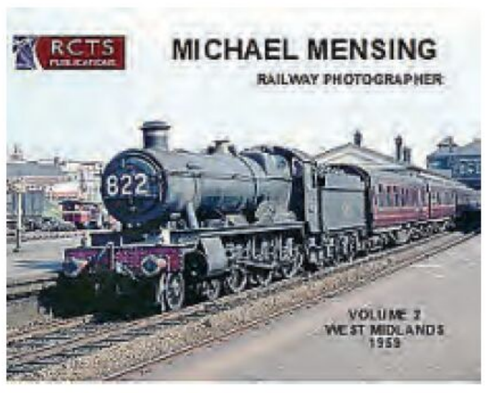


Left: Lampposts in place on the newly-built Kidderminster Town platform in June 1984.
BARRIE GEENS/KRM

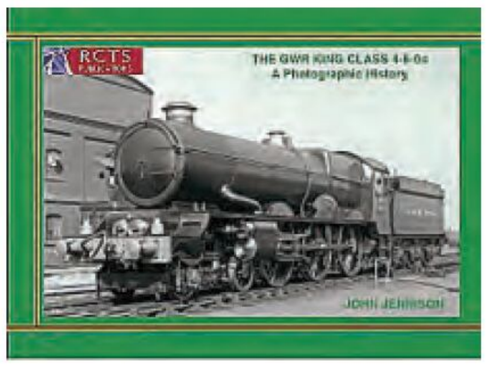
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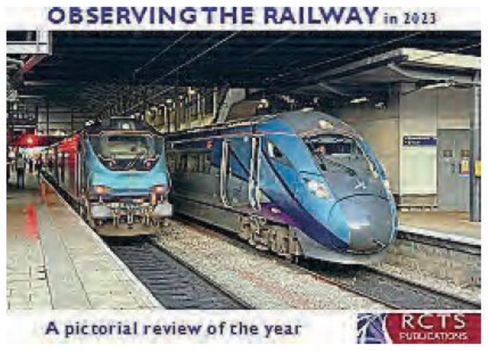
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was based on the GWR station at Ross-on-Wye as it was at turn of the century. At Ross, the station was closed to passengers on November 2, 1964, and freight on November 1, 1965. The station building was demolished, and the site redeveloped into an industrial estate, but the brick-built goods and engine sheds still stand.

Bob found a major problem in working out how the fit the doors into the right place on the frontage, so he printed the negative of the picture of Ross-on-Wye station backwards – and it then all fitted!

The name Kidderminster Town was chosen because GWR custom, where there were two stations in a town, was to give the Town designation to the closer one to the town centre. The SVR station just about manages to beat its Network Rail counterpart by about 150 feet in this respect.

The first stage of the new station, the west wing housing toilets and the bookshop, opened on November 24, 1984. When the station building was constructed, insufficient funds meant only two wings of the basic building could be completed. Since then, several of these missing features have been constructed and erected by volunteers, including a cantilevered canopy in the 1880s Port Cochere style at the front of the building and the replica ornamental crestings adorning the two towers, the patterns for which were derived from measuring segments of the original Ross-on-Wye ones.

The design of the steelwork for the canopy covering the new station concourse was closely based on the former GWR Wolverhampton Low Level station.

In July 1986, the GWR Kidderminster goods shed, and its site was purchased for £75,000.

In May 1999, as reported in *Heritage Railway* issue two, the SVR was awarded £1,757,000 by the Heritage Lottery Fund to build a carriage shed more than a fifth of a mile long at Kidderminster Town.

The £2.3 million four-road steel-fabricated shed, covering 67,000 sq ft, became the largest carriage shed on any UK heritage railway.

Not only, but also

The appeal of the new showpiece heritage-style Kidderminster Town station was boosted enormously by the addition of an artefacts museum, which is currently accredited with the Arts Council status. Six SVR members, including the then Highley stationmaster Bob Postle, had collected railway items from the 1950s on, from hardware to photographs and paperwork, and decided to safeguard their collections by creating a museum

"The fact that Kidderminster also had a main line station really was the golden egg, as the SVR was infinitely more accessible to more people than ever before."



The GWR black-and-white mock Tudor Kidderminster main line station building viewed from the footpath from Comberton Hill. It is reputed that the station was originally intended to be erected at Stratford-upon-Avon but was redirected to Kidderminster when the original station was destroyed by fire. Sadly, it was demolished by BR in 1969 and replaced by a small, functional and modern brick building. DAN RATCLIFFE/KRM



Ross-on-Wye station frontage on July 29, 1963. ROB MARROWS



Based on a reversed image of Ross-on-Wye's station building, Kidderminster Town station building takes shape in June 1985. BARRIE GEENS/KRM

together. In 1986, they formed a registered charity to share the artefacts with wider audiences and open up different sources of finance. Derelict premises owned by British Rail Property Board next to Kidderminster Town station were leased, and a large amount of restoration work was carried out before it opened in August 1990.

In 1994, the museum managed to acquire the freehold of the building and some land around it to secure the future of the organisation. In 2002, with the help of a Heritage Lottery Fund grant, the building was reroofed in traditional slate, and the canopies which had been removed in the 1940s were reinstalled, leaving it looking like it was when built in 1878. In 2020, the museum took over what was once the BR social club, which later became a nursery; it is now in use as an archive and meeting room, where the documentation is centralised.

The SVR provides the museum with additional footfall, and in turn the museum astages its own events, such as photograph fairs, art exhibitions (home of the Guild of Railway Artists), photographic displays, film shows, hands-on signalling courses and general research facilities. Its archive currently holds more than 350,000 photographs, 50,000 pieces of paperwork and 9000 books, in addition to the hardware railwayana on display.

Anniversary celebrations

The 40th anniversary celebrations on July 27/28 will recreate the first train to depart from Kidderminster Town on July 30, 1984. Just as the inaugural service was headed by No. 4930 *Hagley Hall*, in 2024 the same locomotive will haul the specially-named 'Kidderminster Venturer.'

SVR managing director Jonathan 'Gus' Dunster said: "Opening up the line from Kidderminster made a huge difference to us in 1984. Quite simply, it meant we were within easy reach of hundreds of thousands of visitors from across the Midlands and beyond. The fact that Kidderminster also had a main line station really was the golden egg, as the SVR was infinitely more accessible to more people than ever before.

"We will be celebrating this important milestone in true SVR style, and it's very fitting that *Hagley Hall*, our much-loved flagship locomotive, will haul the 'Kidderminster Venturer' on both days.

"We have further ambitions for the station and there's so much more we want to do to give passengers the best possible experience.

"We'd like to extend the platform by 40 metres, so that locomotives at the front of trains will be visible to passengers rather than being positioned beyond the end of the current platform. And we want to add a GWR-style canopy along the whole length of the platform, which would not only look stunning but would also provide shelter for passengers during bad weather.

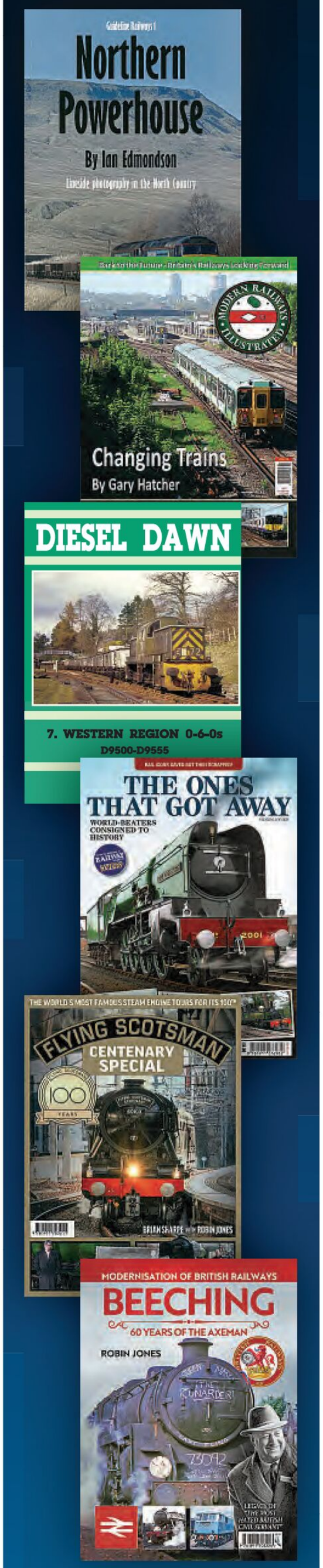
"Of course, these plans are for the future, and right now we are still dealing with more immediate challenges, but it's our determination to improve and upgrade Kidderminster Town, which is an absolute gem of an asset to have, and which is already arguably the best gateway station to any UK heritage line."

A display of classic vehicles that would have been on the road in 1984 will be staged, and there will be the chance for visitors to peek behind the scenes at Kidderminster's signalbox and carriage works, as well as take rides in a brake van. Kidderminster Railway Museum will host a new exhibition telling the story of Kidderminster Town station through memories and archive photographs.

Next year, the SVR will celebrate 60 years in preservation. For more information and to book tickets, visit svr.co.uk HR

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The Yanks are coming: Rapido unveils S160 identities





WITH June 6 being the 80th anniversary of D-Day and Operation Overlord, it proved an ideal time for Rapido Trains to reveal what was 'classified information' until then: the details for its new OO gauge USATC S160 2-8-0 locomotives.

Designed by Major J W Marsh, from the Railway Branch of the Corps of Engineers, this all-American loco had to fit the more restrictive loading gauge of the UK. Their design had to be easy to build, quick to repair, and reliable. Taking inspiration from its predecessor the S200, and the British WD Austerity 2-8-0, the S160 lacked the finesse of many of the British locomotives it would work alongside, but other than a few teething problems and operational challenges it met its brief perfectly.

Constructed in the United States in multiple batches from 1942 to 1945, with more than 2100 locomotives being built in total, construction was split between the ALCO, Baldwin and Lima Locomotive Works. Collectively, almost 800 locomotives were shipped to the UK, with the remainder spread out around the globe.

Having initially confirmed last summer that the wartime class of locomotives were in development, modellers have been waiting with bated breath for news regarding identities, liveries and specifications about what is to be produced – and the manufacturer has not disappointed, with a wealth of tooling variations catered for to incorporate many of the unique features that each locomotive ran with. These have allowed for both wartime and preserved variations to be included in the first wave of releases, with 10 options on offer.

Wartime examples

The first of the class to be publicly displayed was No. 1604, which was exhibited at Paddington station on December 11, 1942, when it was officially handed over to Minister of War Transport, Lord Leathers. Allocated to the GWR, it will be available in satin black with USA lettering on the tender, with details including Western Region lamp irons, right-hand drive with pole reverser, and boiler mounted ejector pipe.

Also being produced will be No. 2415 (LMS) in dark grey, No. 1712 (LNER) and No. 2356 (SR) in light grey, and No. 700 *Major General Carl R Gray Jr* in Longmoor Military Railway blue. Livery variations cater for USA and Transportation Corps USA branding on the tenders.

Detail variations are plentiful, catering for different lamp irons, smokebox door straps and positioning of pipework mounting, with a Westinghouse air pump fitted to all these models.

Preserved examples

Perhaps the most striking of the preserved S160s is No. 2253 *Omaha,* which is currently loaned to the Dartmouth Steam Railway and carries maroon livery with Transportation Corps USA lettering on the tender (picture, page 85). The model will include standard lamp irons (including a door-mounted example), with a PKP air pump and running board-mounted sandboxes to give but a few examples.

Other preserved S160s are No. 5820 *Big Jim* (Keighley & Worth Valley), to be presented in both wartime light grey and BR black schemes (the latter as No. 95820), and both Nos. 6046 and 5197 (Churnet Valley) in plain black.

Model variations include stepped running boards, sandboxes, tender designs to include lockers, piston cover variations, and plenty more. The whole range will include LED firebox glow, with power pick-ups on all wheels across both locomotive and tender.

RRP is confirmed to start at £269.95 for DCC-ready models and rising to £379.95 for sound-fitted variants. The models are currently in tooling, with the first samples expected in the autumn.



Nothing fishy about this Bluebell exclusive

THE Bluebell Railway's goods division has recently stepped back into the limelight with some first-rate wagon restorations – and now it has partnered with retailer The Wagon Yard to commission an exclusive OO gauge model of one of its full-sized vehicles.

Built in 1959, blue spot fish van No. 87720 was designed for express fish workings from Scottish and North East ports to London. The diagram 1/801 pattern was built in three batches at Darlington's Faverdale works and the vehicles only saw regular use until the mid-1960s, when the declining wet fish market saw them gradually withdrawn.

Having ended its life as an internal user vehicle on the Southern Region, No. 87720 arrived on the Bluebell in the late 1990s and has been used as a stores van since, currently situated at Horsted Keynes. The model, produced by Rapido Trains, caters for its roller bearings, vacuum brakes and steam heat through pipe, with BR(SR) markings denoting it 'Not to work between Tonbridge and Battle via Robertsbridge Southern Region.'



A limited run of 100 models is being produced at £34.95 each (plus postage). To order, visit bluebell-railway-goods-division.square.site/s/shop

Send your model news to staff writer **Owen Hayward** on **OHayward@mortons.co.uk@mortons.co.uk**

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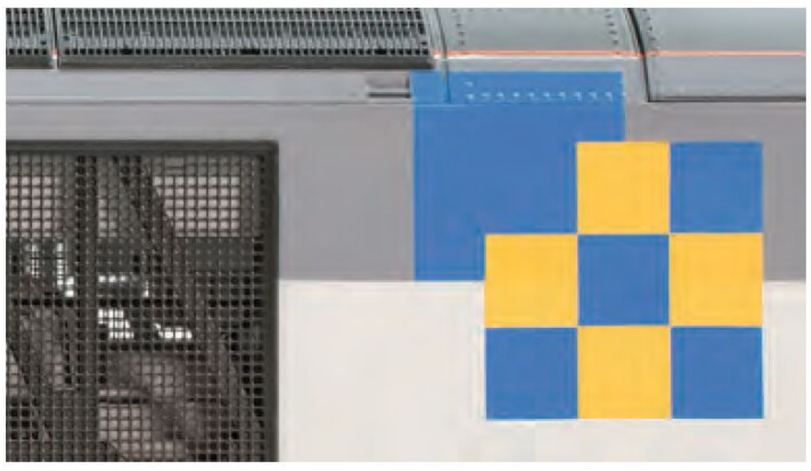
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GWR 0-6-0PT No. 1369 carries a wreath to commemorate the 80th anniversary of D-Day at Totnes Riverside on the South Devon Railway on June 6. The South Hams was at the forefront of the invasion, and beacons were lit between Stoke beach and Mothercombe, at Strete and on Kingsbridge Hill in Totnes. In Salcombe, from where 66 ships of the US Navy Amphibious Force sailed to Utah Beach for the landings, 106 boats took part in a commemorative flotilla, a packed audience heard a talk about preparing for D-Day, and a service at the War Memorial was followed by speeches at Whitestrand. The events were attended by several hundred residents and visitors. SDR

HERITAGE SECTOR HONOURS D-DAY 80TH ANNIVERSARY

Several heritage railways staged special events to commemorate the 80th anniversary of D-Day on June 6, 1944, and to mark the bravery of those who fought in the globe-changing Allied invasion of Normandy, reports **Robin Jones.**

From the outset, Britain's railways were to be a key backbone of Operation Overlord, or D-Day, the Allied liberation of Nazi-occupied Europe. The railways proved vital in transporting troops, military hardware and equipment en masse to ports on the southern coast on England in readiness for the largest seaborne invasion in world history.

It began shortly after midnight on the morning of June 6 with extensive aerial and naval bombardment, after an armada of 3000 landing craft, 2500 other ships, and 500 naval vessels, escorts and bombardment ships had begun to leave the English ports the day before.

Under conditions of utmost secrecy, UK railway companies had been preparing well in advance for the day. Restaurant cars were withdrawn from service on April 5, 1944, as part of the build-up to D-Day and stayed sidelined for the rest of the war. By the end of May 1944, 264,000 train miles were cut from the timetables as the tracks were cleared for Operation Overlord. Overcrowding on services remained until restrictions were relaxed that October.

Eighty years on, the bravery of the Allied troops who played their part in the landings that laid the foundations for the defeat of Hitler's Germany was celebrated by special events at several heritage railways.

As highlighted in issue 319, the Dartmouth Steam Railway – a line that saw regular trains carrying forces personnel and supplies to the American forces' embarkation ports of Kingswear and Dartmouth – ran special services during June 4-6 using a historically appropriate locomotive in the form of Peter Best's USATC S160 No. 2253 *Omaha*. He named it in honour of one of the most bitter battles on the Normandy landing beaches, in which his father, radar specialist Squadron Leader Norman Best, took part.

As part of the 1941 American Lease Lend agreement, the S160s were designed for freight haulage in the UK, and eventually continental Europe and Africa.

In October 1943, 174 S160s were allocated to the GWR, with 11 at Newton Abbot shed, and they became regular visitors to the Kingswear branch.

Meanwhile, the nearby South Devon Railway marked the 80th anniversary by placing a specially-made wreath on the smokebox of GWR pannier No. 1369 for the day, and welcoming children from local schools to learn more about the Second World War. The 11.20am train from Totnes Riverside was used by young evacuees to travel out to the countryside at Buckfastleigh and experience what life may have been like for them during the 1940s. As the train departed Totnes, members of the local Women's Institute



At Totnes Riverside, Women's Institute members wave off evacuated children from the big cities to safety in the countryside. SDR



Young evacuees prepare to board a train to the safety of Buckfastleigh on June 6. SDRF



Second World War military vehicles on display outside Buckfastleigh station. SDR



Pictured on the Dartmouth Steam Railway on June 4, Peter Best BEM's USATC 2-6-0 No. 2253 *Omaha* carried a special headboard to commemorate Operation Overlord's 80th anniversary and Allied flags to commemorate the regular traffic over the GWR Kingswear branch hauled by fellow class members in the build-up to D-Day. DSRRBC

were on hand to wave farewell. At Buckfastleigh, the children were able to hop aboard a 1940s military ambulance and climb into the stationmaster's air raid shelter.

South Devon played a major part in the preparation for D-Day. Buckfastleigh and Totnes was home to American camps where GIs were staying for their exercises on the nearby coast and across Dartmoor. Many of these soldiers became friends with locals, and even shared their ration packs with children from the towns and villages.

Coun Anna Presswell, of South Hams District Council, had arranged this evocative journey as she has a military background and wanted to personally contribute towards the town's D-Day commemorations.

She said: "The child evacuee experience was an emotional and memorable trip, which also involved the Women's Institute which in the 1940s helped in the dispersal of these evacuee children out of the bombed cities and welcomed them to their new countryside homes.

"The children would not have met the host families before going to live with them, and they would not have seen their own families for several years or more. For some, it was a very traumatic experience."

SDR general manager Ernest Elsworth-Wilson said: "As an educational charity, we are delighted to provide this opportunity to schools, using our facilities to support their learning in a very hands-on way.

"Visitors will be able to see this and much more during our 1940s weekend on July 6/7, where there will be vehicles, music, food, drink and other displays for an immersive look at the 1940s."

At the West Somerset Railway, WR 4-6-0 No. 7828 *Odney Manor* was renamed for the duration of June 5. It took the name *Norton Manor* and displayed original nameplates in honour of 40 Commando battalion Royal Marines, the headquarters of which is close to the railway.

At the Swanage Railway, as mentioned last issue, a plaque marking the 80th anniversary has been unveiled at Swanage station from where young American soldiers boarded trains on their way to the horrors of Omaha. The tribute above the doors from the booking hall was unveiled on May 27 by 99-year-old English D-Day veteran soldier Peter Lovett, who lives in Swanage, in the presence of civic and community guests including the Mayor of Swanage. Coun Tina Foster.

The poignant plaque honours the men of the 26th Infantry Regiment of the US Army's First Infantry Division, which was known as the 'Big Red One' because of the distinctive red shoulder flash worn on the uniforms of the soldiers.

The American GIs were billeted in Swanage between November 1943 and April 1944 while they trained for D-Day.

Retired guest house proprietor and grandfather Peter said: "I was honoured to unveil the D-Day plaque because it's important that people remember and learn from the sacrifices of the past to defend freedom. My father's war – the First World War – was never remembered.

"There were many American troops in the Isle of Purbeck training for D-Day, and Swanage station played an important part in transporting the GIs.

"I was 19 years old when I landed in Normandy on D-Day with the King's Regiment, in the second wave, on the five-mile-long Juno Beach at 8.30am with Canadian forces.

"There were dead bodies in the water and on the beach. It was the job of assault troops to get ashore and push inland. It was the job of the second wave to clear the beach."

Peter was demobbed in 1946 and has lived in Swanage since 1964.

Among the invited guests were members of the Dorset Military Vehicle Enthusiasts' Group, who attended with their vehicles and motorcycles to give Swanage station a taste of 1944.

The plaque was the idea of Swanage Railway Trust trustee and volunteer station porter Robert Patterson, who said: "The role the GIs played in training for D-Day in the Isle of Purbeck while being billeted in Swanage was an important and historic one and



LSWR T3 4-4-0 No. 563, representative of a type used to haul miliary trains to the south coast in the build-up to Operation Overload, heads west of Herston during the Swanage Railway's Strictly D-Day event on June 6. ANDREW PM WRIGHT

should be remembered.

"There was immediate interest in the plaque as soon as it was unveiled from our passengers, who were genuinely interested and unaware that the American soldiers trained for D-Day in the Isle of Purbeck and left by train from Swanage station in April 1944, bound for Devon and the Normandy beaches."

Swanage Railway Trust chairman Frank Roberts, a military veteran himself who lives in Swanage, said: "The plaque is important because it records the role that Swanage and its railway station played in the preparations for the D-Day invasion. It's essential that we keep reminding people about the tragedy of war."

After the unveiling, the invited guests enjoyed a return train trip from Swanage to Norden hauled by a Victorian LSWR T3 4-4-0 No. 563 that hauled passenger and freight trains during the Second World War, including during the run-up to D-Day.

The T3 had been set for scrapping in 1939 but was spared by the outbreak of war because of the urgent need for as many trains as possible to carry troops, equipment, supplies and ammunition.

On June 6, before the line's successful Strictly Bulleid II gala (see feature, page 48-55), a special preview day with a wartime theme – Strictly D-Day – saw No. 563 run in memory of the vital role that the class played in hauling trains in the build-up to Operation Overlord.

Also in service on the day were Bulleid Battle of Britain Pacifics Nos. 34070 *Manston* and 34072 *257 Squadron*.

The Kent & East Sussex Railway seized the opportunity to roster its Longmoor Military Railway-liveried Hunslet Austerity 0-6-0ST No. WD75008 *Swiftsure* for the occasion. Above the smokebox, the locomotive carried a red, white, and blue wreath in memory of Royal Navy veteran Lewis Curl, who died just days before the anniversary.

The locomotive takes its name from a naval warship, and it was this vessel that Mr Curl was aboard in 1945 during a journey to the Far East. Serving in the Royal Navy from 1942 to 1946, Mr Curl was often deployed from Portsmouth Naval Base. As a cypher coder on *HMS Belfast*, he was granted leave but soon found himself recalled to join *HMS Dacres,* which was then anchored off the coast of Normandy. His



Above: The plaque above the entrance to the Swanage station booking hall. ANDREW PM WRIGHT



Right: D-Day veteran soldier Peter Lovett unveils the commemorative plaque at Swanage station, watched by Swanage Railway Trust chairman Frank Roberts on May 27. ANDREW PM WRIGHT



LSWR T3 4-4-0 No. 563 at Swanage station on May 27 for the unveiling of the plaque marking the contribution of the branch in transporting US soldiers for D-Day. ANDREW PM WRIGHT



Hunslet Austerity 0-6-0ST No. 2857 No. WD75008 *Swiftsure* in Longmoor Military Railway livery at Tenterden Town on the Kent & East Sussex Railway on June 6. Built in 1943 by the Hunslet Engine Company for the Ministry of Defence, it was delivered to Longmoor in July before going to Longtown, near Carlisle, later that month. In February 1944, it was stored at Longmoor, before going to France that December. It was brought back to Britain at the end of that year. After the war, it saw colliery service and was preserved on the Lavender Line in 1986, when it was named *Swiftsure*. ROBIN COOMBES/KESR



To mark 80th anniversary of D-Day on the West Somerset Railway, WR 4-6-0 No. 7828 *Odney Manor* become *Norton Manor* in honour of 40 Commando battalion Royal Marines, which is based at Norton Fitzwarren. WSR



Stanier 2-6-0 No. 13268 was parked on static display for the visitors to Bridgnorth station who came to see the D-Day beacon. BRIDGNORTH TOWN COUNCIL



Troops ready to depart from Swanage station after the plaque unveiling ceremony on May 27. ANDREW PM WRIGHT



Bridgnorth Mayor Coun Ian Wellings, his consort Pauline Wellings, and stationmaster Chris Thomas at Bridgnorth station on the evening of June 6. BRIDGNORTH TOWN COUNCIL



A grandstand view of the commemorative D-Day beacon on Pan Pudding Hill could be enjoyed from the platform at Bridgnorth station. BRIDGNORTH TOWN COUNCIL

journey to the naval base was fraught with danger; the only vessel available to take him there was a freighter loaded with army lorries. As this reached the French coast, it was bombed and sank, but Mr Curl swam ashore and continued to make his way to a nearby naval base on foot in the dark.

Mr Curl's arrival on *HMS Dacres* was met with recognition, reflecting the ship's crew's admiration for his resilience. The vessel played a crucial role in submarine surveillance and securing German code books.

In 1945, Mr Curl celebrated VE Day in Glasgow before joining *HMS Swiftsure*, bound for the Far East. Despite contracting a tropical disease, his indomitable spirit saw him through dark times; the hospital in which he was being treated was evacuated, but Mr Curl and four others were deemed too sick to move and left in the ward. A week later, he was found – and was the only survivor.

Mr Curl was awarded multiple medals, including the 1939/45 Medal, the Victory Medal, Atlantic Star and Bar, Burma Star, France and Germany Star, and Civil Medal. His story is a testament to the bravery and sacrifice of all who served during this critical period.

Sadly, he died on May 22 at St Richard's Hospital in Chichester aged 98.

The Longmoor Military Railway, which ran between Liss and Bordon in Hampshire, played an important role in moving Allied men and munitions.

A far cry from the south coast's invasion ports, Bridgnorth Town Council, in collaboration with the Severn Valley Railway, held a D-Day commemoration event on the evening of June 6. The highlight was the lighting of a commemorative beacon on Pan Pudding Hill, symbolising the bravery of those who took part in the landings. The beacon was visible from key vantage points, with primary viewing areas being Bridgnorth station platform and the Castle Grounds.

The Railwayman's Arms at the station was open, while Stanier mogul No. 2968 was on static display in the platform, providing a unique photographic opportunity.

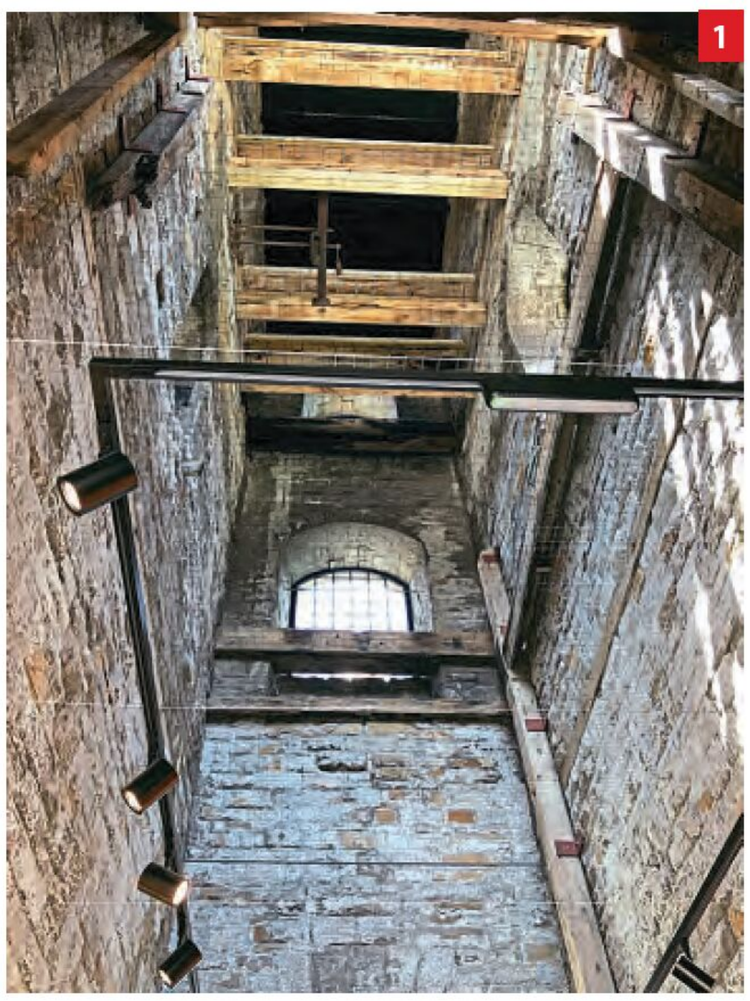
Bridgnorth's Mayor, Coun Ian Wellings, said: "I am very proud, and the town council is honoured that the SVR joined in partnership with us for this event. It is so important that these momentous occasions, and everyone who took part in them, with thousands paying the ultimate sacrifice, are never forgotten.

"A big thank-you to Chris Thomas, the SVR stationmaster, for all his efforts and contribution to this event." HR



NEW LEEDS RAILWAY HERITAGE MUSEUM OPENS

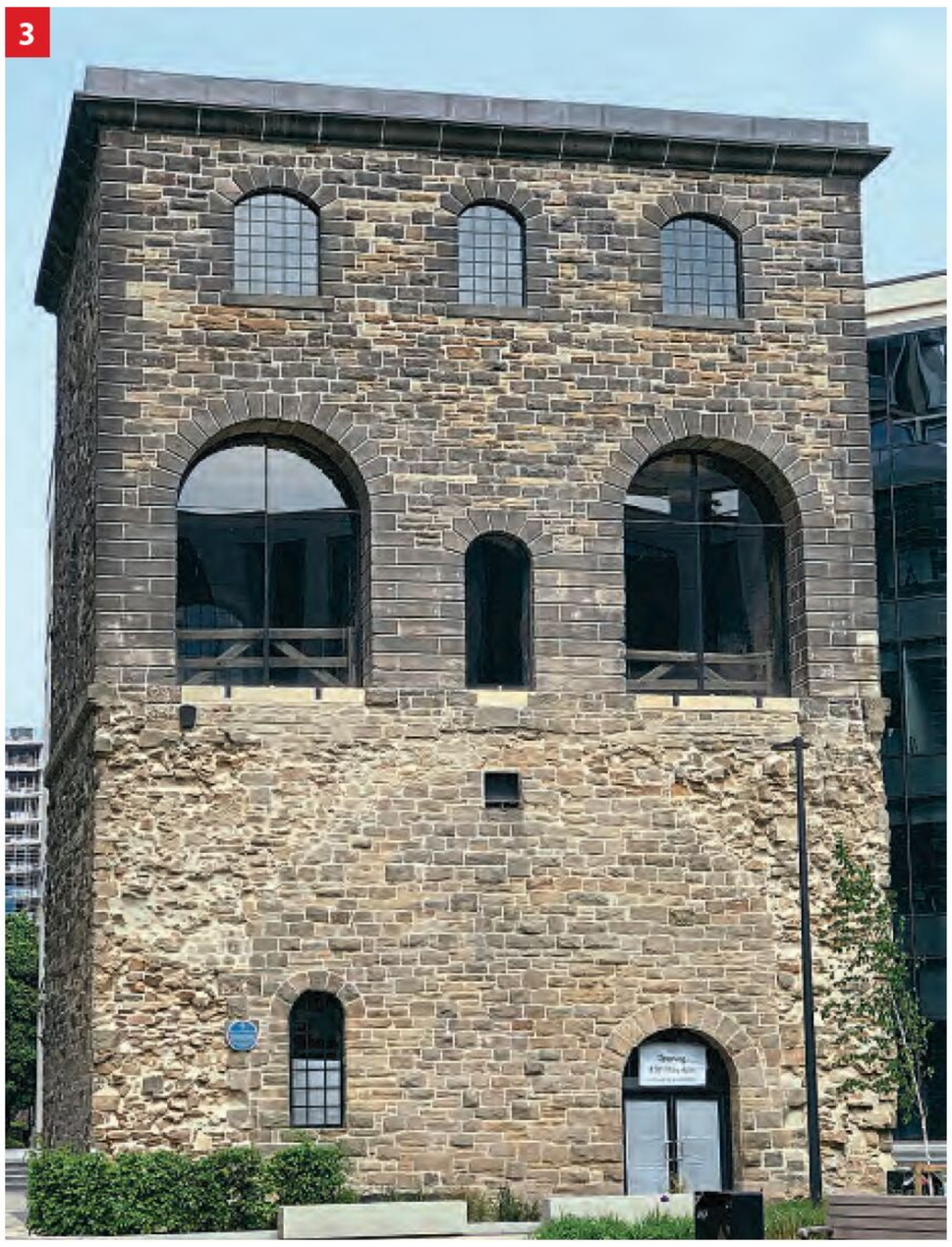
Leeds Central station's wagon-lifting hoist has been repurposed into a mini museum. **Sally Clifford** reports in words and pictures.





1: The impressive view from the ground floor to the top of the wagon-lifting hoist.

2: The blue plaque awarded to the wagon-lifting hoist by Leeds Civic Trust.



3: The wagon-lifting hoist for the former Leeds Central station, which has been transformed into a mini museum.

It stands as a bastion of Leeds' industrial heritage. One of the last remaining parts of the original Leeds Central Station, the Grade II-listed former wagon-lifting hoist, proudly sits in the corporate quarter of Wellington Place where, after a £1.5 million privately-funded restoration programme, it has been repurposed into a mini museum.

Located on the ground floor of this Victorian landmark, artefacts including photography and specially-created films tell the tale of the important part that the building played on the railway through the memories of those who used the station or worked there.

Two original Leeds Central station signs on loan from the Middleton Railway in nearby Hunslet dominate the walls in one part of the museum, which also features a specially-created soundscape of sounds from the original station.

Middleton chairman Charles Milner and vice-president Ian Smith saw the signs in situ during the launch event on May 15.

"It is a lovely way of commemorating Leeds Central station," said Charles. "It is a charming museum and captures the spirit of the station. It is also really pleasing that the Middleton Railway has contributed to this by loaning two station signs, and it is the right place for them.

"This proves that you don't have to be big to be good. This is a small museum but look what is packed into the place."

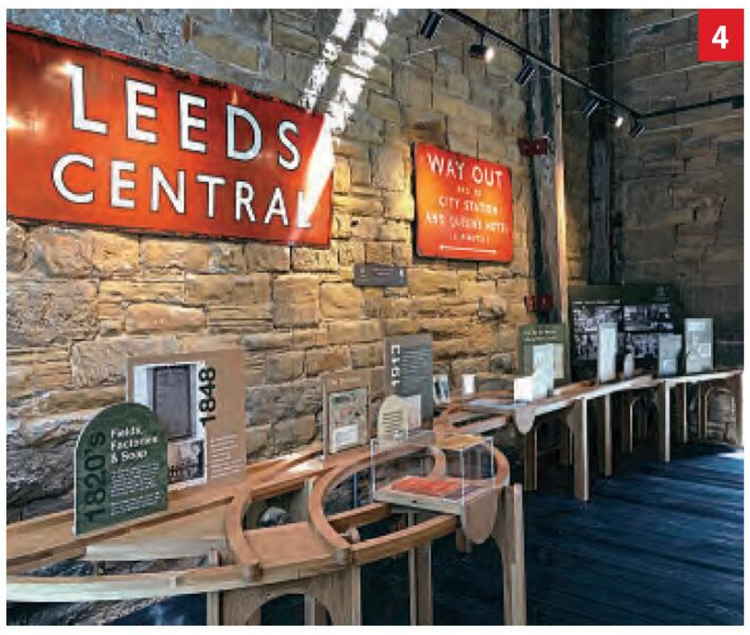
Fond memories

"When I walked into here and saw those headboards, I was taken back 60-odd years to a kid, trainspotting here. I saw every one of those headboards at Leeds Central station," said Ian, referring to the replica headboards of 'The West Riding,' 'The Queen of Scots,' 'The White Horse' and 'Yorkshire Pullman' mounted on one of the stone walls within. "The Middleton Railway is proud to be associated with this."

Dating back to 1850, the wagon-lifting hoist was one of a pair that stood either side of the river and canal viaduct. Using steam power and large chains, its role was to hoist wagons from the higher-level passenger line down to the Great Northern goods yard at the original Leeds Central. The station closed in 1967 and the complex was demolished, apart from the hoist.

In July 2011, the building received a Leeds Civic Trust blue plaque marking it as an important historical point of interest in Leeds city centre.

Clifford Stead, from the trust, has been instrumental in researching the history of the building, which will become one of the





4: Inside the former wagon-lifting hoist, where displays and films tell the history of the building.

5: A Victorian railway identification numberplate originally located on the exterior of the tower.

6: Replica headboards are mounted on the walls of the mini museum.



destinations for the walking tours he takes around Leeds.

"It is a Grade II-listed structure and nothing had been done with it since the 1960s, when the station closed. There were two hoists: the master and the slave. The one there now was the secondary hoist. There was an identical hoist by the viaduct that had all the machinery in it to power both hoists," said Clifford.

When the hoists were originally built, the pulley was operated by manpower and horsepower. "The Achilles heel was trains got bigger and heavier and it made a lot of these buildings redundant," he added. "They ran for a century."

When the last of the new buildings in the Wellington Place development were complete, attention turned to the hoist.

Clifford spent three months researching the history of the building and chatting with Kenneth Still, whose memories of Leeds Central form part of the visitor experience. Kenneth spent four years working at Leeds Central while aged in his 20s after his apprenticeship with English Electric. His role as a technical and services engineer took place during one of the most interesting times on the railway, ahead of the phasing out of steam and the introduction of modern traction.

"It was like playing trains," he said. "I had always had train sets since I was a child, I still have one, and I have been fascinated by railways.

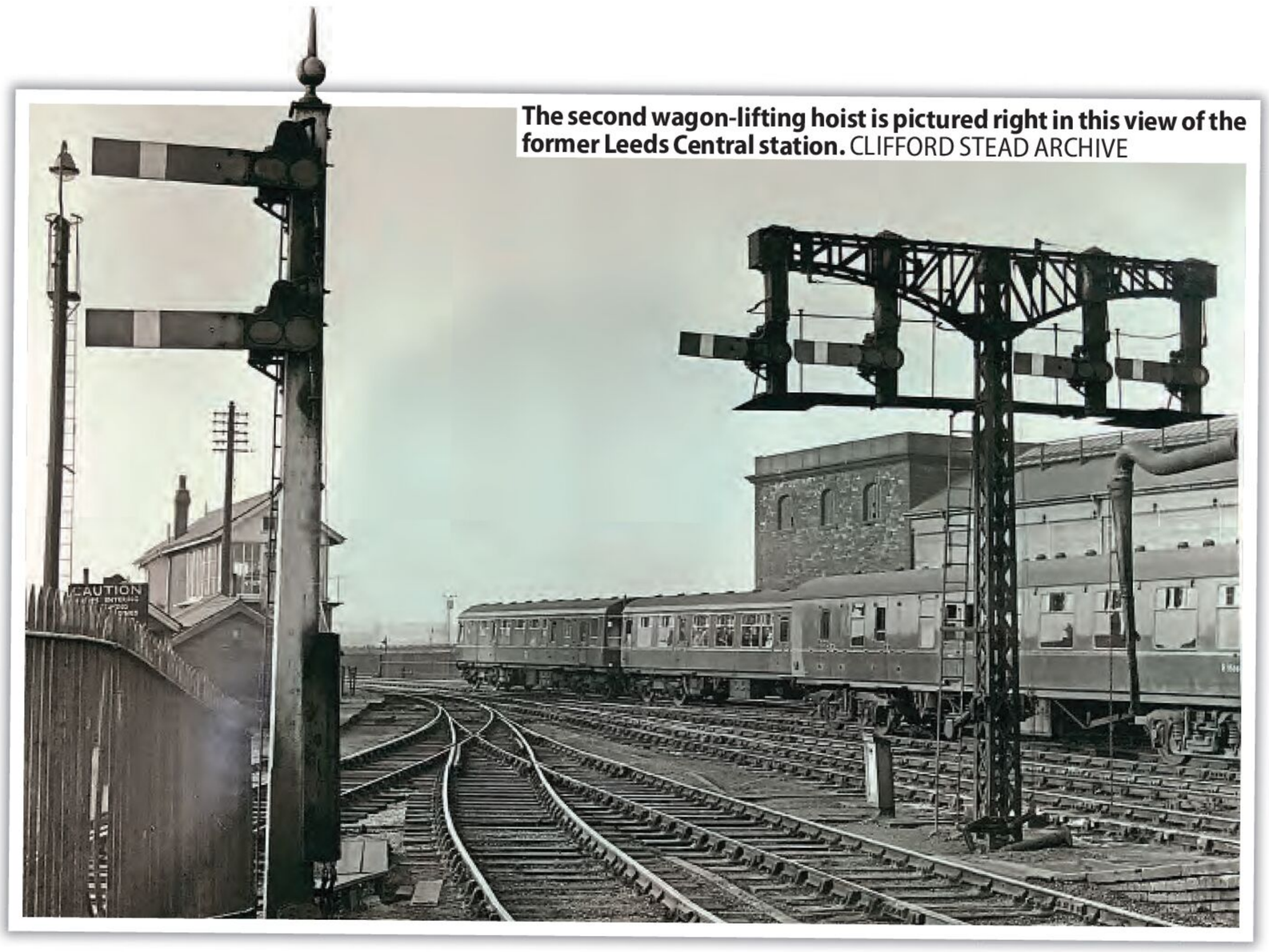
"My grandfather was a driver on the West Coast Main Line. Unfortunately, I was only three when he died so I didn't get to know much about it. My father was a design engineer with English Electric and he got me the apprenticeship when I was 16. I was assembling components for diesel-electrics for many countries all over the world.

"The whole site, right the way down Wellington Street to Wellington Road junction, apart from Gotts Mill, was all railways because the country depended on them. That is how the country functioned – on railways."

Although the hoist was not working during Kenneth's tenure at the railway, he learned much about its history through its presence and was delighted to be part of the museum project.

Clifford added: "It's such a unique thing that it lends itself to being a museum and I am really pleased with how it has turned out."

Work involved repairing and repointing the existing fabric of the building and making the structure watertight. A new green roof and landscaping was carried out, new windows and doors were installed, and internal and external lighting was added. Work was undertaken by several organisations including Sheppard Robson, CBRE, Planit, Curtins, Tim Denton and Arup, with construction work delivered by Simpsons (York).



The second wagon-lifting hoist is pictured right in this view of the former Leeds Central station. CLIFFORD STEAD ARCHIVE

➜ Wellington Place welcomes stories, experiences, artefacts and memories to be included in the museum. If you can help, email **info@wellingtonplace.co.uk**

For more information, visit **www.wellingtonplace.co.uk**

New life

The building officially opened to the public on May 15 when Federated Hermes MEPC, the developer and asset manager behind Wellington Place, gave away 173 free ice creams to mark the number of years the building has been standing.

Paul Pavia, head of development at Federated Hermes MEPC, said: "The Grade II lifting tower is extremely symbolic, not only to Wellington Place, but also to the city's unique industrial heritage.

"We couldn't be more pleased to have been able to give it a new lease of life, not only through repairing and restoring it physically, but also by creating something truly special that the local community and visitors of all ages can come to learn, share stories and enjoy. It's been an incredible journey to make the museum a reality, and wea are grateful to all those that made this possible.

"We are so excited to share these memories and play an active role in keeping them alive in a beautiful new space that pays homage to its past for many more years to come."

Chris Taylor, chairman of MEPC and head of real estate at Federated Hermes, added: "We have a long track record of delivering meaningful and sustainable place-making schemes. Our latest project has transformed Wellington Place's lifting tower into an outstanding educational attraction by preserving this important heritage building, which offers a tangible connection to Leeds' illustrious industrial past. Wellington Place has already established a meaningful sense of place, and the new addition of the mini museum further strengthens its identity and will act as an additional conduit for civic pride for both the people who work here and the local community."

Visitors can access the building for free from 9am to 5pm Monday to Friday, and 10am until 4pm at weekends. HR



Kenneth Still in front of the film footage in the mini museum which features him during his working days at the former Leeds Central.



Middleton Railway chairman Charles Milner and vice-president Ian Smith loaned the Leeds Central station and 'way out' signs showcased in the mini museum.

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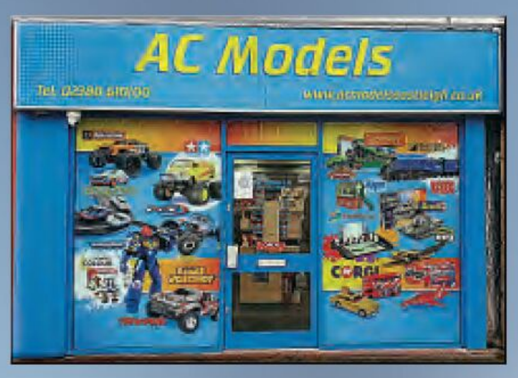


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STAR LETTER

We should celebrate what we have!

I think Chris Eden-Green is to be congratulated on a well-balanced article covering the contentious subject of liveries – It's only paint, isn't it – in issue 320 of *Heritage Railway*.

He touches briefly on fictitious liveries for anniversary or marketing purposes, and I do think owning groups and railways could make more use of livery change as a marketing tool.

A pre-Grouping engine has a choice of three liveries: post-Grouping two and then BR-built engines.

Painting an engine costs money, but at overhaul a repaint is usual. If the opportunity is taken to change the livery, it would generate fresh interest from photographers and encourage more visitors to the railway to see the new look – and incidentally tells part of the locomotive's history along the way.

> "We should be congratulating those responsible, not carping on about the livery in which they are painted."

I then discovered your Star Letter. The National Railway Museum has apparently committed the heinous crime of presenting *Flying Scotsman* as improved by BR.

The locomotive is more efficient and more powerful and better-suited to the modern main line. Who knows, over time Gresley may well have instituted similar improvements had he lived; we will never know.

Why *Scotsman* in the present form is an insult to Gresley is beyond me. I would suspect Gresley would be surprised it is still running!

As for the donors and the general public, crowds turn out to see the engine wherever it goes. No problem there.

I see *Betton Grange* and *Beachy Head* have also caused your correspondent problems. The locomotives built to the original designs have all long since been scrapped, and the existence of these two new machines is entirely due to the hard work of a group of enthusiasts and the generosity of many donors in each case. Maybe each will appear in a different livery in due course. The fact that these new locomotives exist is a cause for celebration and we should be congratulating those responsible, not carping on about the livery in which they are painted, which if anything is an insult that is!

Chris Eddie, email

Flying Scotsman should revert to past form as was saved

FROM my letter in issue 320, I wish to thank Sarah Price for her explanation to readers for the changes we see on iconic locomotive the *Flying Scotsman*.

I would like to remind readers that this machine earned its reputation in the 1930s with its non-stop journeys from London to Edinburgh and as such became very highly respected, which is the reason it was bought and entrusted to the National Railway Museum – not to have its identity changed.

The experiments on this locomotive had already been carried out by André Chapelon, CME for the French railway with the double blastpipe (KylChap) exhaust system necessitating double chimney. He also used the poppet valves operated by a rotary camshafts which I noticed is being used on the new P2.

Did Nigel Gresley ever use this type of valve gear? It would appear that our railway history is being changed by those we trust to protect it.

This was our only A3 class engine, and we want it back.

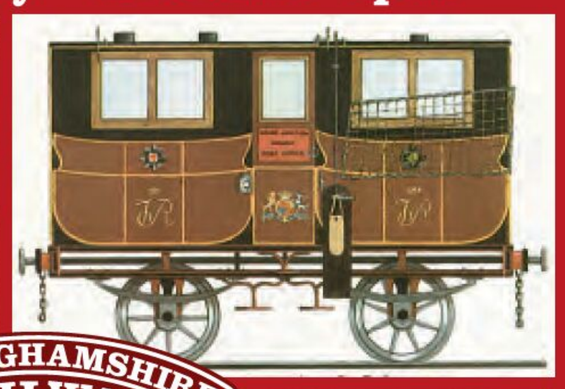
Derrick Martin, Hornchurch, Essex

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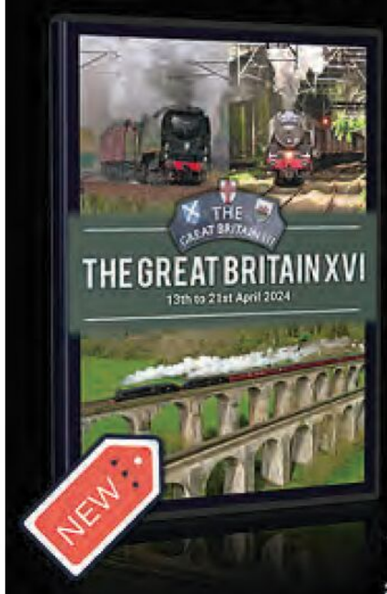
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Happy reunion with Beyer-Garratt 2-6-2+2-6-2 No. NG130 at Caernarfon. ALEXANDRA WILDE

Reunited with a locomotive from home

ENJOYING another visit to the Welsh Highland Railway recently, we booked tickets on The Harbourmaster service from Porthmadog to Caernarfon, with the Beyer-Garratt 2-6-2+2-6-2 No. NG130 providing the motive power.

I grew up in East Africa and South Africa, so as a child I knew the Garratt engines well.

When I was nine years old, I spent some time in Port Shepstone, on the south coast of (kwa-Zulu) Natal; to my delight, I learned No. NG 130 had served on the Port Shepstone-Harding branch line, then known as 'The Banana Express,' so it is very likely I had ridden behind this very engine.

The fireman seemed a bit surprised that I was eager to get up on the footplate; you have to be agile enough to climb up there.

It's certainly a very cramped space, and I know that conditions were terribly hot for the crew when they operated the train in South Africa.

I also remember the Garratts in service in Kenya, working between Nairobi and Mombassa; they were crewed by mainly Sikh drivers and fireman, and two examples are preserved in the Railway Museum in Nairobi. All the engines carried the names of mountains in Africa, such as Kenya and Gelai. Being a romantic, my favourite name was Ruwenzori, which translates as 'Mountains of the Moon.'

I didn't need to go so far afield to become happily reacquainted with No. NG 130, bringing back great memories of steam in my childhood. It's wonderful to know this engine is still going strong and delighting passengers on their excursions in Wales.

Alexandra Wilde, Rainham, Essex

Gresley might have made the same improvements

WHILE Derrick Martin is, of course, entitled to his view on *Flying Scotsman*, as expressed in issue 320, I'm afraid I cannot agree.

It should not be forgotten that Sir Nigel himself realised that there was room for improvement to the original A1 locomotives, resulting in a redesign to the A3 specification.

As is well-known, this redesign entailed an increase in boiler pressure from 180lb to 220lb and the introduction of long lap, long travel valves, slightly smaller cylinders and improved superheating.

Flying Scotsman itself received this modification in 1947 and subsequently gained further improvements with the installation of the Kylchap chimney and German type smoke deflectors. Not everybody agrees that the Witte smoke deflectors are an improvement from the aesthetic point of view, but there can be little doubt that they were – and still are – extremely effective in fulfilling their intended purpose.



A3 Pacific No. 60103 *Flying Scotsman* outside the Locomotion museum in Shildon on April 12, 2018.The locomotive is to make a repeat visit to this venue from its National Railway Museum home this summer. JASON HYNES/NRM

None of the foregoing will come as a revelation to enthusiasts, but my point is that surely there can be no finer tribute to Sir Nigel than that his basic design was good enough to remain in frontline service for about 40 years with continuous development. It will never be known, but it is possible that he would have introduced similar changes if circumstances had been different. My second point is that if *Flying Scotsman* is to continue on the main line, it must achieve the minimum performance acceptable to the appropriate authorities, which I believe justifies its existence in the present form.

John Jones, Pevensey Bay, East Sussex

Why that LNER container came to grief in Belgium

FURTHER to the news item on the discovery of a rotten and unsalvageable old LNER container in Belgium (issue 318), I may have a possible answer.

In the 1930s, many people were sending their furniture and libraries from Germany and Austria to England – not just Jews, but also socialists and various freethinkers who felt threatened by the Nazi government.

Such a transport was known as a 'lift' and one paid a removals firm or 'spediteur' to list, pack and collect the contents of a flat, transport it to a port, and transfer it to the UK. We know from biographies that many of these 'lifts' were lost, either plundered by the populace or caught up on bombing raids on Hamburg, Bremen and so on.

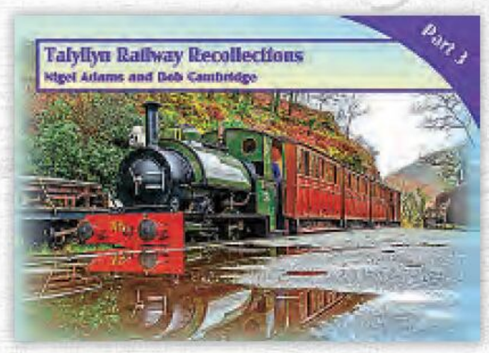
In all likelihood, English containers were also used (just as English ferry vans were used too) for shipments via Hull or Harwich. This was one that, for whatever reason, never made it back to the UK.

Walter Rothschild, Berlin, Germany

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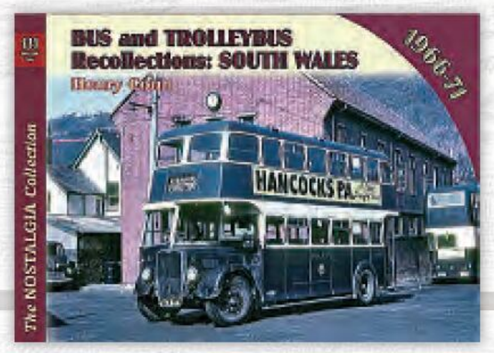
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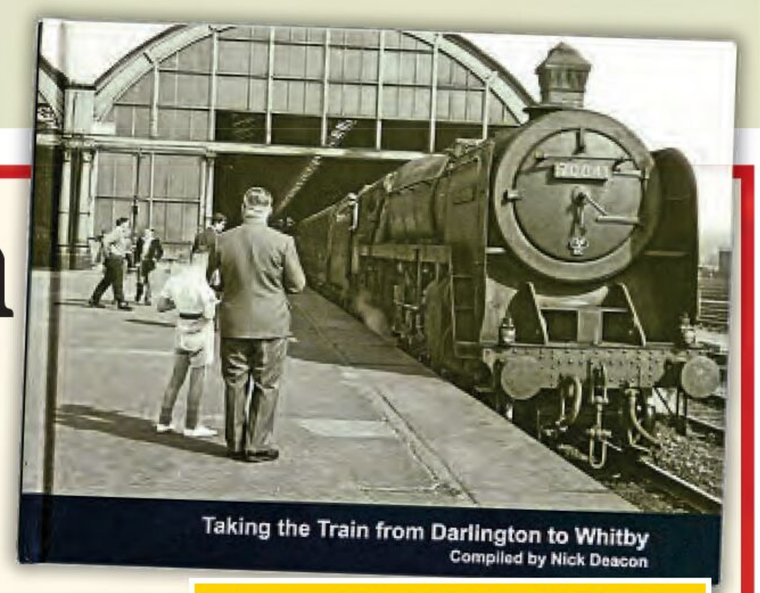


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Taking the Train from Darlington to Whitby



EDITOR'S CHOICE

Complied by Nick Deacon (hardback, 78pp, £13.50 + £3 p&p. Cheques payable to Transport Treasury Publishing and sent to: 16 Highworth Close, High Wycombe HP13 7PJ. ISBN 978-1-913893-45-3).

WHEN this latest Transport Treasury offering arrived, I thought it may be a limited subject for a book, **writes Geoff Courtney.** After all, Darlington to Whitby doesn't strike a chord as much as many other routes in the UK. But then I perked up when I thought of the many enjoyable holidays my wife and I have spent in North Yorkshire, which this book fringes on, and my spirits rose even further when I realised the engine on the cover was a 'Brit' bearing a shedplate from my teenage trainspotting home shed of Stratford (30A).

I was enticed into the contents and pleased to see that compiler Nick Deacon had tapped into Transport Treasury's pictorial archive to good effect, resulting in a publication with more variety than I had anticipated.

Firstly, the choice for the cover of a class of locomotives that one hardly associates with the area, and additionally was allocated to a distant East London shed. Taken at Darlington station on August 31, 1958, the image is of No. 70041 *Sir John Moore*, which Nick described as "unusually grimy." That grime would be all too familiar to we Liverpool Street to Norwich trainspotters of the time.

Nick said that the class was a comparative rarity at Darlington but explained that the Pacific had been rostered for a King's Cross-Glasgow relief train the previous day, and was working south from Newcastle. He also observed that it was probably a welcome 'cop' for the youngster seen standing beside the locomotive, writing the number in his notebook.

In his introduction, the complier wrote that he hoped the book reflected the rich and diverse trackside sights which the area had to offer "before being swept away by closures and the dead hand of latter-day modernisation" – and that aim has certainly been achieved.

A number of trackside images are in an industrial setting, such as A3 Pacific No. 60083 *Sir Hugo* passing giant power station cooling towers as it approaches Darlington station, and J26 0-6-0 No. 65763 at Middlesbrough against a backcloth of dockyard cranes and shipping.

There is also a selection of engine sheds, including Whitby (50G), Newport (51B), Middlesbrough (51D), Saltburn (51K), and even 1877-built Battersby, which closed in 1895 but was still remarkably intact when photographed in October 1963, two years before it was eventually demolished.

Many of the images are far removed from industry, however, and in this context I particularly enjoyed a panoramic view of A8 4-6-2T No. 69867 and its five-coach train crossing what Nick described as the "jaw-dropping" 152ft high, 790ft long, 17-span Staithes viaduct with a Loftus-Whitby train in the mid-1950s. Th structure, he wrote, was regarded as the line's pièce de résistance until it became a memory with its demolition in 1960.

Another eye-opener, albeit in a far less dramatic sense, is an image of tiny Commondale station, which is located in a setting about as rural and seemingly isolated as stations can get. It was opened by the North Eastern Railway circa 1891 on the Middlesbrough-Whitby route, and astonishingly is still open today, on what is now marketed as the Esk Valley Line, which has defied all the odds by surviving into the 21st century.

INDUSTRIAL AND RURAL SCENES IN RAILWAY SETTINGS

North East Industrial

Compiled by Colin Alexander (hardback, 78pp, £13.50 + £3 p&p. Cheques payable to Transport Treasury Publishing and sent to: 16 Highworth Close, High Wycombe HP13 7PJ. ISBN 978-1-913893-47-7).

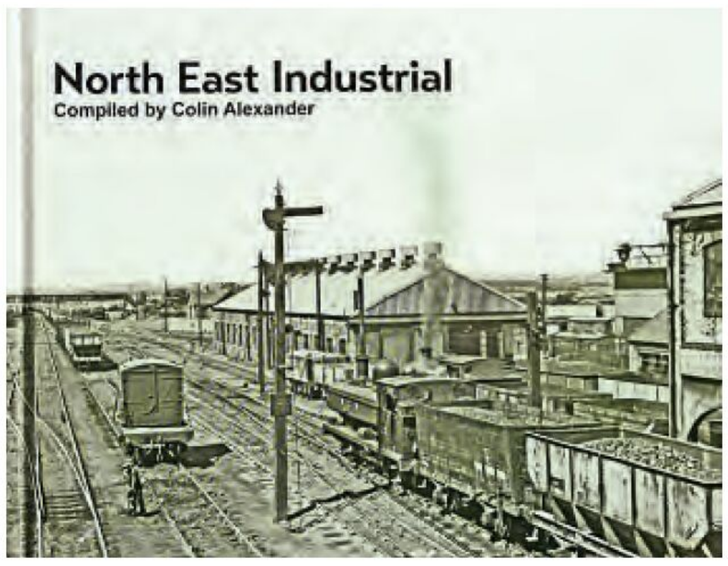
INDUSTRIAL steam is, in all truth, an esoteric subject that to many bears little comparison with the majesty of elite main line motive power, **writes Geoff Courtney.** This Transport Treasury publication, however, brings into sharp focus one aspect of the genre that has surely passed many enthusiasts by – the amazing longevity of many of the engines that spent their lives in our industrial heartlands.

Locomotives still working well past their pension age in the north-east for companies such as the National Coal Board punctuate the book, with seven decades of service being almost commonplace, and eight decades or more not unusual.

I'll keep the very best to last, but for starters, there is an image of ex-North Eastern Railway 0-6-0ST Mars at Seaham Harbour in Co Durham that was built by Robert Stephenson & Co in 1875 and withdrawn 88 years later, in 1963.

Another veteran that gave 88 years' service was Hartley Main Collieries of Northumberland 0-6-0ST No. 12, which was built as a 2-4-0 in 1847 by Kitson & Thompson for the York & North Midland Railway, rebuilt by the NER as an 0-6-0, rebuilt again as an 0-6-0ST, sold into the coal industry in 1894 and withdrawn in 1935.

An even longer-serving locomotive was another ex-NER engine, NCB 0-6-0 No. 3, which was outshopped by Robert Stephenson & Co in 1867 and is featured twice in the book, at Percy Main Colliery in Northumberland and secondly at another Northumberland pit, Seaton Delaval. The ancient double-framed engine was withdrawn in 1959 after a service life of no fewer than 92 years and scrapped, despite preservation attempts.



No. 3's operational life of 92 years was matched by Seaham Harbour's diminutive and now preserved 0-4-0ST No. 18, one of only a handful of locomotives built at Stephen Lewin's works in Poole, Dorset. It entered traffic in 1877, and when withdrawn in 1969, after spending it entire existence at Seaham, it was the oldest working locomotive in the country.

The book's longevity crown, however, goes to an 0-6-0 built by Robert Stephenson & Co in 1848 for the London & Birmingham Railway and numbered 246. It was renumbered 216 on becoming an LNWR engine and later No. 816 and was sold into industrial use in 1875. Two decades later it was bought by the South Hetton Coal Co of Co Durham and named *Sir George*, was rebuilt as an 0-6-0ST in 1910, and scrapped in 1948 after an astonishing 100 years in service.

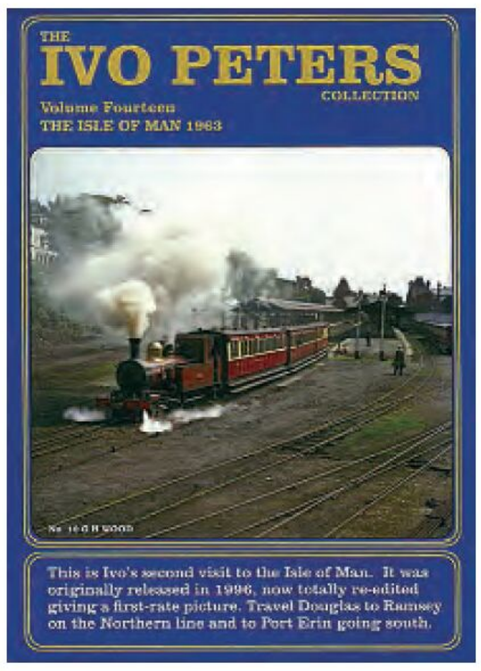
Modern motive power appears in the book – well, modern in the context of this publication, meaning built in the 1950s – but what struck me, in addition to the ages of some of the engines featured, was how many entered the industrial sector after careers with major railway companies.

Examples in an extensive list include ex-GWR 0-6-0ST Nos. 724, 747 and 813, 0-6-0PT Nos. 714 and 717, 0-6-2T No. 227, and 0-6-0T No. 312, which was formerly named *George Waddell* and in NCB use retained its GWR cabside numberplates and beneath the NCB initials on the side tanks had its original GWR no. in brackets. Another former GWR engine to retain its cabsides was outside-framed 0-6-0ST No. 2199, seen in an image at the Northumberland colliery of Broomhill in March 1953, 81 years after it was built by Avonside Engine Co for the Neath & Brecon Railway and 22 years after it was sold by the GWR.

It was not only the GWR that sold unwanted engines to industry in the north-east, for also in the book are ex-LBSCR E1 0-6-0T No. 163 *Southwick*, sold by the Southern Railway to Ashington Colliery in 1932, ex-NER and LNER 0-4-0T No. 898 and 0-6-0T No. 304, and former Glasgow & South Western Railway/LMS 0-6-2T No. 16908. Even BR got in on the act, including with ex-LSWR and SR B4 0-4-0T No. 81 *Jersey* that was sold to Skinningrove ironworks in North Yorkshire in 1949 before its new No. 30081 could be applied, and J94 0-6-0ST No. 68078, which was sold in 1963 and photographed at Northumberland's Widdrington opencast mine in the company of ex-BR 0-6-0 diesel shunter No. 12052.

STEAM SURVIVORS SERVING INDUSTRY IN THEIR OLD AGE

Pre-order Issue 322: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



The Isle of Man 1963

(DVD, The Ivo Peters Collection Volume 14, https://ivopeters.co.uk, 48 mins, £16.95).

FILMS shot by the late Ivo Peters which were originally made available in video tape form have in more recent years been progressively remastered and issued as DVDs. This 48-minute programme is devoted to footage Ivo shot during six days of filming in the summer of 1963 of the Isle of Man steam lines.

Opening with a map locating the stations on the routes from Douglas to Port Erin and Douglas to Ramsey, the action begins with several locomotives, all carrying Indian red livery at this time, shunting around the yard at Douglas.

Perhaps a highlight is seeing the powerful one-off 2-4-0T *Mannin* in steam. Ivo was there just in time, as this locomotive last ran in the following year (1964). If all goes to plan, a current project to restore it to operation could come to fruition in 2026.

Footage continues of trains progressing along the Port Erin line, although they were only filmed as far as Port St Mary. It is fascinating to see how much has changed over the intervening 60 years – while probably inevitable, whether for the better in some instances may perhaps be debatable!

The action then switches to the now long-closed northern lines to Peel and Ramsey, although coverage ceases at Sulby Bridge short of the old Ramsey terminus. The final five minutes returns to shunting carriages at Douglas at the close of a day's operations.

The footage inevitably does not present the crisp images of modern filming but is a wonderful historic record of times past. In this reviewer's view, the nostalgic and very atmospheric feel is enhanced by retention of the original commentary employed on the video tapes, not updated to reflect subsequent changes.

BACK IN TIME TO A MANX GOLDEN AGE

Chasing steam in 1966: A Teenager in Pursuit of the Disappearing Steam Locomotive

By Keith Widdowson (softback, The History Press, 160pp, £17.99 , ISBN 978-1-803995-19-9).

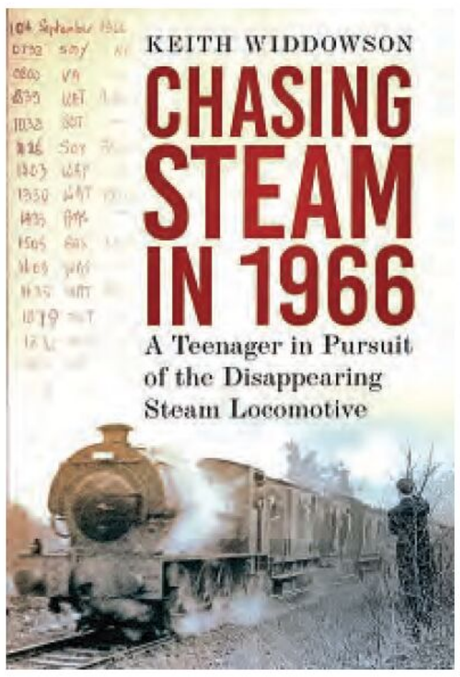
HERE is a vivid trip down memory lane to a long-vanished world. Ex-railwayman Steve Widdowson describes his 47,000 miles of travel on the BR network using his travel season ticket in 1966 to experience the steam era on our railways before it finally ended.

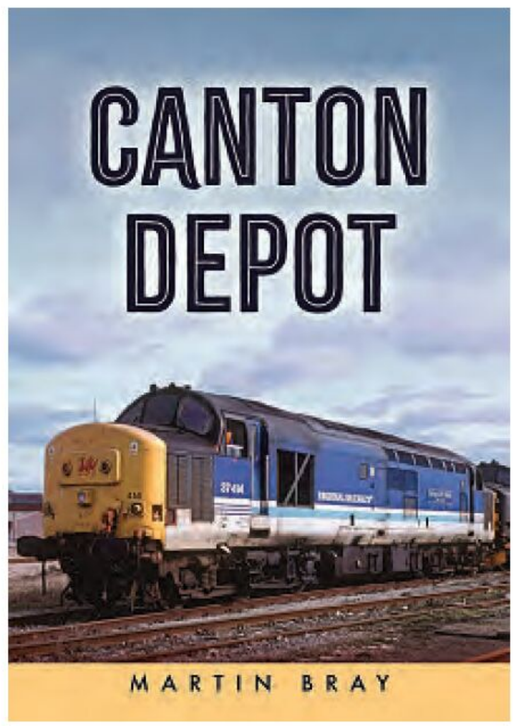
By 1966, steam locomotives were being withdrawn in huge numbers, and at the same time the network was contracting following the 1963 Beeching Report. The author travelled all over Britain to experience riding behind as many different steam locomotives as possible. Already, many famous loco classes were extinct on BR, so his mission was 'now or never.'

The journeys taken were extraordinary, and in the course of 57 nights away from home travelling the network, the teenage author amassed numerous precious haulage 'catches' of his beloved steam locomotives. His expeditions ranged far and wide – to Shanklin, Exeter, Carlisle Birkenhead, Aberdeen, Stranraer, March and Blackpool, just to mention a few locations. It is a real tale of dedication and commitment in an era with no access to internet-based rail information or even the TOPS system!

Including many evocative monochrome images, the book certainly captures the frenetic pace of change during this year and is a fascinating insight into our railway system as it used to be. Definitely recommended!

TRUE TIME TRAVEL





Canton Depot

By Martin Bray (softback, Amberley Publishing, 96pp, £15.99, ISBN 978-1-398103-84-9).

CANTON TMD in Cardiff opened almost 60 years ago and was home to many locomotives in its 40 operating years, from opening in 1964 to closure by EWS in 2004.

Here is a photographic tribute to the locomotives associated with the depot by a retired railway engineer who had a close working association with the depot.

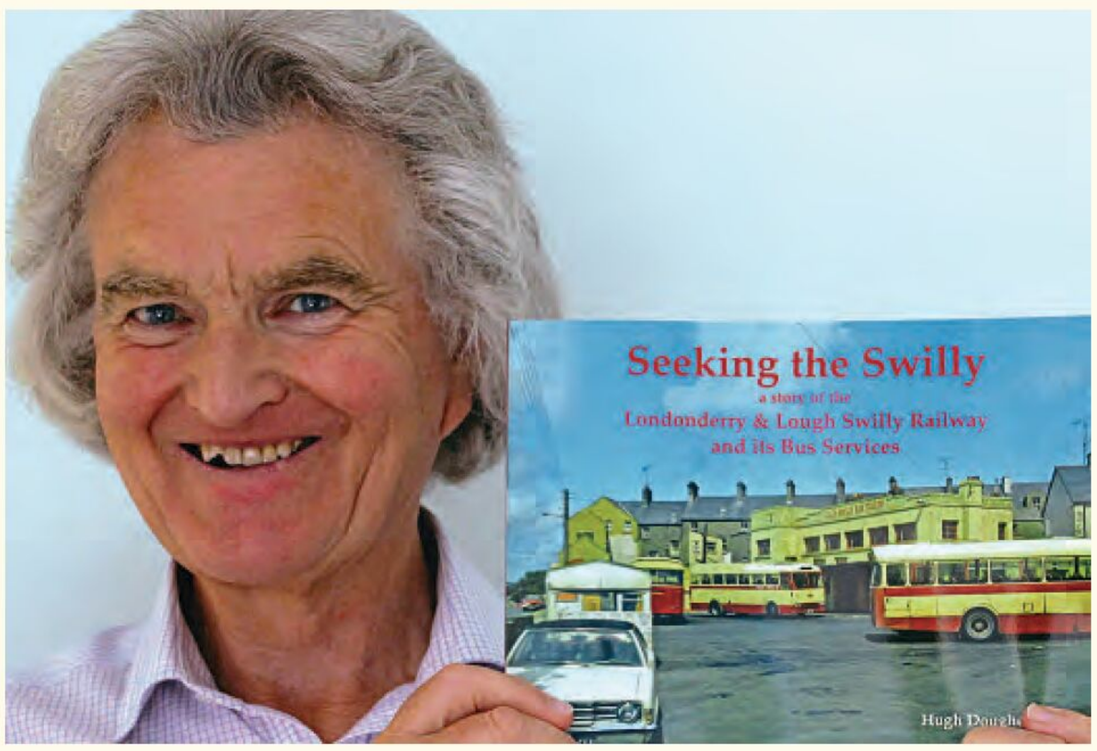
Using the author's own extensive collection of photographs, classes featured range from 08 and 09 shunters, through Type 2, 3, 4 and 5 diesels to 66s and 67s – although most images are of those mostly associated with South Wales through the period, Classes 08, 37, 56 and 60.

The images are of a high quality and well-reproduced, making this an excellent and interesting reminder of what was one of the country's largest diesel depots.

DIESEL DAYS DELIGHT

Seeking the Swilly

By Hugh Dougherty (softback, Stenlake Publishing, www.stenlake.co.uk 49pp, £12.95, ISBN 978-1-840339-80-2).



HERITAGE Railway contributor Hugh Dougherty has here followed up on his County Donegal Railways Bus Services book, published last year, to cover the county's other narrow gauge rail company, the Londonderry & Lough Swilly Railway in a new book.

Covering the railway and the buses which replaced it, the book tells how as a teenager in the 1960s, Hugh found the remains of the Letterkenny & Burtonport line, Letterkenny station itself, and began to wonder why the grey-and-green buses he encountered on the roads carried the lettering L&LSRly.

In those days, long before the internet, he talked to bus crews, all of whom were old railwaymen, and tracked down Johnny Hannigan, who had been the fireman on the ill-fated train which was blown off the Owncarrow Viaduct in January 1925 with the tragic loss of four lives.

Hugh interviewed the hero of the Oewncarrow, who saved lives and walked two miles in the storm and darkness to Creeslough station to raise the alarm at Letterkenny Station, where in 1967, he was still working for the Swilly.

The book also pinpoints the remains of the line that can be seen today, and a picture of a Sunday excursion train at Ballyliffin on the Carndonagh line, which was taking hundreds of excursionists back to Derry after a day out on Pollan Strand, shows just what an impact the railway had on its hinterland.

A picture of Ballyliffin station today but slumbering among the trees that have grown since the line was closed in 1935, represents the many buildings and remains of the railway that still exist – a reminder of a railway company that was in existence from 1853 to 2014, when its last of its buses that had replaced its trains ran thanks to the company being declared insolvent.

"Having covered the CDR, I thought it was only right to do a book on its great rival, the Swilly," said Hugh. Royalties are being donated to Donegal Railway Heritage Museum.

DONEGAL LINE NEVER TO BE FORGOTTEN

OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Amberley Museum
2ft gauge, ¼ mile. Arundel, West Sussex. Tel: 01798 831370.
Open: Weds-Suns.

Bluebell Railway
Standard gauge, 11 miles. Sheffield Park, East Sussex TN22 2QL. Tel: 01825 720800.
Running: Weds-Suns, sch hols.

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.
Running: Weds + Thurs & Fris from July 24 + July 7.

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.

Exbury Gardens & Steam Railway
12¼in gauge, 1½ miles. Exbury, Southampton. Tel: 023 8089 1203.
Open: Daily.

Hayling Light Railway
2ft gauge, one mile. Hayling Island, Hants. Tel: 07902 446340.
Running: Weds, W/Es, sch hols.

Hollycombe Steam in the Country
2ft gauge, 1½ miles. Liphook, Hants. Tel: 01428 724900.
Open: Tues-Fris (from July 30), Suns + July 6, 20.

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.
Running: Sats-Thurs. Daily from July 20.

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.
Running: Tues-Thurs, W/Es.

Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.
Running: July 14, 28.

Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.
Running: Weds (from July 24), Thurs-Suns + July 30.

Mizens Railway
7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922.
Running: Suns.

Old Kiln Light Railway
2ft gauge, ¾ mile. Farnham, Surrey.
Running: W/Es.

Romney, Hythe & Dymchurch Railway
15in gauge, 13½ miles. New Romney, Kent. Tel: 01797 362353.
Running: Daily.

Royal Victoria Railway
10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246.
Running: W/Es.

Sittingbourne & Kemsley Light Railway
2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899.
Running: Suns + July 27, 31.

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.
Running: Tues-Thurs (from July 30), W/Es + July 12.

Volk's Electric Railway
2ft 8½in gauge, one mile. Brighton.
Running: Daily.

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538.
Running: W/Es + July 31.

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555.
Running: Tues-Thurs, W/Es + Mons from July 15.

Bristol Harbour Railway
Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600.
M Shed Museum open daily. Running: W/Es.

Dartmouth Steam Railway
Standard gauge, seven miles. Paignton, Devon. Tel: 01803 555872.
Running: Daily.

Devon Railway Centre
2ft gauge, ½ mile. Bickleigh, Devon. Tel: 01884 855671.
Open: Weds-Suns + Tues from July 30.

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.
Running: Weds, Thurs, W/Es, sch hols.

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752.
Running: July 28.

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.
Running: Weds (from July 17), Thurs, Suns + July 27.

Lappa Valley Railway
7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317.
Open: Daily.

Launceston Steam Railway
1ft 11½in gauge, 2 ½ miles. Launceston, Cornwall. Tel: 01566 775665
Running: Suns-Tues + Weds from July 17.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487.
Running: Tues-Thurs, W/Es, sch hols.

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: Sats (from Aug 3), Suns + July 13.

Seaton Tramway
2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.
Running: Daily.

Somerset & Dorset Joint Railway
Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221
Running: Weds (from July 24), Suns + July 6, 20.

South Devon Railway
Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370.
Running: Daily.

Swanage Railway
Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800.
Running: Daily.

Swindon & Cricklade Railway
Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615.
Running: W/Es + June 15.

West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.
Running: Tues-Thurs, W/Es.

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.
Running: July 14, 27/28, 30, Aug 6, 11.

EAST ANGLIA

Bressingham Steam Museum
Narrow and standard gauge, one mile. Diss, Norfolk. Tel: 01379 686900.
Open: Daily.

Bure Valley Railway
15in gauge, nine miles. Aylsham, Norfolk. Tel: 01263 733858.
Running: Daily.

Colne Valley Railway
Standard gauge, ¾ mile. Castle Hedingham, Essex. Tel: 01787 461174.
Running: Weds & Thurs (from July 24), Suns + July 6.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: Weds, W/Es.
Running: July 6/7, 24, 28, 31.

Ferry Meadows Railway
10¼in gauge, ½ mile. Peterborough, Cambs. Tel: 01733 398 889.
Running: W/Es, sch hols.



The Cleethorpes Coast Light Railway is celebrating 50 years of the Lincolnshire town being twinned with Konigswinter in Germany during its July 13/14 summer steam festival. A special naming ceremony led by the Mayor of North East Lincolnshire will welcome delegates from the Germany to commemorate the refurbishment of locomotive No. 5 by christening it at 1.30pm on the Saturday. Visiting steam locomotives *Sian* and *Badger* will visit from Whistlestop Valley. For those eager to explore, Lakeside Station will host a captivating display of miniature traction engines and vintage vehicles including buses, coaches and cars, complemented by classic attractions such as crazy golf, a drive-it-yourself tram tailored for younger enthusiasts, and an exhibition showing off the history of the railway. CCLR



Pre-order Issue 322: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



Yorkshire Engine Company 0-6-0DE shunter No. 1982 of 1962 (works number 2872) was moved by its owner from Rocks by Rail in Rutland to a new home at the Buckinghamshire Railway Centre on June 17. Supplied new to United Steel Companies Ltd for use at Colsterworth Ironstone quarry which closed in 1973, it was then moved to the Normanby Park steelworks at Scunthorpe steelworks and preserved after being withdrawn in 1981. It was taken to the Appleby Frodingham Railway Preservation Society for overhaul in 2015, during which it was returned in 2019 in its Cottesmore Ironstone livery. It has been regularly seen shunting duties with mineral wagons in the quarry at Rocks by Rail. ROBIN JONES

Mangapps Railway Museum
Standard gauge, ¾ mile. Near Burnham-on-Crouch, Essex. Tel: 01621 784898.
Open: W/Es, sch hols.

Mid-Norfolk Railway
Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.
Running: Weds, Thurs (from July 25), W/Es.

Mid-Suffolk Light Railway
Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.
Running: Suns.

Nene Valley Railway
Standard gauge, 7½ miles. Wansford, Peterborough, Cambs.
Tel: 01780 784444.
Running: Weds, Thurs & Fris (from July 18), W/Es.

North Norfolk Railway
Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
Running: Daily.

Wells & Walsingham Railway
10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.
Running: Daily.

Whitwell & Reepham Railway
Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.
Open: Tues-Suns. Running: Diesel W/Es, steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre
Standard gauge, ¼ mile.
Quainton Road, Bucks.
Tel: 01296 655720
Cafe open Mon-Fri. Running: Weds (from July 24), Suns + July 13.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 07979 055366
Running: Weds (from Aug 1), Suns + July 6, 20.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067
Running: July 7, 21, 25, Aug 1, 4.

Didcot Railway Centre
Standard gauge. Didcot, Oxon.
Tel: 01235 817200.
Open: Weds, W/Es.

Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex. Tel: 01277 365200.
Running: Weds (from July 31), W/Es + July 26.

Great Whipsnade Railway
2ft 6in gauge. Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.
Running: Daily.

Hampton & Kempton Waterworks Railway
2ft gauge. Hanworth, Middlesex.
Tel: 01932 212235.
Running: Suns + July 6.

Leighton Buzzard Railway
2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888
Running: Weds &Thurs (from July 24), Suns.

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: Suns.

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: Weds, W/Es + July 26, Aug 1.

Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys).
Oswestry and Llynclys, Shropshire.
Tel: 01691 728131.
Running: Weds, W/Es.

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, bank hols.
Tel: 01270 212130.

Donegal Railway Heritage Centre
Donegal.
Open: Mon-Sat.
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.

Museum of Scottish Railways
Bo'ness, West Lothian.
Open: Daily.
Tel: 01506 825855.

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: Weds, W/Es.
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

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: Tues, Weds, W/Es + July 19.

Crich Tramway Village
Standard gauge, one mile.
Crich, Derbyshire. Tel: 01773 854 321
Open: Sats-Thurs. Daily from July 26.

Dean Forest Railway
Standard gauge, 4½ miles.
Norchard, Lydney, Glos. Tel: 01594 845840.
Running: Tues (from July 23), 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: W/Es, sch hols.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Tel: 01782 396210.
Running: Weds (from July 24), Suns.

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es + July 12.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
www.gcrailway.co.uk
Running: Weds, Thurs, W/Es + July 12.

Great Central Railway (Nottingham)
Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705. **pen: W/Es.**

Leek & Rudyard Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01538 269948. **Running: W/Es.**

Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es + Weds from July 31.

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford, Northants. Tel: 01604 820327.
Running: Suns.

Northamptonshire Ironstone Railway
Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.
Running: July 14, 28.

Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire. Tel: 01629 580381.
Running: Weds, Thurs (from July 25), W/Es.

Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.
Open: Tues, Thurs, W/Es, sch hols.

Rocks by Rail
Standard gauge, ¼ mile.
Cottesmore, Rutland.Tel: 07974 171068.
Open: Tues, Thurs. Running: July 14, 28.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.
Running: Aug 4.

Severn Valley Railway
Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.
Running: Tues (from July 23), Weds, Thurs, W/Es.

Statfold Barn Railway
2ft gauge, one mile.
Tamworth, Staffs B79 0BU.
Tel: 01827 830389.
Open: Fris-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.

Toddington Narrow Gauge Railway
2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
Running: Suns.

NORTH WEST

Blackpool Heritage Depot & Tram Tours
Standard gauge, 11 miles.
Blackpool, Lancs.Tel: 01253 209521.
www.blackpoolheritage.com
Depot: Mons, Sats.
Heritage tram tours: Tues & Thurs (from July 23), W/Es.

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.
Running: Weds, Thurs, W/Es + Fris from July 26.

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: Sats.

Groudle Glen Railway
2ft gauge, ¾ mile. Isle of Man.
Tel: 01624 670453.
Running: Weds, Suns.

Heaton Park Tramway
Standard gauge, ½ mile.
Manchester. Tel: 0161 740 1919.
Reopens: W/Es.

Isle of Man Steam Railway
3ft gauge, 15½ miles. Douglas, Isle of Man.
Tel: 01624 662525.
Running: Daily.

Kirkby Stephen East
Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.
Open: Suns.

Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles.
Near Ulverston, Cumbria.
Tel: 01539 531594.
Running: Daily.

Manx Electric Railway and Snaefell Mountain Railway
3ft gauge, 17 miles (MER), 5½ miles (SMR).
Douglas, Isle of Man. Tel: 01624 697473.
Running: Daily.

Ravenglass & Eskdale Railway
15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
Running: Daily.

Ribble Steam Railway
Standard gauge, 1½ miles. Preston, Lancs.
Tel: 01772 728800.
Running: Sats.

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
Running: Tues, Weds, W/Es.

Threlkeld Quarry & Mining Museum
2ft gauge, ½ mile. Threlkeld, Cumbria.
Tel: 01768 779747.
Opens: Tues-Suns.

West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns, bank hols.

NORTH EAST

Aln Valley Railway
Standard gauge, 1½ miles. Alnwick, Northumberland. Tel: 0300 030 3311.
Running: W/Es.

Appleby Frodingham Railway-Scunthorpe
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.
Running: July 6, 13.

Bowes Railway
Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.
Open: Tues & Thurs to pre-booked groups only.

Cleethorpes Coast Light Railway
15in gauge, two miles. Cleethorpes, North East Lincolnshire Tel: 01472 604657.
Running: Daily.

Derwent Valley Light Railway
Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.
Running: Suns.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.



Northern arrival: Former GWR No. 5541 brings the 11.44am from Norchard into the bucolic setting of the Dean Forest Railway's northern terminus of Parkend on June 5. Built at Swindon in 1928, the 2-6-2T was withdrawn from Plymouth Laira (83D) in July 1962, and in October 1972 was rescued from Barry by the then nascent Dean Forest Railway Society. In 1986, the society purchased from BR the former Severn & Wye Railway trackbed from Lydney to Cinderford and from 1991 reopened part of the route in stages from Lydney to Parkend, and since those early days, No. 5541 has become a stalwart of the 4¼-mile heritage line. Parkend, which was opened by the Severn & Wye Railway in 1875 and closed with the line itself in 1976, was reconstructed and officially reopened by the Princess Royal on May 19, 2006. The village of Parkend was once an industrial heartland of the forest due to considerable mining and ironworks activity in the area. At its peak in the mid-19th century, there were more than 300 mines in the forest, but the last deep pit closed in 1965, leaving about 150 freeminers who still work a handful of small collieries. BARBARA PRINCE

Pre-order Issue 322: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Embsay, North Yorks. Tel: 01756 710614.
Running: Tues, Weds-Fris (from July 24), W/Es.

Heatherslaw Light Railway
15in gauge, two miles.
Ford Forge, Northumberland.
Tel: 01890 820244.
Running: Daily.

Keighley & Worth Valley Railway
Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ.Tel: 01535 645214.
Running: Weds, Thurs, W/Es. Daily from July 22.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
Running: Weds & Sats from July 10.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire.
Tel: 01507 363881.
Running: Suns.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds. Tel: 0845 680 1758.
Running: Weds (from July 31), 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.
Open: W/Es, bank hols. Running: Thurs (from July 25), Suns.

Tanfield Railway
Standard gauge, three miles. Near Gateshead, Tyne & Wear.
Tel: 07508 092365.
Running: Thurs & Sats (from July 20), Suns.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: Tues, Weds, W/Es + Thurs from July 18.

Wensleydale Railway
Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 01677 425805.
Running: Tues, Weds, W/Es + Fris from July 19.

Whistlestop Valley Railway (Kirklees)
15in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Open: W/Es, sch hols.

Yorkshire Wolds Railway
Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
Running: Suns.

WALES

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

Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
Running: Daily.

Blaenavon's Heritage Railway
Standard gauge, 3½ miles. Blaenavon, Torfaen. Tel: 01495 792263.
Running: Weds (from July 24), W/Es.

Brecon Mountain Railway
1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan.
Tel: 01685 722988.
Running: Mons (from July 22, Tues-Thurs, W/Es, bank hols.

Corris Railway
2ft 3in gauge, ¾ mile.
Corris, near Machynlleth.
Tel: 01654 761701.
Running: Sats + Suns (from July 28).

Fairbourne Railway
12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: Tues-Thurs, W/Es. Daly from July 20.

Ffestiniog Railway
2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.
Running: Daily.

Gwili Railway
Standard gauge, four miles. Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.
Running: Tues (from July 23), Weds, Thurs, Suns.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd.
Tel: 01286 870549.
Running: Daily.

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile. Cynheidre, Carmarthenshire. Tel: 07956 082305.
Reopens: TBA.

Llangollen Railway
Standard gauge, 10 miles.
Llangollen, Denbighshire.
Tel: 01978 860979.
Running: Weds-Suns.

Rhyl Miniature Railway
15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
Running: W/Es, sch hols.

Snowdon Mountain Railway
800mm gauge, 4½ miles.
Llanberis, Gwynedd.
Tel: 01286 870223.
Running: Daily.

Talyllyn Railway
2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd. Tel: 01654 710472.
Running: Daily.

Teifi Valley Railway
2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 5TD.
Tel: 01559 371077.
Running: W/Es.

Vale of Rheidol Railway
1ft 11¾in gauge, 12 miles. Aberystwyth, Ceredigion. Tel: 01970 625819.
Running: Daily.

Welsh Highland Heritage Railway
2ft gauge, one mile. Porthmadog, Gwynedd.Tel: 01766 513402.
Running: Tues-Thurs, W/Es. Daily from July 20.

Welsh Highland Railway
2ft gauge, 26 miles.
Caernarfon, Gwynedd. Tel: 01766 516000.
Running: Daily.

DATES FOR THE DIARY

Galas and heritage events in the coming weeks

JULY
- 5-7 Talyllyn Railway Beer Festival
- 6 West Lancashire Light Railway Volunteers' Day
- 6/7 Great Central Railway Vintage Vehicle Weekend
- 6/7 Isle of Wight Steam Railway 1940s Experience
- 6/7 Llangollen Railway Classic Transport Weekend
- 6/7 Middleton Railway Leeds Steampunk Festival
- 6/7 Talyllyn Railway Anything Goes & Garden Railway Gala
- 7 Crich Tramway Village Classic Motorcycles Day
- 7 Epping Ongar Railway Classic Car Rally
- 7 Mid-Suffolk Light Railway Land Rover Day
- 7 Statfold Country Park Cars in Strawberry Park
- 12-14 Gloucestershire Warwickshire Railway Diesel Gala
- 12-14 Spa Valley Railway Summer Steam Gala
- 13/14 Buckinghamshire Railway Centre Day Out with Thomas
- 13/14 Cleethorpes Coast Light Railway Summer Steam Festival
- 13/14 Didcot Railway Centre Brick Adventures
- 13/14 Welshpool & Llanfair Light Railway Vintage Weekend
- 14 Crich Tramway Village Model Trams Exhibition
- 14 Mid-Suffolk Light Railway Brake Van Day
- 20/21 Statfold Country Park 1940s Weekend
- 20/21 Talyllyn Railway Awdry Extravaganza 4
- 21 Mid-Suffolk Light Railway Suffolk Craft Fair
- 25-28 Ecclesbourne Valley Railway Class 14s @ 60 Gala
- 26-28 Epping Ongar Railway Beer Festival
- 27 Isle of Wight Steam Railway Proms
- 27 Romney Hythe & Dymchurch Railway Country Fayre
- 27/28 Seaton Tramway Natural Seaton Festival
- 28 Mid-Suffolk Light Railway Norfolk & Suffolk Narrow Gauge Modellers
- 30/31 Isle of Man Railways Transport Festival

AUGUST
- 1-4 Isle of Man Railways Transport Festival
- 2/3 Talyllyn Railway Late Night Steam
- 2-4 Spa Valley Railway Summer Diesel Gala
- 3/4 East Lancashire Railway Day Out with Thomas
- 3/4 Llangollen Railway 1960s Weekend
- 3/4 Mid Norfolk Railway 1940s Weekend
- 3/4 West Lancashire Light Railway Summer Gala
- 5/6 Crich Tramway Village Built It! Model Bricks Days
- 6 Talyllyn Railway Floral Train

Organising a gala or other big event and want it included? Let us know by emailing Owen Hayward at: ohayward@mortons.co.uk

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles. Llanfair Caereinion, Powys. Tel: 01938 810441.
Running: Tues-Thurs, W/Es. Daily from July 27.

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 825855.
Running: Tues, Weds (from July 17), W/Es, + July 5, 25, Aug 1.

Caledonian Railway
Standard gauge, four miles. Brechin, Angus.
Tel: 01356 622992.
Running: W/Es + Aug 2.

Doon Valley Railway
Standard gauge. Dunaskin, Ayrshire.
Running: Sats.

Keith & Dufftown Railway
Standard gauge, 11 miles.
Dufftown, Banffshire. Tel: 01340 821181.
Running: Fris-Suns.

Lathalmond Railway Museum
Standard gauge, ½ mile.
Scottish Vintage Bus Museum, Lathalmond, near Dunfermline.
Tel: 07379 914801.
Open: Suns.

Leadhills & Wanlockhead Railway
2ft gauge, ¾ mile. Leadhills, South Lanarkshire. **Running: Suns.**

Royal Deeside Railway
Standard gauge, 1¼ miles. Banchory, Kincardineshire.
Tel: 01330 844416.
Running: W/Es.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire.
Tel: 01479 810725.
Running: Weds, Thurs, W/Es.

IRELAND

Cavan and Leitrim Railway
3ft gauge. Downpatrick, Co. Down.
Tel: +353 71 963 8599.
Running: Sats-Mons.

Downpatrick & County Down Railway
5ft 3in gauge.
Drumod, Co. Leitrim.
Tel: 028 4461 5779. **Reopens: TBA.**

Railway Preservation Society of Ireland
5ft 3in gauge. Whitehead, Co. Antrim.
Tel: +44 28 9358 6200.
Museum open: Thurs-Sats.



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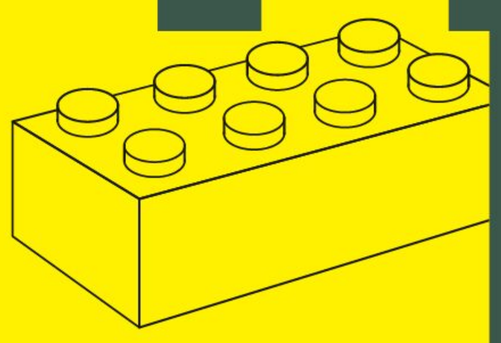
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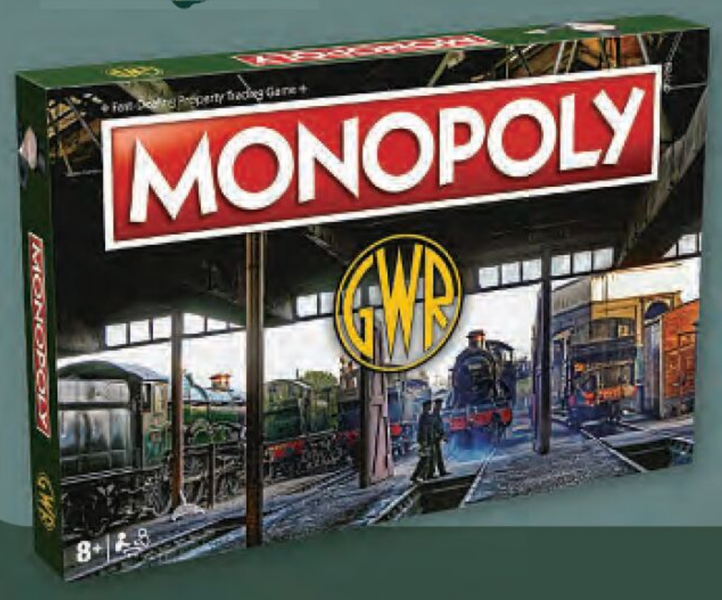
Steam into Christmas and help Santa find his missing reindeer

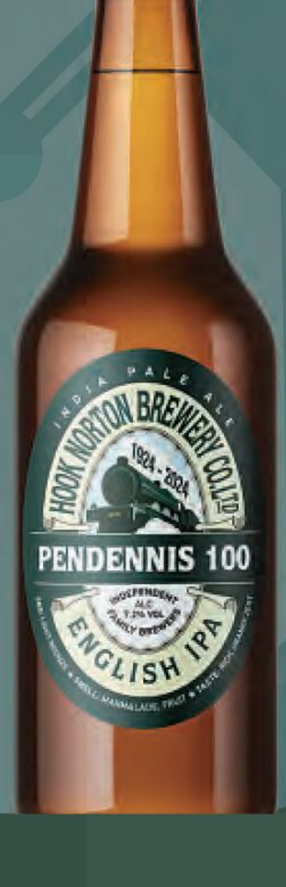
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eggs, and an excellent choice of fish, as well as vegetarian options.

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The one and two-bedroom apartments are all self-contained and have their own entrance, although they can also be accessed through the hotel. Bookings can be made online through www.welbeckhotel.com, though personal contact is enjoyed, so don't be afraid to pick up the telephone to ask questions or for advice, reserve a room, or for help with booking your passage to the IoM.

■ **Telephone: 01624 675663**
■ **Email: mail@welbeckhotel.com**
■ **Website: www.welbeckhotel.com**

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ICI Salt Van Sleeps 3

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GWR TOAD Brake Van Sleeps 2

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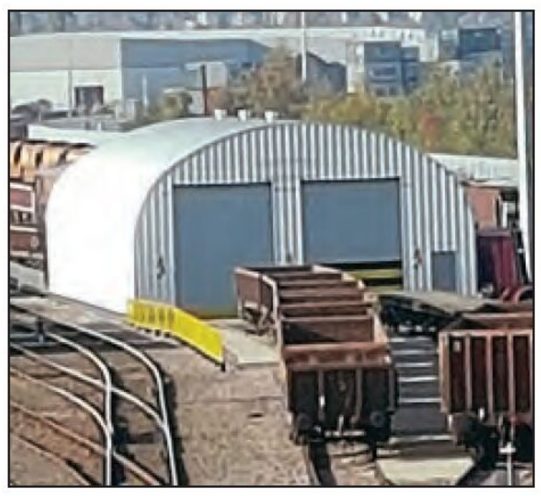
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If you've got a quirky photo, tale, poem, or anything else you think might be appropriate, please email staff writer Owen Hayward on ohayward@mortons.co.uk

Trombone Ted – signalbox serenade at the Ffestiniog & Welsh Highland

By Robin Jones

MUSICAL railwayman Ted Beausire has combined a career in main line railway signalling with life as a jazz musician.

He is now back volunteering this summer at the Ffestiniog & Welsh Highland Railways, and is a regular sight heading for a signalbox, trombone case in hand, as seen on this video at https://youtu.be/VvIEO2hXxW0

Ted, from Charlbury, in Oxfordshire, began his railway career at the FfWHR in the 1970s as a summer job before finishing university and joining BR.

"I became a signaller at Oxford, and I soon discovered I could also practice my trombone playing there!" he said.

"There was time on nights when you were on your own and we could use the tea-break room during the day. That was very good news for a musician, and I thought if I can practice my trombone at work, then there are probably places I can play when I come up to Wales to volunteer."

Ted got permission from control at the FfWHR to play between train movements at the new Harbour Station signalbox in 2014.

He also practices his jazz set when he is rostered on at the Rhiw Goch 'box in the hills above Penrhyndeudraeth.

"You'll never get anywhere with music unless you practice," Ted added.

He has never had any complaints, and he remembers serenading occasional evening jazz specials as they headed out of Harbour station.

FfWHR operating Manager Michael Baker said: "Ted is well-known for his musical talents here, and his signalling expertise.

"Signalmen over the years have found things to keep them occupied between trains to keep them alert.

"Many choose to train to be a signalman not only as it is a much-respected key role, but also that it offers a peaceful haven away from the hustle and bustle of the station."

You can catch Ted and his band Poco Loco playing in venues around Oxfordshire.



Music to the ears at Porthmadog Harbour station signalbox as Ted Beausire plays between trains. FF&WHR

Simplex the best – nine locos with total age of 769 years in cavalcade!

ALL nine Motor-Rail Simplex diesels based on the Lincolnshire Coast Light Railway formed a cavalcade at the line's diesel day on June 15.

Five of the line's diesels worked passenger services for the first time in its 64-year history during the event.

The combined age of the Simplex 4wDMs was 769 years: the oldest was No. 1935 of 1920 No. 7 *Nocton*, and the youngest, No. 9264 of 1947 No. 8, nicknamed *Fred,* which survived inundation in the east coast floods at Mablethorpe in 1953, was built in 1947, and ended its working life at Skegness Brickworks.

By carefully devised combinations with the other air-braked locomotives normally used on timetabled passenger services, it was possible for passengers to enjoy journeys powered by *Fred* (working its first-ever passenger service), No. 8874 of 1944 No. 6, No. 8825 of 1943 *Sark*, 1942-built Simplex T3 (originally supplied to a firm in Midlothian which has recently undergone substantial overhaul on the LCLR and is now fitted with an air-cooled engine) and privately-owned Simplex No. 8905, which had fired up its replacement engine only a week earlier as part of a multi-year restoration project. The Simplex designs date back to the First World War trench railways and were intended and built for moving train loads of soldiers, armaments, water, medical supplies and fodder for horses over the notoriously deep and dangerous mud which would otherwise have prevented access to the trenches and the fighting.



Motor-Rail Simplex No. 7481 of 1940 No. 2 *Wilton* heads the cavalcade of nine locomotives returning from South Loop. ANDY STEVENS/LCLR

Those designs were adapted and modified over the years by Motor-Rail Ltd of Bedford, using the brand name Simplex. They were particularly useful in Lincolnshire, moving heavy loads of potatoes, sugar beet, fertiliser, clay, bricks and timber – as well as holidaymakers – until improving roads and road vehicles made them redundant.

LCLR Historic Vehicles Trust chairman Richard Shepherd said: "We spoke to visitors who told us they had travelled from as far as Kent, Windsor, Gloucestershire, the Ffestiniog & Welsh Highlands Railways, Manchester and Preston, and the East Midlands and Yorkshire to participate.

"It's clearly a highly-specialised area of interest within the broader range of enthusiasms for railways, but everyone seemed to think it well worth the journey to Skegness to participate, and we are very grateful for their support.

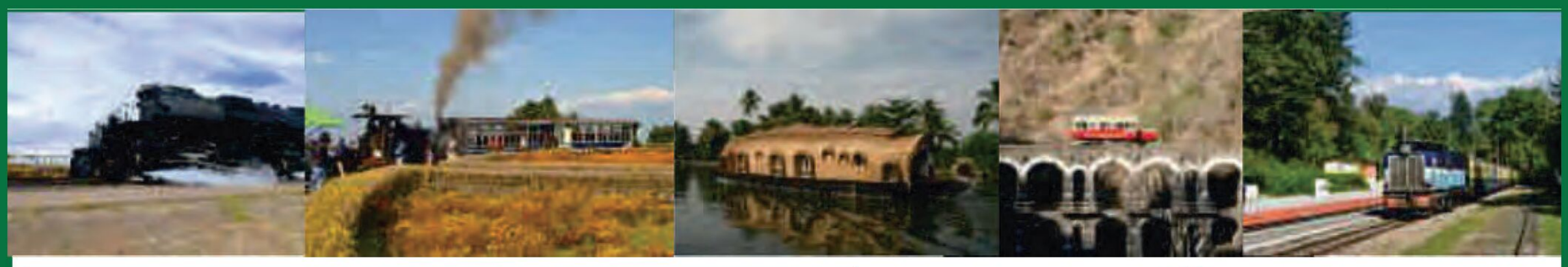
"It was the culmination of a lot of work to restore these sturdy and reliable machines to working order and to be able to showcase them to the public."

A video of the event can be viewed at https://tinyurl.com/LCLRDieselGala

NEXT ISSUE
Issue 322 out Aug 2
We visit the £37 million new Hopetown Darlington attraction, which will be a major focal point Rail200 in 2025.

PLUS
***BEACHY HEAD* WOWS THE SOUTH**
Britain's latest new-build locomotive, Brighton H2 Atlantic No. 42424 *Beachy Head*, begins its crowd-pulling career pulling its first Bluebell Railway trains.

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