NEW HOPETOWN DARLINGTON OPENS FOR BUSINESS

ISSUE 322 August 2 – August 30, 2024

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

Blue Peter relaunched at King's Cross





BEACHY HEAD STARTS RUNNING-IN TRIALS

■ *FLYING SCOTSMAN'S* HIGH SUMMER AT LOCOMOTION ■ COLNE VALLEY 'BLACK FIVE' FOR MAIN LINE RESTORATION ■ MINEHEAD CELEBRATES 150 YEARS ■ GREAT CENTRAL REUNIFICATION PLANS SUBMITTED ■ *TORNADO* MAIN LINE COMEBACK IS DELAYED

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Hunslet Austerity 0-6-0ST No. 3844 of 1956 *NCB No. 22* heads a North Norfolk Railway vintage train just outside Holt station on July 7. The locomotive, based on the Appleby-Frodingham Railway at the British Steel Works in Scunthorpe, is running throughout the Poppy Line's season. Held on July 2-10, the line's annual Vintage Week saw its rake of restored Victorian carriages in regular service every day. LEIGH CAUDWELL/NNR

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Railways were innovators – so must we be to survive

CORNISHMAN Richard Trevithick's invention of an effective self-propelled vehicle in the form of railway locomotives sowed the seeds that changed the globe, but long after he died penniless. His invention was widely taken seriously only with the outbreak of the Napoleonic Wars, when colliery owners suddenly found an urgent need to replace the huge number of working horses that were taken for military service. Several decided to give Trevithick's invention more than a second glance.

Phase three took place in 1825 when, 21 years after Trevithick gave the first public demonstration of a steam railway locomotive on the Penydarren Tramroad in South Wales, they were used to haul public passenger trains on the Stockton & Darlington Railway – and the concept went on to reshape public transport the world over.

The S&DR bicentenary celebrations are poised to attract hordes of visitors both from home and abroad in 2025, but thanks to two serious public initiatives bearing ripe fruit now, we can all get in on the act early.

This year, two major visitor attraction developments have taken place in Country Durham, the cradle of the railways. At the National Railway Museum's Locomotion outpost in Shildon, the £8 million New Hall – which added space for 47 items of stock to be stored undercover – was opened in May, as highlighted in issue 320. Locomotion now has the largest undercover collection of historic rail items in Europe, and this summer, no less than *Flying Scotsman* is the big draw.

Yet hop onto the Bishops Auckland branch to take a nine-mile trip down the road to Darlington North Road station – and alight to enter a place where the wheels of innovation are again in full motion 200 years on. The splendid new £37 million Hopetown Darlington visitor centre with its multi-faceted attractions based on the history of the S&DR is nothing short of ingenious, I found, and and innovative and inspirational at every twist and turn, exploiting 21st-century digital technology to the maximum to bring essential history to the people as never before (as outlined in our special feature on pages 48-53) and to elevate museum practice in terms of education and entertainment up several levels.

> The cost of their development is clearly money well spent, and judging from the early public reaction, they should bring sizeable dividends to the local tourist economy.

For me, one day in Hopetown was nowhere near long enough, and with its regular events, including exhibitions, probably never would be. When next year's bicentenary is long past, it is easy to foresee that these two venues will leave County Durham's birthplace of railways as an indelible mark on the UK's tourist map, with many visitors booking overnight stays because there is so much to see and do – and appealing all members of the family.

The cost of their development is clearly money well spent, and judging from the early public reaction, they should bring sizeable dividends to the local tourist economy. There is much that these places have to teach other heritage venues, wherever and whatever they are – and in this third century of steam, we must learn from them to survive and progress. Big time. Well done, both!

Robin Jones Editor

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Old and new: *Blue Peter* passes an LNER Azuma near Doncaster on June 13. JACK BOSKETT/LSG



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Where's there's hope… there's Hopetown Darlington!
The groundbreaking new £37 million Hopetown Darlington museum and visitor attraction is now open and pulling in sell-out crowds. Robin Jones reports in words and pictures – and could not fail to be impressed.



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CONTENTS (LEFT): **Visiting Furness Railway A5 class 0-4-0 No. 20 and Hawthorn Leslie 0-4-0ST No. 3581 of 1924 *Marston, Thompson & Evershed No. 3* top-and-tail a service train at Doniford Halt on July 20 during the West Somerset Railway's 150th anniversary celebratory week.** MIKE LANNING/WSR

COVER: **Peppercorn A2 Pacific No. 60532 *Blue Peter* prepares to depart King's Cross with a special demonstration run to York following its rededication on June 13.** JACK BOSKETT/LSG

Fathew Falcons fly: Talyllyn's gala gains a guest 64
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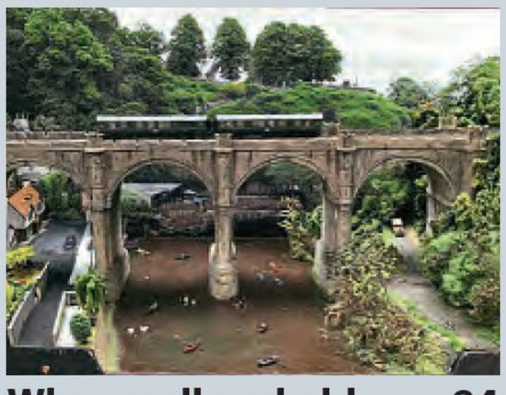
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We're off! *Blue Peter,* which underwent running-in on on the Severn Valley Railway (as reported in issue 318), departs King's Cross with its first main line passenger-carrying trip in nearly 23 years. JACK BOSKETT/LSG



Right: *Blue Peter* passes Sutton-on-Trent with its special to York on July 13. ALAN WEAVER

Blue Peter rededicated and back on the main line!

By Robin Jones

PEPPERCORN A2 Pacific No. 60532 *Blue Peter* pulled its first main line train in almost 23 years after a formal rededication at King's Cross station on July 13.

Following the ceremony, the A2 undertook a demonstration run between King's Cross and York, with the trustees of its owner, the Royal Scot Locomotive and General Trust, and other invited guests travelling behind to celebrate its return

The trust's founding chairman, Jeremy Hosking, said: "I would like to thank my fellow trustees for bringing this seven-year £5 million project to completion and to our engineering colleagues at Crewe.

"The modern railway has an enormous role to play in continuing to serve the nation, so it's important to pay homage to our transport heritage, including the 150-year steam era, without which we would not be where we are today.

"All of us are also indebted to the Drury family who rescued *Blue Peter* from the scrapman's torch in 1968."

Inspiration

Trustee Rupert Drury added: "It is wonderful and incredibly moving to see *Blue Peter* restored to such immaculate and, dare I say, perhaps 'better than new' condition.

"I know that my late father Geoff, who stepped in to help save the engine, would be thrilled and delighted to see No. 60532 in such a magnificent and 'in steam' state, perfectly rebuilt.

"*Blue Peter* was saved to inspire new generations of enthusiasts and now, in its stunning new livery, it will certainly achieve that goal.

"Both I and my fellow trustees wish to express our enormous thanks to Jeremy and all in LNWR Heritage who have been involved in restoring this magnificent locomotive for the country."

One of the most powerful express locomotives ever constructed for the UK, *Blue Peter* was outshopped from Doncaster Works in 1948 and named after the winner of the 1939 Derby race.

It was withdrawn from service in December 1966 and is the sole survivor of its 15-strong class.

No. 60532's main line certificate expired in September 2001, and it afterwards worked at the North Yorkshire Moors Railway until the end of the 2002 season, when its boiler certificate expired.

In October 2014, it was sold to the trust, which the year before had bought LNWR Heritage, the Crewe-based specialist engineering company dedicated to the refurbishment of heritage railway vehicles. Pop mogul Pete Waterman, who founded LNWR Heritage in 1993, was among the guests at the redication.

Summer tours

As we closed for press, *Blue Peter* was being moved to Bishops Lydeard on the West Somerset Railway. It will be based there for the rest of the summer, working for Saphos Trains. Its next rostered passenger tour will be the 'English Riviera Express,' heading to Kingswear on Saturday, August 3. The 'English Riviera Expresses' and 'Golden Hind' tours are diesel-hauled as far as Taunton (in both directions) and the Welsh Marches tour is diesel-hauled as far as Bristol (in both directions). At those points, *Blue Peter* will take over for the journeys to Kingswear, Plymouth and Shrewsbury.

➜ **For more details and to book, visit https://saphostrains.com**
➜ **Also see centre spread.**



Watched on by Jeremy Hosking, Jill Drury, the widow of Geoff Drury, who saved A2 No. 60532 *Blue Peter* from being scrapped 56 years ago, unveils its nameplate at its rededication at King's Cross on July 13. JACK BOSKETT/LSG



Jeremy Hosking and Jill Drury unveil Ian Cryer's painting of *Blue Peter* being overhauled at the LNWR heritage workshop at Crewe Depot. Ian works for Locomotive Services Group as a part-time member of train crew. He has painted professionally since he was 16, and prints of his *Blue Peter* painting are available for sale. JACK BOSKETT/LSG

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A free *Scotsman* summer at Locomotion!

By Robin Jones

A3 Pacific No. 60163 *Flying Scotsman* the star attraction in the first four weeks of the Summer at Locomotion festival at owner the National Railway Museum's Shildon outpost.

On July 18, the world's most famous steam locomotive was hauled by a Class 37 from York to Shildon for the six-week gala.

Schoolchildren from the local Timothy Hackworth Primary School were treated to a ride behind the A3 ahead of the start of the festival, which runs until September 1. The crew was even able to give a teacher a retirement gift to remember as she took a ride inside the cab on her final working day.

Flying Scotsman steam rides are now available to book, including an exclusive cab ride experience, the chance to ride in a brake van hauled by the world-famous locomotive, and behind-the-scenes tours of the support coach.

Special curator-led evening tours of *Flying Scotsman* are also on offer, while photographers can beat the crowds with exclusive early access to the museum's collection of vehicles and objects.

Rides with a replica of the seminal Stephenson's Rocket or the venue's Class 08 shunter are also running, and visitors can see *Flying Scotsman* on static display and climb aboard the cab.

A 'Shildon-by-the-Sea' pop-up beach, street food stalls, and a host of make-and-do kids' activities are also on offer.

In miniature

Lead sponsor Hornby is displaying a special model railway layout at the museum during the festival, running the steam *Flying Scotsman* model locomotive.

Locomotion now boasts the largest undercover collection of historic rail vehicles in Europe, with more than100 vehicles on display. The New Hall, a 47-vehicle collections building, was added in May, as reported in issue 320.

Highlights of the collection include *Locomotion No.1*, which hauled the world's first passenger train on the Stockton & Darlington Railway in 1825, and 1829 Raihill Trials entrants *Rocket* and *Sans Pareil*.

Locomotion head Sarah Price said: "Locomotion is now bigger and better than ever, so now is the perfect time for a summer-long celebration.

"Whether you want to take a once-in-a-lifetime ride on *Flying Scotsman*, view our incredible collection, or just treat the family to a fabulous day out at the North East's best kept secret, Locomotion is the place to be this summer."

As the school holidays wind down, Locomotion will host a boredom-busting week of Lego themed activities, with model displays, brick pits and workshops. A model railway weekend in association with Locomotion Models will also take place, including a large-scale model railway layout in front of the museum's Main Hall. Early-morning sessions for visitors with sensory needs who wish to explore the museum in a quieter environment are also available. Locomotion has recently been fitted with an accessible 'changing places' facility for visitors with additional access needs.

CrossCountry has also sponsored the event. Ben Simkin, director of its North East and Scotland region, said: "We are pleased to support Summer at Locomotion and hope that as many visitors as possible can make it to Shildon during the holidays.

"While *Flying Scotsman* is sure to be a scene-stealer, it is great to be able to enjoy such a range of railway heritage while also educating young people on the history and contribution of the railway in Britain."

➜ Admission to Locomotion is free. Rides and some experiences are chargeable and must be booked. More details, plus opening times, are available online at www.locomotion.org.uk



A3 No. 60163 *Flying Scotsman* hauling brake van rides at Locomotion.



Left: Children from Timothy Hackworth Primary School excitedly celebrate the arrival of *Flying Scotsman* at Locomotion on July 19. BOTH: JAMES GLOSSOP/ LOCOMOTION



North Norfolk Railway's long-serving managing director, Hugh Harkett. LEIGH CAUDWELL

Poppy Line's top man retires

NORTH Norfolk Railway managing director Hugh Harkett has retired after 17 years, it was announced at the annual general meeting on March 20.

During his time in charge he oversaw the development of the line into one of the UK's leading heritage railways, which attracts about 150,000 passengers annually. Hugh, who had reduced his workload after being taken ill earlier this year, suffered a relapse in June and was recuperating with his family in Wales.

NNR chairman Steve Allen told the meeting: "Hugh's management of the finances has helped us keep our head above water – especially during Covid-19, when he stoically captained the ship."

Directors also reported that the financial outturn in 2023/4 was a marked improvement on the previous year, with the line posting an operating profit of £58,798 – a turnaround of £267,816 compared to 2022/23, with fares income exceeding expectations. Though fewer trains ran than in 2022, effective marketing guided visitors to alternative days and the passenger loadings per day increased by 9% to 627, with overall numbers totalling 148,801 compared to 152,322 in 2022.

Nene Valley gets welcome £20k boost towards lifeline

THE Nene Valley Railway has received a £20,000 grant towards its emergency £300,000 public appeal to rebuild its financial reserves in the face of soaring running costs.

The Garfield Weston Foundation has awarded the grant towards the railway's core costs, including overheads and non-capital spending. As part of the appeal announced in *HR* issue 320, the NVR has been applying to a variety of benevolent organisations. The foundation is a family-founded grant-maker supporting UK charities which donates about £90 million each year.

An NVR statement said: "The money does not go to a specific purpose but makes a significant contribution to the general funding level within the railway, keeping wheels turning and boilers steaming. We have been explaining the depletion of reserves as the recovery from Covid-19 and the economic downturn has been much slower than we planned for."

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Testing continues as *Beachy Head* debut and gala nears

By Owen Hayward

THE debut of new-build Brighton H2 Atlantic No. 32424 *Beachy Head* draws near and following its first movements within Sheffield Park station limits on the Bluebell Railway, as reported last issue, another key moment in the locomotive's timeline was set on June 27 when it undertook its first trip along the entire length of the line.

Residents of and visitors to East Grinstead were pleasantly surprised when the 4-4-2 turned up at the heritage line's station outside the main town a few hours ahead of the arrival of the day's first public service train as the railway's engineering department commenced running-in trials of the locomotive. Following its trip to the line's northern terminus, it then headed back south, pausing at Horsted Keynes for all the bearings to be checked and oiled before continuing to Sheffield Park.

On June 29/30, *Beachy Head* was on static display in the locomotive yard, fully-dressed publicly for the first time with nameplates and smokebox door numberplate attached.

Further running-in tests then commenced in earnest, with the railway keen to ensure that any issues were discovered and resolved ahead of the private supporters' service on August 18 and the subsequent August 23 public debut.

No. 32424 was seen out on test again on July 3 undertaking further light engine test runs, but perhaps the next most eagerly anticipated moment would occur on July 9 when, coupled to a rake of carmine and cream Mk. 1 carriages, *Beachy Head* at last commenced its loaded test runs, which continued over several days throughout the month without incident.



Newly-constructed Brighton Atlantic No. 32424 *Beachy Head* starts up Freshfield Bank on July 9, its first day of loaded test running as the locomotive was gradually prepared for its public debut in August. JAMES CUMMINS



On July 9, *Beachy Head* commenced its loaded test runs hauling a rake of Mk. 1 carriages, seen preparing to depart Sheffield Park station that afternoon. JAMES CUMMINS



***Beachy Head* departs Sheffield Park during its first day of loaded test runs on the Bluebell Railway.** JAMES CUMMINS

Brighton down the ages

With the Bluebell being home to several Brighton-built locomotives, as part of the launch for *Beachy Head* the railway announced that the bank holiday weekend of August 24-26 will additionally be a celebration of the locomotives outshopped by the LBSCR's works, which was founded in 1840, predating some of the more famous establishments such as Crewe, Doncaster and Swindon by as much as three years.

The works grew gradually until 1900, but the restricted site hampered efficient operation. Despite this, between 1852 and 1957 more than 1200 steam locomotives were constructed there, along with prototype diesel and electric types, until it was finally closed in 1962.

Amid those types built there were the H1 Atlantics, the first of which was outshopped in 1905 and paved the way for the H2 types introduced in 1911 with minor but notable differences such as the superheater. The original *Beachy Head* lasted in service until 1958 as the last example of its class, being scrapped the following month. It is the first operational Atlantic tender locomotive since the withdrawal GNR C2 No. 990 *Henry Oakley* at the Keighley & Worth Valley Railway in 1978; the only other operational 4-4-2 since then has been the Adams radial tank No. 488, which last ran in 1990 but has recently taken the place of No. 32424 in the project's Atlantic House workshop at Sheffield Park.

Running alongside *Beachy Head* for the occasion will be three further examples of the works' products, with A1 0-6-0T 'Terrier' No. 72 *Fenchurch* being the oldest, dating from 1872, and BR 4MT 2-6-4T No. 80151 the youngest, having been outshopped in 1957. Meanwhile, the final locomotive, Battle of Britain light Pacific No. 34059 *Sir Archibald Sinclair*, was outshopped in 1947. The latter locomotive has itself recently returned to service following completion of overhaul and a repaint, making this particular event its first official gala.

Full details of the gala event were still to be confirmed as *Heritage Railway* went to press, but a railway spokesman said that an intensive timetable would be in use, with some possible further surprises being discussed. Details and tickets for *Beachy Head*'s other operating dates, including 'Golden Arrow,' 'Wealden Rambler' and fish and chip dining services, can be found online at www.bluebell-railway.com/beachy-head-2024/



Left: A meeting of the Southern Six took place at the Bluebell Railway on July 3. The group is formed of general managers, CEOs or directors representing the Spa Valley Railway, Kent & East Sussex Railway, Bluebell Railway, Mid-Hants Railway, Isle of Wight Steam Railway and the Swanage Railway. Members are determined to work together to support one another with common themes in heritage railways in the years to come. At what was said to be a very informative and productive day at Sheffield Park, several issues were raised and discussed. The representatives are seen alongside No. 32424 *Beachy Head*. SOUTHERN 6

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All-new locomotive class makes a first-class debut!

By Robin Jones

NOT only a new and unique locomotive, but also the first of a new class, battery-electric Bo-Bo No. 60 *Electra* has been launched in Essex.

It was unveiled at the Audley End Miniature Railway on Saturday, July 20 to mark the popular 10¼in gauge line's 60th anniversary.

The railway was built by Lord Braybrooke and opened on May 16, 1964, by racing driver Sir Stirling Moss. It runs for 1½miles through woodland adjacent to Audley End House, the former home of the Braybrookes, which is now in the ownership of English Heritage.

The line has two tunnels and crosses the rivers Cam and Fullen. The bridge across the Cam retains the original Second World War pillbox.

In recent years, the railway has operated with four locomotives; two steam and two diesel-hydraulic. The two large steam locos have been able to handle loads of up to 11 ton with little issue. However, the two diesel locos, one of which was salvaged from a Thwaites dumper, were never designed for the railway's expansion, and increasing loads. This led to the line requiring a new non-steam loco to become the everyday workhorse.

"During the middle of 2023, we received quotes and proposals from multiple firms," said the railway's general manager, Will Bell. "After consideration, we placed a firm order with The Steam Workshop in November 2023. The first metal was cut in early January and an intensive build process followed. Very early on Tuesday, July 16, we received delivery of the locomotive.

"With help from The Steam Workshop and its contracted software company, we were able to set up the systems within the locomotive. This involved setting motor parameters, including speeds, acceleration, limiters, regenerative braking factors and so on."

Two days later, *Electra* underwent its safety certification to ensure that – as a new class – it met the statutory requirements under the Railways and Other Guided Transport Systems (safety) Regulations (ROGS) 2006 and other applicable national legislation.

The safety certificate was duly awarded, and the Office of Rail & Road class certification of the design was accepted after charging systems, stress testing (during production) and braking/stopping ability and distance were inspected.

Electra is now officially No. 001 of the new Evolution class, No. EV001, and is both the first new-build commercial electric locomotive for a narrow gauge line in the UK and also is the first new locomotive at Audley End in 40 years.



First in its class: No. 60 *Electra* heads a train along its Audley End Miniature Railway home line. AEMR

Will said: "We had a successful day launching the locomotive. The ride was smooth, and the loco was very powerful and functioned perfectly all day. This was the first time we had pulled full trains.

"The train covered a total of 15 miles and suffered just 10% loss in battery. This aligns with the calculations that estimate a 150-mile range off a single charge.

"Later this year we intend to break the record for distance on a single charge for a battery-electric train, which currently stands at 84 miles."

The site is also home to the Saffron Walden & District Society of Model Engineers, which runs circular 3½in, 5in and 7 ½in raised tracks during the summer weekends.



***Electra* undergoing final assembly by The Steam Workshop.** AEMR



***Electra*, the first of a new type of locomotive, at the Audley End Miniature Railway.** AEMR

New sponsor helps to fund new-build *Hengist* cylinder cover castings

NEW-build BR Class 6 Clan Pacific No. 72010 *Hengist* is to have two cast-iron rear cylinder covers sponsored by Worshipful Company of Ironmongers for £6300.

The organisation is one of the Great XII Livery Companies of the City of London, with links to the iron trade dating back 700 years.

Builder the Standard Steam Locomotive Company (SSLC) will be making a modification to the original BR cover design in that an extension will be part of new casting and will provide support for the front of the slidebars.

The aim is to improve on the excessive piston ring wear of the original design.

SSLC president James Baldwin said: "This is a fantastic development for the locomotive, and the project is building a real head of steam now.

"You can really see the engine taking shape, and it's an exciting challenge for us as we are recreating the engine using the original 1950s design but employing 21st century engineering techniques to make it greener, cleaner and more efficient."

Charlie Knaggs, clerk of the Worshipful Company of Ironmongers, said: "We are delighted to support the SSLC's project to build the iconic 72010 locomotive. With our centuries-old roots in the iron trade, it is right and fitting that we contribute these new and improved cast iron components to the project."

To make *Hengist* greener, boiler pressure will be increased by 25psi from 225 to 250, extracting more energy from the fuel, while a 21st-century exhaust system which improves combustion and reduces backpressure on the cylinders will be designed.

Computer simulations have suggested that these two improvements to help *Hengist* – which is being built in the Sheffield premises of precision engineering company – will reduce harmful greenhouse gas emissions by up to 10.5%.

Tornado September tours cancelled following braking system delay

By Robin Jones

THE A1 Steam Locomotive Trust's tours booked for September have been cancelled after problems with installing the brakes for No. 60163 *Tornado* at the conclusion of its two-year £1 million overhaul.

Tornado is still on track to visit the Nene Valley Railway for driver experience courses on August 20-22 and to haul regular services on August 24-26. However, the trust's September main line trips, including the 'Aberdonians,' 'Clyde Aberdonian,' 'Chatsworth Pullman' and 'Caledonian Express' have been cancelled, it was announced on July 24, while 'The Ribblehead Rambler' has again been moved, this time from August 31 to September 21, and will be *Tornado*'s first main line tour following overhaul.

Trust chairman Steve Davies MBE said: "After some delays, we now have a working brake system.

"The delays have centred around the 'overcharge' element of the air brake system, which, after a thorough investigation, has now been resolved, and with the electro-pneumatic (EP) valves that activate when the TPWS (or European Train Control System) apply the brakes. The current design, updated to accommodate ETCS, is not braking as swiftly as is legally required, with a modification to the design needed.

"In simple terms, this is likely to be a larger EP valve to enable a reduction in the time taken to apply the brakes.

"A confirmation of the change to design is close at hand and then the installation will be planned in. The good news is *Tornado* is now able to work on preserved lines, and once the above change is made, the brake system will be certified for use on the main line. It is, of course, frustrating to find that the design needs changing, but this is perhaps to be expected with a pathfinder project accommodating such a comprehensive change to incorporate ETCS.

Almost there

"We are now on the final straight in preparation for the testing of the steam system, dynamic testing and running-in. The locomotive will be ready for that phase to commence, but we also need to complete the weighing. This is scheduled using the equipment from the North Yorkshire Moors Railway, and as soon as that is completed, a warming fire will be lit. There will then be a period of static testing, including some ETCS tests, before the locomotive undertakes running in on the Great Central Railway.

"We have kept a close liaison with the Nene Valley Railway and arrangements are in hand to arrive at Wansford at the end of the second week in August, ready for the planned visit. *Tornado* will then need a wash-out and any final activities before undertaking main line test runs.

"To that end, due to the delays caused by the brake issue, we are amending the main line diary affecting activities in Scotland, 'The Caledonian,' and the Pullman tour to Chatsworth. This is very frustrating but unavoidable following the delays caused by the brake system issue."

Palmerston returns and new 'first' for Rheidol museum

LARGE England 0-4-0STT No. 4 *Palmerston* successfully passed its final boiler examination on July 23 at the Vale of Rheidol workshops after a rapid overhaul that lasted only two months.

Having arrived in Aberystwyth during March for contract overhaul and spending a short time on display in the museum, the 1864-built locomotive entered the railway's workshops in May and was quickly disassembled for inspection. With its overall mechanical condition deemed to be very good, it was a case of a simple boiler retube with some patch and stay replacements that ultimately led to the swift turnaround.

Palmerston (pictured on page 5 on its July 24 test run) will be working a lunchtime round trip to Devil's Bridge every Friday until August 23, before it plays a starring role in the August 24-26 Steam Fair alongside the VoR's resident operational fleet. Following this will be three separate special excursions: a 'Sunset Excursion' on August 28, and guided tour outings on both September 6 and 20.

Its final appearance will be as part of the Behind the Scenes event on September 21 before it returns home for the Ffestiniog Railway's Bygones Weekend on October 4-6.

Meanwhile, the space vacated in the museum by *Palmerston* and the VoR's resident Garratt was filled on July 23 by 0-8-0T No. 4766 (known as the 'Brigadelok'), which was built in Germany in 1916 and put to use during the First World War for troop and munition transportations.

After withdrawal, it was privately purchased in the 1940s, resold in both 1967 and 1987, and then joined the VoR's collection in 2002.

It is the first time it has been formally displayed in public since then.



On display for the first time in more than 40 years, German 0-8-0T No. 4766 'Brigadelok' is found in the Vale of Rheidol's museum shed at Aberystwyth. PHIL BUDD/VOR

First chief executive role appointment for Wight line

THE Isle of Wight Steam Railway has announced the appointment of Marc Morgan-Huws as its chief executive.

The newly-created role follows the trustees' recognition that the successful, award-winning railway has reached another chapter in its 53-year development, with significant opportunities ahead to further develop and strengthen the railway as an educational charity, visitor attraction and substantial volunteering provider.

The chief executive role will have a broader focus and a more strategic remit than the previous role of general manager that it replaces.

Marc became an IoWSR director/trustee in 2021 but stood down in December 2023 to take on the role of interim general manager following the departure of Steve Backhouse.



Marc Morgan-Huws in an Isle of Wight Steam Railway carriage. IOWSR



The Portable Railway Club spent six hours building what it said was the biggest pop-up ride of a portable miniature railway seen in the UK for 30 years at the Great Central Railway's Quorn & Woodhouse station on Friday, July 19. It gave rides over the following weekend, with several of the 17 locomotives capable of pulling up to 20 people. PAUL MAYO/GCR

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Station adopter Sue Langley with the *Hagley Hall* artwork. JOHN OATES/SVR

Hagley Hall goes main line through art!

A 46ft-long solid steel work of art depicting the Severn Valley Railway's flagship GWR 4-6-0 No. 4930 is now in place at Kidderminster main line station – the result of years of planning and determination by local woman Sue Langley.

Sue, who lives in Arley, formed the Wyre Forest & District U3A Station Adopters group in 2021 and with her colleagues set about smartening up the station, tending to the gardens, and working with local heritage attractions to reflect the rich history of the town to passengers.

She felt that the SVR should form a key part of the heritage interpretation that the group was working on. Her grandfather was a steam engine driver for British Rail and, as an SVR volunteer herself, she knew how important the heritage line is to the local area. After Sue made contact, the SVR's designer commissioned Marcin Wisniewski to devise a scheme that featured its flagship locomotive.

The Station Adopters then chose Smethwick-based AJS Profiles, which used precision equipment to cut out the design in six separate pieces. The company also part-funded production.



Minister visits Downpatrick

Northern Ireland's Infrastructure Minister, John O'Dowd, visited the Downpatrick & County Down Railway on July 17 in his first official visit to the town since it was hit by devastating flooding in November and saw first-hand the reconstruction efforts and challenges facing the heritage railway as it seeks to reopen. He was given a comprehensive tour of the flood-affected areas, culminating in a journey to Inch Abbey on board the railway's Class 450 'Thumper' *Antrim Castle*, the 'Derry Girls Train' which featured in the final series of the popular Channel 4 comedy. Railway chairman Robert Gardiner, pictured right with the minister, said: "We were keen to show the minister the most severely impacted sections of our railway, including where the tracks and buildings were submerged, to convey the extent of the devastation. We are pleased we will now be feeding into the flood review process." DCDR

Celebrating David Shepherd

A NEW exhibition devoted to the life and work of the late David Shepherd, the East Somerset Railway founder and international wildlife artist, has opened at the heritage line.

The exhibition, which showcases David's great passions – steam locomotives and wildlife painting and conservation – is housed in a carriage at Cranmore station.

In the early 1970s, David purchased the station and a section of the track to house and run his two locomotives, BR Standard 9F 2-10-0 No. 92203 *Black Prince* and BR Standard 4MT 4-6-0 No. 75029 *The Green Knight*.

The David Shepherd Wildlife Foundation (davidshepherd.org), which continues to be run by his daughters, has a prominent position in the exhibition.



David Shepherd at his Sussex home in 2004. ROBIN JONES

The exhibition will be open during weekends and Wednesdays and Thursdays until the end of October.



Severn Valley Railway-based GWR 0-6-0ST No. 813, which suffered a catastrophic dragbox casting failure, had a new one made; however, another disaster hit when the saddle tank was filled with water and was more like a colander, rather than a watertight tank. Upon inspection it was deemed unrepairable, and a new one needs to be made. The original tank, fitted when new in 1901, will be used as a pattern for the replacement. Volunteers helped remove the tank, which has now been transported to Boston Lodge Works on the Ffestiniog & Welsh Highland Railway. Otherwise, No. 813, pictured in Bridgnorth shed minus its saddle tank on July 20, is in sound condition. To help fund the project to return it to running order, visit www.gwr813.org/ JOHN TITLOW

World's oldest station bid

THE campaign to save the world's oldest station in County Durham has received a major £90,000 boost from the Railway Heritage Trust.

The trust has backed the campaign of the Friends of the Stockton & Darlington Railway to buy and restore Heighington station on the outskirts of Newton Aycliffe by making an 'exceptional' donation which means that a substantial part of the £500,000 target of the Save Or Station campaign appeal (as reported in issue 317) has already been raised.

'Clear signal'

Friends chairman Niall Hammond said: "We really welcome this significant help from the trust, which is a clear signal to the national, if not international, significance of Heighington as the world's first railway station.

"The Grade II*-listed station building, which doubled as a pub, was built in 1826 less than a year after the opening of the S&DR when the concept of passenger waiting rooms was completely new. It therefore plays an important part in the development of the modern railway, which is why the trust has gone out of its way to help."

Trust director Tim Hedley-Jones said: "We have been lucky enough to receive a legacy we are able to invest and have made this exceptional decision because of the high historical importance of Heighington to the story of the S&DR.

More help

"We have therefore made a firm commitment to this project and fully support plans by the Friends to purchase the site, restore the building, and make it a welcoming space for visitors and the local community to better appreciate the part it played in the development of railways around the world."

The appeal has also received a £10,000 donation from the Headley Trust to assist with development costs, including the appointment of Purcell Architects. However, the building is currently derelict, and the Friends fear that if left to rot further, it will be an embarrassing eyesore when the S&DR celebrates its 200th anniversary next summer.

GCR Reunification planning bid is in – supporters' backing urged

By Robin Jones



Reunification – Railway Terrace crossing: A new artist's impression of the planned link at Loughborough between the two heritage railways. ALAN HAYWARD

THE Great Central Railway has submitted its planning application to Charnwood Borough Council for the reunification scheme to link it to its northern counterpart the GCR (Nottingham) – and supporters of both are being urged to show their support.

The reconnection will create an 18-mile line from the north of Leicester to the Nottingham Transport Heritage Centre at Ruddington. It will also give the GCR at Loughborough a main line connection, further boosting the regional economy through the arrivals and departures of charter trains from around the national network.

The lines now occupied by the two heritage railways were divided in 1969 when about 500 yards of track were removed.

Three parts of the reunification project have already been completed and millions of pounds raised. However, to build more of the scheme, planning permission is required.

As highlighted in our special feature in *Heritage Railway* issue 310, the fourth section will involve the building a new 300-yard embankment from the GCR's railhead beyond the Grand Union Canal bridge in Loughborough, a new bridge over Railway Terrace, and a concrete viaduct over local factory Preci-Spark's car park, dubbed the Factory Flyover, at an estimate cost of up to £4 million. About half of that figure is already in the bank.

GCR general manager Malcolm Holmes said: "As always, we are hugely grateful and humbled by the generous donations we receive from around the world to advance the project.

"This next stage is crucial, so we are now asking people to contact Charnwood Borough Council and support the planning application."

Since showcasing new plans for the proposed railway link in April 2024, an additional £50,000 has been raised by supporters towards the next phase of work.

The plans now need to be turned into engineering designs and specifications, which is likely to cost approximately £500,000

The full planning application is available to view online at Charnwood Borough Council's website; visit www.charnwood.gov.uk and click on the planning portal button. Comments on the application can also be made there.

'Huge milestone'

It follows the resounding success of the GCR's 125th anniversary gala, during which both heritage lines were again linked, but this time by packed vintage London Routemaster buses, as featured in issue 318.

The event marked the anniversary of the completion of the trunk route from Sheffield to Marylebone.

Malcolm added: "Formally applying for planning consent is a huge milestone for this exciting project. It has required a lot of hard work and investment from our supporters and stakeholders.

"We would like to offer our thanks everyone who has got behind reunification, and in particular our design consultants and advisers who have helped and guided us through this vital stage."

➜ Donations to the project can be made online at gcrailway.co.uk/unify or via post with a cheque made payable to 'David Clarke Railway Trust' and marked 'Reunification' on the back sent to: Lovatt House, 3 Wharncliffe Road, Loughborough, Leicestershire LE11 1SL.

Moorsline's week-long free events as part of nationwide Heritage Open Days

By Robin Jones

THE North Yorkshire Moors Railway has announced a series of free events and opportunities as part of the national Heritage Open Days on September 6-15.

Many of the activities planned for the festival celebrating England's history of invention, industry and innovation are not usually available to the public.

New activities on offer for 2024 include the Volunteer Voices Exhibition, unearthing stories behind the market-leading heritage railway, spanning five decades of camaraderie, dedication and shared passion for preserving a bygone era.

On the Goathland Station Tour on September 6 and 11, visitors will learn about its history accompanied by an NYMR volunteer.

The LNERCA Atkins Building Tour on September 6, 8, 10 and 13 will facilitate visits to the Pickering home of the detailed carriage restorations of the LNER Coach Association.

Explore and learn

On September 6, 10 and 12/13, visitors are invited to join a carriage stable walking tour and learn about the new carriage care facility at Trout Farm Carriage Stable in Pickering.

A Wagon Group talk and demonstration on September 7 comprises a short tour of the Atkins shed to view progress on current projects and see the turntable in operation.

Visitors can also see what happens behind the scenes at the locomotive sheds in Grosmont on the motive power department walking tour on September 7/8 and 14/15.

The guided rail trail walk on September 9/10 will take participants on a 5½km walk from Goathland to Grosmont via Beck Hole along the original horse-drawn George Stephenson line.

The home to the operating and engineering world of the NYMR can be appreciated fully in the Grosmont station tour on September 9 and 12. And the carriage and wagon tour with a lift demonstration on September 9 and 11 will explain what is involved in carrying out routine heritage carriage maintenance right through to full overhauls.

Plenty of choice

The archives open day on September 10 and 12 will allow visitors to explore the wide-ranging collection of more than 8000 objects covering rolling stock, signs, notices, signals, maps, drawings and artefacts.

On September 11, the Pickering station tour will take visitors around the 1930s-themed station. And the All A-Board games night on

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North Yorkshire Moors Railway CEDO Laura Strangeway and NYMR Trust board chairman Jerry Swift. NYMR



North Norfolk Railway general manager Graham Hukins. NNR

Familiar faces receive permanent promotions as pair fill top positions at premier heritage lines

By Robin Jones

TWO of Britain's top heritage railways have given their interim managers their jobs on a permanent basis.

Laura Strangeway is now permanently leading the North Yorkshire Moors Railway. Having been acting chief executive office since the resignation of Chris Price, the NYMR Trust Board has chosen Laura as the best person for the job.

"She has been with the NYMR for nine years, has a wealth of experience in tourism and heritage management, and a passionate commitment to preserving and enhancing the Moorsline's cultural legacy," said a Moorsline statement.

Since 2015 she has worked on a huge rebrand for the line, TV and filming projects, the introduction of a new ticketing system and the launch of the huge Yorkshire's Magnificent Journey initiative. She also helped the award-winning attraction navigate the Covid-19 pandemic and spearheaded numerous crises fundraising campaigns to keep the railway steaming on.

Board chairman Jerry Swift said: "We followed a rigorous and structured process that sought out talent from across a wide range of industries, including heritage railways. It came down to two in the end, and I am delighted that Laura is the successful candidate and was so clearly the best person for the job.

"Laura gave us a compelling view of the future of our railway and I, for one, am looking forward to working with her on that."

'Cherished' line

Laura said: "As the newly-appointed CEO of the NYMR, it's an honour to lead our cherished heritage railway into a new era. Our railway not only preserves the rich history of steam, but it also plays a vital role in connecting our local communities.

"I am committed to ensuring that we continue to deliver magical experiences for our visitors while bringing history to life. My hope is to continue working with the railway's resilient management team, staff and wonderful volunteers to keep the spirit of the NYMR alive for generations to come."

Elsewhere, the board of the North Norfolk Railway has announced the permanent appointment of Graham Hukins as general manager. He has caried out the role on an interim basis since February, having joined the Poppy Line in 2021, and was previously head of visitor experience and marketing at Didcot Railway Centre.

A board statement said: "Graham has a 30-year track record of managing award-winning tourist and heritage attractions and considerable experience of leading and inspiring teams, increasing revenue, overseeing projects, exercising financial control, ensuring exceptional customer service and managing safety.

"He has strengthened the commercial team and developed a cohesive commercial strategy for the business.

Chairman Steve Allen added "Following a thorough recruitment process, I am delighted to appoint Graham. He demonstrated a clear understanding of the particular challenges associated with the heritage railway sector and the NNR in particular, and he has provided the leadership and stability needed in recent months as interim general manager. I am looking forward to working with him as we continue to improve and develop the railway."

Graham said: "I am honoured to lead the team of hard-working staff and volunteers at one of the country's leading heritage railways; their passion is vital and shines in everything we do.

"Next year marks our 50th anniversary and I look forward to meeting the challenges and ensuring the railway is sustainable and secure for the next half-century."

September 13 is an innovative event developed by young adults from the Heritage Open Days' New Wave programme, for both seasoned board game enthusiasts or curious beginners.

September 15 will feature the History of the Line talk about the development of the original Whitby-Pickering line through to Beeching's cuts and the start of the NYMR.

The signalbox demonstration and Victorian games demonstration on September 15 will explore the role of signallers and how important they are in ensuring safety on the railway.

Heritage Open Days is England's largest festival of its kind, running for 10 days every September, and offers free access to heritage events and activities throughout England.

This year, it is celebrating how people and ideas have moved around and come together throughout history.

The NYMR's learning & interpretation officer, Macey Palmer, said: "Heritage Open Days is a great opportunity to showcase some of the behind-the-scenes elements at our heritage railway.

"We have some favourite tours and talks returning this year and we have also opened up even more locations for people to explore and learn about our charitable aims, including our carriage and wagon department and on-site archives."

➜ For more information about the full line-up of events, along with booking details, visit www.nymr.co.uk/heritage-open-days



BR Standard 4MT 2-6-4T No. 80135 and Southern Railway S15 4-6-0 No. 825 at Grosmont power depot, which can be visited in the free Heritage Open Days tours on September 9 and 12. CHARLOTTE GRAHAM/NYMR

‘Black Five’ No. 45163 for fast-track restoration to main line

By Robin Jones

FORMER Barry scrapyard Scottish Region ‘Black Five’ No. 45163 could return to its former home ground, with a main line restoration plan in partnership with Ian Riley.

Owning group 45163 Ltd, which has been restoring the Stanier 4-6-0 from Barry scrapyard condition at the Colne Valley Railway, has signed an agreement with the Lancashire-based engineer and main line operator that will see the locomotive return to Network Rail metals in 2027.

Under the deal, 45163 Ltd will retain ownership of the engine it has owned 30 years, and Riley & Son (E) Ltd will complete its restoration – paying for the fitting of air-braking and main line electronic equipment – in return for a long-term loan for 23 years, with an option to extend it to 25 years. This period and will end with the return of the locomotive to 45163 Ltd in working order. Provision has also been made for it to visit heritage lines including the CVR and the West Somerset.

The first parts of the 5MT are due to be moved north to the works of Riley & Son (E) Ltd at the beginning of September, while 45163 Ltd volunteers will continue work on the remaining components at the CVR.

On June 22, a major milestone in its restoration was achieved when its frames were rewheeled.

Cadman Cranes Ltd of Colchester lifted the frames back onto the driving wheels and bogie. The smokebox, which had previously been trial-fitted but removed to make way for the lifting strops and to carry out further work on the steam pipes, was also replaced on the frames.

It was the first time that No. 45163 has been on its wheels in more than 30 years. It last steamed in 1965, being withdrawn from Kingmoor in the week ending May 15 that year and arrived at Barry that November.

Rescued from Dai Woodham’s scrapyard in January 1987 by Alan Bates, proprietor of London-based jazz record label Black Lion Records, and then taken to the Hull Dairycoates base of the Humberside Locomotive Preservation Group, it was a dismantled kit of parts by the time 45163 Ltd, a group of CVR members led by the line’s then Chief Mechanical Engineer Jeremy Dunn, acquired it in 1991.

Moved to Castle Hedingham two years later, it has since received extensive frame repairs, including new sections welded in behind the cylinders, while the group has constructed a fully-equipped shed and workshop.

The deal with Ian has, however, been prompted by the increasing age profile of the group’s membership and the desire to see the locomotive run again in a short timescale.

Highlands-bound?

No. 45163 will now effectively become the fourth ‘Black Five’ in Ian’s main line fleet, along with his own Nos. 45407 *The Lancashire Fusilier* and 44871, and No. 45212 which is on loan from owner the Keighley & Worth Valley Railway.

It is anticipated, although not confirmed, that No. 45163 will be a contender for operation on West Coast Railways’ Fort William to Mallaig ‘The Jacobite’ steam specials, along with Ian Riley’s other three ‘Black Fives.’ If so, it would mark a homecoming for the 1935-built Armstrong Whitworth engine, which spent the first 15 years of its life in the Scottish Highlands – where these locomotives were nicknamed ‘Hikers’ – working from Perth and Inverness sheds. During its later career allocated to Carlisle Kingmoor, it is also known to have reached Oban.



45163 Ltd Chairman Jeremy Dunn (right) and Ian Riley concluding the hire deal on July 4. MARGARET DUNN

Jeremy said: “The 45163 Restoration Group has achieved an awful lot during the time we have been custodians of No.45163, considering our limited resources, having constructed our own undercover full engineering facility at the CVR, envied by many.

“No. 45163 was heavily stripped as one of the latter locomotives to leave Barry, and it has been a big part of the project to find and fund replacements. Most parts required for the rebuild have now been secured and following extensive frame repairs 45163 has finally been rewheeled.

“We have had dialogue with a number of heritage railways over the last 10 years, most of which approached us with a view to offering fast-track restoration in order to secure the loco for their fleet. However, none have come to fruition.

“We were already known to Riley & Son as we had sub-contracted some work there, including machining the cylinder blocks, expansion links and providing new die blocks, as well as new valves and valve rods.

“A conversation in May 2023 raised the possibility to work together to see the engine restored to full working order in a timescale that addressed my concerns and to main line standards – something that had never formed part of our plans, having thought such aspirations would be out of reach for our group.

‘New chapter’

“This is an exciting new chapter. We have ensured that our members can still be involved in the operation of the locomotive and that it will visit railways where some of our members are operational staff. You can’t beat a ‘Black Five’.”

During the rewheeling, the crane was also used to lift the frames of No. 45163 ’s Stanier 4000-gallon tender onto accommodation trollies, allowing them to be brought inside the shed for restoration once they have been shotblasted.

Earlier this year, the tender tank was transported to the CVR from storage on a private site in Suffolk. Too badly corroded to restore, it has now been cut up, but all reusable parts were recovered for use in the construction of a new tank.

Research has established that this tender is No. 10190, built by the GWR at Swindon Works as part of the batch of Stanier 8F 2-8-0s constructed there during the Second World War.

Originally paired with 8F No. 8463, it later ran with No. 48754 and then went to Barry with No. 48173 – which is now owned by Greg Wilson and is currently based at the Churnet Valley Railway.





LMS ‘Black Five’ No. 45163 rewheeled at the Colne Valley Railway on June 22. TOBY JENNINGS/45163 RESTORATION GROUP

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The rare pairing of two ex-Caledonian Railway locomotives in the south of England in April 2022 proved highly attractive to enthusiasts who flocked to the Spa Valley Railway, which hopes to repeat that with No. 439 (now as No. 55189) and No. 828 reuniting for the latter's 125th birthday in August. OWEN HAYWARD

Caley tank heads south for two unique events

By Owen Hayward

ITS April 2022 visit to the Spa Valley Railway saw that line have its most successful enthusiast-based event ever. Now, the Scottish Railway Preservation Society's-Caledonian Railway 439 class 0-4-4T No. 55189 is heading back south for a return visit to Sussex – with a stopover in Oxfordshire too.

The visit of No. 55819 (as No. 439 at the time) to the SpVR's April 2/3 Scottish-themed steam weekend saw it run alongside Caledonian Railway 812 class No. 828, which has continued to reside there on extended loan. The visit of two locomotives so far from their normal respective homes at the Bo'ness & Kinneil and Strathspey railways attracted more than 2700 people over two weekends, the duo having only been previously paired once before at Bo'ness in 2018 and each having only made rare appearances out of Scotland.

With No. 828 celebrating its 125th birthday, having been outshopped from St Rollox works in August 1899, the SpVR has been planning to celebrate the occasion in style and has added the 0-4-4T to the roster, which is now in BR black in contrast to the CR blue worn during its previous visit.

No. 828 was built to a design by J F Mcintosh for stopping passenger and express goods services and lasted in service until withdrawn by BR in August 1963. After a period on display at the Glasgow Museum, it moved to the Strathspey in 1980 where it was returned to steam and has largely been resident since.

March 2022 saw it arrive on long-term loan to the SpVR, where it has remained; during this time, it has had several periods of service for maintenance and repairs, including axlebox bearing re-metalling, but has proven a popular locomotive with crews and visitors alike.

On August 30/31 and September 7/8, an intensive timetable will see an all-steam service, with Nos. 828 and 55189 working alternate departures out of Eridge, and a double-headed service at the start and end of each day. Dining services are also scheduled to run, including cream tea, whisky, fish and chips, and murder mystery trips.

Star for Chinnor's first

Afterwards, No. 55819 will then head for the Chinnor & Princes Risborough Railway's September 13-15 steam gala, its first-ever attendance at such an event, and will rub shoulders with WR 4-6-0 No. 7820 *Dinmore Manor* (set to be the first tender locomotive to run on the heritage line) and GWR small prairie No. 4555, on loan to Chinnor for the main operating season.

With gradients including 1-in-68 and an intensive timetable planned, the event is set to leave a mark on the railway's history as it celebrates its 30th anniversary this year.

The railway is also offering driver experiences aboard No. 7820 on September 10 and 21, with the locomotive coupled to a rake of Mk. 1 carriages as participants take control of the Manor for a full round trip of the line as far as its Network Rail boundary at Thame Junction. Priced at £495, they allow for up to six guests to travel aboard the train being worked by the guest driver.

Visit spavalleyrailway.co.uk and chinnorrailway.co.uk for full details of each railway's planned events and to buy tickets.

Morris for Maurice at Bodmin line

IN honour of the late railway author, historian and archivist Maurice Dart, the Bodmin & Wenford Railway laid on a special train in his memory.



The Trigg Morris dances performing at Bodmin General on July 13. JIMMY JAMES

The July 13 late-afternoon beer and pasties Maurice Dart Memorial special was packed, and among the passengers were the Bodmin-based Trigg Morris dancing group, of which Maurice had been a member.

The Morris dancers performed at Bodmin General and Bodmin Parkway.

The special train was headed by GWR prairie No. 5552, which carried a wreath on the smokebox door in remembrance of Maurice, a volunteer on the railway, who, as reported in *Heritage Railway* issue 219, passed away peacefully at his home in St Austell on April 2, aged 92.



GWR 2-6-2T No. 5552 awaiting departure from Bodmin Parkway. BERNARD MILLS/BWR

Wandering Ivatts: prairies all set to headline autumn galas

By Owen Hayward

THIS autumn, the gala spotlight will shine on the Keighley and Worth Valley Railway's Ivatt 2MT 2-6-2T No. 41241, which will be visiting two different events just a week apart.

Built by BR in 1949 at Crewe Works, No. 41241 was preserved in 1967 at the KWVR, where it was repainted into a striking crimson lake livery with KWVR lettering owing to privately-owned locomotives being forbidden from operating at the time in BR's colours.

The livery choice was partially inspired by the locomotive's LMS heritage, the original design having been introduced by George Ivatt in 1946.

Following the completion of overhaul in September 1980, No. 41241 returned to its authentic BR black, which was retained until 2018 when, with the KWVR's 50th anniversary approaching, the crimson was reapplied, and it has remained since. No. 41241 rarely leaves its Yorkshire home, with visits only to the Great Central (2009) and North Norfolk (2023) railways having taken place in the last 20 years.

The Ivatt will head to the Blaenavon Heritage Railway's September 13-15 gala weekend, entitled Prairie Power, where it will star alongside another 2-6-2T guest, the Bodmin & Wenford Railway's GWR small prairie No. 5552, another locomotive which is rarely away from home. The nickname 'prairie' was originally given to locomotives with Whyte wheel notation that ran on North American prairies from 1900.



Ivatt 2MT 2-6-2T NO 41241 at Oxenhope on the Keighley & Worth Valley Railway on March 5, 2022. ROB HODGKINS/CREATIVE COMMONS



Hoping to make its debut at the Bo'ness & Kinneil Railway's October gala, BR Standard 4MT No. 80105 is nearing the end of an extensive overhaul in the SRPS workshops. On July 8, it was shunted out into the sunshine, showing just how close it is to completion. TAYLOR SHAW/SRPS

Although both classes were regular performers in and around south-east Wales, it will be the first time that these two specific locomotives have operated in the region, No. 41241 having floated around locations such as Bath, Bristol and Llandudno during its working life. No. 5552 worked in the south west from sheds such as Newton Abbot and Truro.

Seeing double

The gala will be followed by a photographic event with the GWR prairie hosted by Martin Creese, of 30742 Charters, during which No. 5552 is likely to be paired with the BHR's GWR inspection saloon in carmine and cream livery and the demonstration coal train. No. 5552 will then head off again, bound for the Didcot Railway Centre for its September 20-22 Take Two gala weekend, which will welcome a pair of the Ivatt 2-6-2Ts to the line-up.

With Didcot having had three GWR large prairie tanks gathered during February half term, the autumn gala event follows what appears to be a pattern for this year and will provide a chance to compare two examples of the Ivatt tanks, with Mid Hants-based No. 41312 also heading to Oxfordshire.

Another product of Crewe, where it was completed in 1952, it was withdrawn after just 15 years of service before being preserved in 1974.

Didcot general manager Richard Jermyn said: "I am always on the lookout for engines to visit Didcot that have not always been regular attenders on the hire circuit. We have not had many visiting LMS engines, so this seemed like a good area to investigate. Although we had the offer of the Ivatt tank from the Mid-Hants the previous year, I felt as part of a tour it was doing at the time that it would not bring big audiences.

"The KWVR enquired late last year about the hire of *Pendennis Castle*, which was the catalyst to try to secure an engine back from them. This was where the thinking of the Ivatt tank came from and the thoughts of bring the Mid-Hants loco as well to make an event.

"Although the maroon fictitious livery may not appeal to all, I think the chance to see the engine in the south of the country in a genuine engine shed alongside a stablemate is a selling point which makes it a worthwhile event."

Joining the visitors in service over the weekend will be GWR 2-6-2T No. 4144, Avonside 0-4-ST No. 1340 *Trojan*. Passenger services will run on both demonstration lines, with goods workings and turntable demonstrations on each day. Subject to final confirmation, rides aboard the restored Wickham trolley may also be on offer.

Additionally, the museum's unique Grade II-listed 1932 coal stage will recreate scenes with locomotives propelling coal wagons up to the top level to allow for those beneath to be 'topped up' for the day.

Scottish first

Following its appearance at Didcot, No. 41312 will the head north and cross the Scottish border to the Bo'ness & Kinneil Railway to star in that line's October 11-13 Steam, Steel, Road and Rail gala. It is believed to be the first time any class member will have operated in Scotland – and will certainly be the furthest that this locomotive will have travelled from its Hampshire home.

Throughout the weekend, the 2-6-2T will run alongside BKR residents including Neilson, Reid & Co. 0-6-0T No. 5710 *Lord Roberts*, Hunslet Austerity 0-6-0ST NCB No. 19, and Caledonian Railway Class 439 0-4-4T No. 55819. Subject to completion of overhaul and testing, it is hoped that BR 2-6-4T 4MT No. 80105 will debut, running for the first time since its last boiler certification expired in September 2010. The locomotive's boiler was returned to the frames in March, since when further assembly has taken place as it prepares for final testing.

Alongside the train service will be a vintage vehicle rally featuring an array of classic cars and buses (with some connecting to Linlithgow national rail station), as well as traction and stationary steam engines for an exciting steam rally atmosphere. A real ale bar will accommodate those looking to stay into the evening and make use of the planned late-night services.



The Mid-Hants Railway's Ivatt 2MT No. 41312 will make its furthest journey yet when it travels to Bo'ness for that line's October steam gala. OWEN HAYWARD

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Mid-Hants plans for historic 'Thumper' comeback

By Owen Hayward

IT has not run in passenger service for five years, but plans are now afoot to bring the Class 205 DEMU that ran over the Mid-Hants line on its final day before closure by BR back into traffic on that same route.

Built as a three-car unit between December 1959 and February 1960, No. 1125 was first recorded on the line between Alton and Alresford on April 21, 1960, and 13 years later it would be one of two units coupled together to form a five-car set to run the same route on February 4, 1973, the last day of BR services after which the line was closed.

Reduced to a two-car set in April 1998 and withdrawn in February 2004, it was aptly sold to the Mid-Hants Railway, where it arrived under its own power that May.

Until the end of 2019, No. 1125 was in regular service on the MHR. However, having only been designed for 15 years of service, age was beginning to take its toll and water ingress was causing bodywork to rot. The unit was withdrawn for this to be attended to, but a combination of a worse condition than initially hoped and the Covid-19 lockdowns saw the project stall while other vital stock repairs were carried out.



Historically priceless for the Mid-Hants Railway, Class 205 'Thumper' DEMU No. 1125 is the subject of a fundraising appeal to undertake necessary body repairs. RICHARD BENTLEY/MHR

Patiently waiting

Since then, the DEMU has been stored sheeted over but regularly cared for and started up by a team of dedicated volunteers who have been building a business case for the unit to re-enter the works to be completed.

Recognising the historic value of the unit, combined with its low operational costs and service value, a fundraising appeal has been established for the bodywork be repaired and replaced as required.

Operations manager Richard Bentley said: "Mechanically, the 'Thumper' is in good condition. We started to replace metalwork around the air intake about the time of the pandemic and that highlighted just how much work needed to be done.

"It's obviously unfortunate that it is in this condition, and part of why we are acting now is because if we don't, we will lose it.

"Historically, it's an important vehicle – it's the only 'Thumper' still in the region. But also, without it, the route of the heritage line may not have survived long enough to fall into preservation. They were built to fill gap in motive power while lines were either electrified or closed."

He said that there will not be a slot in the workshops immediately for No. 1125, with the railway focusing on a backlog of repairs to its Mk. 1 fleet.

"What we are doing is essentially building the war chest so that when it does go in, we have the funds available to do it right away," he explained.

"The body will need a full reskin, and we will be talking with friends at the South Devon Railway who have the window pressing patterns used on these units, which were the same as those used on King's Cross suburban stock.

Preparatory fundraising

"Historically, that was never a good design, as when they failed, they let the water in. However, to change that would drastically alter the appearance of the unit, which is what we want to avoid.

"Any support we can get now will help us start that funding pot. We are looking at how exactly the overhaul will be done; we'd like to do it in-house rather than send it away as that would incur up £15,000 to £18,000 in transport costs before anything even happens, but then we have to be certain that we can commit to doing it in-house too.

"We are also looking at ways we can better tell its story. There is a compartment behind one of the driving cabs that was specifically for the watercress traffic on the line. We might adapt this space to become a 'travelling museum.'

"In the meantime, we have sealed up all the windows, which has made a difference to the water ingress, and we will keep it mechanically operational too.

"We are very much aware that we cannot let it slip through our fingers. Once it's gone, it's gone, and we can't just get another one."

➜ To support the appeal, visit justgiving.com/campaign/hampshireunit1125

East Wressle in bloom for gardens open day event

The private standard gauge East Wressle & Brind Railway, near Howden, in the East Riding of Yorkshire, held a rare open day on July 14 as part of the National Garden Scheme Open Day.

Inspired by the light railways of Col Holman F Stephens, the line was the work of the late Colin Shutt and his wife Elizabeth when, in 2004, he decided to build a replica Ford railbus to enter into a competition, as reported in issue 246.

Since Colin's death in 2016, the 300-yard line has been maintained and improved by his widow and a dedicated group of volunteers. The event attracted the crowds, having been featured on BBC1 a fortnight before.

On prominent display in the station was the line's sole motive power, Ruston Hornsby 48DS 0-4-0DM No. 371971 *Jane*.

The national open day scheme has been running since 1927.



Right: Hunslet 48DS *Jane* sits at the platform at the main station East Wressle & Brind Railway during the National Garden Scheme Open Day. BEN BUCKI

Plum job for steam railway





GWR Bulldog 4-4-0 No. 3353 *Pershore Plum* stands at Birmingham Snow Hill's new sidings in 1923. GREAT WESTERN SOCIETY DIDCOT/G/WR **Inset: Ripe fruits waiting it the Vale of Evesham.** PERSHORE PLUM FESTIVAL

By Robin Jones

THE Gloucestershire Warwickshire Railway is to run a special train to celebrate the famous Pershore plum, which are grown on its doorstep,

August's Pershore Plum Festival celebrates the most famous plum varieties grown in the Vale of Evesham – the Pershore Yellow Egg Plum and the Pershore Purple.

On August 18, the railway will run a special to celebrate the once vital role that the line played in transporting the plums from the region to market. It departs Broadway station at 2.25pm for Cheltenham Racecourse and will be carrying Queen Victoria (plum) and festival mascots Prunella and Eggbert, members of the Plum Posse and Pershore Plums.

Subject to availability, some of the railway's catering outlets will be offering a range of plum-inspired delicacies throughout August.

G/WR marketing manager Catherine Johnson said: "At one time there was a large fruit packing shed at Toddington station, where Pershore and other varieties of plums, as well as apples, pears, soft fruits, asparagus and vegetables, were transferred into special railway vans to be swiftly taken to London, Birmingham and elsewhere. This is a wonderful way to celebrate that heritage."

Loco named

Angela Taylor, tourism officer for Wychavon District Council, who chairs the Pershore Plum Festival, said: "Although the award-winning Plum Festival itself takes place over the bank holiday weekend of August 24-26, there are lots of plum-related activities – including entertainment, demonstrations, events for youngsters, competitions and more – throughout the month, as well as this special train, of course."

She said that in 1827, a local publican discovered the Pershore plum growing wild in Tiddesley Wood. "This yellow variety of plum was then forced and developed by crossing it with other varieties. It was perfected in 1877, and there are two Pershore plums today – July Purple and the late August Yellow. They have really put the lovely town of Pershore on the fruit-growing map."

So famous was the Pershore plum that it even had a GWR locomotive named after it. No. 3353 was a member of the 156-strong Bulldog class of 4-4-0s introduced in 1899, which was used for passenger work and once a familiar sight over the line on which the G/WR operates, as well as handling trains over the Worcester-Oxford line through Pershore.

No. 3353 emerged from Swindon works in 1900 and based at Worcester, and was originally named *Plymouth*, one of several class members named after towns served by the GWR. However, this practice confused some travellers who thought the locomotive name was the destination of their train, so the names were removed.

In 1927, the Worcester branch of the National Farmers' Union asked the GWR if a locomotive could be named *Pershore Plum* to mark the centenary of the discovery of the fruit, and the company agreed.

Fit for a king

The nameplates were made at Swindon and sent to Worcester, where they were fitted to the locomotive. King George V accepted a consignment of Pershore plums to mark that centenary.

Pershore Plum continued to be based at Worcester and worked from there throughout the region, including over the Stratford-upon-Avon to Cheltenham line and reaching destinations as far away as Shrewsbury, Wolverhampton, London and Bristol.

Catherine said: "It would be nice to think that perhaps the locomotive was sometimes used to deliver Pershore plums to market."

Pershore Plum was scrapped at Wolverhampton in 1947, having covered nearly 1.5 million miles in service. Its nameplates were sold to a local man, a Mr Daniels, for 17 shillings and sixpence each (the equivalent of £69 today).

Angela said: "We would love to know where the nameplates are today. It would be wonderful to display one at the festival and explain the fascinating history of this beautiful locomotive."

The G/WR has a stand in 'Plum Alley' at the festival ground on Saturdays August 3, 10 and 17.

Story of how railways 'made' the city is told in new Peterborough exhibition

AN exhibition of Peterborough's Railways is being held in the city until September 21, combined with a series of talks.

A focal point of the exhibition, which opened in Peterborough Museum and Art Gallery on July 21, is a model of Peterborough East station specially built by Market Deeping Model Railway club for the event.

Also on display are artefacts ranging from vintage uniforms and signage to photographs capturing the city's railway evolution.

On August 8, Brian Pearce MBE, from the city's Railworld attraction, will give an illustrated talk on Peterborough's railways, exploring the beginnings of the Nene Valley Railway and its benefactor, the Rev Richard Paten.

Death on the Line: A Social History of the Railway in Victorian Peterborough will be delivered by Sophie Mitchell on August 16. She will explain how the arrival of the railway in the city in 1845 changed its landscape and revolutionised the lives of residents, and she will reveal the reality of life, work and death on the Victorian railway (this talk is unsuitable for children under 12.)

Brendan Fox will present Peterborough Trams: A Distant Memory on September 6, in which he will explore Peterborough's historic electric tram network, which operated from 1903 to 1930, paving the way for today's Stagecoach buses. He will also provide a visual tour of the tram routes to Walton, Dogsthorpe and Newark through photographs.

On September 18, *Heritage Railway* correspondent Tim Hobman, who is responsible for the Wagon museum on the Nene Valley Railway, will talk about the project and importance of wagons on the railway. All talks are from 6pm to 8pm.

A museum statement said that the exhibition gives visitors the chance to witness the dawn of a new era as railways connected Peterborough to the world, sparking a wave of economic and cultural change, and that visitors will discover how the railway's presence continues to influence Peterborough's landscape and identity, leaving an indelible mark on the city.

➜ For more details and to book tickets for the talks, visit https://peterboroughmuseum.org.uk

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Visitor, boss, friend: Changing places in the industry 30 years apart

WHEN Dave Mosley, former head of education at the National Railway Museum, first saw Ffestiniog & Welsh Highland Railways operations director Matt Ellis at the York Museum as a young boy, he never thought that this very same youngster would one day become his boss – but that is exactly what happened.

As a boy, Matt would visit the NRM, playfully taking over tours and telling the audiences all about the locomotives.

"I was happy to let him get on with it, as it was obvious he was destined for a job in steam," Dave said, pleased to encourage the young Matt's enthusiasm.

Some years later, Matt started working for the museum properly. Dave, meanwhile, had taken early retirement from his role but remained involved by driving locomotives on the demonstration line in the yard – often with replica Liverpool & Manchester Railway 0-2-2 *Rocket*. However, at this time Matt effectively became Dave's boss, officially superseding his one-time guide at the same museum.

"Dave could talk to anyone of any age at any technical level about the locomotives and generally entertain the visitors," Matt said. "When I ended up being rail ops coordinator, Dave was one of my team until I left the NRM in 2014.

"*Rocket* has a very primitive valve gear, requiring manual operation of the valve events to change direction. I was on it with Dave one day, and having stopped, I was attempting to start back in the opposite direction.

"*Rocket* could be a pain, and this day it was a straight refusal to move. Dave stood up in the tender, leant on the water barrel, and started chatting to the passengers. He simultaneously explained to them how the loco worked, while also taking the micky out of my attempts, much to their amusement!"



A four-year-old Matt Ellis is treated to a ride aboard a miniature quarry Hunslet by Dave Mosley at the National Railway Museum. MATT ELLIS



A scene mirroring that of almost 30 years ago: Matt, now operations director at the Ffestiniog & Welsh Highland Railway, was reunited with now retired Dave at Porthmadog, treating him to a ride aboard double Fairlie *James Spooner.* CHRIS PARRY/ FF&WHR

While at at the NRM, Matt undertook a mechanical engineering apprenticeship, before transferring to the York venue's rail operations department. He later joined the Beamish Museum as keeper of transport, then the Ff&WHR as operations manager, and has remained in contact with Dave since.

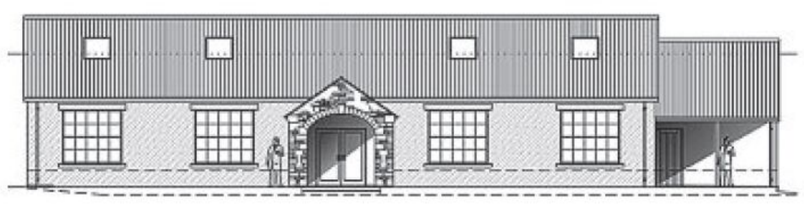
As the summer approached, Dave visited North Wales and paid a visit to the Ff&WHR, reuniting with Matt, who was only too pleased to share the footplate of new-build double Fairlie *James Spooner* – 30 years after one of the earliest family photographs taken of Matt with a locomotive.

Grant aid support boosts Threlkeld museum plan

CUMBRIA'S Threlkeld Quarry and Mining Museum has just been boosted by £170,000 in grant aid.

Cumberland Council have awarded £120,000 as part of the UK Shared Prosperity Fund, and the venue, which has a 2ft gauge line, has also been successful in applying for £50,000 from the Cumbria Waste Management Environment Trust. The money will be used to start the construction of a new museum building shortly.

The first phase will involve the construction of the building to a wind and weather-tight shell. Next will be fitting out the interior with lighting and heating systems, toilets and a kitchen/café space. The final phase will be the installation of exhibits.



A drawing of the planned new Threlkeld museum building. THRELKELD

The museum is applying to other funders to help with the later stages of this project, and it has also launched a £30,000 crowdfunding campaign with a variety of rewards on offer.

It is intended to have the railway extension completed alongside ongoing works on the new building, increasing the length of the running line by about 500 yards.

The museum opened in 1995 to inform visitors of mining and quarrying industrial past of the area at a time when little information about the subject was accessible, considered to be an aspect of Lake District history overlooked by many. Its exhibits include the biggest collection of working vintage excavators in Europe.

➜ To donate to the project, visit www.crowdfunder.co.uk/p/preserving-lakelands-industrial-heritage-1

Two guests and line-up announced for Moorsline gala

THE North Yorkshire Moors Railway has announced two visiting locomotives for its Annual Steam Gala on September 26-29.

GWR 4-6-0 No. 4079 *Pendennis Castle* will visit from Didcot Railway Centre for the first time and returning to the NYMR as a guest is Peter Best BEM's USATC S160 2-8-0 No. 2253 *Omaha,* from the Dartmouth Steam Railway, where it is on loan.

From the home fleet, BR Standard 9F No. 92134, LMS 'Black Fives' Nos. 44806 and No. 5428 *Eric Treacy*, SR Schools class No. 926 *Repton*, BR Standard 4MT tank No. 80136, NER J27 No. 65894, Lambton, Hetton & Joicey Colliery Railway tank No. 29 *Peggy* and Cockerill tram No. 8 *Lucie* will run, subject to availability.

The Annual Steam Gala Beer Festival will also take place at Goathland.

Widespread appeal

NYMR's director of mechanical engineering, Paul 'Piglet' Middleton, said: "This is one of the most popular weekends at the NYMR for good reason; we showcase up to 10 magnificent locomotives in full steam and people travel from all over to see our visiting and home fleet locos.

"Last year was special as we celebrated 50 years. Now we are looking ahead to the next 50 and can't wait to host our Annual Steam Gala in September."

At least one further visiting locomotive will be added to the gala, with the details to follow closer to the event.

Tickets priced at £49.50 for one day, with discounted options for multi-day tickets. Children up to the age of 15 go free, and NYMR members get 50% off the price of tickets.

➜ For more information about the festival and to book, visit www.nymr.co.uk/annual-steam-gala

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National Trust hands over Coal Tank to new owner at Crewe birthplace

By Robin Jones



It's a deal! Keith Whitmore, chairman of the Bahamas Locomotive Society, formally accepts ownership of LNWR Coal Tank No. 1054 from Ceri Williams, general manager at Penrhyn Castle and Garden, National Trust Cymru. PETER ROBINSON/CHC

THE Bahamas Locomotive Society had a double reason to celebrate on July 6 – at events 50 miles apart.

At Crewe Heritage Centre, the society officially took possession of LNWR Webb 0-6-2T Coal Tank No. 1054 from the National Trust.

Meanwhile, Jubilee 4-6-0 No. 45596 *Bahamas* became the first member of its class to operate over part of the former Midland Railway Matlock to Buxton route since 1967 at the start of a visit to Peak Rail lasting until August 11, which began by hauling service trains during the line's 1940s weekend on July 6/7.

The heritage centre commemorated Crewe Day this year by welcoming two of Crewe Works' heavyweight steam locomotives during the weekend.

No. 1054 began steaming from 10 am on the Saturday, ahead of a presentation ceremony at noon, when Ceri Williams, general manager at Penrhyn Castle and Garden, passed its ownership to society chairman Keith Whitmore.

Built in September 1888 at the height of the LNWR works, No. 1054 is believed to have worked in Birmingham and Wales before being decommissioned on the eve of the Second World War. The outbreak saved it from the cutter's torch, and instead it was overhauled and entered back into service until 1958, when it was decommissioned for the second and final time. It 1961, it became the first locomotive to be preserved by a crowdfunding appeal, organised by JM Dunn, on behalf of the Webb Coal Tank Engine Preservation Fund.

No. 1054 was donated to the National Trust in 1963 and displayed at its industrial railway museum at Penrhyn Castle, near Bangor, arriving there the following year. With limited facilities for its conservation, in 1973 the locomotive was placed into the care of the society at its now-closed Dinting Railway Centre museum.

Since then, society volunteers have overhauled it on four occasions to ensure that it remains in working condition; the last two were at Dinting's successor museum, the Engine Shed at Ingrow, on the Keighley & Worth Valley Railway.

In 1980, it took part in the Rocket 150 celebrations marking 150 years since the opening of the Liverpool & Manchester Railway.

On the reallocation of the society's collection to Ingrow, supported by a grant from the Heritage Lottery Fund, its members undertook a major seven-year overhaul of No. 1054, which was completed in 2011. Since then, the Coal Tank has been a popular performer on several heritage railways throughout the country as well as on its home line, the KWVR.

As highlighted in *HR* issue 316, the National Trust recently rationalised its railway collection at Penrhyn Castle Museum to focus on the story of the Penrhyn Quarry Railway. Accordingly, the trust considered it now appropriate to hand ownership of the Coal Tank to the society, safe in the knowledge that the care exhibited by the society during the past 51 years will ensure the locomotive's long-term future.

Ceri Williams said: "We are grateful to the Bahamas Locomotive Society for the care they have given the Coal Tank over the last 51 years and their tremendous efforts to continue allowing public access to it through a number of exhibitions and roadshows.

"As we redevelop our experience at Penrhyn Castle to better showcase its industrial history and rehome some of the locomotives that are unconnected to the Penrhyn story, it's the right time for us to be placing the Coal Tank officially in the care of the society.

"Thanks to the society and its dedicated team of staff and volunteers, the Coal Tank is the only operational example of an LNWR locomotive, and one of the few from the Victorian era existing today.

"It is a privilege to play our part in this journey, and we are looking forward to seeing this loco continued to be celebrated widely."





Above: Spotless for the big occasion! PETER ROBINSON/CHC

Left: Rhoda Atkinson, partner of Bahamas Locomotive Society chief engineer Steve Allsop, is presented with a bouquet of flowers in recognition of the successful fundraising efforts she undertook for No. 1054 in the 1980s. BLS

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The second Crewe-built locomotive in steam for the Crewe Day weekend was another visitor, LMS 'Black Five' No. 44871, which was there to haul the Crewe to Llandudno steam leg of the Railway Touring Company's 'North Wales Coast Express' from Euston on July 6. PETER ROBINSON/CHC



While the Bahamas Locomotive Society was elsewhere taking ownership of LNWR Coal Tank No. 1054 on July 6, No. 45596 *Bahamas* was hauling the first train of its visit to Peak Rail, seen heading a service train at Darley Dale. ALAN WEAVER



LNWR Coal Tank No. 1054 lets off steam on the day that its ownership was transferred by the National Trust to the Bahamas Locomotive Society. PETER ROBINSON/CHC



LMS Jubilee 4-6-0 No. 45996 *Bahamas* coming off the turntable at Rowsley South at Peak Rail on July 6. BLS

A society statement thanked the National Trust for its support over the years and also for the gesture, which is in addition to the handover of two other locomotive exhibits from Penrhyn, ex-Shotton steelworks Hudswell Clarke 0-6-0T No. 1223 of 1916 *Vesta* and former Globe Ironworks, Stalybridge Hudswell Clarke 0-4-0ST No. 526 of 1999 *Hawarden*. The statement also thanked the heritage centre in Vernon Way for hosting the handover at an appropriate location, No.1054 having been constructed on the site 136 years before.

Society chairman Keith Whitmore added: "We are delighted to receive the Coal Tank into our collection and wish to thank the National Trust which, for many years, has supported us in our endeavours to maintain and operate this unique locomotive for the benefit of all."

Crewe Day, which takes place on July 4, commemorates the anniversary of the first trains passing through Crewe Station on July 4, 1837.

Crewe Heritage Trust chairman Gordon Heddon said: "We are delighted to see a true Crewe icon continue to the next stop of its journey as it passes into the ownership of the Bahamas Locomotive Society, and also for the opportunity for our local audience to experience the thrill of heavy engineering and steam power in Crewe as it would have been 187 years ago."

Also at the heritage centre for the weekend was LMS 'Black Five' No. 44871, designed by Crewe Works engineer Sir William Stanier and built there by the LMS in 1945. It departed from Crewe at 10am on the Saturday with the Railway Touring Company's 'North Wales Coast Express' to Llandudno, returning overnight for departure on the Sunday.

Visitors were able to glimpse No. 44871 on the main line from the viewing platform and experience the exhibition Forging History: The Legacy of Crewe Works, exploring the impact of the works on the town's development. At Peak Rail, *Bahamas* took part in driver experience courses, and it also hauled a Sunday lunch train.

It was scheduled to head a 'Pie and Pea' evening land cruise on August 4, while heading standard services on selected dates.

On August 10/11, the Jubilee was due to take part in the line's steam gala, hauling a range of passenger and freight workings.

➜ On September 4, a similar presentation will take place at the Middleton Railway when the National Trust hands over *Hawarden* to the Bahamas Locomotive Society, which will base the locomotive at the Leeds line.

Home is where the Harz is:
First trip for new tour company Belle Trains

By Robin Jones

THE founders of tour operator Steam Dreams 25 years ago have launched a new company to run holidays by steam overseas and have announced the firm's first trip.

It was in 1999 that Steam Dreams was established by enthusiast Marcus Robertson with the aim of running midweek day trips from London on the Southern Region, despite the fact that sceptics thought that regular steam on the third rail network would not last. The first Steam Dreams trip, the 'Wessex Belle' behind BR Standard 4MT 4-6-0 No. 73096, carried more than 150 passengers from Waterloo for a day out in Salisbury on December 16 that year, as reported in *Heritage Railway* issue 10.

In December 2018, The Steam Dreams Rail Company was acquired by locomotive owner David Buck, who in June 2022 sold it to Jeremy Hoskings' Locomotive Services Group.



Class 01.10 express 4-6-2 No. 01 1104, built in 1940 and known as the 'Queen of the Rails,' returned to service last year after a 15-year restoration. Currently numbered 012 104-6, it is seen heading past Aldekerk on September 22, 2023. Resident at the former Steamtown museum at Carnforth between 1975 to 1996 before being returned to Germany, it will feature in the Belle Trains excursion to the Harz Mountains in May, and as it is oil-fired, it has been booked for the whole trip in case of fire risk. BELLE TRAINS

2025 date

Some members of the original 1999 group have this year launched a new company, Belle Trains. With Steam Dreams now in the safe custodianship of LSG's expanding business, its owner and his team are not planning to run further holidays by steam overseas. However, Jeremy and LSG have been helpful in allowing Belle Trains to take on that mantle. Former Steam Dreams head of holidays Aimee Stevenson is now busy organising its first tour – the 'Harz Mountains Belle' from May 13 to May 21, 2025.

The Harz Mountains network in northern Germany is remarkable in running 'real steam' in much the same way as it has done both before and after German unification. Locomotives pounding up the many steep gradients on the 88-mile system makes it a must for enthusiasts.

The journey will feature nearly 1000 miles of steam haulage, much of it on the main line, hauled by a Deutsche Reichsbahn Class 01 locomotive, the 87.5mph maximum speed of which puts the UK's 75mph in the shade.

The trip begins in Cologne and Frankfurt (with an optional add-on to and from St Pancras by Eurostar and Thalys/ICE), and from Frankfurt it is steam-hauled to Nuremberg and Dresden (two nights each with organised tours of local steam railways) and then on to three days at Wernigerode for the highlight of exploring the Harz before steaming back to Wiesbaden, near Frankfurt, and its airport.

Much of the route features the hills, mountains and forests of Bavaria, with plenty of opportunity for hardworking steam. Main line runpasts are planned, as are others on the Harz in well-known photographic locations.

Bygone atmosphere

The undoubted highlight for many will be the planned private charter around much of the Harz Mountains network, and the climax will be the exhilarating climb to the summit of the mountains at the Brocken, a solid climb of 3000 feet from Wernigerode. Passengers wishing to maximise their steam experience will be able to have rover tickets the next day.

The atmospheric Harz carriages are wonderfully redolent of steam in a bygone age with open balconies. Passengers have the choice of five, four and three-star packages in hotels that have all been visited by the Belle Trains team. The carriages for five and four-star passengers include the famous Prestige Continental Express and traditional dining coaches.

Marcus said: "As an unashamed steam enthusiast, I am delighted that our three-star passengers will be in traditional first-class compartments, and Harz aficionados love staying in the recently-refurbished Altora Hotel in Wernigerode, right by the station steam shed with regular steam movements throughout the day!"

Future Belle Trains holidays are planned in Europe, Ireland, New Zealand and the US, with announcements early next year.

➜ Bookings are now open for the 'Harz Mountains Belle' on 01284 330123. Visit www.belletrains.co.uk for further details.



Above: First-class seats for three-star passengers on the forthcoming 'Harz Mountains Belle.' BELLE TRAINS



Right: Deutsche Bundesbahn metre gauge 2-10-2T No. 99 7245-6 is a stalwart on the Harzer Schmalspurbahnen, which will be among the many locations to be visited by the debut Belle Trains tour. BELLE TRAINS

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Wanted: Parish priest-in-charge who is also a heritage steam railway enthusiast

By Geoff Courtney

A RURAL parish in East Sussex is seeking a new priest-in-charge who, apart from all the usual qualifications, ideally has a passion that would be a real bonus – an interest in heritage railways.

The parish of Ewhurst Green, 10 miles north of Hastings, has two churches, Grade I-listed St James the Great, dating from Norman times, and 12th century St Giles' Church in the neighbouring village of Bodiam. The latter is known for its impressive 14th-century moated castle, but another attraction in the village that is enjoyed by residents and visitors alike is its station on the Kent & East Sussex Railway.

Former banker David Nibloe is a trustee of the railway and a volunteer guard who moved to Ewhurst Green with his wife Suzy in 2017 after a 30-year career with HSBC. He is also a member of the local parochial church council that is responsible for appointing a new priest in succession to the Rev Canon Christopher Irvine, who retired last October.

St James has strong links with the KESR, for in addition to David, its organist Ian Verran is a platform assistant and ticket inspector, church secretary Charles Stewart is a platform assistant and crossing keeper, and Barry Lee, one of Bodiam's stationmasters, is also part of the church community.

Over at St Giles', churchwarden Graham Peters is a former trustee of the Rother Valley Railway, which is in the process of being connected to the KESR, while another link between the CoE and railway is that the Rev Malcolm Jones, a retired priest who has occasionally covered services at St James since the Rev Irvine's departure, is a stationmaster at Northiam. "The KESR is a prominent part of the local community, and we might find a new priest for whom it would be attractive to serve a rural community with a heritage railway station," David told *Heritage Railway*.



David Nibloe (left), a Kent & East Sussex Railway trustee and volunteer guard, and Charles Stewart, a volunteer crossing keeper, enjoy the sunshine at the railway's Bodiam station. Both are members of St James the Great Church in the adjacent village of Ewhurst Green, which shares a priest-in-charge with Bodiam's St Giles' Church, a role which has been vacant since the retirement of the previous incumbent, and which David and Charles believe would be an ideal post for a heritage railway-loving cleric. VIC GRIGG

He said that another example of the link between the railway and community was the Remembrance Day service held annually at the Cavell van at Bodiam station, which is led by the local priest.

Family connections

The restored former South Eastern & Chatham Railway van carried the body of the Unknown Warrior to London in 1920, and the service is attended by local schoolchildren. The service was unable to be held last year due to the retirement the month before of the Rev Irvine, but it is hoped it will return once his replacement is appointed.

Railways are in 59-year-old David's blood. Four generations of his family served on the Eastern Counties Railway, Great Eastern and LNER, and one of his ancestors, John Nibloe, the son of a shoemaker, had a notable career from 1845 after moving to East Anglia from Dumfries. One of David's early career delights was watching trains on the nearby heritage line when he was HSBC branch manager at Paignton.

"One of the things my wife and I love is the setting of Bodiam station, the River Rother, and Bodiam Castle, all in walking distance of our cottage, and we can hear the whistles of the steam locomotives in our garden," he said.

"When I saw a request by the KESR for volunteers, I thought it would be a lovely way to spend some time, as all my HSBC roles were office jobs. And so it is. Being a guard and interacting with the visitors means you can play a role in creating a memorable experience for those who come along, and we as volunteers are making memories that are just as important to us."



Legacy of an ultimate steam railway churchman: The restoration and return to steam of former Cadeby Light Railway celebrity Bagnall 0-4-0ST No. 2090 of 1919 *Pixie* was marked by events at the private Richmond Light Railway, Kent, when it was relaunched into traffic on July 6. The 2ft gauge ex-Cranford Quarry locomotive was purchased by the railway in 2019, and on July 5 this year featured at a preview event where it is seen at the line's impressive new-build main station. The headboard refers to its former owner, the Rev Teddy Boston, rector of All Saints' Church, Cadeby, a lifelong enthusiast who built his own line. It closed in 2005, his widow Audrey having kept it open for 19 years after his death in 1986. DAVID STAINES

Award shortlist for Stanway

THE Gloucestershire Warwickshire Railway was a nominated finalist at the July 18 New Civil Engineer awards in recognition of its works carried out on the15-arch Stanway Viaduct.

The G/WR entered the Historic Bridges part of the Bridge Awards section and was shortlisted from 135 entries. Phase one of the 1906-built viaduct's deck waterproofing project, coupled with the emergency stabilisation of the parapets which were found to be leaning outwards, cost less than £1 million.

The category winner was the £10.5 million restoration of the Grade 1-listed Union Chain Bridge, a suspension bridge over the River Tweed, four miles upstream of Berwick-upon-Tweed. When it opened in 1820, it was the longest wrought iron suspension bridge in the world. The entire structure was dismantled and restored for the restoration.

G/WR's civil engineering director, Dr Graham Plant, said: "We did very well to be finalists, given that most of the other entries were multi-million-pound projects. The winning entry was, in my view, very well deserved, and I offer them my sincere congratulations.

"Phase one of the historic Stanway Viaduct project involved waterproofing the deck and stabilising the parapets, which were discovered to have failed while the waterproofing work was underway. The structure is now being allowed to dry out.

"The second phase involves repairing brickwork damaged by water ingress and is planned to start next year, subject to funding, and it will take up to three years to complete.

"I believe we were shortlisted given the imaginative way we tackled the unexpected failure of the parapets.

"I am deeply grateful for the collaborative way we all worked together."

The judging panel said: "This project showcased the agile skill set of the full team involved and is a really effective example of the power of good project management."

The Stanway Viaduct appeal remains open. To donate, visit www.gwrt.org.uk/donate/stanway-viaduct-appeal

Fiction works its magic at Talyllyn's Awdry celebration

By Owen Hayward

FOREVER proud of its connections to Thomas the Tank Engine stories, the fourth annual Awdry Extravaganza once again broke records at the Talyllyn Railway on July 20/21.

While appearances of the titular blue tank engine and his companions at heritage railways can divide the opinion of enthusiasts, since the first event in 2021, the Talyllyn's celebration of the works of the Rev Wilbert Awdry has grown to deliver great financial return. The debut event was the most successful event day in five years for the line, followed by the 2022 weekend boasting the single busiest days recorded for Tywyn Wharf station café and shop. In 2023, revenue was boosted by more than £15,000 – the event alone financing half of the railway's annual coal bill – while this year's event saw revenue increase by almost as much again.

With fans travelling from as far afield as Japan, Australia and the USA, seldom has there been an event at a heritage line with such universal appeal. The 2024 celebrations not only outperformed previous years once more, but again boosted other nearby lines too, with many having shared on social media their visits to the Bala Lake, Ffestiniog & Welsh Highland, and Vale of Rheidol railways, several previously having reported a notable increase in footfall on dates either side of the TR event weekend.

The first TR appearance of one of the fictional characters came in 1982 when Hughes Falcon 0-4-2ST No. 3 *Sir Haydn* was repainted red and dressed as *Sir Handel* in a bid to lure additional visitors. The resulting boom in traffic saw *Sir Handel* remain at the railway through 1983 and into early 1984.

First time meeting

While in the books the characters often referenced their real-life counterparts and visits to the TR, they were never shown to meet them. However, event planners Daniel Long and Luke Ryan saw an opportunity to capitalise here, saying: "There are various practical reasons why *Sir Handel* and *Sir Haydn* have never met before, and the sight of two Falcons together has been somewhat of an impossibility until recently. The kind support of the Corris Railway allowed us to make this event something very special indeed, with the character and counterpart finally meeting for the first time."

With revenue over the weekend achieving nearly £70,000 – £13,000 up on 2023 – the runaway success of the event has taken the railway by surprise. "We never thought it would be this successful," said Luke. "We thought it would have legs, certainly with fans, but never the reach on an international scale.

"The origins came in the back end of 2020 when we got the Rev Awdry's Ffarquhar Branch layout out for testing. I was asked if I could make an event out of it, and it grew from that. Although we'd done children's and character days before, this could be a fresh take on that and the Awdry connection. It grew from there, with various assets hired from Mattel to showcase the history of the Railway Series."



With Corris Railway Falcon No. 10 masquerading as the smug character of *Sir Handel*, it allowed No. 3 *Sir Haydn* to meet its fictional counterpart for the first time in both fiction and reality. No. 3's face wore a bandage and eyepatch, recalling an incident during the character's first appearance in Wales in the 1980s, when a tree branch damaged the face, and the locomotive crew masked the affected area in much the same way. That incident inspired another story, penned by the Rev Wilbert Awdry's son Christopher. OWEN HAYWARD

Those assets have included original artwork for the illustrations used in the books, as well as props and model used in the television show inspired by them. The event has even been supported each year by the Awdry family itself, with one of Wilbert's daughters, Veronica Chambers, attending and speaking to fans about their love for both the stories and her father.

"The support from the Awdry family means everything to us," Daniel said. "They have been incredibly supportive of what we have done since the first event. This year, Veronica performed a handover ceremony for *Sir Handel* just as her father did when the character first came to visit in 1982. Richard Awdry also brought one of his grandfather's layouts for display, as well as playing a part in our Saturday evening lecture event.

"Their trust in us to respect the reverend's life and legacy is an honour."

Big year ahead

Next year will be significant for fans of the books as they celebrate the 80th anniversary of the publication of the first one, as well as the 70th anniversary of Four Little Engines, the first to feature the Talyllyn's fictional counterpart.

"There are plans already in progress," Luke said. "Concepts for our exhibitions have already been developed and assets requested. On the railway side, this year's event has been a bit of a trial run to see how far we can push the railway's operational limits.

"This has shown just what can be done with an event aimed at what is a rather niche audience. If you do something well and do it right, you can reap the rewards."

TR general manager (operations) Liz Porret added: "The event has shown just how much love and passion there is for our railway and the stories they inspired, and we truly are fortunate to have that. While the financial return is great, another aspect that shouldn't be overlooked is that for many of those attending the railway is a safe place to be with like-minded people. That is truly what the Talyllyn is about – being a welcoming place for all."



While No. 10 stole the limelight as *Sir Handel*, Ruston & Hornsby No. 5 *Midlander* debuted in its newly-applied black livery to portray the character of *Rusty*, celebrating 65 years since their introduction to the Railway Series books. As with previous years, both of the star characters have benefitted from new 3D-printed faces, replacing the ageing fibreglass ones in regular use since the 1980s. OWEN HAYWARD



On July 20, Wilbert's daughter Veronica (right), aided by the event's livestream coordinator Matt Parmenter, attended Tywyn Wharf to perform a handover ceremony, welcoming *Sir Handel* to the Talyllyn just as her father had done 40 years before when the character made its first appearance on the line. OWEN HAYWARD

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Paradise for Heritage Steam railway enthusiast Vicar?

Two beautiful and friendly parishes in East Sussex: Ewhurst and Bodiam are seeking a new HfD incumbent

The modern four-bedroom rectory is less than a mile from **Bodiam Station** on the **Kent and East Sussex Railway** and not much further to Bodiam Castle.

The Kent and East Sussex is a vibrant steam operated line and work is starting shortly on the extension from Bodiam to Robertsbridge main line.

Both projects require volunteers at all levels..... one churchwarden is an ex-director of the Rother Valley Railway; a treasurer is a director of the K & ESR.

The Bishop of Chichester and All Souls College, Oxford (patron) are seeking a HfD incumbent for these two parishes currently held in plurality (combined population 1668). Currently two services on Sunday mornings with worship in the central tradition of the Church of England. Strong lay support offering warmth, energy, care, interest and humour from united churchwardens, PCCs and congregations. The parishes are financially secure.

For further information on the post please contact the Archdeacon at
archhastings@chichester.anglican.org

Parish profile and application form on the website at
HTTP://ctjob.uk/JN12138

For further railway information **dnibloe@kesr.org.uk**

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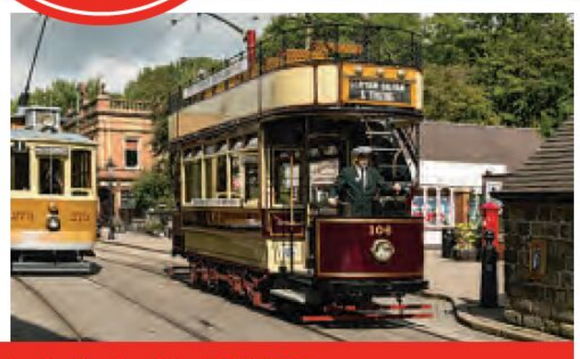
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*Excludes 1940s and Shine a Light events. See website for details.



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Severn Valley aims for the top after weathering the storm

By Robin Jones

THE Severn Valley Railway is aiming high as the peak 2024 season gets underway.

At the line's annual general meeting in late June, there was talk of optimism, caution, and an acknowledgement that the top-flight heritage line still has a long struggle ahead before it can say that it is once again where it wants to be financially.

However, shareholders heard that there was much to celebrate about the SVR's achievements, despite its continuing need to operate within extremely tight budgets.

As the line enters its peak summer season, the mood is one of hope, and managing director Jonathan 'Gus' Dunster is determined to keep up the pressure to attract new visitors, control costs and deliver a quality experience.

Record attendances

"Last year, we showed just what the SVR is capable of when it comes to enthusiast events. We had record attendances at our diesel galas, and our steam galas showed hugely impressive attendance figures. We know we consistently deliver at this sort of event. You'd probably say that it's what our reputation is built on. So, for that reason, we are once again going all out this year to put on enthusiast events that set the standard for UK heritage railways.

"So far, so good, and we've seen strong performances for our spring steam and diesel galas. In both cases, we exceeded the passenger and secondary spend budgets, and this gives us a great deal of satisfaction and confidence in this sector of the market.

"It means we feel secure in repeating our winter enthusiast events, which we tried for the first time ever at the end of the 2023 season. It's wonderful to be able to put these on, in the depths of winter, when people are looking for something exciting to do.

"Obviously, we are very happy to see another boost to our revenue as we prepare to transition into the winter shutdown period."

Those extra winter events are just the icing on the cake of the SVR's full enthusiast offering. Still to come this year are the two autumn events, and in both cases, the railway has got ahead of the game with early guest announcements. LMS Jubilee 4-6-0 No. 45596 *Bahamas* and GWR Saint No. 2999 *Lady of Legend* have joined the line-up for the September 19-22 Autumn Steam Gala, while the confirmation of Class 25 No. 25262 for the October 3-6 Autumn Diesel Bash looks set to prove a big attraction. Traditionally, the railway would have kept the focus of its autumn diesel event on the home fleet with no guests, but this year it is feeling confident in spreading its net further – and has even hinted at a further guest announcement.



Progress in action: The Colas Rail UK Plasser Unimat 9 tamper working on the new roads at Bridgnorth motive power depot. GARY ESSEX

All-round appeal

Important as the enthusiast market is, the SVR acknowledges that it is only part of the story. Indeed, it said that the vast majority of its revenue comes not from the diehard steam and diesel fans, but from the general public, many of whom do not have a close association with or understanding of heritage rail.

"Families, friends, and non-enthusiasts probably make up about 80% of our passengers and we are very mindful of this," said Gus.

"While enthusiasts usually make their feelings very clearly known – either online or by writing directly to us, the bulk of our passengers will simply vote with their feet if they don't get what they want, and we will never see them again.

"That's why we now try and make sure there's usually some sort of



The Gruffalo was one of the popular children's character appearances this year which made the railway a top choice for families rather than just enthusiasts. SVR



Day of Dance at Arley station: On July 20, the railway hosted a mini festival of traditional British dance performances, including Morris, step clog, garland, Welsh Border and North West, at Kidderminster Town, Bewdley and Bridgnorth stations and The Engine House at Highley. Six dance groups travelled the line, entertaining passengers throughout the day. MARTIN BANNISTER

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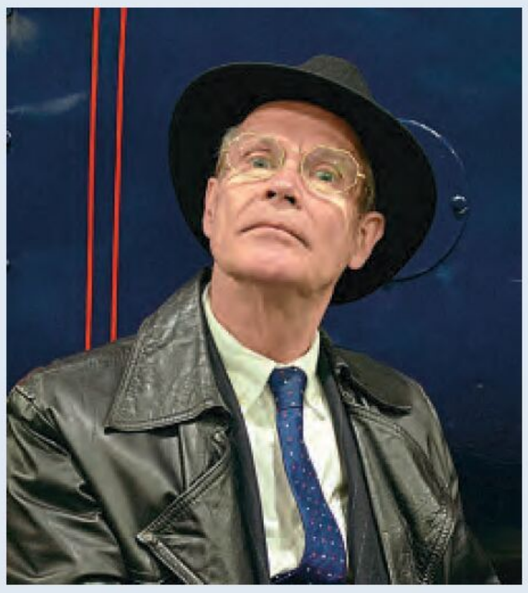
Membership of the SVR

IF you've been impressed with the ways in which the Severn Valley is working to secure its future, you can give the railway your vote of confidence by taking out membership.

Not only will you benefit from generous travel discounts (up to 33% off tickets for normal running days and selected special events) and money off at the SVR's cafes and shops, but you will also be giving vital support to one of the UK's leading heritage railways.

Adult membership costs £31 per annum.

➜ To take out a membership, visit svr.co.uk/membership



Richard Gibson reprised his role as Herr Flick at the SVR's 1940s event. ICONIC PHOTOGRAPHY STUDIO



Guy Siner as Lieutenant Gruber at the 1940s event. ICONIC PHOTOGRAPHY STUDIO



Performers at Step Back to the 1940s alongside Severn valley Railway Flagship GWR 4-6-0 No.4930 *Hagley Hall*. KEN WITHEROW

SVR says 'Allo 'Allo! to another 1940s success thanks to sitcom stars

THE Severn Valley Railway's Step Back to the 1940s events on June 29-30 and July 6-7 have proved to be another great success, with visitors enjoying many attractions along the line.

As well as the decorated stations, intensive services and costumed re-enactors, the railway welcomed several members of the cast from the popular 1980s BBC sitcom 'Allo 'Allo!

Herr Flick, Helga, Lieutenant Gruber, Officer Crabtree and Flying Officer Carstairs were posted to The Engine House at Highley, where the actors famous for playing them signed autographs and posed for photographs with visitors.

David Brattan, co-chairman of the event, said: "This year's event has been a huge success, with well in excess of 6000 visitors across the two weekends.

"If it hadn't been for the bad weather and the England Euros match during the second weekend, the numbers would have been even higher!

"On behalf of the committee, we would like to express our thanks to all the staff and volunteers who help operate the railway during the event."

Paul Bowler, also co-chairman of the event, added: "Alongside the hugely popular cast of 'Allo 'Allo!, we had a large number of singers adding a great atmosphere to the railway and entertainment from many costumed re-enactors including policemen, shopkeepers, the Rt Hon Winston Churchill and a group of evacuees."



Soaking up the atmosphere at Bridgnorth station. KEN WITHEROW



The Bridgnorth station NAAFI cafe. KEN WITHEROW



Costumed reenactors on duty at Bridgnorth during the Step Back to the 1940s weekend. KEN WITHEROW

added extra when people visit the railway, especially at weekends and during the school holidays. We are finding that it's no longer the case that a trip on a train is enough. The family and intergenerational markets want something that's going to capture and retain the imagination of younger visitors.

"We have done really well so far this year by putting on themed character visits, playing host to children's TV stars such as the Gruffalo, Hey Duggee and Bluey. We didn't need to charge a great deal extra for these, but they certainly brought in the crowds, and everyone was happy.

Something for everyone

"As we ramp up for the summer, there really aren't any weekends without an added extra of some sort. We've got a car rally, a Vintage Transport Extravaganza, we held a weekend celebrating the 40th anniversary of Kidderminster Town station, a Brick Weekend at The Engine House, Highley, and a food and craft fayre.

"Plus, every day we're open during the school holidays, we are putting on interactive science shows, mini golf, magic shows, games and a giant kids' train set. We are definitely packing in the fun element for families!"

At the AGM, SVR chairman Chris Walton referred to the "commercial turmoil" of 2022 that continued into 2023. He explained this meant that 2023 had been a year for resetting the SVR "to stabilise it for the future and to provide the foundation on which we can rebuild." "Chris also acknowledged that this year is about keeping focus on all of that," added Gus. "This means we are keeping a very close eye on costs, constantly striving to attract revenue without putting the railway at risk financially."

Another way in which the SVR now generates revenue comes through the diversification of its commercial activities. Over the last two years it has been deepening links with main line rail companies.

"We are not shy when it comes to touting what we have to offer," said Gus. "We've been able to forge close relationships with a wide range of rail companies, including GB Railfreight, Colas Rail, Locomotive Services Group and Rail Adventure UK, to provide excellent facilities for them to test new and overhauled locomotives and infrastructure maintenance vehicles. We also offer space to stable vehicles, as well as engineering services for repairs and maintenance. And, last year, the SVR signed a landmark partnership agreement with Network Rail that enables us to access their technology and resources. This has already brought significant cost savings.

'Balancing act'

"Juggling this activity alongside our mainstream customer-focused events and services is a careful balancing act. We know we must work hard to make it all happen. We face huge competition for visitors, both locally and nationally. People want value for money and are extremely careful how they spend their hard-earned pounds.

"It's up to us to give our visitors what they want, at a price they are prepared to pay. If we succeed in this, we will continue our recovery to a fully thriving SVR. With our 60th anniversary coming up next year, we have never felt more determined than we do right now!'

Butterley's flagship 'Jinty' returns – on war footing!

By Robin Jones

MIDLAND Railway – Butterly flagship LMS 3F 'Jinty' No. 16440 took a trip back in time much further than its 98 years when it was officially relaunched into traffic on June 29/30.

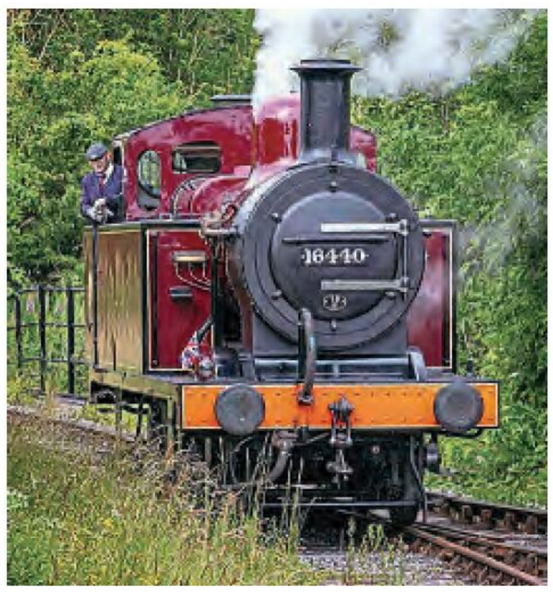
The 0-6-0T was withdrawn for a major overhaul 16 years ago; it began five years ago and was carried out by a dedicated team of volunteers alongside external contractors.

The launch weekend also saw the centre host its first-ever English Civil War re-enactment event.

Thomas Lord Grey's regiment of the Sealed Knot relived scenes from the year 1644, a very good fit for the locomotive numbered 16440! A living history camp with music from the time took visitors back to 17th-century England. They could see what it was like to be a musketeer or pikeman and invited have a go on the drums!

Lord Grey's carried out drill display with firing muskets, and visitors watched a small skirmish where the troops found a royalist camp.

The Sealed Knot was a secret Royalist association formed during the English Interregnum, the period between the execution of Charles I in 1649 and the restoration of Charles II in 1660. Commissioned by Charles II while he was in exile in Paris, the group's aim was to coordinate underground Royalist activity in England and pave the way for the restoration of the monarchy.



Above: LMS 'Jinty' 3F No. 16440 running light engine. MRT



Right: Jinty' 3F No. 16440 arrives on passenger duties for the first time since 2008. MRT



Thomas Lord Grey's regiment of the Sealed Knot stands guard around LMS 'Jinty' 3F 0-6-0T No. 16440 during the English Civil War re-enactment. MRT



Roundheads keep off! Royalist musketeers young and old stand sentinel around 'Jinty' No. 16440. MRT

Long history

No. 47357 was built in Glasgow in 1926 by the North British Locomotive Company and entered service as LMS No. 16410, being renumbered 7357 in 1934. It was first allocated to Willesden (1A) shed and then to Liverpool Edge Hill (8A) in 1950. Withdrawn in 1966, it was sold to the Woodham Brothers scrapyard at Barry, arriving there in November 1967. It was moved to Derby for restoration work after being bought by the Midland Railway Trust in 1970. It was the last steam locomotive to be restored at Derby Works.

It hauled the inaugural passenger service at Butterley in August 1981 and became a timetable mainstay. Following its withdrawal, an appeal for its overhaul was launched in 2011.

In 2017, the boiler was sent to the North Norfolk Railway for contract overhaul and the need for the new cylinder was discovered. The axleboxes were white-metalled at the Great Central Railway.

In August 2020, a contract was signed with Ian Riley & Sons Ltd at Heywood to overhaul the frames. In May 2023, the locomotive moved again under its own steam at Butterley.

No. 16440, owned by Derby City Museums and Art Gallery, is on long-term lease to the Midland Railway Trust.

Visitors can experience another time travel event at Butterley over the August 26-28 bank holiday at the Victorian Train to the Seaside weekend.

They will experience travel as it would have been more than a century ago, with restored vintage carriages be brought out of the museum and steam-hauled.

Midland Railway Trust volunteers will be on the trains in period costume to add to the atmosphere, and for children there will be a special vintage themed I-Spy competition. Visitors in Victorian costume will travel at half price.

➜ For more details, visit www.midlandrailway-butterley.co.uk/calendar/victorian-train-to-the-seaside-2/



Midland Railway – Butterley flagship 3F 'Jinty' 0-6-0T No. 16440 hauls a passenger train on June 29 following its relaunch after 16 years out of action. ALAN WEAVER

Pre-order Issue 323: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

£40k appeal for vital museum repairs to protect historic rail collection

By Owen Hayward

THE Midland Railway – Butterley has launched an appeal to raise £40,000 to undertake essential repair work to the Matthew Kirtley Building, which houses some of its historic collection. If the repairs are not addressed now, it will result in 'costly restoration work' in the future.

Named after Matthew Kirtley, the Midland Railway's first Chief Mechanical Engineer from 1844 to 1873, the building at Swanwick Junction houses locomotives, carriages, wagons and other railway related assets and had, until 2020, been open to the public.

However, as the building's condition has deteriorated, it has not since reopened. Water pours through the decaying roof during heavy rain and as a result, some of the collection housed inside is now beginning to show signs of deterioration too.

The framework of the building utilises that of the former William Rigley & Sons Ltd wagon works at Bulwell, Nottingham, which was founded in 1905, making it an historic artefact in its own right. It was carefully transported to its current location at Swanwick Junction in 1981.

Among the items in the collection inside is the unrestored Pullman clerestory sleeping/day car No. 21. Built in 1873 by Pullman of Detroit, USA, it is the first MR Pullman car and what is thought to be one of the first standard gauge bogie carriages to have been built. It was acquired by the MR in 1888.

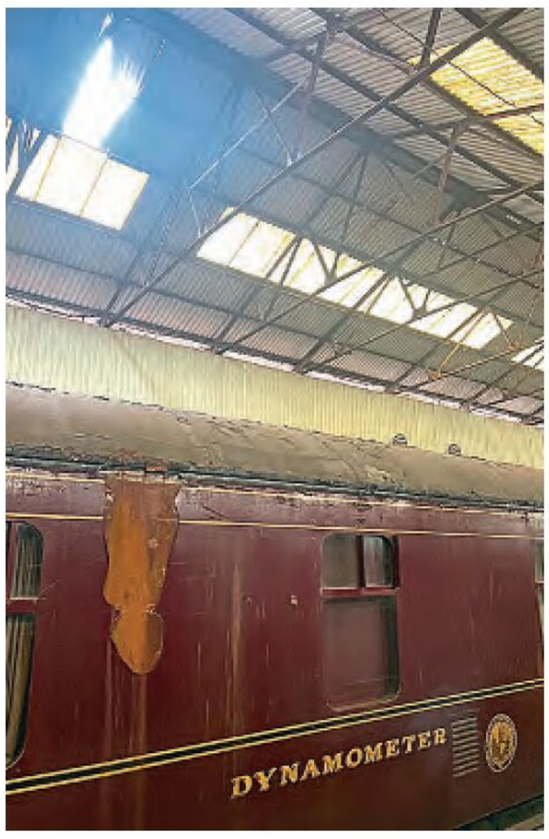
There are also carriages from both the 1912 and 1956 Royal Train, along with other unique vintage coaches dating as far back as 1866.

Preservation attempt

The launch of the appeal will enable the railway to carry out cost-effective repairs to both the roof and the guttering in order to preserve the assets within.



Part of the collection inside the Matthew Kirtley Building. MRT



The damage sustained by a coach beneath the leaking roof. MRT

A MRB statement said: "In the 1980s, the Midland Railway Trust raised the funds to buy, transport, re-erect and clad the building over a period of 10 years. As with all buildings, the time comes when essential repairs are vital. For the Matthew Kirtley Building, that time is now!

"It is in urgent need of roof and guttering repairs and the collection is now suffering rapid deterioration, which will ultimately result in costly restoration if we don't act now.

New techniques

"Recent innovations in roof repair techniques have meant that it is now possible to implement cost-effective repairs to the roof and gutters. This, in turn, will allow the reopening of the building and provide protection of the historically valuable collection the building houses.

"Please help us now with a donation of any size so that we can secure this historic collection and carry on telling the story of the famous MR to future generations."

It is hoped that the building will be reopened by the spring of 2025, dependent on the level of support received. To donate, email donations@midlandrailway-butterley.co.uk or visit gofund.me/58086520

IN BRIEF

➜ THE Telford Steam Railway has been commended for its Polar Express Christmas event at an awards ceremony in the US. At the annual Polar Express Enhancement Camp held in Durango, Colorado, on May 16, the heritage line won the Best Community Event award. It has previously won the Best North Pole award in 2016, Best Décor in 2017, and was recognised for the Biggest Annual Growth in 2019. The railway has been operating Polar Expresses since 2016.

➜ THE Rhyl Miniature Railway is to hold a family event on the August 24-26 bank holiday, featuring funfair rides, charity stalls, food, and a paper plane competition. The festivities will start at 10.30am each day.

➜ THE Avon Valley Railway was one of the filming locations chosen for a new TV series, A Good Girl's Guide to Murder, which has just been released on BBC iPlayer. The line features in the BBC Three/Moonage Pictures adaptation of Holly Jackson's debut young adult mystery crime novel, with Button appearing as a dimly-lit country railway station at night.

➜ SHREWSBURY Railway Heritage Trust has received a £500 donation from the Wynn Foundation to enable future improvements to Abbey Station Visitor Centre in the town's Abbey Foregate.

➜ BALA will be graced by a visit from the oldest Alice class quarry Hunslet this summer when No. 409 *Velinheil* visits the Bala Lake Railway for its August 24-26 steam gala weekend. Built in 1886 for the Dinorwic Quarry and retired in 1962, it has recently undergone an extensive overhaul at the Ffestiniog Railway's Boston Lodge works, which has included the fitting of a new boiler.

➜ THE Ecclesbourne Valley Railway has put a Matisa ballast regulator up for disposal, either as a complete vehicle or as parts. It arrived in 2020 but has never been operational. Interested parties should email simon.scott@e-v-r.com or joe.hallford-marsden@e-v-r.com

Moorsline cancels popular wartime replacement weekend

THE North Yorkshire Moors Railway has permanently scrapped its Through the Decades event, which attracted thousands of visitors and re-enactors, as it refocuses its budget.

The event was due to be held on October 12/13. Replacing the line's wartime weekend two years ago, stations along the line reflected the 1940s, 1950s, 1960s and 1970s.

A railway statement said: "We appreciate there will be many disappointed people, but we hope everyone understands our decision. We have not made this decision lightly and we are taking these steps in the best interests of our heritage charity.

"We have refocused our budgets to better reflect the core events and activities this year to make them even more spectacular than ever. These include our ever-popular annual steam gala and the renowned Santa specials.

"We are also proud to announce that we will be collaborating with exceptional organisations and charities from within the entire rail industry to support the upcoming nationwide Railway 200 campaign.

"We are busy behind the scenes planning our programme of events and activities for Railway 200, which will take place in 2025.

"We hope that as many people as possible will still use the railway on the weekend of October 12/13, when our standard services will be running as usual. Our passengers and visitors are more than welcome to come along dressed in 1940s attire and still be in the spirit of the decades.

"There are currently no plans to reintroduce the event in the future."

For more information about special events being held at the NYMR this year, or for timetable details, visit www.nymr.co.uk

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ROBIN JONES, EDITOR

LSWR T3 4-4-0 No. 563 runs alongside a traction engine during the Swanage Railway's nostalgic fundraising Roads to Rail, which was held in a field alongside Norden station on June 28-30. A special intensive steam train service ran for the family-friendly event, now in its fourth year, and saw about 50 traction and miniature engines, steam rollers and showman's engines on display. Vintage fairground rides, trade and food stalls, a bar and live music also entertained visitors. ANDREW PM WRIGHT

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Top worldwide tourism boost for the UK's heritage railways

By Robin Jones and Geoff Courtney

THE UK's heritage railway sector has received a timely and much-needed boost following the unveiling of the 2024 Travellers' Choice awards by Tripadvisor.

The awards, which have gone to more than 40 heritage lines, museums and tour operators, place the recipients among the top 10% of Tripadvisor's worldwide listings of places to visit. Such is its following that even those railways in the sector that have not received the award should benefit from the positive vibes bound to be felt throughout the movement.

They are based on genuine feedback from visitors who have left an authentic, first-hand review in the past year on the travel guidance platform. John Boris, Tripadvisor's chief growth officer, said: "The awards honour businesses that consistently demonstrate a commitment to hospitality excellence. It means they have made such a memorable impact on visitors that many of them took the time to go online and leave a great review about their experience."

One of the heritage lines to receive the award is the Kent & East Sussex Railway, which is celebrating its 50th anniversary celebrations this year. Commercial manager André Freeman said: "We cannot thank our visitors enough for their support and positive reviews.

"We are staffed almost entirely by volunteers, and our sincere thanks go to the hundreds of dedicated people who work tirelessly, both with visitors and behind the scenes, to deliver an exceptional experience week in and week out.

"This award has only been possible because of them."



Veteran's arrival: Hunslet Engine Co 1888-built 0-6-0ST *Hastings* approaches the Kent & East Sussex Railway's Tenterden Town terminus with a set of vintage coaches after the 1-in-50 climb from Rolvenden. The railway is celebrating its 50th anniversary and has won a Tripadvisor award that places it in the top 10% of worldwide places to visit. CAROLINE WARNE

Elsewhere, the Severn Valley Railway has won a Traveller's Choice award for the fifth year in a row. Lewis Maddox, the SVR's visitor engagement manager, said: "Millions of people around the world rely on Tripadvisor when making decisions about where to go and what to visit.

"For us to be right up there with the world's leading brands is testament to the hard work and dedication of our staff, both paid and volunteer, who go the extra mile to make sure our visitors have a great day out."

The winners of Travellers' Choice awards for 2024 listed online also include the Bala Lake, Bodmin & Wenford, Bure Valley, Churnet Valley, Cleethorpes Coast Light, East Lancashire, Embsay & Bolton Abbey Steam, East Somerset, Ecclesbourne Valley, Epping Ongar, Ffestiniog & Welsh Highland, Isle of Wight Steam, Gloucestershire Warwickshire, Great Central, Gwili, Keighley & Worth Valley, Lakeside & Haverthwaite, Launceston Steam, Leighton Buzzard, Lincolnshire Wolds, Lynton & Barnstaple, Nene Valley, North Norfolk, Peak Rail, Ravenglass & Eskdale, Romney, Hythe & Dymchurch, Seaton Tramway, South Devon, Strathspey, Swanage, Talyllyn, Tanfield, Vale of Rheidol and West Somerset railways, plus the National Railway Museum at York, the STEAM museum at Swindon, Didcot Railway Centre, Beamish Museum, Amberley Museum and the National Tramway Museum at Crich.

The Crewe-based Locomotive Services Group were celebrating after three of its brands – the Midland Pullman, Saphos Trains and Statesman Rail – won Travellers' Choice awards for the second year. Steam Dreams and the Railway Touring Company won Travellers' Choice awards; the latter has also been entered into the British Travel Awards.

Vintage transport show at Severn Valley Railway

AN array of traction engines, steamrollers, vintage cars, motorcycles and camper vans will descend on the Severn Valley Railway on August 10/11 for its Vintage Transport Extravaganza.

The popular event will be held across six stations, with Kidderminster Town hosting the heavy exhibits of the traction engines and steamrollers. At least 12 vehicles will be on display on the forecourt and road runs will take place once a day down and up Comberton Hill. Miniature steam engines will also be present.

Bewdley, Arley, Highley, Hampton Loade and Bridgnorth will all host their own displays, and railway passengers can hop on and off to see dozens of vintage vehicles. At The Engine House in Highley, SVR volunteers will lead interactive guided tours, and the Stanier 8F Society will be hosting a 'meet the engine' event, offering the chance to visit LMS 2-8-0 No. 48773's footplate and chat to members of the volunteer group.

Nadia Attwell, the SVR's assistant commercial manager, said: "It's going to be a feast for the eyes. 'We will have examples of so many different types of transport from days gone by, and the passion their owners have is completely infectious.

"Our annual event is going from strength to strength. We have had more interest from exhibitors this year than ever before.

"Heritage rail and vintage transport is a winning combination!"

For timetable information and to book tickets, visit svr.co.uk



Traction engines outside Kidderminster Town station during last year's Vintage Transport Extravaganza. KEITH WILKINSON/SVR

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TV rail historian backs South Devon line's £3m share issue safeguarding line's future

BRITISH railway historian, TV presenter and travel editor Tim Dunn visited the South Devon Railway to help raise awareness of its £3 million share issue campaign aimed at safeguarding the heritage line's long-term future.

Tim was guest speaker at an exclusive event on July 15 hosted by the SDR which outlined the crucial role current and prospective shareholders play in preserving the line.

Known for his enthusiasm and dedication to railways worldwide, Tim has presented several popular TV shows including The Architecture the Railways Built and Secrets of the London Underground.

Describing the SDR as "a perfect rural GWR branch line," he encouraged people to back the campaign to "fund some smart 21st century improvements."

"This railway has survived closures, takeovers, and now it's surviving yet again," he said. "You are trying to renew this railway, and you need to do it now. Invest in your perfect railway, bring people in, and make it special."

Attendees had the chance to learn more about the projects and initiatives that the SDR plans to develop and also enjoyed a return journey from Buckfastleigh to Totnes (Riverside). The planned projects include new visitor facilities and an upgraded museum at Buckfastleigh, station improvements, locomotive restorations, a new building for carriage repairs, construction of the second phase of the running and maintenance shed, and initiatives to reduce environmental impacts.



Tim Dunn meets guess in a South Devon Railway carriage. SDR

The share issue, announced in *Heritage Railway* issue 313 and formally opened on December 1 last year, offers a unique opportunity for individuals, businesses and enthusiasts to contribute to ongoing conservation efforts.

SDR trustee Alan Taylor said: "The investment is towards new facilities and maintenance work so we can improve what we do, ensuring visitors to the railway have a better overall experience."

By purchasing shares, investors will not only become stakeholders in the railway preservation project, but they will also join a community dedicated to upholding the legacy of steam travel. They will enjoy additional benefits, including two return tickets each year, regular newsletters, discounts at South Devon Railway Gifts & Models, and exclusive members' train journeys and receptions.

Reopened by Dart Valley Light Railway plc in 1969 and taken over by South Devon Railway Trust in 1992, the SDR is the longest-established steam line in the south-west.

➜ **For more information on the South Devon Railway Share Campaign, visit www.southdevonrailway.co.uk/shares; the minimum subscription is 250 £1 shares, and the maximum is 100,000 £1 shares.**

Sybil makes its West Lancashire debut

FORMER Dinorwic Slate Quarries WG Bagnall 0-4-0ST No. 1760 of 1906 *Sybil* made its debut in West Lancashire Light Railway service on July 7.

Sybil worked for half a century at the North Wales quarry system. It was purchased for preservation in 1965 by James Evans for use on his family's private Inny Valley Railway, at Trebuillet, near Launceston. After closure, its steam locomotives and carriage went to the Launceston Steam Railway

In February 2023, the LSR sold the locomotive as a kit of parts minus a boiler to the newly-formed Sybil Locomotive Trust.

Following the completion of its lengthy overhaul at the WLLR, *Sybil* steamed for the first time in 40 years on October 8, 2023. Its final sign-off and commissioning was completed on July 6.

Its first day in traffic saw it running with fellow Dinorwic Slate Quarries fleet member, Hunslet 0-4-0ST No. 823 of 1903 *Irish Mail*. "We now look forward to many years of service with *Sybil*," said a railway spokesman.





Above: *Sybil* at the Hesketh Bank during the West Lancashire Light Railway's Princesses and Pirates Day on July 14. WLLR

Left: *Sybil's* first day in public service on the West Lancashire Light Railway on July 7. WLLR

Key bridge repair work gets underway at GCR(N)

CONTRACTORS have begun essential repair work on a small bridge on the Great Central Railway (Nottingham) as one of the last remaining hurdles to the return of services between the Nottingham Transport Heritage Centre in Ruddington and Rushcliffe Halt.

Bridge 302A is approximately halfway between the villages of Ruddington and East Leake on the line. The repairs are expected to cost about £30,000 and must be completed before the bridge can carry passenger trains again. The contractors have now lifted the rails from the bridge so repairs can begin.

Andy Fillingham, from the GCR(N), said: "We are working hard to return heritage passenger trains to the line so our visitors can explore this part of the world. Much of our to-do list has been ticked off, but repairing bridge 302A is one last remaining hurdle. Our supporters have already raised £2000 towards the expected £30,000 cost and it's good to report that work is now underway.

"We are grateful to everyone who is contributing to reviving the railway, which is part of the ambitious scheme to reconnect Leicester and Nottinghamshire with heritage trains."

➜ **Donations to support the Bridge 302A repair programme can be made via the LNER(GC) Heritage Trust at lnergctrust.org**



Repairs at Bridge 302A now in progress. MATT BROWN/GCR(N)

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Gone travelling: Talyllyn's *Douglas* heads to Highley

By Owen Hayward



***Douglas* was unloaded and positioned alongside Dub-Dee No. 600 *Gordon,* where it will remain until mid-November.** MATT ROBINSON/SVR

ONE of many benefits offered by narrow gauge is the relative ease of transporting locomotives by road compared to their larger standard gauge counterparts, and the Talyllyn Railway made full use of this on July 15 by opting to send out one of its locomotives as a roving ambassador for the recently-launched 75 Appeal.

No. 6 *Douglas* was withdrawn in February pending commencement of its overhaul, which is being purposefully delayed to spread out locomotive withdrawals over a decade, with Nos. 1, 2 and 4 having returned to service within an 18-month period already. Rather than have the locomotive hidden out of sight, TR management opted to look at ways to use it to the line's benefit, and so it has now gone to the Severn Valley Railway's Engine House visitor centre at Highley for display.

Built to 2ft gauge in 1918 by Andrew Barclay for the Airservices Construction Corps, 0-4-0WT No. 1431 (as it was at the time) had a relatively short working life. Between 1921 and 1945, it worked at the RAF railway at Calshot Spit, Southampton, after which it was stored. Purchased with a sister locomotive in 1949 by engineering and machinery merchant Abelson & Co, the pair were due to be exported to India for working in copper mines, but their mudhole doors did not meet the required standards.

Following an appeal to the firm by the fledgling TR, Abelson offered one of locomotives to the line as a gift, officially presenting it to the TR in 1953.

The well tank locomotive was swiftly despatched to Griffin Foundry at Oldbury, where it was overhauled and fitted with the necessary equipment for TR running and regauged to 2ft 3in. It arrived on the pioneer heritage line in 1954, ready to run and with almost all costs met by Abelson.

Following its arrival at its temporary home, *Douglas* was offloaded and positioned alongside another locomotive with a wartime connection, Dub-Dee 2-10-0 No. 600 *Gordon*, built for the War Department in 1943 and latterly ending up on the Longmoor Military Railway. Both locomotives wear differing liveries of blue; *Gordon* has the LMR's darker lined colour, while *Douglas* carries an RAF shade applied for the force's centenary in 2018.

"It really is in the perfect display setting," said the SVR's visitor engagement manager, Lewis Maddox. "I suppose you could say that with *Douglas* and *Gordon,* we now have our own David and Goliath at The Engine House.

"We think *Douglas* is going to be very popular with visitors, especially anyone who's familiar with the Thomas the Tank Engine books by the Rev W Awdry. He based his grumpy engine Duncan directly on *Douglas* and both share the same distinctive tall chimney."

No. 6 will be displayed until mid-November, after which it will be taken to the National Exhibition Centre near Birmingham as a centrepiece of the National Festival of Railway Modelling on November 23/24. It will then return to Tywyn.



On July 15, Barclay 0-4-0WT No. 6 *Douglas* departed the Talyllyn Railway on its way to The Engine House at Highley for display. OWEN HAYWARD

Overhaul strategy

"With No. 6's overhaul being held off to spread out boiler tickets, we wanted to find a way to make sure people could still see it," said TR general manager (operations) Liz Porrett. "We also wanted to find a way to better promote our 75 Appeal externally. We already had the exhibition at the NEC lined up and so to get *Douglas* into somewhere relatively nearby is a great benefit.

"In addition to promoting the TR and the appeal, it will also give our volunteers local to the area something to get involved with as we can recruit them to go in a help keep it clean. Hopefully, that will also help get more people interested in volunteering too.

"We might send *Douglas* off elsewhere if somewhere is interested in hosting it. We've not yet committed to starting its overhaul as we are looking at how and when we need to undertake them across the fleet to try and get back into a cycle of one out every two years.

"However, 2028 will be the 150th anniversary of the Falcon locomotives, but No. 3 is due to be withdrawn that April. We want it to be available for such a landmark occasion, but this would mean withdrawing it in late 2026 or early 2027 to be able to have it ready in time.

"As we want to do more overhauls in-house, it would mean that No. 6 would need to wait a little longer to be started, but we need to assess both locomotives first and see what specifically needs to be done on both of them and make that judgement then."

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Chinnor extension is given a big boost by track panel donation from Network Rail

THE Chinnor & Princes Risborough Railway received a very welcome birthday present from Network Rail in the shape of 400 yards of track panels for the heritage line's extension towards Princes Risborough.

This year marks the railway's 30th anniversary of its first heritage services being run between Chinnor station and the former Wainhill Halt site, about two thirds of a mile to the north-east on August 20, 1994. Its extension to Thame Junction was just two years later, before reaching Princes Risborough station using track leased from NR in 2016 but which can be run over only when not in use by NR; the C&RR is currently laying its own track adjacent to the leased metals.

On July 9, the railway took delivery of the donated track panels via its main line connection at Thame Junction. A Freightliner Class 66 locomotive brought in the panels on wagons which were then taken over on the heritage route by the line's resident Class 37 No. 37227 to position them ready for unloading the next day.

The unloading of this train used a track relaying machine owned by the CPRR which "proved much easier than previous deliveries by road, their loads having then had to be transferred to rail wagons to be taken to where they are needed," a spokesman said.

"Delivery by train enabled 21 track panels (of rail and concrete sleepers), each 60 feet long and weighing about 11 tonnes, to be handled this time – quite a challenge if otherwise done by road!"

Thanks to the donation, the railway now has enough track to complete its Chinnor Independent Line extension project, relaying just over half a mile of the GWR branch from Princes Risborough to Watlington via Chinnor.

This branch was closed to passengers and truncated in 1957, and then closed to freight (coal for Chinnor cement works) in 1989. Much of the line was restored and reopened by the CPRR from 1993, but this final section into Princes Risborough was not acquired until March 2017, by which time it was derelict: it is that section now being relayed. The CPRR's platform at Princes Risborough station, rebuilt and reopened in 2018, has since then been reached only by running heritage trains over an adjacent NR siding, but is only accessible when not otherwise in use. This siding was once part of the long-closed branch to Thame and Oxford, which ran parallel to the Chinnor line for the first half mile.

Work will now focus on completing the relay, with all jobs being carried out by volunteers. The spokesman added: "As one of the smaller heritage lines, the CPRR has no paid staff and it is expected to take several months. New members and volunteers and financial contributions are always welcome."

➜ **For further information about the project and how to donate towards it, visit www.chinnorrailway.co.uk/product.php/376/can-you-help-complete-the-risborough-extension**



Class 37 No. 37227 draws the wagons loaded with track panels onto CPRR metals, passing a Freightliner Class 66 that had brought them to the heritage line's Thame Junction boundary with Network Rail. CPRR



The CPRR's track relaying machine commences unloading the donated track panels from wagons on July 10. CPRR

Weston, Clevedon & Portishead section reopens for cyclists

A SECTION of the Weston, Clevedon & Portishead Light Railway was officially reopened as a greenway by North Somerset Council on July 12.

The Pier to Pier Way is a 13-mile coastal cycle route linking Clevedon with Weston-super-Mare, including Clevedon Pier and Weston's Grand Pier.

It included the newly completed Tutshill Greenway, a new one-mile traffic-free route using part of the trackbed of the Colonel Stephens line which closed in 1940.

Using sluice crossings to pass over the Yeo and Oldbridge rivers, there is wooden screening with observation points to avoid disturbing to bird life. The route allows its users to avoid the busy A370 and saves four miles between the two seaside towns compared to the previous journey.

The project has been funded by the European Agricultural Fund for Rural Development, Sustrans, National Highways, the Department for Transport and the council. With the Brean Down Way already completed, the Pier to Pier Way now connects Brean to Clevedon. The council hopes to extend the route to Portishead and join existing routes to Bristol.

Toddington Standard's boiler overhaul is now funded by more than a third

THE Gloucestershire Warwickshire Railway-based Toddington Standard Locomotive Limited has passed another milestone towards the completion of the restoration of BR Standard 4MT 2-6-0 No. 76077. More than a third of the £150,000 estimated to be required to complete the boiler and fit it had been raised by mid-July.

In January, the company launched its boiler funding appeal and has since announced a boiler component sponsorship scheme, listing mounting pads, stays, smoke and flue tubes or a share of the tubeplate all available to be funded by individuals. By mid-July, just under £60,000 had been raised towards the boiler overhaul.

In April, Leaky Finders of Cullompton was appointed to undertake the boiler overhaul following a stringent tendering process. The aim was to send the boiler to Devon in December 2024, provided enough funding was in place to start the work. This key financial milestone means the company can deliver the boiler to Leaky Finders as planned.

TSLL chairman Chris Irving said: "This is amazing news, and I have to say that I'm humbled by the confidence that so many shareholders are placing in the team restoring their locomotive.

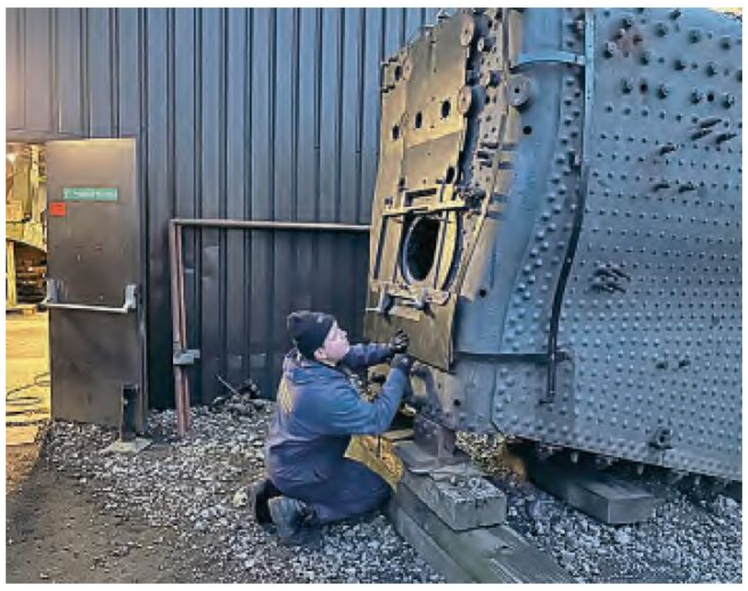
"The restoration of this tender-less ex-Barry locomotive with most vital parts missing is, by any measure, rapid, and we have overcome many engineering challenges along the way.

"We are approaching the point of having a rolling chassis at our main contractor, Locomotive Maintenance Services in Loughborough, using a combination of professional and volunteer skills.

"Meanwhile, the boiler, which is currently at Toddington, is being trial-fitted with crinolines, cladding and boiler fittings so that when it returns, it can be rapidly refitted to the frames and components assembled."

No. 76077's overhaul is expected to take up to a year. When it is returned to steam, the company intends to run it with a hired-in tender while a new BR2A one, the type that was originally attached, is constructed.

Chris said: "There are a few tenders likely to be available from other Standard locomotives being overhauled. We have long aspired to see No. 76077 in steam for its 70th birthday in December 2026 when it will join the G/WR's operational fleet. That is impossible to confirm but, provided progress and funding continues and there are no unforeseen issues with the boiler, it is realisable."



At Toddington, work on the boiler includes trial-fitting of the cladding and other components before it goes away for overhaul. IAN CROWDER

➜ **Details of the boiler overhaul and shareholder application forms are at www.standard76077.com**



This section of track needs to be slewed away from the embankment edge. NICK KEEGAN/WR



Redmire station: The goal is to restore passenger services by 2025 after a five-year absence. NICK KEEGAN/WR

Wensleydale appeals for £30k to restore services to Redmire

By Robin Jones

THE Wensleydale Railway has launched a £30,000 appeal to restore passenger train services to Redmire.

The section of line between Leyburn and Redmire village has been closed to the public since 2020 due to the deteriorating condition of the track and infrastructure on this section. Some of the track is life-expired and dates back to before the First World War.

The railway previously raised more than £50,000 from a fundraising appeal in 2022. The line from Leyburn to Redmire was then surveyed, all defects noted, and an action plan produced to bring the line back up to passenger standards again.

Work started west of Leyburn in 2023, changing sleepers, removing trees and sorting out earthworks and drainage. This section of the line is in a deep cutting and the earth on the north side has gradually drifted down onto the track over the years.

This soil has all had to be dug out and shored up to prevent recurrence.

The drainage in this area is also very poor, and about 285 yards of a concrete U tube drainage channel had to be dug out to remove damaged pipes containing asbestos.

Sleepers exposed

The focus of this new appeal is on three quarters of a mile of track close to Wensley station, which is about halfway between Leyburn and Redmire, which needs to be slewed away from the embankment edge.

The earthworks that carried the railway along the foot of the cliffs below Leyburn Shawl have eroded and material has fallen into the adjacent fields, resulting in some sleeper ends having been left exposed and unsupported.

This section has been surveyed by a civil engineer and plans have been made to slew the track away from the embankment edge onto what was once part of the adjacent quarry sidings. The work will require about 1000 tons of ballast at a cost of approximately £25,000, to account for the hiring of machinery and qualified operators, works trains, and the railway's operating staff, and permanent way engineers to approve the work, plus hiring a tamping unit which alone will cost about £10,000, and also the efforts of the railway's volunteer infrastructure teams.

Furthermore, there is a short section of track just east of Wensley crossing which needs attention and rectification work should allow the railway to reach Wensley.

The next work phase will focus on the line to the west, in particular Preston Bank as it runs downhill towards Redmire station, which will need significant support to complete.

Wensleydale Railway Association (Trust) Limited chairman Richard Leathley said: "The Leyburn to Redmire section of our railway has some of the finest scenery and views in the Yorkshire Dales and we are committed to reopening this part of our line.

2025 target

"Our goal is to restore passenger services to Redmire station by September 2025. This will coincide with the 200th anniversary celebrations of the world's first passenger service on the Stockton & Darlington Railway in 1825."

WR fundraising manager Nick Keegan said: "We have made great progress with our plans to restore passenger services to Redmire. However, the work is challenging, time-consuming and costly.

"Funds raised from this appeal will allow us to tackle a problematic section of trackwork that is impeding progress and bring us significantly closer to our goal of reopening services to Redmire by 2025. I urge people to support us."

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

GB Railfreight announces plan to stage modern traction gala at Wansford

A SPECIAL GB Railfreight gala weekend is to be held at the Nene Valley Railway on September 7/8.

The freight operator will provide a range of visiting locomotives to haul trains on both days, giving visitors the opportunity to sample traction types from its fleet including Classes 47, 57, 66 and 69 on passenger services, added to which is Class 08 No. 08632 from Peterborough Yard.

The 08 marked a return for the class to the yard after a 15-year absence in July 2023, being used under contract by GBRf from Railway Support Services.

Dual-braked, it will be operating on selected sections of the NVR during the gala weekend.

Ale and more

A shuttle service will run on the rarely-used NVR Fletton branch on the Sunday using home-based coaching stock.

GBRf will also offer the chance to look behind the scenes at its Peterborough headquarters in a series of pre-booked tours, with numbers limited. Driver experience sessions with a GBRf locomotive on September 6 have already sold out.

Ale on the Rail shuttle services will be running on the Friday and Saturday evenings hauled by NVR-based diesels, calling at all stations from Peterborough (NVR) station as part of a real ale evening featuring a performance by local band The Houndogs at Wansford on the Friday and a barbecue.



For passengers arriving by rail, a shuttle bus service will run between Peterborough station and Peterborough NVR, while an additional shuttle bus will be provided to transport GBRf Depot Access ticket holders from Peterborough station to the depot, where no parking is available.

Charity support

Other activities planned over the weekend include a beer festival, live music and modern image model railway layouts at Wansford station.

Proceeds from the gala will go to the MS Society, which supports sufferers of multiple sclerosis. GBRf will donate funds raised from its site tours to its charity partner, the Great Ormond Street Hospital Children's Charity.

Left: Class 08 No. 08632 from Peterborough Yard will be making a guest appearance at the neighbouring Nene Valley Railway's GB Railfreight gala. GBRF

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Solar farm named after world's fastest steam locomotive gets go-ahead despite opposition

By Robin Jones

A HIGHLY controversial scheme to build a 2000-acre solar farm – to be named after LNER A4 Pacific No. 4468 *Mallard* which set the 126mph world steam speed record nearby on July 3, 1938 – has been given the green light by new Labour Secretary of State for Energy and Net Zero Ed Miliband just three days after he took office.

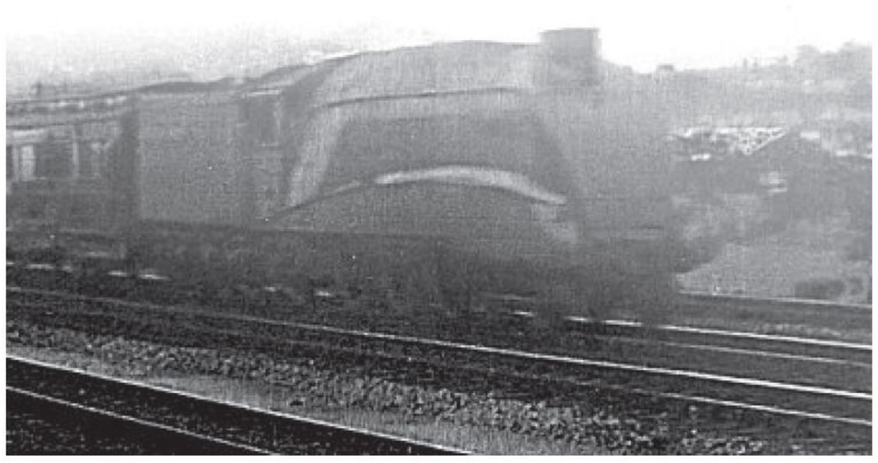
More than 3000 people signed a petition to oppose the Mallard Pass scheme, near the village of Essendine, announced three years ago, and many local residents displayed signs demanding that it should not be allowed to go ahead, arguing that it would take up prime farmland.

Mallard Pass is to be developed by Windel Energy, which is based in Blyth, Northumberland, in conjunction with Recurrent Energy, a subsidiary of Canadian Solar Inc. It measures more than four miles from end to end, covering land about the size of 1100 football pitches. Operating for up to 60 years, it will supply clean energy to power 92,000 homes. Plans show that much of it will back on to the East Coast Main Line.

Decision deferred

The scheme is considered a Nationally Significant Infrastructure Project due to its size and nature. Accordingly, South Kesteven District Council and Rutland County Council were not able to decide whether to approve the plans. Mallard Pass Action Group chairwoman Sue Holloway said that the "whole area" opposed the scheme.

The final decision was deferred by the Conservative government until after the general election. However, on July 12, Mr Miliband gave the scheme – and two similar ones in Sunnica, Suffolk and Cambridgeshire, and Gate Burton in Lincolnshire – the go-ahead.



Left: The peak of the steam era as Mallard reaches 126mph on Stoke Bank, photographed by one of designer Nigel Gresley's lineside team on July 3, 1938. NRM

The Conservative MP for Rutland and Stamford, Alicia Kearns, who had led the opposition to the scheme and held her seat at the election, said: "I am utterly appalled that less than one week into his role, Ed Miliband has approved the Mallard Pass Solar Plant for construction.

"This shows a complete disregard to community consent, contempt for human rights, and a complete failure to understand that food security is a national security issue.

"With 93 documents in the decision subfolder for Mallard Pass alone, let alone the other two projects, I struggle to believe the Secretary of State has engaged with the detail or read all of the documentation and representations. It is also not in line with the written statement I secured from the last government which put food security first.

"I will be considering the next steps available to us, including judicial review. I am sorry to all those who have campaigned so hard, for so long, and whose voices today were flagrantly dismissed."

Opponents had six weeks to apply for a High Court judicial review.

Deputy director for energy infrastructure planning, David Wagstaff, said Mr Miliband, MP for Doncaster North since 2005 and leader of the Labour Party from 2010 to 2015, had considered all representations, including those of Mrs Kearns.

He said: "The Secretary of State has considered the overall planning balance and has concluded that the public benefits associated with the proposed development outweigh the harm identified, and that development consent should therefore be granted."

Mallard's special ECML test run was Gresley's attempt to beat the 114mph UK record set by the LMS. The four-month-old A4 hauled a seven-coach train, including a dynamometer car.

What a record

Accelerating down Stoke Bank for one quarter of a mile, the needle in the dynamometer car recorded 126mph at milepost 90¼, between Little Bytham and Essendine, 90 miles and 220 yards from King's Cross. It was noted that the train shook violently, and crockery smashed to the floor, and claims were made that windows were broken in Little Bytham station as *Mallard* powered through, spraying the platform with hot ash.

Driver Joe Duddington was told to slow down before the Essendine curves rather than try for 130mph, but Essendine station was still passed at 108mph.

Not only had the A4 beaten the LMS record, but also the previous world record speed of 124.5mph set in Germany by Deutsche Reichsbahn Class 05 No. 002 in 1936.





Above: A solar farm in Aylesford, Kent. JOHN K THORNE

Left: This sign was erected in the 1990s on Stoke Bank to mark the spot where Mallard set the world steam speed record. ROBIN JONES

Major upgrade set for Brunel museum

THE Brunel Museum in Southwark is to close in September for a £1.85 million refurbishment project in time to celebrate the 200th anniversary of the Thames Tunnel in 2025.

The 1300ft-long tunnel running from Rotherhithe to Wapping 75 feet below the Thames at high tide is the first tunnel known to have been constructed successfully beneath a navigable river.

Once described as the 'eighth wonder of the world,' it was originally designed for horse-drawn carriages but was mainly used by pedestrians and became a tourist attraction. In 1869 it was converted into a railway tunnel for use by the East London Line which, since 2010, is part of the London Overground railway network under the ownership of Transport for London.

The Brunel Museum Reinvented project will use the £1.85 million grant from the National Lottery Heritage Fund made two years ago to restore its engine house and Grade II*-listed tunnel shaft

The main aim is to create "a more inclusive and accessible space to tell the fascinating stories of Marc and Isambard Kingdom Brunel," said a museum statement.

Brunel watercolours

The funding will also enable vital improvements the internal displays, a significant step change which will enable the museum to properly tell the rich Brunel story.

A new welcome pavilion and gallery are to be introduced, with a collection of 30 watercolours known as the Thames Tunnel Archive displayed for the first time following their acquisition in 2017. Painted during the construction of the tunnel, many of the watercolours were drawn and painted by the Brunels themselves and buried in a family album for nearly 200 years.

A programme of free community events and an educational programme are being developed, and the existing Tunnel Shaft Garden and the adjacent piazza will be retained as open spaces for activities and free events during the project.



Barclay 0-4-0ST No. 32 *Stanley* passing Andrews House on June 22. TONY WINWARD



Visiting WG Bagnall 0-4-0ST *Hawarden* from the Foxfield Railway gets away from East Tanfield with the first train of the event. DAVE WILSON

Industrial age celebrated in Tanfield's annual gala success

By Owen Hayward

THE Tanfield Railway's June 21-23 annual Legends of Industry gala brought many of its steam and diesel locomotives hailing from several industrial sectors to the forefront.

Industrial locomotives were at the dawn of the world's steam railways revolution. A staple of the rail industry, keeping commercial and private freight yards moving, shunting collieries and working naval dockyards, even in early preservation days many of them played vital roles in working a new heritage line's first services. While many lines have strayed away from them as core motive power, some still rely on them as part of their story and the Tanfield, from the outset, specialises in industrial types.

Visiting from the Foxfield Railway, WG Bagnall 0-4-0ST No. 2623 of 1940 *Hawarden* was built in 1940 for the Shelton iron and steel works at Stoke-on-Trent, becoming a firm favourite of crews, who preferred it over Andrew Barclay types also resident there. Such was the love for it that when it needed an overhaul in the 1940s, a backlog for the in-house workshops saw it returned to Bagnall for the job to be carried out. Failed in 1969 with broken stays, it was swiftly repaired to cover for a spate of diesel breakdowns before withdrawal in 1972. It has remained on the Foxfield since arriving there in 1973, with a return to steam following its most recent overhaul which was completed in May 2023.

Its appearance at the Tanfield event was its first foray away from home since then.

At the gala, 0-4-0STs were the dominant force, with Andrew Barclay No. 1659 *Stanley*, Hawthorn Leslie No. 2859 *Keighley Gasworks No. 2* (built 1911) and RSH No. 7409 *Sir Cecil A Cochrane* (built 1948) also in service, while 0-6-0STs were



Bagnall 0-4-0ST No. 2623 of 1940 *Hawarden* heading the 11am Andrews House to Sunniside service on June 21. JAMES GILLIS

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Resident Barclay 0-4-0ST *Stanley* passing the engine shed junction with the mixed train. DAVE WILSON

represented by Andrew Barclay No. 1015 *Horden* (built 1904) and RSH Austerity No. 7098 (NCB No. 49, built 1943).

Diesel traction saw Armstrong Whitworth 0-4-0 diesel electric No. 2 of 1933 also potter about Marley Hill yard.

The steam locomotives were kept busy with an intensive timetable of trains that included demonstration goods workings and mixed trains, with flat wagons featuring a restored vintage tractor or 2ft gauge Ruston diesel locomotive secured to them.

General manager David Watchman said: "This event has firmly established itself as a key fixture in our calendar, eagerly anticipated by both our dedicated volunteers and our visitors.

"This year featured many types of industry, from collieries and gasworks to explosives and steelworks, latterly made by the visit of star guest *Hawarden* from the Foxfield Railway, alongside our own North East home fleet.

"The gala attracted about 600 visitors over the three days, who enjoyed a fantastic mix of trains, from double-headers to early freight runs.

"One of the highlights was the newly-restored Marley Hill engine shed, which came to life each morning with six locomotives under the smoke hoods, creating an authentic experience of what a working engine shed was like.

Change of plan

"Of course, we faced some challenges, such as the logistical issues that prevented the transportation of Austerity 0-6-0ST East Fife No.18 from the Great Central Railway, and the last-minute failure of Ruston & Hornsby TIC No. 35. However, our team rose to the occasion, with *Keighley Gasworks No. 2* and *Sir Cecil A Cochrane* stepping in to create a memorable four-wheeler theme on the Friday.

"Adding to the excitement, we introduced the brake van Harton A16, on loan for 12 months, allowing visitors to experience our freight train in a new way.

"The inclusion of a 2ft Ruston diesel and a Fergie tractor on our flat wagons also proved to be popular features.

"Overall, the gala was a tremendous success, and we look forward to building on this momentum for future events, continuing to offer unique and engaging experiences."

The Tanfield claims it is 'the world's oldest railway' because it runs on a section that dates from 1725, other parts of its original system having been in use since 1621.

Originally a wooden-railed horse-drawn wagonway, conversion to a steel-railed railway began in 1837, and by 1840 it was complete as far as Tanfield Moor Colliery, using stationary steam engines, gravity inclines and horses. In 1881, while operated by the North Eastern Railway, steam locomotives replaced the stationary steam engines and horses.

Although primarily a coal railway, it carried some passengers. The railway closed when the last colliery on the line at East Tanfield ceased production in 1964.

Its preservation era began in the early 1970s and two locomotives were steamed in public in 1973. The first passenger train ran for a week in August 1975,

The heritage line was first built from Marley Hill to the current northern terminus, Sunniside, with passenger trains beginning on July 2, 1981, and an official opening ceremony taking place on July 14, 1982.



Resident Robert Stephenson & Hawthorns 0-6-0ST NCB No. 49 makes a smoky getaway from East Tanfield with the 5.04pm service to Sunniside on the Saturday of the event. DAVE WILSON



Hawthorn Leslie *Keighley Gasworks No. 2* and Robert Stephenson & Hawthorns No. 7409 *Sir Cecil A. Cochrane* working a double-header as they arrive at Andrews House. TONY WINWARD

Stay overnight at the 'world's oldest' passenger station!

By Robin Jones



The restored Station Agent's House, part of the Science and Industry Museum in Manchester. LANDMARK TRUST

THE public can now book a short stay in a Grade I-listed building on the site of the world's oldest-surviving passenger railway station.

A project led by the Landmark Trust, in partnership with the Science and Industry Museum, has seen the restoration of the Station Agent's House on the site of Liverpool Road station in Castlefield, Manchester, part of what is now the Science and Industry Museum.

The restored property, which since 2023 was leased by the trust from the museum, is now accessible to the public and can be enjoyed as a residence for the first time in a century – welcoming everyone for self-catering short stays as a new holiday property, plus annual free open days. A four-night midweek break for up to eight guests costs from £780.

The project has involved external repair works including reroofing and repointing the original brickwork with traditional lime mortar, internal aesthetic transformations, accessibility features, and the latest environmental measures. It is the third railway property currently in the care of the Landmark Trust, the others being Alton station in Staffordshire and Coed y Bleiddiau on the Ffestiniog Railway.

Bespoke restoration

The Station Agent's House, one of Manchester's oldest houses, was built in 1808 for Castlefield dyemaster John Rothwell, a partner in the nearby Rothwell & Harrison dyeworks on Water Street. The Liverpool & Manchester Railway acquired the house for the eastern terminus of the world's first purpose-built passenger station, and it became home to the station agents (later called stationmasters) working there. In the 20th century, the house was converted into a shop selling sausages and later car parts; after the railway line was closed in 1975, it was transformed into office use for the museum.

Inside the rejuvenated house, step-free access has been introduced and there are fully-accessible bedrooms and bathrooms, with a lift to the spacious first-floor living area. Hot water and heating are now supplied by air source heat pumps.

Modern gypsum plaster has been replaced with sheep's wool insulation and lime plaster with added cork for improved thermal insulation. Ill-fitting 1980s single-glazed sash windows have been replaced with bespoke double-glazed sash frames and chipboard floors have been replaced with parquet flooring. At the heart of the house, a specially-made oval skylight to a period design enhances the original staircase. Furnishings are designed combine the best of the Arts and Crafts movement with a touch of the 1930s jazz age when rail travel was in its heyday.

'Labour of love'

The trust worked with a team including architect Adrian Wiles of Wiles and Maguire Ltd, plus Manchester-based contractor Walker Conservation Specialists Ltd.

Landmark Trust director Dr Anna Keay OBE said: "It's extensive repair and renovation has been a labour of love, made possible by many generous donations. It is our first building in Manchester and will make a wonderful base from which to explore this peerless industrial city."

Museum director Sally McDonald said: "The Landmark Trust has brought expertise in sensitively restoring this incredible heritage building, meaning the Station Agent's House can now be experienced in a new way by the public.

"It's a spectacular transformation that has breathed new life into the building while complementing its historically significant status.

Victoria Braddock, managing director of Marketing Manchester, added: "Manchester's rich history is woven into the fabric of the Station Agent's House.

"As we approach the bicentenary of the 1830 Liverpool & Manchester Railway opening, the preservation of this historical house adds immense value to our heritage and identity."

The museum is currently in the throes of a multi-million-pound repair and improvement project with the aim of bringing into use every part of the historic site, including the reopening of Power Hall next spring, as well as new galleries, the reopening of the 1830 Station and outdoor experiences in the coming years.

➜ For details of how to book the Station Agent's House, visit www.landmarktrust.org.uk



A lithograph showing the Station Agent's House at Liverpool Road in 1830-39. BOARD OF THE SCIENCE MUSEUM GROUP



Inside the restored Station Agent's House, for which holiday bookings are now being taken for 2024/25 following a year-long restoration by leaseholder the Landmark Trust. The property sleeps up to eight people in a mix of double and twin bedrooms. LANDMARK TRUST

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Llangollen fosters continental links to help develop international railway tourism startup efforts

By Owen Hayward

HAVING experienced a resurgence itself in recent years, the Llangollen Railway is lending its aid to help another railway revival slightly further afield. At the end of June, the LR welcomed a delegation from the Hejaz Railway, in Jordan, who were keen to better understand the UK's approach to heritage railways.

The original Hejaz Railway opened in 1908 and was planned and funded by the Ottoman Empire to support Muslim pilgrims performing the Hajj, a religious pilgrimage to Mecca.

However, the railway clearly had significant strategic potential in a region where long-distance travel across inhospitable lands was challenging. The line was built to 1050mm (3ft 5¾in) gauge and is the single railway line remaining in Jordan today.

It is most famous for being the main target for attacks by Cpt TE Lawrence in the Arab Revolt during the First World War, and many sections outside Jordan have never been rebuilt.

The Hejaz Railway is now seeking to revive its use for both tourism and general commuter purposes, with the aim of the UK visit being to examine how such heritage lines function here.

The tour involved visiting numerous locations to investigate the railway museum experiences provided in the UK and to see some examples of modern railways – high speed, underground, light railways (London Tramlink and Docklands Light Railway) and suburban – as it seeks to establish potential links with UK organisations and individuals that may be able to support heritage and main line railways in Jordan, while also examining and discussing the potential refurbishment and upgrade of the HR, and the issue of standard versus narrow gauge.

LR Trust manager Tom Taylor said: "Visiting Llangollen, the Jordanian visitors experienced our 'Evening Ramble,' an evening driver experience service aimed at the rail enthusiast.

"With great delight, they took it in turns to drive WR 2-8-0 No. 3802 and the following day managed a return trip to the new station at Corwen.

"They were amazed to learn that everything on our railway line, less some key building infrastructure, has been rebuilt – and predominantly by volunteers!

"They were hugely impressed by our new station at Corwen, and a tour of the goods shed and MPD showed examples of the work we have achieved.

"It should be said that the group are no strangers in this area as the Hejaz Railway currently has a fleet of eight operational steam locomotives, all oil-fired and in regular use.



Following the visit of the delegation from Jordan's Hejaz Railway, the line's director general, Zahi A Kahlil (centre, right), presented Langollen Railway Trust manager Tom Taylor (centre, left) with a commemorative plaque honouring the occasion. HUW PARKER/LRT

"Their senior driver and engineer was exceptionally jealous of our machine shop facilities given that he manages all his own maintenance using machines that predate ours by several generations!"

Throughout the visit, the two groups discussed the LR's funding models and plans to maximise income from all available sources and further talked about how the tourism trade works for the Denbighshire line along with how the marketing team seek to best exploit it.

At the end of the visit, the groups exchanged small gifts, and then the delegation left to visit the Great Central Railway and Locomotive Maintenance Services in Loughborough, and spent the following day at the National Railway Museum in York.

Lessons on board a recycled Pacer!

A CLASS 144 Pacer DMU which has been converted into a learning facility at a Northumberland specialist primary school has won a top award.

No. 144002 has become the focal point of the Dales School Learning Train project and recently won first place in the Love Northumberland 2024 awards' Best Community Response to the Climate Change Emergency category. The Duchess of Northumberland presented awards at a ceremony held in Alnwick Gardens on June 13.

Supported by Northern Rail, TransPennine Express and the Northumberland Line, the school's project encourages children to use public transport as a greener alternative to cars. It also utilises train travel on school trips and uses recycling as a way to help families in poverty.

The two-car Pacer was donated to the school in Blyth by Porterbrook, while Network Rail has supported the project through the donation of track and a buffer for the unit to rest on, so it appears to be on rails. Many other local organisations have supported various aspects of the project through materials, funds and labour.

Left: The Class 144 Pacer at its 'accessible' station platform that has become a classroom at the Dales School in Northumberland. JAMES GROUNDWATER/ DALES SCHOOL



Dales school deputy headteacher Sally Collins said: "We are so proud of our project and our award-winning Pacer. The train has transformed reading for enjoyment in our school and has helped so many of our children learn how to travel on public transport."

The project was also highlighted by the Office for Standards in Education, Children's Services and Skills (Ofsted) during its inspection in January, which led to the school being rated as 'outstanding,' and it has appeared on Channel 4's George's Clarke's Amazing Spaces. It is also part of the Harrison Centre for Social Mobility, which has a branch at the school.

The school works with children with special educational needs who may struggle to use public transport, and there are many practical life skills that need to be taught.

The children learn how to buy train tickets at the Dales ticket office and use the rail safety waiting room, read books about staying safe on the railway, and learn what different railway warning signs mean. They also learn how to be safe on the Dales station and look at ways they must behave when on a train and a platform. They practice boarding a train and learn about the importance of not trespassing on tracks.



Above: The Dales School ticket office for the Pacer. JAMES GROUNDWATER/DALES SCHOOL

The children are involved through role-playing, travelling on the school train which is fully interactive, and it physically shows them what it is like to travel by rail through a simulator in the cab and VR technology in the STEM (Science, technology, engineering, and mathematics) carriage. They learn to understand what sights and sounds they will hear on a train, and that sometimes the train will have to halt for a signal, which helps them not to panic if the train stops. The children then travel on a real train to put their new skills into real-life use.

Bickmarsh relocates to Llangollen after Northamptonshire departure

By Owen Hayward

THE revived Llangollen Railway's steam locomotive fleet is to receive a notable addition to its roster in the coming years following the arrival of currently unrestored GWR 4-6-0 No. 5967 *Bickmarsh Hall* for its rebuild to continue.

Built in 1937, No. 5967 initially worked out of Chester shed – less than 30 miles away from its new home – before moving progressively south to Oxley and then Banbury. In 1955 it was reallocated to Newton Abbot, where it could be found on holiday expresses and relief services bound for destinations across Devon and Cornwall. Its final years saw it based at Westbury and Old Oak Common, with a return to the former after overhaul in 1961 and its location for withdrawal in June 1964.

Although it was rescued from Barry scrapyard in August 1987, when enthusiast Tony Rippingdale bought it and four other ex-GWR locomotives, it has yet to steam in the heritage era.

Outdoors to indoors

After being kept at the Pontypool & Blaenavon Railway, it was sold in 2007 to current owner Nick Gilbert, who moved it to the Northampton & Lamport Railway at the start of 2008 and began restoration work. However, being based nearer to Llangollen and WR 2-8-0 No. 3802, in which Nick is an owning shareholder, work had not been able to proceed at as swift a pace as hoped, and outdoor storage was starting to take its toll on the locomotive. On June 20, the locomotive and ex-Mk.1 BSK MOD escort coach No. 889301 (later gold bullion van No. 99201) were transferred to the Denbigshire line to be closer to No. 3802. Furthermore, the provision of undercover space at the Llangollen motive power depot will enable restoration to progress unhindered by the elements. Two days after arrival, it was moved into the shed, believed to be the first time it had been in undercover storage since its withdrawal 60 years earlier.

"There's an amount of water damage from its years outdoors that will need to be tended to," Nick said. "We have already had a new rear bufferbeam and dragbox put on the tender and we have two crossmembers to replace on the locomotive's frames. The short-term focus is to strip down the frames and carry out chassis repairs, which will involve lifting the frames up to remove the axleboxes and wheels.

"I have acquired the front end of No. 4952 *Maindy Hall*, a classmate of *Bickmarsh* which was used by the Great Western Society in its new-build Saint project No. 2999 *Lady of Legend*, and this will provide spares such as the cylinders, which are life-expired on No. 5967. This is due to arrive at Llangollen at the end of August.

"The benefit of working in the shed at Llangollen, in addition to the dry working space, is that there is now better access to facilities needed, such as an overhead crane, which will be invaluable to restoration efforts."

The locomotive's boiler was not transported in the same move and was due to head to off-site storage pending a future onward move to Llangollen once the chassis is complete.



Dry again: For the first time in 60 years, the frames for No. 5967 *Bickmarsh Hall* were undercover following their arrival at Llangollen on June 20. Owner Nick Gilbert hopes that the move to the line, where his other locomotive, No. 3802, is based, will expedite its future return to steam. NICK GILBERT

Nick added: "There is a fair amount of pitting in the barrel which will all need replacing, as will some of the crown, backhead and throatplate.

"However, as it was a later build boiler, I am pleased to say there is still plenty of life left in the firebox."

No timescale

Nick confirmed he had already acquired a large number of missing components and that the tender will require a new tank. As much of the work as possible will be done in-house at the LR, with the Hall expected to remain there once completed – although with such a large project, no timescale was given.

"The first thing is to get the chassis into a state to be ready to receive the boiler when that is done – it would make no sense to be wasting time preparing that with a clock ticking on the boiler certificate," he said.

"With the world and sector ever-changing, it is hard to put a timescale on these things, but I would say as a project it is a 10-15 year minimum before it will see completion."

Nick advised that he had also placed former Croydon Power Station Peckett 0-4-0ST No. 2104 of 1948 and unrestored GWR Hawksworth full brake No. W297W up for sale, both of which are currently located at the NLR.

The Peckett last ran in 2017 before being withdrawn for overhaul and is advertised with an asking price of £12,500.

The carriage (a former cinema coach) has an asking price of £2500.

➜ For further details, contact Nick on 07533 891749 or email steammad@icloud.com



Curator John Messner examines Glasgow Subway Car No. 128 on its new display base at Riverside Museum. HUGH DOUGHERTY

Riverside museum places historic retired Glasgow subway car on show

By Hugh Dougherty

GLASGOW'S Riverside Museum became home to Metro-Cammell 4ft gauge Glasgow Subway motor car No. 128 on June 14, when it left Broomloan Depot for the last time.

It was taken by Reid's heavy haulage tractor and trailer to the museum for public display.

Transport and technology curator John Messner said: "We first got in touch with Strathclyde Partnership for Transport (SPT) when we heard that the fleet, which dates from the reopening of the line after modernisation in 1979, was to be replaced and put in a claim for a motor car.

"We already have three carriages from the original subway fleet, in service from 1896 to 1977, and Car No. 128 brings the subway story up to date. It's our newest rail exhibit and is already attracting attention from visitors, some of whom have said it's too new to be in a museum!"

The venue's first narrow-gauge exhibit, Car No. 128, was selected by the SPT, and the Riverside film crew and photographer were able to record the train in service on its last day, June 11.

"It's not often that a museum or heritage line is able to record its exhibits in service, but we've been privileged to do just that, and we've recorded the experience of a driver,

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Home again: Pioneer ‘Lanky tank’ arrives in Bury

By Owen Hayward



On July 1, LYR 2-4-2T No. 1008 arrived at the Bury Transport Museum, where it will be on loan for six years. JOHN SAGAR

IT was no secret that Lancashire & Yorkshire Railway Class 5 ‘Lanky Tank’ 2-4-2T No. 1008 had been earmarked to move to the Bury Transport Museum on loan, having first been mooted more than a year ago, but the question on everyone’s lips was ‘when’? That question was finally answered on July 1, when the locomotive touched down on Lancashire metals once more.

The first locomotive to be built at Horwich Works in 1889, No. 1008 is the sole survivor of a 330-strong class of locomotives designed by John Aspinall.

Minor modifications were made to the class over the years, with later locomotives utilising smaller diameter cylinders to improve tractive effort, different patterns of slide valve gear and increased coal capacity, to name but a few examples. The design of these 2-4-2s lent themselves to the development of the Class 6 locomotives which were similar but boasted superheated Belpaire boilers, longer smokeboxes and increased cylinder bore; 20 were built new, while 44 of the Class 5s were rebuilt between 1914 and 1931.

No. 1008 spent the majority of its working life in the north, except for a brief foray to London in 1926 when it was trialled on suburban services based out of Kentish Town, but it was quickly returned home.

Withdrawn from service in 1954, it entered the National Collection and is the only standard gauge 2-4-2T in preservation, with Horwich Works 18in gauge 0-4-0ST Wren and 2-6-4T Stanier 2-6-4T No. 2500 also now residing within the former Castlecroft goods warehouse building’s walls.

Its move to Bury has placed the town’s transport museum there on the map as possibly the single largest collection of National Railway Museum locomotives in one place outside its York headquarters and Locomotion outpost at Shildon.

BTM chairman Keith Whitmore said: “We are really pleased that the National Railway Museum has confidence in us to entrust us with so many of their locomotives. The addition of No. 1008 will really help the museum in conveying the story of the LYR and East Lancashire transport, which is what we are all about.

“We’ve not had any paid staff since before Covid-19, so to be able to continue moving forward and not stagnate, it is really pleasing to see the way it is developing. No. 1008 initially arrived on a three-year loan agreement but that has already been extended to six.”

Addressing rumours that No. 1008 was being considered for a possible overhaul to bring it back into steam, Keith added that there were “no plans for any such work.” He added: “It is a delicate locomotive, and the chimney fitted is a wooden replica so a new one would need to be cast, for one thing. While we have an example taken from another of the class, with all National Collection assets it’s not as simple a job as just swapping over, so it will be displayed alongside it.

“With regular activity outside the museum in the goods yard, we hope we might be able to have No. 1008 on display outside on occasions but that will depend on numerous factors – not least the weather.

“If anything is likely to be considered for overhaul, it will possibly be No. 2500, which is part of the NRM’s operational strategy. However, while that is an option to look at in the future, there are no plans for it currently.”

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passengers, and the maintenance crews who kept the wheels of Car No. 128 turning over four decades. That will form the basis of an explanatory film we will show beside the carriage in due course.

“We are fully alive to the challenges of preserving and displaying an item of heritage electric traction from what is now the subway’s legacy fleet for generations to come,” said John.

The SPT, which John cannot praise highly enough for its co-operation in making the project happen, also included a spare set of seats and lighting fittings. The car will be lit internally, and a viewing platform provided at a set of open doors, allowing visitors to get up close with this item of rolling stock which carried millions of passengers in its 44 years of service. It clocked up about one million miles on the subway’s 6 ½-mile circle, transporting students to university, shoppers to the city centre, football fans to Ibrox, and shipyard workers to Govan.

SPT chairman Stephen Dornan said: “We are in no doubt as to the importance of these trains to the transport history of Glasgow, so it is only right and fitting that one should go to the Riverside Museum for visitors to the city to enjoy, now and in the future.”

So far, despite the SPT asking for museums and heritage lines to get in touch if they are interested in acquiring an example of the legacy fleet, now being progressively replaced, there have only been two tentative enquiries, so it looks like Car No.128 will be the only survivor of its class.



Car No. 128 on its last day in service, Tuesday, June 11, before being moved to the museum three days later. SPT

Railway festival makes a return to STEAM

THE Swindon Railway Festival will be returning to the STEAM museum on September 14/15.

This year's festival will include more than 20 model railway layouts and demonstrators that will be displayed alongside Swindon-built GWR locomotives.

New for 2024 is a modelling area featuring vintage Hornby locomotives and rolling stock from the Dubloseven group, alongside exquisite displays by the South West Meccano Club. This year also sees a new O gauge layout making its festival debut, the eagerly-awaited new creation by Mike Baker entitled Newton Heath Works, which models the workings of the Dorset clay industry.

Exclusive model

STEAM's events and conferencing officer Sally Langheim said: "This is the 22nd Swindon Railway Festival we've held at STEAM and is one of STEAM's biggest annual events.

"It's a celebration of all things Great Western Railway and features some of the UK's finest model railway layouts.

"STEAM will also be selling our brand-new 00 gauge Western Enterprise D1000 model locomotive at the festival. Exclusive to STEAM, only 500 limited edition models have been produced."

On both days, Swindon firm Hatch Heritage & Steam Engineers will display a selection of its traction engines at the front of the museum.

Sound of Swindon

Live steam is used to power the museum's own replica of the famous Swindon Works hooter. The hooter was sounded every day until the works closed in March 1986 to remind GWR employees and their Swindon families of the time. STEAM will be sounding the hooter every hour to bring back this 'sound of Swindon.'

On the Saturday, visitors will have access to the footplates of locomotives including GWR 4-6-0s Nos. 6000 *King George V* and4073 *Caerphilly Castle*, and GWR 4-4-0 No. 3440 *City of Truro*.

The show will include trade stands, while several heritage railways will also have displays.

'Showpiece' Gresley teak coach unveiled at Severn Valley

By Robin Jones

SEVERN Valley Railway managing director Jonathan 'Gus' Dunster has praised the team which has been restoring LNER Gresley teak carriage No. 43612 to showpiece condition.

A total of 25 volunteers have dedicated more than 6000 hours to the restoration of the 1934 wooden-bodied carriage, which has been receiving extensive repairs and attention for the past two-and-a-half years.

On July 3, it was rolled out of the paintshop at Bewdley. A crowd of more than 50 guests gathered for the occasion, which included many of the volunteers involved in this meticulously executed project, SVR directors, and SVR Charitable Trust trustees. The trust owns the carriage and has contributed funds from a supporter's legacy to the cost of its restoration.

Gus said: "It looks amazing and is a credit to the team involved, with leadership from our paid staff member Colin Astbury. They have a clear passion to keep these heritage skills alive. I can't thank them enough for their efforts."

Martin Turbutt, who works for the SVR at Bewdley, said: "We have repaired the underframe, floor and roof, replaced all interior panels and vinyl wall coverings, reupholstered all 64 seats with a new 1924-pattern moquette, installed new tables, and repaired the timber frame and some of the exterior teak panels. A number of the largest teak panels were beyond repair, so these were replaced with the last of the SVR's stock of new panels, obtained many years ago. Naturally-grown teak panels of the required size are no longer available, as the felling of suitable mature trees in the Far East was prohibited several years ago.



Volunteers, directors and trustees gather for the roll-out of Gresley teak coach No. 43612 from the Bewdley paintshop on July 3. GUS DUNSTER/SVR

"One of the more unusual jobs was the replacement of some of the gangway components, as these were worn beyond acceptable limits. Although No. 43612 was built by the LNER at York in 1934, the gangways were contracted out to Metro-Cammell in Birmingham. After the company closed, most of its drawings were saved by Birmingham library.

"One of our volunteers spent an afternoon in the library with his laptop, creating CAD drawings from the stored microfiches.

"We sent these to a local manufacturer which made the required components on a CNC milling machine, together with a spare set to go into store.

"After many weeks of final painting and varnishing, the lining and lettering was applied – all painted by hand. On a Gresley coach, there is a third-of-a-mile of straight lines to paint on, together with gold leaf on the lettering!"

The restoration is not fully complete just yet and awaits mechanical work, including the fitment of a set of bogies and braking/heating systems, all of which have been overhauled in the carriage & wagon department at Kidderminster.

However, No. 43612 is on track to take its place back in the LNER teak set by the autumn.



Painstakingly applied gold leaf numbering on the carriage. MARTIN TURBUTT/SVR





Above: The beautifully restored interior of No. 43612. GUS DUNSTER/SVR

Left: Some of the volunteers who have undertaken the ambitious restoration of No. 43612. MARTIN TURBUTT/SVR

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Barry coach returns to Wales for restoration

By John Titlow

BARRY Railway carriage No. 163 returned to Wales on June 14 after languishing in an unconnected siding at Hampton Loade on the Severn Valley Railway for 32 years.

Built by Ashbury Carriage and Wagon Company in Manchester in 1895, it was a first and second class composite coach on six wheels. Unusually for the time, it was fitted with electric lighting, and has solid brass window frames reflecting the prosperity of the railway.

Disposed of in 1928 by the GWR minus its wheels and underframe, it became a summerhouse in the Clent Hills near Bromsgrove until 1992, when it moved to Hampton Loade. Once there, it was attached to a modified four-wheeled underframe.

Over the following years, extensive research and repairs have been carried out by a small band of volunteers. Work was hampered considerably because of working in the open air and the Covid-19 pandemic lockdowns. Consequently, with restoration work now needing to be redone, as well as the ongoing restoration still to progress, limited potential usage on the railway and no undercover storage, in 2022 the SVR and the Barry Railway Carriage Trust agreed that the coach will leave the railway.

The carriage was slewed from its isolated section of track onto the siding at Hampton Loade on April 29. After a fitness-to-run exam, it was later transferred to Kidderminster for its onward journey to the Gwili Railway, where restoration will continue.

This milestone was made possible thanks to funding from Barry Railway Carriage Trust, Hampton Loade Station Fund, DVR Co Ltd and SVR (Holdings) PLC and months of behind-the-scenes work.

A trust statement added: "We would like to thank our hosts at Hampton Loade and the wider SVR for its generous hospitality. Thanks also to all who has given time, money and other help to get the restoration of No. 163 where it is today".

A second Barry coach is also under restoration at the Blaenavon Heritage Railway.



Coach No. 163 awaits departure from Kidderminster on June 5. JOHN TITLOW

➜ **For further details or to help, visit http://www.barryrailwaycarriagetrust.org.uk**

Dartmouth flies the flag for coast safety volunteers

THE Dartmouth Steam Railway carried the flag for the life-saving National Coastwatch Institution during the organisation's 2000-mile station-to-station relay to mark its 30th anniversary.

On July 10, the 5ft by 3ft flag was carried on a special train headed by WR 4-6-0 No. 7827 *Lydham Manor* from Kingwear to Paignton Queen's Park as part of the relay's leg from its Froward Point lookout station at Kingswear to the next NCI station at Daddyhole Plain, Torquay

As highlighted last issue, the relay set off from the NCI Fleetwood station in Lancashire on June 3, travelling anti-clockwise to each of the charity's 60 coastal watch stations, and is scheduled to end its journey at the most northerly station on the east coast in Filey, North Yorkshire, in September.

More than 2700 highly-trained volunteers keep a visual watch around the coastlines of England and Wales for people in trouble on the sea, alerting the HM Coastguard and directing the appropriate emergency and rescue services. NCI was founded in Cornwall in 1994 when the first station was opened at Bass Point on the Lizard after two fishermen lost their lives.



Members of the National Coastwatch Institution proudly hold their flag alongside WR 4-6-0 No. 7827 *Lydham Manor* at Kingswear station on July 10 before taking it on board the next train to Paignton. DSRRBC

Historic Congham Bridge must remain infilled

CAMPAIGNERS for the restoration of the Midland & Great Northern Joint Railway's Congham Bridge on the former King's Lynn to Fakenham railway line have failed in their bid.

Dating from 1926, the bridge carrying the unclassified St Andrew's Lane in Congham is one of only six built to M&GNJR engineer William Marriott's designs, which featured unique curved wingwalls.

National Highways had used emergency powers to undertake the £126,000 infilling in March 2021, claiming it was a cost-effective solution to ensure the long-term safety of the bridge after "serious structural issues" were identified.

On October 2, West Norfolk Council ordered National Highways to remove thousands of tons of concrete it had poured beneath the bridge, saying it had "obliterated" part of the country's railway heritage. However, following a five-day public inquiry which began at the Duke's Head Hotel in King's Lynn on May 21, National Highways has now won its appeal to the Planning Inspectorate against the ruling.

In her ruling, Government planning inspector Laura Renaudon said that the case was "finely balanced." She said: "The harm to the value of the heritage asset is regrettable but needs to be balanced against the asset's overall low significance, the fact that the bridge is preserved, albeit buried, and the other factors in the case. I find that the development complies with the development plan for the area." Retrospective planning permission for the infill would now be granted, she said.

A council spokesman said: "This is very disappointing news and we know that objectors and campaigners will feel the same."

A statement from the Historical Rail Estate Group, an alliance of engineers, heritage campaigners and greenway developers which spoke at the inquiry, said it was "disappointed" by the decision to allow the infill to remain. Spokesman Graeme Bickerdike said that "the unnecessary and destructive scheme" has led to "the loss of a noteworthy heritage asset of regional significance."

Elsewhere, National Highways has lodged a planning application for the infilling of one span of Ulverscroft Road bridge in Leicester, which was built by the Great Northern Railway in 1882.



Historic Congham Bridge will now remain infilled by concrete. HRE GROUP



Crowd-pleaser: In a scene that would be impossible today, enthusiasts gather round B1 class No. 61004 *Oryx* after the 4-6-0 had brought a joint Railway Correspondence & Travel Society/Locomotive Club of Great Britain railtour into Ashbourne station on May 11, 1963. The station, on the former LNWR route from Buxton, had closed to regular passenger services in November 1954, while the line itself closed five months after this raíltour. Much of the trackbed northwards from Ashbourne is now the Tissington Trail, where former railway signs are being restored and reinstated. TRANSPORT TREASURY/STEPHEN SUMMERSON

Railway gradient signs now pointing the way for walkers

By Geoff Courtney

GRADIENT signs that were thrown down embankments more than half a century ago during track-lifting following the closure of the Ashbourne to Buxton line have been restored by volunteers and are providing unique information to hikers now walking the ancient trackbed.

They are being refitted at their original locations on the popular Tissington Trail, which runs 13 miles north from Ashbourne to Parsley Hay, near Hartington.

The trail is based on part of the trackbed of the former line from Ashbourne to Buxton, in Derbyshire, which was opened by the LNWR in April 1899 and closed by BR to regular passenger services in November 1954, and then completely when freight operations ceased in October 1963.

In addition, a signal post and mileage marker have been restored and refitted on the 17-mile High Peak Trail from High Peak Junction near Cromford to Parsley Hay, where it joins the Tissington Trail and continues to Dowlow near Buxton.

Dave Watts, Peak District National Park Authority's senior trails ranger, who is coordinating the volunteers' work, said it had been known for some time that the concrete signs were lying in the undergrowth, and so the decision was made to restore them and refit them.

"The restoration work involved removing all the algae and moss with scrubbing brushes, cleaning them back to the concrete finish, and repainting them in their original white with black lettering," he said.

"We have also tidied up the areas around the signs so that people can admire them.

"I personally like the nostalgia of railways, and there is something nice about these trails formerly being railway lines. They have been reinvented."

Two gradient signs have to date been restored and refitted near the line's former Hartington station, and so too has a mileage marker that was unearthed between those two signs and is also now back at its original location.

Two more Tissington Trail gradient signs and another mileage marker are also now awaiting restoration and refitment.

In addition to the restored gradient signs and mileage marker near Hartington, the station's LNWR 20-lever signalbox survives and is open to the public as a visitor centre.

The High Peak Trail, where a signal post and mileage marker have been restored, is on a section of the Cromford & High Peak Railway that opened in the 1830s and was closed in 1967.

One of the features of this route was the delightfully named engine depot Sheep Pasture, a one-road timber-built subshed of Rowsley (17D) located at the top of one of the steep inclines that were characteristic of the line, and which survived until 1966.



Water stop: One of the footplate crew of former LMS Class 6P5F No. 42926 refills the tender during a water stop with a freight train at the closed station of Tissington, on the Ashbourne to Buxton line. The date is not recorded, but the 2-6-0 carries a Buxton (9D) shedplate, meaning the image was taken between August 1962 and June 1963, when No. 42926 was shedded there. Tissington station closed to passengers in 1954 and the line in October 1963 and gives its name to a popular trail in Derbyshire's Peak District where some of its former railway signs are being reinstated. TRANSPORT TREASURY/HENRY PRIESTLEY



Before and after: Volunteers Sheila Banks (left) and Deb Tomson with a former Ashbourne to Buxton line gradient sign near Hartington both before and after renovation. PEAK DISTRICT NATIONAL PARK AUTHORITY

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Lincolnshire Coast young volunteer qualifies as driver

ONE of the youngest volunteers on the Lincolnshire Coast Light Railway, 20-year-old Matthew Forman-Clark, has just qualified as a driver of diesel locomotives in time for the main summer season.

Matthew, from Skegness, qualified as a train guard two years ago and is now thought to be the youngest qualified diesel train driver in his home county of Lincolnshire. His ambition now is to train and qualify as a driver of the LCLR's flagship, Peckett 0-6-0ST No. 1008 of 1903 *Jurassic*.

"It's something I have always wanted to do," he said. "The railway's diesels are between 80 and 104 years old, so it is a real privilege to to drive them – especially as the carriages are 100 or more years old.

"There's a real sense of history and heritage on the railway and I enjoy being part of that".



Matthew Forman-Clark (centre) is congratulated by fellow volunteers at the Lincolnshire Coast Light Railway's Walls Lane station in the Skegness Water Leisure Park as he prepares to drive his first passenger service. Front row (left to right) are Peter Balderstone, Chris Bates, Matthew, Calvin Roberts, Andy Stevens; back row (left to right) are John Chappell, Geoff Hankin, Ben Ollard. LCLR/DAVE ENEFER

Tim Drury, the railway's training officer and secretary of its historic vehicles trust, said: "I had no hesitation in passing out Matthew. He shows a careful, thoughtful approach to the role. Safety and safe operation are the most important aspects of driving our vintage trains, and Matthew seems completely at home in the driver's cab and with everything involved in the operation of the train – braking, coupling up, line speed and load, awareness of what's going on around him and cheerful contact with the passengers and fellow volunteers.

"We are all looking forward to seeing him progress to driving our steam engine. His attention to detail when cleaning and preparing it for entry into service impresses everyone".

Historic Vehicles Trust chairman Richard Shepherd said: "All of us involved with the railway congratulate Matthew on passing his driver's exam, and we have been impressed by his diligent approach to his duties.

"He is an indispensable part of our small team of volunteers who keep our heritage trains on the rails. We are used to seeing him in a boiler suit with a generous smattering of soot from cleaning out *Jurassic*'s boiler tubes and smokebox, so when he is not driving diesels or acting as guard, he will be back in the boiler suit training on *Jurassic*.

"We have succeeded in attracting other younger volunteers and hope more will follow to ensure the railway can continue and so enable the public to enjoy this unique part of Lincolnshire's heritage."



WHERE'S THERE'S HOPE... THERE'S HOPETOWN DARLINGTON!

The groundbreaking new £37 million Hopetown Darlington museum and visitor attraction is now open and pulling in sell-out crowds. **Robin Jones** reports in words and pictures and could not fail to be impressed.



Opening day: Hopetown staff celebrate as the museum is opened to the public on July 16. DBC

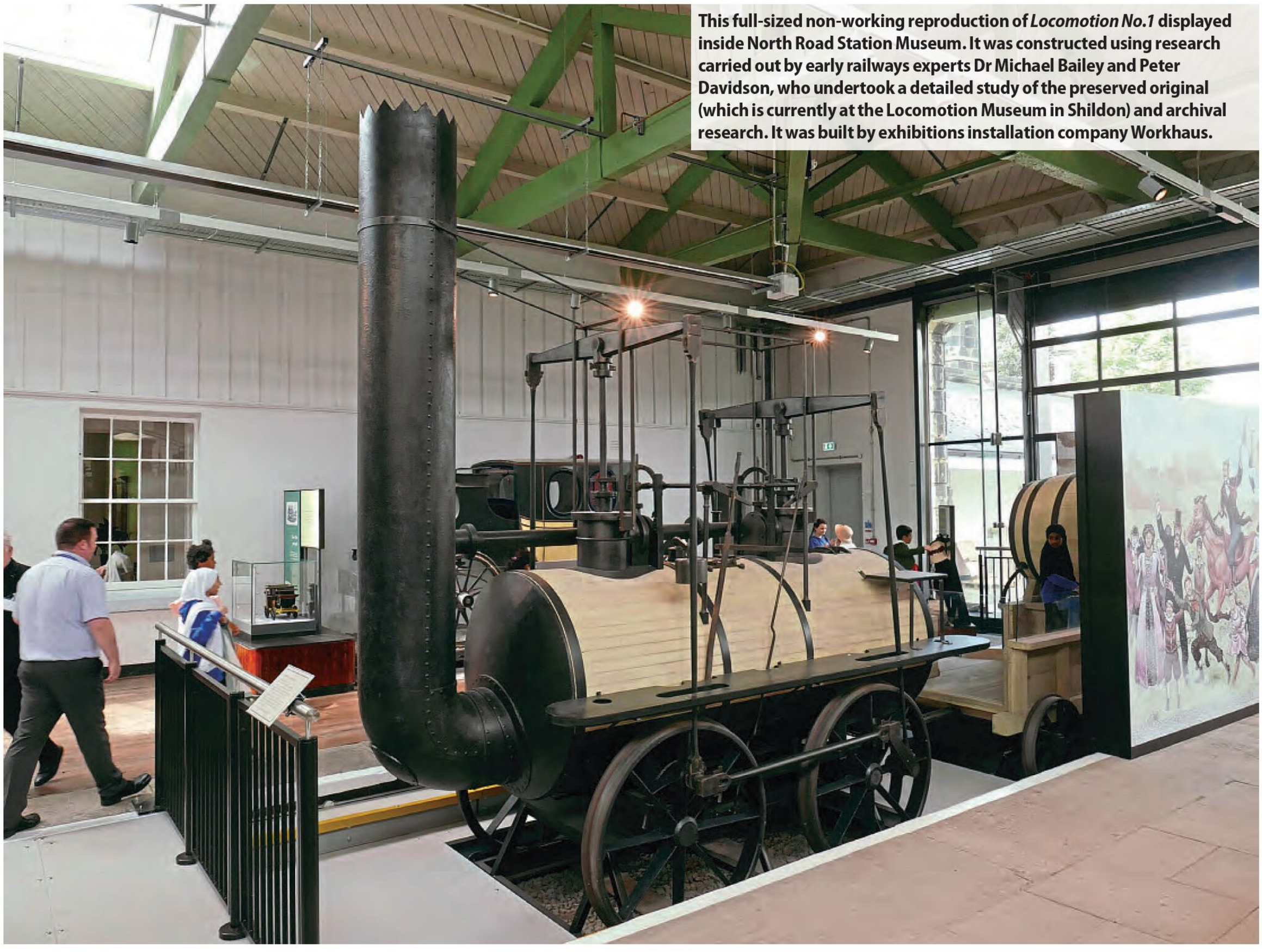
On September 27, 1825, the Stockton & Darlington Railway – the world's first steam-hauled passenger railway – opened, providing rapid transit linking many places, people and communities for the first time. The world would never be the same again.

On July 15 this year, the new £37 million Hopetown Darlington visitor attraction opened and immediately propelled museum culture into a new and inspiring age.

In a flash, gone were the days when a museum might be just that, and little more, maybe appealing in the main to only one member of a visiting family while the others might remain indifferent. Here, modern digital technology has ensured that there is much for everyone, regardless of their level of interest in the core subject; indeed, the stunning variety of interactive exhibits make it seem impossible for the layman to not pick up fascinating historical facts without even consciously trying, aided by a team of extremely helpful and knowledgeable curatorial guides.

The entire 240 pupils from Corporation Primary School, the nearest to Hopetown, who visited on the July 15 preview day, loved every twist and turn around the historical artefacts and the many interactive exhibits that bring to life the story of how Darlington changed the world as a pioneer of the modern railway.

The attraction's beginnings date back to 2018, when a project group was founded to



This full-sized non-working reproduction of *Locomotion No.1* displayed inside North Road Station Museum. It was constructed using research carried out by early railways experts Dr Michael Bailey and Peter Davidson, who undertook a detailed study of the preserved original (which is currently at the Locomotion Museum in Shildon) and archival research. It was built by exhibitions installation company Workhaus.



Designed by Durham architect Ingatius Bonomi and dating from 1824, Skerne Bridge is the world's oldest railway bridge still, and featured in classic depictions of the opening day of the Stockton & Darlington Railway the following year. The bridge is overlooked by the museum's new public car park in John Street. DBC



As good as watching it happen in 1825: The museum includes a huge screen where the opening day train on the Stockton & Darlington Railway is impressively recreated in an augmented reality video.

produce a development masterplan for the established Head of Steam – Darlington Railway Museum site. With a working title of the Darlington Railway Heritage Quarter, the aim was to develop an attraction in time for the eagerly-awaited bicentenary of the S&DR in 2025.

Plans were informed by consultations with a wide range of organisations and community groups, as well as residents who live along the route of the original S&DR line. In May 2019, Darlington Borough Council secured £20 million from the Tees Valley Combined Authority to create the world-class attraction to tell the stories of the pioneers and inventors of the S&DR and celebrate the rich unique railway heritage of the area.

Further funding for the development of the site was acquired from the National Lottery Heritage Fund, Arts Council England, Historic England, Railway Heritage Trust and Art Fund.

In March 2022, work began on the construction of the revamped and expanded site, to be named Hopetown Darlington.

The name originates from the early 1830s when the Pease family, who were instrumental in the development of the S&DR, bought farmland in the area and turned it into a hub for rail-related industries, including the Hopetown Carriage Works and Hope Town Foundry. At first, Hope Town was the name used for the terraces built for railway workers, and it gradually became associated with the entire area, reflecting the optimism of the early days of the railway industry, the initial core aim of which was to carry coal from mines to market.

The first part of the historic site to be redeveloped was the £4.5 million new-build engineering shed, home to The Al Steam Locomotive Trust. This state-of-the-art building has provided the trust with a large workshop space for building and maintaining locomotives, and office and meeting space.

In December 2022, Head of Steam Museum closed its doors for the final time and in January 2023 contractor Willmott Dixon started work on the remainder of the redevelopment project.

Several attractions in one!

If you arrive at Hopetown Darlington by car, you will park against the backdrop of Skerne Bridge, the world's oldest railway bridge still in constant use which featured on the £5 note in the 1990s.

You then climb a set of stairs to enter the site through the 1833 Goods Shed, previously the home of Darlington Railway Preservation Society, which houses an artisan café serving locally-sourced produce, a coal-themed shop, interactive features, holograms and stunning artwork which takes you to the heart of the S&DR story – plus a suspended model railway with two of Darlington's most famous locomotives running above your head!

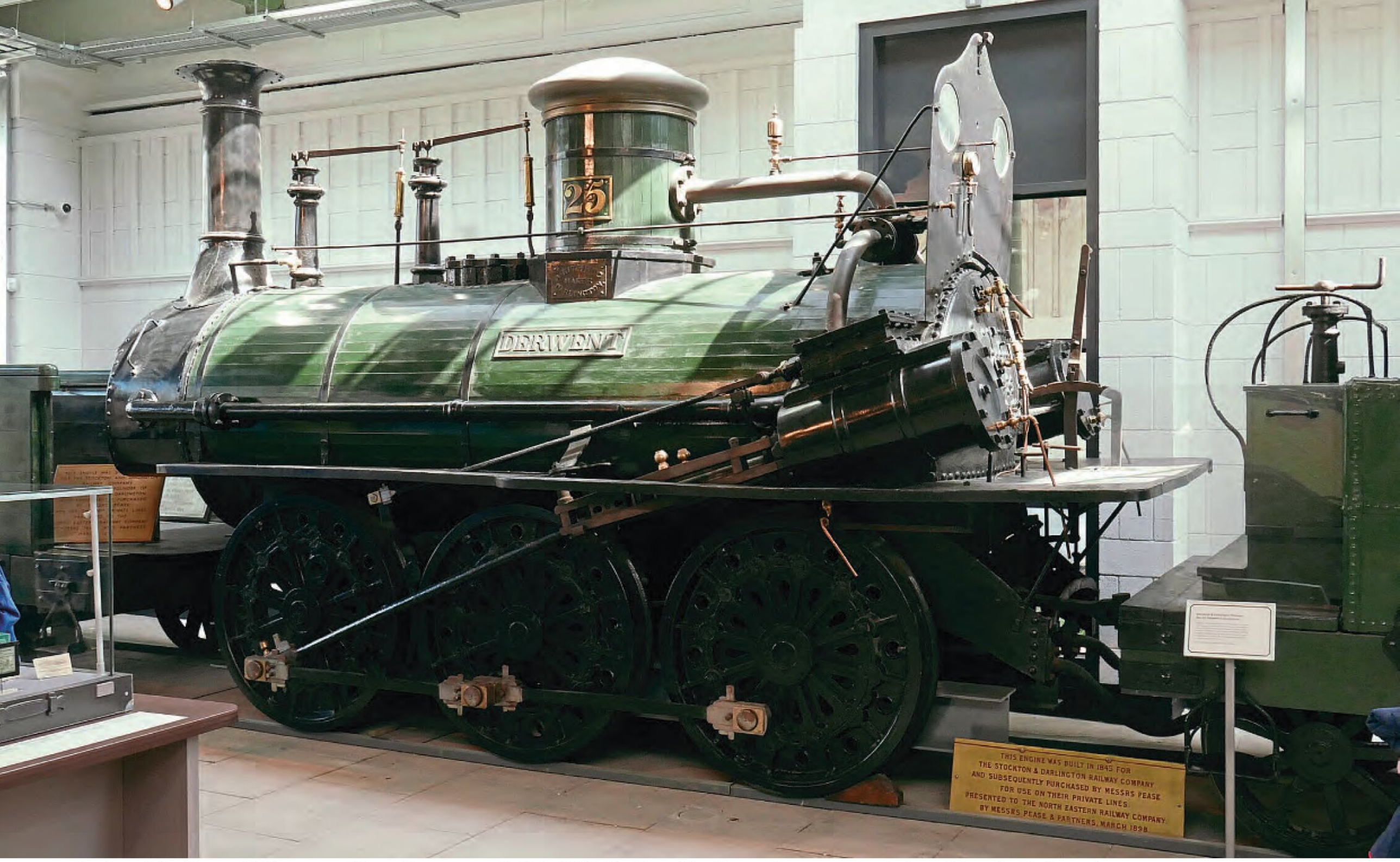
Cross the former goods yard and enter North Road Station Museum – formerly Head of Steam – which, housed within the 1842 Victorian railway station, brings the story of rail engineering, ideas, and invention in Darlington to life. You can climb aboard a reproduction of *Locomotion No. 1,* which hauled that first S&DR steam passenger train, view preserved locomotives and rolling



The entrance to Hopetown Darlington is via the 1833 goods shed, the design of which was based on a canal warehouse, waterways being the predominant form of freight transport at the time. A prototype of all goods sheds that followed, it was where goods were transferred from rail to road from 1833 to 1857 and is the world's oldest-surviving example. The clock tower was added in 1840 to ensure that Hopetown employees worked to the same 'Darlington time.' The building now contains the Clocktower Café and museum gift shop.



Flying coal: Just inside the goods shed entrance to Hopetown is this chaldron wagon created by Workhaus. The idea was to create an installation that highlighted that Darlington's railway history began with coal, while stressing the importance of the 'black gold' to the local economy. The S&DR revolutionised the way in which coal was transported between collieries,



Stockton & Darlington Railway 0-6-0 No. 25 *Derwent* was built by W&A Kitching of Darlington in 1845 to the design of Timothy Hackworth.



A display of cartoon drawings tells the story of how the Stockton & Darlington Railway revolution nearly did not happen. The Earl of Darlington opposed the railway because it would cross his foxhunting land, and he attempted to persuade MPs to block it in Parliament. When that failed, he connived to force the railway's bank out of business, but was outmanoeuvred at the last minute – and the railway went ahead.



The centrepiece of today's Hopetown is the North Road Station Museum, the former Head of Steam Museum, which occupies the western side of a real station, Darlington North Road, on the Bishops Auckland branch. The museum has been vastly upgraded with several ingenious, family-friendly and high-tech interactive exhibits and much more.



On loan from the Darlington Railway Preservation Society, museum exhibit Robert Stephenson & Hawthorns 0-6-0T No. 6947 of 1938 No. 39 worked at the Appleby Frodingham Steel Works in Scunthorpe.

Holographic depictions of Darlington residents two centuries ago explain what life was like in their day. This is one of several family-oriented interactive exhibits in the museum.





Designed by local architect Joseph Sparkes, this building was once the UK's oldest-known railway carriage work, employing more than 300 people between 1853 and 1894. In recent times it was adapted to become the original workshop for The A1 Steam Locomotive Trust where No. 60163 *Tornado* was built. The building is now home to The Stores, Hopetown's collections and research area, and the Exhibition Hall, used for special events such as Brick Journeys, which is running until October 6.
Left: Built from nearly a million LEGO bricks, Brick Journeys takes you on an interactive journey through road, sea, air, space –and rail! Among the models on show is GWR 4-6-0 No. 5972 *Olton Hall* in its guise as *Hogwarts Express*. DBC

stock; see paintings and sculptures come to life in holograms, and dress up in Victorian attire. In September, Experiment! – a unique time travel immersive ride – will open in the museum.

During this nine-minute virtual reality magic carpet ride around the world, passengers sit in a reproduction railway carriage mounted on a hydraulic platform. Similar to rides found in theme parks, it is the only one of its kind in the North East and was made and designed by the team behind the Shrek Experience in London.

The 1853 Carriage Works, the former home of the A1 Trust, where Peppercorn A1 Pacific No. 60163 *Tornado* was built, is now the Exhibition Hall, which will host a series of special events, and The Stores, where you can explore an archive of 30,000 objects and materials, reflecting the history of the railways in Darlington and the North East from 1825 until the late 20th century.

Outdoors, there is Wagon Woods, a railway-themed adventure play park based on the S&DR's Brusselton Incline which opened in September 1825. Pupils from Corporation Primary School were involved in designing Wagon Woods and also the nearby turntable artwork which highlights some of the lost professions from the North Road Locomotive Works.



This ingenious pavement sculpture in part of the former North Road goods yard is a timeline track. Each sleeper marks the date of a key stage in the Industrial Revolution, leading to the Stockton & Darlington Railway.



Foundry Green's Turntable sculpture by Andrew McKeown, which celebrates the many trades of the workers on the original Hopetown site. Andrew's expertise is in sculpture, design and environmental regeneration. Born on Teesside, the heavy industry of the region has influenced his artwork and the materials he uses. The turntable marks the spot where hundreds of locomotives were scrapped between 1932 and 1962. Numerous other examples of Andrew's work can be found around the Hopetown grounds. DBC



Class 37 English Electric D6898 (37198) was built in Darlington by Robert Stephenson & Hawthorns during 1962 and 1964, the final locomotive outshopped from the works before its closure. It was withdrawn from service in 1999 and preserved before being resold to Network Rail in 2008. After being used as a spares donor for other class members, it was donated to the former Head of Steam Darlington Railway Museum in 2021. It is the first time Network Rail has ever donated an entire locomotive to any museum. The locomotive has undergone a complete aesthetic refurbishment, including all paintwork and livery, and now looks brand-new, just like it did when it left in April 1964. It is on permanent outdoor display at Hopetown.



Left: Wagon Woods, an extensive adventure playground with bridges, walkways, slides and a multi-level play structure, was inspired by the Stockton & Darlington Railway's Brusselton Incline and built into existing trees and natural clearings.

Below: The Royal Engineers laying track in June to help link The A1 Steam Locomotive Trust's new premises to the main line. A1SLT



A museum where new locomotives are built!

Cross over the Bishops Auckland branch on a specially-built footbridge and you enter the aforementioned new A1 Trust headquarters. Thanks to its impressive viewing platform, the public can view work in progress on the resumption of steam locomotive building in the town. How many other railway museums can offer an experience of this ilk?

On the first weekend in June, 507 STRE (Specialist Team, Railway Infrastructure) Royal Engineers returned to The A1 Steam Locomotive Trust's new headquarters to help build a link to the national network, the Bishop Auckland branch of the Tees Valley Line. 507 STRE is an Army Reserve unit that specialises in the repair and construction of railway infrastructure. Based in Nottingham, it recruits members from the railway industry.

During the weekend, about 110 yards of line was laid and a vital set of points positioned, leading off-site to connect with the Bishop Auckland branch. The Army is due to return this autumn to lay more track on an extended exercise; in November, it is planned that 26 Field Squadron, of 32 Engineer Regiment, will spend several weeks on-site with the intention of laying all remaining plain line track – about 2650 feet – to complete the stretch from the new Darlington Locomotive Works to the main line.

Before then, however, the trust must raise funds to secure the 4000 additional tons of ballast required or this opportunity will be lost.

The ballast would ideally be laid in September, well ahead of the tracklaying, as good weather allows. As reported last issue, supporters are being invited to sponsor a 28-ton wagon load for £630 and join phase two of the trust's P-Way Gang. More details are available at www.a1steam.com/pwayballast#/



Hopetown visitors can now enjoy a grandstand view of the activities inside the new £4.5 million 170ft-long Locomotive Works, where the new LNER P2 2-8-2 No. 2007 *Prince of Wales* is taking shape.



The ground floor view of new P2 2-8-2 No. 2007 *Prince of Wales* on July 15.



The footbridge which takes Hopetown visitors over the Bishop Auckland branch into The A1 Steam Locomotive Trust's new Darlington Locomotive Works.

The P2 tender tank and newly delivered frames inside the workshop.



The unique monobloc block for the new P2: Cutting-edge locomotive design and construction resumes in Darlington in it's new state-of-the-art museum, which will showcase the area's heritage to a worldwide audience.

or by telephoning 01325 488215 or emailing enquiries@a1steam.com

Darlington's next steam locomotive takes shape

The A1 Trust's new-build P2 2-8-2 No. 2007 *Prince of Wales* is based on an original 1934 design by Sir Nigel Gresley that was meant at the time to be Britain's most powerful passenger steam locomotive, hauling 600-ton trains over the Edinburgh to Aberdeen line. Sadly, the design never reached completion because of issues with its advanced design and the outbreak of the Second World War, and none of the six P2 'Mikados' survived.

As a follow-up to the construction of its successful A1 Peppercorn Pacific No. 60163 *Tornado* at its 'old' Darlington Locomotive Works, a project to build a new P2 and plug a missing gap in the 21st-century heritage fleet was announced in 2013 and construction began the following year. The project again relied on volunteers and fundraising, and it is now taking shape inside the all-new workshops on the opposite side of Hopetown. Visitors are able to climb stairs to an overbridge leading into the new works and from a viewing gallery gain a bird's eye view of the work in progress, plus maintenance being carried out on other stock.

One of the A1 Trust's biggest successes has been its fundraising driver, forming a series of special clubs for a particular component and setting a target for donors to reach. The Monobloc Club, for example, funded the design and manufacture of the unique cylinder monobloc delivered to Darlington Locomotive Works last autumn – the first step towards building the powerhouse of the P2.

Among the most recent is The Valve Gear Club, which in its first two months raised more than £50,000. Reaching this initial milestone enables work on manufacturing drawings to be finalised and the production of a prototype and test rig to prove the technology before it is fitted to the locomotive.

However, a further £250,000 is needed to complete the manufacture and testing of the new valve gear for all three cylinders. The Valve Gear Club seeks to raise these funds through donations of £1000, in a lump sum or smaller instalments: full details can be found at a1steam.com/p2valvegear

P2 project director and trustee Richard Courteney-Harris MBE said that the support of donors "means that we are much further ahead of the valve gear game than originally scheduled, moving this last major engineering and development area closer to completion."

Since the project was launched, £4.5 million of the £6 million needed to build No. 2007 has been raised, with most large components now manufactured. On June 21, the tender frames, which were manufactured at Ian Howitt's works in Wakefield, were delivered to the works.

Further fitting-out will be required for pipework and conduits, with discussions around European Train Control Systems requirements ongoing. The tender tank, which was delivered in 2020, will be fixed to the frames as the tender takes shape.

Richard said: "This is a significant milestone in the *Prince of Wales* build and is testament to the continued efforts of everyone involved to bring it to fruition. We are absolutely delighted that we have another large piece of the P2 jigsaw back home and look forward to assembling the tender parts in due course. I hope supporters are hugely proud of what their faith in us has achieved."

Of the £450,000 required to finish the tender, so far more than £250,000 has been spent, with about half of that being raised by the dedicated fundraising effort of The Tender Club, details of which can be found a1steam.com/p2tender

How many railway museums around the world can boast that a new locomotive of this magnitude, if any, is to be outshopped from its site? The wheels of Darlington's proud railway history are rolling again, full steam ahead.

Overwhelming public response

About 9000 people visited Hopetown Darlington in its first week; it was full to capacity on Saturday, July 20, with advance tickets sold out.

Mike Crawshaw, Darlington Borough Council's head of culture and heritage, said: "I am delighted that Hopetown Darlington is open and that residents, visitors and rail enthusiasts can enjoy everything we have to offer.

"It was a great first day and it was fantastic to see so many people of all ages enjoying the exhibits, having fun, and learning more about our railway heritage."

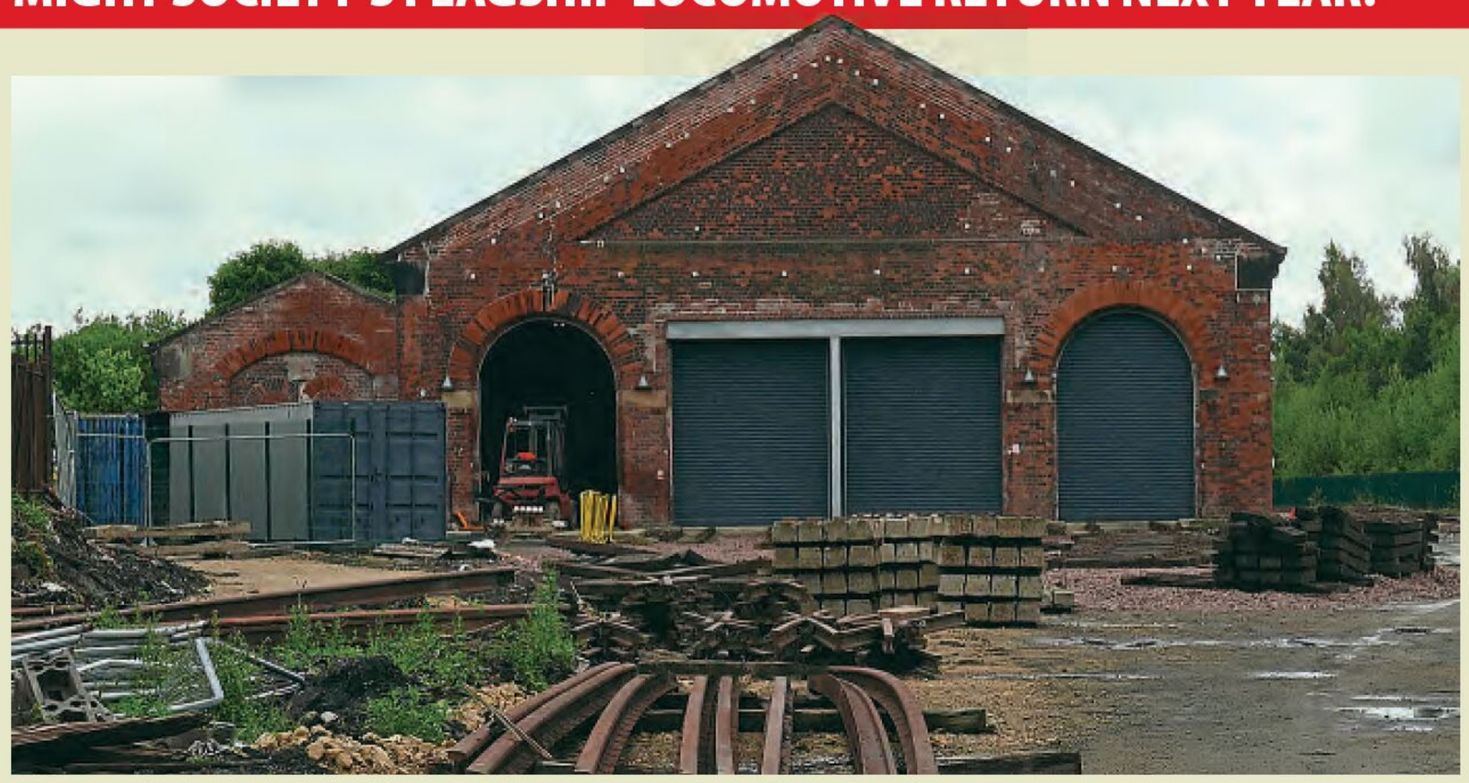
The council's cabinet member for local services, Coun Libby McCollom, said: "The level of investment in this huge site is apparent everywhere you look. People are going to come from near and far to experience this new visitor attraction of national – even international – significance and I can't wait to see it happen."

All set to be a pivotal location in the S&DR bicentenary celebrations in 2025, from what I saw on my first visit, Hopetown Darlington now surely offers a blueprint for other heritage organisations to follow.

The time when the predominant appeal of many heritage lines was to those who remembered the last years of BR steam has now given way to a modern era in which the family market is paramount.

Not only does the new Hopetown Darlington excel in this area beyond expectations, but it is also boosting the active heritage sector with facilities like the A1 Trust workshop and the 1861 Shed, which is not normally open to the public but is now home to charity partners the Darlington Railway Preservation Society and part of the North Eastern Locomotive Preservation Group. A beacon has been lit and is shining brightly into a third century of steam. HR

MIGHT SOCIETY'S FLAGSHIP LOCOMOTIVE RETURN NEXT YEAR?



Hopetown's charity partner organisation, the Darlington Railway Preservation Society, which was founded in 1981, boasts the town's biggest collection of locomotives. Until 2023, it was based in the 1833 Goods Shed, which was redeveloped as the entrance to Hopetown. The society then moved to the 1861 Shed in Whessoe Road, half of which is also houses part of the collection of the North Eastern Locomotive Group, another charity partner. The 1861 Shed, a surviving part of North Road Locomotive Works (and which has now taken that name), is part of the Hopetown site not normally open to the public, as it is a live workshop where volunteers overhaul and maintain the society's collection.

Pictured inside is the group's 1928-built GEC four-wheel electric locomotive, which spent its working life at the chemical works in West Auckland Road, Darlington.

During my visit, it was mentioned that the society may bring its flagship, BR Standard 2MT 2-8-0 No. 78018, back to the site next year, once the connecting trackwork is completed.

No. 78018, built in 1953 at North Road Works, and also the subject of the famous railway documentary film Snowdrift at Bleath Gill, filmed in 1955, is currently on loan to the Great Central Railway.



HERITAGE RAILWAY
THE COMPLETE PRESERVATION NEWS MAGAZINE

LNER Peppercorn A2 Pacific No. 60532 *Blue Peter* runs parallel with a modern-day LNER Azuma service on the approach to Doncaster while working its 1Z32 King's Cross to York demonstration run on July 13. JACK LORD


AZUMA

Take a push-pull Cardiff run

INTERCITY Tours is offering the chance to ride in its push-pull set with two Class 37/4s operating in top-and-tail formation on Saturday, September 7.

Under the title of 'Sugar Loaf and Stormy Push-Pull,' the tour is expected to start out from Crewe and take the Welsh Marches Line through Nantwich, Wrenbury, Whitchurch, Prees, Wem and Yorton to the next pick-up point of Shrewsbury.

Summit and more

After leaving Shrewsbury, the tour is planned to continue south on the Welsh Marches Line through Church Stretton to Craven Arms and then turn southwest on the Heart of Wales Line.

Passing Knighton and the highest point of the line at Llangynllo Tunnel, the train will continue through Garth and eventually climb over Sugar Loaf summit before dropping down to join the Swansea District Line at Hendy Junction. Continuing past Briton Ferry, the tour is planned to arrive at the destination of Cardiff Central in the mid-afternoon.

Passengers will have about two hours to explore the Welsh capital before the homeward journey. On the return leg, the train is scheduled to first visit Newport and the Maindee Triangle to reverse the train.

Two inclines

From here, the excursion is planned to take the Newport-Gloucester line along the Severn Estuary and join the cross-country route to Birmingham, which will give the locomotives a chance to climb the Lickey and Camp Hill inclines. From Birmingham, the train will head towards Wolverhampton and on to Shrewsbury and then Crewe to set down passengers at each location.

Tickets are available in first and standard class. For more details and to book, visit inter-city.co.uk

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Double-headed Castles for 'Mayflower' tour

By Tim Hobman and Robin Jones

ON Friday, September 27, Vintage Trains will run a special double-header with Castle 4-6-0s Nos 7029 *Clun Castle* and 5043 *Earl of Mount Edgcumbe*.

Starting from Birmingham New Street diesel-hauled, the tour, under the title of 'The Mayflower,' is set to recreate the short-lived Western Region express of the same name from the end of steam.

Picking up additional passengers at Bromsgrove, Worcester Parkway and Cheltenham, the tour is scheduled for two Class 20s to be hauling the train in both directions – heading over the Lickey Incline – with a pause in Bristol to exchange motive power.

Further passengers will be collected from Bristol Parkway and Bristol Temple Meads, before the double-headed Castles take the train via the Bristol to Exeter Line and then the Exeter to Plymouth Line along the sea wall at Dawlish and across country to Plymouth.

The South Devon banks will be tackled unassisted in both directions.

Passengers will have three hours in Plymouth to explore the maritime city before the tour returns to Bristol again, steam-hauled.

There, steam is expected to be replaced for diesel before the homeward journey via the same route, setting down passenger at their joining stations.

Tickets are available for this tour in Pullman, first and tourist class, with a concession for junior travellers. Tourist class passengers are assured of seats directly behind the locomotives for at least one part of the journey.

Pullman class passengers can expect a full English breakfast on the outbound trip and a four-course dinner on the return, while first class passengers will enjoy bacon rolls and pastries, followed by an afternoon tea on the return leg.

Diesel enthusiasts can book return tickets for the Birmingham to Bristol leg.

Viaduct views

Before then, on September 14, either *Clun Castle* or *Earl of Mount Edgcumbe* will head the 'Melton Pieman' to the regional food capital of Melton Mowbray and 'The

Tyseley's Polar Express is back!

VINTAGE Trains has announced dates for the UK's only main line Polar Express outings for the coming festive season.

Hauled by one of Tyseley's steam locomotives, four trains a day will use on-board character actors recreate the atmosphere of the Warner Brothers 2004 hit movie based on the 1985 children's book of the same name by Chris van Allburg.

The services will depart from and return to Birmingham Moor Street on November 23/24, November 30/December 1, December 7/8, 14-16 and 20-23.

➜ For more details and to book, visit https://vintagetrains.co.uk/train-rides/polar-express/



Pre-order Issue 323: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.



GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* and WR 4-6-0 No. 7029 *Clun Castle* head the Vintage Trains 'Welsh Marches Express' from Birmingham New Street to Hereford and Gloucester on June 10, 2023, and will reprise their double-heading with 'The Mayflower' on September 27. NEVILLE MARSHALL/VT

Harringworth Shuttle' will offer spectacular views from the 1275-yard Harringworth Viaduct.

The tour will depart Birmingham New Street at about 8.15am, picking up at Coleshill Parkway and Nuneaton.

Passengers will have several hours in which to explore the market town and famous pie shops and can also choose to board 'The Harringworth Shuttle' at either noon or 3.30pm. In what has now become a Vintage Trains tradition, these afternoon journeys via Corby allow the train to cross the viaduct with its spectacular views of the valley of the River Welland below, on the boundary between Northamptonshire and Rutland.

Seats in Pullman, first and tourist class are available to book, with dining options available on both the 'Melton Pieman' and 'Harringworth Shuttle.'

➜ For more details of these trips and to book, visit vintagetrains.co.uk or telephone 0121 708 4960.



Banked by WR pannier No 9600, GWR Castle No. 5043 *Earl of Mount Edgcumbe* heads a Vintage Trains tour over Harringworth Viaduct on August 12, 2017. JOHN HILLIER/VT

Five destinations on offer with 'The Kent Coaster'

UK Railtours has announced a tour that will give passengers the choice of five different destinations around the Kent coastline on Saturday, September 7.

'The Kent Coaster' is planned to start from East Midlands Parkway, with further pick-ups at Leicester, Kettering, Bedford, Bletchley and Watford Junction.

A locomotive swap is anticipated at Acton as the freight locomotive expected to start the tour is exchanged for two Class 73 locomotives, courtesy of GB Railfreight.

The train is then expected to cross the River Thames and negotiate the London suburbs through to Kent for the first destination of Folkestone West.

Here, passengers will have the opportunity to visit the Romney, Hythe & Dymchurch Railway for the first off-train option of the tour, with just over four hours set aside to enjoy the heritage line. Customers who decide to stay on the train may choose the next option as the tour pauses at Dover Priory station to allow passengers to alight and be transported by road coaches to Dover Castle, again for just over four hours in the fortress.

As an alternative to the organised excursions, passengers may wish to alight the train at Margate, Whitstable or Faversham to explore these places at their leisure.

There will be about three hours to look round, with plenty to see and do in each location, before returning via the same route.

Tickets are available in standard class, first class, non-dining or first class dining, with a supplement for the Romney, Hythe & Dymchurch Railway and Dover Castle.

➜ For more details and to book, visit www.ukrailtours.com

No. 70000 *Britannia* booked for Goodwood & Chichester outing

Steam Dreams is to run a tour behind BR 7P Pacific No. 70000 *Britannia* to the Goodwood Revival and Chichester on Sunday, September 8.

The tour is planned to start steam-hauled from Paddington and head west along the Great Western Main Line for a further passenger pick-up at Slough.

After leaving Slough, the tour is scheduled to head south towards the Sussex coast and the first stop of Bosham for passengers who have chosen the off-train option of attending the Goodwood Motor Circuit to alight.

The train is then planned to continue to Chichester, where guests can explore the city or visit either the Weald and Downland Museum, known as the location for the BBC programme The Repair Shop, or Arundel Castle, the historic home of the Dukes of Norfolk.

The return journey will set down passengers at their joining points.

Tickets are available in Pullman dining, first class and premium standard class, with a supplement required for any off-train options.

➜ For more details and to book, visit steamdreams.co.uk



LMS 'Black Five' No. 44871 is seen heading the Railway Touring Company's 1Z86 'Cumbrian Mountain Express' on the approach to Grayrigg summit on July 13, with Class 47 No. 47848 helping out at the rear. The charter from Crewe via Liverpool Lime Stret to Carlisle with steam haulage from Carnforth over Shap and return via the Settle to Carlisle line was booked and advertised for haulage by Battle of Britain Pacific No. 34067 *Tangmere*, but it failed a fitness-to-run examination the day before, with repairs due to take several days. PAUL BERRY

Slieve Gullion is ready for its comeback – after 22 years

By Robin Jones

THE Railway Preservation Society of Ireland's flagship GNR(I) S class 4-4-0 No.171 *Slieve Gullion* is approaching the end of its long-running overhaul.

On July 6, No. 171, which was built by Beyer Peacock at Gorton Foundry in Manchester in 1913, was coupled to its tender for the first time in 20 years on the turntable at the RPSI's Whitehead base in Co Antrim.

The locomotive and tender were then hauled by newly-overhauled Córas Iompair Éireann General Motors Class 142 diesel B142 to the weighing station.

The S class replaced the Q class as the GNR(I)'s most powerful passenger locomotives, a position they held until the introduction of the V compounds in 1932.

In 1937, it was decided that all of the S class needed a heavy overhaul and were taken to the GNR(I) works at Dundalk, but had so many major parts replaced that it became a matter of conjecture as to whether the locomotives that emerged from Dundalk were the same ones that had left Manchester in 1913.

They were issued with new works numbers, and there has been speculation that the company used a ruse to build new engines without having to record them as capital expenditure.

Best boiler

No.171 was allocated to CIÉ and worked until steam ended there in 1963. It could have been scrapped then, but the Ulster Transport Authority in Northern Ireland required four more steam locomotives when the closure of the lines to Warrenpoint and Foyle Road needed to be postponed.

The RPSI was formed in 1964 and made acquiring an example of an S class its top priority.

No.171 *Slieve Gullion* was found to have the best boiler of the three survivors and from January 1, 1966, was leased by the railway, finally being sold to the RPSI in 2003.

In 1968, No.171 was overhauled by the Harland & Wolff shipyard in Belfast, but despite being preserved, it continued to work for the newly-established company Northern Ireland Railways. Eventually, Whitehead became its home, and from there it worked railtours all over Ireland.

No.171's last boiler certificate expired in 2002 and has since been out of action for its longest period since it was built.

Following an appeal for funds, in January 2014 No.171 was moved to Railway Restoration North East Ltd in Shildon, which had tendered for its overhaul. However, the contactor ceased trading and the locomotive was returned to Whitehead in early 2015 only partially overhauled.

In 2017, an image of No. 171 became the logo for Whitehead Railway Museum. October 2019 saw No. 171 removed from display in the museum and dismantled for overhaul, a process delayed by the Covid-19 lockdowns. All RPSI workshop effort was focused on No. 171 throughout 2022, with the first boiler test steam test taking place in January 2023. The wheels and frames were reunited in May last year. A successful steam test in December 2023 led to the boiler being lifted back into the frames.

Memorable day

The RPSI must have No. 171 back in action on the main line before its GNR(I) V 4-4-0 No. 85 *Merlin* is withdrawn for overhaul.

B142, which has painted in original livery and back in full working order, will be formally relaunched on the 1907 platform at Whitehead Excursion station on August 31. All ticket holders will receive a unique memento of the day and can enjoy a short train ride in a heritage carriage within the RPSI premises.

➜ To make a donation towards the final fitting-out of No. 171, visit www.steamtrainsireland.com/appeals





Above: B142 hauled No. 171 over the weighing gauges in front of the signal cabin and the results show on the meter under the cabin – 67 tonnes for the diesel and 80.5 tonnes for No.171 and tender. RPSI

Left: GNR(I) S class 4-4-0 No.171 *Slieve Gullion*, about to be turned at Whitehead to face Larne prior to weighing on July 6. Class members were all named after mountains; Slieve Gullion is a 1880ft peak in County Armagh, overlooking the Great Northern main line between Dundalk and Newry, and it was often passed by the locomotive. RPSI

St Erth footbridge replacement work is on track

NETWORK Rail's project to build a new accessible footbridge at Cornwall's Grade II-listed St Erth station has seen two lift shafts successfully installed in the structure.

The shafts, weighing 12 and 10 tonnes each, were lifted into place by a 350-tonne crane, while two steel supports for the footbridge were also installed.

Part of the Department for Transport's Access For All scheme, the work was undertaken by NR contractor BAM Nuttall on a Saturday night after trains had stopped running to avoid disruption for passengers. When completed, the junction station for the St Ives branch will become fully accessible for the first time since it was built in 1852.

The next major stage of work will see the bridge deck lifted into place and the current footbridge carefully dismantled and rebuilt at Cranmore station on the East Somerset Railway, as reported in issue 320.

Richard Williams-Pears, Cornwall Council's portfolio holder for transport, said: "We are committed to ensuring that Cornwall is accessible to everyone.

"It means less reliance on the car in the shift towards more sustainable transport with better integrated rail and bus facilities."



One of the modern lift shafts being delivered to St Erth station, paving the way for the existing historic footbridge to be relocated to the East Somerset Railway. NR

Pre-order Issue 323: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

LNER A4 4-6-2 No.60007 *Sir Nigel Gresley* gets underway from Taunton with the 1Z94 5.35am Milton Keynes to Plymouth 'Golden Hind' railtour on July 11. Locomotive Services Ltd Class 47s Nos. 47593 *Galloway Princess* and 47810 *Crewe Diesel Depot* had worked the initial leg of the tour as far as Taunton, where the A4 replaced them for the run down to Plymouth and over the South Devon Banks. The return service was hampered by a points failure at Laira depot, preventing the A4 from being turned, which resulted in No. 47810 dragging the train backwards as far as Taunton. STEPHEN GINN

Exploring the Cotswolds with No. 35028 *Clan Line*

MERCHANT Navy Pacific No. 35028 *Clan Line* is booked to haul the Railway Touring Company's 'The Cotswold Venturer' on Saturday, August 24.

Starting from London Victoria, Clan Line is scheduled to head through the London suburbs via Hounslow to Staines for the first passenger pick-up, then on via Ascot to Reading for more passengers.

Taking the Great Western Main Line to Didcot, the tour is planned to collect further passengers here, before taking the Golden Valley Line at Swindon.

Heading northwest through Kemble and Stroud to Standish Junction, the tour is scheduled to head to the first destination of Cheltenham Spa, where those choosing to alight here will have just over four hours to explore the town.

For those passengers not wishing to leave the train at Cheltenham, the final destination of the excursion will be Worcester Shrub Hill, where customers will have just over three hours to look around the city.

After No. 35028 is serviced, the return trip will be via the same route back to London, setting down passengers en route.

Tickets are available in premier dining, first class and standard class, with a discount for junior travellers.

For more details and to book, visit www.railwaytouring.net



No. 35028 *Clan Line* passes Apsley in driving rain with the Railway Touring Company's 'End of Southern Steam' charter from London Victoria to Weymouth on July 9. The train was five minutes late at this point but gained time rapidly on the approach to Andover and arrived at the Yeovil servicing point on time. PETER HOLLANDS

Unique Class 89 moves again – after quarter of a century!

By Robin Jones

PROTOTYPE electric Class 89 No. 89001 *Avocet* moved for the first time in a quarter of a century after taking power on all six traction motors on July 3.

The unique locomotive was completing its 25kV commissioning tests at UK Rail Leasing in Loughborough. The next step is for it to move to the Locomotive Services Group depot at Crewe for driver training and electromagnetic compatibility testing.

A statement from its custodian, the AC Locomotive Group, said: "There is a considerable amount of work still to be done until No. 89001 is given the green light for main line operation.

"We are very grateful to UK Rail Leasing for its work on the locomotive and the provision of facilities during its extended stay at Loughborough, and also to DEU for the safety systems installation."

The unique locomotive was designed by Brush Traction at Loughborough and built by British Rail Engineering Limited's Crewe Works in 1986. Fitted with advanced power control systems and developing more than 6000bhp, it saw use on test trains on both the West Coast and East Coast main lines.

As the development of the ECML electrification progressed, No. 89001 was painted into the new InterCity Swallow livery and named *Avocet* in honour of the Royal Society for the Protection of Birds by then prime minister Margaret Thatcher on January 16, 1989, at King's Cross, after which it hauled a special train conveying RSPB president Magnus Magnusson and other VIPs.

No. 89001 suffered a serious failure and was withdrawn from traffic in July 1992 and was sidelined. It was saved for preservation at the Midland Railway – Butterley by a group of Brush Traction staff and proceeded to appear at every major BR depot open day.

It was returned to service in 1996, when Great North Eastern Railway won the InterCity East Coast franchise and, suffering from a shortage of motive power, bought No. 89001 and spent £100,000 on repairing it for use on services between London, Leeds and Bradford. Repainted in GNER blue and orange livery, it returned to traffic in March 1997.

In October 2000, No. 89001 suffered another major failure and was withdrawn from service, being laid up at Doncaster Works and temporality relocated to Bounds Green TMD for use as a depot generator.

In December 2004, the locomotive was moved into the care of the AC Locomotive Group at Barrow Hill Roundhouse for secure storage. The group had been formed in 1996 when Pete Waterman, who owned the sole-surviving AC electric Class 81, 82, 83 and 85 locomotives offered them for sale, and it was its intention of buying all four. With the overhaul of the Class 91 fleet completed, No. 89001 was seen as being of little value.



On July 3, unique Class 89 No. 89001 moved on the test track at UK Rail Leasing in Loughborough. ACLG

In October 2006, GNER offered No. 89001 up for sale and the group successfully launched an appeal and fundraising effort to save it. It was purchased in December 2006 and the following year was cosmetically restored to its original InterCity Executive livery.

On April 30, 2020, *Avocet* was moved from Barrow Hill to Toton to be repainted into Intercity Swallow livery, and in October that year it was hauled to Soho TMD in Smethwick for testing.

The group announced in December 2021 that it had formed a new partnership with Locomotive Services Limited that would see the outstanding tasks in the overhaul completed so that No. 89001 could return to the national network. Once complete, it will operate with LSL for five years.

➜ A video of No. 89001 can be viewed at https://www.youtube.com/watch?v=0e2KYehR6M0

Fire-ravaged Grade B Troon station is rebuilt in £5m project

NETWORK Rail has completed the rebuild of the fire-damaged Grade B-listed Troon station in a £5 million investment

The South Ayrshire station's Platform 1 building, including the ticket office, a hairdressing salon and a café and canopies, were destroyed on July 17, 2021, while the station was unstaffed. Damage to the overhead wires led to a six-day suspension of services between Kilwinning and Ayr. Services were also suspended at Troon until the structures could be made safe, and it went on to reopen later that month.

Troon station was opened by the Glasgow & South Western Railway on May 2, 1892, replacing an earlier station of the same name to the east. It was part of a short loop line that left the former Glasgow, Paisley, Kilmarnock and Ayr Railway just south of Barassie and rejoined the line to the north of Monkton.

The revived building includes a ticket office, toilets, waiting area and a Changing Places facility, which delivers improved services for people with disabilities. Ahead of the main construction works, which began in October 2023, seven platform canopies were also replaced.

The station's design echoes the previous building, while changes to the internal layout better meet customers' needs. The look was finalised following consultation with the local community, council, and other stakeholders.



Historic Troon station rebuilt after being damaged by fire three years ago. NNETWORK RAIL

Network Rail Scotland route director Ross Moran said: "The new station provides improved facilities for customers while also capturing the historic character of the original building.

"Our team have worked incredibly hard alongside our contractors to deliver this new facility for Troon, and we would also like to thank the local community for their input to the design of the new building and their patience during the work to construct the facility."

Siobhian Brown, MSP for Ayr, added: "The station is an important part of this community and I have taken an active interest in the rebuild, visiting the site a number of times and seeing the new station building evolve.

"My thanks go to Network Rail and contractor AMCOGiffen and all the project team involved in delivering a building in keeping with the historic character of the station that will serve the community for many years to come."

Pre-order Issue 323: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

The Midland Pullman High Speed Train set, including power cars Nos. M43049 *Neville Hill* and M43046 *Geoff Drury 1930-1999,* heads west passing a sunny Coryton Cove on the Dawlish seawall as it emerges from Kennaway Tunnel with the Down 1Z43 5.03am Holyhead to Paignton 'Torbay Riviera Pullman' on July 16. THOMAS MILLS

Catch the 'West Highland Pullman' to Mallaig

BETWEEN Friday, August 16 and Sunday, August 18, Midland Pullman is offering travel to the Highlands of Scotland with the three-day 'West Highland Pullman.'

Starting from Romford, the luxury High Speed Train set in the familiar blue and white livery of the 1960s Midland Pullman is scheduled to pick-up additional passengers at Shenfield, Chelmsford, Colchester, Ipswich, Stowmarket, Bury St Edmunds, Ely, March and Peterborough before heading north towards Scotland.

Once over the border, the train is planned to head through the Scottish Lowlands to Glasgow and along the banks of the River Clyde to pick up the West Highland Line.

Heading for Fort William, the train will pass Loch Long and Loch Lomond, and then cross Rannoch Moor to arrive in Fort William for the evening and overnight stay.

The next day of the trip is planned to take customers over the route of 'The Jacobite' to Mallaig.

Passengers will pass by Ben Nevis, then travel along the shore of Loch Eil and over the Glenfinnan Viaduct. There will be a short break in Mallaig before the return journey to Fort William, where guests can spend the late afternoon and evening at their leisure. Departing from Fort William on the final day of the tour, the train is scheduled to once again take the West Highland Line and retrace the outward journey home.

Overnight accommodation is not included as part of the tour, giving passengers the freedom to make their own provisions.

Tickets are available in Pullman dining and first class non-dining.

For more details and to book your place on the trip, visit midlandpullman.com

Engineers using rope access to restore Glenfinnan Viaduct

NETWORK Rail's £3.4 million project to futureproof the world-famous Glenfinnan Viaduct has started a key phase.

Rope access technicians have been ascending and navigating the 1901-built structure, which sits 100 feet above the River Finnan 17 miles from Fort William on the West Highland Extension, the route of West Coast Railways' 'The Jacobite'.

This technique, known for its efficiency and minimal environmental impact, allows workers to reach and restore areas of the Grade A-listed structure, one of the last major constructions of the Victorian railway revolution, that would otherwise be inaccessible.

During this year-long restoration project, which began in April, engineers are assessing the condition and strength of the viaduct before completing concrete repairs. They are also making improvements beneath the track to keep the stone ballast in place.

Network Rail's director of engineering and asset management, Alan Ross, said: "It's not often, even in my job, that you have the chance to walk on Glenfinnan Viaduct. Given its importance and scale, we are treating this refurbishment slightly differently, with rope access teams scaling the viaduct to assess and repair it.

"We are doing it this way rather than using scaffolding as it's more efficient and doesn't spoil the view for the hundreds of thousands of people visiting this beautiful area."

At ground level, engineers have been working in the river, protecting the viaduct piers from erosion caused by the fast-flowing river. This protective work is even more crucial as the weather gets warmer and wetter due to climate change. Alan added: "It's been great to see the care and attention the team are taking on this job. We are very proud to be custodians of this much-loved part of Scotland's railway and don't take this responsibility lightly.



Rope access technicians at work on Glenfinnan Viaduct, world-famous for its appearance in the Harry Potter films. NETWORK RAIL

"There is much more work still to be done in the coming months. You might even bump into some of our team at this year's Glenfinnan Games!"

Weekend outings for Drax 50th

By Tim Hobman

THE Branch Line Society has announced plans to commemorate 50 years of Drax Power Station with three tours over the weekend of August 17/18.

The first tour, under the title of 'The Cooling Tower Choppers,' is set to feature a pair of Class 20 locomotives due to their association with the 'merry go round' coal trains; the 'red stripe' Railfreight pair has been requested from Locomotive Services Limited. Starting from Derby behind a Class 69, the train is scheduled to run to Leicester for a reversal, and then the Class 20s will take charge over the cross-country route to Peterborough and on to Lincoln via Spalding. A further reverse move at Boultham Junction should then see the tour take the Pyewipe Curve, Beckingham Down goods Loop, and Down Lincoln Flyover to pass through Doncaster.

Another reverse

Next, the excursion is expected to take in the Belmont Down Yard, Doncaster Two Way Goods, Gascoigne Wood Junction, Calder Bridge Junction, Oakenshaw South Junction, and Monk Bretton Ardagh Glass for another reverse move.

Passing Crofton East Junction and Knottingley East Junction, there is a planned pause at Sudforth Land Down Reception to swap the Class 20s for the Class 69, which is planned to continue the tour to York via Milford.

The main event for the Drax 50 celebration comes on the Sunday, with a series of special charter trains.

The first offering, given the designation of 'The Red Team,' is planned to start out from York behind two DB Class 66 locomotives. Passing Milford Junction, there will be additional pick-ups at Castleford, Glasshoughton, Pontefract Monkhill, Knottingley and Hensall, before entering Drax Power Station Loop. The tour will then set down passengers at Hensall and Wakefield Westgate.

'The Blue Team' tour will then take place, starting out from Wakefield Westgate and heading via Pontefract for a further passenger pick-up at Hensall, before entering the Drax Power Station Loop. The locomotives, two GBRf Class 66s, are then set to return the train to Wakefield Westgate via the same route, setting down customers at Hensall.

To conclude the main event, 'The Green Team' is next, with another departure from Wakefield Westgate behind a Freighliner Class 66 and Class 70. Taking the same route into Drax Power Station Loop, this tour will again pick up at Hensall on the way out and set down at Hensall on the way back.

The scheduled route is then to York, with a set-down of passengers at Glasshoughton.

This event is planned so that passengers can join all three trains and experience the different motive power and the slightly different routes around the Drax complex.

Last stop, Derby

On the Sunday evening, the society is offering customers the chance to head back to Derby with the final tour of the weekend, once again behind the two Class 20s from Locomotive Services Limited. This time the Class 69 will be bringing up the rear, with the Class 20s at the head of the train leaving York.

Under the title of 'The Merry Go Round,' the tour is planned to head via Selby Curve to Doncaster for a passenger pick-up, then St Catherines Junction and Maltby Colliery for a reverse move. A further reverse move at Maltby Colliery Junction is then expected to see the train head to Shireoaks, Shireoaks West Goods Curve, Woodend Junction and Creswell, then on to Shirebrook, Kirkby Lane End Junction, Up Newstead Loop, Bestwood Park Loop, Lenton Curve and finally Derby, where the tour will end.

Tickets are available for all three tours separately in first class non-dining and standard class. For more details and to book, visit www.branchline.uk



Class 52 D1015 *Western Champion* passes Bicester Village with 1Z79, the return trip of UK Railtours 'The Westbury Wizzo' from Cranmore on the East Somerset Railway to East Midlands Parkway on July 6, as reported in issue 320. ASH PARKER

Great Western travellers can view archive films as they ride!

THE modern-day Great Western Railway is inviting passengers in Somerset, Wiltshire and Dorset to travel back in time as part of an archive film project. Inspired by the 1936 film Great Western Approaches, Dorset-based charity the Windrose Rural Media Trust has used footage from 1909 to the 1990s to craft short films relevant to 24 stations on routes from Westbury to Salisbury, Weymouth, Bath, Swindon, Bedwyn and Taunton, plus Taunton to Bristol.



From left: Modern-day GWR director Joe Graham, Windrose Rural Media Trust's Trevor Bailey and James Harrison examine the Great Western Approaches poster at Westbury station. They are seen here scanning the QR code giving access to the archives. GWR

Each film explores local life in decades past, allowing passengers to travel into the past via a QR code link on posters displayed at stations, which can be scanned by mobile phones while passengers wait for their train.

The trust, which was founded in 1984, uses TV, radio and the internet to portray the past of rural communities in the south west and to give them a voice in the present day.

Windrose director Trevor Bailey said: "Long ago, the GWR saw the potential of film to promote its trains and the places it served. It has an extraordinary heritage, and the modern GWR is proud to link past glories with today's progress.

"We have a massive film archive of life in Somerset, Dorset and Wiltshire which has largely been digitised, and we have drawn on this to provide a companion for people on their train journeys – a window into the past of the places served by stations on seven GWR routes.

"By scanning a QR code, viewers can select the route and station of their choice and find themselves in the past life of that community. It may be a livestock market in the 1930s, daily street scenes in the 1910s, a long-closed railway line or seaside holidays in the 1950s.

"These moving images are the nearest thing to living history that exists."

The Great Western Approaches Revisited project was unveiled at Westbury station and has been made possible by a grant from GWR's Customer and Community Improvement Fund.

GWR business assurance and strategy director Joe Graham said: "We are delighted to support this exciting series of films, helping to inspire travel on routes we serve."

Pre-order Issue 323: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

August

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

8 The Golden Age of Travel by Steam
Circular tour from London Victoria.
Loco: 35028 *Clan Line*. BEL

8 Chester excursion
Southend Central, Chester and return. Steam-hauled London-Chester only.
Loco: 46100 *Royal Scot*. SD

8 'The Dalesman'
York, Carlisle and return. Steam-hauled from Hellifield.
Loco: TBA. WCR

10 'The North West Wanderer'
Regional tour departing Crewe and Preston.
Locos: 50050 *Fearless*, 45118 *The Royal Artilleryman*, 40013 *Andania*, 37409 *Imperial* + 2x Class 20s TBA. IC

10 Settle & Carlisle Steam Special
Leeds, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: TBA. NB

10 'The West Somerset Steam Express'
Paddington, Minehead and return.
Loco: 45596 *Bahamas*. RTC

10 'English Riviera Express'
High Wycombe, Kingswear and return. Steam-hauled between Taunton (outward) and Bristol (return).
Loco: TBA. ST

10 'The End of the Line'
Rare tracks excursion departing East Midlands Parkway.
Loco: 2x Class 66 TBA. UKRT

14 'The Dorset Coast Explorer'
Tame Bridge Parkway, Weymouth and return.
Loco: D1015 *Western Champion*. PT

15 'The Cooling Tower Choppers'
Rare tracks tour from Derby to York only.
Locos: Class 69 TBC, 2x Class 20s TBC. BLS

15 'The Dorset Coast Express'
London Victoria, Weymouth and return.
Loco: 45596 *Bahamas*. RTC

15 'The Scarborough Spa Express'
Carnforth, Scarborough and return. Steam-hauled throughout.
Loco: TBA. WCR

17 Settle & Carlisle Steam Special
Lincoln, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: TBA. NB

17 'English Riviera Express'
Poole, Kingswear and return. Steam-hauled throughout.
Loco: TBA. ST

17 The Lost Village of Imber
Tonbirdge, Warminter and return.
DEMU: 1001. UKRT

18 'The Merry Go Round'
Rare tracks tour from York to Derby only.
Locos: 2x Class 20s TBC, class 69 TBC. BLS

18 'The Waverley'
York, Carlisle and return. Steam hauled throughout.
Loco: TBA. RTC

18 'The Royal Duchy'
Bristol Temple Meads, Par and return. Steam hauled throughout.
Loco: TBA. RTC

20 Paignton & Dartmouth Excursion
Birmingham International, Paignton and return. Steam hauled throughout.
Loco: TBA. NB

22 Bath Excursion
Paddington, Bath and return.
Loco: 46100 *Royal Scot*. SD

24 'The Grampian Highlander' Day 1
Taunton, Aberdeen.
Locos: 50007 *Hercules*, 50049 *Defiance*. PT

24 'The Cumbrian Mountain Express'
Crewe, Carlisle and return. Steam-hauled throughout.
Loco: TBA. RTC

24 'The Cotswold Venturer'
London Victoria, Worcester Shrub Hill and return.
Loco: 35028 *Clan Line*. RTC

24 'English Riviera Express'
Slough, Kingswear and return. Steam-hauled throughout.
Loco: TBA. ST

25 'The Grampian Highlander' Day 2
Aberdeen, Inverness and return.
Locos: 50007 *Hercules*, 50049 *Defiance*. PT

26 'The Grampian Highlander' Day 3
Aberdeen, Taunton.
Locos: 50007 *Hercules*, 50049 *Defiance*. PT

28 'Settle & Carlisle Fellsman'
Blackpool North, Carlisle and return. Steam-hauled throughout.
Loco: TBA. ST

29 'The Scarborough Spa Express'
Carnforth, Scarborough and return. Steam-hauled throughout.
Loco: TBA. WCR

31 Settle & Carlisle Steam Special
Hull, Carlisle and return. Steam-hauled between Carnforth (outward) and Preston (return).
Loco: TBA. NB

31 'The Lakelander'
Hereford, Carlisle and return. Steam-hauled between Preston and Carlisle.
Loco: TBA. ST



With rain falling and Wild Boar Fell covered in mist, Ian Riley's 'Black Five' No. 44871 makes a fine sight and sound as it speeds the return 'Cumbrian Mountain Express' towards Ais Gill summit on July 13, sporting a headboard in memory of West Coast Railways and East Lancashire Railway volunteer Craig Potter, who died earlier in the year. SHEP WOOLLEY

September

1 'The Royal Duchy'
Bristol Temple Meads, Par and return. Steam-hauled throughout.
Loco: TBA. RTC

3 'The Pendle Dalesman'
Lancaster, Carlisle and return. Steam-hauled throughout.
Loco: TBA. WCR

4 'The Kentish Belle'
London Victoria, Faversham and return.
Loco: 45596 *Bahamas*. RTC

4 'Welsh Marches Express'
Bournemouth, Shrewsbury and return. Steam-hauled between Bristol Temple Meads and Shrewsbury.
Loco: TBA. ST

Regular Tours

Daily 'The Jacobite'
Fort William, Mallaig and return. Steam-hauled throughout.
Locomotive: 44871, 45212 or 45407 *The Lancashire Fusilier*. WCR

Tuesdays (AM) until August 20
'The Garden of England'
Circular tour of Kent departing London Victoria.
Loco: 70000 *Britannia*. SD

Tuesdays (PM) until August 20
'The Sunset Steam Express'
Circular tour of Surrey Hills departing London Victoria.
Loco: 70000 *Britannia*. SD

Sundays until September 1
'Shakespeare Express'
Birmingham Moor Street, Stratford-upon-Avon and return.
Loco: 4079 *Clun Castle* or 5043 *Earl of Mount Edgcumbe*. VT

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
BLS	Branch Line Society branchline.uk
HD	Hastings Diesels hastingsdiesels.co.uk
IC	Intercity 0800 038 5364
MP	Midland Pullman midlandpullman.com
NB	Northern Belle northernbelle.co.uk
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SRPS	Scottish Railway Preservation Society 0131 202 1033
SR	Statesman Rail 0345 310 2458
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 0333 996 6720

FATHEW FALCONS FLY: TALYLLYN'S GALA GAINS A GUEST

With an unusual track gauge limiting options for any gala events, this year's annual Anything Goes at the Talyllyn Railway had something rare – a visiting locomotive! **Owen Hayward**, one of the event's organisers, reports.

Anything Goes has become a fixture of the events calendar for the Talyllyn Railway. Starting off in 2018 when there was rare but brief window that saw all six of the line's steam locomotives in operation at the same time, it is gradually developing into an event that allows its volunteers to play with all available traction and run some service patterns you might not normally be able work into other special events. The service pattern offered is, in a way, vital to success. One of the limiting factors of the railway is its 2ft 3in gauge, meaning that unlike the big events of lines like the Great Central and Severn Valley railways, options for guest locomotives are limited – almost nil.

There is, however, one line just a few miles away. It was never clear why the Corris Railway opted for such an unusual gauge, but the fact that it did, combined with the revivalists' choice to maintain that gauge during the rebuilding of it, has meant that there are a limited number of options for exchanges between the two railways.

The Talyllyn's resident 0-4-2STs Hughes Falcon No. 3 *Sir Haydn* and Kerr Stuart Tattoo No. 4 *Edward Thomas* were also once residents of the Corris, being acquired by the TR (sans names) in 1951 following that line's earlier closure in 1948. The former has been resident at the TR's Pendre sheds for an almost equal amount of time as it did the CR's Maespoeth shed, while the majority of life for the latter has been based on its 'new' home, but the connections to their original base have never been forgotten and both locomotives have returned there on occasions. For this year's gala, there was a definite Corris flavour.

The Falcons Fly

As reported last issue, No. 3 returned to Maespoeth for the month of June, where it ran alongside that line's newly constructed classmate No. 10 – an historic first for many reasons. In reciprocal, No. 10 then followed its predecessor home to Tywyn at the start of July for a month-long visit there, which commenced with a starring role at the July 6/7 Anything Goes gala. The event provided an opportunity for the newly-built Falcon to be put through its paces; at present, the CR line runs for 1½ miles, while the TR is 7¼ miles, meaning that the two round trips each day between Tywyn Wharf and Nant Gwernol saw No. 10 do nearly twice as much work as a five-trip day at home. While the visit of the CR's first new-build – Tattoo No. 7 – in 2011 revealed areas that needed improvements to make the locomotive perform better, by contrast the Falcon performed as expected, double-heading with No. 3 throughout Saturday, thus providing visitors with an opportunity to compare the differences between the two locomotives.

Sunday saw No. 10 take an engineering train solo along the line, before an afternoon double-header with Pendre Works 0-4-2T No. 7 *Tom Rolt*. Interestingly, No. 7 could be described as the 'pioneer' of new-build narrow gauge steam. When the TR was experiencing a boom in passenger traffic during the 1960s, it recognised the need for more motive

Spot the difference: New-build Falcon No. 10 leads its Corris predecessor No. 3 *Sir Haydn* out of Dolgoch on July 6. Over the years since arriving on the Talyllyn, No. 3 has received modifications, while No. 10 is more faithful to the original Hughes design. OWEN HAYWARD



Falcon No. 10 passes Ty Dwy during the July 8 photo charter. OWEN HAYWARD



Baguley pair Nos. 12 *St Cadfan* and 11 *Trecwn* arrive at Dolgoch with one of the event's diesel-hauled workings. ADAM WOODFORD



The traditional Saturday evening cavalcade parades through Wharf cutting with No. 7 *Tom Rolt* taking the lead. Past runs have seen locomotives arranged in numerical order and so to allow No. 7 a chance in the spotlight, the line-up was reversed, with the exception of Falcon No. 10 that was positioned immediately behind to be next to its classmate No. 3. OWEN HAYWARD

power. As already outlined, the rare gauge made acquiring a locomotive second-hand a challenge. Instead, an ex-Bord na Mona (Irish turf board) 0-4-0WT was acquired and which donated many of its parts in a vein similar to projects like the new-build GWR Saint and Grange 4-6-0s. No. 7 was finally outshopped in 1991.

The Corris theme was boosted further by the inclusion of Saloon No. 17 on one of the carriage rakes. Following the withdrawal of passenger services on the CR in 1930, this carriage ended up as a garden shed at a residence in Oswestry. It was acquired in 1958 by the TR and restored back into operational service. Additionally, ex-CR brake van No. 6 also made its debut at the gala following its rebuild at Stanegate Restorations. It arrived back in Tywyn during December 2023 and has since been undergoing final finishing-off, including refitting and recommissioning the brake system, though this has had to be fitted around other projects and running fleet repairs.

Planning for the gala began as far back as October 2023, with initial ideas for quirky train formations and services batted about between me and fellow organiser Phil Budd, who quickly highlighted that in 1974 the TR put out a 12-coach set to cater for those attending its AGM. This was worked by Nos. 1 *Talyllyn* and 2 *Dolgoch*, both products of Fletcher Jennings works; it has been rumoured that on the day in question, No. 1 was not performing well and that No. 2 was doing the majority of the work to keep the train moving.



***Dolgoch* and *Talyllyn* tackle top straight as they approach Abergynolwyn with the 1974 AGM recreation train.** OWEN HAYWARD

With a tradition developing of acknowledging parts of the railway's history, such as the 70th anniversary of both Brynglas loop entering use and the 'Coronation Special' at last year's gala, this seemed exactly the sort of ambitious thing that would appeal to visitors and be operationally interesting enough for volunteers to enjoy too.

Some alterations were required to meet current-day rules and regulations, and a reduction to 10 coaches was agreed to maintain coach sets and avoid excessive shunting during an already busy event. Although part of the train could not be occupied due to stopping beyond platforms, the seats that were available were almost all taken – a very welcome sight on a Sunday morning.

Upon arrival at Abergynolwyn, the extended set was then split, with No. 7 (which had banked the train up as insurance)

taking one half back to Tywyn Wharf while Nos. 1 and 2 continued to the terminus at Nant Gwernol.

Mixing it up

Thrown into the mix were some shorter shuttle trips, terminating at Brynglas (for the memorial garden) and Dolgoch for the waterfalls and nearby tearoom. An engineering freight set can often be found trundling up and down with an unusual load in the guise of a classic car; in the past, Land Rovers, Morris Minors and Minis have been spotted loaded on flat wagons. Sadly, the booked vehicle this year had to cancel last-minute, but a volunteer's 5in gauge model of No. 2 was brought in for one day, while another member's model of the same locomotive could be found offering rides along some temporary track in the yard at Tywyn Wharf station.

Throughout the same weekend, the volunteer-run Llechfan Garden Railway, situated in the grounds of the volunteer hostel, was open for viewing, with members of the 16mm Society attending with locomotives to run on the outdoor circuits. The first of the two summer beer festivals also took place, commencing on Friday, July 5 and spanning most of the weekend. In the past few years, this has been drunk dry by Saturday night, but was able to last until Sunday lunchtime this time round.

Another recurring feature of this event is its locomotive cavalcade at the end of the day's service. Following feedback from volunteers, this was scheduled to take place earlier than past events; ambition is great, but it can lead to downfall if you don't heed advice given by those around you. As organisers, we have come away this year with further notes that will undoubtedly help us to ensure that events in 2025 and beyond will be better for all those involved operationally and for our visitors.



An evening photographic charter on July 8 saw visiting No. 10 paired with a short Corris set for runpasts, its vibrant red livery making it stand out amid the greenery at Bryner West. OWEN HAYWARD



More than 70 years after it ran the first train on a volunteer-run railway, No. 2 *Dolgoch* approaches Abergynolwyn. OWEN HAYWARD

Well-received

This year's gala saw a slight increase in revenue on the past two years, with passenger numbers also on the rise and favourable comments from those who attended.

"We carried 291 passengers on the Saturday and 210 on the Sunday, which is a slight increase on last year's event that had 277 and 158 respectively," said Lorraine Simkiss, general manager (commercial). "Secondary spending across the weekend also increased, with the cafe seeing a rise of just over £700 and the beer festival £177.

"Really pleasing though was spending in the shop at Tywyn Wharf, where we took an astounding £2800 more! This was helped in part by having some of the merchandise for the Awdry themed weekend on sale that featured the visiting Falcon in its artwork.

"It's proving to be a really successful event year on year."

Event co-organiser Phil Budd added: "The Anything Goes weekend is now drawing a regular following of visitors who attend every year, which is encouraging to see.

"On a railway like the TR, it can sometimes be a challenge to come up with new things to do for galas each year, but we think that we achieved it.

"My personal highlights were the cavalcades on Saturday evening and Sunday afternoon, which is always a good way to draw together the local community. The 10-coach AGM special was also very enjoyable, drawing plenty of visitors early on Sunday morning for this unusual train."

Following the gala, on Monday, July 8 an evening photographic charter took place offering photographers an opportunity to photograph the Falcons on dedicated short trains along the line, with No. 3 pulling two of the railway's original Brown Marshall four-wheel carriages and brake van, while No. 10 was paired with saloon No. 17 and two steel-sided opens, one of which was also ex-Corris.

Runpasts took place in some locations not normally accessible to the public, including the watering point at Ty Dwr, which has become a popular and regular choice for these types of events.

The evening was an experiment to gauge interest in similar types of photographic evenings, recognising a need to offer lower cost and more relaxed alternatives to those run by external charter organisations.

Some of the upcoming events on the railway include the August 2/3 Late Night Steam, which will see trains running throughout the evening and into the early hours of Sunday morning, and the September 18/19 Heritage Weekend, at which No. 1 Talyllyn will celebrate its 160th birthday. HR

On July 7, a recreation of the 1974 AGM special took place with No. 2 *Dolgoch* and No. 1 *Talyllyn* attached to the front, while No. 7 *Tom Rolt* banked from the rear. Perhaps the longest train run since then, the 10-coach consist is seen approaching Brynglas. ADAM ASHFORD



Little and large at Wharf: No. 1 *Talyllyn* awaits departure in the background while a 5in gauge version of No. 2 *Dolgoch* offers rides along a temporary set-up on July 6, separated by a 4in-scale Burrell traction engine. OWEN HAYWARD



The oldest and youngest on shed, with No. 10 drawing No. 1 *Talyllyn* (built 1864) in Pendre sheds at the end of the weekend. PAUL LAWRENCE



New-builds then and now: No. 10 (completed 2023) leads No. 7 *Tom Rolt* (of 1991) across Dolgoch Viaduct on July 7. NATHAN SPENCE

Pre-Grouping, 'Big Four' and BR under starter's orders

EARLY declared runners in Great Central's quarterly flagship auction on September 7 include a GWR pre-Grouping 'combine,' and nameplates from a GWR-designed, BR-built Hall, a SR King Arthur, and a Standard Britannia Pacific. There is also an LNER A3 class smokebox numberplate and worksplates from three LNER named locomotives.

The combined name and numberplate is from No. 4129 *Kekewich*, an Atbara class 4-4-0 that was outshopped by Swindon (works No. 1836) as No. 3383 in July 1900, renumbered in 1912, and was withdrawn from Shrewsbury in November 1928.



It was named after General Robert Kekewich (1854-1914), who led British forces in the defence of Kimberley during the Boer War in February 1900, thus making it a highly topical and current name at that time for a locomotive. Indeed, several classmates also took their names from Boer War subjects. Also from the ranks of the GWR, albeit courtesy of BR, comes *Lady Margaret Hall* from No. 7911, which was built at Swindon in February 1950, the last year of the class's construction 26 years after it had started, and ended its days at Oxford (81F) in December 1963.

King Arthur *Sir Tristram* is the SR offering, from No. 30448. This



4-6-0, named after the nephew of King Mark of Cornwall in Arthurian legend, was built at Eastleigh in May 1925 and condemned in August 1960 when allocated to Salisbury (72B). The smokebox numberplate will also be going under the hammer, separately from its nameplate.

The Britannia nameplate is *Hotspur*, after another Knight, albeit a genuine one – Sir Henry Percy (1364-1403), who was given the nickname by the Scots due to his fighting prowess. The Crewe-built Pacific entered traffic numbered 70011 in May 1951 and was withdrawn from Carlisle Kingmoor (12A) in December 1967.

The A3 smokebox numberplate is from No. 60073, which was based in the north-east for all of its working life and was named *St. Gatien* after a racehorse regarded as one of the greatest in the 19th century, an accolade due to him winning 16 of his 19 races.

One of those victories was in the 1884 Derby, in which he dead-heated with Harvester, whose name was given to A3 classmate No. 60074.

Also from the LNER are worksplates from B17 class No. 61604 *Elveden* and D49 class No. 62709 *Berwickshire*, and a Darlington 1949 plate from Peppercorn A1 Pacific No. 60142 *Edward Fletcher*. Further details of other items the auction, which will be live online and starts at 10am, will be in next month's column.

German line-up dominates SAS large-scale models sale

HISTORICAL German live steam model train constructors Carette, Schőenner and Bing were in the spotlight in a sale of O-gauge and larger models held by Special Auction Services of Newbury on June 25/26, with first place going to Great Northern Railway 4-2-2 'single' No. 776 built circa 1902 by Carette in gauge three (2½in gauge) that sold for £6500.

Following at £4400 was gauge four South Eastern & Chatham Railway Class D 4-4-0 No. 734, constructed by Schőenner, a relatively obscure toy company that built model trains from 1887 until about 1910, and another gauge three model, of Midland Railway Class 4P 4-4-0 No. 2631, built by Bing for Bassett-Lowke, that fetched £2700.

Between the line-up of German models was a 1922-built gauge three Great Northern Railway C1 class 4-4-2 No. 1442, whose realisation of £3400 was nearly seven times its middle estimate.

The highest-priced model of a BR-built steam locomotive was a 3½in gauge No. 70013 *Oliver Cromwell* that went for £2400. The Pacific on which the model was based entered preservation as part of the National Collection after operating the Manchester-Carlisle leg of the end-of-steam 'Fifteen Guinea special' on August 11, 1968. Prices exclude buyer's premium of 20% (+ VAT).



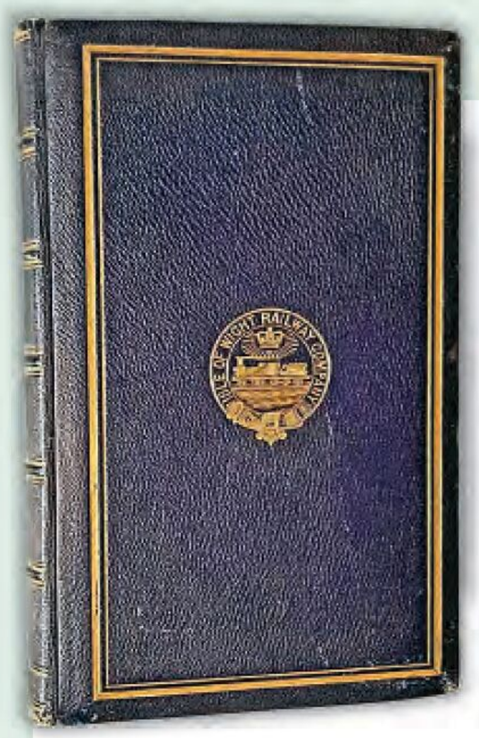
Home, overseas, Woodhead route and Isle of Wight under JaCA spotlight

HOME and overseas steam, heritage modern traction and a Woodhead route signalbox train register will be among the highlights of a 600-lot JustaClickAgo auction of railway photographs, negatives and slides on August 19-25.

UK steam will include BR in the 1960s, railtours in the north-west during the 1980s and 1990s, cine film from the 1960s, 1970s and 1980s, and a collection of large-format transparencies rescued from a house clearance that was destined for the skip. Overseas steam from the 1960s onwards includes Europe, India, Pakistan, China, North Korea and South Africa, while heritage modern traction includes colour slides of D832 *Onslaught* at Waterloo in September 1967 and LMS diesel No. 10001 at Willesden on the same day.

The Woodhead route train register is from Dunford West signalbox that opened in June 1954 and was closed in July 1981 and comprises workings and entries from August 30 to November 14, 1970. Paperwork will also feature in the auction, and among this selection are pre and post-Grouping luggage labels, and copies of Isle of Wight Railway board meetings and correspondence from the 1880s. To round off the paperwork, there are nine enthusiasts' trainspotting notebooks logging trips and shed visits around the country from 1955 to 1961. These include locomotive numbers, names, shed allocations and other information, and there are also some bus numbers, reflecting the passion held by many youngsters in that era for both rail and road transport.

Pre-order Issue 323: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.







Collectors aren't publicity-shy as lifetime collection sells at TAL auction

PUBLICITY material issued by a number of Victorian era pre-Grouping railway companies and subsequently the 'Big Four' was the major theme of a Transport Auctions of London sale held on June 29.

Representing an enthusiast's lifetime collection of brochures, pamphlets, leaflets and other literature covering holidays, excursions, ferry services and much else, the material was sold in a number of lots, with the highest realisations being £4200 – more than 15 times middle estimate – for 250 Southern Railway items and £1000 for 120 items issued by Cambrian Railways and the GWR.

Other railway companies whose material went under the hammer from the collection at prices up to £800 included the LNWR, Caledonian, Glasgow & South Western, Highland, North of Scotland, North British, Great Northern, North Eastern, LMS and LNER.

The GWR also featured with 21 docks and ports publications dated up to 1939 that sold for £900, a selection of 60 items of silver-plate and pewter tableware that went for the same price, and 350 tickets issued from the 1930s sold for £650.

Queen Victoria's love of the Isle of Wight and Osborne House in East Cowes is well-documented, and a reminder of her passion for the island that went under the hammer at the auction was an Isle of Wight Railway leather-bound illustrated hardback book commemorating the monarch's first journey on the line on February 11, 1888, which sold for £700.

Two London Underground maps which, although issued within three years of each other are hugely different, were a pre-Harry Beck 1930 poster version showing the network on a geographical basis superimposed on a street plan that sold for £2200, and a 1933 Beck first edition pocket map of his diagrammatic breakthrough that in comparison with its predecessor was, and remains today, stunningly simple and easy to follow (£2000).

Also from London Underground, platform roundels from Mile End, Bond Street and Oxford Circus sold respectively for £700, £650 and £600, while a platform bullseye sign from the former LNER and now Central Line station of Woodford also went for £600. Prices exclude buyer's premium of 15% (+ VAT).

Assessing the day's events, TAL's Michael Wickham said: "The stand-out element was the huge lifetime collection of railway publicity material, for which we expected strong interest, but the result of the Southern Railway lot really took our breath away. Also, with London Underground having been below its peak in the last year or so, we were pleased with the pre-Beck and first edition Beck maps, both of which were back to historical highs."

'Bloxham' success for NER and Leeds lamp

A 13in-tall North Eastern Railway handbell was the top seller in a Great Central 'Bloxham-style' auction of more than 1000 lots on June 13/14 with a realisation of £920, closely followed at £880 by a BR locomotive experimental headlamp that carried a brass plate instruction that it was to be returned to the Leeds depot of Neville Hill.

A selection of five GWR and BR-bound service timetables for Bristol and Westbury divisions, dated 1917



and 1918, and general instructions (goods) from the late 1940s/1950s sold for £780, and a GWR 'Catchpoints 445 yards' cast iron sign with pointing hand sold for £520. Prices exclude buyer's premium of 15% (+ VAT).

It was the second major Great Central auction in two weeks following the company's early summer flagship sale on June 1, and as he took a breather after this sale of general railwayana, auctioneer Mike Soden said: "It was excellent, with some high prices, especially signalling instruments. These 'no-frills' type of auctions just keep going, and there are no signs of them tailing off."

Signalbox nameboard gallops to the front at Thirsk

IN what proved to be a one-horse race at Thirsk Railwayana on June 15, a wooden nameboard from Gilling signalbox sold for £2550. The station at which the 1906-built 'box was located was on the Thirsk-Malton line, opened in June 1853, and was closed to passengers in February 1953 and to freight in August 1964. Staying in North Yorkshire, a North Eastern Railway pattern platform lantern from Nunnington, a station on the former Gilling-Pickering line that opened in October 1871 and also closed to passengers in February 1953 and to freight 11 years later, sold for £480, and still in the locality, another platform lantern, from Weaverthorpe, went for £340. This station was on the Malton-Scarborough route, and closed nearly a century ago, in September 1930.

Prices exclude buyer's premium of 12% (+ VAT).

Railwayana Auction Calendar

- **August 19-25** JustaClickAgo *(photographs, negatives and slides)*
- **August 22** Vectis *(model trains)*
- **August 23** Lacy Scott & Knight *(railwayana and model trains)*
- **August 29** Special Auction Services *('Glorious Trains' Part 2)*
- **September 7** Great Central Railwayana

Tight at the top with threefold tie

THREE models in a variety of gauges were the joint winners at £800 each in the model trains section of a toys, railwayana and collectors' auction held by Lacy Scott & Knight of Bury St Edmunds on June 21.

The oldest of the two locomotives in the trio was an early 20th-century gauge two spirit-fired live steam model of a 4-4-0 in North Eastern Railway livery carrying the No. 1819, which was sold with a matching NER coach numbered 1325, while the second was a 1935-41 Hornby O-gauge electric SR L1 class 4-4-0 No. 1759.

Completing the leading threefold line-up was a Marklin gauge one tinplate ticket dispenser bearing the names of eight London termini, comprising King's Cross, Liverpool Street, Euston, St Pancras, Paddington, Waterloo, Charing Cross and Holborn Viaduct. Prices exclude buyer's premium of 22½% (+ VAT).

Narrow gauge is a grande success

AMERICAN narrow gauge topped the charts in a Vectis model trains sale on June 27, when Denver & Rio Grande Western K-36 class No. 486 constructed in G scale by the model company Berlyn Locomotive Works sold for £1700. The full-sized Baldwin-built 2-8-2 on which the model was based entered service on the 3ft gauge DRGW in 1925 and was saved for preservation on withdrawal in 1962.

A complete set of the six A4 class Pacifics produced for the National Railway Museum by Hornby in OO-gauge to commemorate the Great Gathering reunion of the locomotives in July 2013 was the runner-up at £950. The set comprised Nos. 4468 *Mallard*, 4489 *Dominion of Canada*, 60009 *Union of South Africa*, 4464 *Bittern*, 60008 *Dwight D. Eisenhower*, and 60007 *Sir Nigel Gresley*.

In third place was a group of 12 GWR OO-gauge models. Prices exclude buyer's premium of 22½% (+ VAT).

DIESELS MAKE ANOTHER COTSWOLD GALA WINNER

Marketed as the Gloucestershire Warwickshire Steam Railway, the Cotswold line showed that it can also manage a mean diesel gala too – as **Robin Jones** reports.

THE Gloucestershire Warwickshire Railway followed up its hugely successful Cotswold Festival of Steam in May with a notable notable Summer Diesel Gala on July 12-14.

About 1400 tickets were sold, a marginal increase on the same event the previous year. Nine locomotives, plus line's resident Class 117 DMU, were in operation, offering a wide variety of options including double-heading and top-and-tailing.

A particular star was Class 26 No. 5310, visiting from the Llangollen Railway. Another key attraction was the nose-to-nose combination of Class 20s Nos. 20137 and 20228, the latter only havig recently returned to operation – and this was its debut event. Four coaching sets, plus the DMU, were in use. The remainder of the line-up comprised Class 24 No. 5081, Class 37s No. 37215 and D6948, Class 45 No. 45149 and Class 47s Nos. 47105 and 47376.

In addition, the Toddington Narrow Gauge Railway ran a diesel-operated service over its half-mile line from Toddington.

A host of traders and exhibitors were housed inside the diesel depot. On-display Class 122 'bubble car' W55003, which is subject to a long and comprehensive restoration, was looking extremely smart externally while work continues inside. Newly-painted Class 04 D2280 was also on show.

Railway spokesman Ian Crowder said: "The wide range of traction, coupled with an imaginative variety of services, clearly hit the spot with many smiling faces.

Nostalgic sights and sounds

"The railway's diesel events have developed into extremely slick operations with wide appeal. It not only hosts one of the finest heritage diesel fleets but, with the addition of a visiting locomotive, it's an opportunity to showcase the post-steam years that many remember with nostalgia. It's hard to beat the sights and sounds of so many 60-year-old or older ex-BR icons." He said that many diesels have been in preservation longer than they were in main-line service. "For example, No. 47105 has just passed the milestone of 30 years in preservation – longer than it worked for BR, yet it looks and sounds better than new."

The event was also one of the last chances to ride behind No. 5081 before it is withdrawn for engine repairs. Its last day of operation was July 21.

On July 12, there was a chance to get a first glance at the railway's fleet, including the visiting Class 26, with a photographic shoot at Toddington with the locomotives lined up. The event was limited to 30 participants.

Ian said: "This went down extremely well, and it was a very impressive representation of a diesel depot in the 1970s, especially as some of the locos were idling.

"Participants clearly very much enjoyed this unusual line-up of yellow panels, especially as darkness fell – extra lighting made it quite a spectacle!"

At Winchcombe, model railways operated in both the Tim Mitchell building and in the model railway coach in the bay of Platform 2, while the carriage and wagon works was open for visitors to explore how the line's fleet of Mk. 1 coaches, as well as a growing range of goods wagons, are restored and maintained. HR



Diesels lined up for the photographic evening at Toddington on July 12. JACK BOSKETT

Class 37 D6948 stands at Winchcombe station on July 13. ANDY JEANES/G/WR



Simplex 101HP No. 101T023 of 1985 *Bryneglwys* in operation at Toddington on the 2ft gauge North Gloucestershire Railway on July 13. JOSH BRINSFORD



At Broadway on July 13, a presentation was made to volunteer Steve Madge (left), the owner of Class 20 No. 20228, in honour of his long-term service to the Gloucestershire Warwickshire Railway. ANDY JEANES/G/WR



Class 26 duo of Nos. 5310 and 5081, with Class 20 Nos. 20228 and 20137 on the rear, work the 7pm beerex service from Toddington to Cheltenham Racecourse on July 13. JOSH BRINSFORD



Class 47 Nos. 47376 *Freightliner 1995* and 47105 are seen at Winchcombe on July 13. JOSH BRINSFORD

150 YEARS OF MINEHEAD MAGNIFICENCE!

Britain's longest standard gauge heritage railway held a week of celebrations to mark 150 years since its westernmost section opened, reports **Robin Jones.**



Furness Railway No. 20 departs Watchet on July 16. MIKE LANNING/WSR

The West Somerset Railway's 150 Event on July 16-21 gave a massive kick-start to the summer holiday season, with about 4500 passengers travelling over the six days.

The festivities celebrating 150 years since the opening of the line from Watchet to Minehead in 1874 featured three locomotives arriving for July to make their first-ever visits to the railway, not least 1863-built Furness Railway A5 class 0-4-0 No. 20 – which is 11 years older than this section of the WSR, and which is now based at the Ribble Steam Railway.

It was joined by Foxfield Railway-based Hawthorn Leslie 0-4-0ST No. 3581 of 1924 *Marston, Thompson & Evershed No. 3*, and on several days the pair worked in top-and-tail mode from Minehead to Williton and back, as well as short shuttle trips from Minehead across Seaward Way level crossing.

Visiting for the whole of July was new-build GWR 4-6-0 No. 6880 *Betton Grange*, the recently completed 81st member of the class which turned in a stunning debut during the Gloucestershire Warwickshire Railway's May 25-27 Cotswold Festival of Steam, as reported in issue 320.

However, after hauling some WSR services in its first few days of the line, a gasket behind the superheater header failed and remedial work in Minehead shed sidelined it. No. 6880 was unable to participate in the 150 Event, and once the necessary work had been completed, it suffered a minor leak in a steam pipe.

As we closed for press, it was due to undergo a test run on a train, having been scheduled for the July 27/28 Grange, Manor and Hall weekend, planned to feature four different GWR 4-6-0s in action including GWR 4-6-0 No. 7812 *Erlestoke Manor* on a season's loan from the Severn Valley Railway and WR No. 7828 *Odney Manor*, plus the final appearance of WR No. 6990 *Witherslack Hall* before returning to the Great Central Railway, which loaned it for this year's Spring Steam Spectacular.

The weekend event was also due to include the last runs of *Betton Grange* on the WSR before it left for a summer on the North Norfolk Railway. No 6880 is also booked to haul Christmas services on the Battlefield Line.

The 150 Event also saw a host of other attractions on selected days. Somerset Carriage Hire provided popular horse and carriage rides along the seafront at Minehead, there was a VIP train and a market at Minehead, while Quantock Brewery created a golden ale exclusively for the occasion, limited to 2000 cans.

There were several performances from Burtle Silver Band at Watched and Minehead, echoing the Minehead Railway opening day celebrations of 1874. On the last day, there were Punch and Judy shows at Minehead and a steam bus on display outside the station, with singing by Rayzone Shanty Singers in the morning.

Proud history of a remarkable survivor

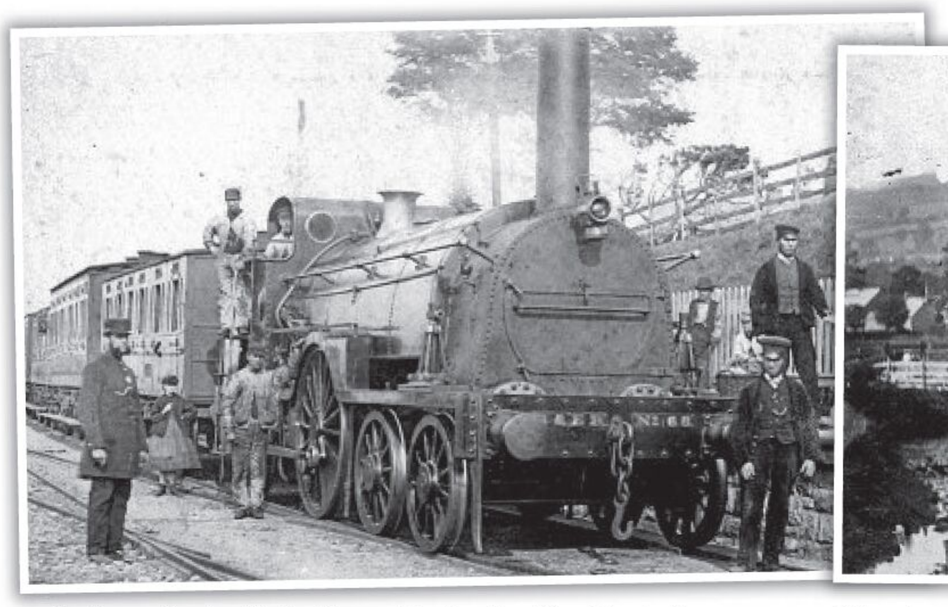
The first railway to serve the southern coast of the Bristol Channel was the West Somerset Mineral Railway, built between 1856 and 1864 to carry iron ore from the Brendon Hills to Watchet Harbour for onward shipping to South Wales and smelting at Ebbw Vale.

The separate West Somerset Railway Company was also formed in the 1850s with the aim of building a line from Watchet to Taunton to connect with Isambard Kingdom Brunel's 7ft 01/4in broad gauge Bristol & Exeter Railway, which was completed in 1845. The West Somerset Railway's engineer, George Furness, of London, started construction on April 7, 1859, at Crowcombe and construction lasted for nearly three years

Because of the success of the original West Somerset Railway, which opened on March 31, 1862, Minehead folk also wanted a slice of the action. The Luttrell family, of Dunster, had visions of the Minehead area rivalling popular tourist destinations such as Weston-super-Mare and Burnham-on-Sea, as Minehead was becoming very popular for holidaymakers and the Blue Anchor was ideal for day-trippers. The Minehead Railway Company therefore formed to extend the line to the town.

Ready to roll: Furness No. 20, the oldest operational locomotive in the UK, alongside Platform 2 at Minehead on July 17. LAURA STANDERWICK/WSR

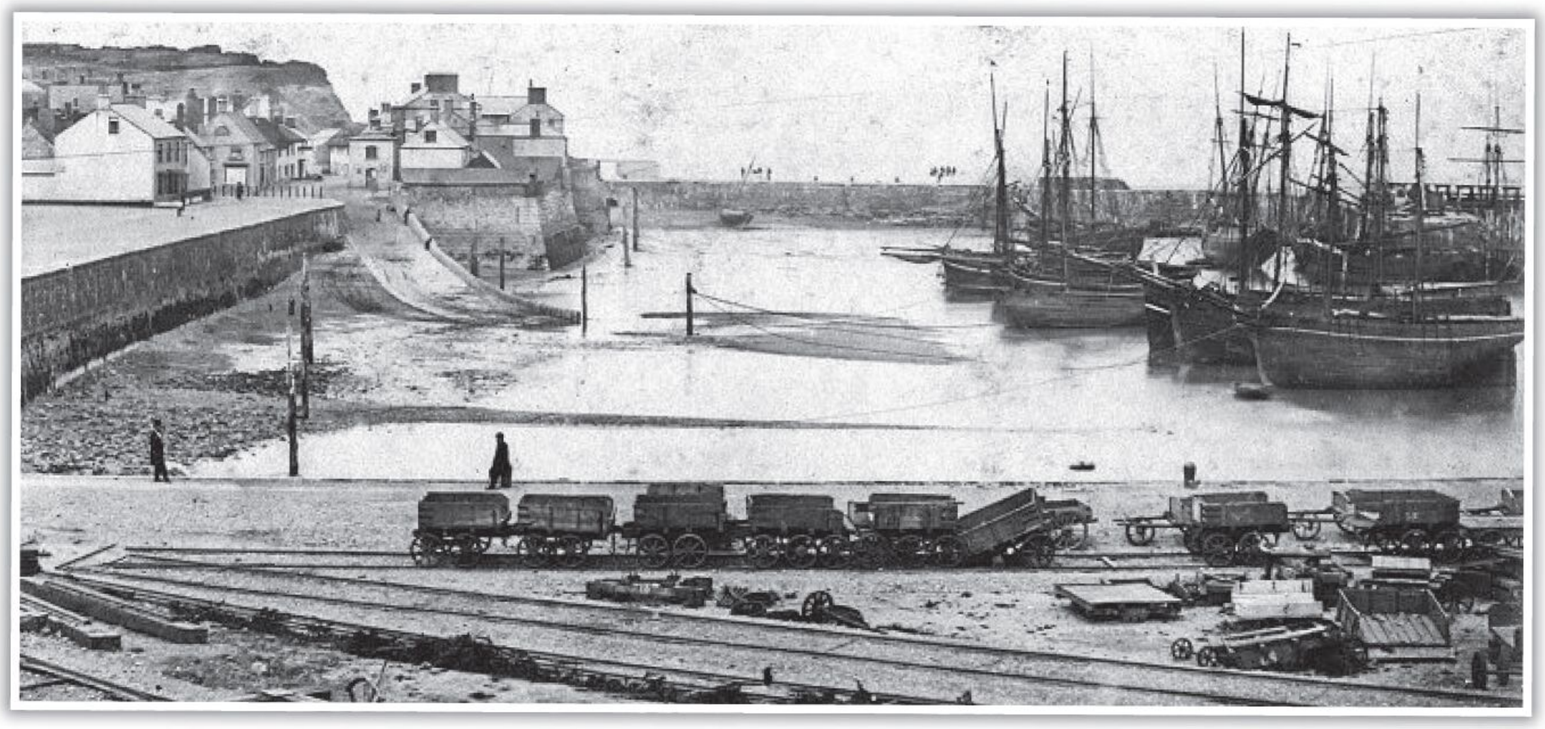




A view of what is believed to be the first train from Watchet to Minehead on July 16, 1874.
WEST SOMERSET RAILWAY HERITAGE TRUST



Minehead station and its broad-gauged tracks in 1874. This image is included heritage railway's 150 Souvenir Guide, written by Ian Coleby, and which is available for £4 at https://tinyurl.com/WSR150YEARS



Watchet in the 19th century, when the West Somerset Mineral Railway carried iron ore from the Brendon Hills to the town's harbour to be shipped to South Wales for smelting at Ebbw Vale.
WEST SOMERSET RAILWAY HERITAGE TRUST

Following the passing of the Minehead Railway Act of June 29, 1871, construction began the following year. The railway opened on July 16, 1874, with locals decorating the town to celebrate.

The first Up train left Minehead at 6am and on its return at 9am it brought about 200 passengers. The next train arrived at 1pm and carried about 800 more, including the company directors. The train was met by 180 Minehead schoolchildren who then marched through the streets. Each train was greeted with salutes from cannons, and a grand luncheon was held in a marquee near the station for about 150 dignitaries. Sports were played and poems recited, and prizes were given out to the successful competitors.

The Minehead Railway was the penultimate broad gauge line built, the last being the St Ives branch which opened in 1877. The next day saw 160 navvies march with Minehead Brass Band along the parade to a dinner with plenty of beer in the same marquee, joined by their wives.

As with the West Somerset Railway before it, the new Minehead Railway too was leased to the Bristol & Exeter, which then operated the two railways as a single branch from Taunton, installing a passing loop and second platform at Williton.

The Bristol & Exeter was amalgamated into the GWR on New Year's Day, 1876, and the broad gauge was converted to standard gauge in October 1882. Trains ran as usual on Saturday, October 28, but the track was lifted the following day, and it reopened for traffic on Monday afternoon.

The Minehead Railway was amalgamated into the GWR in 1897 but the West Somerset Railway remained independent until the Grouping of 1921, when it was absorbed into the GWR, solidifying the Minehead branch as one entity.

Fast-forward beyond Nationalisation on January 1, 1948, to the Beeching era when, despite the opening of the Butlins holiday camp at Minehead in 1962, which brought some 30,000 people to the town, the breach was recommended for closure in the 1963 Reshaping of British Railways report. Goods traffic was withdrawn by July 16, 1964. Minehead signalbox closed on March 27, 1966, and dieselisation saw the original Minehead turntable removed in 1967.

With road traffic in its unstoppable ascendancy, the branch continued to lose money. Increasingly run-down, it eventually closed. The last train left Minehead on Saturday, January 2, 1971, replaced by an enhanced bus service two days later.

Rather than the tracks being immediately ripped up following closure, the fate of so many other West Country seaside branches, the line was kept in 'possible to return to operations' status, but lineside vegetation quicky took over.

However, on February 5, 1971, the newly-formed Minehead Railway Preservation Society organised a meeting in Taunton, following which a new West Somerset Railway Company was formed that May to acquire the line and operate a year-round commuter service from Minehead to Taunton alongside a limited summer steam service.

Somerset County Council bought the line itself in 1973 and leased back the operational land to the new West Somerset Railway Company plc. The proposed commuter service never materialised due to traffic restrictions between the newly- installed Taunton Cider



Visting new-build GWR 4-6-0 No. 6880 *Betton Grange* at the head of a service train at Minehead on July 6.
QUENTIN MCGUINNESS



An unexpected visitor to Minehead on July 20 was LMS 'Black Five' No. 44871, which was heading the Railway Touring Company's 'The West Somerset Express.' The trip was hauled by the main line-registered locomotive from Paddington to Bishops Lydeard, from where a member of the heritage line's fleet took over for the last leg to Minehead. However, as the stock for the train was provided by West Coast Railways, and all its stock is air-braked; the WSR could not provide an air-braked or duel-braked steam locomotive, so No. 44871 was sent right through to Minehead, where it is seen on the turntable. MIKE LANNING/WSR



GWR 4-6-0 No. 7812 *Erlestoke Manor* on loan from its Severn Valley Railway home for its second season approaches Blue Anchor on July 18.
LAURA STANDERWICK/WSR



WSR 2-6-0 No. 9351 – one of the line's significant heritage era achievements in having been rebuilt from 5101 class 2-6-T No 5193 into a 'what might have been' small-boilered version of the GWR 4300 class – and Hawthorn Leslie 0-4-0ST *Marston, Thompson & Evershed No. 3* alongside each other at Minehead on July 21.
JOSH BRINSFORD

Company sidings at Norton Fitzwarren and Taunton, but the branch reopened in stages as a heritage railway, beginning with the Minehead to Blue Anchor section on March 28, 1976.

Services were extended to Williton on August 28 that same year, to Stogumber on May 7, 1978, and finally Bishops Lydeard on June 9, 1979.

The new Doniford Halt (see Contents, page 4) opened east of Watchet on June 27, 1987, to serve a holiday camp at Helwell Bay.

Today's operator of the Minehead branch is justifiably proud in celebrating its 150-year history – nearly a third of which now comprises its life as a heritage railway; at 22¾-miles, it is the longest independent standard gauge one in the UK. It has rooted itself not only as a cornerstone of the West Somerset tourist economy, but also as a major plank of the heritage sector – and long may it continue to do so.

Thanks to the revivalists, Minehead station has seen trains running for all but five years of the last century and a half. HR

Etch your name on a *Western*!

The Diesel and Electric Preservation Group's Class 52 D1010 *Western Campaigner* took to the air at its Williton depot on July 8 when it was lifted from its bogies by two 130-ton cranes and slewed over to the ex-BR Swindon Works stands that were ready and waiting on the adjacent line.

Cranes from Baldwins Crane Hire removed the four panels from the roof sections from above the engine compartments, lifted out the 'B' engine and then the 'A' engine, and placed them on the engine stands, replaced the roof panels, and then lifted the locomotive body from the bogie and set THEM down on the stands.

The lifts followed months of preparatory work by the depot volunteers, and the bogies will now be thoroughly cleaned and inspected before the overhaul commences.

The DEPG is welcoming donations towards the restoration of the Western, along with Class 14 D9518 and towards the maintenance of the remainder of its fleet.

As part of the fundraising efforts, enthusiasts can have their name etched into the Western bodywork by 'Sponsoring a Patch': see **www.depg.org** for more details.



The lifted body of D1010 *Western Campaigner* at Williton. DEPG



Left to right at Minehead station on July 11: West Somerset Railway general manager Kerry Noble, WSR plc chairman Jonathan Jones-Pratt and Quantock Brewery brewhouse manager James Higgins opening the first cans of the limited-edition 'Down the Line' bespoke beverage.
QUANTOCK BREWERY



Hawthorn Leslie 0-4-0ST No. 3581 of 1924 *Marston, Thompson & Evershed No. 3* at Dunster station.
MIKE LANNING/WSR



Furness Railway 0-4-0 No. 20 at Minehead faces Hawthorn Leslie 0-4-0ST No. 3581 of 1924 *Marston, Thompson & Evershed No. 3* outside Minehead shed on July 17. LAURA STANDERWICK/WSR

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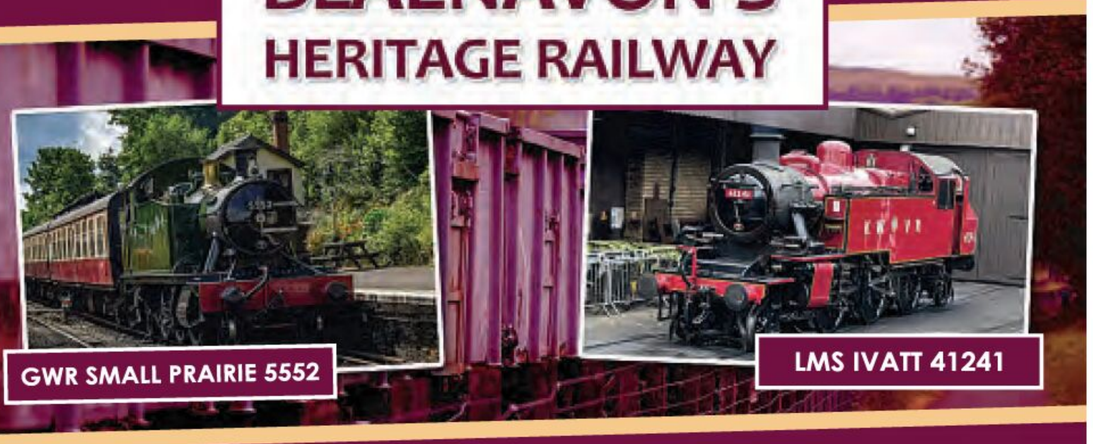


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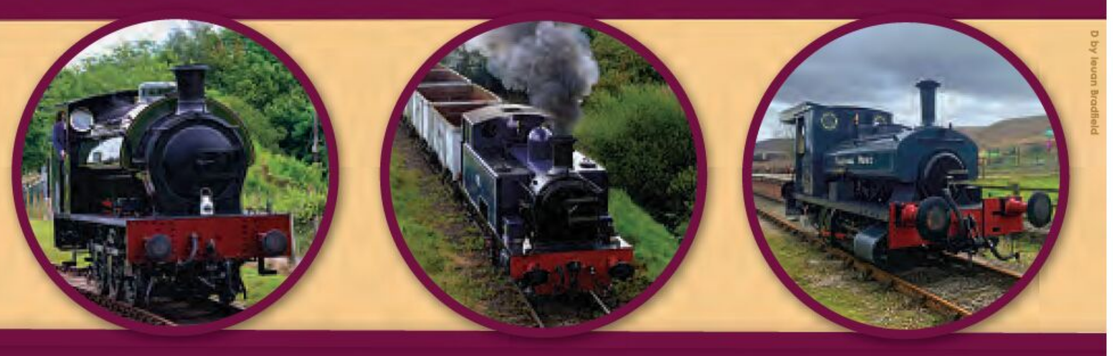
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HIGH DAY AT HARDINGHAM
CROWNS GALA SUCCESS!

The rare chance to alight at the privately-owned Hardington station, plus two visiting locomotives, laid the foundations for the Mid-Norfolk Railway's return to successful gala action after a long absence, writes **Robin Jones.**

BULLIED magic waved its wand again as the Mid-Norfolk Railway successfully ran its first steam gala for several years.

Fresh from its role at the Swanage Railway's landmark June 7-9 Strictly Bulleid II gala, which featured eight Bulleid Pacifics in action for the first time in the heritage era, as highlighted last issue, Battle of Britain 4-6-2 No. 34072 *257 Squadron* arrived a few days before Dereham's June 28-30 Summer Steam Gala from its current Spa Valley Railway home on loan from owner Southern Locomotives Limited

It was joined by Didcot Railway Centre-based GWR large prairie No. 4144, on loan from the Great Western Society. During the intensive timetable, with trains running almost hourly, the pair were rostered alongside resident BR Standard 4MT 2-6-4T No. 80078.

For the first time in the history of the MNR, the gala was run with two trains with matching BR maroon-livered Mk1 and Mk2 vacuum-braked carriages that have been repainted in the last few years by the in-house team led by traction and rolling stock restoration manager Tony Dunford.

Most of the trains ran from Dereham to Wymondham Abbey, which, following the completion of the restoration of Crownthorne Bridge, reopened to services for the May 25-27 Spring Diesel Gala, with regular services back at the southern terminus the following day.

During the steam gala, the Sunday timetable included trains stopping at the privately-owned Hardingham station, which allowed travel from Wymondham Abbey, Dereham and the surrounding area to visit the traditional summer fete held by the village annually.

On arrival at Hardingham, passengers were met by the station owner and MNR member Nigel Teulon in his role as stationmaster, before boarding a 1980s heritage coach that was running a shuttle service to the fete.

Nigel said: "After a break of a few years, I am delighted to support the village fete by once again opening the station for public use and to add to the MNR's steam gala."

Another big feature of the gala was a return of steam-hauled trains heading north towards Hoe Crossing, beyond which lies the dismantled section towards the MNR's isolated northern County School outpost; reconnection to it remains a long-term aspiration. This extra service added more than two miles to the round trips and followed work by the permanent way team that brought this section of track back into use.

Enthusiasts visiting the railway for the gala noticed the very significant developments all along the line since the last such event. Firstly. the resignalling at Dereham is well on its way to completion, and secondly, there has been significant work on the station buildings between Dereham and Wymondham.

When the MNR was established following the closure of what had become a freight-only line in the 1980s, the passenger services having ceased in the 1960s, the majority of the station buildings along the line were sold off by BR.

Fortunately for the heritage line, however, three of the stations are owned by MNR members and enthusiasts.

At Hardingham and Kimberley, the owners are carrying out extensive refurbishments of the buildings, the most obvious being the removal of the BR-applied cement rendering to reveal the original flint walls. In addition, the restoration of the ornate chimneys has been completed at Kimberley and is well on its way to completion at Hardingham.

The platform canopy at Kimberley, which had been removed many years previously, has been completely replaced, and a similar restoration of the canopy at Hardingham will soon begin.

Complementing this private work, the new build of the station structure on the Up platform at Thuxton has been completed by a small volunteer building team from the railway.

Further south at Wymondham, after first crossing the reopened Crownthorpe Bridge, gala passengers could see the former Spooner Row signalbox in its new role as the Church Lane 'box. The restoration of the fabric of the 'box is nearly complete, and then the MNR's in-house signal and telegraph department will

Bulleid Pacific No. 34072 *257 Squadron* passes Dereham North signalbox as it runs round on June 28. ROBIN JONES



Visiting GWR large prairie No. 4144 on the restored Wymondham Abbey run-round loop on June 30 with the 'new' Church Lane signalbox in the background. The current station is a temporary affair that has sufficed for 20 years; the intention is that a new station will be built beside the loop on the southern side of the crossing, the' box being the first phase of that development. Once building the 'box is complete, it will control the loop, the crossing, and eventually the planned new station. MNR



257 Squadron **at the end of the new Wymondham loop. The point has been reversed, meaning the loop has been increased and can now take a longer train, which previously was a limiting factor operationally.** GARY BRZECZEK/MNR

begin the resignalling of this section of the line.

Here, the passengers would have noticed that the permanent way and signal and telegraph departments had also been busy reconfiguring the run-round loop.

During the gala, the MNR did not forget County School. Despite not being linked to the main running line, another heritage bus was used to offer a free shuttle from Dereham where, on arrival, passengers discovered that the museum and tearoom were open.

In addition, the resident Norfolk Model Engineering Society's Wensum Valley Miniature Railway was running trains. The society's County School running line is rapidly approaching completion and will give it one of the longest such railways in the country.

After the gala, both visiting locomotives stayed on to haul services for several more days before departing for the Spa Valley Railway. Planning for the next MNR steam gala has begun already for next year.

The next event at the MNR is the popular 1940s Weekend on August 3/ 4, featuring displays, stalls, reenactments and firepower demonstrations. No. 80078 will be joined by swiftly-returning guest No. 4144 hauling trains to displays at Yaxham, Hardingham and Wymondham Abbey.

For more information and to book reduced-price day rover tickets, visit www.midnorfolkrailway.co.uk/1940s

Spa Valley gala changed after delivery delays

257 Squadron was scheduled to return by road to the Spa Valley Railway for that line's July 13-14 steam gala. Sadly, due to the failure of a tractor unit, its departure from the MNR was delayed by a day.

Spa Valley director Jonnie Pay said: "It is our policy to water change a locomotive on arrival, and this task can take a few hours to complete.

"By the time *257 Squadron* gets to us, the water will have been a right mix from different parts of the county, and whileethe boiler is 'blown down' each day and water treatment is added to give the correct Ph levels to reduce the risk of priming, it is our practice to change the water for fresh."



On June 28, the first day of the gala, ***257 Squadron*** **departs from Kimberley.** IAN MACDONALD/MNR



Visiting ***257 Squadron*** **crossing the recently restored and reopened Crownthorpe Bridge, north of Wymondham Abbey.** IAN MACDONALD/MNR

GWR 2-6-2T No. 4144 at the head of a newly-arrived service at private Hardingham station. MNR



Hardingham stationmaster and owner Nigel Teulon. MNR



Passengers alight at Hardingham station to catch a vintage bus to the village fete on July 30. MNR



Boarding the 1980s heritage coach for Hardingham fete. MNR



***257 Squadron* arrives at Hardingham with a service from Wymondham Abbey on June 30.** MNR



***257 Squadron* at Dereham after arriving from Wymondham Abbey on June 28.** ROBIN JONES

A second Bulleid was also late due to a road haulage issue. Fellow Southern Locomotives Limited Battle of Britain Pacific No. 34053 *Sir Keith Park*, which also starred in the Swanage gala, was due to arrive at Tunbridge Wells West on July 4, but the lorry due to carry it failed. A replacement could not set off from Swanage until July 10.

The planned gala was then changed to a Summer Steam Weekend, using No. 4144 fresh from its MNR exploits, with on-loan Caledonian Railway 0-6-0 No. 828 hauling evening trains on the Saturday of the event, after having returned to service on July 6 following repairs.

No. 34053 has now taken up residence again at the Spa Valley until the end of its boiler inspection cycle, which is nine to 10 years away. Because it has arrived on a long-term hire agreement, it needed to undergo an in-depth inspection in accordance with the railway's safety management system to provide a base line on which to work from for future maintenance and repairs.

However, discovery of a boiler fitting failure on *Sir Keith Park* saw services on July 20/21 run with just No. 34072, rather than both Bulleids as had been hoped. HR





Above: Resident BR Standard 4MT 2-6-4T No. 80078 arrives at Hardingham on June 30. The non-operational signalbox cabin is an original GER structure recovered from Snettisham and was restored over eight years, winning a FirstGroup Craft Skills Award. The original 'box was located to the north of Up platform, but was demolished after passenger closure under BR, with parts of it used to construct sheds and shelters in the stationmaster's garden. Its replacement is located on a new site to the south of the Down platform. MNR

Left: The Mid-Norfolk Railway has long yearned to relay its standard gauge line its isolated northern outpost of County School station, but the Norfolk Model Engineering Society has beaten it to this goal with its 3½in and 5in Wensum Valley Miniature Railway built on raised track around the grounds. Once completed, the estimated length will be about 1600 feet and it will provide a facility for club members to use and to open for public train rides, an extra attraction for local families and visitors. The biodiversity-conscious club has already installed homes for hedgehogs, bug hotels, and bird and owl boxes, and has a weekly record board where 'spots' from butterflies to red kites and wildflowers to reptiles are noted. The club is seeking more volunteers; anyone interested is invited to email northnorfolkmodelengineeringcl@gmail.com or volunteer@mnr.org.uk. MNR

Bachmann gives stalwart shunter the modern touch





THEY'VE been a staple of station yards and freight termini since the 1950s, and in model form they've progressed through the decades too. Now, Bachmann have revealed that the iconic 'Gronks' will be receiving an all-new tooling for the OO gauge range that will cater for both classes 08 and 09 variants.

The Class 08 has been a part of the Bachmann range since 2000 when the new Branchline models were released under the then embryonic 'Blue Riband' title which adorned models that set new standards for their time. However, in the two decades that have followed, Bachmann has been at the forefront of introducing new technologies, innovations, and even higher levels of detail with each new model it has produced, and so it was high time that a new model of this important prototype was considered.

The Class 08/09 diesel shunters owe nothing to their predecessors; these new models have been developed from the rails up, and benefit from the latest production techniques and material technologies, while incorporating all of the features that are expected of a modern Bachmann product – including lights, sound and auto-release couplings. Constructed from a combination of precision-moulded components, diecast metal parts and etched and formed metal details, these models are both highly detailed and excellent performers.

With a powerful five-pole motor and flywheel, the new 08/09 is geared to provide excellent slow-speed performance and exceptional haulage power. The sprung centre axle aids smooth running over uneven trackwork, while electrical pick-up comes from all wheels and each axle runs in a pair of separate metal bearings.

With a fleet of more than 1000 locomotives and a history of 72 years and counting, the detail variations seen on the prototype are many, and the new Bachmann Branchline models cater for most of them, with hundreds of detail combinations available thanks to the flexibility of the tooling suite – meaning that most models will be unique in one way or another.

Prominent differences include the light configurations at each end which can feature two, four or six lights, alongside the presence or otherwise of radiator steps, exhauster cabinets and air compressor cabinets.

Now at an advanced stage of development, the engineering prototypes displayed today have been fine-tuned, and livery samples for the first models will be revealed in August. The details of those first models, including liveries, identity and pricing, will be included in the autumn 2024 British Railway Announcements at the start of August, at which point Bachmann retailers will begin taking orders ahead of the first models arriving in early 2025.

Jump for joy as Accurascale's decorated 0-6-0T samples land



PERHAPS one of the most eagerly anticipated model releases for 2024, eyes turned to Accurascale in July when decorated samples of the new OO scale LNER J67/8/9 'Buckjumpers' arrived at the firm's headquarters, with several revisions noted before they entered final production. These decorated samples also show the vast array of detail differences across each locomotive, particularly when it comes to cabs, tanks and chimney options alone. Accurascale estimates that it might just be the biggest tooling suite ever created for a tank locomotive, or certainly one of the biggest, at least.

The number of parts and variations to make up this class is simply staggering, and it has taken a long time to get them all correctly proportioned and have them fit together in a manner that gives a museum-quality model. The exciting news since is that the models have now entered the final production stage, and delivery is anticipated to take place in the final quarter of the year.

Pre-orders remain available at stockists and via Accurascale's own website, but stocks remain limited.

Locomotion Models' exclusive variant of No. 87, the only preserved example of which is on display at Bressingham in Norfolk, also broke cover and is priced at £139.99. See locomotionmodels.com for full details.



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Why small and old is the best for eight-year-old Tommy

The Middleton Railway's annual Model Railway Exhibition again gathered together some impressive layouts in a multitude of gauges. **Sally Clifford** went along.

BASED in the 1950s, the model railway layout of a fictional Welsh village is more than a figment of its young creator's imagination.

The decade is an unfamiliar era for eight-year-old Tommy Morley, yet with the help of his proud dad, Peter, they have created an eye-catching layout together.

"It is entirely fictitious, entirely from Tommy's brain," said Peter, proudly.

Tommy is, quite possibly, one of the youngest exhibitors in the model railway community – certainly so at the Middleton Railway's annual Model Railway Exhibition on June 15/16, when we met. To conceive the idea for such an impressive layout – never mind bringing it to reality – is awe-inspiring.

Among the rolling stock trundling around this picturesque 5.5ft by 3.5ft layout with its lifelike buildings and odd car parked up on the sidelines for detailed effect is Tommy's personalised Peco van, signwritten with his name.

Disappearing and reappearing through the tunnel, the locomotives in action cut through the imaginary landscape painstakingly brought to life by Tommy and his dad.

It is their Oxforth East layout's second outing to the Middleton – and the culmination of a six-month labour of love.





Teamwork: Peter Morley and his son Tommy with their impressive Oxforth East layout at Middleton Railway's annual Model Railway Exhibition. SALLY CLIFFORD
Inset: Hands-on: Tommy at work on his layout. PETER MORLEY

Steam inspiration

Other than owning a train set when he was a child, Peter had no prior knowledge when it came to building a model railway – proving what can be achieved when you put your mind to the task.

"I am learning on the fly. Tommy is the train enthusiast; I am just the chauffeur, all learnt on YouTube," he said.

Tommy's interest in trains developed from a wooden railway at playgroup and Thomas the Tank Engine tales.

Explaining the inspiration behind the layout, Peter said that Tommy was taken by the idea of having narrow gauge trains running alongside standard gauge.

"And, since Wales seems to be the spiritual home of narrow gauge, that was why he chose Wales. The 1950s era simply comes from the fact that he favours steam engines.

"He also likes heritage diesels but isn't over-bothered about modern trains."

Peter explained the standard gauge locomotives on Oxforth East are a 3F 'Jinty', a Webb coal tank and a Beattie well tank, while the narrow gauge boasts two Hunslet quarry locomotives, a large England and a pair that are 3D-printed kits.

5in ambitions

Tommy was seven when they embarked on their scratch-build and since its completion, they have been able to stand back with great satisfaction as visitors admire this wonderful collaboration, which is a prime example of a traditional interest being passed on.

"From the start, I had to learn a lot so I could answer all the questions," said Peter, "and we have been to quite a few of the heritage railways in North Wales."

For Tommy, building is the fun part – the pair are currently in the throes of creating a 5in gauge Class 24 battery-powered locomotive based on a diesel from the 1960s and 1970s.

Tommy's ambition is to build a 5in gauge steam locomotive. "It's become our life," said Peter. "Through Tommy we are now members of a model engineering society and spend most weekends doing something train-related – either model, miniature or heritage."

Another impressive layout was Graham Burnley's T gauge 1:450 scale model based on Salts Mill in



Graham Burnley's impressive Saltaire T gauge layout. SALLY CLIFFORD

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Right: Members of Harrogate Model Railway Group with their Knaresborough layout. SALLY CLIFFORD

Below: Visitors flock to the Middleton Railway's annual Model Railway Exhibition. IAN DOBSON







Left: Knaresborough's iconic viaduct captured with a Class 110 two-car DMU crossing it. SALLY CLIFFORD

Below: Ian Dobson, manager of the Middleton Railway exhibition. SALLY CLIFFORD



the philanthropic businessman Sir Titus Salt's model village Saltaire, a designated World Heritage Site in West Yorkshire.

Based on the 2018 era onwards, Graham began the layout – which also features Saltaire station following the tracks towards Shipley – in 2022. It was completed in 2023. The rolling stock features a Class 66 with hoppers, heritage steam and other diesels.

Top-class

Graham previously appeared in *Heritage Railway* with his impressive T gauge layout of Ribblehead Viaduct, which won Best in Show at the Loughborough Railway Exhibition in 2023.

Also gaining visitor attention in Middleton Railway's Display Hall, home to some of the engines built by Leeds' notable locomotive builders, Hudswell Clarke and Hunslet, is Harrogate Model Railway Group's impressive Knaresborough layout. Based on how the station looked in the 1950s and 1960s during the demise of steam and the introduction of diesels, the mainly scratch-built model also features the impressive Knaresborough viaduct, where a selection of trains, among them BR J27 No. 65837 and its rake of maroon livery carriages, trundle through the impressive scenery stretching from the station, surrounded by terraced properties and colourful gardens fashioned as they would have been in that period. "It's telling a story," said Kim Dye, a member of HMRG with her husband Clem.

For fans of full-sized locomotives, the event also offered the opportunity to ride on Manning-Wardle 0-6-0ST No. 1210 *Sir Berkeley* and a footplate experience on Hudswell-Clarke 0-6-0DM D1373 of 1966 *Mersey Docks and Harbour Board No. 45*.

Running the footplate experiences were Middleton Railway's chief electrical engineer, Richard Pike, and volunteer Robert Taggart. Richard said that the footplate experience began a decade ago and is engaging for those who participate as it gives them the opportunity to operate the diesel – generally used as a service train and shunter – a short distance up and down the yard under dual control. The exhibition is one of the biggest calendar events at the world's oldest continuously working railway.

'Happy event'

Organised by Ian Dobson, exhibition manager and former Middleton Railway chairman, whose wife Gill helps to cater for this special occasion, the event launched in 2007 and is a resounding success for the Leeds-based railway.

Ian said: "While it was a lot of hard work, there's a great team at Middleton who always pull out all the stops over three days to deliver an event that exhibitors, traders and visitors enjoy – which is why I do it!"

Commercial manager Janet Auckland added: "It is always a happy event, and we know Ian does a good job." HR



In the driving seat of Hudswell-Clarke 0-6-0DM D1373 of 1966 *Mersey Docks* and *Harbour Board No. 45* were Richard Pike and Robert Taggart, who ran the footplate experiences. SALLY CLIFFORD



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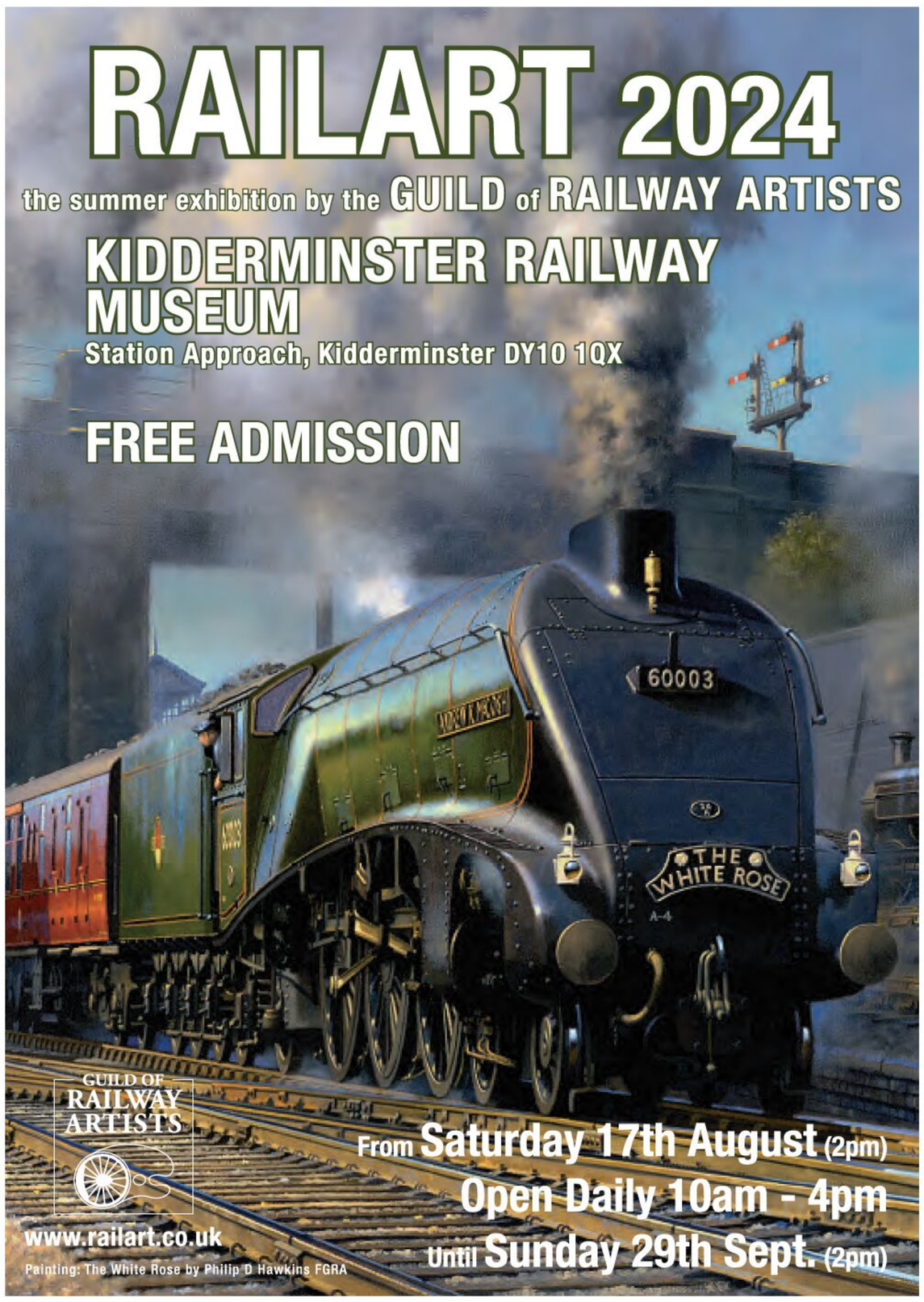
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Time to get out & about

We all know preserved railways and heritage sites have had as tough time as the economy struggled after Covid... but there are green shoots of recovery and plenty of things going on this summer to get you out and about.

With Wimbledon and the Euros over, the Olympics underway and the sun threatening to poke out, at long last we can look forward to a summer season full of hope and events for all the family – ranging from the die-hard enthusiasts to those simply in need of a great day out.

We're sure you and your family will have your favourite attraction to visit, but if you are looking for somewhere a bit special, a part of the country you may not have been to for a while, or an attraction on your doorstep you'd forgotten all about, then take a look at our map and the adverts on this page to gain some inspiration.

All the venues and businesses here provide a memorable day out or help with that essential short break that often combines inspiration, entertainment and education... you really can't beat a super day out with the family at one of the fabulous attractions highlighted on these pages... and maybe some lovely locally-sourced food and hospitality.

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As you can see from the map here, there are venues to visit across the country, so go on, support these great British attractions... you will not be disappointed!

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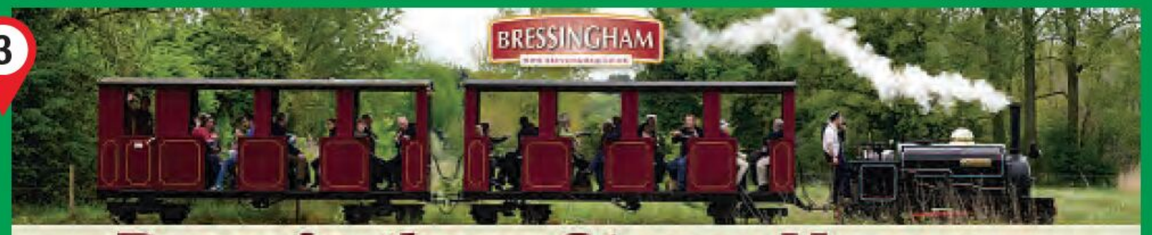
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Stanier 5MT 4-6-0 No. 45379 passing Coulsdon North with a Bletchley to Brighton excursion at 11.20am on June 2, 1963.

BRIGHTON LINE:

INTER-REGIONAL SUMMER SUNDAY EXCURSIONS 1962/63

With the last LBSCR Brighton Atlantic having been withdrawn in 1958, and a new one, No. 32524 *Beachy Head*, debuting on the Bluebell Railway, practice and performance correspondent **Don Benn** looks back in words and pictures to his days as a lineside photographer on the Brighton line in the decade that followed, when steam was giving way wholesale to diesel and electric traction.

During 1962/63, I did not do much railway photography on Sundays as I concentrated on weekday evenings and Saturdays.

At that time I lived in Shirley, near West Wickham, and worked in Croydon, so it was very convenient for photographing the Brighton line trains and the still extant and steam-worked lines in rural East Sussex, plus, of course, the South Western main line.

In 1962, most summer Saturdays were spent somewhere on the South Western line out of Waterloo recording the huge number of steam-hauled services, including the last year of the classic Southern locomotives of the King Arthur, Lord Nelson and Schools classes.

In 1963, once into the summer timetable, I went further afield on Saturdays, including the Great Western main line out of Paddington, but mainly on the West Coast Main Line out of Euston, which still had a good variety of steam and diesel classes prior to electrification.

To Brighton

The Sundays when I did go out sometimes produced interesting results on the Brighton main line, including excursions from the London Midland and Eastern regions, these being photographed at various locations near to East Croydon, including South Croydon and Coulsdon North. The main excursion destination was Brighton itself, which was also popular with the people of south London who had their own excursions sometimes in non-corridor suburban stock.

Information on the inter-regional trains has been hard to come by, mainly gleaned from my notebooks and from the Six Bells Junction database (readers may be able to add detail by writing to our Platform page). However, trains from places on the main line out of Euston such as Nuneaton and Bletchley would have run via West London Junction, then Mitre Bridge Junction, Kensington (Olympia), Latchmere Junction, then, according to destination, the route was via Clapham Junction (if going to the Central division or South Western division) or Factory Junction



On the fast line at Coulsdon North at 12.10pm on June 2, 1963, is Stanier 5MT 4-6-0 No. 45434 with a Nuneaton to Brighton excursion.



Class 31 D5595 heads a Down Eastern Region excursion at Coulsdon North on June 2, 1963, with Class 27 D5406 in the distance on a London Midland outing.



Above: No. 4671 heads a train of 12 4SUB EMUs on a Brighton excursion past Coulsdon North.

Left: LMS Stanier 5MT 4-6-0 No. 44844 passing Clapham Junction at 9.40am on June 23, 1963, with a Brighton excursion.

Below: Four Derby two-car DMUs pass Coulsdon North with a Midland excursion on June 2, 1963.







Stanier 5MT 4-6-0 No. No. 44659 passing South Croydon at 8.25pm on June 2, 1963, with the return 7.12 pm Brighton to Leicester excursion.

(for the South East division). For trains to the Brighton line at Clapham Junction, the slow line would have been taken to East Croydon. In the accompanying images, Nos. 45379, 45434, 44844 and 44870 would have taken this route.

Trains from places like Sheffield and Leicester and the Midland main line out of St Pancras would have run via Cricklewood Junction-New Kew Junction-Longhedge Junction-Tulse Hill-Selhurst-Purley (via Quarry)-Earlswood-Brighton. In the images, trains hauled by No. 44659 and D5087 would have taken this route.

Fun forays

Trains from the Great Eastern main line would have run via Dalston Junction, Highbury, then either Gospel Oak, Willesden Junction to Acton Wells Junction, or South Hampstead, South West Sidings to Acton Wells Junction, after which the route is South Acton, Kew East Junction, then to Old Kew Junction (for the South Western division) or Kew New Junction (for the South Eastern or Central divisions). Trains being headed by D5593, D5595 and D5596 would have gone out this way.

It is likely that the images of the unidentified 'Black Five' at South Croydon on August 5, 1962, was almost certainly from the LMR main line out of Euston. I recorded this locomotive as No. 45314, but this seems unlikely as it was based at Springs Branch (Wigan).

I also saw No. 45379 on the 10.45 am Walsall to Hastings at Kenton on August 10, 1963; it is now preserved on the Mid-Hants Railway.

Locomotive allocations were Nos. 45379 Bletchley (1E), 45434 and 44844 Willesden (1A), 44659 Saltley (21A), 44870 Rugby (2A), D5087 Cricklewood (14A), D5593, D5595 and D5596 Stratford (30A).

The 1963 allocation of No. 45379 is shown by two sources as Crewe North (5A), but Bletchley seems more likely as it had been there in 1961, or even Willesden (1A) as it ended its days on BR there. Perhaps Willesden is the most likely, as most of Hastings to Walsall trains were worked by locomotives from that depot.

My forays were in four batches, as the images show. First and predominantly was spring bank holiday Sunday, June 2, 1963. Unlike most of that summer, this was a superbly hot and sunny weekend, and the Brighton line was very busy indeed.

The pictures at Coulsdon North in the morning cover a variety of trains, one even showing two excursions, one on the slow line and one on the fast.

My notes state that the Derby DMUs had originated at Birmingham. At least they had toilets, unlike the 12-coach 4SUB set led by No. 4671, which passed on the slow line on an excursion at 10.22 am.

Later that day I went to South Croydon to see some of the return excursions. First was No. 45434 on the 7pm Brighton to Nuneaton, followed closely by Saltley-based No. 44659 on the 7.12 pm Brighton to Leicester. I had not seen this train in the morning, so it must have been the last of the excursions, and no doubt I had returned home by then.

The second batch, with Nos. 44844 and 44870, was taken at Clapham Junction and Wandsworth Common on Sunday, June 23. I was not there long, but later saw D5593 and D5595 on return excursions, both locomotives based at Stratford.

Disappearing act

Also seen in the poor light of that evening was the returning No. 44844, based at Willesden. No. 44870 was a Rugby locomotive. D5593 is pictured crossing from the fast to the slow lines. In the background several 4SUBS are stabled, ready for Monday morning

My third batch was taken on Sunday, August 5, 1962, all in the South Croydon area, as was the fourth batch a week later. Both days were brief forays following long days on the South Western main line. August 4 at Farnborough was notable for seeing no less than 10 trains hauled by Schools 4-4-0s from six different engines, Nos. 30902, 30921, 30925, 30935, 30936 and 30937. The latter worked no less than three trains!

Sadly, they had all gone by the end of the year. HR



June 23, 1963, saw 'Black Five' 4-6-0 No. 44870 pass Wandsworth Common at 10.35am with a Brighton excursion from Bletchley.

An LMS 'Black Five' approaches South Croydon at 11.23am on August 5, 1962, with a Midland excursion to Brighton.





A DMU on a Midland excursion approaching South Croydon at 11.23am on August 12, 1962.



Class 31 D5596 approaches South Croydon at 11.32am on August 12, 1962, with an Eastern Region excursion.



Stanier 5MT 4-6-0 No. 45434 passing South Croydon at 8.20pm on June 2, 1963, with the return 7pm Brighton to Nuneaton outing.



At noon on August 5, 1962, Class 24 D5087 nears South Croydon with an Eastern Region excursion.



Class 31 D5593 passing Coulsdon North at 7.35pm on June 23, 1963, with a returning Eastern Region excursion.



Class 31 D5596 is seen approaching South Croydon at 11.12am on August 5, 1962, with an Eastern Region excursion.

RAILWAYS ON THE MOVE – WITHOUT TRAINS!

Locomotives and rolling stock are widely accepted as the jewels in the crown of the heritage sector, but they are far from being the complete picture, as many examples of historic infrastructure richly deserve to be saved for future generations. **Robin Jones** reports on the progress of a groundbreaking scheme to move a long-forgotten station building eight miles so it can become the entrance to two major visitor attractions.

IN issue 294, we reported on a scheme to save Wansford Road station, an intermediate stop on the Stamford and Sibson branch of the Stamford & Essendine Railway (later leased by the GNR), in Cambridgeshire. The station stood midway between the villages of Sutton, Wansford and Upton to the west of Peterborough, on the busy turnpike road used by carrier carts which later became the A47, and which had a busy set of cattle pens used for loading sheep onto trains bound for the market at Stamford.

Opened in 1867, the branch was reporting significant losses when the LNER closed it to all traffic on June 29, 1929. The tracks were lifted, and the station became a private residence for decades. Situated in a deep cutting, due to the growth of a belt of mature tall trees, it slowly become obscured from the view of passing traffic on Sutton Heath Road which runs alongside, and it was eventually boarded up and abandoned.

Wrecking ball

As the 21st century matured, demand for more road capacity between the A1 and East Anglia led to plans for dualling the A47 to the east of Wansford. The route chosen meant that the old station house at Wansford Road, where the A47 crossed the railway, had to be demolished.

The Nene Valley Railway heard about the proposed fate of the classic structure and made enquiries about reclaiming some or all of the station. This was a far cry from the attitude too often witnessed by the preservation movement from developers towards heritage buildings standing in their way. The response from site owner Highways England was so positive that the NVR set up a working group, in partnership with the adjacent Railworld Wildlife Haven, to explore the possibilities offered by the brownfield site located alongside the heritage line's Peterborough station and the Railworld entrance on the south side of the River Nene.

The NVR and Railworld agreed that a new charity should be created to focus specifically on the project. Called The Wansford Road CIO, its first objective was to ensure that the building could be preserved and that the site in Peterborough was suitable. Working closely with National Highways Designated Funds, local builder Fordson Developments was contracted to carefully dismantle the station building, numbering the stonework as it came down so that it could go back up in the right place. At the same time, architect Hudson of Norwich was engaged to create plans to submit to Peterborough City Council as part of a planning application. Planning consent was granted in January, and the architect went on to issue design documents for the rebuilding.

Placed at right-angles to the NVR track, the structure will face the East Coast Main Line and become the gateway to both Railworld and the NVR.

National Highways has allocated more than £200,000 for the deconstruction, transportation and reconstruction of the station as part of its designated funding programme.



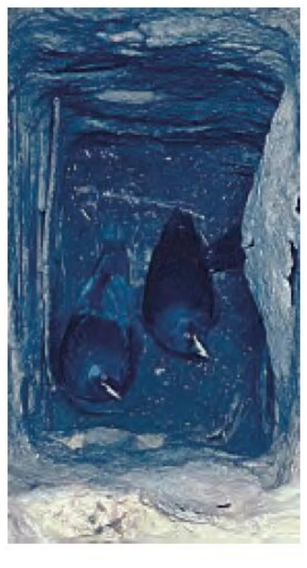
Boarded up, long forgotten, and deep in a cutting surrounded by high trees, well out of sight of the roads above is Wansford Road station in about 2022. WRCIO



The painstaking and meticulously untaken brick-by-brick demolition of Wansford Road station. WRCIO



Right: Before they flew the nest in June, jackdaw chicks Jack and Dora were the final inhabitants of the station in its 157-year history. WRCIO



Bats rehomed

Before dismantling could start, the site was made safe. It was fenced off, and electricity and water supplies were disconnected. Although not inhabited by humans for several years, the building was home to families of Pipistrelle bats which were expertly moved to a bat hotel specially built onto the chimney of the old goods office. With the bats safely lodged, work could begin.

The first step was to create a scaffolding framework for the builders to safely work within, top-down, removing the roof and preserving what can be reused; many slates were already on their second or third refixing and need to be replaced.

When the scaffolding reached the chimney top, it was possible to look down and see that there was a bird's nest, complete with eggs.

Ecologists were again called in and advised that it belonged to a jackdaw. Obviously, this had to be protected, so an exclusion zone was set up, allowing work to continue



The vacant site that was once Wansford Road station. WRCIO



An artist's impression of rebuilt Wansford Road station serving its original purpose at the Nene Valley Railway's Peterborough station, which will also form an entrance to the Railworld Wildife Haven. WRCIO



These neatly ordered bags of bricks and stone in the Railworld compound on July 17 were once a station – and if all goes to plan, will be once again.





So far, pallets of bricks, the lower and upper parts for the lever frame and endless bundles of wooden planks, all packaged and numbered, from the dismantled Wye signalbox in Kent have arriving at Prospidnick on the Helston Railway. The components will be stored in a container for safe-keeping. HR

as long as it did not get too close to the nesting site.

Time passed and the eggs hatched, and the two jackdaw chicks that appeared were christened Jack and Dora. These last-ever inhabitants of Wansford Road station flew the nest by June 19, and then demolition started in earnest. The remaining chimney, roof and walls were down to ground level by June 29 and the site was handed back to National Highways.

Railworld made its secure compound which had been built there by AmcoGiffen available for storage of the material – mainly stone, but also some bricks, wood and slates that might be reused in the project.

Everything was labelled and numbered, and the contractor had diagrams showing what came from where. A 3D walkaround video of the site prior to demolition was recorded and can be viewed at https://tinyurl.com/wansfordstation

Before the foundations could be dug, some administrative matters needed to be tackled. As a condition of planning permission, the Environment Agency asked for the charity to carry out investigative boring to assess the quality of the water in the ground on the site. The first two-metre attempt found nothing of concern, but the agency asked for a deeper investigation.

Three boreholes were drilled to a depth of about seven metres, and while the geo-environmental report indicated that there was nothing of concern, the charity is still waiting for the formal green light from the Environment Agency, which is expected imminently.

Next step

The next big step is fundraising. Having already met the cost of the dismantling process and those of obtaining planning permission for the rebuild, National Highways has yet been able to allocate sufficient funds to allow the charity to commit to the construction of the main fabric of the building.

By early next year, the stone walls will be recreated and a new roof identical in appearance to the original will be slated with reclaimed material from elsewhere; unfortunately, the slates on the building have been reused several times and the fixing holes are too big for reuse. Doors and windows, some new and some reused, will be in place. That will leave the aim of the next fundraising step – fitting out the building: electrics, heating, internal decor and external landscaping to make the attractive vistas in the architect's sketches come to life.

Meanwhile, the Helston Railway in Cornwall is experiencing a similarly commendable heritage structure relocation scheme.

The components of Wye signalbox from the Ashford to Hastings line have been delivered to the line's Prospidnick base after the South Eastern Railway structure was dismantled with the help of specialist contractors.

The 'box will be rebuilt and will again serve its original purpose when the planned extension to Helston is complete. HR

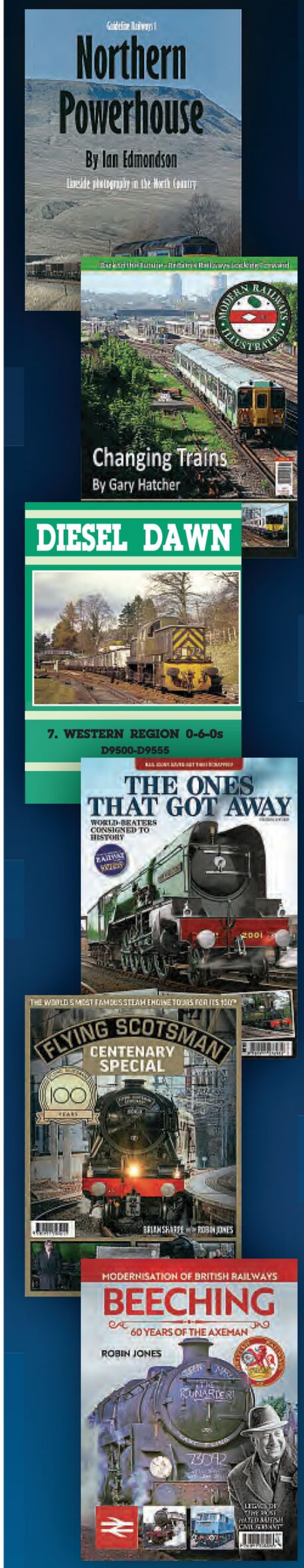
Show your support

➜ Anyone who would like to offer financial or practical help towards the rebuilding of Wansford Road station is invited contact Stan Bell at **stan.bell@woodstonewharf.org.uk**

➜ To donate to the Helston Railway's Making Tracks appeal, visit **www.helstonrailway.co.uk**

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STAR LETTER

Happy memories of pannier at Gloucester's oil terminal

I WAS very surprised (but also very pleased) to see an advertisement in a recent edition of your tremendous magazine for a model of GWR 0-6-0 pannier tank No. 1616, as it brought back happy memories of seeing the engine at work in the late 1950s.

My dad was the manager of the Shell Mex and BP Oil Terminal at Monk Meadow, Gloucester, at that time. Oil would be delivered by barges using the Gloucester & Sharpness Canal and deposited to the large storage tanks before onward distribution.

The site had many railway sidings, and No. 1616 would busy itself around the site, but because of the flammable nature of the oil, a spark arrester had been fitted and which is clearly visible on the model

Dad worked alternative Saturday mornings, so Mum went shopping in Gloucester (the Bon Marche shop springs to mind), and every so often I'd go with him to the oil terminal, where I'd watch No. 1616 on shunting duties. On one occasion, he arranged for me to be in the cab while the loco was working around the dock.



GWR 0-6-0PT No. 1616 at work at Monk Meadow Dock in Gloucester.

Oh, for a mobile phone back then, to capture my memory...

No. 1616 was shedded at Lydney (a subshed of Gloucester Horton Road shed) and withdrawn in October 1959.

Keith Oram, email



Name game: Members of Ian Wright's Nameplate Club display their plates at the club's first gathering at Sir William McAlpine's Fawley Hill home in June 1986. ROGER BAMBER

Ian Wright never did things by halves

IN his obituary of Ian Wright in last month's issue, Geoff Courtney recalled the Nameplate Club that was founded by Ian, whom I described as the 'godfather' of railwayana auctions. As David Dippie said in the obituary, this club gave enthusiasts the opportunity to meet at railway centres around the UK, even Switzerland, and included footplate rides.

Another feature of the club was the four collectors' days Ian organised at Sir William McAlpine's home at Fawley Hill, near Henley-on-Thames, which were very well-attended and covered all aspects of railways in addition to nameplates, and Ian once told me how proud he was of the club, which at its height had more than 100 members.

I thought readers may be interested in a photograph of the first of these events in June 1986 taken by the late Roger Bamber, of Brighton, which illustrates the scale of plates worth hundreds of thousands of pounds that would be on show. What a delight it was to see so many and such varied nameplates from all the 'Big Four' with their owners. I doubt whether any such sight will ever be seen again.

Ian never did things by halves.

Trevor Dale, Chesterfield



One of the two roundabouts bought by the Caledonian Railway. CR

Caley for the kids!

THE Caledonian Railway in Brechin has made one of the more unusual acquisitions for a heritage railway – it has bought two children's fairground rides.

Our core business is very much family days out and as part of our offering on our event days we include a number of children's fairground rides. The rides on these are included in the train ticket price and we know from our feedback how much our passengers value this.

In the last few years, we have had increasing difficulty in finding contractors that can supply these at a sensible price, not helped by our location, and consequently, when we were offered two rides from a business in England, we took the opportunity and purchased both.

They have gone down very well with our customers this summer so far and obviously, having our own rides means that we now will always have first priority over when we need them and are not having to compete with other local events.

Also, it means that we can now use them at some of our smaller events that would not normally justify hiring these rides, improving our customer offering at them as well.

Steve Pegg, engineering director, Caledonia Railway, Brechin

Leave our heritage as it is

I SEE there are more letters in the latest Platform section of *Heritage Railway* on the subject of how to present *Flying Scotsman*.

I was pleased to visit Midland Railway – Butterley some years ago and find *Flying Scotsman* in light steam, looking resplendent in the form that its designer intended, as illustrated in my pictures.

But perhaps there are other national treasures that people would like updated. How about John Constable's famous picture, The Hay Wain? Substitute the hay wain for an ERF lorry splashing through the water, solar panels on Willy Lott's Cottage, and a few pylons in the field perhaps?

Or how about equipping The Waverley Paddle Steamer with hydro-foil equipment to improve its performance?

Silly, I know, but can't people stop mucking about with our heritage?

Humphrey Atkinson, St. Leonards-on-Sea, East Sussex

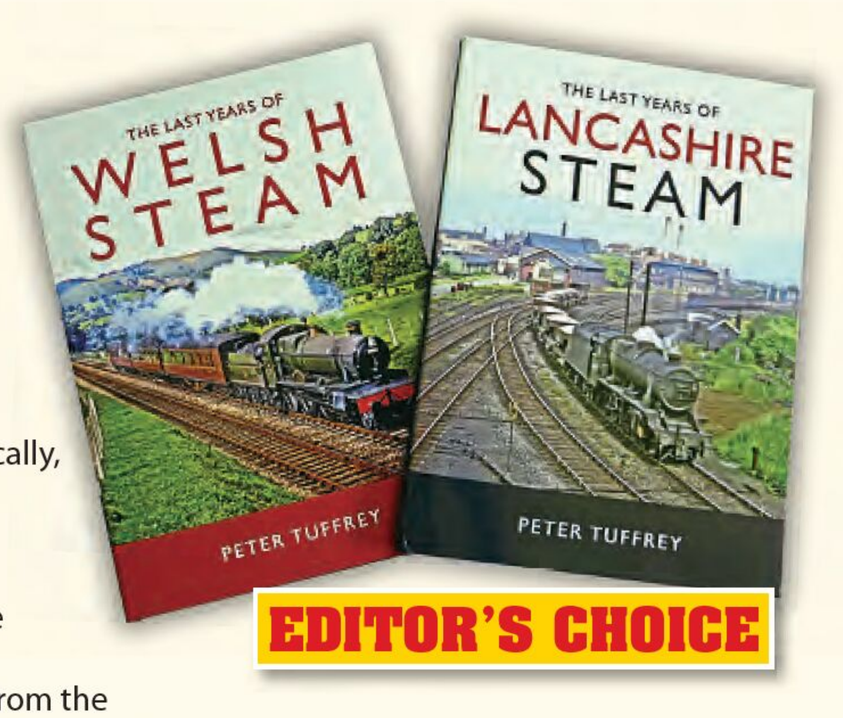


A3 Pacific *Flying Scotsman* at the Midland Railway –Butterley when it was still No. 4472 without smoke deflectors. HUMPHREY ATKINSON

Pre-order Issue 323: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

The Last Years of Welsh Steam and The Last Years of Lancashire Steam

By Peter Tuffrey (hardback, Great Northern Books, 160pp, £22.50 each, ISBN 978-1-914227-65-3 and ISBN 978-1-914227-66-0).



THESE latest publications from Great Northern Books offer pictorial insights into two very different railway systems which, although not far removed from each other geographically, were vastly different in their operational days, **writes Geoff Courtney.**

Wales conjures up images of verdant hills, flowing rivers, impressive mountains and rural serenity, allied to coal mining in its southern reaches that provided employment for many and heat for homes. Think of Snowdonia, Devil's Bridge, Llandudno, Barmouth and Welshpool.

Think of Lancashire and there are mental images of factories, a large population of hard-working souls and closely-knit housing. The fact that the county saw the birth of modern railways when the Liverpool & Manchester Railway opened in 1830 is an example of its industrial entrepreneurial spirit, and somehow it was appropriate that BR steam operations came to an end in the county.

Well, that last bit isn't exactly accurate, as the narrow gauge steam-operated Vale of Rheidol Railway remained in BR's ownership until 1989. And where is that line? In Wales, of course.

Anyway, to start with Peter's delve into the land of male voice choirs and fervent rugby enthusiasts, we immediately fall upon an image of ex-LMS class 2MT 2-6-0 No. 46433 at Aber on the Chester-Holyhead line, but ex-GWR order is quickly brought into focus by a quintet of those quintessential Great Western engines, the Manor 4-6-0s.

There's No. 7814 *Fringford Manor* at Abermule and Nos. 7800 *Torquay Manor*, 7803 *Barcote Manor*, 7818 *Granville Manor*, and 7827 *Lydham Manor* all at Aberystwyth, while the same location is also hosting VoR No. 8 *Llywelyn*. I need to check my 1959 Ian Allan Combined Volume, but I'm thinking No. 8 is the last ex-BR named engine in preservation that I have yet to 'cop.'

Another Manor, No. 7821 *Ditcheat Manor*, soon follows with an express at Afon Wen on the Pwllheli to Bangor line in the mid-1960s, which will lead readers to realise that the author lists all the many stations and other locations covered in the book alphabetically, which is ideal for those who want to home in on a favourite Welsh location.

So, we travel from the aforementioned Aber to Wrexham, and call in at stations large and small, some with names that are a linguistic challenge to English tongues such as Llwyngwril or Machynlleth, interspersed with others that are far easier and more familiar, such as Bangor or Newport.

We travel too with engines large and small, ranging from aged 0-4-0STs at Swansea East Dock shed (87D) and 0-6-0PTs everywhere, to a majestic No. 6004 *King George III* at rest in the yard of Cardiff Canton (86C), and a stately and immaculate No. 4090 *Dorchester Castle* at Swansea High Street on the last steam-hauled 'South Wales Pullman' on September 8, 1961.

Skipping to Lancashire

The leap by Peter Tuffrey from Wales to Lancashire is at times a mere hop, skip, and jump, but at other times a cultural shift. Peter follows the same style as with his Welsh steam book, listing the stations alphabetically, which on the surface may appear too formulaic but is, in fact, a natural path to tread.

We are taken from Accrington to Wigan via the conurbations that played such an important role in the industrial revolution that turned the country into a worldwide powerhouse. Liverpool, for example, is given eight pages, with motive power stretching from 0-6-0Ts to Princess Royal No. 46204 *Princess Louise* departing from Lime Street station under the watchful eyes of a brace of trainspotters and also a mum with a young daughter.

Manchester has also earned eight pages, and in this section I was particularly enamoured of an image taken across the concourse of the city's Exchange station on August 1, 1957, featuring 2P class 4-4-0 No. 40671 lurking at a distant platform and an aged direction sign to the nearby Victoria station prominent above a flight of stairs.

Elsewhere, my attention was also grabbed by an image of a lad at Lancaster Castle station looking up pleadingly at the driver of Patriot No. 45512 *Bunsen*, who is paying absolutely no attention and is instead staring down the platform doubtless waiting for the green flag.

Like all steam era trainspotters, I know the youngster so wanted to be invited onto the footplate of the 4-6-0.

The three last BR operational main line steam sheds, Lancashire's Carnforth (10A), Lostock Hall (10D), and Rose Grove (10F), are all in the spotlight, with the images of line-ups of condemned locomotives at 10A and 10D being especially poignant and a stark reminder that nothing can stand in the way of progress.

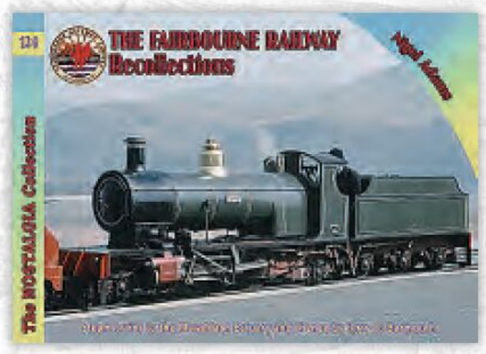
Among the plethora of fine former LMS traction also in the book is an eye-catching photograph of industrial steam comprising two Hunslet Austerity 0-6-0STs double-heading in dramatic and hard-working fashion a train of wagons at Bickershaw Colliery near Leigh in 1962, while, as a car as well as railway enthusiast, I enjoyed the sight of a pristine Ford Anglia 105E taking centre stage in the photographer's lens as it waited at a level crossing to allow 'Black Five' No. 45193 pass through Hest Bank station, north of Lancaster, with an express in 1967.

STEAM DRAWING TO A CLOSE IN ENGLAND AND WALES

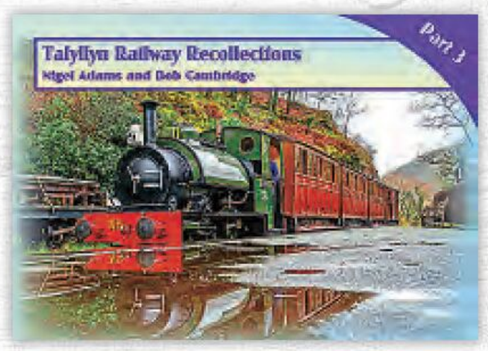
THE RIGHT YEAR

➜ *In our feature on the 40th anniversary of the Severn Valley Railway's Kidderminster Town terminus last issue, we incorrectly described a photo as being that of Bill Broadbent displaying the 1983 Heritage Railway Award for its construction. However, the image shows Malcolm Broadhurst, Kidderminster Town's first-ever stationmaster and currently the platform supervisor at Arley, holding the award which was made for 1987 – editor.*

HERITAGE RAILWAY
BOOK CORNER



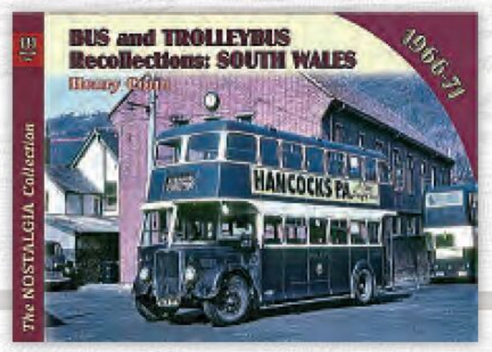
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OPERATIONAL HERITAGE LINES AND MUSEUMS

SOUTH EAST

Amberley Museum
2ft gauge, ¼ mile. Arundel, West Sussex. Tel: 01798 831370.
Open: Weds-Suns.

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 (until Aug 30) + Sept 1.

Chatham Historic Dockyard
Standard gauge, one mile. Chatham, Kent. Tel: 01634 820800. **Open: Daily.**

East Kent Railway
Standard gauge, two miles. Shepherdswell, Kent. Tel: 01304 832042.
Running: Suns.

Eastleigh Lakeside Railway
10¼in & 7¼in gauge, 1¼ miles.
Running: Daily.

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: Weds-Fris, Suns + Aug 6, 13, 20, 24, 26, 30.

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204.
Running: Daily until Sept 5.

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.
Running: Tues-Suns until Sept 1 + Aug 26.

Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515.
Running: Aug 11, 25, 26.

Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.
Running: Weds-Suns (until Sept 1) + Aug 6, 13, 26, 27.

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: Weds (until Aug 28), Suns, bank hols.

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.
Running: Tues-Thurs (until Sept 5), W/Es + Aug 26, 30.

Volk's Electric Railway
2ft 8½in gauge, one mile. Brighton.
Running: Daily until Sept 30.

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles. Bitton, Bristol. Tel: 0117 932 5538.
Running: W/Es + Aug 7, 14, 21, 26.

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555.
Running: Tues-Thurs, W/Es + Mons until Aug 26.

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: Tues-Suns until Sept 1.

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.
Running: Weds, Thurs (until Aug 29), W/Es, bank hols.

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752.
Running: Aug 26.

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597.
Running: Weds (until Aug 28), Thurs, Suns + Aug 31.

Lappa Valley Railway
7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317.
Open: Daily until Sept 29.

Launceston Steam Railway
1ft 11½in gauge, 2 ½ miles. Launceston, Cornwall. Tel: 01566 775665
Running: Suns-Weds + Thurs until Aug 29.

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 (until Aug 31), Suns.

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: Suns, Weds + Aug 26.

South Devon Railway
Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370.
Running: Daily.

Swanage Railway
Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800.
Running: Daily until Sept 8.

Swindon & Cricklade Railway
Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615.
Running: Sats (until Aug 24), Suns + Aug 23, 26.

West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.
Running: Tues-Thurs, W/Es, bank hols.

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420.
Running: Tues (until Aug 27), Suns.

EAST ANGLIA

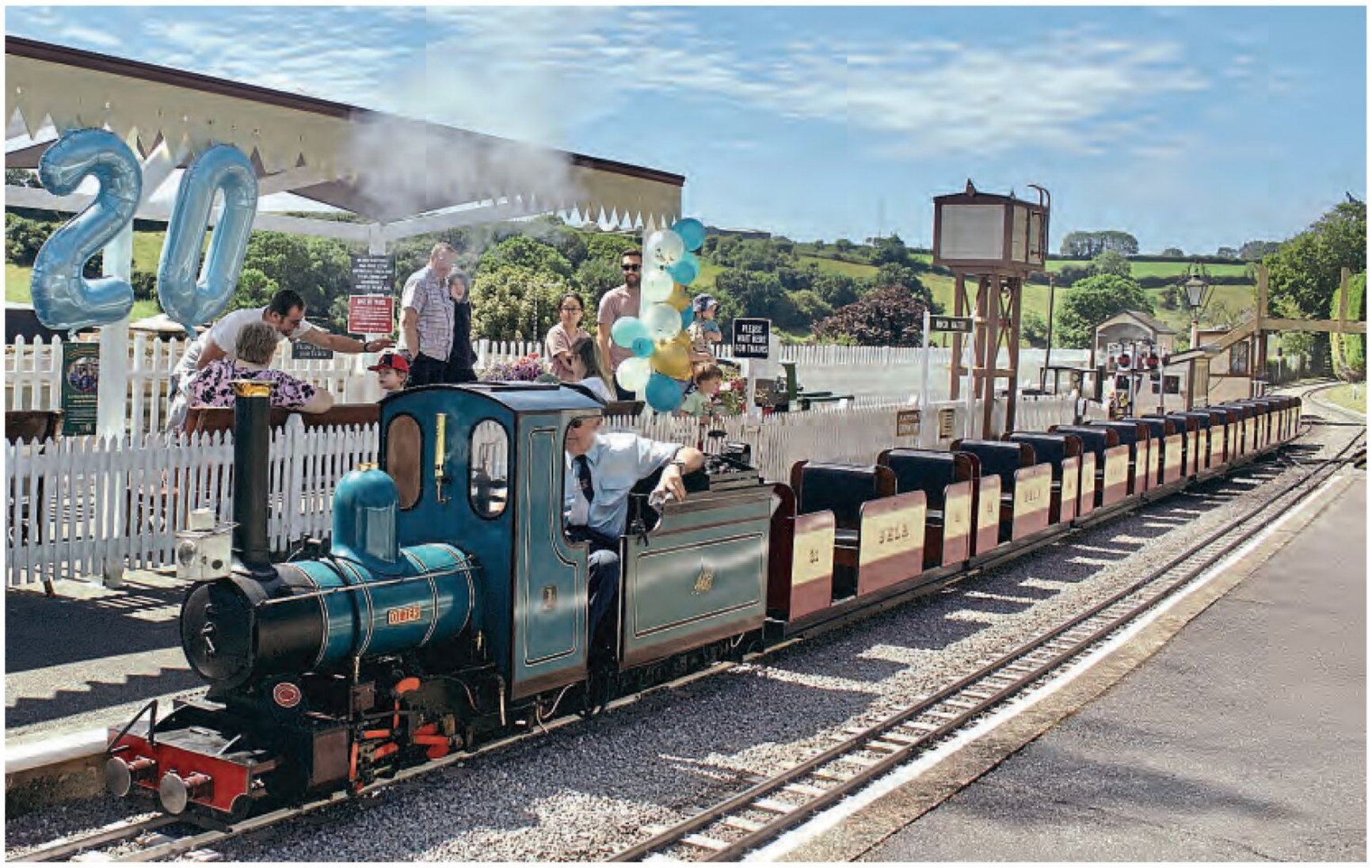
Bressingham Steam Museum
Narrow and standard gauge, one mile. Diss, Norfolk. Tel: 01379 686900.
Open: Daily.

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 & Sats (until Aug 29), Suns + Aug 26.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: Weds, W/Es.
Running: Weds, Suns.

Ferry Meadows Railway
10¼in gauge, ½ mile. Peterborough, Cambs. Tel: 01733 398 889.
Running: W/Es, sch hols.



The Beer Heights Light Railway at Pecorama in East Devon celebrated the 20th birthday of one of its most popular locomotives on June 29. Western Narrow Gauge-built 2-4-2 No. 1 *Otter* was in service on the 7¼in gauge track alongside visiting engines *Cackler*, GWR No. 10 and *Callum*, and trains were well full. Miniature traction engines were also on show. Next year, the Beer attraction will mark its 50th birthday. SAMANTHA MADDOX

Pre-order Issue 323: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Rat race: returning Class 25 joins Severn Valley Autumn Diesel Bash line-up



Buckfastleigh-based South Devon Diesel Traction's Class 25 No. 25262 will make a guest appearance at the Severn Valley Railway's October 3-6 Autumn Diesel Bash, subject to availability (as reported in News, page 26). Traditionally, the SVR has taken a lower-key approach for the autumn event, focusing on its home fleet. However, this early guest announcement underlines its determination to maintain its reputation as a leading enthusiast venue.

"We have seen very strong event performances since last year," said the SVR's managing director, Jonathan 'Gus' Dunster, "and this applies to both our steam and diesel enthusiast events. We think we are onto a winning streak, and this gives us the confidence to up the ante for our autumn event with this exciting announcement.

"We get more requests for Class 25s than anything else from our supporters, and that tells us this little engine will be the perfect guest. Its relatively small size means it's also supremely suited to working a preserved line – and, of course, there aren't many Class 25s in operation these days, so there's added rarity value."

No. 25262 last visited the SVR in 2025. More information and tickets are available at svr.co.uk PHIL SEYMOUR/SVR

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 (until Aug 22), W/Es + Aug 26.

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: Thurs, W/Es, bank hols.

North Norfolk Railway
Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
Running: Daily until Sept 19.

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 (until Aug 28), Suns + Aug 26.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 07979 055366
Running: Weds (until Aug 29), Suns + Aug 26, 31.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon. Tel: 01491 835067
Running: Aug 1, 4, 8, 11, 15, 17, 26, 30, 31 Sept 1, 7.

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 (until Aug 28), W/Es + Aug 26.

Great Whipsnade Railway
2ft 6in gauge. Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.
Running: Daily until Sept 29.

Hampton & Kempton Waterworks Railway
2ft gauge. Hanworth, Middlesex.
Tel: 01932 212235.
Running: Suns.

Leighton Buzzard Railway
2ft gauge, three miles. Leighton Buzzard, Beds. Tel: 01525 373888
Running: Weds &Thurs (until Aug 29), 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: Tues-Thurs (until Aug 29), W/Es.

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 (until Aug 27), Weds, W/Es, bank hols.

Crich Tramway Village
Standard gauge, one mile.
Crich, Derbyshire. Tel: 01773 854 321
Open: Daily until Sept 1.

Dean Forest Railway
Standard gauge, 4½ miles.
Norchard, Lydney, Glos. Tel: 01594 845840.
Running: Tues (until Aug 20), Weds, W/Es, bank hols.

Ecclesbourne Valley Railway
Standard gauge, nine miles. Wirksworth, Derbyshire. Tel: 01629 823076.
Running: Thurs-Suns, bank hols.

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 (until Aug 28), Suns.

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs, W/Es, bank hols.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
www.gcrailway.co.uk
Running: Weds, Thurs, W/Es, bank hols.

Great Central Railway (Nottingham)
Standard gauge, 10 miles. Ruddington, Notts. Tel: 0115 940 5705. **Open: 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 until Aug 28.

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: Aug 11, 25, 26, Sep 8.

Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire. Tel: 01629 580381.
Running: Weds, Thurs (until Aug 29), 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: Suns until Aug 25.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.
Running: Aug 4, 17/18, 24-26.

Severn Valley Railway
Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.
Running: Tues (until Aug 27), 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, W/Es.

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.
Running: Weds-Fris (until Aug 30) + Aug 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 (until Aug 28), 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: Weds (until Aug 28), W/Es, bank hols.

Appleby Frodingham Railway-Scunthorpe
Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.
Tel: 07889 297271.
Running: TBA.

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.



On July 7, the Welsh Highland Railway's morning 'Gelert Explorer' service rolled out of Caernarfon station with an additional carriage included in the form of Pullman Car No. 2115 *Bodysgallen*. This was its first run following an extensive overhaul, refurbishment and repaint at Boston Lodge Works into the Victorian-inspired livery carried by all of the Ffestiniog & Welsh Highland Railway's recently-built first class carriages. Prior to departure, a ceremony was conducted on the platform to mark the relaunch of *Bodysgallen* and to thank sponsor Peter Campbell for his generous support of the work. Built in 1998, *Bodysgallen* was retired from the active fleet after about 20 years of service, but having always been popular with those who enjoy the traditionally styled interior, when funds became available it was agreed to complete a comprehensive rebuild, which included attention to various areas of the bodywork, a reprofiled roof, new carpeting, reupholstery of the seating and a repaint into its fully lined and sign-written purple-brown livery. ROGER DIMMICK/FF&WHR

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Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks. Tel: 01756 710614.
Running: Tues-Fris (until Aug 29), 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: Daily until Sept 1.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
Running: Weds (until Aug 28), Sats (until Sept 7) + Aug 26, Sept 2.

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 (until Aug 28), W/Es, bank hols.

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: Suns.

Tanfield Railway
Standard gauge, three miles. Near
Gateshead, Tyne & Wear.
Tel: 07508 092365.
Running: Thurs & Sats (until Aug 31), Suns.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: Tues-Thurs, W/Es, bank hols.

Wensleydale Railway
Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 01677 425805.
Running: Tues, Weds, W/Es + Fris until Aug 30.

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.

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

WALES

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 (until Aug 28), W/Es, bank hols.

Brecon Mountain Railway
1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan.
Tel: 01685 722988.
Running: Mons (until Aug 26), Tues-Thurs, W/Es, bank hols.

Corris Railway
2ft 3in gauge, ¾ mile.
Corris, near Machynlleth.
Tel: 01654 761701.
Running: Sats + Suns (until Sept 8), bank hols.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne,
Gwynedd. Tel: 01341 250362.
Running: Daily until Sept 1.

Ffestiniog Railway
2ft gauge, 13½ miles. Porthmadog,
Gwynedd. Tel: 01766 516000.
Running: Daily.

Gwili Railway
Standard gauge, four miles. Bronwydd
Arms, Carmarthenshire.
Tel: 01267 238213.
Running: Tues (until Aug 20), 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: Daily until Sept 1.

Welsh Highland Railway
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Caernarfon, Gwynedd. Tel: 01766 516000.
Running: Daily.

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles. Llanfair
Caereinion, Powys. Tel: 01938 810441.
Running: Daily until Sept 1.

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Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West
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Running: Tues, Weds (until Aug 28), W/Es, + Aug 8, 16, 29.

Caledonian Railway
Standard gauge, four miles. Brechin, Angus.
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Running: W/Es.

Doon Valley Railway
Standard gauge. Dunaskin, Ayrshire.
Running: Sats from Aug 11.

Keith & Dufftown Railway
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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: Tues (until Aug 27), Weds-Suns.

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.

DATES FOR THE DIARY

Galas and heritage events in the coming weeks

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
- 9-11 Talyllyn Railway Summer Beer Festival
- 10/11 Crich Tramway Village Sounds of the 1950s and 1960s
- 10/11 Great Central Railway Railways at Work
- 11 Buckinghamshire Railway Centre Emergency Services Day
- 11 Kent & East Sussex Railway Vintage Bus Rally
- 11 Mid-Suffolk Light Railway Big Bus Day
- 12-16 Crich Tramway Village Discovery Week
- 17 Talyllyn Railway Race the Train
- 17/18 Epping Ongar Railway Vintage Steam Rally
- 18 Mid-Suffolk Light Railway Motorbike Day
- 19-23 Crich Tramway Village Woodland Week
- 23 Talyllyn Railway Young Members' Takeover
- 23-26 Isle of Wight Steam Railway Island Steam Fair
- 23-26 Mid-Norfolk Railway Beer Festival
- 24/25 Great Central Railway Vintage Vehicle Weekend
- 24/25 Statfold Country Park Big Statfold Weekender Festival
- 25 Talyllyn Railway Land Rover Rally
- 25/26 Mid Suffolk Light Railway Model Mania
- 26 Buckinghamshire Railway Centre Pre-88 Classic Vehicle Show
- 30/31 Welshpool & Llanfair Light Railway Steam Gala
- 31 Mid-Suffolk Light Railway Loco Gala

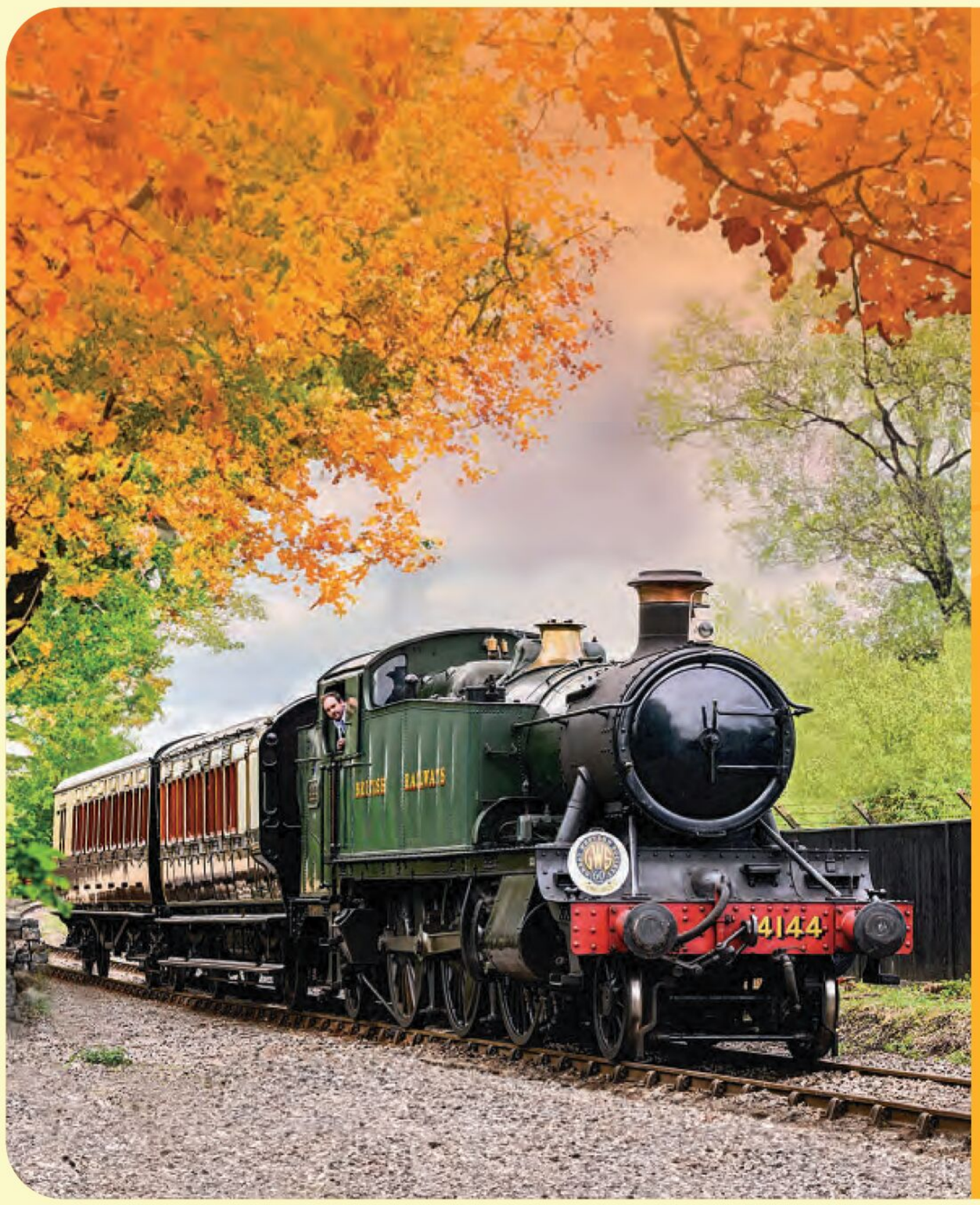
SEPTEMBER
- 1 Epping Ongar Railway Vintage Bus Rally
- 1 Mid-Suffolk Light Railway Loco Gala
- 1 Statfold Country Park Mini National Day
- 1 Welshpool & Llanfair Light Railway Steam Gala
- 6-8 Great Central Railway Autumn Diesel Gala
- 6-8 Swanage Railway Classic & Steam Vehicle Show
- 7/8 Crich Tramway Village Steampunk Weekend
- 7/8 Isle of Wight Steam Railway Cider & Cheese Festival
- 8 Romney Hythe & Dymchurch Railway Bus Rally

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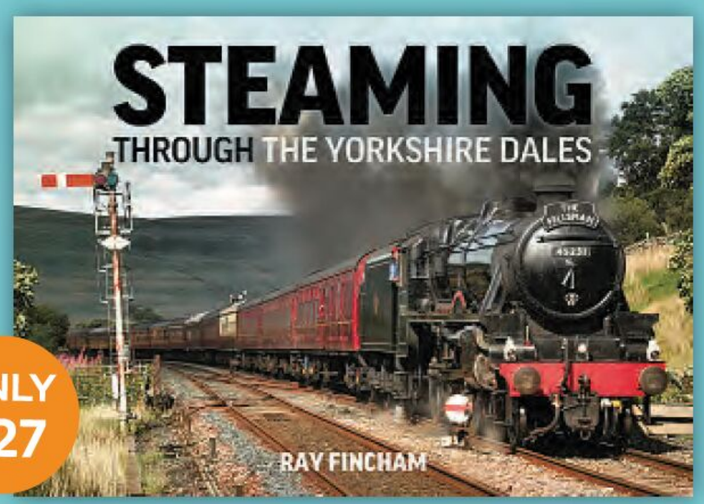


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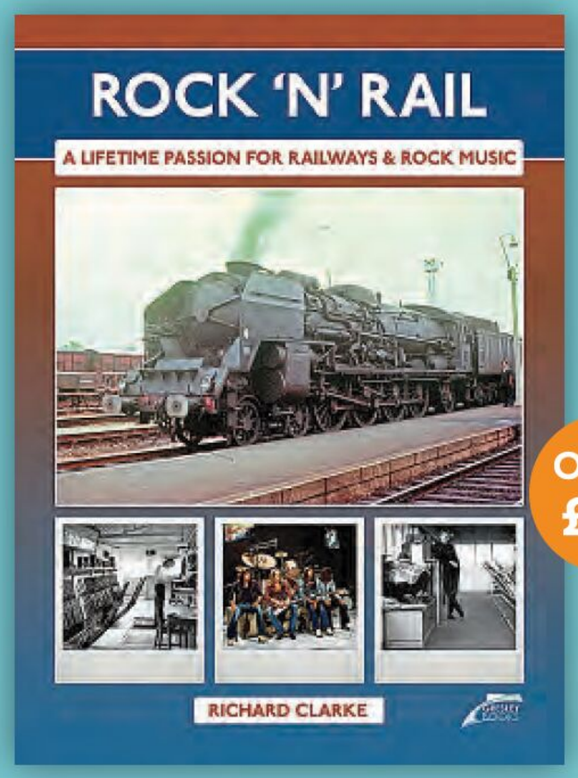


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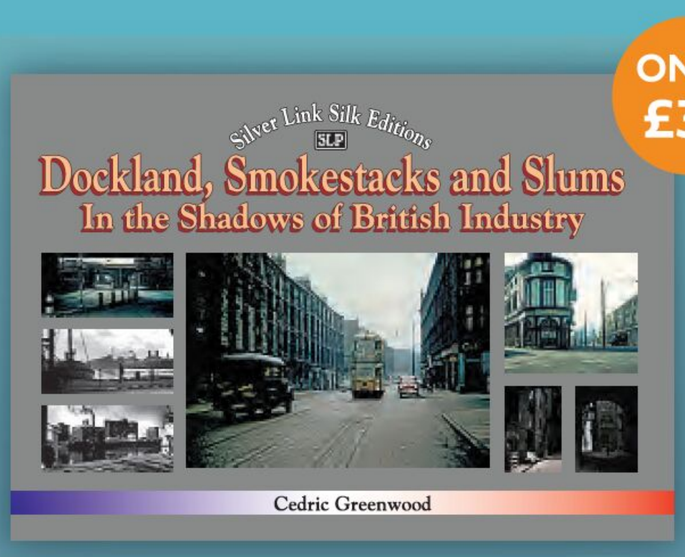


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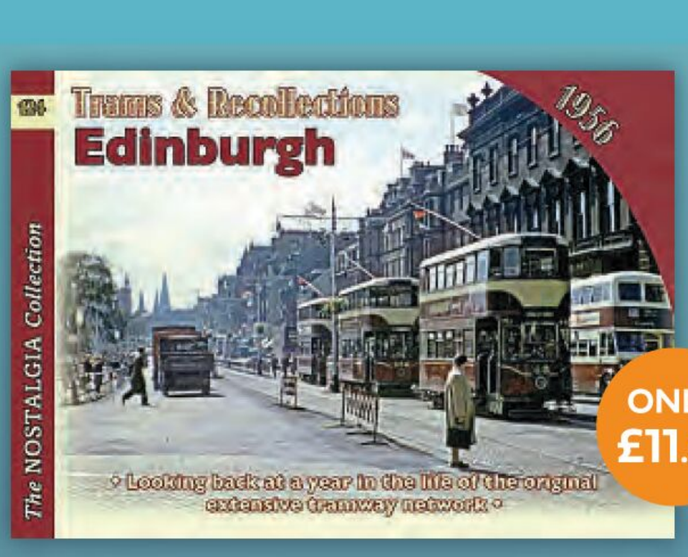


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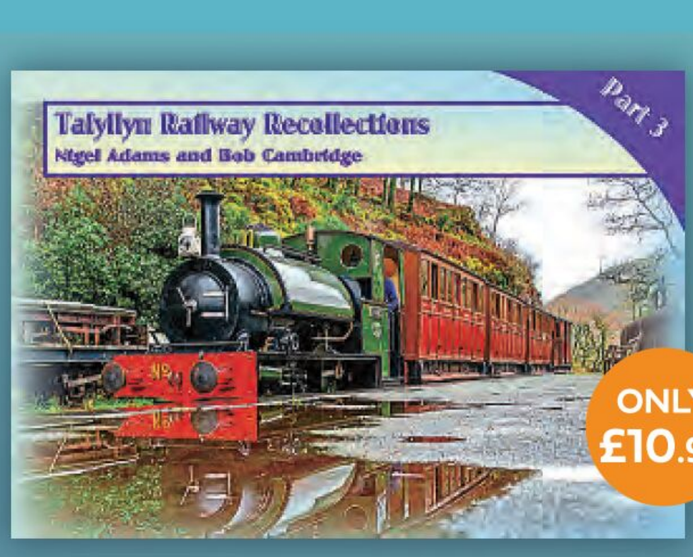


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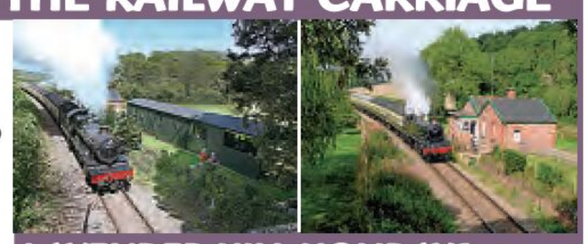


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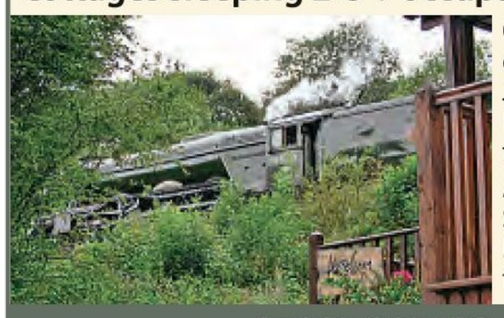
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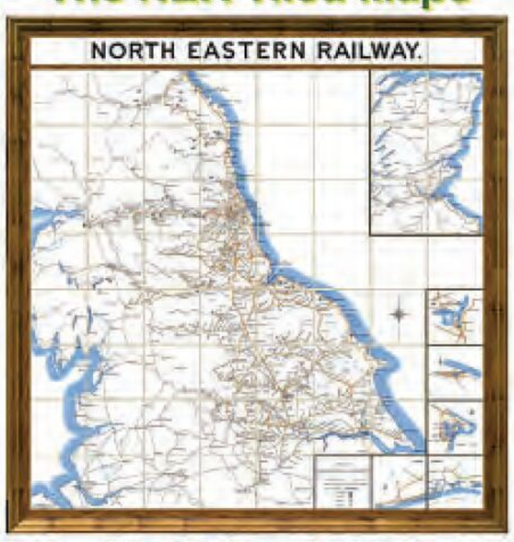
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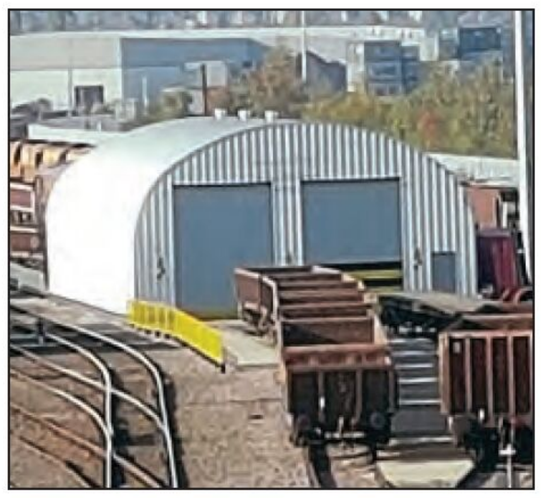


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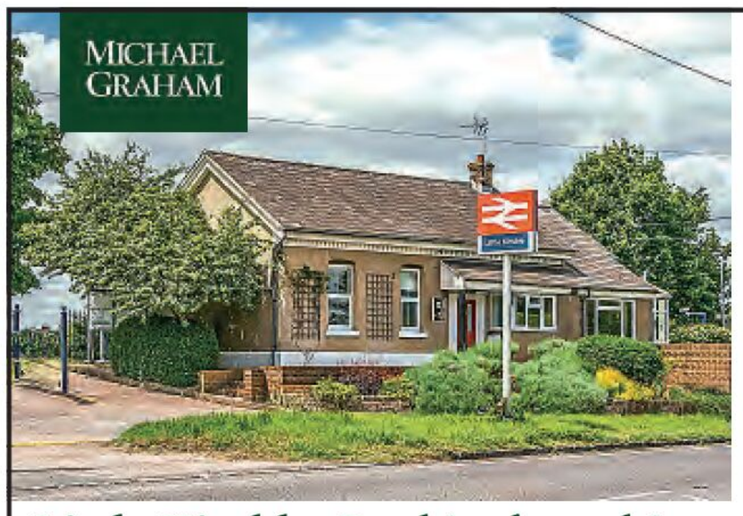
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The ghosts of railwaymen past

By Geoff Courtney

GEORGE Heiron is one of the most acclaimed and respected railway photographers of the steam era, and understandably so. His images frequently didn't focus purely on a locomotive or another single theme but gave a far broader view of the scene he was recording for history, and in this genre, his station shots are, in my mind, peerless. There is no better illustration than the first image in Transport Treasury's new publication The Atmospheric Eastern, a photograph spread over two pages of No. 60010 *Dominion of Canada* at the buffer stops at King's Cross, but with much, much else besides. It could be only a Heiron shot, and indeed is a work of art.

This is followed in the book by another Heiron image, but this one pulled me up short. The subject is straightforward enough, of a railwayman standing on a King's Cross platform chatting to the driver of A1 No. 60124 *Kenilworth*. It was a murky, almost foggy day, but what intrigued me was that the man on the platform appears to be a ghost, with a transparent body.

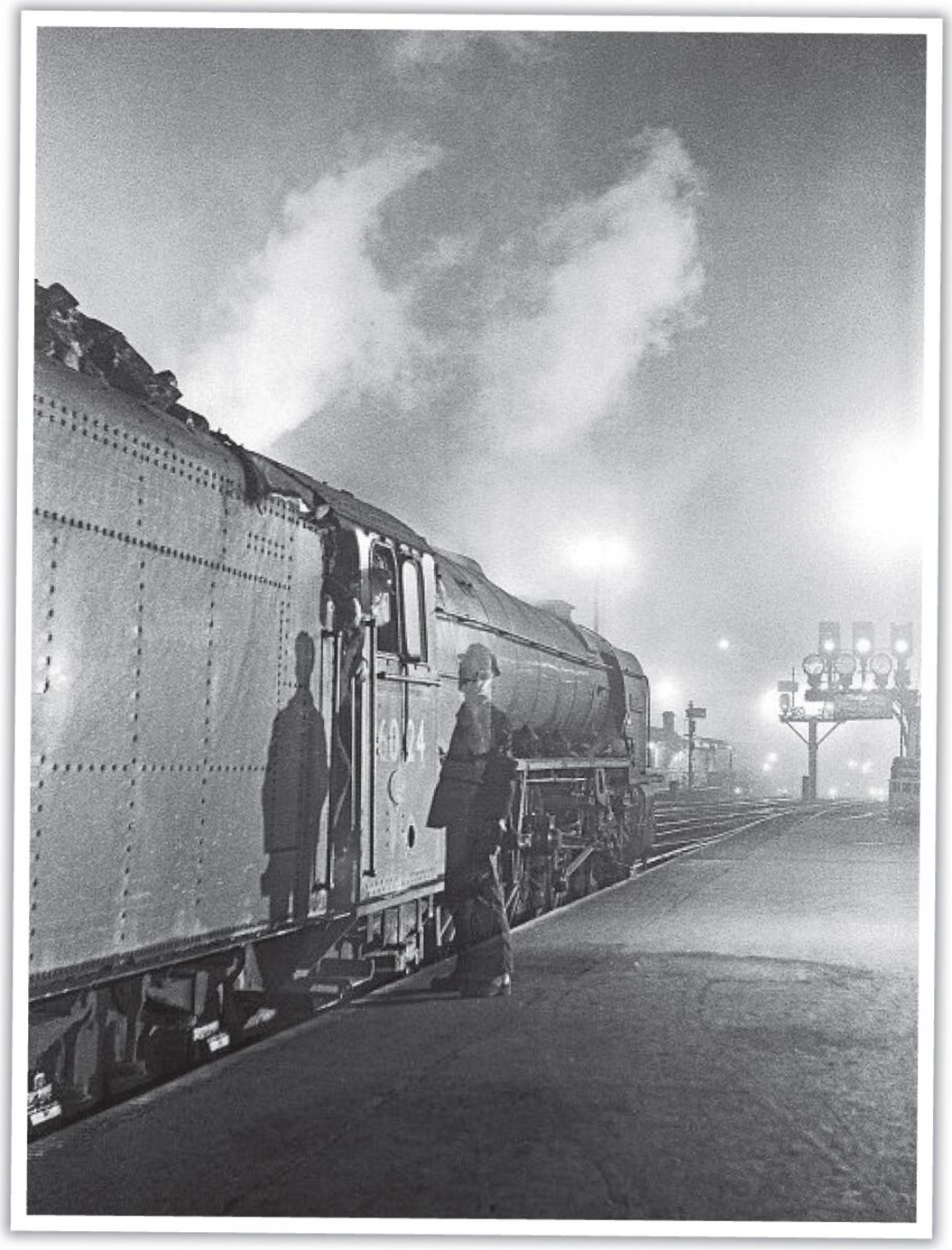
His shadow is on the Pacific's tender, but do ghosts cast shadows, I wondered?

There's no mention of the enigma in the photograph's caption so, not being a photographer myself, I turned to former evening newspaper colleague Peter Hoare, who has been a professional snapper for six decades and counting. After much deliberation Peter told me: "It looks as if the photograph was taken at night, so it could have been an exposure of several seconds, which is more than enough to cause a ghost effect.

"Had the man on the platform walked quickly towards the locomotive and into the frame after the exposure had started, it may not have left a ghostly trail, and once the man was in position he obviously kept perfectly still, as both he and his shadow have sharp edges.

"If that is the case, it would have all been very deliberate by George Heiron, but having said that, I don't understand why he let that happen if all he wanted was a shot of someone talking to the driver."

Why indeed? Heiron was an ultra-professional who, as far as I am aware, didn't need to resort to gimmicks in his work, but rather recorded the scenes exactly as they were, and that is to me part of his appeal. Thoughts, anyone?



Ghost train: This photo by renowned railway photographer George Heiron features the driver of A1 Pacific No. 60124 *Kenilworth* at King's Cross chatting to a ghost-like fellow railwayman on the platform. Is this a deliberate effect by Heiron, and if so, for what purpose? TRANSPORT TREASURY/GEORGE HEIRON

Mine's a steam coal cornet!

THE Ffestioniog & Welsh Highland Railways has this summer become the only place in the UK where you can buy steam coal ice-cream!

The heritage line has introduced a new platform ice cream stand with its own designer flavour.

The line's catering manager, Elwyn Edwards, said that the idea just came to him as he wanted something unique to the FfWHR which was also made in Wales.

"It is really important for us to serve local produce here at our catering outlets, and choosing a Welsh ice cream maker was top of my list," he said. "Mario's was happy to cater for my idea of steaming in with a brand-new product! It is actually a very tasty vanilla, and something a bit different which will hopefully raise a smile from our passengers when they come to our new ice cream stand!"



Customers can also enjoy mint choc chip, chocolate, strawberry, salted caramel and a vegan option of red cherry sorbet

Mario's Jayne Burden said: "When we were asked to make something in fitting with the Ffestiniog & Welsh Highland Railways, we jumped at the opportunity to adapt our luxury Welsh ice cream to fit the bill!"

The ice cream has already been selling well, and the locomotive crew certainly approve!



Above: Ffestiniog & Welsh Highland Railways fireman Caleb Lovegrove samples the new steam coal ice cream above a bunker full of the real thing, though he doesn't look that sure about which is which! FF&WHR

NEXT ISSUE
Issue 322 out Aug 30
'Teddy Bears' turn 60! The Ecclesbourne Valley Railway celebrates the Class 14's diamond jubilee with a four-day gala event.

PLUS
FOXFIELD THEN, NOW, AND THE FUTURE
Nicola Fox examines the rich legacy of the Foxfield Railway, Staffordshire's market-leading industrial heritage line, and plans to unlock its future potential.



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This year we celebrate our annual Swiss-based festive holiday in Interlaken and Chur - ideal bases from which to explore the snow-capped Swiss Alps and enjoy a guaranteed 'White Christmas' with fellow travellers.

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