RIVIERA TRAINS COACH FLEET SOLD TO WEST COAST RAILWAYS

ISSUE 324 September 27 – October 25, 2024

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

STOCKTON & DARLINGTON 200

Celebration bonanza unveiled!

TORNADO

60MPH RUNS ON GREAT CENTRAL

BUT MAIN LINE COMEBACK POSTPONED

■ **'NEW' WELSH HIGHLAND LOCO DEBUT STEAMING** ■ **CHINNOR 30TH ANNIVERSARY STEAM GALA SUCCESS** ■ **BALA TOWN EXTENSION BREAKTHROUGH** ■ **TRIBUTE TO STEAM AFICIONADO DAVID BUCK** ■ **MID-NORFOLK NEW PUSH TO COUNTY SCHOOL**

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Running 24 minutes late departing Shrewsbury with the fully-booked Saphos Trains''Welsh Marches Express' on September 4, B1 4-6-0 No. 61306 *Mayflower* heads south passing Bayston Hill, carrying a wreath on its smokebox door in honour of previous owner David Buck – see News, pages 10/11 and Main Line News, pages 56/57. JOHN TITLOW

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Achievement is our trademark!

THE Welsh Highland Railway's Super-Power gala in mid-September witnessed the public appearance in steam debut of South African Railways NG15 2-8-2 No. 134 (see pages 70/71) following 25 years of hard graft to restore it to running order by the project team members who have given us the UK's latest addition to its steam fleet. We are also seeing new-build LBSCR H2 Atlantic No. 32424 *Beachy Head* in regular public service on the Bluebell Railway and can now look forward to GWR 4-6-0 No. 6880 *Betton Grange* hauling festive trains on the Battlefield Line.

Two or more decades ago, might we have believed that accomplishments like these could be forthcoming in such a short space of time?

Yes, there has been disappointment from the cancellation of A1 Peppercorn Pacific No. 60163 *Tornado*'s main line tours this year, but it has shown itself to be in fine fettle in a series of 60mph test runs of the Great Central Railway and is about to break more new ground for the heritage sector when, fitted with a European Train Control System for digital signalling on the East Coast Main Line, it rightly resumes its place as the *Flying Scotsman* of the 21st century. We eagerly await its visit to the Nene Valley Railway in October, arriving via the main line, and that of Jubilee No. 45596 *Bahamas*, which will join the roster for Wansford's Christmas services.

"Our mainly volunteer-led heritage railways continue to be an epitome of achievement against the odds, and again I urge readers and all other members of the public to support your local ventures..."

While Britain's current economic situation is less than inspiring, apart from providing endless fuel for politicians' daily brickbats, the UK's heritage railway sector is showing the way forward on several fronts, not least of all with its volunteer workforce and its funding to guarantee the survival of our rich transport legacy.

The multitude of events announced on September 19 for next year's Stockton & Darlington Railway 200th anniversary will serve to remind us all that the world's first steam-hauled passenger railway was a defining landmark in global civilisation, not just that of the western world, and is guaranteed to highlight to many future generations of what Britain achieved back them.

Our mainly volunteer-led heritage railways continue to be an epitome of achievement against the odds, and again I urge readers and all other members of the public to support your local ventures in this field wherever and however you can – by giving your spare time if you are willing or able, making donations, or simply taking your custom and riding on the trains.

Sadly, on pages 10/11 we report the passing of one of the sector's greatest achievers in recent times, that of David Buck, who began as a childhood enthusiast and through his efforts built his own private railway, became the owner not only of a main line locomotive but also the tour operator which used it, and restored what is now Britain's biggest operational steam locomotive. For decades he blazed a trail, showing just what can be done, and the movement will be so much the poorer without him. We will miss him big time. Rest in peace, David.

Robin Jones Editor

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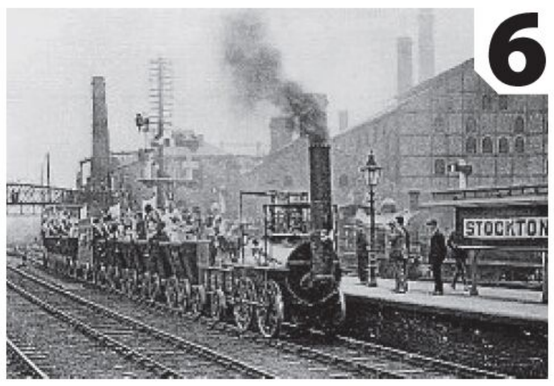

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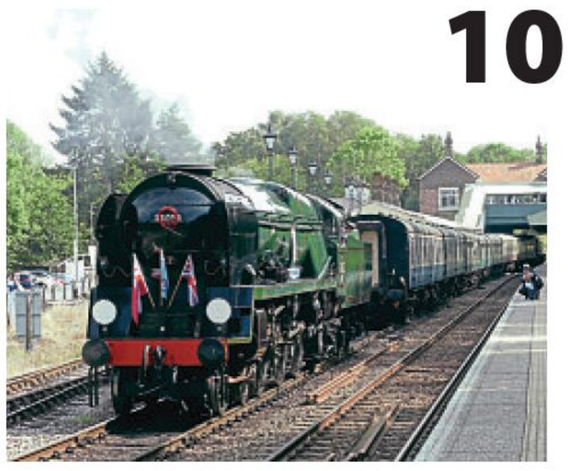

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Nine-month festival Stockton & Darlington bicentenary events announced

THE extensive programme for the eagerly-awaited nine-month international Stockton & Darlington Railway 200 Festival marking the bicentenary of the world's groundbreaking first steam-hauled passenger line was announced at the Darlington Hippodrome on September 19.

The festival in County Durham and Teeside – set to be one of the biggest railway heritage events ever staged anywhere – opens with a large-scale visual spectacle in Bishop Auckland, including a light projection show on March 29, 2025, charting 200 years of rail travel and revealing the global impact that railways have had since 1825.

The major highlight of the landmark celebration will be the recreation of the first journey on the S&DR on September 27, 1825, which will see the newly-overhauled replica of George & Robert Stephenson's *Locomotion No. 1* (originally called *Active*) travel from Shildon to Stockton-on-Tees via Darlington on September 26, 27 and 28. This journey has been made possible thanks to festival partners Network Rail and LNER, and spectators will be able to see the locomotive at designated locations and enjoy an accompanying programme of events along the route.

The replica was built in 1975 and led the Stockton & Darlington Railway 150th Anniversary Steam Cavalcade at Shildon on August 31 that year. It resided at Beamish Museum until it was moved to the former Head of Steam Museum (now part of Hopetown Darlington, as featured in *Heritage Railway* issue 322) in 2021, replacing the original on display, and was subsequently bought by Darlington Borough Council. Its contract overhaul is due to be completed this autumn.

Ian Thompson, the council's assistant director of resources, said that council's cabinet had set aside £500,000 for the restoration – and it was hoped that a train of chaldron wagons would be added in an authentic recreation of the first train on the world's first modern railway.

A two-part Ghost Train outdoor performance, co-produced by Walk the Plank and Avanti Design, will take place on September 21 in Darlington and September 28 in Stockton, featuring a procession of large-scale art installations representing the world's most important inventions through Darlington and a spectacular re-imagining of *Locomotion No. 1* in Stockton the following week.

The festival's major museum partners hosting activities are Hopetown Darlington, Locomotion in Shildon, Preston Park Museum and Grounds in Stockton-on-Tees, and The Story in Durham. The first three attractions are situated on the original S&DR and their permanent displays are all accessible by rail.

Hopetown will present a display called Early Locos from April to July, which includes pioneering early locomotives like *Locomotion No.1* from the National Railway Museum and National Museum Wales.

An immersive steam-inspired installation from July to September will see Studio Swine create a sensory and digital art experience, inspired by the use of steam as a source of power.

An exhibition on the future of transport and skills from July to September, held in partnership with Hitachi and LNER, will examine the rail industry in the era of climate crisis and how a growing green technologies sector in Teesside can provide opportunities for the region. Visitors will create a train for the 22nd century using virtual reality software.

More events across Shildon:

- The Locomotion museum will stage an exhibition about Shildon Works and another on the Young Railway Photographer of the Year competition on dates yet to be announced, An event/exhibition exploring the future of transport and skills from March to September will complement the one at Hopetown.
- Preston Park Museum and Grounds will showcase a Corridors of Connection from July to November, in which artist Rebecca Louise Law will present an installation of botanical objects, including flowers, pinecones and seed pods collected from the museum's grounds, looking at how railways play a vital role in connecting wildlife habitats, in partnership with the biodiversity team at Network Rail.
- A display of national artwork will be staged from July to November in the new galleries, with loans from Tate, Royal Collection Trust, Manchester Art Gallery, The Bowes Museum and National Museums Liverpool.
- A digital installation from July to November by Yann Nguema of France will create a digital and sensory space in the new galleries. The piece 'Perfume' will feature scent inspired by pollination that exclusively occurs as a result of trains travelling through the countryside.
- The Big Build from May is a living sculpture in the grounds, designed by Grace Choi, a female architect in collaboration with women, those that identify as women, and non-binary people inspired by the lack of representation of women and their roles in the documented S&DR story.
- An interactive indoor playground for under-fives will be held from July to November in the new galleries.
- The Story in Durham will present an exhibition on how the railway facilitated the movement of goods and people on an unprecedented scale, fostering trade, industry, and urbanisation, and how it was the catalyst for the growth of local towns. Through authentic voices from The Story's collections of letters, diaries, court papers, and other day-to-day records, it will explore two centuries of transformation spurring economic development and transforming the socio-economic fabric of the region.
- The Art of Rail Design exhibition will tour several libraries in the region and feature original historic artefacts relating to the S&DR including maps, blueprints and letters provided the Institution of Civil Engineers, the Institution of Mechanical Engineers, The Common Room, the NRM and Teesside Archives.
- Exhibitions related to the S&DR are also taking place at several museums and galleries in County Durham and Tees Valley, including an exhibition at the Mining Art Gallery in the Auckland Project in Bishop Auckland, at the Bowes Museum, and Raby Castle in County Durham.
- A series of new public artworks will be installed over the nine months of the festival, including a sculpture by James Bawn and a kinetic sculpture by Ivan Black inspired by train signalling, in collaboration with local engineering students.

The *Locomotion No. 1* replica leading the Stockton & Darlington Railway 150th Anniversary Steam Cavalcade at Shildon on August 31, 1975. It is set to run on the line again next September. HUGH LLEWELYN/CREATIVE COMMONS

S&DR200 festival director Niccy Hallifax, an experienced creator who has worked on numerous global, high-profile and internationally award-winning projects in the heritage and culture sector. SDR200

You can take part too

- The national S&DR Invention Challenge from Little Inventors invites children to use their creativity to invent a new vision of future rail travel.

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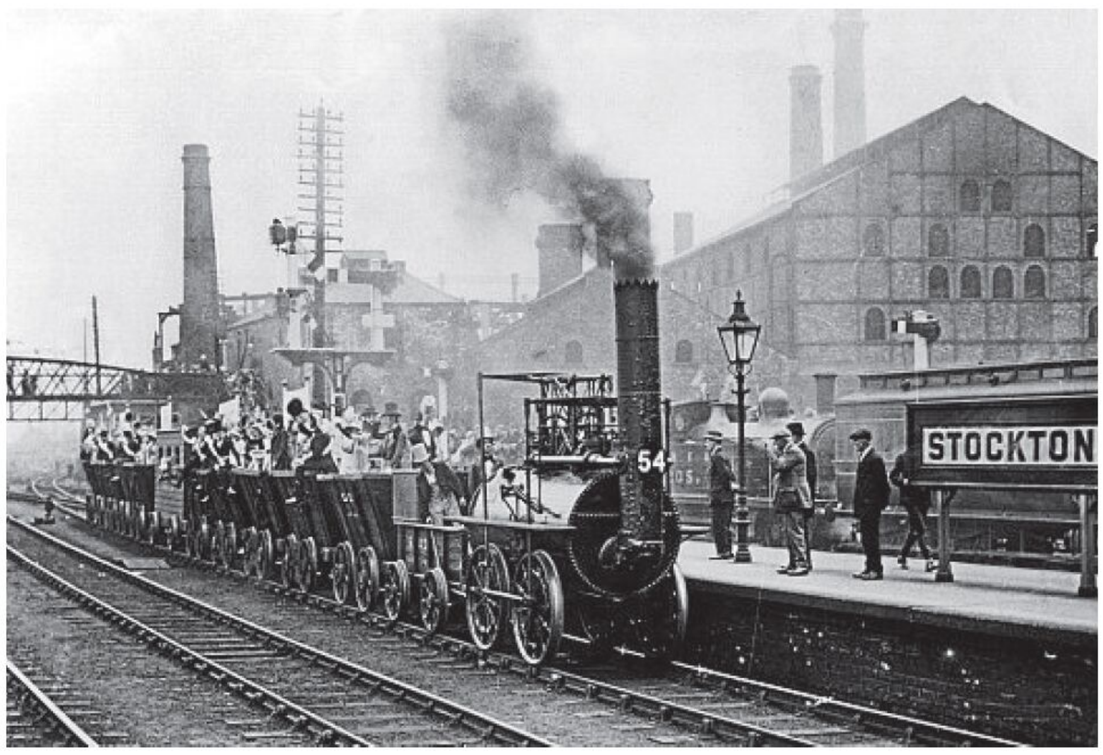
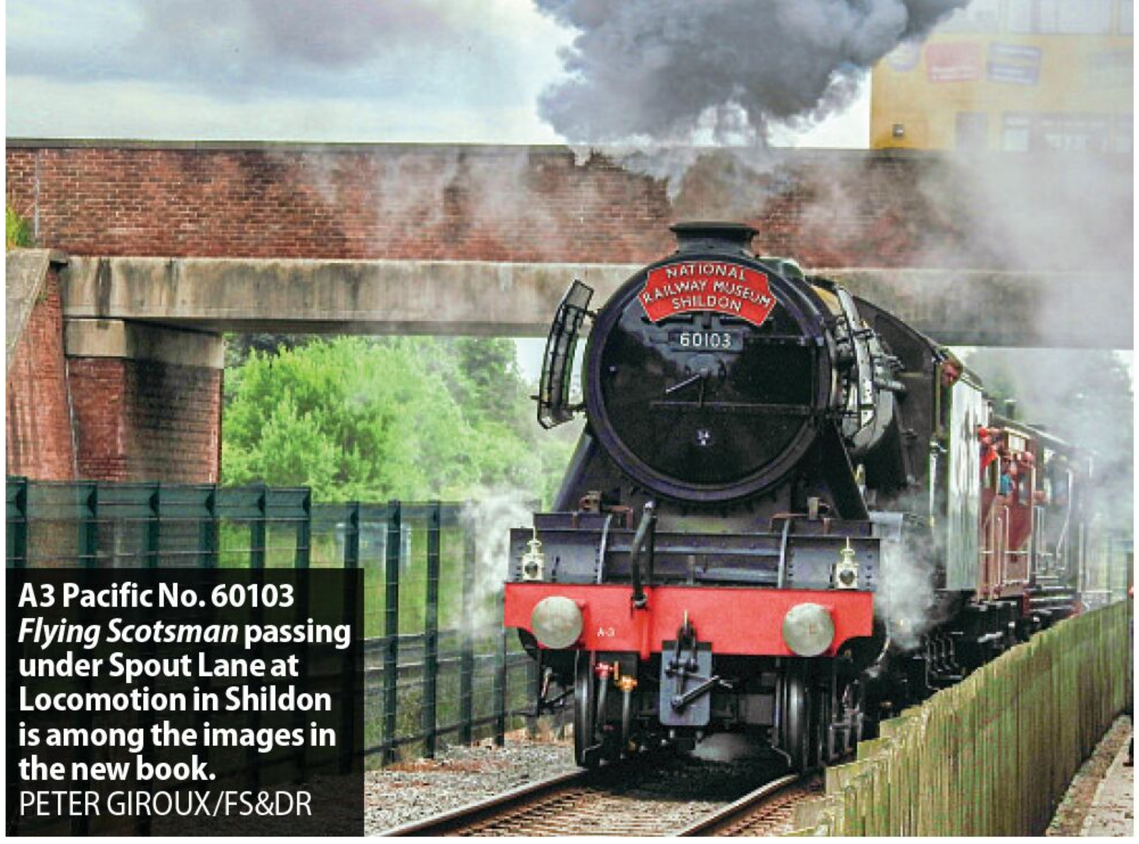


The Stockton & Darlington Railway centenary celebrations in 1925 led by the original *Locomotion No. 1* SDR200

To be restaged next September: *Locomotion No. 1* leads the inaugural train across Skerne Bridge, as portrayed in 'The Opening of the Stockton and Darlington Railway, 1825' by John Dobbin. HOPETOWN, DARLINGTON

- The S&DR Young Producers Programme for 16 to 24 years olds will give participants the opportunity to further their skills, working with Tees Valley Museum Group and Sparks to launch new teacher resources on the S&DR and virtual classes for young people to develop creative, digital and problem-solving skills.
- A Memorable Journey is a mass participation art project, happening throughout the nine months. Visitors to festival venues, schoolchildren, care home residents and communities in County Durham and Tees Valley will be invited to decorate a wooden peg doll inspired by a personal memorable journey, which they will write on an accompanying tag. The results will be installed at a venue in autumn 2025 before being archived.
- In an interactive treasure hunt game launched in spring 2025 and designed by TUCan at Teesside University, players collect tokens to build a series of locomotives with virtual reality elements, enabling a younger and international audience to enjoy the world-changing story of S&DR.
- At the Women of the World event in Durham in October, international speakers will discuss wom-en's roles in technology and engineering, the future of transport, and climate science and the arts, produced by the Women of the World Foundation.
- The S&DR200 Fringe Festival will take place throughout 2025, giving community and art organisations the chance to celebrate this special year in their own unique ways. The Fringe includes a series of walks by the Friends of Stockton & Darlington, and events along the newly-opened S&DR Discovery Trail, made possible through the S&DR 26 Miles Community Grant Scheme, supported by the National Lottery Heritage Fund.
- At noon on January 1, the North Yorkshire Moors Railway will mark the start of the bicentenary year with simultaneous whistles at Pickering and Grosmont, with hopes of other lines joining in for a nationwide moment of celebration.

➜ Full details of the S&DR200 festival are at sdr200.co.uk



A3 Pacific No. 60103 *Flying Scotsman* passing under Spout Lane at Locomotion in Shildon is among the images in the new book. PETER GIROUX/FS&DR

New book highlights the surviving S&DR landscape

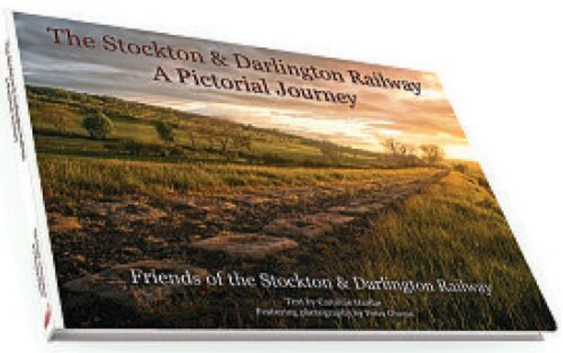
AHEAD of the S&DR200 festival, the Friends of the Stockton & Darlington Railway has opened pre-orders on a new celebration of the pioneering line in its bicentenary year.

The Stockton & Darlington Railway: A Pictorial Journey is a lavishly illustrated hardback book featuring photographs by Darlington photographer Peter Giroux, highlighting the remaining features of the railway and providing a unique record of it.

The text is by archaeologist Caroline Hardie, who has spent more than a decade researching the railway and its surviving historic landscape. There are additional contributions by musicians, artists and poets to create visual and audio extras, some of which are accessible through QR codes.

The limited print run is funded through pre-order subscriptions. Those received before the end of October will receive an individually numbered book signed by the authors and their name listed at the front of the book. Alternatively, the book can be dedicated in memory of a friend or family member on a special In Memoriam page, providing a lasting tribute to their love of the railways.

Friends chairman Niall Hammond said: "Every anniversary produces a variety of commemorative works, but we feel this limited-edition book is exceptional and will become a treasured collector's item to mark the bicentenary of the S&DR in 2025.



A mock-up of how The Stockton & Darlington Railway: A Pictorial Journey book might look. FS&DR

"Wonderfully illustrated and diligently researched, this is a publication to inspire all of those who love railways.

"This is a book of fantastic quality and content and is a fitting account of the internationally significant story of the S&DR opening in 1825, which gave birth to the modern railway."

The book is available to pre-order at www.sdr1825.org.uk for £35 plus £4.10 p&p. Profits will go towards the Friends' charitable objectives to conserve and interpret the remains of the S&DR.

There is also Little Loco's Big Day, an illustrated storybook for children aged up to seven about the opening of the S&DR, available at www.therailwaystation.shop/shop/books-maps-stationery-pictures-prints/books/little-locos-big-day-childrens-book/

Proposal to further protect rail legacy in Darlington under scrutiny

A PROPOSAL to expand Darlington's historic Northgate Conservation Area conservation area is now the subject of a six-week survey run by the borough council.

Northgate is identified as a designated heritage asset of international significance due to its structures and associations linked to the founding of the Stockton & Darlington Railway. However, it has been on the national At Risk Register since 2010.

A conservation area is "an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance." The council is investing in the area ahead of the bicentennial celebrations, including the redevelopment of the Hopetown railway heritage quarter.

To comment on the survey by November 1, visit www.darlington.gov.uk/consultations/current-consultations/?id=55

Tornado in 60mph tests on GCR – but comeback delayed again

By Robin Jones

PEPPERCORN A1 Pacific No. 60163 *Tornado* has undergone 60mph test running on the Great Central Railway since returning to steam at Loughborough. Outstanding jobs, however, led to its main line tours itinerary for the rest of 2024 being cancelled, including the planned 'Ribblehead Rambler' trip on September 21.

Tornado was due to be moved to Tyseley Locomotive Works on October 1, and from there it will undertake main line test runs before running by rail to Wansford for its rearranged visit to the Nene Valley Railway, where it will haul passenger trains on October 19/20 and 26/27, as well as 'The Fenman Tornado' fish and chips service on the evening of the 19th. For more details, visit nvr.org.uk

As pictured last issue, *Tornado*'s return to steam began on August 12 when a warming fire was lit in its firebox for the first time since its overhaul began in January 2022. As with every stage of the A1's overhaul, small snags required ironing out while it was static. Once resolved, the boiler inspector was booked for August 23, when static tests included demonstrating the satisfactory performance of the injectors, turbogenerators, atomisers, sanders and safety valves. During the inspection, the locomotive was deemed good to go, and the regulator was opened, giving way to tentative first moves.

Following some slow and steady movements outside Loughborough shed, that afternoon *Tornado* began running in, remaining in steam throughout the weekend, and freshly machined parts were bedded in during light engine mileage accumulation. In the following days, the A1 accumulated more mileage and underwent more static tests, including further testing for ETCS (European Train Control System) for digital signalling on the East Coast Main Line.

Friday, August 30 saw No. 60163 successfully undertake a loaded test run, opening the door for it to haul GCR service trains over the next two days as part of its continues programme of mileage accumulation. Following the weekend, *Tornado* underwent 60mph test runs, but an issue with the firebars was discovered, leading to its replacement. The engine had to be allowed to go cold for this work, and a minor list of fettling jobs was undertaken at the same time.

No. 60163 made two high-speed runs on September 4 and others on September 17.

Part of the fitting of the ETCS system involved a change to the braking system, including a new warning 'sunflower' for use under conventional signalling arrangements and electronic brake valves that apply the brakes to prevent such situations as passing a red signal.

A new 'black box' data recorder has also been installed.

Problems became apparent during testing of the system, and it was deemed impossible to guarantee that they would be rectified by September 21.

Rather than postpone the trip to a future date, the A1 Trust decided to cancel and issue refunds. It is hoped to reschedule it as soon as possible,

Following its official launch at Darlington on August 1, 2008, *Tornado* was taken to the Great Central Railway for mileage accumulation and testing before hauling its first passenger trains. The closing stages of the A1's latest overhaul saw it return to the GCR 16 years later, and on August 31 it is pictured heading a passenger service to Loughborough. PAUL MAYO

Riviera Trains coaching fleet bought by West Coast

By Robin Jones

WEST Coast Railways has bought the Riviera Trains fleet of about 60 coaches, at a stroke strengthening its position in the charter trains industry.

The sale, which takes effect on September 30, includes both of the operational central door locking-fitted blue and grey-liveried Mk.2 sets that are extensively used by a wide number of railtour promoters and other train operators

The entire fleet will move from its current base at Burton-on-Trent to the West Coast base at Carnforth in due course. Future operations will handled out of the WCR depots at Carnforth and Southall.

Riviera Trains owner Barry Cordell and his operations manager Charles Paget said they were pleased to secure the future of the vehicles, having played a pivotal role in the provision of locomotive-hauled coaching stock for ad hoc operations and special trains for many years.

Barry, who has more than 30 years' involvement in the charter train business, will be stepping back from main line operations, while Charles, an integral part of Riviera Trains for the past three decades, will join West Coast as its business manager. He will play a key role in ensuring continuity, managing relationships with Riviera Trains customers, and overseeing the ongoing operations of the acquired assets.

Barry thanked Nemesis Rail, Riviera's maintenance provider, for all the work and support it has undertaken and given at its Burton Wetmore depot in recent years. He said: "I am pleased to be handing over the baton of providing rolling stock to the rail industry to David Smith, of West Coast Railways."

His partial retirement will allow him to focus further on his Pathfinder railtours business, which is unaffected by the sale and will continue to operate as usual. Pathfinder will continue to use the former Riviera Trains rolling stock, under WCR ownership, in its tour and excursion programme. WCR already has the largest fleet of locomotive-hauled coaches in the UK, comprising about 200 vehicles.

The Riviera Trains brand, which has been a fixture in the rail industry for 30 years, will cease trading as the sale agreement purely includes coaching stock and spares. The availability of rolling stock to third parties will continue.

Meanwhile, WCR, which, as previously reported, has been unable to gain an extension to its exemption from rules banning the use of coaching stock not fitted with CDL, remains in discussions with the Office of Rail & Road about the possibility of a new agreement. This summer's 'Jacobite' has been using Mk.2 stock, fitted with CDL.

Separately, the ORR has approved WCR's application to extend the track access contract with Network Rail for 'The Jacobite' by a further five years, securing its access rights from its current expiry date at the end of October to October 31, 2029.

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***Tornado* calls at Quorn & Woodhouse station with a service train on August 31.** ROBIN JONES

The footplate crew take a breather before *Tornado's* next service train to Leicester North. ROBIN JONES

The final word: Jumbles the Loughborough shed cat gives the last once-over of *Tornado*. GCR

Head of steam: *Tornado* heads for Loughborough with a flourish. ROBIN JONES

but difficulties were foreseen by the autumn leaf fall season and the many trains that run during the festive period.

A fresh itinerary for main line tours will now be drawn up and planned for next year.

A1 Trust chairman Steve Davies said: "We have been delighted with the positive support from all staff and management at the GCR who have been very accommodating and flexible in meeting our often-short notice requests.

"*Tornado* is very much at home at the GCR given the main line facilities and it has been a great opportunity to introduce the locomotive to audiences old and new. I would also like to pay tribute to the patience and forbearance of all at the Nene Valley Railway who have had to cope with the challenges of our delayed visit. Their calm and understanding attitude certainly helped to endear them to our team, and we look forward to honouring our commitment to visit soon."

Bahamas and *Betton Grange* to head Santa specials

LMS Jubilee 4-6-0 No. 45596 *Bahamas* will be the principal motive power for the Nene Valley Railway's upcoming Santa season, while new GWR 4-6-0 No. 6880 *Betton Grange* has been booked by the Battlefield Line for its festive trains.

Bahamas will arrive at the Wansford headquarters of the railway toward the end of November in time for the first Santa trains on Saturday, November 30.

It is then expected to haul trains over each weekend in December, with additional services on Friday, December 20, Monday, December 23, and Tuesday, December 24. It is anticipated that *Bahamas* will be also made available for NVR driving courses, an evening dining event and other public running days prior to leaving early next year: see nvr.org.uk for more information.

Following its three-month visit to the North Norfolk Railway, *Betton Grange* is scheduled to arrive at Shackerstone on November 27 and will be used each weekend on Santa trains up to Christmas and operate mince pie specials between then and the New Year – see www.battlefieldline.co.uk. It will stay on the line until January 14, taking part in the Winter Warmer steam gala.

Tickets for the festive trains are bookable at www.santatrain.co.uk, with many of the Santa specials already sold out or getting close to being full.

Meanwhile, two more main line locations have been added to the venues for 'Polar Express' trips this coming Christmas. While Vintage Trains will again be running its established popular steam-hauled theatrical train based on the hit 2004 movie adaptation of the Chris Van Allsburg novel (see vintagetrains.co.uk/train-rides/polar-express/), Telford-based PNP Events Ltd has added both Euston and Waverley stations to its itinerary for 2024, along with the South Devon, Spa Valley and Wensleydale railway (visit pnpevents.co.uk/polar-express-locations/ for further details).

Elsewhere, the Severn Valley Railway (svr.co.uk) has boosted its seasonal offerings with an all-new professional pantomime at Arley station. It features the mischievous elves Jingle and Jangle, and Father Christmas will make an appearance on stage too. Santa Trains will again depart from the winter wonderland of Kidderminster Town station, while the 'Enchanted Express' departs from Bridgnorth with Santa and his friends on board on weekends starting November 30, plus Christmas Eve.

The North Yorkshire Moors Railway has announced all-new Santa specials from the decorated Pickering station, home to a festive signalbox and stalls, and there will be the chance to meet Santa too. Each child will receive a unique Edmondson ticket as a keepsake, along with a limited-edition toy to take home.

There will also be Christmas Pullmans, Christmas charters and Christmas afternoon tea services: see www.nymr.co.uk/christmas

Mid-Hants sets Canadian Pacific comeback date

THE highly-anticipated return to service of SR Merchant Navy 4-6-2 No. 30005 *Canadian Pacific* will take place in 2025, with the Mid-Hants Railway revealing that it has set a launch date.

Following the return of its rolling chassis to Ropley in April, the boiler passed its out-of-frames steam test in June, after which it re-entered the workshops for the smokebox to be fitted, along with the crinolines and cladding. As this issue went to press, preparations were underway to lift it into the rolling chassis, which was due to take place as this magazine hits the shelves. The motion was also being refitted to the chassis, and the tender was reported to be complete except for painting, which was also due to take place imminently.

The railway revealed that a week-long sequence of events was planned to launch *Canadian Pacific,* commencing on March 19, 2025, though full details were yet to be confirmed.

Swanage cancels autumn steam gala

DESPITE a bumper summer boosted by its June 7-9 'Strictly Bulleid II' event, the Swanage Railway has cancelled its October 25-27 steam gala weekend.

A railway statement said that despite the hard-working efforts of the planning committee, the decision was made "due to a combination of unforeseen circumstances and the last-minute unavailability of the visiting locomotives earmarked to attend."

Although there are presently four operational locomotives based on the railway, SR light Pacific No. 35028 *Eddystone* is due to enter Herston Works for maintenance upon its return from the North Yorkshire Moors Railway's September 26-29 gala.

The next planned Swanage gala is the Winter Warm Up on January 4/5. The SR Trust has announced that thanks to a generous offer from one of its supporters, all donations to its Save Your Railway campaign will be matched up to £5000.

For more information, visit swanagerailwaytrust.org/giving

Tributes are paid to steam 'super achiever' David Buck

By Robin Jones

THE railway sector has been in mourning for David Buck, a steam fan from early childhood who went on to achieve far more than any ordinary enthusiast's wildest dreams.

Surrounded by family members, David, who became a pivotal figure in the heritage movement, died peacefully at his home near Windsor on August 24 following a long illness. He was 80 years old.

David grew up in the Ipswich of the 1950s during the last great days of steam, with Britannias, B12s, B17s J15s and Claud Hamilton 4-4-0s running on the East Suffolk line to Lowestoft near his home. His father had an office next to Ipswich station, and he would spend school holidays enthralled by the traction passing through.

He moved to London in the 1960s and became a hugely successful businessman, as managing director of a company processing movie film for the likes of 20th Century Fox, and in 1981 he bought a home with 12 acres of flat land – on which he built a 3½in gauge line. David did not stop there, however, and went the whole hog – constructing his own standard gauge railway in the grounds.

In 1985 he took delivery of its first locomotive, Peckett 0-4-0ST No. 1756 of 1928 *Hornpipe*, which was restored at the Buckinghamshire Railway Centre, and then acquired Aveling & Porter flywheel-driven four-wheeler No. 8800 of 1917 *Sir Vincent*.

For David the sky became the limit, and in 2007 he bought 1955-built 5ft gauge Hr1 4-6-2 No. 1016, an example of the largest passenger express steam locomotive built in Finland. British businessman Nigel Sill had imported several Finnish steam locomotives for a Wild West theme park in Cornwall, where plans to build a railway never took off.

Significant date

David spent years of his spare time restoring No. 1016, which moved under its own steam on a specially-laid length of track at his home in August 2013 in time for his daughter Sophie's wedding. He renamed his new acquisition *Lady Patricia* after his wife. Hr1s were the last new Pacifics built in Europe before the end of the steam era, and *Lady Patricia* is the biggest operational steam locomotive in the UK.

David's love of Ipswich never left him, and he amassed a sizeable collection of railwayana from East Anglia. In 2014, he realised another boyhood dream by buying Thompson B1 4-6-0 No. 61306 *Mayflower* from the family of Gerald Boden and paid for it to be overhauled to main line standard at Weybourne on the North Norfolk Railway.

In February 2015 it ran its main line comeback trip from Norwich and through Ipswich to Windsor, to where David now lived.

His ownership of *Mayflower* again led David to go one better – and in July 2018 he agreed to buy railtour company Steam Dreams from Marcus Robertson, who founded it in 1999.

Marcus said: "David Buck was one of a kind – unrelentingly positive with no room for negative thoughts, unfailingly courteous, a good friend,

Above: Steam Dreams founder Marcus Robertson (left) agrees the sale of the company to David Buck in 2018. CLAIRE NEWTON/STEAM DREAMS

Left: Young enthusiast David Buck is seen climbing on to the footplate of brand-new Britannia No. 70035 *Rudyard Kipling* at Ipswich station in 1953. It was on display to raise funds for the relief appeal following the east coast floods in February that year. DAVID BUCK COLLECTION

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Right: Michael Patterson, who is in charge of maintaining David Buck's private railway and locomotives, made a specially-commissioned headboard and presented it to his family on the day of the funeral. He then drove Peckett 0-4-0ST *Hornpipe* carrying the headboard and a wreath. SOPHIE BANCROFT

Left: David Buck proudly at the controls of his 5ft gauge line Finnish Hr1 4-6-2 No. 1016 *Lady Patricia* on September 17, 2023. ROBIN JONES

always generous, and a 100% enthusiast for all things steam.

"For all of us who knew him, his passing will leave a big void in our lives, but of course especially so for his marvellously supportive wife Patricia and their children and grandchildren.

"Long a proud owner of several standard gauge and other locos based in his large garden at his home, it was through his purchase of B1 *Mayflower* that he became well-known to the wider steam movement.

"He quickly offered to cover as many Steam Dreams day trips for us as possible, typically – if somewhat implausibly – optimistically saying that it would always be available and would never fail!

"*Mayflower* debuted with Steam Dreams in 2015, running week in, week out, and managing some exceptional runs.

Big ambitions

"Inevitably, *Mayflower* did fail and was out of action for some while, but even so, David remained both interested and supportive of Steam Dreams throughout.

"When in 2018 it seemed the right time after 20 years to pass on the baton to someone new, it was David, and Patricia, who jumped at the chance now that his film-making business was long in the past.

"He quickly got a grip of the business side, and not only kept the unique family of Steam Dreams going but took it on to new heights. He developed lots of new ideas, with weekly 'Royal Windsor Steam Express' trips running three times a day, followed in the evening by the still popular 'Sunset Steam Express' around the Surrey Hills. Unknown to most people, shortly after agreeing to take on Steam Dreams, David discovered he was seriously ill, and with the paperwork not yet signed, the Bucks typically decided to honour the deal and stick with it. As David said, it gave him something to think about, so it seemed doubly unfair that in 2020 his plans were to be curtailed and put on ice by the curse of the Covid-19 pandemic.

"Under the double strain of the pandemic and illness, he kept the ship going and the staff either furloughed or working from home, but throughout he was insistent he was not going to give in. It was therefore an emotional day when the company ran its first train in 15 months in May 2021 with *Flying Scotsman* around the Surrey Hills twice in the day – as David happily pointed out, even with social distancing, the day made a profit!

"As Covid restrictions continued to stop tours fully functioning towards the end of 2021 and in 2022, it became clear to David and his family that it was too big a burden to bear. He set about finding the best long-term solution for not just the business, but also for the future of the Steam Dreams team.

"The only possibility that seemed to him to satisfy those criteria was to join forces with Jeremy Hosking and his rapidly strengthening Locomotive Services Group. Along with the company, LSG also secured the main line future of *Mayflower* and in late spring 2022, David's time at the helm came to an end.

"Throughout his time in charge no matter what the vicissitudes – and as always in the charter business there were plenty of them – David never lost his positivity.

"For those of us who were lucky enough to work with him, it was a pleasure and a privilege, and in his case it is true that we will never see his like again."

David's daughter Sophie Bancroft said: "His love of steam engines grew into a family affair, with many happy memories of train chasing in the Suffolk countryside and heading to Slough station on a weekend morning to see an engine pass through.

'So lucky'

"Weekends were spent at home, with us all having a job on the engines or track.

"He couldn't have achieved any of it without his wife, Patricia, by his side. We are so proud to have been able to hold his funeral service at home where he was happiest, with the people he loved, with his engines in steam. We feel so lucky to have had the best husband, daddy and grandad there is."

Sophie followed her dad into railways and is now operations director for Network Rail's Western route.

At the funeral on September 16, attended by a huge number of relatives and friends, the last of several tribute speeches was given by Theresa May, Baroness May of Maidenhead and former Prime Minister, whom David had known for many years.

After the service, the three steam locomotives based at David's railway were steamed. One of them, *Hornpipe*, ran alongside the funeral car as it carried him to his final resting place in a private ceremony.

➜ David's family have invited donations to two charities that were close to his heart, Prostate Cancer UK and Thames Hospice, which serves East Berkshire and South Buckinghamshire, at https:// david-buck1.muchloved.com

Help the Mid-Norfolk get Back To School!

By Robin Jones

A BACK To School appeal has been launched to prepare the Mid-Norfolk Railway's isolated northern outpost for its long-awaited reconnection at the line's northern terminus.

The appeal is for funds to upgrade the facilities at County School station and see the section between the station and North Elmham, where it meets the rest of the MNR, restored to operational condition.

The first phase seeks to raise £30,000 to move Mk. 2 catering carriage No. 1218, formerly used on the Norwich to London line, to the station for static preservation as its new tearoom and complete a basic restoration of the first quarter-mile of the formation through the platforms and the track immediately south of the level crossing, while finishing improvement works on the footpath running beside the line, further opening up the Wensum Valley to visitors.

So supporters can see progress being made, the decision has been made to split the restoration work into quarter-mile sections, rather than attempting to raise funds to complete the entire project in one swoop.

Funds will be used to replace sleepers and timbers to bring this first quarter-mile up to a very basic operational state so as to allow a lightweight vehicle, such as a rail trolley, to give public demonstrations and, ideally, short rides.

Anniversary marked

Attention will then turn to the replacement of the track materials and associated works on the next quarter-mile section, which is planned to be brought up to modern operational standards, with the improvements at the station enabling additional income from the site to help fund this.

The appeal will then move to the next quarter-mile section, with this process continuing until the line is reconnected. The final phase will see the loop restored at County School station, enabling hauled services to return to the site.

The appeal marks the 60th anniversary of the Beeching cuts, which gradually closed the branch from Wymondham to Wells-next-the-Sea. A MNR statement added: "Although the national situation is far from ideal, and we are aware that all of us are feeling the financial squeeze, we are convinced that we can 'Reverse Beeching' and get the Mid-Norfolk Railway Back To School."

Visit www.midnorfolkrailway.co.uk/donations/backtoschool or donate by bank transfer to MNRPT (sort code 60-07-47; account number 52109003; account name: MNRPT; reference: Back To School). Afterwards, email info@mnr.org.uk with your contact details, confirming the amount donated and the date and the donor's Gift Aid status.

Bala Lake breakthrough!

By Robin Jones

A new brighter future for the Bala Lake Railway has blossomed as planning permission is granted for its much-mooted extension into Bala town centre, where a new eastern terminus will be built in a prime location. Quarry Hunslet 0-4-0STs *Alice* and *Winifred* are pictured at the western terminus on Llanuwchllyn. BLR

THE Bala Lake Railway has been granted planning permission by the Snowdonia National Park planning authority to build its long-mooted 1300-yard extension into Bala town centre – 16 months after the scheme was blocked.

Subject to several conditions being met, the 2ft gauge railway will be allowed to extend from its current remote terminus at Pen y Bont to a new terminus just off the High Street, in a prime position next to the A494 and a major route for holidaymakers.

The decision was made at the authority's meeting on September 4. A railway statement said: "After more than 10 years of speculative work on extending the railway, the dream of being able to build the railway into Bala has become a reality.

"Having overcome the disappointment of being refused last year, the team, staff and volunteers are enjoying the sweet smell of success in achieving this major leap forward in now being able to realise that ambition. While the permission comes with raft of conditions which must be satisfied before work commences, it is exciting to know that this is now definitely going to happen."

Bala Lake Railway Trust chairman Julian Birley said: "We would all like to express our sincere thanks to everyone who has supported us both financially and morally in something that until now was completely speculative. Without that support, this would all still be and remain a dream. That belief in us and the project is what kept us all going, and we will never forget that."

The plans include the installation of a level crossing, erection of new station building, ancillary engine and carriage building, signalbox and associated development. The railway has spent more than £1.4 million on buying land for the extension.

As reported in issue 306, the park authority's planning and access committee refused consent for the scheme on April 19 last year over fears that the anticipated tourist boom would lead to more sewage polluting the River Dee because of a large increase toilet use in the town.

However, at the meeting on September 4, a planning officer said that a "thorough assessment" of the latest plans had been made and the scheme could "bring a new tourist attraction that would be of benefit to the town of Bala and surrounding area." The view was now taken that "the reasons for refusal had been overcome."

Addressing the meeting, Julian said: "The Bala Lake Railway is a not-for-profit, mainly volunteer-driven organisation. We have operated a successful heritage railway entertaining visitors for more than 50 years. Over the last 10 years, our visitor numbers have grown by 70%."

"Our current station on the outskirts of Bala does not serve the town well and is hampered by the lack of parking and any amenities.

"This extension to bring the railway into the heart of the town, just off the High Street and opposite an under-utilised council car park, will bring huge benefits to the people and businesses of Bala… with a high-quality building befitting the town.

"Bala has been forgotten when it comes to economic development and is desperate for local investment – our project is a vital step towards achieving that."

Pitchford Hall replaces *Pendennis Castle* at mammoth Moors autumn gala

GWR 4-6-0 No. 4953 *Pitchford Hall*, from the Epping Ongar Railway, became a late replacement for No. 4079 *Pendennis Castle* at the North Yorkshire Moors Railway's September 26-29 Annual Steam Gala.

***Pendennis Castle* was exported to Australia in 1977 and repatriated for the Great Western Society in July 2000, as reported in *Heritage Railway* issue 16.**

Following overhaul, it returned to steam at Didcot Railway Centre on April 2, 2022, but had to be temporarily withdrawn from service on September 2 to investigate an ongoing issue that saw water being carried over into the cylinders.

A GWS spokesman said: "During the summer operation here at Didcot, we have noticed some issues with possible boiler water carry over into the cylinders of *Pendennis Castle*. These issues were kept under strict observation, pending the end of the August operating season at Didcot, after which work could then be carried out.

"Having completed some initial investigative work into what the issues may be, a number of concerns have been highlighted.

"Due to the nature of the investigations and work needed, the society has sadly taken the decision to withdraw the engine from service on a temporary basis.

"We know that this will be a disappointment to those who were expecting to see the engine operate in the near future, but we do need to prioritise the maintenance of this important historic engine for use and enjoyment for many years to come."

NYMR CEO Laura Strangeway said: "While it is always disappointing when a planned locomotive becomes unavailable, we are confident that *Pitchford Hall* will be a fantastic replacement that will provide an equally exciting experience for all our visitors. It is a wonderful opportunity to showcase another magnificent example of GWR engineering, and we are grateful to everyone involved for making this possible at such short notice."

GWR 4-6-0 No. 4953 *Pitchford Hall* in service at its Epping Ongar Railway home. TONY GOULDING

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‘First’ ‘Black Five’ replays train 90 years to the minute!

By Robin Jones

Stanier ‘Black Five’ No. 5025 replays its first passenger train, 90 years to the exact minute that it left Aviemore on September 5, 1934. DAVID CHILDS/STRATHSPEY

LMS ‘Black Five’ No. 5025 restaged its landmark first passenger train 90 years to the day on the Strathspey Railway on September 5.

Its owner, the WEC Watkinson Trust, discovered that No. 5025 not only headed the first passenger-hauled service by a ‘Black Five’ over the original Highland Main Line, but that it was also the first of the class to be released into traffic (Vulcan Foundry’s ‘Black Fives’ were in traffic before the first batch from Crewe, and Vulcan held No. 5020 back for the official photographs).

Furthermore, No. 5025’s first passenger train ran from Perth to Inverness via Forres over what is now the Strathspey Railway, from Aviemore North towards Grantown on Spey.

This train left Aviemore, heading for Forres, on September 5, 1934, at 3.03pm, from the same platform that which Strathspey trains now operate.

With the assistance of the heritage line, that first train was recreated, with No. 5025 leaving from the same platform at 3.03pm with a full train and local TV in attendance. The one big difference was the modern carriages.

‘Unique opportunity’

Many ‘Black Fives’ operated out of Inverness shed from 1934 to 1960 and were dubbed ‘Hikers’ by Highland railwaymen in recognition of their capability on steeper gradients.

WEC Watkinson Trust chairman Nathan Lightowler said: “From our research, we believe this to be a unique opportunity that is unlikely to be repeated at any other heritage railway,

This year the Strathspey Railway celebrates 46 years since its section of the original Highland Railway main line was revived in 1978 by a group of volunteers. This restored section of the original Highland Railway main line enables visitors to travel back in time to an era when steam whistles blew, carriage doors slammed shut, and there was a familiar click-clack rhythm of the rails.

No. 5025 is also the oldest preserved ‘Black Five.’ Cost £5540 when new, it was based in Scotland from August 1934 until October 1935, when it moved to Edge Hill.

In 1939 it was hauling an express passenger train from Euston to Stranraer, piloting Royal Scot 4-6-0 No. 6130, when it was in collision with LNWR G2A 0-8-0 No. 9169, which was attaching a van to the rear of an Inverness train at Bletchley. Four people were killed and more than 30 injured.

Under BR as No. 45025, it was allocated to Bletchley, Crewe North (twice), Crewe South, Longsight, Willesden, Carlisle Upperby, Lancaster and finally Carnforth.

From February 1968, No. 45025 was regularly rostered on the last BR steam-hauled named train, the ‘Belfast Boat Express’ which ran from Manchester to Heysham, and often achieved 80mph while hauling it.

Its last duty of that train was in May 1968, and it was withdrawn three months later at the end of BR steam haulage. It bowed out by double-heading with sister No. 45390 on the Carnforth-Hellifield-Lostock Hall leg of the Locomotive Club of Great Britain’s ‘Farewell to Steam’ railtour in early August 1968.

It was then bought Scottish railway heritage pioneer Ted Watkinson for what became the Strathspey. As the Strathspey was not ready to use it at that stage, No. 45025 was loaned to the Keighley & Worth Valley Railway.

Varied history

Overhauled by Hunslet in 1969, it then went to the KWVR, where it operated there until 1974.

It was then overhauled at Andrew Barclay’s works in Kilmarnock in May 1975 before running between Aviemore and Boat of Garten started in August 1975. It worked on the Strathspey Railway and on mail line tours until 1994, when it was withdrawn for major repair and restoration work.

Ted Watkinson died in 1981, and in 1999 the WEC Watkinson Memorial Trust was created in his memory. The trust was founded in 1999 to care for the items of rolling stock, including No. 5025, four LMS coaches and a Highland Railway luggage van originally purchased by WEC ‘Ted’ Watkinson. The trust’s aims are to raise funds to maintain these assets and to advance the education of the public about railways in the Highlands of Scotland.

The trust worked hard to raise the £354,000 needed for the locomotive’s four-year restoration programme.

Work on its overhaul began at the beginning of 2012 with the aid of a £50,000 Heritage Lottery Fund grant and support from the Strathspey Railway Company, the Strathspey Railway Trust, the Strathspey Railway Association and money raised through public appeals.

The boiler was overhauled by Riley & Son (E) Ltd at Heywood and following testing in June 2019 it was returned to the Strathspey.

February 2020 saw the boiler lifted back onto the frames following an out-of-frames steam test.

In March 2021, the boiler passed its final in-frames hydraulic test, which started the 10-year boiler certificate.

It moved under its own steam in May that year for the first time since 1993 following an overhaul, the cost of which eventually totalled £450,000.

‘Black Five’ No. 5025 at rest at Aviemore station on September 5. DAVID CHILDS/STRATHSPEY

An overcast day could not spoil the 90th anniversary celebrations of No. 5025 at Aviemore. DAVID CHILDS/STRATHSPEY

SVR fined £88k after carriage painter injured in roof fall

By Robin Jones

SEVERN Valley Railway plc has been fined £40,000 at Kidderminster Magistrates' Court after a carriage painter fell 13 feet from a roof on which he was working and sustained significant injuries as a result.

The company pleaded guilty to failing to discharge its duties under the Work at Height Regulations 2005, following an investigation and prosecution by industry regulator Office of Rail and Road (ORR) regarding the incident in Bridgnorth Works on February 22, 2021 in which a Mk.1 carriage was being being repainted. SVR plc was also ordered to pay the ORR's £48,000 costs and a victim surcharge of £181.

At the time of the incident, the carriage painter was carrying out the work alone and not wearing a safety harness when they fell from about 13 feet, hitting a metal storage cabinet before landing on a concrete floor. The worker suffered six broken bones in their lower back and neck injuries.

The ORR investigation found that the SVR had failed to put in place recognised standards of protection when working at height, while safe systems of work and appropriate instruction, planning and supervision were not present when the repaint was carried out.

District Judge Ian Strongman said that the railway "fell woefully below the standards expected."

Incidents 'common'

HM Chief Inspector of Railways Richard Hines said: "This is yet another avoidable working at height incident at a heritage railway which resulted in very serious injuries. My thoughts are with the individual concerned.

"Our inspectors have recently met with heritage operators across the sector to reinforce expectations of them around the proportionate safety arrangements that must be followed to carry out such maintenance tasks, because, sadly, these types of incidents remain too common. Poor standards are unacceptable and will not be tolerated."

The SVR's managing director, Jonathan 'Gus' Dunster, said: "Now proceedings have been completed, we have the first opportunity to express publicly to the person affected and their family how sorry we are that this accident happened.

"We accepted the findings of the judge outlined in court. The SVR fully acknowledges that shortcomings in our safety management system existed when the accident happened in February 2021.

"In the three-and-a-half years since, we have put in place a raft of measures to try and prevent anything like this happening again. An established health and safety department is now driving safety improvements across the railway, and there has been a universal step change in safety culture at the SVR, transforming the way our paid staff and volunteers work.

"As part of our continual improvement process, we regularly review our internal policies and procedures, and we are providing a significantly greater level of training and supervision for our paid staff and volunteers.

'Important role'

"Although the SVR is seen primarily by many people as a heritage attraction, we are first and foremost an operational railway and must abide by the same regulations and safety standards as the main line railway.

"We were encouraged that the district judge acknowledged the important role played by heritage railways in general and the SVR in particular to education, the community and the regional economy.

"He stressed that he wanted the fine to be appropriate in relation to the incident but not to damage our ability to continue our work and our ongoing recovery."

West Somerset trust's stock moved into Washford

FOLLOWING the West Somerset Railway Heritage Trust's completion of the purchase of the shed and its track at Washford station from the Somerset and Dorset Railway Trust in February, work has been continuing to bring all the trust's heritage stock to the site which is now its restoration base.

The trust agreed a new 10-year lease of the site with West Somerset Railway plc. The planned move of three unrestored carriages, No. 5131, No. 7740 and No. 2578, previously stored beneath tarpaulin covers in the open for several years at Dunster sidings, to Washford was successfully completed on September 9 by a WSR plc specialist team while the railway was closed to passenger traffic.

The following day, the trust's horsebox, believed to be the only surviving the First World War era type, was brought by road from Bishops Lydeard for restoration to be completed.

Modern main line meets heritage railway!

THE Nene Valley Railway successfully hosted the GB Railfreight charity weekend on September 7/8 with a host of the company's locomotives, including Nos. 08632, 47727, 57303 66799, 66312, 69003 and 69009 passing over the Fletton branch main line connection from its Peterborough depot.

Class 08 No. 08632, working with Class 14 No. 9529 to provide a brake translator, was the star of the event, with shuttles along the branch full.

The GBRf depot tours were fully sold out, with passengers travelling on Stagecoach shuttle buses from Peterborough Nene Valley to the main line station and depot.

All advance travel tickets were sold out too, with very brisk on-the-day sales and more than 1500 passengers riding on the heritage line.

The event began on September 6 with a sold-out driving experience course on Class 66 No. 66799, and a beer and band night concluded the evening.

Funds raised from the gala will support the MS Society, which provides support to those suffering with multiple sclerosis. GB Railfreight will donate funds raised from its site tours to its charity partner, the Great Ormond Street Hospital Children's Charity.

GB Railfreight Class 66 No. 66799 runs light engine over the bridge across the River Nene at Wansford. MARTIN VOSS

Left: GB Railfreight Class 69 No. 69009 *Western Consort* in its 'mock Western' livery double-heads with Class 45 'Peak' No. 45041, which was being used as a brake translator at the gala on the Nene Valley Railway. MARTIN VOSS

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Colne Valley 'Black Five' is moved to Heywood ready for main line overhaul

LMS Stanier 'Black Five' No. 45163 arrived at Ian Riley's workshops on September 5 ahead of its full restoration to working condition following an agreement being signed between Riley & Sons Engineering and the 45163 Restoration Group, as reported in issue 322.

The departure from the Colne Valley Railway at Castle Hedingham came following a substantial clearance of rolling stock in recent months, combined with the need to slew some of the track to reconnect the line leading to locomotive's previous home in a shed at one end of the site, access to which was being hindered by unrestored Merchant Navy 4-6-2 No. 35010 *Blue Star*, which itself had been moved onto the siding earlier in the year from further across the site.

Having been loaded onto the lorry, No. 45163 departed its home of 31 years and arrived at Riley's workshops in Heywood later that same day. The move comes as part of a deal struck that will see the engineering firm complete the restoration – including paying for the fitting of air-braking and main line electronic equipment – in return for a long-term loan of 23 years, with an option to extend it to 25 years. Following this, the locomotive will then be returned to the owning group.

LMS 'Black Five' No. 45163 loaded on to a trailer at Castle Hedingham on September 24 ready for the journey to Heywood. TOBY JENNINGS/45163 RESTORATION GROUP

Support from Network Rail sees Swanage Railway benefit from weedkiller MPV visit

NETWORK Rail has been helping to keep the Swanage Railway weed-free by providing a Multi-Purpose Vehicle to treat the Purbeck line.

An MPV usually consists of a two-vehicle train which can be adapted to meet the requirements of a railway. They can often be seen in autumn, equipped with high-pressure water jets to blast leaves off the lines and where necessary apply a sand-like gel to help trains grip the rail better. In winter, the MPVs come out at night to de-ice the conductor rail if the temperature falls below five degrees.

In this instance, the MPV, operating out of Totton depot, travelled down the South West Main Line via Wareham to the Swanage Railway to treat and kill weeds along the line.

This working came about through cooperation between Network Rail, Balfour Beatty and the Swanage Railway as part of a commitment to support the line.

The Balfour Beatty weed-killing train at Swanage on June 11. ANDREW PM WRIGHT

NR Wessex route director Mark Goodall said: "Heritage railways are hugely popular tourist attractions and play an important role in celebrating and retaining the history of our amazing railway industry. As an industry of our own, we provide a range of support to help keep heritage railways running safely and reliably and many of our staff volunteer their time and expertise."

Swanage Railway Company chairman and Swanage Railway Trust director Gavin Johns, who is also a volunteer signalman at the Purbeck line, said: "Maintaining our track in a safe and useable condition is essential for our nine-mile heritage line and managing weeds that grow along the track is a key part of that activity as stone track ballast free of weeds enables water to quickly drain away.

"The Multi-Purpose Vehicle enabled the whole of the Swanage Railway to be treated in only a few hours in a very effective and efficient way."

Devon railway heritage project given £25k boost

A PROJECT to capture lost heritage surrounding Devon's branch lines railways has received a £25,000 grant from Great Western Railway.

The Folklore Library and Archive successfully applied for a grant from the train operator's Customer and Community Improvement Fund, launched to support local communities and address areas of social need. As part of GWR's National Rail Contract with the Department for Transport, the operator is committed to supporting schools, colleges, councils, community and other not-for-profit organisations by aiding initiatives.

The Folklore Library and Archive is a registered charity committed to making social history and heritage materials freely accessible for future generations to learn from, share, and enjoy. The Devon Railway Heritage project wants to unlock people's personal stories through their own private collections and reminiscences.

Get involved

Project manager Tracey Norman said: "Through recording the memories of those who worked on, used and interacted with Devon's branch lines, we hope to build a valuable archive of stories which would otherwise be lost or, at best, told within people's own families or social circles. We have already heard some absolute gems from people about their past experiences.

"We are also hoping to build valuable links with rail enthusiast groups and other organisations who may be able to offer valuable material to this archive."

Up to the end of February 2025, the project team will be looking to interview people about their memories of branch line railways in Devon.

Anyone wishing to help by loaning material, offering stories, or who would like to speak to the project team can email folklorelibrary@gmail.com for more information.

Representatives of the NRHA in attendance were Andy Savage MBE, Robert Hayward, Malcolm Wood and Peter Waller, along with Helene Rossiter, of award sponsor National Highways, who unveiled the plaque. Also pictured are owners Paul Kirwan and Cecilia Chavez-Brandon, alongside Phil Howl, an architect and second judge appointed by the NRHA. ROWDEN MILL STATION

Open day celebrates restored Hertfordshire station's top award

ROWDEN Mill station in Herefordshire, on the former GWR Worcester to Bromyard line, held an open day on September 2 as a blue plaque was unveiled.

The plaque marked the 2023 National Railway Heritage Award accolade for restoration on a closed line, as reported in issue 314.

The open day event was managed by the Bredenbury Village Hall Committee, supported by members of the parish council, with all proceeds going to the village hall renovation fund.

Owned by Paul Kirwan and Cecilia Chavez-Brandon, the carefully restored station closed in 1952 and is now a holiday letting business at which guests can stay.

For more information, visit www.rowdenmillstation.uk

Council gives £380k boost for miniature line revival plans

By Robin Jones

WIGAN Council is to invest £380,000 in reopening the 15in gauge Haigh Woodland Railway at one of the district's most popular visitor attractions.

Haigh Woodland Railway Supporters' Association's volunteers been working to restore the mile-long railway which has not run public services since 2020.

The line, which has two stations, runs through the upper plantations at historic Haigh Woodland Park at Haigh Hall, the origins of which date back to 1295, with the present hall built between 1827 and 1840. In 1945 the hall and plantations were purchased by Wigan Corporation and opened up to public access in 1947. The entire woodland park is now undergoing a £31.5 million makeover, being supported by £20 million of Levelling Up funding.

Coun Chris Ready, Wigan's cabinet portfolio holder for communities and neighbourhoods, said: "The transformation of Haigh Hall and wider woodland park has seen exciting progress in the last 12 months, and this is another milestone for the future of the site.

"Many people in the borough will have fond memories of the Haigh Woodland Railway going back to when it first set off in 1986. It is part of the park's heritage, and we are delighted it is now going to be a key part of its future.

"There is plenty of hard work to come, but we are very much going full-steam ahead with these plans and would like to recognise the efforts and support of staff and volunteers who have made this possible."

Association lead volunteer Jordan Leeds said: "Haigh has wonderful and proud links to railways, whether that's the locomotives which transported goods along the old estate mineral lines or the steam engines which were owned and built by the Lord Crawford Estate.

"It's fitting, therefore, from a heritage perspective that we celebrate this connection with the reintroduction of this much-loved attraction."

It is hoped the new service, earmarked to be operational by 2027, will run at weekends, bank holidays and school holidays.

Formerly based at the Cleethorpes Coast Light Railway, this Great Central Railway O4 2-8-0 was built in 2009 by Ray Crome and Roger Loxley, and this private run on October 29,2022, saw the first steam on the Haigh Woodland Railway for 29 years. DAVID HUMPHREYS

Boiler deal for Toddington 4MT is agreed

A DEAL for the overhaul of the boiler of ex-Barry scrapyard BR Standard 4MT 2-6-0 No. 76077 has been agreed with boilersmiths Leaky Finders Limited by owner Toddington Standard Locomotive Limited.

The boiler is currently at Toddington, on the Gloucestershire Warwickshire Railway, where volunteers are trial-fitting crinolines, cladding and other fixtures to expedite work when it returns.

TSLL engineering director Andrew Meredith said: "The boiler will be sent to its well-equipped workshops in Devon towards the end of the year, with a planned return in late 2025. Provided that happens, and there are no unforeseen snags in the overhaul, and that we continue to receive the generous support of our supporters, our aspiration to see No. 76077 in steam for its 70th birthday in December 2026 is achievable."

Contributors to the restoration fund become shareholders. To donate, visit https://standard76077.com/boiler-appeal/ or email info@standard76077.com

Embsay aims for better carriage accessibility thanks to grant funding

DURING recent years numerous railways have improved accessibility for wheelchair users on their services, with Mk.1 and even vintage carriages being sympathetically modified for the purpose. Now, thanks to a £111,800 grant, the Embsay & Bolton Abbey Steam Railway is set to add two such converted carriages to its fleet.

In a 12-month project, the railway's leading carriage restorers and volunteers are fitting wider doorways and adapting seating areas to a pair of BR Mk. 1 coaches. The grant funding comes as part of the UK Shared Prosperity Fund, in this instance being distributed by North Yorkshire Council. Both vehicles currently being restored have previously been out of use, so their return to service will significantly increase the numbers of visitors the railway can welcome aboard its services each year.

Dining and more

Once completed, the carriages will allow the railway to offer accessible journeys to the widest possible range of its events, from dining and special occasions to family events and enthusiast galas.

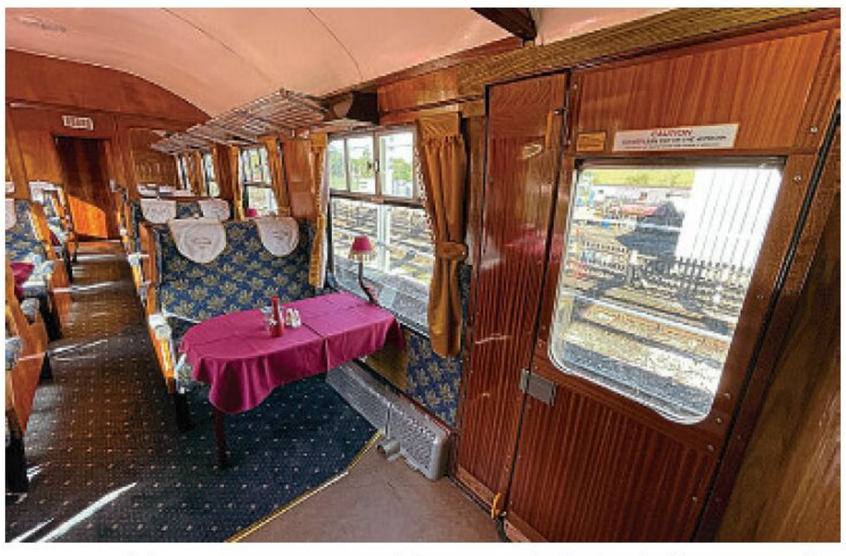
One of the most popular events these carriages will support is the EBASR's 'Polar Express' services, which brings in many tens of thousands of visitors to the region every year. The adaptions will mean that visitors with access needs can fully enjoy the experience offered without compromise.

Director Rob Shaw said "Being successful in our grant application for the adaptation and restoration of these carriages is a hugely exciting development for our charity. We thank North Yorkshire Council for its support.

"The railway wants to be better at welcoming visitors with access needs and this project is going to transform our offer to them. Numbers will be less restricted, experience options widened, and access spaces more available."

➜ Carriage built for a king! See pages 88/89.

One of the two Mk. 1 carriages under restoration (including accessibility improvements) in the workshops on the Embsay & Bolton Abey Railway. EBASR



A view of the current accessible space (of which there is only one) on EBASR trains. The grant funding received will allow this standard to be achieved in other coaches and increase access spaces five-fold. EBASR

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Flying Scotsman's Aviemore rough shunt caused by a chain of factors

By Owen Hayward

FOLLOWING an investigation by the Rail Accident Investigation Branch, the cause of a collision at Aviemore on the Strathspey Railway, where visiting A3 pacific No. 60103 *Flying Scotsman* reversed into stock used on GB RailFreight's 'Royal Scotsman' charter services, was concluded to have been a multitude of factors, including a misunderstanding of responsibility of roles in the locomotive's cab – which was conveying more people at the time than permitted in the railway's rulebook.

As reported in issue 312, on September 29, 2023, *Flying Scotsman* was nearing the end of a three-week visit to the railway, its first operational visit to a Scottish heritage line in the heritage era, when the incident occurred. Video footage captured by onlookers showed the locomotive failing to stop as it approached the leading carriage of the rake stabled in Platform 3 of Aviemore station, which the Strathspey leases from Network Rail.

During its investigation, the RAIB found that at the time there were six people aboard the cab of the A3, with the heritage line's rulebook stating that no more than four should have been present. Furthermore, the driving position also meant that visibility for the driver would have been restricted, with the leading carriage not having come into view until a point with very little reaction time left.

The Strathspey Railway Company and GBRf have an agreement that allows for the charter train (organised by Belmond) to be stabled overnight at Boat of Garten, with the stock usually being transported there using one of the line's resident diesels. With the visit of the A3 taking place, an opportunity was seen to have the similarly-named locomotive and train together. Normal practice is for the usual 'Royal Scotsman' Class 66 to be exchanged in a straightforward manoeuvre prior to departure for Boat of Garten.

On this occasion the Strathspey diesel was due to be attached to the rear of the train in readiness for returning the stock to Aviemore the following morning, as it would have done under normal circumstances. The charter train, which is longer than the platform, normally blocks the points at the south end of the loop and so was drawn further forward to allow Class 37 No. 37674 to attach as required. However, this meant the leading coaches of the consist were off the north end of the platform, where the line curves away from the adjacent main line tracks.

The Class 66 had been detached and stabled in a siding, with the driver and Strasthspey operations manager who accompanied them during movements on the heritage line having climbed aboard the cab of the A3 to convey them back to the platform, a task the SRC was obliged to in the agreement with GBRf. By this point there were already four people in the cab, the rostered driver and fireman being accompanied by a member of staff from Riley & Sons (the firm then acting as the A3's custodians on behalf of the National Railway Museum) as per the agreement, along with one of the firm's apprentice fitters.

During the movement, the custodian was confirmed to be on the fireman's side of the cab, as the fireman tended to duties inside the cab from a central position, and the remaining staff were occupying spaces behind the driver's and fireman's seats. The RAIB investigation concluded that there was no evidence of distraction between those on board at the time of the collision. The driver was intending to stop the locomotive short of the stock before seeking permission to complete the movement, as was normal procedure; however, they were expecting the stock to have been stabled in the normal position at the platform, with visibility on the approach restricted owing to the direction of the curve and the locomotive's tender.

The fireman's side window was occupied throughout by the custodian's representative who, as the A3 approached the stock, called out a warning to the driver, who initiated a full brake application, although it was too late to prevent the collision, which happened at about 7mph. The impact caused passengers in the leading carriage, an observation saloon, to fall to the floor, while numerous wine bottles fell from racking in the kitchen car.

The RAIB identified that the lack of an adequately-timed warning was caused in part by "ambiguity of roles within the cab," and that "there was no briefing or plan for the movement, and no one had been tasked to assist the driver with observing the line in the direction of travel." Its report stated that "the location and actions of the custodian's representative created a perception among others in the cab that the custodian's representative was looking out and providing direction to the driver,

On September 15, 2023, No. 60103 approaches Boat of Garten on the first day of its visit to the Strathspey Railway. Two weeks later, the A3 was involved in a collision at Aviemore, with the RAIB identifying that the locomotive's visit had not been 'effectively managed.' OWEN HAYWARD

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when they were not. Witness evidence strongly indicates there was no clear consensus as to who was controlling the movement or could be regarded as being in charge in the cab. Most witnesses agreed that the locomotive driver would normally have ultimate authority of this type of movement… however, the presence of the SRC operations manager, who had co-ordinated the driver change and arranged for the Class 37 to be attached to the south end of the 'Royal Scotsman,' caused some witnesses to consider that this individual was controlling the move.

"A clause in the 'borrower's agreement' mandated the presence of the custodian's representative on the locomotive when in operation. It also empowered them to intervene or stop any activity they judged to be detrimental to the locomotive.

"Their role in advising crews and safeguarding the locomotive against mishandling may also have contributed to the lack of a clear understanding as to who was in control of the movement."

The RAIB acknowledged that visibility on the fireman's side may also have been impeded by freight wagons stabled on an adjacent siding and a large sign between the two lines. It emphasised that "an unimpeded view of the nearest part of the rake was available for more than 230 metres on the approach."

As a result of the impact, two people were taken to hospital by ambulance, though neither were detained overnight. Two carriages were damaged and had to be transported off-site by road for repairs.

Lack of planning

One of the major outcomes of the investigation highlighted that the SRC had not effectively managed *Flying Scotsman*'s visit to the railway, stating: "At the time of the accident, SRC had processes in place which considered some of the risks associated with visiting locomotives such as axle loading and gauging. SRC did not, however, have a documented process for managing other operational safety risks associated with visiting locomotives or for planning special events outside the scope of the normal train service operation. As a result, there was no documented assessment of the operational changes or risks that the visit of *Flying Scotsman* might have potentially brought to the railway."

It added that the decision to use *Flying Scotsman* to work the 'Royal Scotsman' charter that day was "an additional activity outside normal operations" with "no documented assessment of the changes involved in hauling the 'Royal Scotsman' with the A3 or an assessment of the risks that these changes may have created."

"The SRC operations director had intended to provide more support and supervision of the SRC operations manager's arrangements for the *Flying Scotsman* visit but reported that their own workload with other staff-related matters was consuming most of their available time," said the report. "They had begun to prepare some additional documented arrangements for the visit but did not complete them. The SRC operations director explained that they had confidence in the SRC operations manager's abilities and so made the judgement that their own time was best used attending to other matters."

While the movement was agreed with the custodian's representative, this had only been informally. Furthermore, it had not been approved by the NRM, with the RAIB citing this as evidence that the "day had not been thoroughly planned."

Since the incident, the SRC has developed a new standard operating procedure to manage special events and special train planning, formalising the approach to planning such events and requiring a 'promoter' who is responsible for ensuring that relevant persons within the railway are involved in the planning. It also issued a standard operating procedure for managing the access to locomotive driving cabs to reinforce compliance with the existing rule limiting the number of persons permitted in locomotive cabs.

The RAIB issued recommendations to the SRC, advising that it should "review the implementation of its new standard operating procedure to manage special events and special train planning to ensure it is effectively identifying, assessing and mitigating the risks associated with such events." It also presented two learning points for the wider sector to bear in mind.

"Train crew are reminded about the importance of maintaining an effective look-out while driving on a line-of-sight basis, and knowing who is responsible for maintaining or assisting with that look-out," it said, adding that such crew and operating managers "are reminded of the importance of complying with rules regarding the number of people in locomotive cabs, and of arriving at a clear understanding of the role of each person in the cab during train movements."

A SRS spokesman said: "The Strathspey Railway has fully engaged with the investigation carried out by the RAIB and accepts the findings of the report. The learning points in the report have already been addressed and work to deliver the intent of the one recommendation is in hand."

Severn Valley Railway centenarian: GWR 2-6-2T No. 4566 celebrated its 100th birthday during a country fete-style event inside The Engine House at Highley on August 30/September 1. The 4566 Preservation Group hopes to raise £100,000 to return the locomotive, currently on static display, to SVR service. No. 4566 carried an appropriate reporting number to mark the occasion, for which a special cake was prepared. JOHN SHERRATT

Dozen Cuneo paintings at auction

A PAINTING of *Flying Scotsman* by Terence Cuneo will be among major works in the David and Pam McCleave collection of modern British art to be auctioned by Sworders on October 1.

Friendships, the love of art, and the thrill of the chase were the three elements that led David and Pam McCleave to collect. David's keen interest in art was encouraged by the personal relationships he developed with some of the late 20th century's most recognisable names.

When living in Surrey, Terence Cuneo was close by, and a telephone call – followed by a glass of sherry – led to friendship. David, who developed a successful London property portfolio in the 1970s, regularly visited the artist's studio to watch him paint, and bought works from him directly and at auction. His holdings included a full cross-section of the artist's work, from classic train oils such as 'Fire Fly leaving the Box Tunnel' (estimate £20,000-£30,000) and 'The *Flying Scotsman*, 4472' (estimate £30,000-£50,000) to some of the artist's most significant Second World War subjects.

A total of 12 Cuneo paintings will be included in the Sworders' sale, including the comical work 'The Flying Cheddarman,' depicting hundreds of rodents boarding a train at Stilton Junction. Signed and dated 1962, it is estimated at £20,000-£30,000.

During Covid-19, when the couple started collating the collection for it to be sold at auction when downsizing was required. THe Sworders' sale of the collection at Stansted Auction Rooms, Cambridge Road, Stansted Mountfitchet CM24 8GE (telephone 01279 817778) totals 250 lots. The catalogue is available at www.sworder.co.uk

Below: 'The *Flying Scotsman*, 4472,' a Terence Cuneo painting commissioned in 1972. SWORDERS

‘Night Owl’ project moves forward as *Thornbury Castle* purchase completed

By Robin Jones

THE sale of unrestored WR 4-6-0 No. 7027 *Thornbury Castle* for use in the Great Western Society project to build a new Churchward 47XX ‘Night Owl’ 2-8-0 was completed at the end of August, it has been revealed.

Controversy raged when it was revealed in 2022 that the private owner of No. 7027, who was said to have bought it with the intention of restoring it in its own right, had sold it to the 4709 Project, which intends to use GWR No. 8 boiler in its new-build scheme, as reported in issue 297.

The locomotive, the 23rd to be rescued from Barry scrapyard but which has never run in the heritage era, was then moved from its previous base at Loughborough to Tyseley Locomotive Works, where a boiler inspection was due to be carried out as we closed for press.

Work in progress

The GWS project began in 2012 with the cutting of new main frame plates which were assembled at Llangollen and in August 2020 were transported to the premises of Leaky Finders at Hele, near Exeter.

So far, the 4709 Project has raised more than £825,000 and acquired other many parts which are already being used or can be reused, including two new cylinders and a new rear driving wheelset. All other wheelsets have been retyred, with the journals polished and new crank pins fitted to all the driving wheels. New crank pin collars have been ordered and are already partially complete.

The project is now at the stage where it can restart work towards completing the rolling chassis, beginning with front-end assembly. It needs to complete the permanent joining of the two cylinder blocks, install them into the extension frames and fit the new racking plate, which is still to be fully machined.

The project team also needs to machine the new centre stay, compensating beam and toggled angles and then refit the front buffer beam, with next Easter as the projected date for completion of this part of the work.

Work on No. 4709 will then take a big step forward with the setting-up of the main frames and the offer up and attachment of the extension frames and the semi-complete front end. Once in place, the refurbished horn guides with be fitted and final alignments carried out.

The front end will be completed with the freezing in of the new piston liners, which have already been machined, and with the fitting of the new cylinder and valve covers which are also ready to installed.

Meanwhile, work is getting underway to complete the refurbishment and restoration of the pony truck, eccentric sheaves and the balance weights for the new rear driving wheelset.

The new trailing wheelset still needs to have its balance weights fitted, while the main driving wheelset has to have its eccentric sheaves restored and refitted. The wheelsets will then be ready to go under the main frames.

WR 4-6-09 No. 7027 *Thornbury Castle* in storage at Tyseley Locomotive Works. ROBIN JONES

Right: The newly-cast cylinder covers for ‘Night Owl’ 2-8-0 No. 4709. MIKE SOLAWAY

The new cylinder liners. MIKE SOLAWAY

Looking forward

The axle boxes have been partially restored but require completing. New springs will be required and are already partially sponsored and need to be ordered. New spring hangers are already in the project’s possession.

Most of the inside motion for the locomotive has been obtained but will require refurbishment. However, the connecting and coupling rods need to be made new. The project already owns a part-restored tender underframe which needs a new drag box and tank. The tender did not go to Barry but had been used as a sludge tank at Gloucester. It will be necessary to construct a new tank for it.

It has been mooted that the multitude of spare parts left over from No. 7027 could be used to build a new 1930s-era Star class 4-6-0.

➜ To donate to the project to build the 10th 47XX and fill another major gap in the GWR heritage fleet, visit www.4709.org.uk or https://didcotrailwaycentre.org.uk

Last LBSCR engine shed set to host real ale festival

By Geoff Courtney

STEAM and real ale have over the decades been a popular combination for heritage railway enthusiasts. For those who attend Spa Valley Railway’s annual real ale festival that will run from October 18-20 there is an added dimension – it will be held in the heritage line’s 1891 depot at Tunbridge Wells West, the only former LBSCR engine shed still in railway use.

In addition, there will be bars at the line’s Groombridge and Eridge stations, while several of the steam and diesel-hauled trains that will run over the three days will also have real ale and cider literally on tap.

New for this year is a preview evening from 6pm to 10pm on October 17 at Tunbridge Wells West station, although no trains will run that evening.

The event is organised in association with the West Kent branch of the Campaign for Real Ale, and 160 real ales and 50 ciders will be available, with other features being live music and food stalls. Entry to the stations is free, and the bars at the three locations will open at 11am.

Ale and steam: Real ale enthusiasts enjoy a pint in the Victorian engine shed in Tunbridge Wells during the railway’s real ale festival last year, accompanied by former steelworks 0-6-0ST *Ugly*, which was built by Robert Stephenson & Hawthorns in 1950. The depot, which was coded 75F by BR, will also host this year’s festival from October 18-20, with a preview on the evening of October 17. DARRYL CURCHER PHOTOGRAPHY

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Moors Valley Railway-built freelance 0-4-0T *Emmet* rubs shoulders with a Burrell steam traction engine during the September 8 steam gala at 2ft gauge Old Kiln Light Railway at the Rural Life Museum, Tilford, near Farnham. The impromptu posing was arranged by the traction engine's owner. ANTHONY BENNETT

RPSI celebrates as newly restored diesel debuts at Whitehead museum

A DIESEL which has been restored to working order over several years by the Railway Preservation Society of Ireland at Whitehead Railway Museum was officially launched back into traffic on August 31.

The ceremony involved Alderman Beth Adger, the Mayor of Mid & East Antrim Borough Council, Patricia Perry, the High Sheriff for County Antrim, and musician Jim Corr, of The Corrs, an ardent enthusiast and long-established RPSI member.

The freshly-repainted Bo Bo No. B142 was built in 1963 by General Motors in the US for CIE. It was withdrawn in Dublin in 2010, at which stage it was privately preserved and presented to the RPSI.

It is now used for shunting duties within the Whitehead site

To mark the successful completion of its restoration project, the 67-ton locomotive was driven through a ceremonial red tape to much acclaim from the 60 guests and RPSI volunteers who had gathered to watch.

The mayor praised the RPSI for the work carried out by its volunteers. She said Whitehead was an important element in the tourist offering in the local area.

RPSI president Dr Joan Smyth said that the return to traffic of B142 was a landmark moment for the society, and its availability as a shunter was a boon.

When it is not needed for shunting duties, B142 will be displayed at the museum, which is open to visitors from Thursday to Saturday every week.

Alderman Beth Adger in the driver's cab of No. B142. CHARLES FRIEL

No. B142 in operation at Whitehead Railway Museum on August 31. CHARLES FRIEL

One of the three Class 101 vehicles that has been acquired for use on the Severn Valley Railway. SVR

Second DMU boosts Severn Valley fleet

THE Severn Valley Railway has added a three-car Class 101 DMU to its permanent home fleet.

Formerly based at the Ecclesbourne Valley Railway, vehicles Nos. 50170 and 50253 have previously appeared at the SVR during the Railcar 50 event in 2004, and together with the third car, No. 59303, they have been returned to their original as-built condition in BR green livery.

Apart from a small amount of cosmetic work to one vehicle, the set is fully operational.

Metro-Cammell built the set in 1957 in Saltley, Birmingham, and it was allocated to Eastern Region. It was one of the final sets to be withdrawn from main line service in 2003 as No. 101692.

SVR managing director, Jonathan 'Gus Dunster said: "These latest residents will be a welcome addition. We already have a Class 108 DMU well established at the railway, and the return to service of three of its vehicles last year has proved incredibly useful.

Popular addition

"These agile vehicles are ideal for running shuttle services along part of the line and for providing services at times when a full-size train wouldn't be economic. Their quirky, retro appearance is very popular with our visitors who particularly enjoy the forward-facing view of the line you can see from the front carriage."

The Class 101 set is owned by the SVR-based DMU Group (West Midlands), its purchase made possible thanks to a generous donation. Group' chairman James Cooper said: "Acquiring the Class 101 will allow us to provide the SVR with an operational DMU of suitable passenger capacity, at the same time as allowing regular downtime for maintenance of all our DMU vehicles."

Class 31 No.31108 visiting from the Midland Railway – Butterley in action on September 8 during the Autumn Diesel Gala. PAUL MAYO

On loan from the Ecclesbourne Valley Railway, BR Derby lightweight railcar No. 79900 *Iris* traverses the Mountsorrel branch on September 8. PAUL MAYO

Passenger trains make a return to Great Central Railway (Nottingham)

By Robin Jones

PASSENGER services have returned to the Great Central Railway (Nottingham) after a four-year absence.

During a special running event at the Nottingham Transport Heritage Centre Road, Rail and Ale festival in Ruddington on September 6/7, for the first time since the Covid-19 pandemic passengers boarded hourly shuttle trains for the mile-long journey to 50 Steps Bridge, the site of the junction where heritage services will one day join the Great Central Main Line and run towards Loughborough.

The three-coach shuttles were hauled in push-pull formation by Class 08 No. 08784. Queues formed in the ticket office and local TV crews attended.

The event was held in conjunction with the September 6-8 diesel gala at the Great Central Railway in Loughborough.

As was the case with the groundbreaking joint gala which was held in March to mark the 125th anniversary of the original opening of the GCR's London Extension, as featured in issue 318, vintage London Routemaster buses linked Quorn & Woodhouse station to Ruddington.

The ultimate aim of the GCR's Reunification Project is that one day the two heritage railways will be physically reconnected.

The GCR(N) also confirmed that repairs to Bridge 302A between the centre and Rushcliffe Halt are all but complete with the line fully open for trains to arrive from the national rail network connection. A programme of tamping was started in late August along the nine miles of the main line towards Loughborough to improve the track alignment.

Andy Fillingham, of the GCR(N), said: "It's taken a lot of hard work and commitment to get trains running for passengers again. The pandemic shutdown coincided with important governance changes at the GCRE(N) which has brought new momentum to our operations. However, we have needed to invest in maintenance and training. The effort was more than rewarded when we saw passengers enjoy themselves.

"It was good to work with our GCR friends in Leicestershire again and naturally getting trains moving is another step towards the railways being physically connected once more, by the reunification project. Next for us is to restore services along the GCR main line itself, initially to Rushcliffe Halt."

At the same event, the GCR(N) opened its new Ruddington carriage shed, which was funded by a Government grant and individual donations. The four-vehicle shed also doubles up as an undercover event space and played host to the beer festival. The shed adds to the growing facilities at the centre.

GCR general manager Malcolm Holmes said: "I was delighted with

Class 08 No. 08784 propels a train towards the Great Central main line on September 6, the day of the reopening of the branch from 50 Steps Bridge to Ruddington platform in the Nottingham Transport Heritage Centre following lengthy repairs, maintenance and volunteer training. TOM INGALL

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The Deltic Preservation Society's visiting Class 55 No. 55019 *Royal Highland Fusilier* hauls Great Central Railway gala train on September 8. PAUL MAYO

GCR general manager Malcolm Holmes (left) and Andy Fillingham, a GCR(N) director and chairman of the Friends of the Great Central Main Line, mark the successful return of passenger services to the GCR(N) after four years. TOM INGALL

The 'first day' train crew at Ruddington on September 6. Left to right are Dan Bowler, Phil Thorpe, Jo Coultas and Andy Fillingham. TOM INGALL

Larry Greenwell (left), the Nottingham Transport Heritage Centre's carriage shed project manager, marks the opening on September 6 of the new building with Coun Jonathan Wheeler, of Rushcliffe Borough Council, which awarded £40,000 of grant aid to the project, with supporters raising more than £11,500 to install a roller door. TOM INGALL

the show that we put on for our Autumn Diesel Gala, and I received a lot of really positive feedback over the weekend. As always, we tried to innovate with new ideas, with brake van rides featuring this time.

"Reflecting the pace at which our reunification project is gaining momentum, we also reunified the railway for a second time on the Friday and Saturday with a rail replacement bus service using classic buses which proved popular, coinciding with the operation of the first trains from Ruddington since 2020 and the Nottingham Transport Heritage Centre Rail Ale Festival.

"Work is already underway to plan the Spring Diesel Gala for next April!"

The next big GCR event at Loughborough is the October 3-6 Autumn Steam Gala, with WR 4-6-0 No. 7828 *Odney Manor* as the first guest announced, while the Last Hurrah Steam Gala on November 16/17 will provide an end-of-season steam fix before the festive season fully takes over.

Meanwhile, the reunification project now has £2.3 million in its funds, but the cost of the current application for planning permission for the necessary work to connect the heritage lines has to come out of that figure. Its current appeal is for £500,000, which will pay for ground investigations and taking the concept designs and transforming them into engineering blueprints.

A project spokesman said: "It's absolutely true to say the more we raise, the sooner we can make progress and the more we can do. This is the big project whose time has come, but it will need all of the heritage railway industry to work together."

➜ **Donors are invited to visit www.gcrailway.co.uk/unify and click on the green donate button; appeal forms and standing order forms can also be downloaded. Cheques can be made payable to David Clarke Railway Trust, marked reunification on the back and sent to: David Clarke Railway Trust, Lovatt House, 3 Wharncliffe Road, Loughborough LE11 1SL.**

This vintage London Transport Routemaster bus linking Ruddington to Quorn & Woodhouse station proved extremely popular with visitors to the Great Central Railway (Nottingham) event on September 7. TOM INGALL

Beneath a mottled sky, home-based Class 37 No. 37714 *Cardiff Canton* heads a passenger train from Loughborough Central on September 8. PAUL MAYO

Former London Transport Sentinel shunter DL83 is now resident on the Epping Ongar Railway, where it arrived on August 31. EOR

London Transport shunter moves to Epping Ongar

IT runs across former London Underground metals, but now the Epping Ongar Railway has a permanent reminder of its historical connection to the capital's transport network following the arrival of a former London Transport Rolls-Royce Sentinel shunter.

Built in 1967 for use at an open cast iron ore mine in Corby, Manchester, No. DL82 was acquired by LT in 1971 as one of a batch of three 0-6-0DHs that were subsequently put to work at Neasden and Lillie Bridge depots, replacing the last of the former GWR panniers. The trio were disposed of in 1993, with DL82 latterly residing at a private site in Norfolk where it was offered for sale earlier this year.

Repairs and training

Following acquisition by a private owner, DL82 arrived at North Weald on August 31, where repairs commenced, with a view to undertake crew training in time to enable the locomotive to operate at the September 20-22 diesel gala, at which Class 50 No. 50021 *Rodney* was also booked to appear.

An EOR statement said: "While it never worked to Ongar in London Transport days, it is an important representative of LT traction from the 1970s, so it is appropriate that the privately -owned locomotive has found a home on a former London Underground line."

The other two shunters from the three acquired by LT also survive, with No. DL81 residing at Rocks by Rail in Rutland and No. DL83 at the Nene Valley Railway. The latter previously visited the EOR for its October 2022 LT-themed weekend.

The EOR also owns three ex-LU ballast hoppers, plus 20T brake van No. B586.

New Hawksworth County needs £150k in final push

By Robin Jones

Latest progress on the cladding of No. 1014 *County of Glamorgan* inside Didcot Railway Centre. GWS

FOLLOWING the debuts of LBSCR Atlantic No. 32424 *Beachy Head* and GWR 4-6-0 No. 6880 *Betton Grange* this year, a £150,000 appeal has been launched to complete the project to build GWR Hawksworth 4-6-0 No. 1014 *County of Glamorgan*.

In the wake of the project to build the new GWR Saint 4-6-0 No. 2999 *Lady of Legend* at Didcot Railway Centre, the plan to recreate a Hawkworth County was first conceived in 1997 and began in 2005 when Great Western Society acquired the chassis and bogie of Modified Hall 4-6-0 No. 7929 *Willington Hall* and the boiler from Stanier 8F No. 48518, both Barry scrapyard hulks.

The GWS aims to leave the boiler in the frames while all the key components such as cladding, backhead fittings and piping are acquired and trial-fitted by the end of 2024. The boiler will removed and returned to Heritage Boiler Steam Services in Liverpool for completion for the installation of the front tubeplate and tubes and a hydraulic test prior to its return to Didcot for refitting to the frames. A total of 202 small tubes, 21 flue tubes and 21 superheater elements are needed, and adding labour charges to complete the boiler work, the bill will amount to £150,000.

While the boiler is away, the rest of the locomotive will be completed, including the fitting of valve gear and finishing building the tender. On receipt of the boiler, the necessary formal hydraulic tests will take place prior to completion and first steaming.

No. 1014 will be fitted with original parts including the double chimney from No. 1011 *County of Cornwall*, the regulator handle from No. 1011 *County of Chester* and the reverser wheel from No. 1024 *County of Pembroke*.

The project will mark its 20th anniversary in November 2025, and with the completion of No. 1014, the heritage sector will have a complete set of nine GWR 4-6-0s: a Saint, Star, Castle, King, Hall, Grange, Manor, Modified Hall and County – with the possibility of at least one example of all but one (the Star) being in steam at the same time.

Opportunities exist to sponsor several items, in particular small tubes at £55 each, flue tubes at £870 each, and superheater elements at £1000 each.

"We are hoping that GW supporters will get behind this appeal to allow steaming no later than 2026," said project founder David Bradshaw.

➜ Donations should be addressed to Richard Croucher, Appeal Co-ordinator, The County Project, Great Western Society, Didcot, Oxon OX11 7NJ.

Operational Class 117 looking for new owner

The Gloucestershire Warwickshire Railway-based Class 117 DMU now for sale. CDRL

A CLASS 117 three-car DMU currently running on the Gloucestershire Warwickshire Railway is up for sale to a new home.

Owning group Cotswold Diesel Railcar Ltd is inviting offers for the purchase of Class 117 set No. L425, comprising Driving Motor Brake Second No. W51363, Trailer Composite Lavatory No. W59510 and Driving Motor Second No. W51405, due to a "difficult decision by the shareholding to reduce the fleet to a manageable level."

What is the group's main operational set was bought in October 2011 and was said to have worked almost faultlessly on the line for 13 years. Currently fully serviceable, it will have further FP and A-exams carried out until the end of October.

It was said to have four good engines, gearboxes and final drives, a full set of reupholstered seats, a wheelchair-accessible compartment, a buffet counter, two working toilets and an overall clean interior. The exterior has had patch repairs to deal with rust over the summer and is currently painted in BR green with speed whiskers. A statement from the Winchcombe-based owning group said: "Offers to purchase and move the vehicles before the end of October will be considered but offers that allow the set to stay until the end of October would be preferred."

Offers are to be returned via dmu@gwsr.com only.

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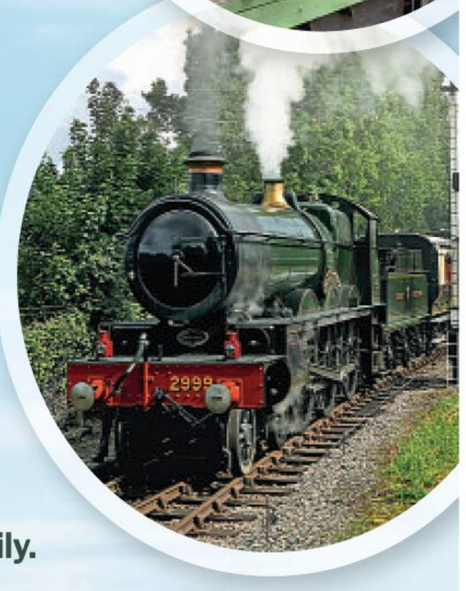

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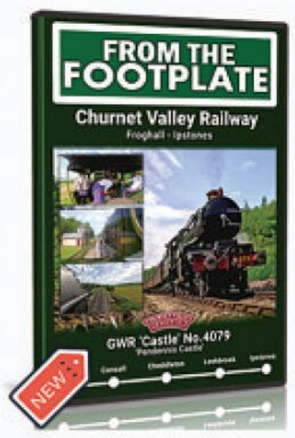

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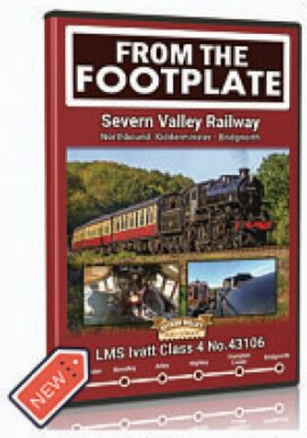

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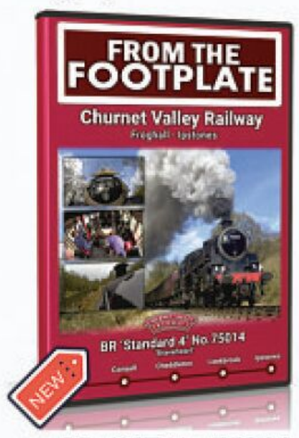

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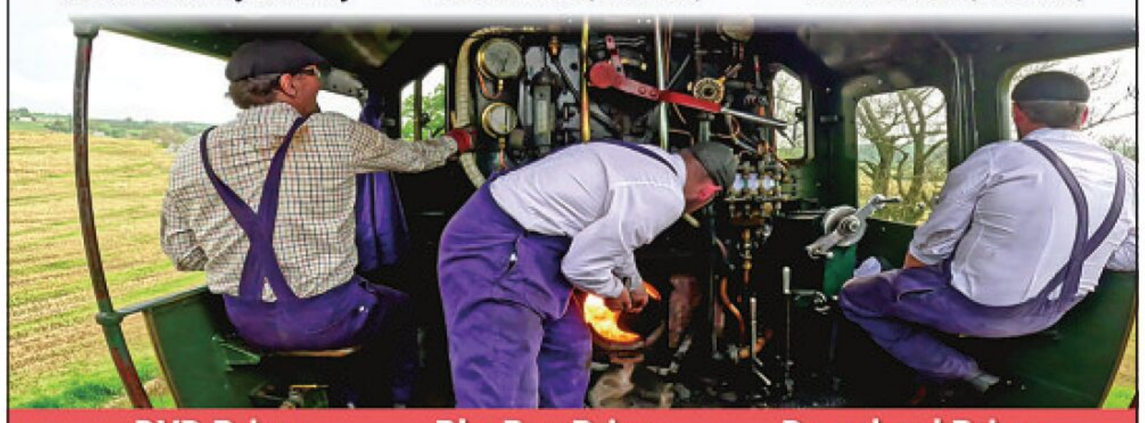

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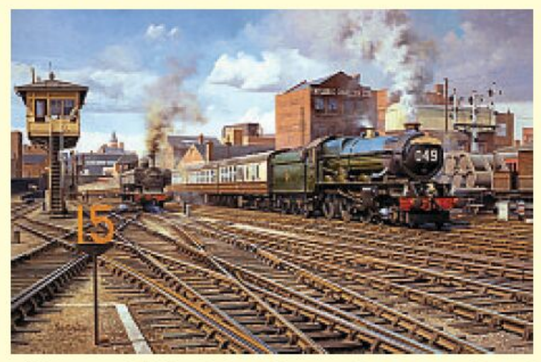

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To learn more about the artist, his paintings, books and how to go about commissioning work visit www.philipdhawkins.co.uk

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Super Saturday – and Friday too!

Word and pictures by John Titlow

THE Severn Valley Railway's August 31 event was called Super Saturday – but maybe Super Friday and Saturday morning would have been a better description.

During August 30/31, the railway played host to the early arrival of LMS Jubilee 4-6-0 No. 45596 *Bahamas*, which worked over the two days. It had been more than 30 years since the Jubilee last visited the SVR.

Courtesy of the Bahamas Locomotive Society, No. 45596 arrived under its own steam with support coach on Friday, July 23 from Matlock after visiting Peak Rail, as reported last issue. The move was in preparation for the SVR' September 19-22 autumn steam gala.

Designed by William Stanier, the Jubilee was built in 1935 by the North British Locomotive Company at its works in Glasgow as LMS No. 5596 and a year later was named after the Caribbean island. When overhauled in 1961, as a trial it was modified with the double blastpipe to increased steaming capacity on poorer-quality coal. The experiment did not last as *Bahamas* was withdrawn in 1966.

Making its welcome return to the SVR, on August 30 *Bahamas* ran a special footplate experience without a headboard and with the appropriate headcode of an empty coaching stock movement, which in effect it was. Eight lucky people were able to get tickets for the footplate experience, and they took turns working in pairs to drive and fire No. 45596 over the 16-mile line while given detailed instructions from a very experienced SVR crew. Ten guests could travel on the train as part of the experience package.

GWR 4-6-0 No. 2999 *Lady of Legend*, one of the autumn steam gala guests, crosses Oldbury Viaduct on August 24.

To make the experience more interesting, the train stopped at stations, enabling the participants to undertake full brake applications and pull away from a standing start. The Highley token exchange was done on the move.

At Hampton Loade, the signalbox was switched out so a token exchange was unnecessary. Photographically, this move was an advantage, especially as the train stopped short of the starter signal, enabling a better pull away from the deserted platforms of this beautifully-restored station.

The station was closed to the general public because it was not an operating day.

A second footplate experience took place on the Friday with a second LMS locomotive, the recently restored Stanier mogul No. 13268.

Super Saturday saw a busy timetable, with No. 45596 completing two full returns from Kidderminster. After the first return run, the Jubilee was turned at Kidderminster to face south. At the end of the day No. 45596 pulled its support coach, plus the Venturer kitchen carriage to Bridgnorth in preparation for the gala.

No. 13268 also undertook two return trips from Kidderminster, one for the public during the day and the second in charge of the evening diner. Flagship GWR 4-6-0 No. 4930 *Hagley Hall* deputised for visiting GWR Saint No. 2999 *Lady of Legend* running one full line return from Bridgnorth. The DMU was out on a private charter and Class 52 D1015 *Western Champion* took over from Class 42 D821 *Greyhound*.

All steam locomotives that ran on Super Saturday were scheduled to be in service during the autumn steam gala after we closed for press,

The second train from Kidderminster Town departs Highley for Bridgnorth behind Stanier 2-6-0 on August 31.

Above: Stanier mogul No. 13268 awaits the off at Kidderminster Town station on August 31.

Right: Having arrived the previous day at Kidderminster, LYR Aspinall tank No. 11456 was in light steam at Bewdley on September 11 having run down the line to the southernmost locomotive servicing point ahead of the gala event.

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LMS Jubilee 4-6-0 No.45596 *Bahamas* crosses Falling Sands Viaduct with a footplate experience train on August 30.

along with regulars GWR 0-6-0PT No. 7714 and BR Standard 4MT 4-6-0 No. 75069. As well as No. 2999, booked visitors were LMS 'Black Five' No. 44932 from West Coast Railways at Carnforth and Lancashire & Yorkshire Railway No. 11456 from the East Lancashire Railway. The line's Class 108 DMU was also about.

"We could not resist calling this our Super Saturday," said Lewis Maddox, the SVR's visitor engagement manager, "and the autumn gala is going to be a great opportunity to see an interesting and somewhat unusual variety of locomotives on the railway. Standard fares apply, and we are looking forward to rounding off the summer with a splash."

Word had clearly got round, because afterwards Lewis said: "It was one of the busiest days of the summer holidays."

Watching the trains go by, they looked very busy.

A few places are left for this year's footplate experiences and those in the first part of 2025 are on sale now: see https://svr.co.uk/experience/footplate-experiences/

Above: *Bahamas* pulls away from a deserted Hampton Loade Station with a footplate experience train on August 30.

Left: With its last chimney-first northbound run, *Bahamas* approaches Eardington station with the 10.15am departure to Bridgnorth on August 31.

Renaming of Bulleid Pacific honours overlooked successful war heroes

Words and pictures by Owen Hayward

Brigadier General Michał Sprengel (left), Mike Frackiewicz (right) and Louise Pemberton unveil the new nameplates and crest for No. 34059 at the conclusion of its renaming ceremony.

Polish Embassy vice-consul Anna Tarnowska-Waszak, who said she was grateful for SLL's decision to rename a locomotive, which ensures that some of the heroes of the war will not be forgotten.

FOLLOWING the Second World War, many of the Southern Railway's light Pacifics were named in honour of RAF squadrons and other figures connected to the Battle of Britain. With so many people having fought for our country, it proved impossible to honour them all and many went unrecognised. However, on September 1, Southern Locomotives Limited righted one particular wrong when it temporarily renamed No. 34059 *Sir Keith Park* to pay tribute to a group of unsung heroes of British wartime history.

303 Squadron was one of several which comprised mainly Polish aircrew, with a small number of Czechs, who were commanded by Squadron Leader Ronald G Kellett. It was formed in July 1940 in Blackpool, before deployment to RAF Northolt on August 2 as part of an agreement between the Polish government in exile and the UK. Sadly, they were not permitted to participate at the start of the Battle of Britain owing to concerns with language difficulties and miscommunication.

Record success

However, after two months of fighting and with losses growing, they were finally permitted to join the conflict; despite entering the battles later on, 303 Squadron became the most successful in the battle, with its fleet of Hawker Hurricanes shooting down the largest number of aircraft out of all of the 66 Allied fighter squadrons. It was disbanded in December 1946 following the end of the war.

When the Southern Railway came to name its locomotives, it did so with names connected to the Battle of Britain, such aircraft types like Spitfire and Hurricane. With 22 locomotives left to name, the company applied to the War Office for names of some of the famous RAF squadrons, something that was initially met with animosity due to it still being 'top secret' at the time. It would eventually share a list of all squadrons operational on the final day of the battle, October 31, 1940.

Regrettably, that list did not include the Polish and Czech divisions. Like many, they had suffered high casualties and, along with other squadrons taking part in heavy fighting, had been rested the month before. This exclusion from the list provided to SR was not out of malice but merely circumstantial.

Anniversary marked

The idea to rename a locomotive to honour these forgotten heroes was first pitched a few years ago by SLL volunteer Mike Frackiewicz, but it was not until earlier this year that director Peter Spowage came up with a plan to put that into effect.

No. 34059 *Sir Keith Park* chosen as the locomotive to receive the honour, 303 Squadron having flown under the command of the Air Vice Marshall at the time of battle.

On September 1, the 84th anniversary of the Battle of Britain, *Sir Keith Park* gave way to new nameplates and crest and adopted the identity of *303 Squadron*, which it will carry for 12 months in tribute.

The ceremony was conducted at Eridge on the Spa Valley Railway, where the locomotive is now based, by Mr Spowage. Invited guests included Louise Pemberton, the daughter of Squadron Leader Ronald Kellett, Anna Tarnowska-Waszak, vice-consul of the Polish Embassy in London, and members of the Air Cadets 303 Squadron.

Mr Spowage said: "We have been working hard to make this event happen for some time and we are proud to dedicate this locomotive to the memory of these heroes. It is important to remember the sacrifice made by Polish airmen for us to live safely in this country.

No. 34059 *303 Squadron* peels away from Southern Railway's Uckfield line at Birchden Junction with the final service to Tunbridge Wells West on September 1.

Festooned with flags for the occasion, *303 Squadron* arrives at Groombridge with a special train conveying the invited guests who earlier attended the renaming ceremony at Eridge.

"In Southern Locomotives we see these trains as living and moving war memorials, so later on an idea was proposed – wouldn't it be nice if we named one of the trains after a Polish squadron?

"We chose the locomotive named *Sir Keith Park* because of its connection to the squadron. It has kept its original number but changed its name to honour not only 303 Squadron, but also all Polish airmen who fought in the Battle of Britain.

"We want to remember the contribution of them all. We want to make it a moving, breathing war memorial – and that is how we remember them."

Following the ceremony on Platform 3 at Eridge, the newly-renamed No. 34059 *303 Squadron* backs down onto its seven-coach train in Platform 2, ready to work a trip back to Tunbridge Wells conveying guests from the Polish Embassy, air cadets and others who attended the occasion. PHIL BARNES

Special first trip

The nameplates were unveiled by Louise Pemberton, Brigadier General Michał Sprengel (Defense Attaché of the Polish Embassy in London) and SLL volunteer Mike Frackiewicz, and the newly-renamed *303 Squadron* then conveyed guests aboard a seven-coach train between Eridge, Groombridge and Tunbridge Wells West. The SpVR's summer guest, large prairie No. 4144, from Didcot Railway Centre, assisted from the rear.

The Bulleid then worked a further round trip of the line for the public to enjoy a trip behind the newly-renamed locomotive. No. 34059 will revert to its original name in September 2025, which will mark the 85th anniversary of the Battle of Britain.

Meanwhile, *303 Squadron* will remain on the Spa Valley Railway, where it will operate passenger services throughout the remaining operating season.

SLL's other locomotive nominally based at Tunbridge Wells West, No. 34072 *257 Squadron*, is on loan to the Mid-Hants Railway, where it is due to stay until January 2025.

Louise Pemberton (right), the daughter of 303 Squadron Leader Ronald Kellett, presented SLL directors Peter Spowage (centre) and John Fry with gifts of thanks for arranging the ceremony and for their support in recognising the overlooked wartime heroes.

A traditional Polish dance was performed on the platform at Eridge prior to the renaming ceremony, with performers dressed in traditional attire.

Ffestiniog Travel unveils more tours for next year

CELEBRATING what appears to be a bumper 50th anniversary trading year during 2024, rail holiday specialist Ffestiniog Travel has announced its plans for its trips both at home and overseas in 2025.

General manager Maria Cook said: "We are excited to continue our journey, reassured by the fact that rail travel is enjoying a resurgence, particularly among the over-50s travellers who are opting for a slower pace, carbon footprint-light way of exploring destinations around the world."

The escorted tour programme in its 2025 Rail Holidays of the World brochure features return visits to New Zealand, Australia, Switzerland, and elsewhere in Europe, with 10 new and revised itineraries.

New UK tours include an eight-day North East England visit starting on September 22, which will involve travel to Leeds and Bishops Auckland during the bicentenary celebrations of the opening of the Stockton & Darlington Railway, with visits to the Middleton, Tanfield, and Keighley & Worth railways, the National Railway Museum in York and the Locomotion museum in Shildon. The highlight is a full-length journey on the route of the S&DR.

The 15-day Shetland & Orkney – Wildlife & History excursion starts in Glasgow on May 27 and ends in Edinburgh and features in-depth guided tours of the islands and trips on the Keith & Dufftown and Strathspey railways.

New European holidays include the 15-day Trams of Hungary, Czechia & Slovakia tour departing on April 29; the 10-day Portuguese Cities, Trains & Douro Valley tour starting June 14; the 14-day Austrian Tyrol & More extensive railtour and the 10-day The French Riviera & More tour of the south of France departing on September 12; the eight-day Highlights of Bosnia Herzegovina tour from May 14; and The Italian Dolomites tour for eight days from October 1.

The 20-day Japan – Steam, Volcanoes & Bullet Trains tour departs September 17, and the 14-day Eastern Canada in the Fall tour starts on October 3.

View the brochure online at www.ffestiniogtravel.com

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Large prairie No. 4144 approaches Forge Farm crossing on the Spa Valley Railway on September 1 at the end of its summer visit to Kent courtesy of Didcot Railway Centre.
OWEN HAYWARD

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Rheidol steam fair hosts rare Indian locomotive's debut

By Owen Hayward

THE Vale of Rheidol Railway operated its most intensive timetable for several years over the August 24-26 bank holiday weekend, with six locomotives to have been simultaneously found in steam! Furthermore, the opportunity was taken to showcase another previously unseen asset from the late Peter Rampton's mysterious Collection X.

Following the opening of the museum in the GWR Aberystwyth shed at the start of the 2023 season, several locomotives and carriages have gone on display, with many appearing for either the first time in the UK or since being preserved by Peter several decades beforehand.

Stock on show represents German and Spanish railways, as well as the VoR's own out-of-traffic fleet, but the latest addition takes the story of railway history even further around the globe.

Built in 1932 by WG Bagnall, Gawlior Pacific 4-6-2 No. 762 worked the Gwalior Light Railway (sometimes referred to as the Maharaja Railway) in central India which, up until its closure in 2020, was the longest 2ft gauge railway in the world. Originally established as a 14-mile private tramway, construction of the 53-mile Gawlior-Bhind line commenced in 1895 and set up a chain of extensions that resulted in the line eventually spanning 124 miles.

Because of its length, some journeys would include an overnight portion, with No. 762 and its fellow Pacifics being fitted with wood boxes on the running boards to allow the crew to carry food and clean sets of clothing.

Following its withdrawal, Peter purchased it alongside classmate No. 765 and brought them to the UK, where they have resided for more than four decades out of the public eye. The bank holiday steam fair marked the first time either had been publicly viewable in the UK, with No. 762 stabled on display outside the shed.

Having not been touched since it was taken out of service, a VoR spokesman said that it "is effectively a time capsule of its time in India. Indian locomotive crews often used to decorate or personalised their locos to show pride in their steeds. No.762 retains a few modifications from this era, including decorative flames on the smokebox!"

Following its short spell on display, the Pacific was returned to dry storage, but the VoR has said that future plans for No. 762 will be announced later this year but would not confirm whether or not those included a return to steam for either of the pair.

Meanwhile, services between Aberystwyth and Devil's Bridge were handled by four locomotives, including NGG13 Garratt No. 60 *Drakensberg*. It is the largest locomotive operating on the line, having been built in 1927 for South African Railways. Upon its retirement there in 1973, it was purchased by Swiss enthusiasts who returned it to service in 1998 on the 60cm gauge Schinznacher Baumschulbahn line in Switzerland. However, alterations to the track layout meant that it was unable to operate across the full circuit there and, following three years of negotiation, it moved to Aberystwyth in July 2017. Following an overhaul to meet UK operating standards, it steamed once more in October 2021.

The Garratt was joined by the two operational Rheidol 2-6-2Ts, No. 7 *Owain Glyndwr* and No. 8 *Llywelyn*. Designed by Charles Collett, both were built in 1923 by the GWR specifically to operate the 12-mile Rheidol line to replace three ageing Davies & Metcalfe and Bagnall locomotives that had been used under Cambrian Railways ownership but were by then in a poor state of repair.

Having completed a swift overhaul at the railway earlier this summer, as reported in issue 321, Ffestiniog Railway England 0-4-0STT No. 4 *Palmerston* was also to be found making its way up the valley, with short return trips to Capel Bangor and Aberffrwd filling gaps in services to Devil's Bridge operated by the three Rheidol residents, before it too worked a full-line service with its short set of coaches. Following two 'Heritage Tour' duties on September 6 and 20, *Palmerston* then departed for the Lynton & Barnstaple Railway, where it was booked to appear at the

Above: Having been out of the public eye for more than four decades, ex-Gwalior Light Railway Pacific No. 762 made its first public appearance in the UK during the bank holiday. In as-withdrawn condition, No. 762 has returned to dry store pending a future announcement by the VoR about its future. VOR

Right: On August 24, England 0-4-0STT No.4 *Palmerston* glides through the woodland on approach to Devil's Bridge. ANDREW SIMMONDS

Development plans opens door for East Lancashire to reach Castleton

POTENTIAL moves to extend the East Lancashire Railway eastwards by a mile into Castleton have taken a step forward.

The site of the former Baggs Yard sidings, off Heywood Road, in Castleton, has been designated for housing development and includes a disused siding connected to Castleton North, East, and South junctions.

In June, Rochdale Council approved a planning application for houses on part of the site. Developer Kellen Homes wants to build 191 homes there, and the new estate would be located about 700 yards from Castleton station.

The development would unlock land to pave the way for the extension of the heritage railway, which would then build its eighth station, in Castleton. The site is part of the Places for Everyone plan, which involves preserving some of the land for the ELR extension. The overall aim of the plan is to deliver thousands of new homes and jobs to Greater Manchester by 2039.

A railway statement said: "The original ambition of Rochdale Council, working with the ELR, was set out in the 2010 masterplan Unlocking the Potential for Castleton and Heywood. The proposed extension is also in the East Lancashire Railway Trust's 2020-2030 strategy. With the planning permission approved, another piece of the jigsaw has fallen into place. As for making progress, unfortunately the Covid-19 pandemic has impacted on the feasibility of work.

"However, the East Lancashire Railway is working closely with Rochdale Council and Transport for Greater Manchester on the operational and financial feasibility in extending the heritage line up to Castleton.

"At this stage, there are no details on how long this work would take."

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September 28/29 autumn gala, as reported last issue.

In order to work the VoR's air-braked stock, *Palmerston*, which is fitted with vacuum braking only, had a compressor van attached to all its trains for feeding the system, while temporary pipework and a brake handle were fitted to the locomotive and its cab.

Meanwhile, Kerr Stuart Wren 0-4-0ST No. 3114 of 1917 *Wren* and Hunslet 0-4-0ST No. 605 of 1894 *Margaret* were available at Devil's Bridge and Aberystwyth respectively on short driver experience workings and footplate rides.

The railway continues to operate daily until November 3, after which it will close for the winter. Travel tickets include entry to the museum shed at Aberystwyth, for which museum-only tickets are also available to those not wishing to ride the trains.

Vale of Rheidol tanks No. 8 (in BR livery and named *Llywelyn*) and No. 9 round Horseshoe Curve between Rheidol Falls Halt and Rhiwfron Halt on August 24. ANDREW SIMMONDS

Love me tender: loan agreement aids comeback of *Bradley Manor* as overhaul's end comes into sight

By Owen Hayward

THE return to service of WR 4-6-0 No. 7802 *Bradley Manor* has been given a substantial boost following the signing of an agreement between owning group the Erlestoke Manor Fund and the 2857 Society. The agreement will see the tender of GWR 2-8-0 No. 2857 run behind No. 7802 while the latter's own new tender is completed.

In July 2019, *Bradley Manor* suffered a broken piston rod while in service at the West Somerset Railway, which caused damage to the cylinders and other components. The EMF opted to withdraw the locomotive in order to repair and overhaul it. The front half was moved to Tyseley Locomotive Works, where it has been worked on both by workshop contractors and EMF volunteers.

At the end of June, the locomotive's frames were rewheeled following axlebox refurbishment, with rods subsequently refitted, along with all steam heat and injector pipework. During August the boiler successfully passed its out-of-frames steam tests, enabling a start to be made on fitting the lagging and cladding.

August 23 saw No. 7802 begin to look like a locomotive once more when the certified boiler was lifted back into the frames. With this major task completed, assembly of the backhead commenced in earnest, along with the ashpan spray equipment.

On August 27, the EMF and 2857 Society announced that an agreement had been reached between them that would see the 3500-gallon tender from No. 2857 run behind No. 7802 while it awaits completion of its own new one.

Society chairman Harry Bradley praised "the good working relationship between both parties over many years," and said that the "arrangement is mutually beneficial, with 2857 currently out of service until well after 7802's return."

The heavy goods locomotive last ran on January 2, 2023, and has since been stored pending any future decisions. Built in 1918, it is unlikely that No. 2857 will be overhauled in time to appear at its 110th anniversary, but the society's trustees have been formulating a list of objectives for the locomotive's future, including the anniversaries it is desired that it will be in traffic for.

EMF chairman Adrian Hassell said: "The 4000-gallon tender, which has long been partnered with No. 7802, is in need of expenditure and repairs to ready it for further service. This would divert resources from the current focus of returning No. 7802 to service for the 2025 season, while the agreement provides useful income for the 2857 Society.

"While the EMF completes the building of its new 3500-gallon tender for No. 7802, it considers the loan of No. 2857's tender will also allow the Manor to operate with a more authentic appearance than would be the case when paired with the 4000-gallon tender."

In July the new well section for No. 7802's own tender tank was completed at Minehead, having been welded together from a kit of parts. On July 19 it was transported by rail to Williton for blast-cleaning and for primer to be applied, following which it was due to return to Minehead to be united with the frames and the pre-drilled upper outer sections.

Looking like a locomotive again, the boiler for *Bradley Manor* was returned to the frames at Tyseley Locomotive Works on August 23. It is hoped that No. 7802 will be back in traffic later this year. EMF

The 3500-gallon tender from GWR heavy goods locomotive No. 2857 will run behind *Bradley Manor* for the first year following its return to service while its own tender is completed at the West Somerset. 2857 SOCIETY

No. 2857's tender was due to move to Bridgnorth Works at the end of September for recommissioning, along with repainting in BR lined green to match that of the Manor. It is expected that the tender will run behind the Manor for 12 to 15 months, with the EMF hoping that Bradley Manor will be back in service towards the end of 2024.

Austerity 0-6-0STs Nos. 18 and 22 depart Weybourne on August 26. STEVE ALLEN

No. 6880 *Betton Grange* on the climb from Weybourne towards Holt on August 28. JAMIE RINGWOOD

Late summer flourish for Poppy Line's nine-day extravaganza

By Robin Jones

THE North Norfolk Railway ended its peak summer season on a high note with a nine-day Festival on Rails, including a gala during the August bank holiday weekend.

There were six locomotives in action each day during the gala, followed by a special service featuring four every day from Tuesday, August 27, until Sunday, September 1. The daily line-up of locomotives and mix of carriages sets in action varied throughout to provide visitors with the opportunity to see a range of combinations.

More than 7600 passengers travelled during the event, making good use of the line's day rover tickets to hop on and off and ride behind several locomotives.

Poppy Line general manager Graham Hukins said "The event provided a welcome boost at the end of the summer season, and it was a treat for passengers, volunteers and staff alike, attracting excellent feedback and lots of photographic coverage on social media.

"It was wonderful to see enthusiasts, holidaymakers and locals all appreciating the on-track entertainment we provided – the sheer variety provided a real spectacle."

In all, nine locomotives took part at some point in the event, with visiting new-build GWR 4-6-0 No. 6880 *Betton Grange* headlining on all nine days and fellow visitors GWR 2-8-0T No. 4277 *Hercules,* from the Dartmouth Steam Railway, Hunslet Austerity 0-6-0Ts Nos. 18s and 22 and the Waterman Railway Heritage Trust's Class 25 D7659 all appearing on several days.

The line's home fleet of Somerset & Dorset Joint Railway 7F 2-8-0 No. 53809, Hudswell Clarke 0-6-0ST *Wissington*, Class 37 D6732 and Class 31 D5631 also played their part.

Rolling stock included the line's front-line Mk. 1 sets, which were joined by the unique LNER teak-bodied Quad-Art set, which celebrates its centenary this year, and the superbly restored BR suburban set in its striking carmine livery.

Seven locomotives and a DMU will appear during the line's October 5/6. Autumn Showcase weekend

Likely to run will be *Betton Grange*, *Hercules*, Nos. 18 and No. 22, Class 31 D5631, Class 37 D6732, Class 25 D7659 and WD Austerity 2-10-0 No. 90775 *The Royal Norfolk Regiment* provided repairs are completed in time.

The line's unique four and six-wheeled carriages dating from Victorian times and the Quad-Art set will also be in service, and real ale will be available on selected trains.

At Holt station, visitors will be able to visit the Reedham Junction signalbox, which is currently being restored.

➜ Full details and timetables of forthcoming events at the North Norfolk Railway, including regular services, Halloween trains, the illuminated Norfolk Light Express and Santa specials, can be found online at www.nnrailway.co.uk

Somerset & Dorset Joint Railway 7F No. 53809 heads the unique centenarian Quad-Art set on August 29. CAMERON RAYMENT

Double-headed GWR visitors in Eastern Region territory at the North Norfolk Railway as new-build 4-6-0 No. 6880 *Betton Grange* leads 2-8-0T No. 4277 *Hercules* away from Sheringham on August 24. ALEX FOWLES

Class 31 D5631 drifts through Kelling Cutting with a demonstration goods train on August 26. STEVE ALLEN

Above: A dramatic departure from Sheringham by S&DJR 7F 2-8-0 No. 53809 on August 25. LEIGH CAUDWELL

Right: GWR 2-8-0T No. 4277 *Hercules* enters Kelling Cutting with a Holt-bound service on August 28. JAMIE RINGWOOD

Below: No. 6880 *Betton Grange* works an Up train past Sheringham Golf Course on August 29. CAMERON RAYMENT

Save our shed: Didcot launches £500k appeal for roof repairs

By Owen Hayward

DESCRIBED by many as the heart of GWR preservation, occupying what was once a genuine locomotive depot, age has caught up with Didcot Railway Centre's 1932 engine shed, the roof of which now needs to be completely replaced.

The museum is centred around this impressive shed, with each of its four roads providing 200 feet of valuable undercover space to store the extensive collection of locomotives under the custodianship of the Great Western Society.

Described as Didcot's 'Cathedral of Steam,' it is a window to the days when steam reigned supreme. Complete with smoke hoods and servicing pits, authentic shed scenes have regularly been recreated within its walls during photographic charters. Indeed, the shed is one of just a few such structures in the country still fulfilling its original function today.

One of the museum's alluring features to visitors is the ability to wander through the locomotive shed and absorb an authentic atmosphere unhindered by modern barriers, with the opportunity to inspect stored and out-of-service locomotives at close quarters.

However, as with many ageing structures on our heritage railways, the time has come for serious investment with the shed roof now life-expired. The overall cost of replacing the roof has been estimated at between £2-£3 million, and an initial appeal to raise £500,000 has been launched.

A DRC statement said: "It is a major structure, and replacement of the roof will ensure its survival for another 90 years. If this building disappears, what will disappear with it is a huge chunk of our understanding about railways and railway history.

"Restoring the 1932 Engine Shed is essential for several reasons. First and foremost, it serves as a vital component in the preservation of the locomotives themselves. A well-maintained shed offers a protective environment, shielding these magnificent machines from the elements, ensuring they remain in pristine condition for generations to come.

"Moreover, the Engine Shed holds educational value, allowing visitors to experience a tangible connection to our industrial past. It provides a unique opportunity for people of all ages to learn about the evolution of transportation, technological advancements, and the human stories behind these marvellous engines. The restoration of the engine shed, therefore, is not just an investment in preserving our steam engines, it is also an investment in our shared heritage and an opportunity to educate and inspire future generations.

"By undertaking this project, we can ensure that these magnificent pieces of history can continue to captivate and enlighten visitors for years to come."

For further information on how to support the project, visit didcotrailwaycentre.org.uk/product.php/798/engine-shed-restoration

Vital to scenes such as this photo charter with *Pendennis Castle*, the roof of Didcot's 1932 GWR locomotive shed is now life-expired and needs replacing. FRANK DUMBLETON

➜ The Midland Railway – Butterley, which also launched its own appeal to fund vital roof repairs to its main museum space, the Matthew Kirtley Building, announced on September 18 that it had successfully raised £17,000 of the £40,000 target.

"Your generosity since we launched the appeal now puts us in a position where we are able to begin ordering materials and planning the first phase, replacing the guttering," a statement said. "This will, in turn, make a significant improvement in keeping out the elements which has severely impacted our walkways and certain items of our collection."

For further information, visit midlandrailway-butterley.co.uk/roof-fund

Seaton Tramway founder's first tram returns home for display

By Robin Jones

THE Seaton Tramway has placed an historic miniature tram built by its founder Claude Lane on public display after it was returned to the company he set up.

Car 23 was built in 1948/49 at Lane's Lancaster Electrical Company workshops in Barnet and played a pivotal role in the early days of Lane's tramway ventures. His first tram, it was based on an ex-Darwen tram from the Llandudno & Colwyn Bay tramway, where he was a seasonal driver. The 15in gauge tram was originally constructed for his own amusement and could even travel through his workshop.

On July 2, 1949, Car 23 made its public debut at the Hadley House fete in Barnet. In the summer of 1951, operations moved to St Leonards, Sussex, followed by six successful seasons at Rhyl beginning in 1952.

By 1953, Lane foresaw a bigger future for his trams and shifted focus to larger-scale operations, leading to the opening of the Eastbourne Tramway in 1954 and its eventual relocation to Seaton in 1969. However, Car 23 was too small to be included and in 1959 was sold. By 1984 it was in the care of the Merseyside Tramway Preservation Society and underwent a restoration under the guidance of Denis Butler, a devoted tram enthusiast with fond childhood memories of Car 23.

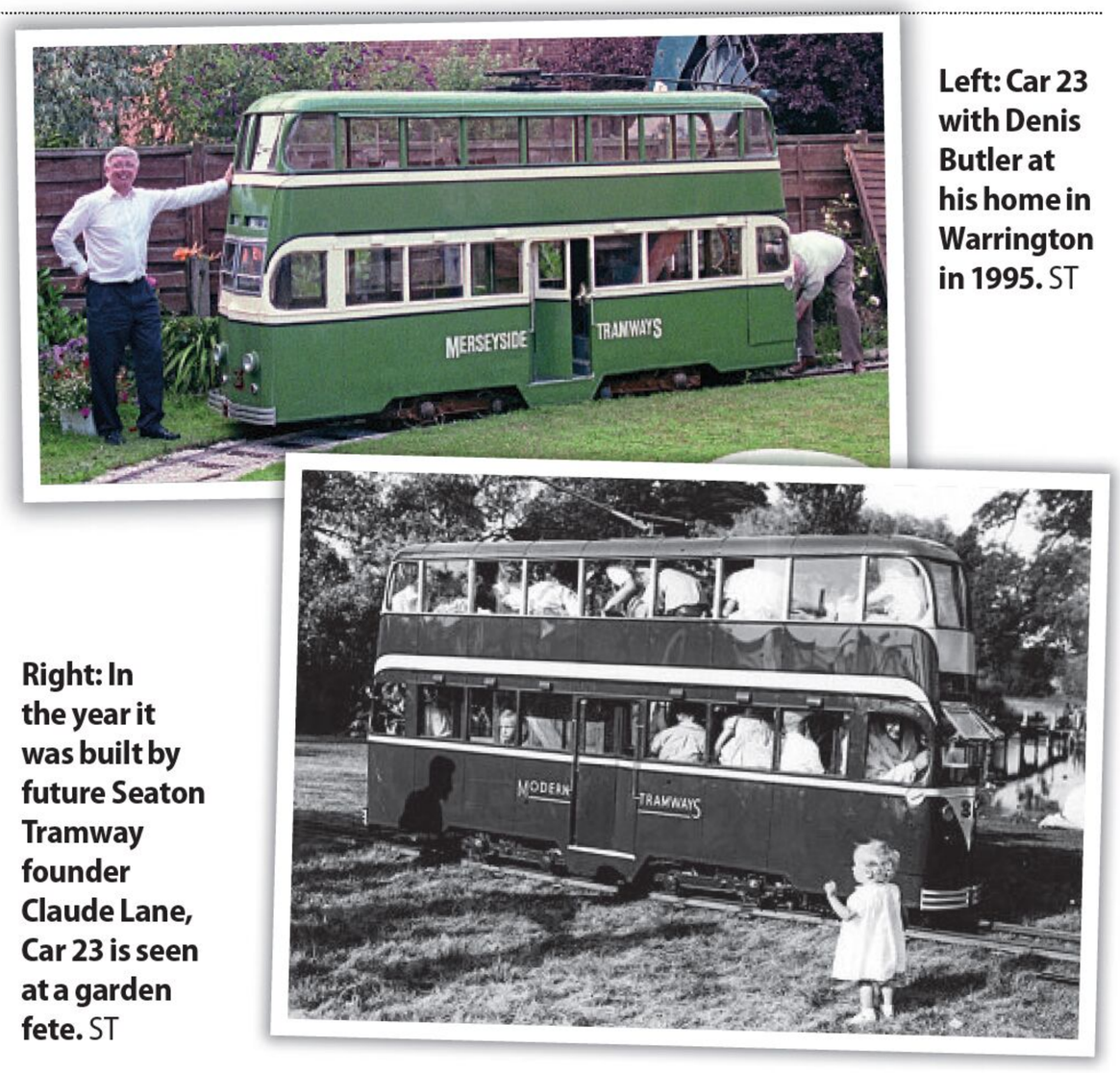
It visited Seaton Tramway in 1995 during the 25th anniversary celebrations of the line, where it was showcased alongside the modern tram fleet.

After Dennis died in 2023, his wish that Car 23 should return to Modern Electric Tramways Ltd, the company founded by Claude Lane, was honoured.

A statement said: "Seaton Tramway is proud to welcome Car 23 back into its collection, exactly 75 years after it was first built, and will be displayed as a reminder of the roots of Seaton Tramway and the passion of its visionary founder, Claude Lane.

"This remarkable tram is not just a piece of Seaton Tramway history but also a symbol of the dedication and love of those who have cared for it over the decades."

Car 23 will be on display in Seaton Station until the end of the operating season on November 3.



Left: Car 23 with Denis Butler at his home in Warrington in 1995. ST

Right: In the year it was built by future Seaton Tramway founder Claude Lane, Car 23 is seen at a garden fete. ST

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Above: On September 13, the Duke of Gloucester (second from right) and his son, the Earl of Ulster (left), visited the RPSI's Whitehead base to launch GNR(I) Q class 4-4-0 No. 171 *Slieve Gullion* back into service. Left: The duke inspects No. 171. BOTH: RPSI

Royal visit as *Slieve Gullion* prepares for first trains

THE Railway Preservation Society of Ireland's flagship Great Northern Railway (Ireland) S class 4-4-0 No. 171 *Slieve Gullion* will haul its first public passenger trains for 22 years on October 12.

No. 171, which was built by Beyer Peacock in Manchester in 1913, will offer short rides within the RPSI's Whitehead Railway Museum base during the afternoon. Tickets can be booked online at steamtrainsireland.ticketsolve.com or bought from the Visit Belfast Welcome Centre (9 Donegall Square North, BT1 5GJ), and also include admission to the museum's five galleries.

As reported last issue, No. 171 moved under its own power on July 27 following overhaul, its boiler ticket having expired in 2002.

On September 13, the RPSI hosted a royal visit when the Duke of Gloucester and his son, the Earl of Ulster, arrived to celebrate the 60th anniversary of the RPSI and also took the opportunity to launch No. 171 *Slieve Gullion* back into traffic.

The duke, a passionate railway enthusiast and patron of the Severn Valley Railway, was welcomed by Lord Lieutenant David McCorkell, the mayor of Mid & East Antrim, Alderman Beth Adgey, and RPSI representatives.

Following a tour of the museum, the duke stepped aboard the footplate of No. 171 and drove the 1913-built steam locomotive through a tape, while his son took the opportunity to try his hand at shovelling coal into the firebox.

Afterwards, the duke said he had been impressed by what he had seen and commended the society's volunteers for their dedication and commitment, adding that it was vital that railway heritage was kept going for future generations.

Signwriter completes ambulance van's 40-year restoration

TRADITIONAL signwriter Tim Fry, from Martin Dales, near Woodhall Spa, applied the final touches to the restoration of a unique surviving railway ambulance van prior to its scheduled appearance at the Lincolnshire Coast Light Railway's World War One event on September 21.

One of several built by the Gloucester Rail Carriage and Wagon Company towards the end of the conflict to rescue casualties from the Western Front after the Armistice in 1918, some were bought by the Nocton Estates Railway, a 23-mile narrow gauge system which carried potatoes for Smiths Potato Crisps and other crops in the fields between Bardney and Nocton & Dunston station in the Lincolnshire Fens.

The van was one of two purchased in 1960 by the LCLR when it became the world's first heritage railway to be built by enthusiasts, at its first site in North Sea Lane, Humberston, while the second vehicle was sold to the South Tynedale Railway, where it became damaged beyond repair.

Restoration of this unique survivor began more than 40 years ago when it was acquired by the LCLR Historic Vehicles Trust and moved from the LCLR's original site to the Museum of Army Transport at Beverley. After that museum's closure, the restoration continued at a private site in North Somercotes, Lincolnshire, and along with other vehicles owned by the trust, later moved to the current site in the Skegness Water Leisure Park in Ingoldmells.

Tim painted freehand the lettering, which identified it as part of the War Department Light Railways, detailing its stock number, and weight. The van did not carry a Red Cross on its side as it would have provided a too-easy target for enemy artillery (one of the passenger carriages on the LCLR still carries shrapnel damage inflicted by German gunners when it was too close to their positions).

Tim has in the past painted headboards for the LCLR, commemorating anniversaries and the coronation of King Charles III.

Trust chairman Richard Shepherd said: "Tim has done a magnificent job applying the lettering needed to complete the restoration of this unique survivor of Britain's military and transport history. It will enable us to pay tribute to those brave soldiers who fought and died in the battlefields of the First World War and is a salutary reminder of the horrors of war."

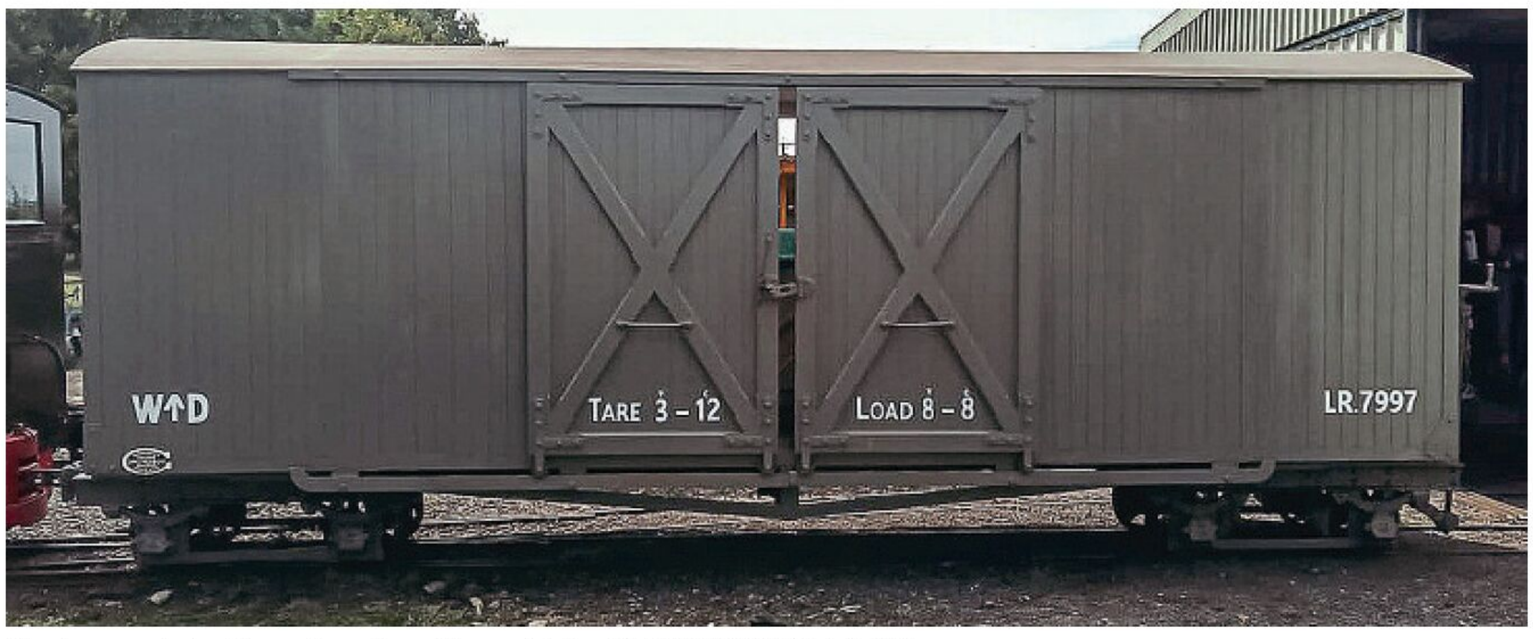
While working on the ambulance van, Tim also lined out recently-renovated Motor-Rail Simplex diesel T3 of 1942, which had worked on horticultural sites in Scotland and Cumbria before moving to the LCLR, so that its colours reflect those of the North Eastern Railway.

"We are all very grateful to him for his skill, generosity and dedication," Richard added.

Tim's work on traditional signwriting vehicles, shop fronts, signs and heritage buildings can be viewed at www.timfrysignwriting.uk.

He can be contacted on 01526 354492 or 07810 351511.

Tim Fry painstakingly painting the lettering on the ambulance van. BRIAN COLDWELL/LCLR



Tim's completed handiwork on the vehicle. BRIAN COLDWELL/LCLR

New £1.1m Durham Dales Gateway boost for Weardale

By Robin Jones

A £1.1 million project to develop the Weardale Railway and boost both the line's fortunes and that of Bishop Auckland's blossoming tourism industry has begun.

Construction works have started near the 18-mile line's Bishop Auckland West terminus, creating new visitor parking facilities while improving access to the town and the Durham Dales via the railway.

The Durham Dales Gateway development will comprise 88 car parking spaces, six electric vehicle charging points, five new cycle racks and a new ticketing system. This new infrastructure will enable the Weardale Railway to accommodate increased visitor numbers and also provide training, employment and learning opportunities, adding significantly to the local economy.

Demolition of the site's Escomb Road annexe building was completed in June and works for the new development are expected to be completed by the end of 2024.

The annex stood derelict for seven years after it was previously utilised for clinical use associated with Bishop Auckland Hospital.

The development has received £900,000 in grant aid from the Conservative government's Stronger Towns Fund and is just one of a series of projects within Bishop Auckland which form part of the £53 million Levelling Up funding awarded to the town by the Government.

As reported in issue 266, the 75% interest in the railway was bought by regeneration charity The Auckland Project in March 2020, bringing it out of administration. It was one of two offered for sale in January by British American Railway Services (BARS), the other being the Dartmoor Railway, now reborn as part of the national network as the Dartmoor Line. BARS was a subsidiary of Chicago-based Iowa Pacific Holdings, which went into receivership the previous year, a move which resulted in business advisory firm FRP being appointed to manage an accelerated sale process for the BARS subsidiaries.

Since the line was purchased by The Auckland Project, a programme of inspections, network assessments, maintenance, and repairs to the infrastructure has been undertaken, along with improvements to the trains, to safely bring the heritage line back into operation while ensuring the preservation of its long-term future.

The Auckland Project's CEO Edward Perry said: "We are delighted that new life is being injected into this derelict space with help from the Stronger Towns Fund.

"The Weardale Railway heritage line into Bishop Auckland provides a huge opportunity for the cultural and economic regeneration of the town, enabling an important connection to everything the town, and the Dales, has to offer.

"We hope that this development will bring more visitors to the southern end of the high street and that people holidaying in the region will find Bishop Auckland that much easier to access, all of which, of course, will benefit the local and regional economy."

The Auckland Project was behind the restoration of the recently-reopened Auckland Castle and deer park and also the creation of the nearby award-winning Kynren outdoor night show, which depicts important moments from British tradition and history throughout a summer programme.

Class 122 DMU No. 55012 at the Weardale Railway's northern terminus of Stanhope. WR

Rebuilt velocipede goes on display in Corris museum

THE Corris Railway has added a reconstructed velocipede to its museum, representing the ways in which permanent way staff would have once travelled about to their duties.

Railway history is abundant with curious and quirky contraptions, many of which were used by track or industry workers. Known to former Corris Railway staff as the 'Manrider,' it is believed that the velocipede would have been towed at the rear of a train along the line until it reached the work site, where it was then detached.

Once the train had left, tools were unloaded, following which the body and then the wheels of the velocipede were removed from the rails. At the end of the working day, the vehicle was reassembled, with the body turned through 180 degrees and the tools reloaded, and gravity saw the vehicle and the workers return home, control being managed by a simple brake acting on one of the four wheels.

There was a facility to allow the velocipede to be pedalled along if required, but a combination of very basic axleboxes and the Corris gradients and curves would not have made this a popular practice. One curiosity which will now probably never be explained is that the wheels have six spokes on one side and four on the other.

After the line was closed in 1948, the Forestry Commission took over the locomotive shed at Maespoeth Junction and the vehicle was dumped in the inspection pit inside the shed. The Corris Railway Society was able to acquire the remains, comprising the two solebars, brake anchor and wheelsets, which were taken to Corris to await reconstruction. The work on this recreation was carried out by the Corris's current Tuesday Gang, members of which have steadily been reviving and recreating the waggon fleet.

The reconstruction has been a challenging process. With only one photograph known to exist of the vehicle, the project has been based around measurements taken from the surviving remains and calculations based on the reference picture. The pedalled axle had suffered damage, meaning that it and the wheels required specialist welding in Machynlleth – not helped by the original Victorian casting of the iron being less than perfect with an excess of sand inclusion.

After some consultation, the new seat was created and positioned in the best place to work the pedals, and a new rimmed platform was created as the likely way to carry the tools. A new brake was created to suit the 2ft diameter wheels, with other metalwork was also carried out in-house.

Unlike the manriders on the Hendre Ddu Tramway and Spooner's Boat on the Ffestiniog, the Corris vehicle was unique in being able to be dismantled rather than being a solid vehicle. It has earned its place in the museum where it can now be found as a permanent exhibit.

The reconstructed velocipede now in place in the Corris Railway's museum. CR

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Chance to steam Wild West on 10 historic railroads!

A STEAM-FOCUSED new Wild West journey of a lifetime is being offered by the Railway Touring Company next September.

The 16-day journey through California, Nevada and Utah will involve visiting 10 of the legendary historic railroads of the western USA.

Running on September 14-29, the 'Wild, Wild West Rail Adventure' sets out from San Francisco after a free day to explore the city and a visit to Alcatraz Island. It is home to one of the largest Chinatowns in the world; Chinese workers who settled in San Francisco played a crucial role in building the Transcontinental Railroad through the Sierra Nevada mountains, so an authentic Chinese lunch is a fitting start.

Travelling north through Napa Valley, the journey will be broken with a stop at the picturesque Peju Winery, followed by a trip of the Napa Valley Wine Train for dinner.

At Sacramento is the opportunity to see historic Old Sacramento and the California State Railroad Museum. A guided tour will highlight the pivotal role railroads played in California's history and a provide chance to see one of the original Golden Spikes.

The trip then visits the Mother Lode region, home to the Sierra Railroad, an historic lumber railroad with several vintage trains.

The following day involves a journey along the Transcontinental Railroad over Donner Pass, riding on Amtrak's California Zephyr.

Next stop is the Virginia & Truckee Railroad, established in 1869 to transport silver and gold from the Comstock Lode, followed by a trip on the train to Nevada capital Carson City.

A visit to the nearby Nevada State Railroad Museum with a ride on some of its historic trains will be followed by a drive over Spooner Summit to Lake Tahoe, home of the Ponderosa Ranch of TV's Bonanza, where travellers will board paddle-wheeler *MS Dixie* to enjoy a sunset dinner cruise.

The following day the tour traverses the entire state of Nevada on the legendary Highway 50.

To the stars

A day exploring the Nevada Northern Railway will be a trip back in time to when railroads were the lifeblood of America's westward expansion, with train rides and even an opportunity to operate a handcar.

Dinner on board an historic train will be followed by a stargazing session, looking up into Nevada's clear dark night sky guided by local astronomers with telescopes.

The next day includes a visit to the top-secret Wendover Airfield, involved in the Pacific battles of the Second World War. A drive across the vast expanse of the Great Salt Flats will lead to Salt Lake City. The Heber Valley Railroad passes some of Utah's most stunning landscapes with mountains and wildlife, possibly spotting mule deer, bald eagles, elk and coyotes.

Nevada Northern Railroad No. 40, a Baldwin 4-6-0 steam locomotive built in 1910, is set to feature on the 'Wild, Wild West Rail Adventure' in September 2025. RTC

The final highlight is a trip to Promontory Point, home to the Golden Spike National Historical Park, the site of the completion of the Transcontinental Railroad in 1869 linking the Central Pacific and Union Pacific Railroads.

Including flights from London Heathrow, the 'Wild, Wild West Rail Adventure' costs £10,995 per person (single supplement £2595) and includes 14 nights' accommodation, all transfers and excursions detailed in the itinerary, three local tour hosts, and the services of a UK tour manager throughout.

The King's Lynn-based Railway Touring Company was voted Best Small Travel Company for Rail Holidays for the third year running in the 2023 British Travel Awards.

For more details about this trip and others that the firm is organising, head online and visit www.railwaytouring.net

Pair make their debut as Wensleydale celebrates first industrial diesel event

THE Wensleydale Railway management has deemed its first-ever industrial diesel locomotive event held over the August 24-26 bank holiday weekend so successful that plans are already underway to repeat the event in 2025.

The railway operated its entire diesel shunter fleet, and six different diesels ran services between Scruton and Leyburn during the well-attended event.

WR rolling stock and engineering director Tim Williamson said: "This was the first time we have held an industrial diesel locomotive event.

"Events like these are predominantly aimed at railway enthusiasts and we wanted to gauge visitor interest.

"From the feedback that we have received, visitors really enjoyed it, and we have already started planning next year's event."

The line's marketing and fundraising manager, Nick Keegan, added: "The event was a series of firsts for us. It was the first time that both our Class 14 NCB No.38 (D9513) and Sentinel 0-6-0 shunter have operated services on our railway. It was also the first time that our resident Class 37 No. 37250 has worked our passenger services since recent repairs and repainting work was carried out."

Class 14 NCB No.38 heads a Wensleydale Railway service at Leyburn on August 26 during the successful industrial diesel event. NICK KEEGAN/WR

The railway is currently working to restore passenger services from Leyburn to Redmire. The section, which was used to film an episode of ITV drama series Vera last year, needs extensive repairs and maintenance and has been closed to the public since July 2020.

The railway aims to reopen it to the public next year after popular demand and recently launched a fundraising appeal. Find out more at www.justgiving.com/campaign/redmirenextsteps

Substation renewal forces tramway early season closure

THE Heaton Park Tramway has been forced to bring an early halt to its 2024 season after problems with its substation led to many of its components having to be replaced.

A Manchester Transport Museum Society statement said: "Our partners at Manchester City Council, which owns and maintains the substation, have been working with us to completely renew all the components within the substation with more modern equipment, as obtaining replacement components has become increasingly difficult.

"Though these works curtail our season, it will result in us having a brand-new substation ready to serve us for another 40 years and displays the commitment Manchester City Council has to the tramway."

Displaying the flags to mark its 100th birthday, *PS Kingswear Castle* makes a turn opposite Kingswear Castle, which was built between 1491-1502 in response to the threat of French attack as one of the first purpose-built artillery forts in Britain. DSRRBC

Two 100th birthday flags representing *PS Kingswear Castle*'s two previous commercial lives, one on the River Dart, the other on the rivers Medway and Thames. In both cases, the original house flags have been embossed to celebrate the vessel's 100th birthday. DSRRBC

Two railway paddle steamers meet up for historic 'first'

By Robin Jones

THE UK's only two operational paddle steamers met up in the River Dart on Saturday, August 31 to mark the centenary of *PS Kingswear Castle*, which is operated by the operated by Dartmouth Steam Railway & Riverboat Company to run harbour cruises during the summer.

The company welcomed the vessel's larger sister, *PS Waverley*, which was built for the LNER.

The pair met just outside the mouth of the River Dart and then cruised in company through the centre of Dartmouth harbour, accompanied by a fleet of smaller vessels.

PS Waverley then sailed up river to Maypool – the largest vessel this century to sail so far up river, turned, and then came back alongside in Dartmouth.

Later, *PS Waverley* ran a circular cruise out to sea and back up river to Maypool, finishing with a grandstand view of the firework display, which was the culmination of the Port of Dartmouth Royal Regatta, which has been underway for the previous few days. The decks of the paddlers were full of excited passengers for all cruises, as were the quaysides in the town.

This unique occasion was *PS Waverley*'s first call in Dartmouth this century, and also the first meeting of the two paddle steamers since *PS Kingswear Castle* returned to the Dart in 2012.

Afterwards, *PS Waverley* ran further cruises to Plymouth and the Isle of Wight from Dartmouth over the following days.

PS Waverley is the world's last seagoing paddle steamer. Built in 1946 to replace an older vessel of the same name which sank during the Dunkirk evacuation, it was based on the Clyde for its whole career and was sold to the Paddle Steamer Preservation Society in 1973.

It has been restored to its 1947 appearance and now operates passenger excursions around the British coast.

Capable of carrying up to 925 passengers, the 239ft-long vessel is powered by a 2100hp triple expansion reciprocating steam engine.

Its operators have described its call in Dartmouth as the highlight of the season. More information can be found on www.waverleyexcursions.co.uk

PS Kingswear Castle is Britain's only coal-fired paddle steamer. The 113ft-long vessel which carries up to 235 passengers was built by Philip & Son of Dartmouth in 1924, although its compound diagonal steam engines come from an older vessel and date back to 1904. *PS Kingswear Castle* was chartered to the US Navy during the

Paddle steamers *Kingswear Castle* and *Waverley* race part Dartmouth's Town jetty. DART HARBOUR

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Britain's only two operational paddle steamers – both with railway connections – alongside each other in the River Dart on August 31. Left is *PS Waverley*, and to the far left of the picture is the Kingswear terminus of the Dartmouth Steam Railway, which operates *PS Kingswear Castle* (right). DART HARBOUR

Second World War and was used for carrying stores and personnel at Dartmouth.

It operated on the Dart until 1965, when it was sold to the Paddle Steamer Preservation Society, the organisation'ss first purchase, and was restored and entered into service on the River Medway in 1985.

Kingswear Castle returned to service in 2023 after the first part of a major rebuild which is designed to set it up for the next 25 years running on the Dart, where it adds a special extra dimension to the success story of the heritage railways with its unrivalled coastal and estuarine scenery. The Paddle Steamer Kingswear Castle Trust is now fundraising for the second phase of the rebuild. More information can be found online at www.kingswearcastle.org

DSRRBC managing director John Jones said: "It was a fantastic day at the Dartmouth Regatta. It felt a really historic moment to see the last two paddle steamers cruising up the river, and the fantastic fireworks at the end of the evening was the icing on the cake!"

Dart Harbour is a trust port and a statutory harbour authority, set up as an independent non-profit organisation which looks after the whole Dart Estuary, from the sea to Totnes.

***PS Waverley* (right) and *PS Kingwear Castle* facing up river as they pass the Britannia Royal Naval College.** DART HARBOUR

Fireworks marking the conclusion of the Port of Dartmouth Royal Regatta illuminated the skies behind *PS Waverley*'s funnel. DSRRBC

IN BRIEF

Moorsline services continue despite bus crash

NORTH Yorkshire Moors Railway services remained unaffected by a bus crash which closed 18th-century Grade II-listed Grosmont bridge on August 3.

Five people were rescued when a bus crashed off the three-arch sandstone bridge in Barnard's Road, demolishing the stone parapet wall. The bus fell about 30 feet and was left suspended over a shallow river, but the driver and passengers escaped serious injury. The bus was recovered with a crane, and the station has remained open.

NYMR CEO Laura Strangeway said: "The crash was a shock to everyone who works and lives in Grosmont.

"We are relieved no one was seriously hurt and that the village remains very much open to visitors."

A semi-permanent breeze block parapet wall will be constructed to allow the bridge, which is an essential local transport link, to reopen in about October, with careful stone restoration work to be undertaken next spring.

Club supports bomb-hit Ukrainian modellers

A BRITISH model railway club has sent a box of miniature scenery and model figures to a counterpart in Ukraine which lost its kit in a Russian bombing raid on the university where it was based.

The Soar Valley Model Railway Club, near Loughborough, responded to a UK-wide request for donations from the club in Mykolaiv, where its layout was blown to pieces in the raid.

The Soar club sent an 18in by 18in box containing model trees, fencing, hedges, grass, people and plastic kits complete with glue to the university professor who has recreated the damaged layout in his own house.

Swanage concert success

NEARLY £13,000 has been raised for charity at Music By The Sea, a concert of live music and song held in Swanage on August 31 in memory of a 25-year-old Henry Searle, a Swanage man who died from a brain tumour.

As reported last issue, proceeds from the event held in the natural grassed amphitheatre of the Prince Albert Gardens are being donated to two local charities, the Cancare cancer support group and the Swanage Railway Trust's Save Your Railway appeal.

Henry's mother Vicki, who works in the railway's finance office, said: "It was clear to see that Music By The Sea was a community family event and the love for Henry really shone through. It was wonderful and moving."

The unsolved mystery of archive railway images

By Geoff Courtney

MYSTERY surrounds the identity of a photographer responsible for a previously unknown collection of railway glass slides and negatives that was unearthed by Nick Booker, chairman of the Welsh Highland Railway Heritage Group, during the flat clearance of one of his wife's relatives.

Maggie Gathercole, the 'hippy' cousin of Nick's wife Jill, died last December at the age of 81, leaving behind in her flat in Camden, north-west London, a vast hoard of thousands of negatives and prints and no fewer than 18 shoeboxes of postcards, as well as much else that has taken many months to clear and continues to do so.

Describing Maggie as a 'collector of things,' Nick said she was an artist with an eye for the quirky and unusual. "She obtained a degree in fine art at Brighton College of Art and learned the craft and mechanics of photography from Nick Hedges, who later became known for his documentary photography of the problems of Britain's poor.

"In 1970 she began a post-graduate printmaking course at Bradford and became involved with such projects as Ilkley Literature Festival and Yorkshire Arts and lived in a community that became known as 'the hippy house.' In 1976 she toured the USA for six months taking photographs, and on her return created joint exhibitions with her brother Johnnie, and these were very successful and toured galleries in London and Birmingham."

Short Pullman: LNER J1 class 0-6-0 No. 3005 heads the Halifax portion of the 'West Riding Pullman' at Tong Street, Bradford, on an unspecified date between 1925 and 1935. The glass slide was in a collection of photographs unearthed by Nick Booker during a flat clearance. NICK BOOKER COLLECTION

In the 1990s Maggie moved to Camden, where she doubtless felt at home due to its bustling nightlife and live music scene. "She continued her photography and became involved in Camden's community life, but her collecting ultimately became a burden and the flat a hoard," said Nick.

"Since her death nine months ago Jill and I have been dealing with many years of collecting and hoarding, and suffice to say there was, and still is, a lot of stuff."

That 'stuff' includes not only the thousands of negatives and prints and the shoeboxes of postcards, but about 90 glass slides and negatives that includes the selection of railway subjects unexpectedly discovered by Nick.

Unknown signalman: A signalman stands outside Bowling Junction signalbox south of Bradford on an unknown date, in a photograph discovered by Welsh Highland Railway Heritage Group chairman Nick Booker. NICK BOOKER COLLECTION

Flypast: A LSWR A12 'Jubilee' class 0-4-2, possibly No. 555, passes what is believed to be Shoreham Airport on the Portsmouth-Brighton line in an undated and unattributed photograph that was part of a collection recently discovered during a flat clearance. NICK BOOKER COLLECTION

Eye-catching

Several of them are on the former Leeds Bradford & Halifax Junction Railway, with perhaps the most eye-catching being a glass slide of LNER Class J1 No. 3005 with a two-coach Pullman train at Tong Street, Bradford. The 0-6-0, which was withdrawn by BR as No. 65004 in November 1952, carried the No. 3005 between 1925 and 1946, so dating the image, while the two coaches are believed to be the Halifax portion of the 'West Riding Pullman.' This train was renamed the 'Yorkshire Pullman' in 1935, thereby dating the photograph even more specifically, between 1925 and 1935.

Bowling Junction, south of Bradford near Low Moor engine depot (coded 25F by BR and later 56F), is the location of three other LBHJR images. One of them is of a Lancashire & Yorkshire Railway Class 5/LMS Class 2P 2-4-2T heading a train of three elderly coaches, while the other two are of the junction's signalbox, one of the interior and the other the exterior, with an unidentified signalman posing for the photographer in each case. Another image is way down south,

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London-bound: A1 Pacific No. 60118 *Archibald Sturrock* leaves Wood Green Tunnel on the ECML in North London en route to King's Cross with a neat rake of 10 carriages that forms the Up 'Yorkshire Pullman' in October 1953. Prior to 1935 this express was titled the 'West Riding Pullman,' a photograph of which has recently been discovered in a previously unknown collection. TRANSPORT TREASURY/FLINT & HARBART COLLECTION

featuring a LSWR A12 'Jubilee' 0-4-2 at an unidentified location, possibly on the Portsmouth-Brighton route passing Shoreham Airport, which was founded in 1910 and is the world's oldest purpose-built commercial airport still in operation. The engine is also unidentified, but is possibly No. 555, which was withdrawn in 1944. The photograph may be a nod to Maggie's time spent in Brighton in her early adult years.

Nick, who in addition to his WHR role is also a director of Ffestiniog & Welsh Highland Railways Heritage and a former trustee of London's innovative Mail Rail visitor attraction, said: "I assume Maggie obtained the Bradford photographs when studying there, and likewise the image of the A12 'Jubilee' when she was at Brighton College, but we have no indication why she chose these particular images, although her collection also included trolleybuses and ocean liners, so possibly she was interested in transport.

"Also, there is no indication of who took the images. Perhaps they were the work of more than one photographer, but we would love to know their origin and even their dates, and also the identity of the Bowling Junction signalman. They are part of Bradford's railway history, and perhaps Maggie's too."

Portishead tracks donated to Avon Valley

THE Avon Valley Railway has found a new use for redundant trackwork from the Portished branch on the opposite side of Bristol.

With the current track on the disused branch being 'heritage' bullhead rail, with parts dating from before the Second World War, it is unsuitable for today's modern railway which uses flat-bottom rail.

Rails are being removed from the section between Pill and Portishead so track can be laid as part of its planned reopening, and Metrowest & North Somerset Council donated the old tracks to the AVR.

The track lifted by the AVR volunteers, and its contractors was moved to Bitton station.

AVR company chairman Alan Matthews said: "This generous donation repurposes the old track to improve our railway infrastructure. This in turn will make sure our heritage locos and carriages can take local people on a heritage experience for many years to come."

Trustee Joseph Dean added: "With the donated track we are looking to launch our yard remodelling at Bitton, which will see tracks adjusted in our yard for more efficient storage but also give provision for new infrastructure. Remaining track will be used for renewal and potential restoration of the historic route."

Council leader Coun Mike Bell thanked the AVR volunteers for helping to lift the track. Network Rail was preparing to submit the full business case for the reopening of the branch to passenger trains after 60 years to the Department for Transport when the new Labour Government halted the Restoring Your Railway scheme, which would have provided finance. A review by transport secretary Louise Haigh will decide whether the Government should fund the project.

The council is working with NR and the West of England Combined Authority on the business case submission as part of the Metrowest project, a major scheme to increase the frequency of local trains across the region.

Rails were lifted at the west end of the old run-round loop at Portishead for reuse on the Avon Valley Railway. The loop was just short of the station which closed in 1964 and remained in use until the 1981 for coal trains to the then power station, and finally for the GWR150 celebrations in 1985, where various excursion trains ran along the branch. AVR

York's original station reopens for weekend

THE public is being invited to visit the original York station during the weekend of October 5/6.

The Grade II-listed building was opened on January 4, 1841. The building of a station within the walls of the historic city of York required a degree of sensitivity as plans to demolish the walls had only recently been defeated. The solution was to create a Tudor-style arch in the wall which allowed a double track railway to enter.

The station was built at the junction of Toft Green, Tanner Row and Station Rise inside the city walls by George Hudson's York & North Midlands Railway and designed by its architect, George Townsend Andrews, to a pattern similar to the London & Birmingham Railway's Euston station.

World first

It featured the world's first integrated station hotel, named The Royal Station Hotel in 1854 after a visit from Queen Victoria. Originally a terminus with two platforms, it later became a part of the London to Newcastle route, meaning through-trains calling at York had to reverse out of the station to continue their journeys. In 1887 it was replaced by York's current station.

The original station was redeveloped into office buildings, but many of the original features can still be seen.

In February 2010, the City of York Council announced that it intended to convert it into its new headquarters, to be known as the West Offices.

It moved in three years later, and the official opening ceremony took place on September 20, 2013.

More on offer

As part of the York Unlocked Festival programme, now in its third year, visitors will be afforded free entry to more than 50 buildings in the city.

There will also be the opportunity to see an old ballroom and stationmaster's office at the current station during the weekend event.

York Unlocked is a charity which works with the owners of historic buildings to open them to the public.

Poppy Line's Class 37 celebrates 30 years of service in preservation

By Robin Jones

THE North Norfolk Railway celebrates a special milestone on September 14, marking 30 years to the day since D6732 arrived to become the first Class 37 to work in preservation. It has since been a regular performer, and to mark the anniversary it will haul five special rounds trips.

The locomotive was saved in the early 1990s by a small group of East Anglian enthusiasts who were passionate about preserving an example of the type which had been staple power on passenger services in the region. The group's tender was accepted, and at the end of June 1994 the group became the proud owner of D6732 (37032), which had been withdrawn with a failed main generator but was otherwise substantially complete. Following talks it was agreed that the Poppy Line would become the locomotive's home, and No. 37032 arrived at Sheringham on September 7, 1994. It was taken to Weybourne engine shed, where work then started in earnest to get the locomotive up and running.

With the owning group unable to work full-time on the locomotive due to employment commitments, it was not until the summer of 1996 that the 37 was ready for testing, and it hauled its first passenger train on August 31, 1996.

After a year of regularly working the line as part of the diesel fleet, the locomotive was repainted in a green livery more suited to its heritage surroundings and has since carried its original number, D6732. Withdrawn after the close of the 2005 season, D6732 underwent an extensive overhaul which saw it return to service on the Poppy Line in June 2013 in as near as possible to the condition as it was in when it entered main line service with British Rail at Hull Dairycotes Shed on March 9, 1962.

Class 37 D6732 heads a 1960s goods train on August 25 during the Festival of Rails gala, as reported on pages 34/35. LEIGH CAUDWELL

Carriages stopped after Moorsline rough shunt

THE North Yorkshire Moors Railway temporarily withdrew a small number of carriages as a precaution following a shunting incident at Pickering in early September.

While preparing for morning service, BR Standard 9F 2-10-0 No. 92134 collided with some coaching stock stabled in the carriage shed at Pickering station.

Nobody was hurt, but some of the stock involved was taken out of service for inspection, resulting in the railway needing to operate a reduced timetable for a few days owing to the decrease in available rolling stock.

An NYMR spokesman said: "We can confirm that before opening on Tuesday, September 3, there was a shunting incident in the sidings with no public access, at Pickering station.

"No one was injured in this incident."

"The safety of our staff and passengers is always top priority, so the carriages involved in this incident are being thoroughly inspected before going back into service," the spokesman added.

London tram restored for £500k at Crich

AT the conclusion of a 10-year restoration project costing about £500,000, London County Council tramcar No. 1 'Bluebird' was officially launched at Crich Tramway Village, home of the National Tramway Museum, at a ceremony for invited guests and members on September 13.

The tramcar was initially launched in London on May 5, 1932, and was formally designated as LCC No. 1, entering service one month later on June 10. Press reviews heralded "a tramcar revolution" and spoke of Rolls-Royce levels of passenger comfort.

One of the most distinctive features of the new tramcar was its striking royal blue and ivory livery, which accentuated its streamlined appearance and set it apart from the rest of the LCC fleet, leading to its nickname of Bluebird.

However, within five years No. 1 had lost its distinctive livery, and London Passenger Transport Board then adopted of a policy of tramway abandonment.

LCC No. 1 was sent to Leeds in June 1951, where it entered service as Leeds No. 301 on December 1. In 1957, it returned to London and two years later was moved from Charlton Works to Clapham, where in 1963 it was placed in the large exhibits section of the Museum of British Transport there.

In 1972, London Transport donated the tramcar to the Tramway Museum Society, and in December that year, LCC No. 1 was transferred to Crich.

London County Council Tramways Trust, a registered charity whose objective is to educate the public in the history of tramways and the technical details, engineering and performance of such transport, asked the society to consider restoring the tramcar to its original condition as it appeared in service from July 1932 until July 1933.

Following 18 months of preparation, tramcar moves, programming, research and allocation of resources, on June 14, 2014, it moved into Crich's conservation workshop.

LCCTT chairman and workshop volunteer Ian Ross said: "During the project, the engineers at the museum have dealt with many challenges with patience and ingenuity.

"The project has been ably assisted by the members of the London County Council Tramways Trust.

"The trust has also funded the full cost of the restoration."

During the deconstruction process, items relating to the tramcar's history and construction were uncovered. The workshop team and some external contractors undertook much research and redrew some designs to replicate original aspects of the tramcar.

Crich Tramway Village curator Kate Watts said: "After 10 years of hard work by our conservation workshop team, we are thrilled to celebrate the return of this magnificent Art Deco tramcar. We hope that our visitors will enjoy riding on 'Bluebird' for many years to come."

The museum has produced a book, Bluebird Reborn, detailing the history of the LCC No. 1. It is available from the on-site Forge gift shop.

Restored London County Council tramcar No. 1 'Bluebird' at the National Tramway Museum in Crich. D HEELEY/NTM

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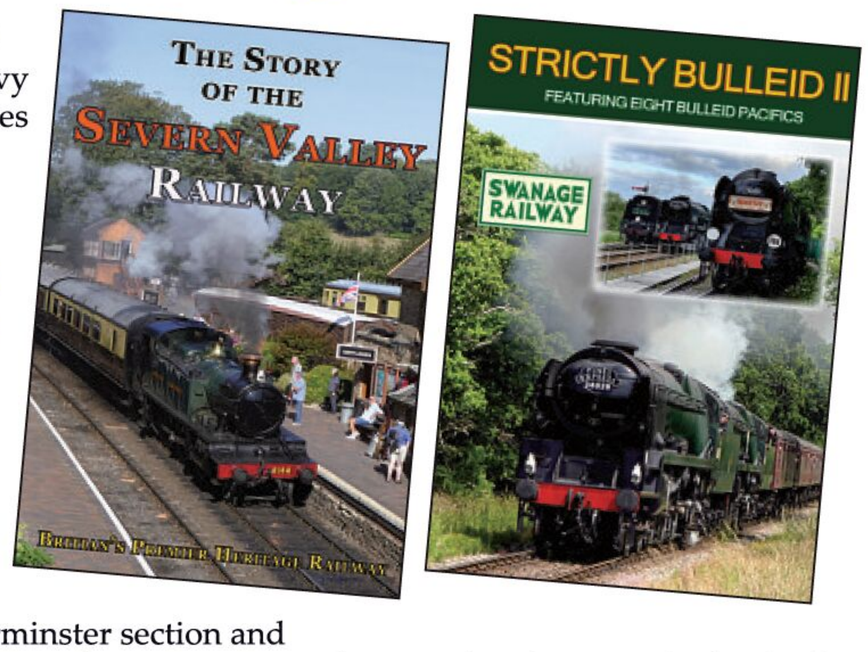

'Strictly Bulleid Gala II' The Swanage Railway's second gala devoted to Bulleid Pacifics - **Strictly Bulleid II** - put forward no fewer than eight Pacifics with two Merchant Navy Class and six of Oliver Bulleid's light pacifics. This is the story of that stunning gala which gives a brief history of each locomotive and full action along the Purbeck line in June 2024.
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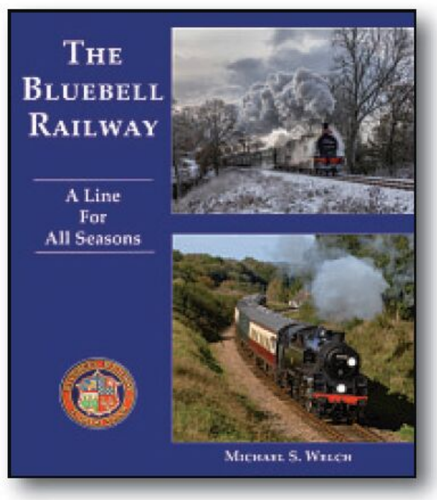

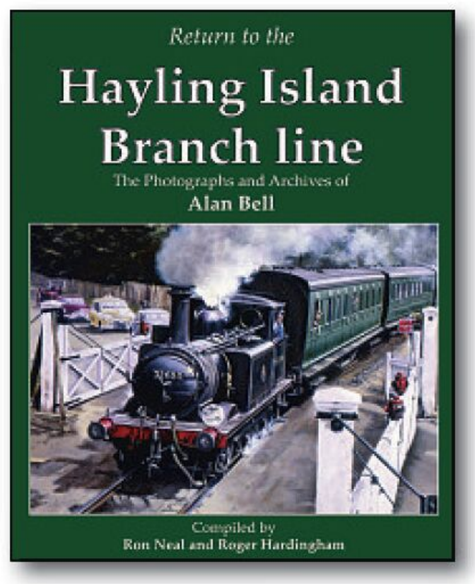

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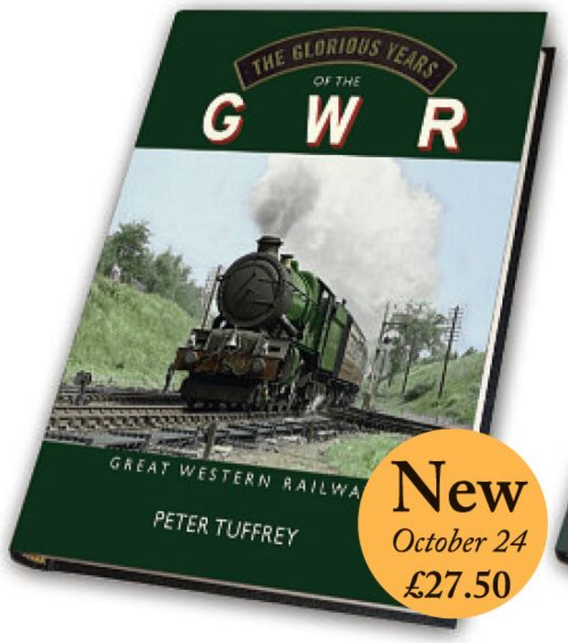

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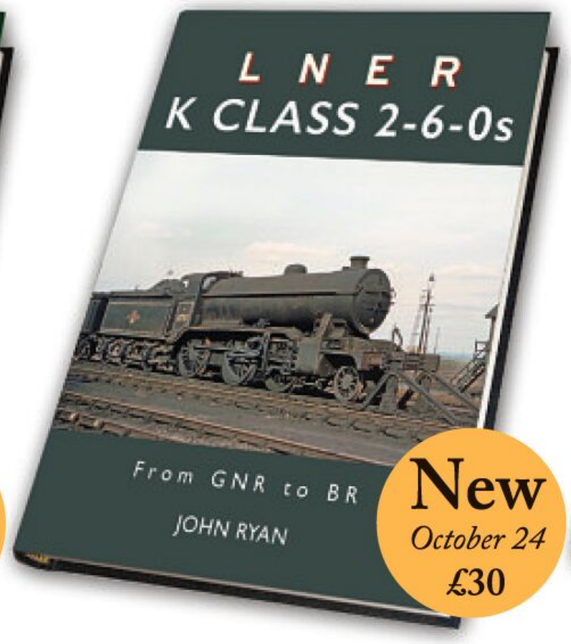

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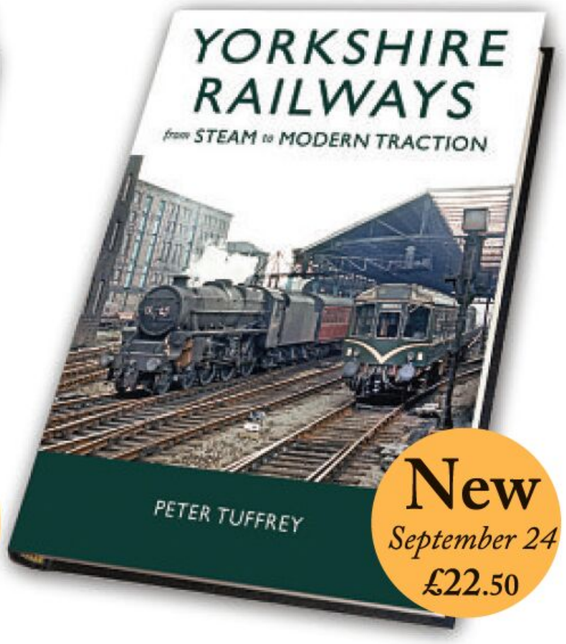

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Wisbech Tramway diesel stars in busy annual gala

By Geoff Courtney

MEMORIES of a fondly-remembered and idiosyncratic railway in Cambridgeshire crossed the border into Essex over the August Bank Holiday weekend, with the debut at Mangapps Railway Museum of a 1952-built diesel that saw service on the Wisbech & Upwell Tramway.

This six-mile line was opened by the GER in August 1883 to carry mainly agricultural produce, although passenger trains were run until December 1927. Being, unusually for the UK, a roadside tram railway, its locomotives were fitted with sideskirts and cowcatchers, and with their wooden bodies they resembled brake vans, although 1950s trainspotters were less kind and described them as looking like mobile sheds.

From the early 1900s, trains were operated by James Holden-designed Class C53/LNER J70 0-6-0Ts, 11 of which were inherited by BR and numbered in the 682xx series, and the last of these to be withdrawn was No. 68226 in August 1955.

By this time, three Drewry 0-6-0DMs were operating on the line in tandem with the J70s, and these were also fitted with the regulatory sideskirts and cowcatchers. This trio took over all the traffic on the withdrawal of No. 68226, in addition to operating at Yarmouth and Ipswich docks, and worked the line until its closure in May 1966.

One of the trio, No. 11103, later to become Class 04 D2203, survived after withdrawal by BR in 1967 and last year was bought by Mangapps from the Embsay & Bolton Abbey Steam Railway, where it had not run for three years.

Sideskirts and cowcatcher

A team of volunteers, including ex-Stratford driver Dave Brennand, assisted Mangapps' owner John Jolly and his son James in restoring the diesel and returning it to traffic in its Wisbech and Upwell guise, not only as No. 11103 but also with sideskirts and cowcatcher, as reported last issue.

After test runs on what is the oldest-surviving Drewry locomotive, it re-entered service on August 23 in time to become a star at the railway's annual gala, prompting an enthusiastic John to say: "In spite of having a small group of volunteers which was depleted by the Covid-19 pandemic and the passage of time, we completed a major restoration on an historically significant locomotive.

Those were the days: In a scene that could have been from the 1950s, ex-Wisbech & Upwell Tramway No. 11103 heads a demonstration goods train on August 25 during Mangapps Railway Museum's Bank Holiday gala. STUART CHAPMAN

"It was a major feature of our very successful event, and I am very proud of what the restoration team has achieved."

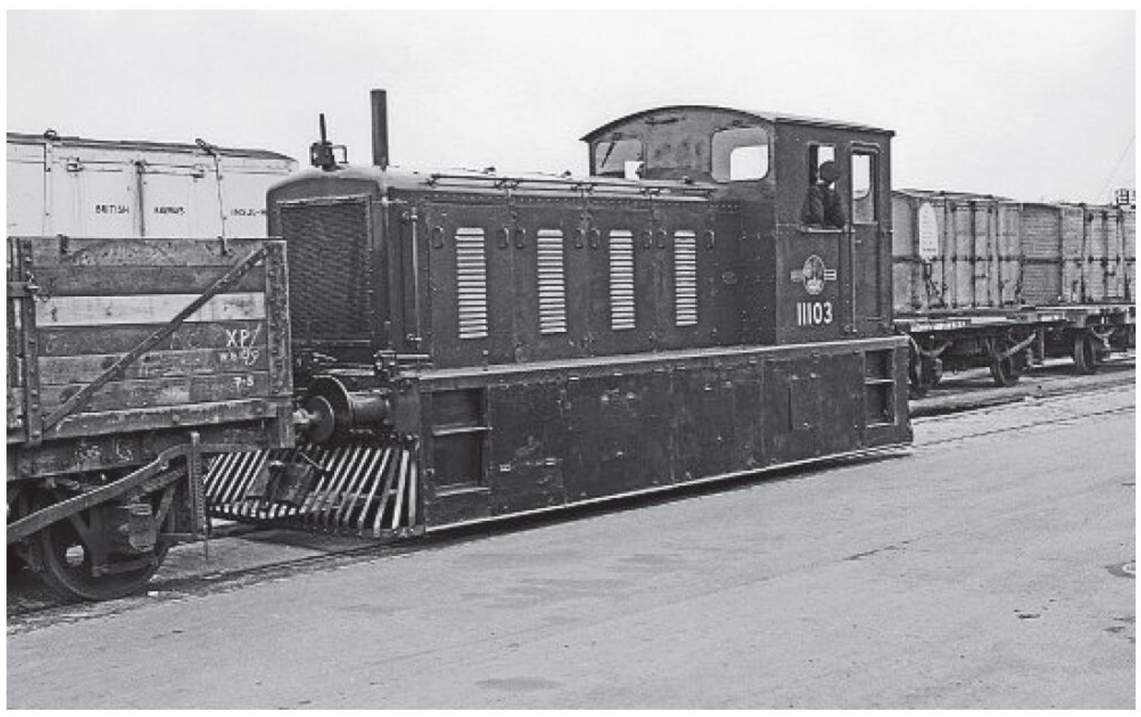
He said that the sideskirts and cowcatchers had been in stock at Mangapps for about 30 years and, although not exactly to the design fitted by BR to No. 11103, were able to be adapted and improved. "The result is as near to the original as is practical," he added.

He said that he never saw the Wisbech & Upwell Tramway in operation but often travelled around Wisbech about five years after the line's closure, at which time it was still largely intact, including buildings, bridges, the imprint of sleepers along the road verges, and even the rails where they crossed roads. "Everything except the trains and some of the rail," he reminisced.

Of the bank holiday gala, John said: "Despite an awful weather forecast for the Saturday, we had a good attendance, and visitor numbers increased on the Sunday and Monday.

"All seven locomotives in service performed faultlessly; in fact, we were often asked how we managed to have so many trains in constant operation!"

The working museum near Burnham-on-Crouch has a three-quarters-of-a-mile standard gauge line with two stations and is home to a large fleet of steam and diesel locomotives and to one of the country's largest privately-owned railwayana collections on public display, while its infrastructure includes a recently extended locomotive shed and a three-road 150ft-long carriage shed.



Tramway survivor: No. 11103 on duty at Yarmouth docks, with its Wisbech & Upwell Tramway sideskirts and cowcatcher, on August 20, 1957. The 0-6-0, which was renumbered D2203 a year after the photograph was taken, was preserved after withdrawal and is now in service at the Mangapps Railway Museum, where it has been restored to the original guise seen in this photograph. TRANSPORT TREASURY/ERIC SAWFORD

Welcome back: No. 11103 at work on the Mangapps Railway Museum line on August 23, the day it re-entered service after a restoration that saw it return to its 1950s Wisbech & Upwell Tramway livery. The 0-6-0's train comprises two Gresley-designed GNR coaches, that nearest the Class 04 diesel dating from 1912 and the rear coach from 1910. STUART CHAPMAN

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An uncovered section of the contractor's railway. GEMMA CLARKE

Much of the railway was covered by cliff falls during its construction. NNDC

Mystery of Norfolk beach 'ghost' railway is solved as tracks are uncovered by weather

By Robin Jones

THE purpose of a 'forgotten' narrow gauge railway which has appeared on the sands of a North Norfolk beach and baffled visitors appears to have been identified.

The effects of wind, rain and the sea have exposed section of track panels and the remains of a wagon on remote Trimingham beach.

The beach, four miles to the east of Cromer and frequented by holidaymakers, surfers, jet skiers, dog walkers and night fishermen, is reached by a steep one-vehicle-only road.

Its cliff face, which has the youngest chalk deposits in the UK, containing shells, bivalves, crinoids and oysters, is susceptible to coastal erosion.

With more of the railway resurfacing following recent storms, locals and visitors alike have been puzzled as to its origins.

One school of thought was that the track was laid during the Second World War to assist with the construction of concrete fortifications protecting the beach and nearly village.

A local heritage group postulated that it was used after the war to take coastal mines further along the beach for controlled detonation.

However, speaking to the BBC, Rob Goodliffe, a coastal transition manager at North Norfolk District Council, said: "As far as I'm aware, those train tracks were built in 1973 to support the building of the coast protection structures – the timber revetments which go along the cliffs, but also the groynes."

The lack of convenient beach access saw the railway laid to move concrete, steel sheet piles and timber for the sea defences, he said. However, cliff falls destroyed the tracks as the defences were being built. "I believe the tracks were covered by cliff materials, big cliff failures, and workers physically couldn't get to the tracks to remove them," he continued. "Over the years that material has washed away and has left them exposed."

He added that the council has no plans to remove the tracks: "I think they are now part of the heritage and the story of Trimingham."

Recent interest in the presence of the tracks was sparked by Gemma Clarke, 41, from Coalville, Leicestershire, who has been visiting the Norfolk coast since she was a small child.

"There's been a pillbox on East Runton beach and at Salthouse that I've been fascinated with. Over the years I've been looking for more around the Norfolk coast, so I looked on Google maps and found the tracks," she said.

"I was very intrigued to see them and dragged my family out after 7pm to go down to look."

Norfolk is well-endowed with heritage lines – the North Norfolk, Whitwell & Reepham, Wells & Walsingham Light, Bure Valley, Mid Norfolk and Bressingham Steam Museum – and now, has Trimingham beach become a candidate for the list?

The village of Trimingham was once served by the Norfolk & Suffolk Joint Railway between Crome and Walsham, its station closing in 1963.

Tracks panels from the 'mysterious' railway on Trimingham beach in North Norfolk. Inset: The remains of a vehicle which was believed to have been used in the coastal defences scheme alongside the railway. BOTH: GEMMA CLARKE

Thunderer for Bodmin gala

CLASS 50 No. 50008 *Thunderer* will be returning to Cornwall for the first time in 30 years when it appears at the Bodmin & Wenford Railway's September 28/29 diesel gala weekend.

An extra day, September 27, was added to the event, to solely feature 'Hoovers' No. 50008 and home-based No. 50042 *Triumph*.

Now owned and operated by Hanson Hall Rail, *Thunderer* was withdrawn by BR on June 5, 1992. Usually based at Knottingley (Wakefield), it regularly operates on the main line, moving anything from track machines to new multiple units.

It can also be seen on enthusiast charter trains and other heritage railways during their diesel galas.

For Bodmin's last gala weekend of the year, Class 47 No. 47306 *The Sapper* will also be in operation, along with the fleet of CDA wagons, with the potential for cab rides.

Sentinel works to become car rental premises

THE former Sentinel locomotive works in Shrewsbury may be turned into car rental premises.

The works in Whitchurch Road was built in 1915, first turning out steam-powered lorries before graduating to building steam and diesel railway locomotives. Rolls-Royce used the premises to produce diesel engines between 1956 and 1983.

Previously occupied by Radius Aerospace, national rental chain Enterprise has applied to Shropshire Council for planning permission for a change of use of one of the buildings into an office with a wash bay adjacent. The plan would create eight full-time jobs.

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Brighter future for Nene Valley after SOS appeal raises £65k

By Robin Jones

MORE than £65,000 has been raised for the Nene Valley Railway's emergency £300,000 appeal launched in May to keep it running in the face of stark financial challenges – meaning it is now not in danger of immediate closure.

"These challenges came about due to a combination of Covid-19 leaving a deficit over a two-year period and also operating costs rising sharply," said a statement.

As reported in issue 322, family-founded grant-maker the Garfield Weston Foundation has allocated £20,000 towards NVR's core costs, including overheads and non-capital spending, after the railway applied to several benevolent organisations.

"The railway is not in immediate danger of closing," the statement said. "We are running as normal and will continue to do so.

"The £300,000 fundraising target is there to refill our reserves. It will enable the railway to maintain operations, conduct essential repairs, and embark on vital infrastructure upgrades and restoration projects to ensure its long-term viability.

"The railway needs to be able to manage unforeseen events such as equipment failure or another pandemic. Without rebuilding reserves in this way and in the sum suggested, operations may have to be scaled back or otherwise revisited in order to de-risk/reduce the contingency needs catered for by reserves at the level targeted.

"Initial response to the appeal has been fantastic, with more than £65,000 having been raised so far. We have seen donations coming in from around the world, and there have been people carrying out their own sponsored challenges to support the railway too.

Visitors flocked to the Nene Valley Railway as Class 55 Deltic No. 55002 *King's Own Yorkshire Light Infantry* stands at Wansford with the 'Deltic Fenman' excursion from Finsbury Park on bank holiday Monday May 4, 1981. No. 55002 was withdrawn in December that year and survives as part of the National Collection. For its final 13 months in service it was painted in its original colours with the aid of a grant from the Friends of the National Railway Museum. NVR

"Although the initial response to our appeal has been great, we must keep momentum going.

"Donations are just one way people can support the Nene Valley Railway. As well as our standard travel days, we run many special events throughout the year.

"Tickets are selling well for our brand-new, never-seen-before Christmas experience, Christmas at the Railway: The North Pole Adventure, an event for which revenue will give us a tremendous boost as we head into 2025.

"Attending these events, riding the train on standard travel days, and making purchases in our gift shop are all ways to support us financially while having a wonderful day out.

"Our gift shop had to be scaled back over the past year due to the financial struggles; however, thanks to a very generous donation, we are now rebuilding supplies, with new lines of NVR-branded goods, Thomas toys and books, and many other new and old favourite items."

The line's chairman, Michael Purcell, said: "The NVR is more than just a railway attraction; it's a community of volunteers, a legacy, and a symbol of our industrial heritage.

"We are calling upon all those who cherish the heritage and charm of the Nene Valley Railway to join us in this crucial effort. Your contributions will not only help us weather the current storm but will also ensure that we inspire and delight our visitors and volunteers for years to come."

➔ Donations to the fundraising campaign can be made at https://nvr.org.uk/product.php/164 or https://gofund.me/5f75ca51

Big tanker now based on GCR

THE Great Central Railway-based award-winning Quorn Wagon & Wagon volunteer group has taken delivery of the biggest tanker in its collection of more than 100 vehicles.

Recently arrived at Quorn & Woodhouse yard is a 100-ton gross bogie tank wagon, built by RY Pickering in 1967 for Shell Mex BP. Originally a Class B tank, it was later converted to a Class A.

No. 4009 – currently displaying No. 87483 – was latterly owned by VTG, which brought it to the attention of the group's members, who give up their spare time to conserve the collection of privately-owned rolling stock and vehicles in presentable and operational condition for use on the GCR.

Agreement was reached with the GCR management to bring the tanker from its previous base at Long Marston, and volunteers have been working to clean it and tidy its appearance.

The tanker has a threefold potential use: the provision of greater capacity for locomotive water at steam galas; it can operate at 60mph and is air-braked so can be used for testing work; and having a vacuum through pipe, it can run in the line's tanker train for use in photographic charters. Visit https://quornwagonandwagon.co.uk

The 100-ton gross bogie tank wagon at Quorn & Woodhouse yard on August 31. ROBIN JONES

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Wyllieum mourns the loss of Glasgow steam locomotive building

By Hugh Dougherty

A NEW gallery in Greenock, opened appropriately on the site of the Glasgow & South Western Railway's Princes Pier station, is paying homage to Clydeside's steam locomotive building.

The Wyllieum celebrates the life and work of industrial artist George Wyllie, who made his name in 1987 with his life-sized sculpture 'The Straw Locomotive.'

Closely related to an LMS 'Black Five,' on May 4 that year it was hoisted aloft by the famous Finnieston Crane, which, in its heyday, loaded literally thousands of Glasgow-built steam engines on to ships for export all over the world.

Wyllie, a self-taught artist, wanted to mourn the collapse of locomotive building in Glasgow, and the 12-ton chicken wire and straw sculpture was suspended by the crane until it was taken to the site of the former North British Locomotive Company's works in Springburn, where it was ritually set alight.

One burned, the remains revealed a giant metal question mark within the boiler, Wyllie's trademark, asking the question as to why the industry was lost to Glasgow.

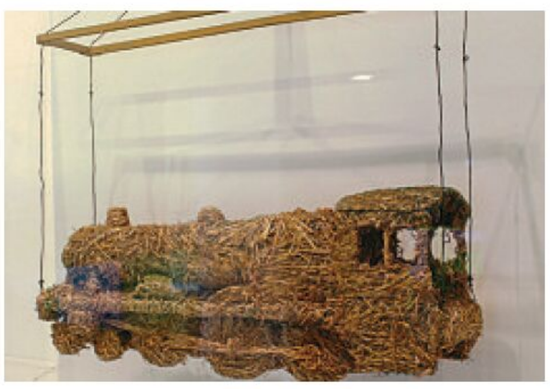
On display in the gallery is a maquette of the sculpture, the artist's original drawings, and pictures of the funeral pyre. Other Wyllie sculptures are on show alongside amusing and thought-provoking films made by the artist to explain his work.

Another theme explored is his working life as a customs officer, which included a stint in the 1950s at the HM Customs Post at Belcoo on the Sligo Leitrim & Northern Counties Railway, when cross-border smuggling was rife. In one film he reveals that the drill was to leave train passengers alone and then pounce, examining their luggage to show them who was boss.

George Wyllie died aged 90 in 2012, and The Wyllieum, to which entry is free, is open Wednesdays to Sundays, 12pm to 5pm, at the Ocean Terminal, Greenock.

Waiting to be hoisted aloft by the Finnieston Crane, 'The Straw Locomotive' sits where thousands of Glasgow-built steam locomotives left the city for all parts of the globe. WYLLIEUM

The fiery and symbolic end of 'The Straw Locomotive,' consumed by the flames on the site of the North British Locomotive Company's Springburn factory, to symbolise the waste of industrial skills and knowledge with the end of railway engine building in the city. WYLLIEUM



A maquette of 'The Straw Locomotive' sculpture takes pride of place in The Wyllieum. George Wyllie used it to fine-tune the full-sized version. HUGH DOUGHERTY

Worth Valley's Bridge 27 is replaced after 135 years

THE Keighley & Worth Valley Railway was on track to complete its biggest-ever volunteer civil engineering project, the £1.25 million replacement of the 135-year-old Bridge 27, in September.

The mile-long Haworth to Oxenhope section was closed on September 2-20, reopening after this issue closed for press, to allow the work to take place.

The remaining Keighley to Haworth section remained open to weekend passenger services, while the project began immediately following the school summer holiday period's daily trains.

Work on Bridge 27, which carries the KWVR line over Bridgehouse Beck, one of the line's main tributaries, was enabled when the line was awarded £1 million from the Government's Community Ownership Fund, part of the Levelling Up programme, as reported in issue 312.

The current bridge was built in 1889 as part of a reconstruction of a previous bridge erected in 1867 for the opening of the line. The existing bridge comprises two separate structures, but they both utilise the same foundations. One carries the line into Haworth Yard – this span received significant work in the late 1970s and is not part of the scheme – but the other structure that carries the K&WVR's main line needed renewal due to the poor condition of the supporting abutments, mid-stream pier and its iron girders.

KWVR chief civil engineer James Barlow said: "We had the replacement of Bridge 27 on our radar for more than10 years and have planned its renewal since about 2015.

"Our regular inspections picked up the deterioration that has to be expected in a structure of its age. Its replacement is the culmination of nearly 10 years of effort by our volunteer engineering team, supported by specialist designers and contractors.

"We have been working on the replacement design since 2019 with our designers Cass Hayward and our main contractor Beaver Bridges since July 2023.

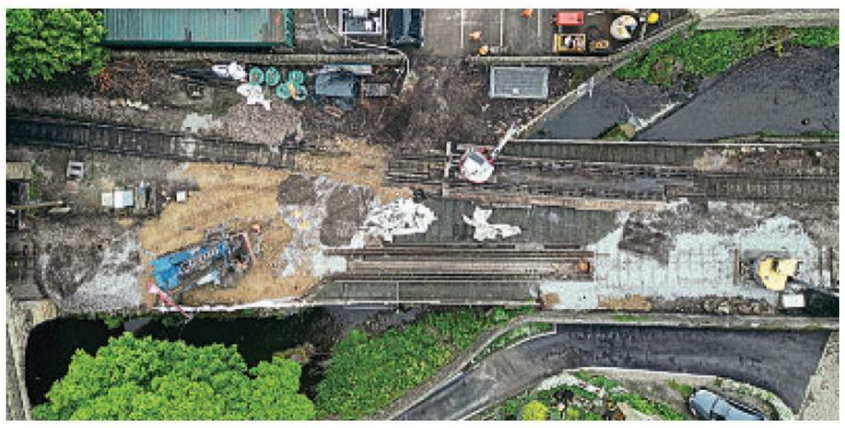
"In May 2024 we removed the track and contractor Keller installed12 reinforced concrete piles behind the existing structure, after which we put the track back, thus enabling the summer services to run.

"By installing a longer-spanned structure than the existing bridge and removing the central pier, it will help lower flood risk in the area."

The new 50-ton steel bridge deck was fabricated by Beaver Bridges at the Wigan facility and was lifted into position by a 450-ton Ainscough crane on September 14.

James added: "We are immensely grateful to our neighbour Wyedean Weaving, which has supported us throughout with uninterrupted access to the site through its car park and allowing us to use it as our site compound for six weeks."

The full line was scheduled to reopen on September 21.Visit https://kwvr.co.uk/



Above: Aerial view of work in progress at Bridge 27. KWVR

Right: Grafton steam crane assisting volunteers at Bridge 27 on May 17. KWVR

BRIGHTON THROUGH THE AGES

BLUEBELL'S CELEBRATION OF SOUTHERN REGION WORKSHOPS

Sixty-seven years after the last locomotive was built there, the launch of the new H2 Atlantic saw the history of Brighton Works celebrated at the Bluebell Railway with a mini-gala line-up comprising some of the earliest and latest locomotives to have left these famous workshops. However, the story of the works was not necessarily a happy one, as **Owen Hayward** reports.

Pre-dating the likes of Swindon and Crewe locomotive works by three years, the roots of Brighton Works were established under the London & Brighton Railway. By the time of closure in 1957, more than 1200 locomotives had been built there under the London, Brighton & South Coast, Southern, and British Railways companies. Among these was H2 Atlantic 4-4-2 No. 32424 *Beachy Head*; outshopped in 1911, it was withdrawn and cut up in 1958 about a year after the closure of its birthplace.

Fast-forward to August 23, 2024, and that very same lost locomotive was once again found gracing the rails down in the south following the conclusion of a successful new-build project, as reported last issue. With a 10-day block of daily running scheduled, spanning the final weeks of the school summer holidays, the Bluebell Railway celebrated the history of the region's prolific locomotive builders by hosting a bank holiday weekend gala starring four different locomotives for which Brighton Works were responsible and from across the eras it was functional.

Tumultuous start

The site of what was to become Brighton Works was initially a locomotive servicing facility for the L&BR; opened in May 1840, it was a small engine shed to the north west of Brighton station serving the Brighton-Shoreham line. With the opening of the London-Brighton main line the following year, a larger repair facility with motive power depot was opened on the eastern side of the station, although a new workshop at Horley was planned to become the principal workshops for the company.

Following amalgamation with other companies to become the LBSCR in 1846, in November 1847 locomotive superintendent John Chester Craven changed the plan of moving the works and retained the Brighton site for this purpose. Carriage construction commenced in 1848, work which was originally contracted to works at New Cross. The workshops were also enlarged and equipped to cater for new steam locomotive construction, the first of which, a 2-2-2 numbered 14, was outshopped on May 17, 1852.

The works were, however, impeded owing to the positioning between the main line and a cliff in an area that was becoming built up. Efficient operation was therefore restricted due to the limited space available. A large chalk hill on the western side of the main line was excavated between 1860 and 1861 to make space for a new enlarged motive power depot that allowed the previous facilities to be closed and absorbed into the works. Though a temporary respite, by 1866 consideration was once again being given to moving repair works to facilities at New Cross Gate. In 1870, Craven's successor,

On the weekend of August 24-26, resident 4MT No. 80151 carried the identity of No. 80154, which was the final locomotive to be built at Brighton Works in 1957. Both were withdrawn in 1967, the latter being cut up later that same year. DAVID LILLEY/BRPS

Right: 'Terrier' at speed: The oldest-surviving operational locomotive outshopped from Brighton Works, No. 72 *Fenchurch* coasts down Freshfield Bank on August 23 with a rake of carriages representing no less than three different pre-Grouping companies. JAMES CUMMINS/BRPS

William Stroudley, revisited the idea of moving the works to Horley but instead opted to move carriage repair and paint sheds to the western side of Brighton, allowing the locomotive workshops to expand further, including the addition of an iron foundry in 1873.

Sadly, the restrictions imposed by its location meant that by 1905 a substantial backlog of locomotives requiring servicing had formed, with concentrations of these stored at East Grinstead, Horsted Keynes and Horley pending entry to Brighton or even scrapping. An external investigation by Nine Elms works manager Robert Urie found that in 1908, 20% of the LBSCR's fleet was awaiting or under repair, with a general overhaul taking 43 days to complete. By contrast, the South Eastern & Chatham Railway's Ashford works took 21 days to complete similar work, with just 7.2% of locomotives there out of action for servicing.

The LBSCR's situation had worsened by 1910, with 30% of its combined locomotive and carriage fleet unusable due to delays caused by the inefficiencies of Brighton Works. Even transferring repairs and boiler changes to New Cross depot failed to alleviate matters.

By this time, Stroudley had died (1889) and been replaced by Robert John Billington, who himself was succeeded by Douglas Earl Marsh in November 1904. It was during his time there that Marsh introduced the H1 Atlantics, although they were built by Kitson & Co in Leeds between 1905 and 1906 rather than at Brighton. Sadly, Marsh received much of the blame for the works' struggles and following a period of absence due to sickness in 1910, he resigned in July 1911. His post was then filled by Lawson Billington, formerly district locomotive superintendent of New Cross depot, who set about reorganising the works, reducing the accumulated backlog of work, and modified the H1 Atlantics to introduce the H2 variant.

Further decline and closure

Recognising that the facilities were overwhelmed at Brighton, the LBSCR directors purchased land at lancing in 1910 for a new carriage and wagon works that opened in 1912 and allowed for those facilities at Brighton to be vacated; space there that was used as an overflow shed for the works and depot. In 1913, Billington proposed that Brighton Works be closed, and new facilities be built at Lancing to accommodate the work. The advent of World War One put an end to this plan, with locomotive building curtailed from 1916 and Brighton Works becoming involved in munitions productions.

Following the war, another backlog of repair work had formed, and this construction of new locomotives did not resume until 1920.

With the LBSCR becoming part of the Southern Railway at the 1923 Grouping, the majority of new locomotive construction was transferred to the much better-equipped

***Beachy Head's* first official public services ran on August 23; the Atlantic passes Nobles Farm with the final daytime working to East Grinstead prior to a 'Golden Arrow' dining service that evening.** OWEN HAYWARD

No. 32424 climbs through Leamlands on August 26 shortly after departure from Horsted Keynes. Its train was primarily reflective of the late BR era with BR southern region green Mk. 1s, LNWR Observation saloon No.1503 attached to the rear being the only anomaly in the consist. OWEN HAYWARD

Representing the SR/BR era of Brighton Works, Bulleid light Pacific No. 34059 *Sir Archibald Sinclair* climbs away from Sheffield Park with a train of Maunsell and Bulleid coaching stock. OWEN HAYWARD

Deputising for a failed 'Terrier,' Ashford-built SECR O1 No. 65 storms towards Horsted House bridge with a strengthened rake of pre-Grouping carriages. OWEN HAYWARD

facilities at Eastleigh, while those at Brighton were gradually reduced in size, giving way to EMU maintenance facilities or converted for use by the SR's new road motor engineers department. The needs of World War Two, combined with concerns regarding possible aerial attacks on Eastleigh and Ashford works, saw Brighton re-equipped for locomotive construction.

Following nationalisation, the workshops were continued to be used for this purpose, being responsible for outshopping many of the BR standard classes. Sadly, the facilities were passed over in BR's modernisation plans in 1954, which culminated in new constructions ceasing from 1957, with repair work ending there the following year. The locomotive depot survived a few years longer, closing in 1961 but continuing to be used for stabling locomotives until 1964. Eventually, in 1969 and following 129 years of railway activity on the site, the buildings were demolished. Much of the land saw use as car parking and for Sunday markets; some of the eastern site was given over to retail units. Between 2004 and 2008, it was redeveloped into the New England Quarter, a mixed-use development where only street names such as Stroudley Road and Billington Way hint at what was once on the site.

Locomotives of the ages

The roster for the Bluebell's August 24-26 gala saw locomotives representing a cross-section of Brighton's locomotive building history.

Perhaps one of the most synonymous locomotives of the LB&SCR, A1 'Terrier' 0-6-0T No. 72 *Fenchurch* was built in 1872, and while not the first of its class built (that honour falls to No. 70 *Poplar*), it was the first to enter service. Its working life saw it sold to the Newhaven Harbour Company in 1898, returning to the SR in 1925. In early 1963, it was despatched to Fratton to support services on the Hayling Island before its closure that November, following which the 'Terriers' there were all withdrawn. At that point, *Fenchurch* held the honour of being the oldest locomotive in BR's stock.

Two pre-Grouping designs but built 152 years apart: H2 Atlantic No. 32424 *Beachy Head* (left, completed 2024) passes A1 'Terrier' No. 72 *Fenchurch* (built 1872) at Kingscote on August 24. PAUL LAWRENCE

Following withdrawal, it was sold to the Bluebell Railway, the sale being supported by Dr Richard Beeching – the same man responsible for the report earlier that same decade which led to the closure of numerous lines across the country. Beeching lived in East Grinstead and his intervention gave the fledgling heritage line three months to raise the funds to purchase *Fenchurch* rather than the normal one month BR insisted on.

Following its recent overhaul, *Fenchurch* currently sports the improved engine green in which it would have first been outshopped in.

H2 Atlantic No. 32424 *Beachy Head* is representative of two different eras; namely the later LBSCR period of Brighton Works, but also the modern-day heritage railway. The original locomotive was built in September 1911 and by the time of withdrawal was the last example of its class for two years. The loss of this locomotive was lamented by many, but many assumed it was consigned to history. However, following the discovery of a suitable boiler at a joiner's yard in Essex in 1986, a dedicated team of volunteers set out to recreate the locomotive they felt was one of Brighton works' iconic express designs. The original *Beachy Head* was also known to have operated railtours in the region in the 1950s, with several traversing what is now the route of the heritage line.

The original regulator handle was saved when the locomotive was cut up and was donated to the project in 2006.

Utilising much of the original Marsh/Billington design, construction incorporated many modern methods and some slight modifications (such as provision of a rear tender ladder for ease of access) to make it a locomotive fit for the 21st century and beyond.

A product of the works' time under SR stewardship, SR Bulleid light Pacific No. 34059 was introduced in 1947 and named *Sir Archibald Sinclair* (wartime Secretary of State for Air from 1940) the following year; when it first appeared, it sported the class's synonymous air-smooth casing and, under Bulleid's 21C numbering system, No. 21C159. It was renumbered under Nationalisation in 1948m with the air-smoothed casing remaining until its 1960 rebuild.

Having initially been returned to steam in 2009, fractures and cracks in some of the boiler

***Beachy Head* passes Hazelden Farm with the 9.20am from Sheffield Park on August 26.** NICK GILLIAM

platework were discovered in 2011 that saw it withdrawn and further work commence, the locomotive returning to service in time for use (albeit in an unpainted state) over the Christmas 2023 season. Following a repaint during the winter and spring months, the Brighton Works weekend was No. 34059's first official gala turn.

The final locomotive of the line-up was BR Standard 4MT 2-6-4T No. 80151. As with the Branch Line Gala in May, the locomotive was renumbered for the occasion, this time carrying the identity of scrapped classmate No. 80154, which was the very last locomotive to be outshopped by the Brighton Works on March 26, 1957. First allocated to Brighton, No. 80154 went on to be shedded at Feltham (1963) and Nine Elms (1964) before being withdrawn after just a decade of service on April 2, 1967. It was scrapped that August at Buttigieg scrapyard in Newport. No. 80151, meanwhile, was outshopped on January 18, 1957, and lasted just over a month longer in service than its final classmate, being withdrawn on May 7, 1967.

Ashford interloper

The exclusively Brighton theme did, unfortunately, see Ashford-built SECR O1 0-6-0 No. 65 deputise for *Fenchurch* on bank holiday Monday after the 'Terrier' developed a leaking tube and so was cautiously withdrawn to enable investigation and rectification work to be carried out ahead of its booked visit to the Keighley & Worth Valley Railway's October 4-6 Autumn Steam Up weekend. No. 65 was built for the South Eastern Railway in 1896 and sports its extravagant SECR-era livery,

When built at Brighton Works in 1947, No. 34059 was fitted with air-smooth casing. This was removed during a rebuild in 1960, giving the light Pacific its current appearance. OWEN HAYWARD

making it an ideal period substitute for No. 72. *Beachy Head* continued to run daily through to September 1, with some of its services booked as non-stop runs across the full length of the line between Sheffield Park and East Grinstead. 'Golden Arrow' diners and 'Wealden Rambler' afternoon tea services were well-supported, with a railway spokesperson saying the launch of the Atlantic had been a "great success."

Beachy Head was due to run at the September 20-22 Beer Festival, after which its final booked turns for the year would be at the October 11-13 Giants of Steam alongside LNER A4 No. 60007 *Sir Nigel Gresley*. HR

HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

LBSCR H2 Atlantic 4-4-2 No. 32424 *Beachy Head* crosses Imberhorne Viaduct as it approaches East Grinstead station on August 18 with a 'Golden Arrow' Pullman service for the supporters of the new-build locomotive project. It worked its first public dining services on August 24. OWEN HAYWARD

32424

Saphos pulls out all the stops on 'Welsh Marches Express'

By John Titlow

BEST laid plans come to mind regarding Saphos Trains' fully-booked 'Welsh Marches Express' tour on September 4.

The train started at Bournemouth at 5.33am but left 16 minutes late at 5.49am, diesel-powered by D1935 and 57311 and running via Southampton, Salisbury, Bath and Bristol Temple Meads, where B1 4-6-0 No. 61306 *Mayflower* was to take over.

The B1 was prepared and had passed its fitness-to-run exam for the tour at Bishops Lydeard on the West Somerset Railway, and the crew were ready.

Tragically, an incident had taken place near Taunton station just before 7am. A British Transport Police spokesman said that following reports of a casualty on the tracks, officers and paramedics attended, and a person was pronounced dead. "The incident is not thought to be suspicious, and a file will be prepared for the coroner," he said.

All trains between there and Bristol were cancelled from about 7am to 11am, trapping the locomotive.

Initially, the B1 was to depart from Bishops Lydeard at 6.50am, arriving at Bristol Temple Meads at 9.11am in time for a quick locomotive change, before departing with its train at 9.22am.

Racing to catch up time, B1 4-6-0 No. 61306 *Mayflower*, departing Craven Arms, passes Stokesay with the castle and Shropshire hills in the background on September 4. JOHN TITLOW

Instead, the train continued its journey behind the diesels to Shrewsbury, arriving at 12.17pm, 82 minutes early, giving passengers extra time to explore the city.

Servicing and pathing stops at Hereford and Woofferton were unnecessary and so were cancelled.

Instead of giving up, Saphos Trains pulled out all the stops to get the B1 and support coach to Shrewsbury for its return run. A recovery plan was enacted, moving the locomotive and support coach from Taunton to Shrewsbury for the return run once the line to Bristol had opened.

The B1 eventually departed Taunton at 10.27am, making its way to join its train at Coton Hill TC in Shrewsbury, arriving at 3.15pm in time for its booked departure at 3.50pm. Departure from Shrewsbury was 24 minutes late at 4.14pm. Stopping at Craven Arms, it arrived at its booked departure time of 4.43pm, 22 late. Departing 13 minutes late at 4.56pm, there was some fast running to Little Mill Junction, arriving four minutes early. Arrival at Bristol Temple Meads was at 7.14pm, nine minutes early.

Behind the diesels from Bristol, it was early running all the way, leaving 30 minutes early for a return to Bournemouth at 10.47pm, 57 minutes early.

On the trip, *Mayflower* carried a wreath on its smokebox door in honour of previous owner David Buck, who died on August 24 (see News, pages 10/11).

RPSI tour marks 60th anniversary

THE Railway Preservation Society ran a special tour on September 9 to mark its 60th anniversary.

The 'RPSI@60' railtour was headed by 1901-built Great Northern Railway (Ireland) Q 4-4-0 No. 131 from Dublin Connolly to Dundalk and return, with a second run from Dundalk to Drogheda and back.

The RPSI was formed in 1964 to preserve Irish steam locomotives, carriages and rolling stock, and to operate them on the Irish railway network for everyone to see, appreciate, enjoy, and travel on. The society currently has about 1000 members worldwide and depends on its volunteers to keep its trains operational. For details of tours, visit www.steamtrainsireland.com/trainsevents

The 'RPSI@60' train hauled by GNR(I) Q 4-4-0 No.131 climbs to Kellystown on September 9. CHARLES FRIEL

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West Country 4-6-2 No.34046 *Braunton* at Greenholme, Shap, with 'The Lakelander' tour from Hereford to Carlisle on August 31. RODNEY TOWERS

Bulleid Pacifics make two steam assaults on Shap – ascending just seven minutes apart!

TO see two northbound steam excursions climbing Shap the same day may happen once or twice a year – and when it does, their timings are usually up to an hour apart.

The difference on Saturday, August 31 was that two steam excursions from widely different starting places, Hereford and Hull, were scheduled to make the ascent of Shap within 10 minutes of each other. Being aware of the numerous factors which can occur with steam train excursions, the question was: would it happen? The weather was perfect for this last day of August, and as if in almost equal response, there came the sounds and sight of the first excursion, Saphos Trains' 'The Lakelander' from Hereford – on almost exact scheduled time – headed by SR West Country Pacific No. 34046 *Braunton* and passing Greenholme going strongly with that sense of power and purpose which only steam locomotives can convey.

Just seven minutes later, and as if on cue, the Northern Belle excursion from Hull came into view with SR Battle of Britain Pacific No.34067 *Tangmere,* working hard on the increasing incline as it passed Greenholme.

Both trains arrived in Carlisle five minutes early – an amazing example of tight scheduling and just how preserved steam engines can really do it.

Seven minutes later, Bulleid Battle of Britain light Pacific No.34067 *Tangmere* passes Greenholme with Northern Belle's Carlisle to Hull excursion. RODNEY TOWERS

Take 'The Golden Hind' to Plymouth

ON Wednesday, October 9, a Saphos Trains tour will head over the South Devon Banks to Plymouth under the title of 'The Golden Hind'.

The tour begins at Worcester Shrub Hill before heading south along the Golden Valley Line for a further pick-up at Cheltenham Spa, collecting additional passengers at Stonehouse, Stroud, Kemble, and Swindon.

Taking the Great Western Main Line at Swindon, the final pick-up points will be Chippenham, Bath Spa, and Bristol Temple Meads.

The tour is scheduled to run to Taunton, where the motive power will be swapped for steam from a pool of either BR Class 7 No. 70000 *Britannia*, Royal Scot 4-6-0 No. 46100 *Royal Scot* or West Country 4-6-2 No. 34046 *Braunton*.

The tour will then head to Exeter to Plymouth

Arriving in the early afternoon, there will be three hours to explore the city famous for its nautical history before the return trip via the same route.

Tickets are available in Pullman Dining, first class and standard class. For more details and to book, visit saphostrains.com

Class 45 heads 'The Pennine Peak' tour to Newcastle

INTERCITY Tours is offering the chance to ride behind a Class 45 over the TransPennine route on Friday, November 8, on a tour titled the 'Pennine Peak.'

Starting from Crewe behind a Locomotive Services Group Class 47, the trip is then scheduled to run via Weaver Junction to pick up passengers at Runcorn and Liverpool Lime Street. Here the Class 47 is expected to be exchanged for the 'Peak,' which will then take the tour via Earlestown and Chat Moss to pick up further passengers at Manchester Victoria.

City and coast...

After leaving Manchester, the Class 45 is planned to head north-east on the Transpennine Route through Stalybridge and Huddersfield, before diverting at Thornhill LNW Junction to York via Wakefield Kirkgate, Castleford and Church Fenton.

A brisk run will take the tour to Newcastle on the East Coast Main Line via Northallerton, Darlington and Durham. At Newcastle, passengers will have about three hours to explore the city before the Peak takes the train south, this time taking the coastal route via Sunderland, Hartlepool and Eaglescliffe, to Northallerton.

... to the countryside

From here the tour is expected to retrace the outward journey back to Wakefield Kirkgate, but this time taking the Calder Valley Line via Hebden Bridge and Rochdale, to Manchester Victoria.

The 45 is then permitted one last hurrah, before giving over the train to the Class 47 once again at Liverpool Lime Street for the homeward leg via Runcorn to Crewe.

Tickets are available in first class non-dining only for this tour.

➜ For more details and to book, visit inter-city.co.uk

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Bahamas finally prepares to head its first two main line trips of 2024

By Robin Jones

LMS Jubilee 4-6-0 No. 45596 *Bahamas* is set to haul its first main line train of 2024 by hauling the 'Shakespeare Express' from Deby to Stratford-upon-Avon.

On Sunday, October 27, following the success of the inaugural run of the 'Shakespeare Express' from one of its new departure points, Vintage Trains will be bringing the trip's route back for a second time.

The tour will follow the same route as its initial run back in May, picking up passengers from Burton-on-Trent, Tamworth (High Level) and Coleshill Parkway before heading for Stratford.

Passengers will have the opportunity to alight and spend several hours exploring the streets of Shakespeare's home town, before rejoining the train for the return to Derby in the afternoon.

Bahamas will take over duties from Vintage Trains' usual roster of Castle 4-6-0s, making its first appearance hauling a train on the main line since last year.

Delight expressed

Bahamas Locomotive Society chairman Keith Whitmore said: "We are absolutely delighted to once again be working with Vintage Trains and Tyseley Locomotive Works, where No. 45596 was overhauled to perfection following the awarding of the Lottery grant. Most of our return to the main line excursions were run by Vintage Trains in partnership with ourselves, and we have always worked well together and will enjoy doing so again."

Vintage Trains chairman Michael Whitehouse added: "I'd like to extend my thanks to the Bahamas Locomotive Society for allowing us to use its fantastic locomotive on our upcoming 'Shakespeare Express' departure from Derby.

"This is particularly fitting as *Bahamas* was based at Derby for a time and would have been a regular performer in the area during its LMS days."

Approximate timings for the trip are: departing Derby at 10.15am, returning at 7.20pm; departing Burton-on-Trent at 10.45am, returning at 7pm; departing Tamworth High Level at 11.05am, returning at 6.45pm; departing Coleshill Parkway at 11.25am, returning at 5.55pm; and arriving at Stratford-upon-Avon at 12.45pm, returning at 4.45pm.

A second main line trip for *Bahamas* this year – also with Vintage Trains – will see the Jubilee hauling the new 'Blackpool Illuminations Express' from Birmingham to the seaside resort on Saturday, November 16.

Illuminating day out

Departing from Birmingham New Street, the tour will head east before joining the West Coast Main Line at Nuneaton, heading northwards for Blackpool. The run up the West Coast Main Line will recreate evocative memories of the days when LMS express passengers locomotives would routinely traverse the route.

Arriving in Blackpool early afternoon, the main attraction of the day will be the world-famous illuminations.

The return train will depart after dark, allowing passengers the chance to witness the illuminations at their best.

Approximate timings for this trip are: departing Birmingham New Street at 9am, returning at 10.10pm; departing Coleshill Parkway at 9.20am, returning at 9.50pm; departing Nuneaton at 9.45pm. returning at 9.25pm; departing Stafford at 10.25am, returning at 8.45pm; departing Crewe at 11.30am, returning at 8.10pm; and arriving at Blackpool North at 1pm, returning at 6.30pm.

LMS 4-6-0 46100 *Royal Scot* powers round the reverse curves at Baddesley Bridge, Atherstone, at the head of the Steam Dreams 1Z70 9.12am Paddington to Llandudno 'Welsh Dragon' on September 15. *Royal Scot* hauled the train as far as Crewe, where a Class 47 took over. GRAHAM NUTTALL

Rebuilt Bulleid West Country light Pacific No. 35028 *Eddystone*, seen here at Swanage station on September 13, 2022, could now be destined for the main line.

Eddystone in main line appeal

A FUNDRAISING appeal to upgrade Bulleid West Country light Pacific No. 35028 *Eddystone* so it can run on the main line has been launched by owning group Southern Locomotives Limited.

The group has been approached by two major railtour promoters about the Swanage Railway stalwart, owing to a shortage of Class 7 and 8 motive power on the national network, especially in southern England, said SLL chairman Simon Troy.

"Since Swanage's U class No. 31806 was passed for main line running, we have often been asked whether an SLL loco could do likewise. We've declined this hitherto because of the added responsibilities of main line operation," he said. "However, times and circumstances change, and we are now seriously looking at the possibility of venturing out on the network in association with the Swanage Railway, which will play the major part in the operation.

"It has both the technical skills to convert the locomotive and experience of main line operation with the U; however, that loco has been restricted in operation due to its width and lower power rating. The initial cost of equipping *Eddystone* is about £50,000. We have asked supporters to fund this, as we are anxious not to deflect resources from current overhauls and restorations."

To donate to the appeal, send a cheque to: Simon Troy, 16 Arcadia Road, Istead Rise, Meopham, Kent DA13 9EH, or make a bank transfer to Southern Locomotives Ltd, Barclays Bank (sort code: 20-90-56; account number 70826235).

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‘Black Five’ heads for Bridgnorth

ON September 10, West Coast Railways’ LMS ‘Black Five’ 44932 departed its home base of Carnforth for the Severn Valley Railway.

No. 44952 has seen little use this year on the main line; being vacuum-braked, it cannot haul air-braked carriages. It left Carnforth with its support coach on time at 10.40am for a journey up the West Coast Main Line to Crewe for a service stop. Leaving two minutes early, there was only one other stop at Rickerscote for pathing.

It was then non-stop all the way to Kidderminster, finally crossing over onto SVR metals at 3.27pm, 29 minutes early. Passing Blakedown, the final station before Kidderminster in deplorably rainy conditions, it was clearly running fast at line speed.

After handover and a crew change, it watered at Kidderminster Town before running onto the turntable inside the diesel depot to face south for its visit, booked as a guest for the September 19-22 autumn steam gala (see News, page 26/27). Departing Kidderminster at about 5.30pm tender first with its support coach, No. 44932 then ran non-stop to Bridgnorth.

In driving rain, ‘Black Five’ No. 44932 runs through Blakedown at high speed on the approach to Kidderminster on September 10. JOHN TITLOW

LNER A4 Pacific No. 60007 *Sir Nigel Gresley* passes Lostock Hall Junction with Saphos Trains’ ‘The Settle & Carlisle Fellsman’ charter from Blackpool to Carlisle on August 28. BARRY MARTIN

New railway heritage centre opens up to the public at Dumfries station

A NEW heritage attraction has been opened in a disused room on Platform 2 at Dumfries station.

Dumfries Railway Heritage Centre’s display cases are packed with railwayana, model railways and educational resources, as well as mannequins wearing vintage uniforms, and paintings and photographs adorning the walls. Entry is free, but there is a donation box to help fund the museum’s future.

The mini museum has been set up by customer services worker and lifelong railway enthusiast Douglas Thomson, 60, from Annan, who obtained a £3000 grant from the National Lottery Heritage Fund to do so. He is now looking for more volunteers so that the centre’s opening hours can be extended.

Success in restoring St Blazey turntable celebrated

By Robin Jones

THE National Railway Heritage Awards 2023 BAM Nuttall Partnership Award for the restoration of the Grade II*-listed turntable at the former depot site at St Blazey by the MPower Kernow Community Interest Company was unveiled on August 30.

As reported in issued 306, A3 Pacific No. 60103 *Flying Scotsman* became the first locomotive to use the newly-restored 65ft Cowans Sheldon turntable on April 30.

Attending the ceremony from the NRHA were Andy Savage MBE, Gavin Johns (chairman of adjudicators and trustee), Malcolm Wood and Simon Gyde. The party were accompanied by Bill Reeve (director of rail, Transport Scotland) who had presented the award to the MPower Kernow CIC representatives as the guest of honour at the NRHA awards ceremony in London on December 6 (issue 314).

BAM Nuttall, as award sponsor, was represented by Richard Watts, director of rail, while Mpower Kernow CIC was represented by Duncan Mitchell, founder, director and project manager, and Nick Bailey, director. A large number of supporters and friends of the winning team, together with volunteers, also attended, and the event was covered by ITV News.

Andy Savage stressed the importance of the partnership element related to the award. He explained that the intention of the awards was to promote schemes which not only preserve the heritage, but which also enable the winning entries to promote the important educational, commercial and social benefits that result.

Richard Watts said that the initiative was so important in benefiting the younger generations with skills and opportunities.

Following the unveiling, Bill Reeve thanked the team for inviting him, revealing that he had close ties to the location as he hailed from Redruth. He then spoke about the importance of retaining and maintaining not only infrastructure, but also the skills required to maintain facilities. He also referred to the close historical links of Cornwall to the development of steam traction in the earliest days of the railways.

Duncan said: “St Blazey is in one of the most deprived parts of Cornwall, which itself suffers from some of the worst deprivation in the UK; young people are growing up facing layers of social, economic and educational disadvantage.

“Despite this, Cornwall retains proud and vibrant communities. There is a local tradition of engineering and innovation which goes back to bronze age times, a community of highly-skilled engineers and craftsmen keen to mentor the next generation, a wealth of specialist companies particularly in the marine, offshore and mining sectors, and a growing centre for excellence in emerging technologies and renewable energy. There is also a wealth of latent human resource.

“MPower is working with a consortium of like-minded businesses, training organisations and government which will help design and shape this training facility as it evolves at the heart of Cornwall. Together we can provide the personnel that industry so desperately needs, and the stable, well-paid, mortgage-sustaining jobs our communities are crying out for. Whether engineering training involves a turntable, a diesel locomotive, or railway tracks, or whether it is overhauling a hydro-electric power plant, repairing a wooden boat, or constructing a local public footpath, practical projects led by MPower can benefit our community, our environment, our economy, and our proud industrial heritage – while benefitting the individual learners and employers.

“Over the last three years the support received by MPower in sponsorship, donations, grants and volunteer time, can be valued at more than £1 million.”

With the familiar locomotive shed in the background, the unveiled plaque is seen in position on the turntable at St Blazey with (from left) Richard Watts, director of rail at award sponsor BAM Nuttall; Duncan Mitchell, founder and director of Mpower Kernow CIC; Bill Reeve, director of rail at Transport Scotland; and Andy Savage, chairman of the National Railway Heritage Awards. NRHA

Outing to Blackpool and the Pennines with UK Railtours

By Tim Hobman

UK Railtours is offering the chance to visit Blackpool on Saturday, November 9 under the title of 'The Blackpool Can-Can' – a nod to the motive power.

Starting from Euston behind a Class 86, which were nicknamed 'cans,' the tour will head north on the West Coast Main Line to pick up at Watford Junction, Milton Keynes Central, Northampton and Rugby, from where it continues on the West Coast Main Line to Preston before deviating to Blackpool. Those choosing to alight at the famous resort have the option to simply explore or take in a tram tour along the seafront for a small supplement.

For that tour, a modern tram will take passengers from Blackpool North Station along the recently-opened extension to the seafront. At the North Pier, the modern tram will be exchanged for two specially chartered 1930s double-decker heritage trams.

Leaving North Pier behind, the route will be via the Tower and Pleasure Beach to Starr Gate at the end of the line, then back along the same route to Little Bispham, before returning to the North Pier for the end of the tour. There will also be a chance to witness the illuminations before departing on the return trip to Euston.

A further option for travellers is to remain on the train for a mini tour featuring two different routes across the Pennines. The 86 is planned to be exchanged for a heritage Class 47 prior to leaving Blackpool, and then the train is scheduled to head via Preston and the West Coast Main Line as far a Wigan. From here, it will run to Bolton and Manchester Victoria, then east towards Stalybridge and Huddersfield, before heading back across the Pennines from Bradley Junction via Hebden Bridge and Castleton to Manchester Victoria. The route back to Blackpool North is expected to be via Chorley and Preston.

The return journey to Euston is then planned to be via the outward route, setting down passengers at their joining stations.

Tickets are available in first class dining and non-dining, and standard class, with a discount for junior travellers in standard class. A supplement is required for both the tram tour and Pennines option. For more details and to book, visit www.ukrailtours.com

Pathfinder visits new East-West link

ON Saturday, November 16, Pathfinder Tours will run a trip over the newly-rebuilt East-West rail link from Bletchley to Bicester behind a pair of Class 33s.

Titled 'The Verney Venturer,' the tour is scheduled to start from Bristol Temple Meads and pick up additional passengers at Bristol Parkway. Heading north, the train will collect further passengers at Cam and Dursley, Cheltenham Spa, Worcestershire Parkway, Barnet Green, Birmingham New Street and Nuneaton.

After leaving Nuneaton, subject to confirmation, the route is hoped to be via Rugby and Northampton to Denbigh Hall Junction, and then on to Bletchley, Winslow, Verney Junction and Bicester Village.

Following a short break at Bicester Village, there is a planned reverse move to High Wycombe, Neasden Chord, Acton Wells Junction, and then Hanwell Bridge Loop for a further reversal. Heading back to Acton Wells Junction, the tour is expected to take in some rare tracks as it heads through Brent Curve Junction to Bedford Up and Down passenger loop, Wellingborough Down goods loop, then Corby, Oakham Down Goods, Melton Mowbray Down goods loop, Leicester Up and Down slow, Knighton Up and Down goods, and then back to Nuneaton.

From Nuneaton the train is scheduled to retrace the outward journey to set down passengers en route back to Bristol Temple Meads.

An on-board buffet service, featuring the Gricers Grill with real ales and ciders, will be available.

Blue Peter back on loaded test runs

Above: Following its main line comeback trip from King's Cross to York, as reported in issue 322, Peppercorn A2 Pacific No. 60532 *Blue Peter* has been undergoing further test runs following unspecified adjustments at Locomotive Services Limited's Crewe base. It was replaced by LNER B1 No. 61306 *Mayflower* on a series of Saphos Trains' 'English Riviera Express' trips, as reported last issue. On September 2, *Blue Peter* underwent a loaded test run from Crewe to Coton Hill Traction & Carriage at Shrewsbury and back. It is pictured in action at Coton Hill. JOHN HUMPHRIES/LSG

Right: The Locomotive Services Limited crew of *Blue Peter* on its September 2 loaded test run from left to right on the ground are Creagh Maywald, divisional manager, steam and mechanical; John Humphries, head of operational delivery; Ian Walker, head of steam locomotive engineering; and James Venables, driver manager (Midlands). Ben Roberts, deputy mechanical manager (steam), is on the footplate. JOHN HUMPHRIES/LSG

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Dwarfed by the ever-growing high-rise buildings on the approaches to Waterloo, Hastings DEMU No. 1001 passes Nine Elms Junction with UK Railtours' August 17 charter to the bus rally at the lost village of Imber on Salisbury Plain, which was requisitioned by the Ministry of Defence in 1943 and is open to the public on only one day each year. NEIL WHITAKER

Pete Waterman OBE honoured in 'surprise' locomotive renaming

POP music mogul and avid heritage railway supporter Pete Waterman OBE saw his contribution to the rail industry recognised on September 11 when one of main line operating company Freightliner's fleet of Class 90 locomotives, No. 90041, was named in his honour at Crewe station.

Loving the experience of travelling on trains, he wrote his first lyrics while sitting on Rugby station which inspirated him, and he held his first job aged 14 working for BR.

In 1994 he established the Waterman Heritage Railway Trust which cares for a fleet of locomotives he purchased, such as GWR small prairie No. 5553, currently on loan to the Bodmin & Wenford Railway, and Class 25 D7659, which resides at Peak Rail where the trust is based.

The naming ceremony was organised by Avanti West Coast, Freightliner and the Railway Benefit Fund, of which Pete is chairman, a post he has held for the past five years. During this time he has raised donations of nearly £2 million for the RBF, which provides support to current, former and retired UK railway people and their families through with fundraising activities including annual auctions of highly sought-after experiences like main line depot tours, railtour tickets and more. The charity's CEO, Jo Kaye, said: "Pete is a well-known railway devotee who passionately champions the railway industry and its workforce. He has been instrumental in making our fundraising events a success, always finding the time to engage with railway workers nationwide, and actively supporting and promoting all range of media and hospitality events.

On September 11, Pete Waterman OBE (centre) unveiled the new plates for class 90 No. 90041, which has been renamed in his honour. Freightliner CEO Tim Shoveller (left) and Railway Benefit Fund CEO Jo Kaye presented him with a replica at Crewe station. RAILWAY BENEFIT FUND

"This loco naming is a true acknowledgement of his contribution and a huge thank-you from the charity and all the families we have been able to support."

While Pete had been invited to conduct the ceremony, he was not aware that the locomotive was bearing his name until the curtain was pulled back to reveal it. The plate fitted to No. 90041 also bears the RBF logo in recognition of his commitment to the charity. Following the unveiling, he was presented with a smaller replica for his own collection.

Avanti West Coast managing director Andy Mellors said: "Pete is a passionate advocate for the railways and it's people, so we are incredibly privileged to have hosted the naming ceremony at Crewe station in his honour.

"It is a fitting tribute to one of the railway's biggest supporters – someone who always goes out of his way to help others and promote all that is good about the industry."

BLS plans Class 323 farewell

THE Branch Line Society has announced plans to commemorate the withdrawal from service of the Class 323 EMU with a farewell tour on Sunday, September 29.

In partnership with West Midlands Railway, the BLS has planned a tour featuring a pair of the units which have operated on the Cross City Line through Birmingham since 1994.

Starting from Birmingham New Street, the tour is expected to head to Barnt Green to pick up additional passengers and then Bromsgrove for further passengers and a reverse move. Heading back towards New Street, the tour is then scheduled to take the line to Wolverhampton via Perry Bar West Junction and Soho North Junction. After Wolverhampton, the plan is to head to Stafford for another passenger pick-up and then via Searchlight Lane Junction, Crewe Down Fast, Runcorn and finally Liverpool Lime Street.

Photo opportunities

After a break of about two hours and the opportunity to take photographs, the return journey is planned to retrace the route back to Runcorn and Crewe, before heading towards Stoke-on-Trent. From here, the excursion is scheduled to pass Stone, Norton Bridge East Chord, Stafford, Rugeley Trent Valley and Hednesford, before a brief pause at Walsall for a photographic stop.

Once underway again, the train is expected to return to pass through Perry Bar, this time the North Junction, and then on via Soho South Junction to the Monument Lane Loop and Birmingham New Street.

Passing through New Street, there is planned to be an extra length to the journey via Birmingham International to Coventry for a reverse move, and then back via Birmingham International to the conclusion of the tour at New Street.

It is hoped that, subject to availability, celebrity unit No 323221 will form part of the tour, carrying the original 'Centro' livery applied to celebrate the 30th anniversary of service.

Tickets are available for standard class only on this tour, with a discount for under-18s. For more details and to book, visit www.branchline.uk

‘Black Five’ haulage all set for ‘The Pembroke Coast Express’

By Tim Hobman

LMS ‘Black Five’ 4-6-0 No. 44871 has been booked to haul the Railway Touring Company’s ‘The Pembroke Coast Express’ excursion on Sunday, October 26.

The trip recalls the 1950s days of named steam trains on the Western Region. This particular train ran from Paddington and through South Wales to Pembrokeshire’s coast

Starting from Bristol Temple Meads, the trip will head west, taking the South Wales Line to the first passenger pick-up of Newport. The next stop for additional passengers is planned to be Cardiff, with the tour continuing on the South Wales Line through Bridgend to Port Talbot for a water stop.

No. 44871 is then expected to run to Briton Ferry and then take the Swansea District Line to Llangennech. Joining the West Wales Line just before Llanelli, the train is planned to run by the sea for most of the way to Carmarthen.

At Carmarthen, passengers will have one-and-a-half hours to explore the town before the train is diesel-hauled to Whitland. Here the tour is scheduled to take the branch line through Kilgetty and Saundersfoot to Pembroke Dock.

Prior to arrival at the dock, the train is planned to stop at Tenby to give passengers the option to alight here for just over an hour, rather than visit the dock.

Those deciding to stay on the train will travel to the dock for a brief 10-minute stop, while the diesel is exchanged for No. 44871 to take charge of the train once again.

Having left Pembroke Dock, the trip will return to Tenby to collect passengers who left the train there, before rejoining the main line at Whitland. Continuing on the West Wales Line, the train is expected to avoid the station at Carmarthen by taking the south curve and then pass through Llanelli on route back towards Swansea.

Returning to the South Wales Line, the tour is scheduled to pass through Neath and Briton Ferry once again to set down passengers at Cardiff, then Newport. Crossing the border at Severn Tunnel into England the train will only have a short distance to run back to Bristol Temple Meads and the journey’s end.

Tickets are available in premier dining, first class and standard class, with a discount for junior travellers.

Meanwhile, RTC’s ‘Atlantic Coast Express’ from Waterloo to Exeter behind Merchant Navy Pacific No. 35028 *Clan Line*, which, as reported last issue, was originally scheduled to run on September 28, has been moved to October 12.

For more details and to book, visit www.railwaytouring.net

The ‘Settle to Carlisle and Tyne Valley Pullman’ from Essex

ON Wednesday, October 23, Midland Pullman is giving the chance to travel from Essex to Carlisle on board its distinctive High Speed Train under the title of the ‘Settle to Carlisle & Tyne Valley Pullman.’

Starting from Romford, the tour is scheduled to pick up at Chelmsford, Colchester, Ipswich, Stowmarket, Bury St. Edmunds and Ely. At Ely, the tour is planned to turn west on the Peterborough line for the final passenger pick-up at March.

Continuing to Peterborough, the train is expected to head across the country and through the Yorkshire Dales to pick up the Settle to Carlisle line, crossing Ribblehead Viaduct before descending into the Eden Valley to the destination of Carlisle.

At Carlisle, customers will have about two hours to explore before the trip home via a different route.

Heading east, the return journey is planned to be via the Tyne Valley Line, through Haltwhistle and Hexham to join the East Coast Main Line at Newcastle. From here, the route is expected to be south through York and Doncaster to Peterborough, and then retracing the outward journey, setting down passengers at their joining stations.

Tickets are available in Pullman dining and first class non-dining for this tour.

For more details and to book, visit midlandpullman.com

Blue for you beneath blue skies and over a blue sea: Midland Pullman Class 43 No. 43049 *Neville Hill* passes Cockwood Harbour with the 1Z43 7am Dumfries to Penzance ‘Cornish Riviera Pullman: Day 1’ charter, with No. 43046 *Geoff Drury 1930-1999* (named after the 1968 saviour of A2 Pacific No. 60532 *Blue Peter*) on the rear. STEVEN DONALD

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On September 8, BR StandardCclass 7 4-6-2 No. 70000 *Britannia* passes through Worting Junction, heading for Chichester with the Steam Dreams Sussex Coast railtour. Departure from Paddington was running late by 40 minutes owing to over-running engineering work that subsequently delayed the empty coaching stock move out of Southall depot. JAMES TAVINER

September

27 'The Mayflower'
Birmingham New Street, Bristol Temple Meads, Plymouth and return. Diesel-hauled between BTM and Plymouth.
Locos: 4079 *Clun Castle* & 5043 *Earl of Mount* Edgcumbe. VT

28 'The Atlantic Coast Express'
Waterloo, Exeter and return.
Loco: 35028 *Clan Line*. RTC

28 Exeter excursion
Paddington, Exeter and return. Diesel-hauled between Paddington and Taunton (outward only).
Loco: 61306 *Mayflower*. SD

OCTOBER

2 'The Golden Arrow'
Peterborough, Canterbury and return. Steam-hauled between London and Canterbury.
Loco: TBA. ST

3 'The Dalesman'
York, Carlisle and return. Steam-hauled from Hellifield.
Loco: TBA. WCR

4 Ben Nevis & Lochaber Pullman
Lancaster, Fort William and return.
Loco: Midland Pullman HST. MP

5 Central Scotland & Fife Push-Pull (Day 1)
Crewe, Edinburgh Waverley.
Loco: 47712 *Lady Diana Spencer*. IC

5 'Cumbrian Coast Express'
Euston, Carlisle and return. Steam-hauled between Carnforth and Carlisle.
Steam: TBC. Electric: 86259 *Les Ross*. RTC

5 'The Golden Arrow'
Norwich, Canterbury and return. Steam-hauled between London and Canterbury.
Loco: TBA. ST

6 Central Scotland & Fife Push-Pull (Day 2)
Edinburgh Waverley, Crewe.
Loco: 47712 *Lady Diana Spencer*. IC

9 'The Golden Hind'
Worcester Shrub Hill, Plymouth and return. Steam-hauled between Taunton and Plymouth.
Loco: TBA. ST

10 The Golden Age of Travel by Steam
Circular tour from London Victoria.
Loco: 35028 *Clan Line*. BEL

12 'The Cumbrian Coast Express'
Didcot Parkway, Carlisle and return. Steam-hauled between Carlisle and Carnforth (return).
Loco: 'Black Five' TBC. PT

12 'The Hadrian'
Derby, Carlisle and return. Diesel between Darlington and Derby (return only).
Loco: TBA. RTC

12 'The Atlantic Coast Express'
Waterloo, Exeter St Davids and return.
Loco: 35028 *Clan Line*. RTC

12 'The Cathedrals Express'
Birmingham New Street, Lincoln and return. Steam-hauled throughout.
Loco: 45596 *Bahamas*. VT

18 Settle to Carlisle Pullman
Watford Junction, Carlisle and return.
Loco: Midland Pullman HST. MP

19 Settle & Carlisle steam special
Coventry, Carlisle and return. Steam-hauled between Carnforth and Coventry.
Loco: TBA. NB

19 'The Pennine Perambulator'
Rare tracks tour from Burton-on-Trent.
Loco: D345, Class 37 TBC. PT

23 Settle to Carlisle & Tyne Valley Pullman
Romford, Carlisle and return.
Loco: Midland Pullman HST. MP

24 The Golden Age of Travel by Steam
Circular tour from London Victoria.
Loco: 35028 *Clan Line*. BEL

26 'The Pembroke Coast Express'
Bristol Temple Meads, Tenby, Pembroke Dock and return.
Loco: 44871. RTC

26 Settle & Carlisle steam special
Nottingham, Carlisle and return. Steam-hauled between Carnforth and Coventry.
Loco: TBA. NB

26 'The East Anglian Freighter'
Liverpool Street, Ipswich, Southend Victoria and return.
Locos: 2x Class 20 TBC, Class 37 TBC. UKRT

27 'The Peaks Express'
Circular tour from Preston via Chesterfield and Derby.
Loco: TBA. RTC

27 'The Shakespeare Express'
Derby, Stratford-upon-Avon and return. Steam-hauled throughout.
Loco: TBA. VT

31 The Golden Age of Travel by Steam
Circular tour from London Victoria.
Loco: 35028 *Clan Line*. BEL

Regular Tours

Daily until Oct 28
'The Jacobite'
Fort William, Mallaig and return. Steam-hauled throughout.
Locomotive: 44871, 45212 or 45407 *The Lancashire Fusilier*. WCR

Tour promoters

A1SLT	A1 Steam Locomotive Trust 01325 488215
BEL	Belmond Pullman 0845 0772 222
BLS	Branch Line Society branchline.uk
HD	Hastings Diesels hastingsdiesels.co.uk
IC	Intercity 0800 038 5364
MP	Midland Pullman midlandpullman.com
NB	Northern Belle northernbelle.co.uk
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SRPS	Scottish Railway Preservation Society 0131 202 1033
SR	Statesman Rail 0345 310 2458
ST	Saphos Trains 0800 038 5320
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 0333 996 6720

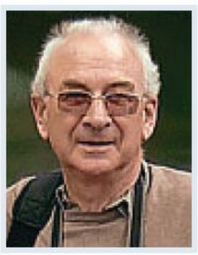
The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

Above: The next morning, No. 7029 once again stands at Plymouth awaiting departure with 1Z48, the train reporting number now carried on the smokebox. SANDY SMEATON

Right: *Clun Castle* stands at Plymouth having arrived with 1Z47 'The Great Western' on May 10, 2024. SANDY SMEATON

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW



Don Benn looks at how 7P 4-6-0 No. 7029 *Clun Castle* got on with the 'Great Western' in May and compares it with its assault on Sapperton in May 2019

ONE of the very few companies still running steam-hauled trains with traditional rolling stock (under a dispensation) is Vintage Trains. Even it will use a diesel to accompany the train as back-up and if one is required for shunting purposes. However, the 'Great Western' two-day trip to Plymouth on May 10/11 was planned to run diesel-free hauled by GWR 4-6-0 No. 7029 *Clun Castle,* and my correspondent Sandy Smeaton was on the train throughout. Class 47 D1755 ran ahead of the train to Plymouth and was on hand to assist as required. As it transpired, that was the case. On the return journey it was called on to bank the train after No. 7029 had stalled on the climb of Hemerden bank, caused apparently by lineside growth. After the restart, D1755 stayed with the train, and as there is doubt about how much assistance was given, I have not tabulated the detail of the Plymouth to Bristol section but concentrated in Tables One, Two and Three on the sections where No. 7029 was alone. Sandy tells the story of the two days.

"This was Vintage's two-day outing with No. 7029 *Clun Castle* from Birmingham Snow Hill to Plymouth, returning via Paddington. The first section to Bristol had D1755 on the rear, assisting

TABLE ONE: BRISTOL TO TAUNTON

Date	Friday, May 10, 2024
Train	1547 Bristol TM to Plymouth
Loco	GWR Castle class 4-6-0 No. 7029 *Clun Castle*
Load	Nine coaches, 318½ tons tare 360 tons gross
Driver	Andy Taylor
Fireman	Alastair Meanley
Recorder	Sandy Smeaton
Position	Ninth coach
Weather	Sunny and dry

	miles	schedule	mins	secs	sp eed
Bristol TM	0.00	0.00	00	00	1 late
Bedminster	1.01		04	28	20
Parsons Street	1.86		06	25	31
MP 121	2.69		07	52	38½
MP 122	3.69		09	20	42
Summit OB	4.71		10	49	40½
Flax Bourton	5.94		12	22	57
Naiksea & Blackwell	8.10		14	26	68½
MP 128	9.69		15	48	72/15*
Yatton	12.00		18	41	17½
Huish LC	13.84		21	51	50½
Worle	16.21		24	22	62½
Worle Jct	16.81	26.00	24	56	64
Uphill Jct	19.69	29.00	27	31	70
MP 139	20.69		28	22	71
MP 141¼	22.94		30	16	72
Brent Knoll	24.19		31	17	71½
Highbridge	26.96		33	37	71½
MP 147	28.69		35	04	72
MP 150	31.69		37	34	73
Bridgwater	33.28	40.00	38	52	73½/71
Meads LC	34.54		39	56	72½
MP 155	36.69		41	41	73½
MP 156	37.69		42	31	72½
MP 157	38.69		43	22	69½
Cogload Jct	39.78	47.00	44	20	67½/70½
MP 160	41.69		46	02	63
MP 162	43.69		48	12	48
Taunton	44.83	53.00	50	19	1¾ early

load includes water carrier, assumed full at start

*brakes or speed restriction

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occasionally. Bristol to Plymouth was unassisted with one pathing stop at Taunton. Tyseley turned out No. 7029 immaculately, as usual.

"The load was nine, including the GUV water carrier and support coach, 318½ tons tare and about 360 tons gross at the start of the journey with the water carrier full. The crew were driver Andy Taylor and fireman Alastair Meanley. The weather was warm and sunny, but with plenty green growth; no fire risk. Departure from Temple Meads was a minute late, taking 50m 19s to Taunton, allowed 53 for the 45 miles. There was a clearance slack to 15 at Yatton, but Worle Jn was passed right time. The maximum along the Levels was 73½, running mostly at about 72; details in Table One.

"The restart from Taunton, three late, was hampered by D1755 having been allowed out ahead of us, so the maximum at Wellington was no more than 50½mph, falling to an unspectacular 33½ at Whiteball Summit. The maximum down to Exeter was 77½ after Tiverton. So Exeter was passed six late, having lost three on the schedule. Speed had risen to 67½ before a check to 23 through Starcross and then another to 24 at Dawlish; 63½ was achieved before easing through Newton Abbott at 32½ for another clearance slack. The climb to Dainton was tackled with a maximum of only 48½ at 1-in-44 just before the gradient eases to 1-in-73 at 217m 59c. The average power between Stoneycombe and MP217½ was only 935edbhp.

"After the usual restraint down the hill, Totnes was passed at 60 with a minimum before Tigley of 22½ and 36½ before Rattery. On this climb, No. 7029 produced healthier powers of 1310 and 1250edbhp before Tigley and Rattery respectively. Final arrival in Plymouth was about eight late, but with the obvious question, after falling to nine on Dainton, how would we fare on Hemerdon the next morning?"

Table Two shows the detail from passing Exeter to Plymouth.

Stopped on Hemerden

"The whole train had been turned at Plymouth, but thanks to the hospitality of VT staff in the RMB/stewards coach, I managed to get a seat on the milepost side, perched on an old GWR chair.

"On another lovely spring day we left Plymouth on time and climbed up to Mutley Tunnel cautiously but reached a healthy maximum of 63½ at the bottom of Hemerdon Bank. So far so good.

"At MP241 speed was 42, but by MP240 had fallen to 15½ and at 239¾ was only 6½. Then, with the engine almost on the gradient easing from 1-in-42 to 51 at 239m 49ch, we came to a stand.

"The organisers believed that vegetation strikes had opened the tell-tale butterfly valves on the rear two coaches, bringing the brakes on; the evidence for these fragments of foliage at the open windows. D1755, waiting at Plymouth, was called up, attached to the rear, and we restarted only 30 minutes after stalling. So, after the Hemerdon restart, if D1755 did no more work, the load was now 438½ tons tare (about 460 gross), well over the old BR limit of 350 tons for 70XX engines from Hemerdon to Newton Abbot, but within the

TABLE TWO: EXETER TO PLYMOUTH

Date	Friday, May 10, 2024
Train	3.47pm Bristol TM to Plymouth
Loco	GWR Castle class 4-6-0 No. 7029 *Clun Castle*
Load	Nine coaches, 318½ tons tare, 360 tons gross
Driver	Andy Taylor
Fireman	Alastair Meanley
Recorder	Sandy Smeaton
Position	Ninth coach
Weather	Sunny and dry

	miles	schedule	mins	secs	speed
Taunton	0.00	0.00	00	00	3 late
Exeter St Davids	30.75	37.00	39	50	26½
Exeter St Thomas	31.69		41	33	40½
Marsh Barton	32.90		43	02	56½
MP 199	35.86		45	49	67½
Starcross	39.31		49	46	23* sigs
Dawlish Warren	41.35	51.00	53	12	48½/50
Dawlish	43.01	53.00	55	52	24* sigs
Teignmouth	45.80	58.00	59	54	55
MP 212	48.86		63	00	63½
Newton Abbott	50.91	65.00	65	22	32½*
Aller Jct	51.86		66	57	41½
Langford Bridge	52.44		67	43	48½
MP 216	52.86		68	14	47
MP 216½	53.36		68	56	39½
Stoneycombe	53.79		69	37	30½
MP 217½	54.36		71	09	14/9
MP 217¾	54.61		72	33	10½
Dainton Summit	54.86	71.00	73	22	28/53
MP 219	55.86		74	42	51/52½
MP 220¼	57.11		76	10	50
MP 222	58.86		78	05	59½/58
Totnes	59.71	76.30	78	56	60
MP 223¾	60.61		79	56	50
MP 224	60.86		80	14	46
MP 224½	61.36		80	58	36½
MP 225	61.86		81	52	28½
Ashridge OB	62.14		82	29	25½/22½
Tigley	62.36		83.	01	23
MP 226	62.86		84	16	26
MP 226¼	63.11		84	50	27¼
Hatchland OB	63.78		86	11	30
Rattery	64.36	84.00	87	18	36½
MP 228½	65.36		88	52	42
Brent	66.48		90	17	52
Glazebrook Viaduct	67.74		91	47	50½
Wrangaton	68.86		93	04	53
MP 233½	70.36		94	40	62
Ivybridge	71.19	92.00	95	32	36*
MP 237	73.86		99	04	57/40/43
Hemerden	76.11	96.30	102	06	36½
UB	77.70		103	55	72
Plympton	78.86		105	10	54
Lipson Jct	81.36	104.00	108	10	35
Mutley Tunnel East	82.26		110	14	17/21
Plymouth	82.76	107.00	111	47	8 late

load includes water carrier, assumed full at start

*brakes or speed restriction

Driver Ray Churchill on *Clun Castle* at Worcester Shrub Hill on May 18, 2019. DON BENN

485 allowed from Exeter to Whiteball. Totnes was passed at 65, falling to about 50 on the level section between MP220¼ and 219¾ and finally to a minimum of 18 at Dainton summit. We passed Exeter only 10½ minutes late, with 63 at Hele LC and 63½ at Nags Head OB, finally falling to a minimum of 50½ at Whiteball Summit. The maximum down the other side was 81 before Wellington, with Taunton passed only five late.

"Along the Levels, speed hovered at about 70, with a maximum of 73 before Worle. Despite a check outside Temple Meads, we arrived five early, which illustrates the ample allowances in the schedule for dawdling behind stopping services.

TABLE THREE: BRISTOL TO PADDINGTON

Date	Saturday, May 11, 2024
Train	3.33pm Bristol TM to Paddington
Loco	GWR Castle class 4-6-0 No. 7029 *Clun Castle*
Load	Nine coaches, 318½ tons tare, 360 tons gross
Crew	M Fake, A Meanley and S Perry
Recorder	Sandy Smeaton
Position	Eighth coach
Weather	Sunny and dry

	miles	schedule	mins	secs	speed
Bristol TM	0.00	0.00	00	00	R/T
MP 117	1.43		04	24	38½/53
Keynsham	4.68		08	40	32½*
MP 110	8.43		13	20	59½/61
Oldfield Park	10.51		15	27	50
Bath Spa	11.54	18.00	17	13	23*/21*
MP 104	14.43		21`	16	58½
Box	16.43		23	13	65
Box Tunnel West	17.45		24	11	61½
MP 99	19.43		26	21	51½
Corsham	20.18		27	10	58
Thingley Jct	22.43	32.30	29	16	68
Chippenham	24.48	35.30	31	13	50*
MP 92	26.43		33	19	61½
Christian Malford	28.43		35	09	66½
MP 88	30.43		36	55	69/70½
MP 85	33.43		39	37	61/2½* sigs
MP 84	34.43		45	06	6½* sigs
Wootton Bassett Jct	35.43	48.30	49	15	29½
MP 80	38.43		54	14	42
Swindon	41.13	56.30	57	37	52½
MP 76	42.43		58	59	62
MP 74	44.43		60	48	70
Shrivenham	46.92		62	52	73½
MP 70	48.43		64	06	73
MP 68	50.43		65	43	73½
Uffington	51.93	67.30	66	56	75
MP 65	53.43		68	07	75½
MP 63	55.43		69	43	76
MP 61	57.43		71	17	77
MP 57	61.43		74	28	74/74½
Didcot Parkway	65.29	79.30	77	50	55/43* to RL
Cholsey	69.99		83	36	52
Goring	73.69	89.00	87	40	56½/25½*
Pangbourne	76.89		93	03	30½
Tilehurst	79.78		97	54	44½
Reading	82.43	102.00	103	11	17½* sigs
Kennet Bridge Jct	83.18	103.30	104	59	33½* to ML
Sonning Cutting	84.85		107	22	51
MP 32¼	86.18		108	46	59½/27½
Twyford	87.40	108.30	110	27	30
MP 30	88.43		112	02	49
MP 28	90.43		114	13	60
MP 25¾	92.68		116	19	67
Maidenhead	94.18	116.00	117	36	71½
Taplow	96.01		119	09	70½
Slough	99.99	121.30	123	28	32½*
Langley	102.19		126	21	57
Iver	103.71		127	51	65
West Drayton	105.20		129	11	69/69½
Hayes & Harlington	107.50		131	10	69
Southall	199.38	132.00	132	45	73/73½
Hanwell	111.08		134	08	73
West Ealing	111.85		134	47	69
Ealing Broadway	112.79		136	38	64
Acton Main Line	114.18		137	00	56/32*
Ladbroke Grove	116.43	138.30	140	28	37½
Royal Oak	117.84		143	35	17½/3*
Paddington	118.23	143.00	146	34	3½ late

load includes water carrier, assumed full at start

*brakes or speed restriction

"They managed without diesels then, so why not now when they have far better care?"

Lovely high-speed dash

"For the run on to Paddington, both drivers Martyn Fake and Alastair Meanley were on the footplate, with Sam Perry firing. D1755 had been detached and departure was right time. Bath was passed with a ¾-minute in hand after observing the two clearance slacks there and at Keynsham. Box (MP102) was passed at 65, the Tunnel entered at 61½ falling to 51½ at the top of the two miles of 1-in-00. The maximum before the Chippenham slack was 68½, with the station passed at 50 and by now, four early. At the bottom of Dauntsey Bank speed had recovered to 70½, falling to 64½ after the mile of 1-in-100, after which the Castle was eased to let a Carmarthen-Paddington service precede at Wootton Bassett Junction. Some fine 75mph running then followed between Swindon and Didcot. From Didcot to Twyford, we were on the Up relief line. Didcot was passed 1½ minutes early but we were two late through Twyford.

"Back on the up main, speed rose to 71½ before the Slough slack to 32½. Southall was passed only a ¾-minute late and the final maximum was 73½ at MP8. The approach to Paddington's Platform 8 was cautious, arriving 3½ late, but nevertheless non-stop from Bristol.

"The 118¼ miles took 146½ minutes, an average speed of 48½ mph. This may not seem very impressive, but it is difficult with today's intensive services to obtain a dedicated path for a steam working.

"On the down run, power nowhere else exceeded the 1310edbhp at Tigley. On the climb to Whiteball, the maximum was only 1100 approaching the summit tunnel, despite being seven late at Norton Fitzwarren. It's unlikely that D1755, which had caused the check leaving Taunton, was not well ahead by this time so unlikely to have been causing further signal checks. The climb to Dainton was hampered by the Newton Abbott slack, but the power fell below 1000edbhp, producing a very low minimum. Things improved on the climb to Rattery, assisted with a 60mph start through Totnes. On the up run, an average of 1345edbhp was calculated over the two-mile climb up through Box Tunnel. There are few other locations where reliable power figures can be established due to the short lengths of the gradients and falling speed and I have excluded the Hemerdon-Bristol section as it appears that on Dainton, briefly, and approaching Whiteball D1755 gave some assistance, as well as the Hemerdon restart.

"So, over the two days it appears that the highest power No. 7029 could produce was about 1345edbhp. Sister engine No. 5043 *Earl of Mount Edgecombe*, also having a four-row superheater, has frequently produced about 1600edbhp when required. Apparently, No. 7029 had the reputation of not being one of the strongest Castles. The 'official' understanding of the stall on Hemerdon was that it was caused by lineside vegetation, although this is not claimed to have been proved

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On June 21, 1963, No. 7029 *Clun Castle* is seen passing West Ealing on the 9.15 am Paddington to Hereford and Worcester service. DON BENN

beyond doubt. Sitting on the milepost side, I was not aware of any vegetation strikes between Plymouth and the stall. I may have missed one, but the claim was that there had been more than one. Is it credible that on a busy main line, overhanging vegetation with the required stiffness to nudge a butterfly valve through 30 degrees from the horizontal would have survived the passing traffic? This trip produced more questions than answers."

On September 25, 2021, passengers waiting for the CrossCountry train north were surprised to see No. 7029 passing Oxford at speed with the 3.45pm Stephenson Locomotive Society special from Swindon to Birmingham. DON BENN

7029 on Sapperton

Five years before, the 'Great Western' No. 7029 took a trip to Worcester, and I was in this one, which was 'The Cotswold Venturer' on May 19, 2019. Ray Churchill was the driver on the return trip, and he has very firm views about the use of diesel locomotives on steam-hauled trains, probably due to his career starting back in the days of steam. His philosophy is: "They managed without diesels then, so why not now when they have far better care?" Ray once (in 2019) told me: "The diesel was there as a supplementary operative, if I may put it that way. It drags us to Dorridge in the morning; this saves us time in running round. It also provides train heat first and last thing. It is switched off as soon as there is any sign of folk throwing their vests and pants out of the window. There is no notch one, but there is an 'on' position; this gives the lowest number of amps, about a thousand or just under. It is not needed when the train heat is on as when electric train heat was introduced and steam boilers phased out, they slightly raised the idling speed of the engine to overcome any tendency for it to stall when the engine was idling and the train heat switched to 'on.'

"In our general instructions for working top-and-tail, the diesel driver is specifically asked 'not to apply power unless asked by the steam driver.' Braking doesn't come into it – whoever puts the brake on from whichever end automatically brakes the diesel. Yes, the diesel is deadweight and is a nuisance in that respect as it is equal to another three coaches, but you have my word that I never ask for assistance; nor will I unless the speed of the train drops below 15mph – then I would have to consider it. I do ask for assistance out of Tyseley Yard though in the morning when the engine is cold and the steam is wet, as it is a tough place to get out of."

Table Four shows the section from passing Stonehouse to Swindon. The climb to Sapperton tunnel was quite superb with this 425-ton load and exceeded anything No. 7029 did on the 'Great Western,' maybe at least partly because it was fresh from overhaul, though Ray said it was still a bit tight. He used three-quarters regulator and 40% cut-off from St Mary's crossing to the tunnel entrance, where the sanders were applied.

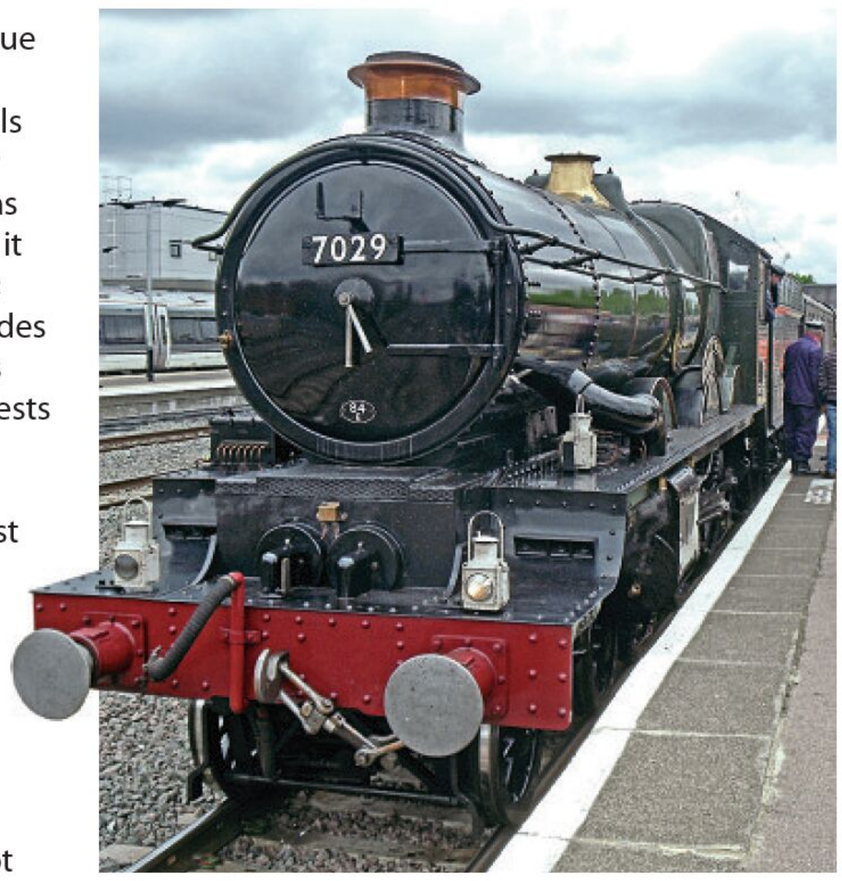
Sandy has kindly calculated that over the average gradients of two sections, Chalford (site)-Strawberry Cutting (ob) of 1-in-73.6, and MP96.5 to Long Tnl in, of 1-in-58, the edbhps were 1371 and 1263 respectively. With that performance out of the top draw from 7029, I must conclude with grateful thanks from Sandy Smeaton for his input. HR

TABLE FOUR: STONEHOUSE TO SWINDON

Date	Saturday, May 18, 2019
Train	'Cotswold Explorer'
Loco	GWR Castle class 4-6-0 No. 7029 *Clun Castle*
Load	Seven coaches plus water carrier plus 47.773 393 tons tare, 425 tons gross
Driver	Ray Churchill
Fireman	Alastair Meanley
Recorder	Don Benn
Position	Seventh coach
Weather	Cold and damp

	gradient	miles	mins	secs	speed
Stonehouse	300R/500F	0.00	00	00	47½
Ebley Crossing	L/276R	1.31	01	31	52½
Cashes Green	620R	1.68	01	56	54
Downfield	272F	2.05	02	21	54½
Stroud	234R/200F	2.76	03	07	50/52½
Bowbridge	250R	3.45	03	59	51½
MP 100	250R	4.94	05	40	50/53½
Brimscombe Bridge	100F	5.01	05	46	52/54½
St Mary's Crossing	103R/75R	6.14	07	02	53
Chalford	70R	6.88	07	59	46½
Strawberry Cutting OB	74R	7.90	09	24	37/38½
Frampton Viaduct Mid	Level	8.22	09	55	37½
MP 96½	75R	8.44	10	17	34½
Frampton Crossing	60R	8.53	10	26	30
Sapperton Long Tunnel	60R	9.01	11	27	26½
Tunnel Exit Summit	90R	10.06	13	45	28
Sapperton Short Tunnel	94R	10.11	13	51	31
Tunnel Exit	94F	10.31	14	11	44½
MP 93½	100F	11.44	15	31	60
Severn Canal	Level	12.11	16	09	68½
Coates	143F	13.28	16	53	72½
Kemble	Level	13.95	17	52	31*
Oaksey	330F	16.50	21	21	64
Minety Crossing	Level	18.04	22	34	70½
Minety & Ashton	400F	19.48	23	47	74
Gambols Crossing	406R	21.23	25	12	73½
MP 83	330F	21.94	25	46	78
Purton	Level	23.49	27	17	68
Bremell Sidings	404R/L	24.94	28	20	60
Swindon		27.65	34	03	

average speed St Marys to Long Tunnel: 38.99 mph
average speed through Long Tunnel :27.39 mph
*brakes or speed restriction



No. 7029 at Oxford on May 18, 2019. DON BENN

Sign of the times as nameplates outshone

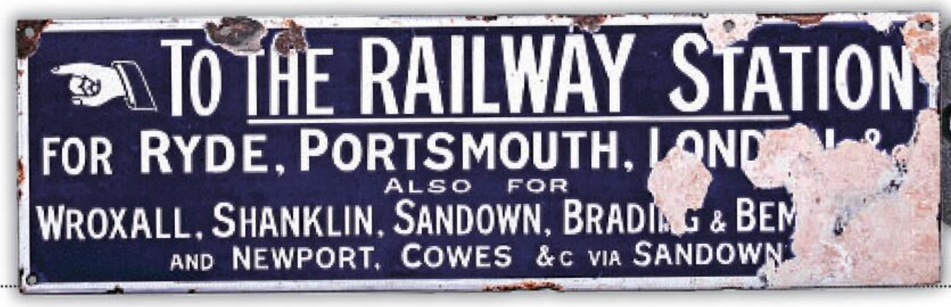
A PRE-GROUPING Isle of Wight Railway direction sign, which listed a number of destinations including London, Portsmouth, and a selection of stations on the island, outsold all else in Great Central's quarterly auction on September 7 when it went under the hammer for £6400.

Snapping at the sign's heels was nameplate *County of Berks* from GWR No. 1002 that realised £6000; another plate, *Hotspur*, from Standard Britannia Pacific No. 70011, sold after the auction had closed for £6000, as did *Queensland* from LMS Jubilee No. 45566, but a nameplate from No. 45653 *Barham* failed to sell, a fate that also befell *Sir Tristram* from SR King Arthur No. 30448, *Kekewich* (GWR Atbara class No. 4129), and *Lady Margaret Hall* from GWR No. 7911, although one of this locomotive's cabside numberplates did go to a new home for £1100.

Two LNER Pacifics that took up the baton were A3 No. 60073 *St. Gatien*, whose smokebox numberplate fetched £5000, and A2 No. 60509 *Waverley*, which achieved £4400 for one of its 1944 Darlington worksplates. Other leading realisations were £3600 each for a 3½in gauge live steam model of LMS Class 8F 2-8-0 No. 8042 and a cabside numberplate from 1878-built GWR 'Buffalo' class 0-6-0T No. 1287, which is believed to be the oldest-surviving GWR cabside, £3200 for BR(W) station totem sign Birmingham Snow Hill, and £3000 for nameplate *Snowdon* from Class 86 electric locomotive E3139, built at Doncaster in 1966.

Prices exclude buyer's premium of 15% (+ VAT).

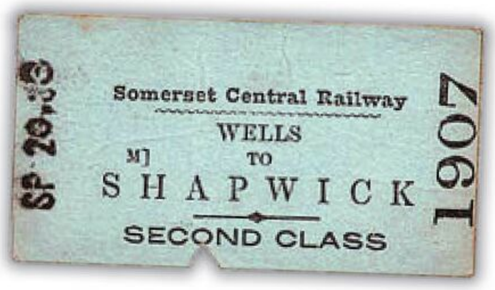
Further details of the auction and the thoughts of Great Central's auctioneer Mike Soden will be published in next month's Railwayana column.



First-class price for second class Wells-Shapwick ticket

EARLY Victorian railway travel in the West Country was the major force in a Paddington Tickets' postal auction that ran from July 27 to August 23, headed by a Somerset Central Railway second class ticket for a journey from Wells to Shapwick, which sold for £3050.

Although the ticket date is unreadable, it would have been issued between 1854, when the railway opened, and 1862, when it amalgamated with the Dorset Central Railway to form the Somerset & Dorset Railway. Shapwick station opened with the line and was closed by BR in March 1966.



Second to this top-seller with a realisation of £1300 was another ticket from the area, issued by the aforementioned Somerset & Dorset Railway on February 17, 1875, for third class travel between Midsomer Norton and Shepton Mallet, which was printed Shepton Mal'et on the ticket. This railway was taken over by the LSWR and Midland Railway in 1876 to become the fondly-remembered Somerset & Dorset Joint Railway of Ivo Peters and 'Pines Express' fame.

Just below the four-figure mark at £940 was an LBSCR ticket for a third class journey costing 3d (1.25p) between the West Sussex stations of Cocking and Singleton, both which opened in July 1881 and closed to passengers in July 1935.

The platform tickets category saw a close tussle at the top, with the winner at £380 being a South Eastern & Chatham Railway example from Margate West, which became simply Margate in 1926, closely followed by two at £330 each, an LBSCR Kemp Town and LNER Musselburgh. Prices exclude buyer's premium of 15% (+ VAT).

Angola cabside makes its mark

CABSIDE numberplates are a popular category within the railwayana collecting movement, but generally it will be the GWR that springs to mind in this context. GW Railwayana's timed auction of general memorabilia that ran from August 13-25, however, introduced a different geographical slant, when a cabside from a Garratt built by Beyer Peacock for an Angolan railway company emerged as the top scorer with a realisation of £1275.

It was from No. 339, a 10C class 4-8-2+2-8-4 built at BP's Gorton works in Manchester in 1951 for the 3ft 6in gauge Benguela Railway that runs inland for more than 1000 miles from the Atlantic port of Lobito to Tenke.

Behind this piece of southern Africa locomotive history at £550 was a GWR embossed workbench from the workmen's restroom at Bristol Temple Meads and following at £420 was a clutch of items that included an LMS official works photograph of streamlined Princess Coronation 2-8-0 No. 2818 titled Freight, Snow and Steam.

This group also included an instrument panel from Class 23 'Baby Deltic' D5902, built by English Electric in May 1959 and withdrawn in November 1969, two years before the final members of the short-lived class of just 10 locomotives were taken out of service. Prices exclude buyer's premium of 15% (+ VAT).

GWRA's Simon Turner said: "At 901 lots, this was our biggest-ever timed auction. Signalling and cast-iron flew out the door, and it was a good day. This style of auctions works really well."

Meanwhile, two O-gauge electric models of LMS locomotives achieved the highest realisations of £600 each in a model trains sale held by Special Auction Services of Newbury on August 28. They were a professionally kit-built Princess Coronation Pacific No. 46235 *City of Birmingham* and a Bachmann Brassworks' Class 2MT 2-6-0 No. 46428. The two prices exclude buyer's premium of 20% (+ VAT).

LMS outpaces LNER and SR

MODELS of three of the 'Big Four' post-Grouping companies' locomotives were in the mix at the top of the Vectis model trains sale on August 22, with the leader being a Wrenn OO gauge LMS No. 46100 *Royal Scot* that went under the hammer for £1000. The LNER was represented by No. 4472 *Flying Scotsman* made by Bassett-Lowke in O-gauge (£680), and the Southern Railway by another O gauge model, of Class L1 No. 1759 produced by Hornby, which sold for £600.

Breaking up the British monopoly was a gauge one (45mm) Deutsche Bundesbahn Pacific No. 18152 that realised £700. Prices exclude buyer's premium of 22½% (+ VAT).

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Seven up as GWRA declares early runners

A SELECTION of nameplates from seven classes of GWR pre and post-Grouping express locomotives has been unveiled as early entrants in GW Railwayana live online auction on November 16. The Swindon-built line-up ranges from a 4-4-0 constructed in 1899 to a 4-6-0 built by BR in 1950 and includes one representative that carried three different names in its 39-year career.

The 1899 contender is *Thames*, from a Duke class 4-4-0 which was outshopped by Swindon in July of that year numbered 3329, was renumbered 3291 in 1912 and again in 1946 to No. 9091, and was withdrawn from Machynlleth (89C) in February 1949 after a half-century of service with the GWR and then latterly BR.

Another locomotive to undergo an identity change was a Saint class 4-6-0 which emerged from Swindon in March 1905 as No. 175 *Viscount Churchill*, was renumbered 2975 in 1912, renamed *Sir Ernest Palmer* in 1924, was given its third name, *Lord Palmer*, in 1933, and ended its days in November 1944 when a resident of Bristol Bath Road. It is that third name that will be going under Simon Turner's hammer on November 16.

Finally, from the pre-Grouping days of the GWR comes *Knight of St. Patrick*, carried by Star class 4-6-0 No. 4013 that entered service in March 1908 and was withdrawn from Chester West (84K) in May 1950.

Onward then to the 'Big Four' era, and chronologically to *Enville Hall* from No. 4922, *King Edward VIII* (No. 6029), *Abergavenny Castle* (No. 5013), *Ickenham Hall* (No. 5944), *Earl of Plymouth* from a second Castle, No. 5049, and *Mytton Hall*, carried by No. 5996. The build dates of this sextet were between 1929 and 1940, and all had been withdrawn by July 1963.

A BR-built member of the Manor class of 4-6-0s brings to a close the GWR's early declared runners in the auction: *Odney Manor* from No. 7828, built in December 1950, withdrawn from Shrewsbury (6D) in October 1965, and one of nine in the 30-strong class to have survived into preservation.

Over now to the Southern Railway – well, the London & South Western Railway, to be precise – the LNER, and the BR Standard era. The first is represented by *Lyonnesse* from King Arthur No. 30743, a pre-Grouping 'Urie Arthur' built at Eastleigh in August 1919 and withdrawn from its long-time Bournemouth (71B) home in October 1955.

Next up is *Gilwell Park* from LNER B17 class No. 61646. This 4-6-0, named after the Scout Association's HQ near Chingford was built at Darlington in August 1935 and pensioned off in January 1959 when allocated to March (31B).

The B17s were the leading stars of the Liverpool Street to East Anglia main line cast for many years until the arrival centre stage in the early 1950s of the Standard Britannia Pacifics, and nameplates from two members of this class will make an appearance in the GWRA auction. They are *Thomas Hardy* from No. 70034, which was one of class that displaced the B17s, and *Western Star* from No. 70025, which, as its name indicates, was a Western Region locomotive. Both were built at Crewe in 1952 and withdrawn from Carlisle Kingmoor (12A) in 1967.

Further details of the sale, which will start at 9.30am, will be in next month's Railwayana column.

Coal and spirit fire up LSK auction

A SELECTION of 5in gauge coal-fired live steam models was among the leaders in a railwayana and model trains auction held by Lacy Scott & Knight of Bury St Edmunds on August 23, led by LNER Class D16 No. 62546 *Claud Hamilton*, which sold for £2800.

Behind with a realisation of £1700 came GWR No. 1505, representing a small class of Hawksworth-designed, BR-built 0-6-0PTs that was a regular sight for we steam era trainspotters working on empty stock at Paddington, and at £1350 was an unnumbered 0-6-0T in BR livery.

This 5in gauge coal-fired trio did not have everything its own way, however, as two gauge one (45mm) spirit-fired models built by Aster of Japan also got a slice of the action thanks to Standard 5MT 4-6-0 No. 73051 at £1800 and SR West Country Class Pacific No. 34005 *Barnstaple*, which sold for £1600.

The highest-priced item in the railwayana category was a Metropolitan Railway handlamp that carried South Kensington and the railway's identification and went under the hammer for £620. Prices exclude buyer's premium of 22½% (+ VAT).

Railwayana Auction Calendar

- **October 14-29**
  Paperchase
- **October 24**
  Vectis (*model trains)*
- **October 25**
  Lacy Scott & Knight (*railwayana and model trains)*
- **October 26**
  Transport Auctions of London

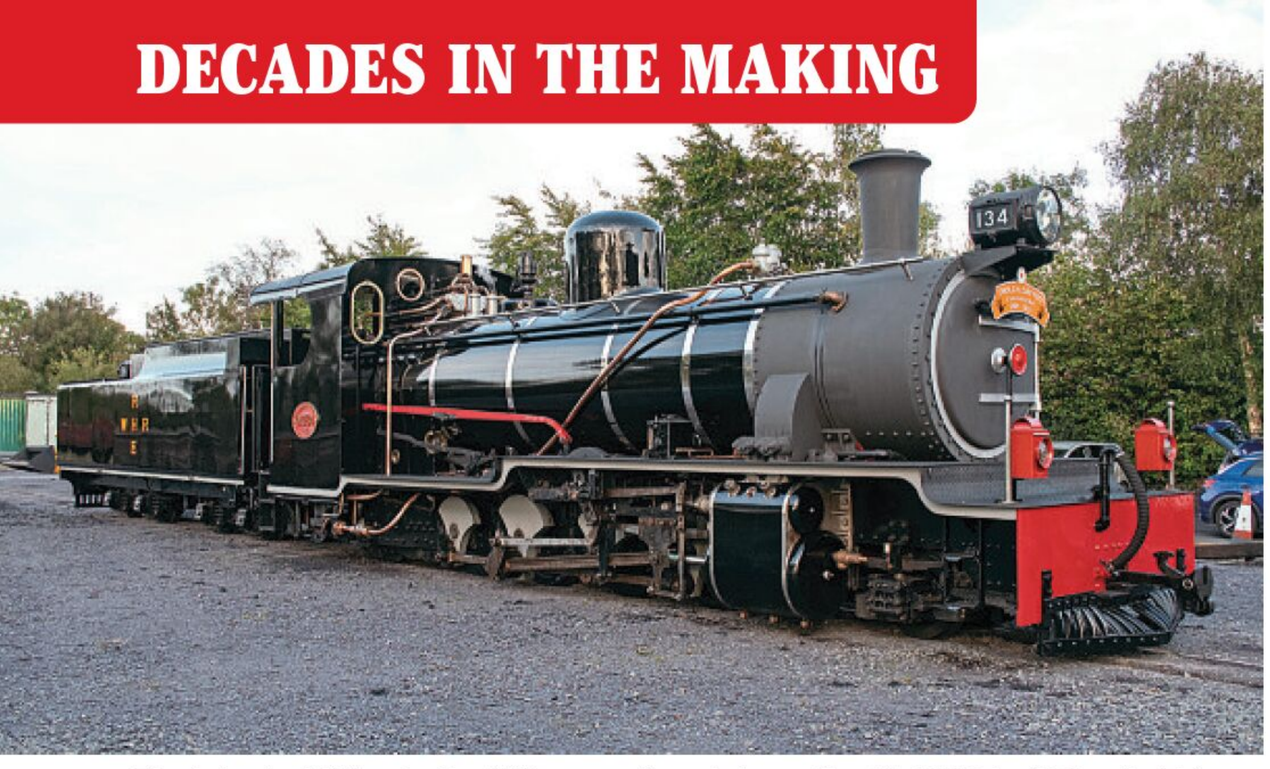
Overseas creates the best image

OVERSEAS railway images, including in Spain and Yugoslavia, were the star turns in an auction held by photographs, negatives and slides specialist JustaClickAgo on August 19-25. The collection, which sold for £1400, comprised 395 colour slides, featuring working steam, and diesel and electric traction in mainly the 1960s.

Nearly 500 colour slides of Irish steam and modern traction dating from 1948 to 1982 sold for £640, and close behind at £620 were 1750 colour slides of overseas traction, including China, Cuba and Argentina, and UK heritage steam, taken by the late Christopher Yapp, of Leeds, in 2003.

Following at £520 were four volumes of the official LMS war history titled The Operating Department of the LMS Railway During the Second World War, which went under the hammer as a single lot. The first volume covered 1939 to 1942, and the ensuing three 1943, 1944 and 1945, with the first being the largest at 250 pages.

Commissioned internally by the LMS, the four volumes provided a comprehensive account of all the company's activities throughout the war in considerable detail, covering every aspect from bomb damage to train operations in what JustaClickAgo's Simon Stewart described as "an easy narrative style." Prices exclude buyer's premium of 18%.



The latest addition to the UK's operational steam fleet is 1952-built South African Railways NG15 2-8-2 No.134, proudly displayed at Dinas on the Welsh Highland Railway, where it was given its boiler certificate by an inspector on August 14.

Garratt No. K1 and NG15 No. 134 (right) rub shoulders at Dinas.

WELCOME TO THE HERITAGE FLEET!

A 25-year restoration marathon ended in style with the debut of South African Railways NG15 2-8-2 No. 134 at the Welsh Highland Railway Super-Power event on September 14/15, reports **Robin Jones,** with pictures by **Chris Parry.**

The WHR Super-Power event returned in style this year with not only a visit from pioneer Tasmanian Beyer Peacock Garratt 0-4-0+0-4-0 No. K1, but also the long-awaited launch of NG15 No. 134.

Friday, September 13 saw a special train hauled by No. K1 laid on for Welsh Highland Railway Society members, with emphasis on the team that returned it to service in the early days of the WHR revival. In a partnership arrangement, No. K1 resides at the Statfold Barn Railway, with occasional visits back to Wales.

Over the last 25 years, several different teams have worked on the NG15, Franco-Belge No. 2684 of 1952.

The locomotive's origins date back to 1931, when 115/8in gauge NG15 2-8-2s similar in design to the existing Hd and NG5 classes were acquired by the South African Railways for the Otavi Mining and Railway Company in German South West Africa, now Namibia, running from the coast to the mines. Further examples were subsequently bought by the Otavi Railway, making a total f 21 by 1958.

When the narrow-gauge Otavi Railway was regauged to 3ft 6in Cape Gauge in 1960, all 21 locomotives were taken over by the South African Railways and transferred to the Eastern Cape for use on the narrow-gauge line from Port Elizabeth to Avontuur.

Two NG15s, No.s 133 and 134, were purchased for the WHR in ex-scrapyard condition from the failed Robin Hoods Bay heritage railway project in Yorkshire in the late 1990s. No. 134 was selected as being in better condition and having a repairable boiler. No. 133 is stored at Dinas and would require a major effort and heavy funding to overhaul it and provide a new boiler. There are currently no plans to restore No. 133, although the intention is to move it to covered storage.

By contrast, No. 134 has seen some modifications to make it suitable for WHR service, including moving the dome from the front barrel ring to the mid-point on the barrel, changing the regulator to open and close in the same manner as the Garratt fleet and modifications to the huge tender, originally designed for very long runs between water stops.

Limited space and pressure on resources as the WHR team worked to reopen the line kept No. 138 away from the top of the priority list.

A valiant attempt to deliver an NG15 in 2015 did not succeed, but the project took off big time thanks to the current team led by Adrian Strachan.

"When I first used to drive on the railway, I would pass by this engine twice an hour, more or less, while driving the Garratt locos!" said Adrian. "I was always a fan of the NG15, as were many of the volunteers at the time. We would see it rusting in the siding and hoped it would run one day.

"Different groups had tried to progress the renovation, but it was often in the shadow of rebuilding the WHR through to Porthmadog and the Ffestiniog Railway Company's NGG16 loco policy for the WHR.

"About three years ago I was approached to take over the renovations as the previous project leader had sadly passed away. I said that I was interested, but as someone who likes to get things done, I didn't want this to be a long-term project, so I am really pleased at where we are now just three years later.

"This period has seen enormous commitment and effort from the volunteers, and there has been good support from staff at the Ffestiniog &Welsh Highland Railways who also do skilled work on the project for us. This is paid for by the Welsh Highland Railway Society.

"For myself, this is the interesting phase as we have made a number of modifications and tried to overhaul the loco to the highest standard we can. Now we are going to see if it can perform on the Welsh Highland just as well as the Garratts and haul the regular trains alongside them.

"Strictly speaking, the loco could run as it was in South Africa, as we don't have any curves less than 50 metres on the WHR main line. The loco has three fixed driving axles in the frame, as does the Garratt.

Roar power: Beyer Garratts Nos. 87 and 130 reinforce the meaning of 'Super Power' during the gala with a double-header.

Garratt K1 heads a Welsh Highland Railway service train with the summit of Mount Snowdon in the background.

There are some sharper curves in the Boston Lodge Carriage Shed, so we have made some modifications to meet those requirements.

"There are some other changes we have made to improve the loco's performance, particularly as on the WHR it will run much of its time backwards uphill, differently to Africa where the class mainly ran in the forward direction, so we have centred the dome in the boiler, whereas it was historically at the front of the boiler. Moving the dome gives us an inch and half of additional water margin for the fireman to mortgage on a return journey up the steep hill in Beddgelert Forest.

"We have also improved the safety of the cab design by extending the floor to remove the fallplate in the original design, enclosing the space with doors, and also modified certain key controls so they operate in the same manner as our NGG16 Garratts.

"After such a long project, we hope the NG15-134 delights everyone who gets to travel behind it on the railway in the future."

No. 134 was in steam at Dinas and giving footplate rides over the weekend so all those involved could get a first taste of what promises to be a very appealing and popular locomotive – and what has now become the latest addition to the UK's operational steam fleet.

NG15 No. 134 is shrouded in steam at Dinas shed alongside Beyer Garratt No. 130, which was also imported to the UK for the failed Robin Hood's Bay railway scheme before moving to the Exmoor Steam Railway, from where it was purchased from Exmoor by Peter Best's Steam Powered Services Ltd, finally arriving on the WHR for restoration.

Over the winter, No. 134 will be gauged and numerous engineering tasks completed. Testing is planned for next spring and a full launch in to traffic for early summer.

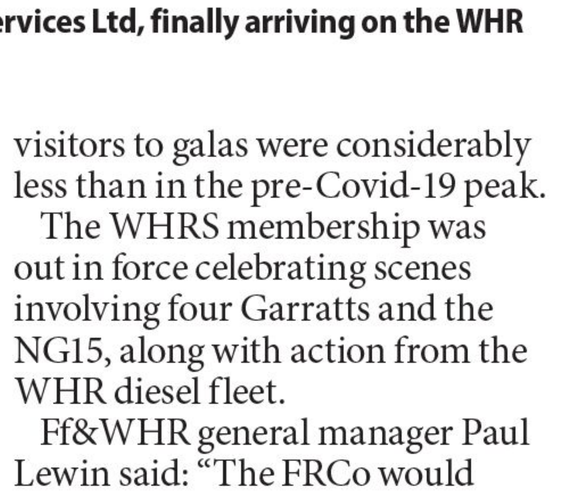
The locomotive currently carries a modified but very smart SAR black livery. Once complete, No. 134 will be repainted in a new livery. Currently running without nameplates, it will be named *Kalahari,* the nickname for the class when running in Africa.

The Super-Power event was reported to have been well-attended, although the numbers of visitors to galas were considerably less than in the pre-Covid-19 peak.

The WHRS membership was out in force celebrating scenes involving four Garratts and the NG15, along with action from the WHR diesel fleet.

Ff&WHR general manager Paul Lewin said: "The FRCo would like to go on record as thanking the WHRS for funding and supporting the NG15 project over an extended period, in particular the volunteers, some of whom have committed more than 20 years of effort to the project." HR

Members of the K1 gang: Robin Rees-Jones, Keith Holland, John Startin, Martin Page and Andy Rutter stand in front of the Garratt at Dinas on September 13. Behind them is the Cymdeithas Rheilffordd Eryri /Welsh Highland Railway Society special, which ran from Dinas to Rhyd Ddu and return.



NG15 project leader Adrian Strachan with No. 134.

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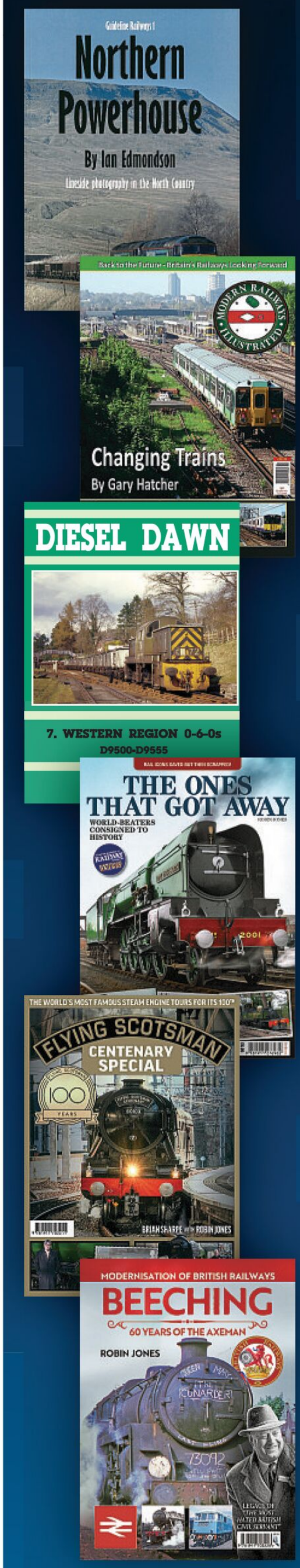

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ROAMING SCOTS:
SPA VALLEY REUNITES CALEDONIAN PAIR

Two years after its biggest enthusiast gala to date, the Spa Valley Railway seized the opportunity to bring together two Caledonian Railway locomotives for only the third time in the heritage era. **Owen Hayward** reports in words and pictures.

The start of April 2022 was a time of celebration for volunteers at the Spa Valley Railway. Having brought together Caledonian Railway 0-6-0 812 class No. 828 and 439 class 4-4-0T No. 419 together for the first time out of Scotland, two successive running weekends featuring the pair attracted more than 2700 visitors, making it the biggest and busiest enthusiast event ever held at the railway.

Shortly after, No. 419 set out to continue a tour south of the Scottish borders before returning home to the Bo'ness & Kinneil Railway later that year, while No. 828 remained at Tunbridge Wells West where it has been on long-term loan since. Given high transport costs in moving locomotives, particularly over such long distances, few would have thought such an occasion would ever be repeated – yet that was exactly what happened as the summer of 2024 came to a close.

Reunited once more

Hoping for a second bite of the cherry, the SpVR saw an opportunity to make celebrating the 125th birthday of No. 828 something special and so secured a return visit of the Caledonian tank engine, currently turned out in its BR identity as No. 55189.

Delivered new at the end of August 1899, No. 828 was part of the 812 class designed by John F McIntosh. An enlarged version of Dugald Drummond's 294 'Jumbos,' they were built at St Rollox works in Glasgow and were fitted with the larger boiler design taken from the 721 'Dunalastair' class 4-4-0s, as well as larger cylinders. Intended for express goods working, they could also be founding heading excursion traffic and the Clyde Coast boat trains. Of the 79 built, 76 made it to BR stock. No. 828 was one of 17 fitted with Westinghouse brakes from new.

Rails of Sheffield marketing manager Jack Morgan (right) presents Caledonian Railway 828 Trust trustee Alison Cornwell with a cheque for £2000 following the success of the retailer's exclusive model of the locomotive released in 2021. RAILS OF SHEFFIELD

Withdrawn in August 1963, No. 828 is the only surviving example of a pure McIntosh locomotive in the UK. Initially housed in the Glasgow museum, it moved to the Strathspey Railway in 1980 where a restoration commenced that saw the locomotive return to service in 1993. In its CR guise when it returned from its next overhaul in July 2010, it has carried this livery since. Until recently it was rare to see it away from Aviemore; there was a visit to the Severn Valley in 2011 when some repair work was carried out that winter, and its journey back north saw it make a brief stop at the Llangollen Railway in April 2012.

Since arrival on the SpVR, No. 828 has experienced several setbacks, with hot axleboxes and big end bearings resulting in some periods out of service for repairs. However, following some down time over the first months of 2024, it has since operated regularly and reliably, pleasing both footplate crew and passengers alike.

On August 30, a small ceremony was held at Eridge station to mark the birthday, with a cake bearing the locomotive's image on it distributed among passengers.

The opportunity was also taken for model railway retailer Rails of Sheffield to present the Caledonian Railway 828 Trust, which owns the locomotive, with a cheque for £2000

Caledonian Railway 419 class No. 55189 leads the 125-year-old 812 class No. 828 past Poke Hill on August 30. PAUL LAWRENCE

No. 828 storms towards Groombridge up Birchden Bank on September 7.

towards its upkeep and future overhaul. In 2021 it announced it was working with Bachmann Europe to produce the class in OO scale. The models were delivered in 2022 and a portion of the sale price for each unit sold of the preserved example went towards its full-sized counterpart.

Meanwhile, No. 55189 was also built St Rollox works, albeit eight years after No. 828, also to a McIntosh design. The 439s were derived from the earlier class 19 0-4-4-T locomotives but with larger tanks and no condensing apparatus.

No. 419 worked across the CR system and lasted until 1962, when it was withdrawn under BR. As the last example of the class, it held great appeal for the then recently-formed Scottish Railway Preservation Society. The asking price of £750 initially proved difficult to raise and it was thanks to a donation by Worcestershire farmer Mr WEC Watkinson that it was able to be saved. Since then it has been regarded by many as the flagship of the SRPS.

The two locomotives had previously met only once in Scotland, that being at Bo'ness in 2018, with the visit to the SpVR being the first such instance south of the border.

Hard act to follow

Unlike in April 2022, the four Scottish Steam days this time, which took place on August 30/31 and September 7/8, were only a one-train operation, with the pair alternating departures off Eridge station, therefore allowing for the maximum opportunity to ride behind each one. The pair alternated duties each day, which concluded with a double-header each evening on the return to Tunbridge Wells West. The first two evenings additionally saw the two locomotives top-and-tailing evening dining and real ale trains.

Of the planning for the event, SpVR general manager Jonnie Pay said: "There wasn't really much to it. I approached the SRPS and asked if it would be possible to have No. 55189 visit as part of the 125th celebrations for No. 828 and it very kindly said yes. Additionally, it was then booked by the Chinnor & Princes Risborough Railway for its gala, which has helped with covering transport fees.

"Visitor numbers were not as high as the previous visit, with just over 800 people travelling in total, but I wasn't expecting it to be in the thousands like before, when we also ran a big gala with four locomotives in service and a two-train service."

No. 55189 then departed on September 10 for its next visit. Meanwhile, Jonnie said no decision had yet been confirmed about whether No. 828 would be staying for the 2025 operating season but advised that discussions between the railway and locomotive's owning trust were taking place. HR

Making its second visit to the Spa Valley, this time in BR colours, No. 55189 (CR No. 419) catches one of the few patches of sun as it arrives into Groombridge on August 30.

The bovine population of Poke Hill Farm are unperturbed by the presence of No. 55189 passing by with the final train on September 7.

No. 828 races past the residences of Spring Walk as it approaches Tunbridge Wells West on September 7.

A LOCO FOR EACH DECADE: CHINNOR TURNS 30

Hosting a steam gala is a challenge for any railway, but even more so for one with no permanent resident of its own. However, that did n0t stop the Chinnor & Princes Risborough Railway, as the line marked three decades of services along the Great Western branch. **Owen Hayward** reports.

Running for four miles along the branch that once went on to terminate at Watlington, the Chinnor & Princes Risborough Railway folows the foot of the Chiltern escarpment. Yet, while many heritage lines were able to take up residence on lines complete with stations, matters were not so fortunate for this heritage endeavour on the Oxfordshire-Buckinghamshire border. Regardless, In spite of this, the railway has flourished into a charming country branch that continues to work its magic since services resumed in 1994.

That said, through all that time, the C&PRR has never had its own steam locomotive resident on the line, instead relying on hired-in examples in order to please its customers. For such a railway to then consider running a steam gala might surely have been considered impractical by many, but volunteers here felt that now was the time to enter that market to celebrate the 30th anniversary of the first trains – and did so by making history.

The original railway was opened on August 15, 1872, (though goods traffic actually commenced a few days prior) and ran from the GWR's station at Princes Risborough through to Pyrton, located just outside Watlington. After a tumultuous start that saw directors of its owning company, the Watlington and Princes Risborough Railway Co, run the line at their own expense, it was purchased by the GWR in July 1983 for less than half of the cost of its construction. It was a route primarily operated by the likes of 0-6-0 pannier tanks and 0-4-2 auto tanks, and although some have claimed there was a least one, some question whether a tender locomotive ever traversed the route before the majority of it was closed on December 30, 1960.

Going big

The announcement that WR 4-6-0 No. 7820 *Dinmore Manor* would be starring at the September 13-15 event was therefore a notable event in history – be that for the entire existence of the line or just its heritage era time – with No. 7820 becoming the largest steam locomotive to run across the route.

Built in 1950, No. 7820 spent the majority of its working life allocated to sheds on and across the Welsh borders including Oswestry and Aberystwyth, though it also spent time in the south west at depots such as Plymouth Laira and Truro before withdrawal in 1965. Shortly beforehand, on November 13, it was the final example of its class to work a train over the Cambrian network.

Dinmore Manor's visit to the C&PRR was expected to be its final one away from its regular home at the Gloucestershire Warwickshire Railway; having gained an extension to its boiler certification in October 2023, it will be withdrawn pending overhaul later this autumn.

Tending to favour a Western theme, the Manor joined the C&PRR's current hire locomotive, Dartmouth Steam Railway-owned GWR 2-6-2T small prairie No. 4555, which arrived in March and was repainted into British Railways livery immediately beforehand. Although there had been a

Seen from the top of Chinnor Hill, Caledonian Railway 439 class No. 55189 tackles the steep gradient from Wainhill crossing on September 15. RICHARD MCVEIGH

Above: Golden afternoon sunshine illuminates *Dinmore Manor* at Bledlow as the first day of the Chinnor gala draws to a close. RICHARD MCVEIGH

Right: No. 55189 passes Bledlow Cricket Club, bound for Chinnor. The train comprised four Mk. 1 coaches and a Class 121 bubble car, the latter offering more seating capacity than one of the railway's spare Mk. 1 carriages. OWEN HAYWARD

loose intention for a trio of Western Region locomotives to suit the theme of the branch, the visit of Caledonian Railway 439 class 0-4-4T No. 419 (running as BR No. 55189) to the Spa Valley Railway in the fortnight before the event allowed an opportunity to book something a little rarer, with the locomotive being signed to stop over in Oxfordshire on its way back north.

Tending to operate only on Sundays from March through to October (plus Santa specials in late November and through December), one locomotive has usually proven enough to last each season. The gala line-up, therefore, added further elements of note to its history books – the most working engines in steam and operating at the same time since being closed by BR, as well as the first multi-day steam gala event run by the preservationists.

Not quite to plan

Despite its best efforts, things did not quite go according to plan. With gradients as steep as 1-in-68, Friday the 13th proved to be unlucky for No. 55189; the Caledonian visitor stalled on Chinnor bank twice, resulting in delays to the timetable. Despite this, the railway persevered and ran all its advertised services that day.

It was not, however, to be the only setback. The following day, No. 7820 was brought to an emergency stop on the approach to Princes Risborough station. Rumours quickly circulated, with some claiming that it had derailed – but operations manager Jamie Goodman stressed that "no wheels left the rails as was being theorised."

Presently, the C&PRR accesses its platform at Princes Risborough via a section of line leased from Network Rail – formerly part of the branch to Thame but now used as an engineering siding with a NR-managed signal that controls movement both onto the main line and into the heritage line's platform. It was on this section that the incident occurred, meaning that NR needed to be advised of the incident and attend the site before any action could be taken.

A subsequent statement issued by the railway said: "An issue arose with the wheel-rail interface at a set of points just outside Princes Risborough station.

"Once the coaches were recovered, *Dinmore Manor* was carefully moved off the set of points by a mixed team from Network Rail and the C&PRR, and then ran to Chinnor under its own steam where it was put over an inspection pit.

"The track needed rather more attention, with some components being replaced. There had been a good response to the incident by staff from both railway organisations, and the line was declared fit for use at about 5pm." Investigations were underway which included involvement from two regulatory bodies.

In a bid to keep the show going, services operated in top-and-tail formation, with the two tank engines shuttling as far as the former Thame Junction, while a bus link conveyed some of those who arrived by rail to the opposite end of the line.

Following repairs carried out by NR, the track was cleared for use in time to allow the last two services of the day into Princes Risborough, with the final one being worked by No. 7820.

No. 4555 passes recently-baled hay as it approaches Wainhill crossing on September 14. RICHARD MCVEIGH

On loan from the Dartmouth Steam Railway for the main season, No. 4555 passes Princes Risborough North signalbox as it starts off for Chinnor. The ladder on the nearest end of the 'box is a temporary emergency exit to meet current building regulations but will be removed once a new staircase has been completed internally. OWEN HAYWARD

Volunteers are gradually restoring the Grade II-listed structure to its former glory, with plans for one half to be opened to the public for viewing. OWEN HAYWARD

Above: The heritage line currently leases an engineering siding (right) to access its platform at Princes Risborough station. To negate the long-term need for this, it is laying its own rails, known as the 'independent line' (left), which is hoped to be complete in the next few years. OWEN HAYWARD

Left: The largest steam locomotive to run on the branch in preservation, and possibly even before, No. 7820 *Dinmore Manor* storms past Horsenden Crossing with the second departure from Princes Risborough on September 13. OWEN HAYWARD

Despite the issues, the railway reported that it had received favourable comments and much praise, and also broke records for non-Santa event figures with more than 800 passengers travelling over the three days. Takings exceeded that of any of its past diesel galas.

Jamie Goodman said: "We've done many diesel galas since 2017, and as the railway was both financially stable and celebrating its 30th anniversary it was felt it was a safe time to take a risk and have a go. Having the Manor really gave it a 'wow' factor, as too did having the Caledonian tank – a rare Scottish tank engine on a Great Western branch it had never previously visited. It was an opportunity worth taking.

"We are indebted to the Scottish Railway Preservation Society and Dinmore Manor Locomotive Ltd for the loan of their locomotives and being so trusting and supportive during our first steam gala. The incident on September 14 with *Dinmore Manor* was unfortunate, but Network Rail responded and was onsite incredibly quickly to help rectify matters, and we are equally grateful to NR too.

"We will definitely be holding another one, which is likely to be over the first weekend of November 2025 so as to avoid clashing with other high-profile events at other lines."

Space savvy

An issue that besets many of even the longest-established heritage line, the C&PRR is no stranger to space constraints. One of the reasons the railway has no resident steam locomotive is that there is no space for the ancillary facilities to accommodate one.

The station was demolished by BR following closure, and while a cement works here saw freight traffic continue until December 1989, when that closed in 2000 it was acquired for redevelopment in 2006, the site now lost beneath new housing. As a result, the railway has minimal land and therefore siding space available to use.

That is not to say there is no undercover storage; a single-road restoration shed was erected in 2015 on a plot of land bought back from the developer. The workshops here allow for restoration and repair work to be carried out on the Mk.1 carriage fleet, engineering vehicles and Class 121 bubble car. Beyond it lies the remains of the trackbed towards Watlington, though any hopes of ever reaching the former terminus of the branch have been thwarted by the presence of the M40 just

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Above: Inside the railway's only covered working space, Mk. 1 TSO No. 4903 is undergoing heavy overhaul and repaint into blood and custard livery following arrival from the defunct Elsecar Heritage Railway in 2021. OWEN HAYWARD

Left: Small prairie No. 4555 simmers in the platform at Chinnor on September 14. The platform and station building here have all been reconstructed from the ground up, the originals having been demolished by BR after the line was closed to passenger traffic. OWEN HAYWARD

beyond Aston Rowant.

C&PRR press officer Andy Freeman explained that "potential for an extension to this midpoint has been considered, but when you weigh up the costs of it against the limitations visitor parking, available rolling stock, and what it would actually add to the overall experience of the railway, it's unlikely that it will ever happen."

In the meantime, focus will be on improving what the railway already has. The lease of the engineering siding to access Princes Risborough will soon be rendered unnecessary with the 'Independent Line' project currently laying C&PRR-owned rails adjacent to. While Andy said that the working relationship with NR is very strong, the leased line is "an active engineering siding and so they can call us up at any time to tell us we can't run into Princes Risborough because they need to use the siding for engineering purposes."

He added: "Such instances are rare though, as they are very supportive of us, but having our own branch will mitigate against any such occasions."

Once its own track is ready to be opened, the Princes Risborough North 'box (the largest operating GWR 'box on any heritage line) will also come into use and fully control the heritage movements around the station. While the runround loop and points are controlled from here, whenever a train is despatched from Chinnor, a call to Marylebone signalling centre has to be made to have the one NR-controlled signal on the engineering siding cleared to allow entry into the C&PRR platform.

The 'box was constructed in 1904 and closed in 1991, after which it lay abandoned. Though negotiations with NR allowed for some access in 1993, it was not until two decades later that a full lease was signed that enabled volunteers to finally access it in full and commence restoration. Parts of the structure had degraded badly; some preventative work was carried out in 2011 following a break-in and it is believed that had that not been carried out, the Grade II-listed building may have only lasted a few months more before being razed.

There is still work to be done, but now the 'box is looking much smarter and – perhaps importantly – is functional once more. The interior of the cabin is being divided to split it into an operational section for use when trains are running, with the remaining area becoming one to accommodate visitors. Planning consent has been obtained from the necessary bodies to enable a new internal staircase to be installed to allow access without impeding on the operating side. Work is ongoing, but in the meantime the 'box is occasionally opened for tours.

From the ground up

Back at the other end of the line, where BR had demolished the old station, Chinnor saw a two-coach platform rebuilt in time for the first trains to run in 1994 and swiftly

Plans are being developed that aim to improve the facilities for visitors at Chinnor station, where a large gazebo is currently used for dry shelter and a food van manages catering. OWEN HAYWARD

extended to accommodate four. The new station building here was opened on April 20, 2002, by Sir William McAlpine, completing one of the preservation group's long-term goals. Although fitted out internally to meet the requirements of the modern-day railway, externally it was designed to match the appearance of the original, aided by inspecting the surviving building at Watlington.

There are plans for improvements here, with discussions concluding about ways to improve facilities for customers that will incorporate sheltered area and the catering.

In the meantime, the railway marches on, continuing to do what it has done for the last three decades, and no doubt will for many more. HR

No. 55189 nears the summit of the 1-in-68 Chinnor Bank on September 14. It had recovered the stock from No. 7820, which was stuck on the approach to Princes Risborough following an earlier S&T failure. OWEN HAYWARD

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Recent lineside clearance work has opened up the views of the Fowey viaduct at Bodmin Parkway, where GWR prairie No. 5553 is seen crossing with a service train. JON HIRD

CELEBRATING KAOLIN COUNTRY IN STYLE!

The Bodmin & Wenford Railway showcased its place as a hub of Cornwall mineral transport with its special China Clay Gala, report **Robin Jones** and **Jimmy James.**

Next year, Britain will be celebrating the 200th anniversary of the opening of the Stockton & Darlington Railway, which became the world's first steam-hauled passenger line in 1825. However, it can be said that the global transport revolution which followed it its wake had its origins in Cornwall and its mining industry.

It was on a site near Fore Street in Camborne in 1801 that Cornish mining engineer Richard Trevithick built a steam-hauled road locomotive, Puffing Devil, and on Christmas Eve that year he successfully demonstrated it by carrying six passengers up Camborne Hill.

Had it been successful, such vehicles would have been engaged to haul wagons of mineral ore down to local harbours, replacing equine traction.

During further tests, the locomotive broke down three days later after passing over a gully in the road – and herein lay the major pitfall. The poor-quality roads of the day would not support the weight of such machines, and so the inventor broadened his vision to look at the horse-drawn tramways of the day and building a locomotive on rails.

In 1802 the Coalbrokdale Company built a railway locomotive for him, and two years later one was successfully demonstrated at Penydarren on the Merthyr Tramroad on South Wales. The rest is not only history – it made it.

Today, Trevithick's home county is part of the Cornwall and West Devon Mining Landscape World Heritage Site. Mining in the region is thought to have begun in the early to middle Bronze Age, with the exploitation of cassiterite, with tin and copper the most commonly extracted metals. Some tin mining continued long after the mining of other metals had become unprofitable but ended in the late 20th century.

However, a mining industry of a different type flourishes in the region, dominated by the granite outcrops of Dartmoor, Bodmin Moor, Hensbarrow Down, Carnmenellis, Penwith and the Scilly Isles. Granite is a hard, igneous rock, well-known around the world for its qualities as a building stone. It consists of the three minerals: quartz, mica and felspar.

Uniquely, and particularly around Hensbarrow Down, the felspar has been metamorphosed over geological time into white kaolin, which can be extracted for a multitude of industrial purposes including china clay and paper-making. After quarrying and hydraulic separation, the kaolin forms a slurry, which is then dried into powder form, ready for shipment to the end user. The remaining quartz and mica was dumped into huge conical tips, forming the lunar landscapes around St Austell and on the flanks of Bodmin Moor and Dartmoor, but much of it is landscaped now.

In the 18th century, William Cookworthy pioneered the process of turning china clay into hard-paste porcelain, and by the end of the 20th century, English China Clays was exporting millions of tons of it around the world from the ports of Par and Fowey, which became served by a network of railway lines and tramways from pit to port. St Blazey, with its turntable and semi roundhouse shed (see Main Line News, page 59), became the centre for sorting much of this traffic. In 1999, ECC was taken over by the French mining company Imerys; kaolin is still produced in Cornwall, but in much lower quantities that during its 1960s peak.

Par is closed as a port, but the clay dries survive there, and rail traffic still operates on its freight-only branch to the other processing plants at Parkandillack and Goonbarrow and to the port of Fowey, via a railway converted into a road more than half a century ago.

Today's Bodmin & Wenford Railway owes its existence to the china clay traffic along the former branch from Boscarne Junction to Wenfordbridge, once the haunt of the legendary last three surviving LSWRE Beattie 2-4-0 well tanks.

Passenger services from Bodmin Road to Wadebridge and Padstow fell victim to the Beeching cuts in January 1967, but freight traffic continued through Bodmin General until 1983,

Rolls-Royce Sentinel 0-4-0 shunter No. 10029 of 1960 English China Clays No. P340D *Denise* at Burngullow clay works, prior to its donation to the Bodmin & Wenford Railway in 2014. It had been used for shunting wagons at Rocks Drier near Bugle. It entered service two years later after a two-year restoration by volunteers. BERNARD MILLS/BWR

GWR small prairies Nos. 5553 and 5552, both of which were shedded in Cornwall at some stage of their main line careers, double-head a gala service train at Bodmin General of September 8. JON HIRD

***Denise* alongside No. 2572 of 1934 *Judy*, the first of the special cut-down 0-4-0ST saddle tanks for the Port of Par from where china clay was shipped.** JON HIRD

LSWR Beattie well tank No. 30587, a renowned veteran of local clay traffic, on static display with a shunters' truck at Bodmin General. JIMMY JAMES

Left: GWR small prairie pair Nos. 5552 and 5553 in gala passenger service at Bodmin General, with Beattie well tank No. 30587 to the left. JON HIRD

Right: Class 10 D3489 *Colonel Tomline*, on hire from the Helston Railway, returns former Fowey-based classmate D3452 to storage at Bodmin Parkway with the GWR 'Chariot' shunters truck in the train. Only four Class 10s still exist. JON HIRD

Class 47 No. 47306 *The Sapper* hauls the railway's rake of CDA hopper wagons. JON HIRD

with the tracks still there when in 1987 the revivalists made their first moves.

During the last few decades, artefacts of the clay transport industry have accumulated at Bodmin. From the steam-era locomotives and rolling stock – two Bagnall 0-4-0 saddle tanks (*Alfred* and *Judy*) cut down to half-height to negotiate a low bridge at Par Docks; Beattie well tank No. 30587 of 1874, which was still operating on the tightly-curving Wenford branch in the 1960s; and GWR tank engines and OOV plank wagons with their unique tarpaulin hoods. The diesel era is represented by BR 0-6-0 shunters and a Rolls-Royce Sentinel 0-4-0 shunter, Class 37, 47 and 50 locomotives, and the most recent arrival, a rake of eight CDA hopper wagons, as highlighted in issue 315.

All of these were either operating or on static display at the line's China Clay Gala on September 7/8, a considerable achievement for a small heritage railway at the far end of the country, but amply justifying its claim as the 'China Clay Railway' and a live centre of Cornish industrial history. Where else could the visitor ride in a brake van behind hooded wagons with steam or diesel traction along three miles of 1-in-40 gradients? Where else could you witness double-headed small prairies Nos. 5552 – once a Truro (83F) locomotive – and No. 5553, shedded at St. Blazey (83E), pulling a train of BR Mk.1 red and cream carriages?

Consider the prospect of further unique clay haulage when No. 30587 and Class 37 No. 37142 have completed their overhauls... HR

Pre-Grouping glory:
T3 joins Bachmann's EFE range

IN recent years, pre-Grouping locomotives and their ornate liveries have fostered a strong following, something that has transcended into the model railway sector too, and the return to service of LSWR T3 No. 563 last autumn had modellers asking when that particular class would be replicated in a smaller scale. A question of 'if' and not 'when,' on September 7 Bachmann Europe revealed at its members day that the T3 was well and truly on the way to joining its EFE Rail range of OO scale models less than a year following the comeback of No. 563 at the Swanage Railway.

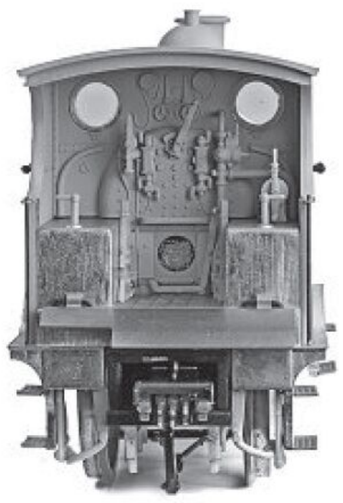
The EFE Rail model has been developed with the help of the South Western Circle – the historical society for the London & South Western Railway – which has provided archive drawings and photographs, and the Swanage Railway Trust 563 Locomotive Group, which has provided access to the preserved locomotive throughout its restoration, and Bachmann wishes to record its thanks to both parties.

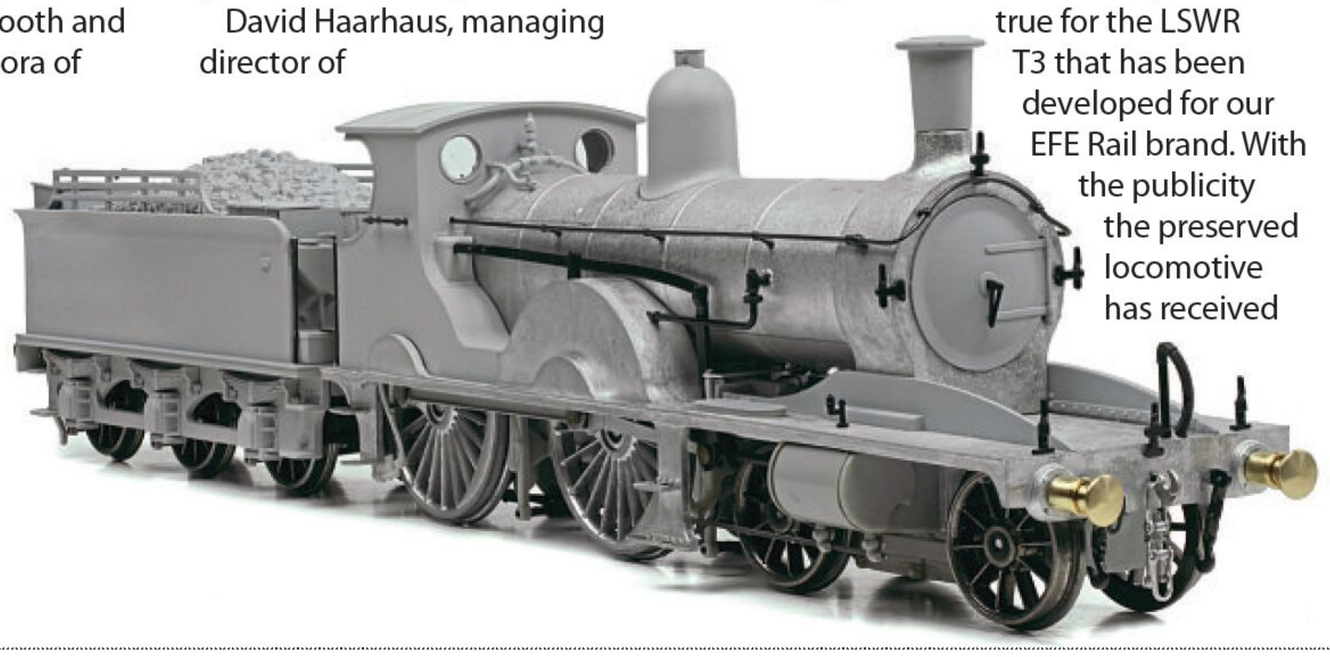
Employing a diecast metal running plate and boiler, the locomotive is well weighted to ensure smooth and powerful operation. A plethora of separate detail parts are then added, constructed from metal and plastic, giving this model all the grace of its full-size counterpart. Sprung metal buffers are employed, along with metal handrails and a representation of the inside valve gear. Turning to the cab, this is fully-detailed and includes firebox lighting and a hinged loco-tender fall plate formed from metal. The locomotive and tender are linked by a snap-together drawbar with integral close coupling mechanism and electrical connections, allowing the Next18 DCC decoder socket to be mounted in the tender alongside a pair of factory-fitted speakers.

Electrical pick-ups are provided to all driving and tender wheels, and the model's drive mechanism, located in the locomotive, boasts a five-pole motor and flywheel.

The tooling suite for the model caters for many of the variations between members of the class, such as Adams and Drummond boilers and chimneys, with other changes like smokebox saddle differences including flush or riveted types, single and double whistles and cab beading presence all having been considered.

Bachmann rail brand manager Richard Proudman poses with LSWR T3 4-4-0 No. 563 at Swanage, holding the tooling sample of the manufacturer's new OO scale model of the class. ANDREW PM WRIGHT





David Haarhaus, managing director of Bachmann Europe Plc, said of the announcement on September 7: "Hailing from the south as I do, I am always delighted when Bachmann adds new Southern prototypes to its portfolio, and that's very much true for the LSWR T3 that has been developed for our EFE Rail brand. With the publicity the preserved locomotive has received in recent years and the outstanding restoration job that has been completed by the team here at Swanage, we have had many requests to model the T3 recently, so it's a real pleasure to reveal this model here at the Swanage Railway and have our valued Bachmann Collectors Club members see these exciting new models for themselves as an exclusive preview."

The model is at an advanced stage, with engineering samples already being reviewed and livery samples being prepared.

Further details of the planned models, and the covering running numbers and liveries planned, will be revealed in the manufacturer's winter 2024 announcements on November 6.

Date set for annual large-scale show

THE 2025 Midlands Garden Rail Show will take place on March 1/2, 2025, at the Warwickshire Event Centre.

Attracting nearly 2000 enthusiasts from all over the UK, the show offers visitors the opportunity to see layouts in the larger gauges and scales including gauge 1, O gauge, G scale and more alongside almost 40 specialist suppliers who are more than happy to guide people in the right direction of the best product to purchase for new and existing layout projects.

To see more information on exhibitors and layouts attending, visit www.midlandsgardenrailshow.co.uk

Beloved *Ivor* joins Rapido's catalogue

NOT so very long ago, there was a well-loved children's television programme centred on a fictional railway "in the top left-hand corner of Wales." In 1959, Oliver Postgate's Ivor the Engine first appeared on television in black-and-white, before being revived in 1975 in full colour. Now, for the first time in the franchise's history, the titular 0-4-0T will be available in OO scale, with Rapido Trains UK having secured an exclusive license deal for a range of models depicting *Ivor* and some of the rolling stock from the popular series.

Working closely with Oliver's son Daniel Postgate, two packs are being produced, with the first containing *Ivor* complete with working headlamps and a glowing dragon egg in the firebox to represent one of the franchises most well-known tales.

DCC sound versions will additionally include a full range of sounds and dialogue from the original colour animations. For rolling stock, the locomotive will be supplied with two open wagons.

In a nod to the original 2D stop motion methods of the programme, 2D cardboard figures of characters Jones the Steam, Dai Station and Idris the dragon will also be present, along with a fold-up cardboard engine shed and water tower. A brand-new story book, written and illustrated by Daniel, will also be in each pack.

A second pack will offer three additional items of rolling stock derived from those seen on screen, including an open passenger coach, with further cardboard character figures and a fold-out station building and platform.

Tooling samples are expected in early 2025.

RRP starts at £114.95 for the rolling stock pack, with the main train pack coming with an RRP of £199.95 (£304.95 for DCC sound). Advance orders can be placed with all Rapido stockists.

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Built for power:
The LMS Coronation class

The Duchesses were the premier express engine for the LMS, built with power as the primary concern. A major shift from the smaller pre-Grouping engines that had been mainstays of the various railways, **Daniel Long** tells the tale of this class's history.

WHEN William Stanier was brought in as CME from Swindon Works, he knew he had to change the way in which people thought about locomotives. Double-heading was needed on express trains that ran between London and Glasgow, often with engine changes along the way. From the off, he was thinking bigger.

One of the first steps made by Stanier was to propose an express passenger engine for trains on the West Coast Main Line.

The Princess Royal came first; it drew heavily on Stanier's work on the GWR Kings and was the first LMS Pacific.

In all, 12 were made. They were very big and powerful but were a servicing nightmare. E A Langridge, who worked in the design office at Derby Works, said that "to the discriminating eye, the 'Princess' design did not seem to be using material to the best advantage" – and when the time came for more Princesses to be built in 1936, the design office, led by Tom Coleman, thought it could do much better.

Its ideas would see a new engine with bigger wheels, a boiler which only just fitted the loading gauge, and a tender which would be able to contain all that would be needed for its formidable runs to Glasgow.

It was a bold proposal, especially given that Stanier was about to leave for India and the design team would essentially be on their own for this new development.

Stanier looked at the plans and considered them carefully. He gave the order for five to be built to run the 6½-hour trains between London and Glasgow which would start running in June 1937.

Hey, good lookin'

There was one other element which had to be considered – the A4s. The LNER 'Streaks' had earned a reputation for speed which the LMS publicity department wanted to leverage. It wanted its new engine to be streamlined.

By then, designs for the new engines were well underway and there was very little room for manoeuvre. Eventually, Coleman settled on smoothing the boiler sides, and leading towards a rounded nose at the front. It was a very different aesthetic to that of the A4s, and one which introduced a host of other challenges. Key mechanical parts would be trapped behind the hastily added casing. It's little wonder that those examples which were streamlined were eventually 'defrocked."

When No. 6220 *Coronation* emerged, it was a baby-blue with silver speed stripes along the boiler that extended down the whole train.

It looked incredible, and it had the power to back it up – a publicity department's dream. Now, the challenge was to prove it.

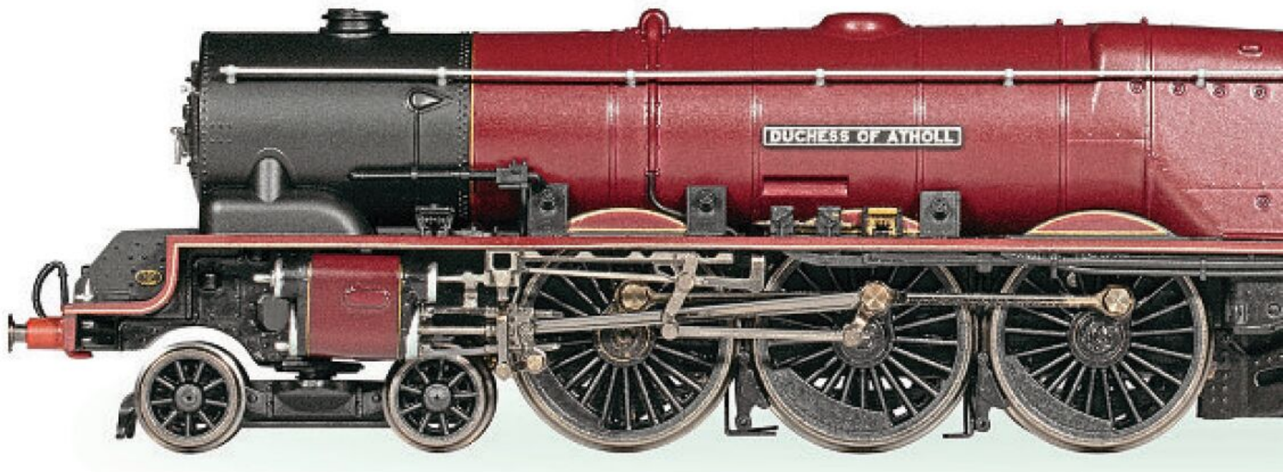
Speed demons

First completed in June 1937, it was not long before No. 6220 *Coronation* was assigned a special press trip. With the new engine having run in, the trip was to run to the 'Coronation Scot' timings of the new regular service, but it was clear to those assembled that the LMS was prepared to have a shot at beating the LNER's speed record of 112mph.

The LMS had a fundamental disadvantage, in that its line did not have a section of good, solid racing track. The place chosen for the record attempt, therefore, was heading down from Whitmore Summit, a little less than 10 miles before Crewe. Unlike Gresley's A4s, *Coronation* would have a limited window to get up to speed before tackling the complex station throat.

Crowds turned out to see *Coronation* fly through, with the speed ticking slowly upwards. Official timings placed the top speed achieved at 112mph, but the speedometer recorded 114mph during the journey. It was a spectacular achievement, one which showed just what these engines were

No. 6233 *Duchess of Sutherland* was built in 1938 and unlike many of the class, it was never streamlined. On December 3, 2022, it worked 'The Lindum Fayre' railtour from King's Cross to Lincoln Central, with the headcode 1Z62.
ALAN WILSON/CREATIVE COMMONS



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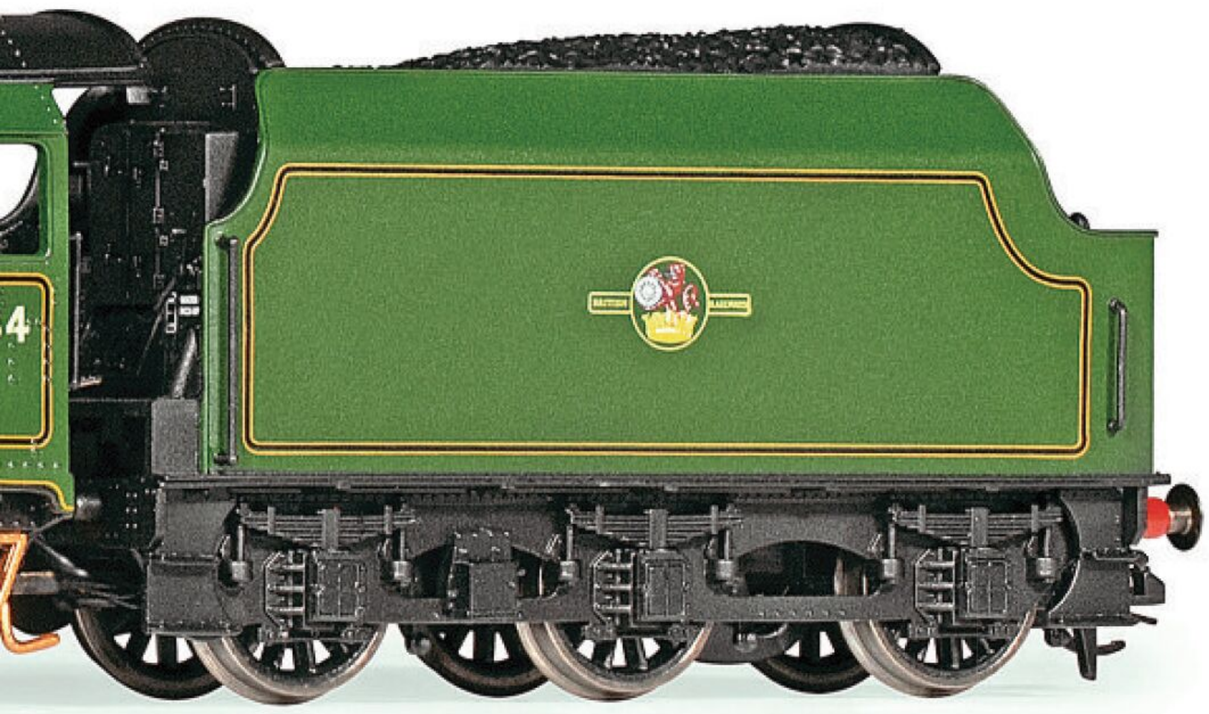

Model images: Newly released in TT:120, the LMS Duchesses are currently only available in the later unstreamlined guises, while their original format is produced by the manufacturer in OO scale (below right). HORNBY HOBBIES LTD.

Nos. 46234 *Duchess of Abercorn* (left) and 46246 *City of Manchester* rub shoulders at Carlisle Citadel in this undated slide.
NEVILLE STEAD COLLECTION/TRANSPORT LIBRARY

going to be capable of in service. It was also a potential disaster. When the train hurtled into Crewe station, it did so at some 52mph when the speed limit was 20mph. Even the hardiest of engine men would flinch at that! Fortunately for all concerned, the engine stayed on the track and the only upset reported was an unlucky traveller who apparently ended up covered in a silver dish of vegetables.

When the 'Coronation Scot' began running in July 1937, the newly-built 'Coronations' easily managed to keep to the timings required of them. After all, the press trip had proven there was plenty in reserve. Five were built to run the service, with 10 more ordered by the end of the year. It's fair to say that the future had arrived.

Built for power

By 1938, two further batches had been built. While the first batch was named after princesses, the second and third were named after duchesses, which would become another common name for the class.

The operating department now had a surplus of powerful engines, capable of handling the heaviest trains, and set to work exploring just what they could do. A test train in 1939 was arranged to see how the locomotives would fare with a heavy load between Crewe and Glasgow.

The idea was that trains from two separate starting points would have to meet at Crewe. The coaches could be combined to make a megatrain, hauled by the Duchesses over the trickiest part of the line, saving on crews, engines, and making the most of these mammoth machines.

The first test was a 600-ton load made of 20 carriages, and to the surprise of many, No. 6234 *Duchess of Abercorn* failed to live up to expectations. Time was lost because it would not steam well enough to maintain the power required. The solution was a double-blastpipe to make the fire burn hotter. Two weeks after this disappointment, *Duchess of Abercorn* proved just what the class was really capable of. With 607 tons on the drawbar, it managed to reach 80mph and a maximum horsepower of 3333hp. To put this into context, only the Deltics came close to this for express passenger trains, but they ran primarily on the East Coast. It was only the introduction of the Class 67s that saw something similar on the West Coast Main Line.

Coronations abroad

The story of the Duchesses, however, cannot be told without considering the time when *Coronation* went to the USA. In 1939, the LMS's premier train, the 'Coronation Scot,' was headed abroad. It was almost the vision of a Hornby trainset, with seven newly-commissioned crimson lake coaches finished with gold speed lines and an iconic engine to match. Although its name would say *Coronation*, it was in fact *Duchess of Hamilton*, later preserved as part of the National Collection.

The decision to send *Duchess of Hamilton* was seemingly because it was more modern. The names were swapped before departure, and when *Duchess of Hamilton* returned to the UK in 1942, they were swapped back again. The engine proved incredibly popular, holding its own when put next to streamlined diesel and electric engines. As ever, the size difference between the US and UK loading gauges meant that the mighty 'Duchess' seemed rather petite when compared to its American counterparts. It drew crowds wherever it went, but the outbreak of war delayed its return to the UK.

Wartime engines

At the start of World War Two, all streamlined engines and their trains were put in store. This would not last long. The power of a Duchess would be sorely needed and, indeed, between 1940 and 1943 nine more were constructed at Crewe. The need for these engines is not in question – the decision to continue to produce them in a streamlined form is.

By the end of the war, especially with the arrival of American designs with their eye towards practical operational needs, the Duchesses would finally become what Tom Coleman and Stanier had intended. Their streamlining was removed – although in many cases, the curved smokebox remained until later overhauls – and they would resemble conventional engines once more.

The last two Duchesses to be built showed what the future might have held. When No. 46256 *Sir William A. Stanier, F.R.S.* exited the workshops, it was fitted with roller bearings, better superheating and a rocking grate and hopper ashpan to name but a few of the detail changes. All of these were to make locoomotives easier to work on and operate. Sir William Stanier named the engine, and when it was withdrawn, he received the nameplate. Although he had planned

to put it on the wall, it turned out to be too long to be practical!

Nationalised

The Duchesses were in high demand for heavy work in what became the London Midland Region. It was thought that they would remain in use until the eventual electrification of Britain's railways. Perhaps the premier service for the Duchesses after this point would be on 'The Caledonian.' Starting in 1957, this new express service along the West Coast Main Line was designed to compete with 'The Talisman' on the East Coast.

On one occasion, with slower trains quietly sidelined, No. 46244 *King George VI* managed the journey in six hours and three minutes – some 37 minutes ahead of schedule. Although the Duchesses could handle this sort of timing easily, there were not enough to maintain the service. Smaller engines such as 'Royal Scots' or 'Jubilees' had to be able to keep time too.

Although solid performers on the hardest-hitting of trains, the writing for steam was already on the wall. Type 4 diesels from English Electric were brought in to replace the Duchesses, but while they were relatively reliable, they were not so powerful as the steam engines they were intended to replace. The Duchesses could outperform them for power with ease, putting down 3330hp on the track when compared to a Type 4's 1550hp.

Stanier's Pacifics had been a mainstay of the West Coast Main Line for a quarter of a century, but in 1962 the first three were withdrawn. The rest were withdrawn by 1964.

Over those two years, the Duchesses would be simultaneously marginalised and made to prove their worth. Placed around the London Midland Region as standby engines for when diesels failed, trainspotters could still find the engines on the prestigious expresses where they had established themselves.

Preservation

Only three of the Duchesses were preserved, and each has led a unique life in retirement. No. 46235 *City of Birmingham* has had perhaps the most unadventurous life but is undoubtedly the most historically interesting. On withdrawal in 1964, it found a home in the Birmingham Museum of Science and Industry, now known as ThinkTank, Birmingham. It has been practically untouched since.

Two other members of the class have been able to show what the Duchesses would have been like in action. Both No. 46229 *Duchess of Hamilton* and No. 46233 *Duchess of Sutherland* have been main line performers in the past, having spent time as exhibits at Butlin's holiday camps. To see these engines used as glorified climbing frames must have been a major comedown, but their time in the sun would come again. In 1975, *Duchess of Hamilton* was sent on loan to the National Railway Museum, with the aim being to overhaul it and run it on the main line.

In 1980, *Duchess of Hamilton* took to the rails once more, making a name for itself on the Settle-Carlisle line. With climbs up Ais Gill hauling 13 or even 14 Pullman Cars, *Duchess of Hamilton* had the chance to show a clean pair of heels to the competition. In 1998, it finally settled down in the Great Hall of the NRM. Since then, apart from the reinstatement of streamlining in 2009, it has settled into museum life. But wouldn't it be wonderful to see it back on the main line looking like that?

Of course, there has been another Duchess out and about, and that is, of course, *Duchess of Sutherland*. It too spent time at Butlin's, before being sold to Bressingham Steam Museum and then to the Princess Royal Class Locomotive Trust. Since its first moves in January 2001, *Duchess of Sutherland* has more than held its own. It is a regular main line performer, and such is the standard of work that in 2002 it was first the steam engine in 35 years to haul the Royal Train.

The Duchesses are lucky. In preservation currently, there is one example which shows what they would have looked like when first outshopped, one preserved at the point of withdrawal, and one which is showing just what the class could do on a day-to-day basis.

In 2009 the streamlined casing on *Duchess of Hamilton* was reinstated, returning the locomotive to its original condition as No. 6229. Last operational in 1997, it remains on display at the National Railway Museum in York. TONY HISGETT/CREATIVE COMMONS

On November 6, 1994, LMS Duchess No. 46229 *Duchess of Hamilton* prepares to depart Newbury with 'The Bristolian' from London Paddington bound for Bristol Temple Meads, the locomotive having been long since defrocked of its streamlined casing. TERRY FOULGER/CREATIVE COMMONS

The models

Hornby's foray in TT:120 scale has seemed somewhat fraught, to say the least. Starting from scratch is no easy task and it has not been a faultless entry into the market. That said, the arrival of the Duchesses into the range is one which has pleased me greatly. Although the A3s and A4s are the stars to many, I would argue that the Duchesses are every bit their equals, and so it has proven on the model railway track.

The specifications for this smaller scale stand up to the demands that modellers would expect in OO gauge, with a host of tooling variations such as single or double chimneys and smoke deflectors. There is a host of fine detail such as handrails and lamp irons which have been picked out where appropriate to catch the eye. *Duchess of Atholl*, as the LMS example, is festooned with silver detailing, which seems particularly fine if you want a showcase engine for your layout.

There are three different versions available currently, but no doubt more will appear in the coming years. As mentioned, *Duchess of Atholl* represents the LMS livery, while *Duchess of Montrose* and *Duchess of Abercorn* represent BR lined crest with early crest and late crest respectively. What is particularly impressive about these models is how well they stand up to close scrutiny. The printing on aspects such as the nameplates and numbers seems especially fine.

As one would expect, the Duchess runs as nicely as it looks. A five-pole motor in the locomotive gives plenty of power, especially with the diecast body to add some much needed weight. A Next18 DCC decoder socket is discretely placed in the tender for those who wish to use it. All in all, this is a powerful machine, almost certainly capable of strolling away with whatever load is put behind it. A fine comparison to the prototype!

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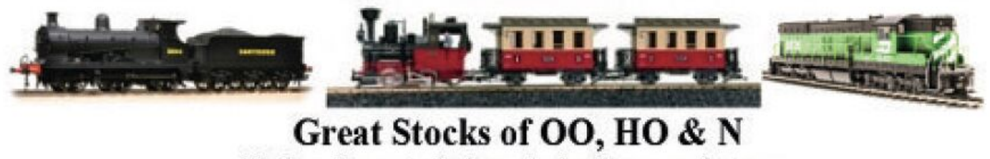

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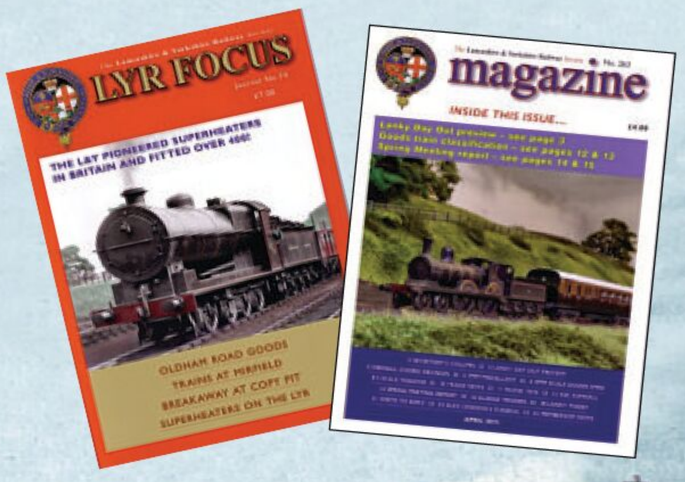

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CARRIAGE BUILT FOR A KING!

The latest in Stephen Middleton's vintage carriage restoration projects is set to return to the rails, reports **Sally Clifford** in words and pictures.

Stephen Middleton with Great Eastern Railway No. 8, which was used by Prince Albert Edward, Prince of Wales, restored to its former glory.

Walking along the pathway in the undercover shed is like striding back in time.

Flanked either side by carriages, their remarkable history stretches a distance far greater than the route we are taking to the latest of Stephen Middleton's projects which, on my visit, was close to completion.

Great Eastern Railway No. 8, converted in 1881 for the private use by Prince Albert Edward, Prince of Wales, stands proudly beside his mother Queen Victoria's LSWR No. 17 – one of the most prestigious in Stephen's vintage carriage fleet.

The royal coaches are among the rolling stock accommodated at and used on the Embsay & Bolton Abbey Steam Railway. Nestled in a beautiful part of North Yorkshire, the picture-postcard scenery and rambling landscapes are befitting of this beautiful bygone transportation trundling along the four-mile heritage line.

Each carriage has its own fascinating tale, but the restoration of No. 8 completes the picture – so far. Stephen has become an ambassador for repurposing carriages in whatever state they are found, and it is easy to see why – when the telephone call comes of another potential project requiring his attention, he struggles to say no!

Preserving the past

Without his determination and foresight to preserve these magnificent forms of transport, they would no doubt be consigned to scrap, and that all-important history would forever be lost instead of being enjoyed by the next generation that Stephen is keen to encourage to continue this legacy.

Alongside a team of skilled volunteers, Stephen has converted what was latterly used as a garden summerhouse and home to a pottery enthusiast's prized collection after being withdrawn from service in the 1920s into a functional vehicle in which visitors are wined and dined while travelling in style.

"It's not like a museum – people can ride on it and learn about it in action and experience it, which is what makes these so precious," said Stephen, who expresses his appreciation to passengers for helping to preserve the past.

"Without them, what is the point? We are very lucky on this railway in that the youngsters are far more creative and imaginative. They hold events, weddings, murder mysteries, the 'Polar Express' – and it has turned this railway around, which is why we are able to invest in the undercover storage, improving the facilities for passengers," he added, referring to the funding which has led to the shed extension keeping the carriages under cover.

Hats on – not off!

Dating from 1877, No. 8 was one of the first six-wheel coaches built by the GER. It reverted to a private family saloon when the GER built a new bogie carriage for the prince in 1892. Age-related deterioration has led to much of it being sympathetically replaced. The teak panels are set on an oak frame and the roof was originally higher, apparently at the Prince's request – according to Stephen – to accommodate hat-wearing ladies.

The original brass door handles remain intact, but inside the restoration has replicated as much of the original as possible. Throughout the interior above the windows, Sri Lankan linen forms panels as there was evidence of fabric there.

"It isn't original, but the more evidence you find, you try to replicate it," said Stephen, who acquired the carriage in 2002 and began the restoration two years ago.

Careful consideration has also been given to replicate the opulence. Plush carpet, embossed with gold fleur de lys, and deep emerald green velvet buttoned seating create a comfortable two-compartment carriage where the royals would relax on business and social travels.

Occasional tables, sourced mainly from auction houses, set the scene, along with specially selected framed regal-related photographs and artefacts, among them

Above: GER No. 8 in the Embsay & Bolton Abbey Steam Railway vintage train on July 28. MIKE HEATH

Right: The Great Eastern Railway moniker and coach number.

Above: The coach during the restoration project. STEPHEN MIDDLETON

Right: First class: Stephen Middleton takes a seat in the coach used by Prince Albert Edward, Prince of Wales.

Left: The spacious interior has been sympathetically restored to reflect the period when it was in royal use.

The beautiful velvet-covered seating fit for royalty.

Above: The coat of arms on the side of the coach used by the future Edward VII, Prince Albert Edward, the eldest son of Queen Victoria and her husband, Prince Albert.

Right: Stephen Middleton with Hudswell Clarke 0-6-0ST *Seacole/Nightingale* which he runs with his fleet of magnificent restored coaches.

The intricately decorated fabric covering the compartment ceiling has been replicated.

William Frederick Settle's painting of *HMS Britannia*, the Royal Yacht *Victoria and Albert* in the Solent, signed and dated 1872.

Such is the attention to replicating the finer details, Stephen explains that remnants of the intricately decorated fabric covering the compartment ceiling were laid out, photographed, and reproduced by a volunteer.

Upon the kitchen's completion, the carriage will be used for gin, whisky, rum and wine tasting events on the railway.

"It gives people a taste of being royal for the day, and I like treating people like VIPs," said Stephen.

Passing on this pleasurable experience is something he has aspired to; he has never forgotten the service he received while travelling with his father – a railwayman, like his grandfather before him – on a train journey.

"My father worked on the railway, and we had the privilege of first class travel in 1963. I sat beside my father in a Pullman carriage from King's Cross station going to see Granny in York. I had my *Look and Learn* magazine and I flicked a switch – and nothing happened," said Stephen.

He thought it was a light switch, but his father scolded him, saying it would summon the steward who wouldn't be best pleased to be disturbed while preparing their tea.

"The steward came, and I said, 'I am terribly sorry, I wanted to turn the light on.' He told me to press the switch at the base of the lamp. It made me feel six feet tall."

The Pullman steward's kindness left a lasting impression on young Stephen: "I bought my first carriage because he inspired me."

High ambitions

Accumulating carriages came at a cost – but Stephen's marketing background and some entrepreneurial spirit along the way drove him on.

"I started selling horse dung because I love horses as well," he smiled. "It has been a struggle, but my wife has been a tremendous support."

It was with his wife Qiuying's encouragement that Stephen took on his most ambitious project – the restoration of the steam engine which he uses to pull his beautiful carriages.

"I know nothing about these things, but I discovered the sole survivor from the Bradford waterworks dams was in a Norfolk garden," he recalled.

Undeterred by the state of Hudswell Clarke 0-6-0ST *Seacole/Nightingale* (formerly *Illingworth*), Stephen took it on: "Once you start you have got to finish it. It is scrap until it steams."

Ordered by Bradford Corporation and built in 1916, the engine worked during two world wars and carried several notable names, including *Sir Robert McAlpine No. 88* while under the ownership of Sir Robert's company. Now part of Stephen's magnificent collection, it is preserving an important part of British railway history.

"I do feel they belong to us all, in particular the royal coaches, it is our joint history," he said. "I say to all our passengers, in all sincerity, I have never felt like they are my coaches. I feel like you are part of a team, spending your money riding on them, because that is what pays for their upkeep. We are all making them earn their keep for the future."

For more details about the carriages and special events at the line, visit www.embsayboltonabbeyrailway.org.uk HR

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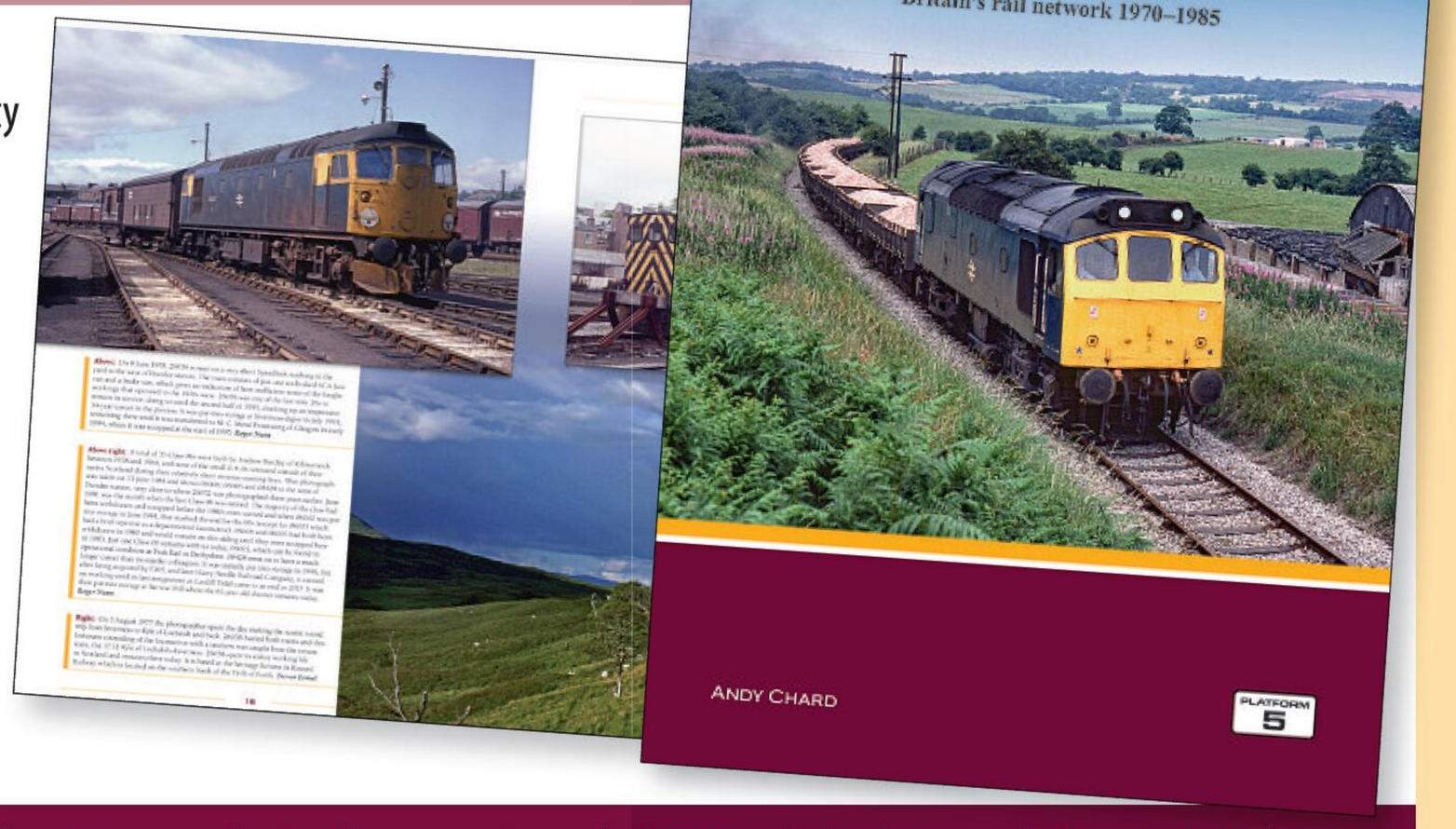

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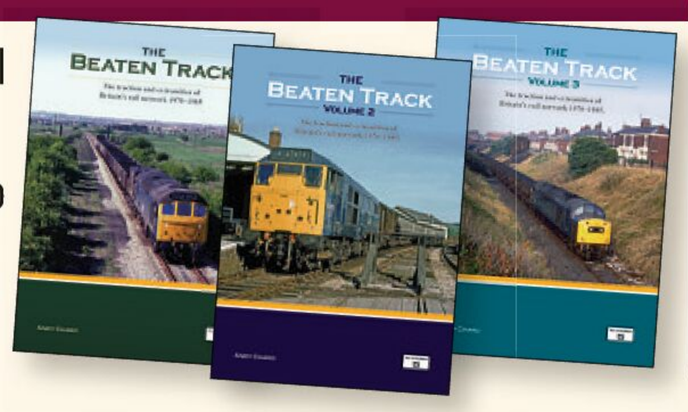

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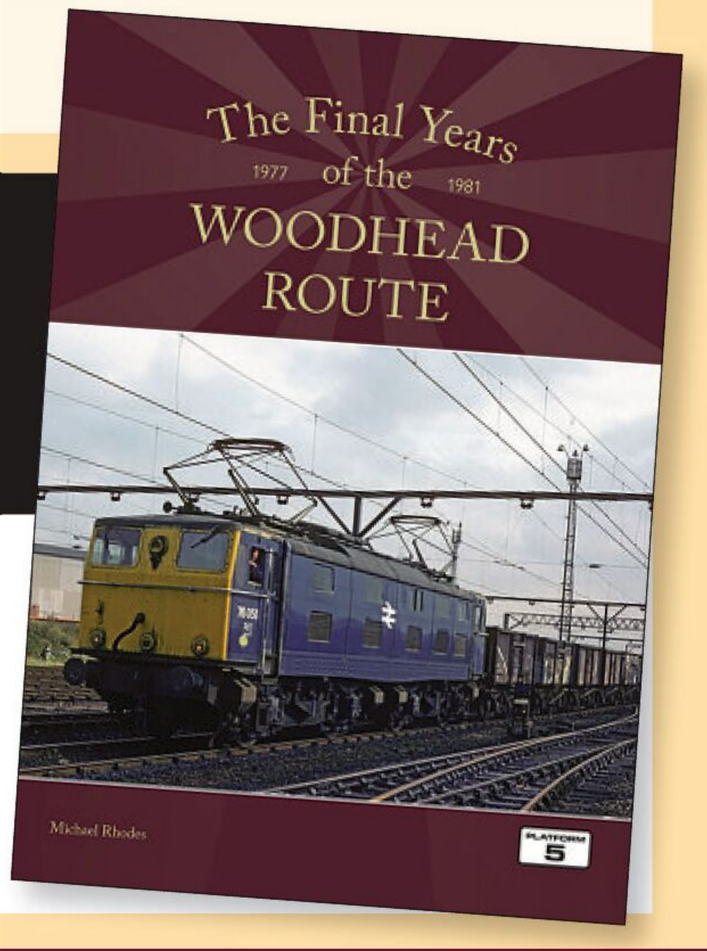

Accomplished photographer and author, Michael Rhodes, explores the full course of the electrified Woodhead Route during the last few years of its working life, plus several further visits after its closure to record the remnants of this once-vibrant railway. From the derelict Sheffield Victoria station in 1977, to observations at Wath, Tinsley, Penistone, Dunford Bridge, Dinting, Guide Bridge and Reddish, to name but a few, Michael records the line and its key connections. A4 size. 96 pages. £21.95 plus P&P. Save £2 at **www.platform5.com** or Platform 5 Mail Order with promo code **FYWR**. Offer ends 31/12/2024.

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BRINGING LOUTH BACK ON LINE

The Lincolnshire Wolds Railway's bid to run trains to the Georgian market town of Louth has been boosted the offer of additional vital funding for its next move forward, 15 years after it ran its first passenger trains. **Phil Eldridge** reports.

Barclay 0-4-0ST No. 1964 of 1929 *Spitfire* departing from Ludborough. THOMAS WOOLEY

Plans to extend the Lincolnshire Wolds Railway all the way to Louth have received a massive boost following a pledge by a generous benefactor to match fund all donations up to £20,000.

The LWR currently runs steam-hauled trains over a rebuilt 1.75-mile stretch of the former Grimsby to Louth section of the East Lincolnshire Railway, later GNR. Work is now in progress to double the length of running line as far south as Pear Tree Lane, close to the site of Utterby Halt station.

At present, trains are push-pulled between Ludborough and North Thoresby.

In the loop

A key part of the plan to extend the line involves building run-round loops at North Thoresby and Pear Tree Lane. The run-round loop at North Thoresby was completed in 2023, and the station platform is currently being extended by 90 yards to accommodate four coaches and the locomotive within the revised track layout. When this is completed, a second run-round loop will be built to the north of the road crossing at Pear Tree Lane.

The next big hurdle will be to install a level crossing before the line can continue south towards Louth.

The closure of the original line by BR left Louth – which, with more than 16,000 residents is thought to be the largest town in Lincolnshire – without a station. However, the original station building and the surrounding area cannot be reused as a terminus for the LWR because it was converted for residential use, and the former goods yard is now a mix of housing and industrial and retail outlets. Louth North signalbox still stands in its original position by the adjacent level crossing and has been converted to a house.

An area of land about three quarters of a mile to the north of the original station has been set aside to the north of the town centre for a new terminus station complex, complete with parking, so when the final goal is reached, Louth would, in effect, become the starting point for visitors to the LWR.

Long known as the 'Capital of the Wolds,' the southern extension would enable the LWR to tap into Louth's huge tourist market and also allow visitors to access the railway by public transport – something that is seriously lacking at Ludborough.

The Lincolnshire Wolds Railway Society, which is a registered charity, is the fundraising arm of the railway. Chairman Glyn Arnold said: "Over the last few years the LWRS has been able to provide considerable amounts of funding to buy materials for the line extension thanks to the generosity of our supporters.

"It costs nearly £280,000 to lay a mile of track, so you can see the scale of the challenge. Any donation, no matter how large or small, will be gratefully received and because we are a charity, it qualifies for Gift Aid too.

"Its heartening to know that the efforts of everyone involved with the LWR to resurrect a large section of this historic rail route that closed all those years ago really are now starting to pay off."

Steeped in history

The original 47-mile East Lincolnshire Line from Boston to Grimsby, which opened in 1848 and was double-track throughout, followed the low-lying coastal plain to the east of the Lincolnshire Wolds and boasted some of the longest stretches of straight railway.

For 122 years it provided a fast and direct route from Grimsby to London as well as local services to Louth, Boston and Peterborough.

Freight was also very important, in particular the transportation

Above: Barclay 0-4-0ST *Spitfire* at North Thoresby station with the new run-round in the foreground. DAVID ENEFER

Left: Visiting Avonside 0-6-0ST No.1919 of 1924 *Cranford*, which is based at the Appleby-Frodingham Railway-Scunthorpe, arrives at North Thoresby. ANDREA LISTER

Immingham-based B1 4-6-0 61130 comes to a stand alongside Louth South signalbox with a morning Cleethorpes-King's Cross passenger train in the early 1960s. BG TWEED

A desolate view of the once-proud station at Louth on May 4, 1975, when the track to Firsby had been lifted. D MUNDY

of fish from Grimsby. It was given special status because this was a perishable cargo, and the fast fish trains were given priority over express passenger services.

The East Lincolnshire Line, along with all its connecting branches, were listed for closure in Dr Richard Beeching's 1963 Reshape British Railways plan.

Several groups organised to oppose the closure, and two public enquiries held to consider the Beeching proposals, but Geoff Hannant, Louth's last stationmaster, felt that closure was inevitable.

"It was an expensive line to run because of all the level crossings – that is what killed it," he said. "I did the budget for the operations side, which amounted to more than £10,000 for a four-week period. On top of this was the cost of maintenance of the track, buildings, rolling stock, signalling and telecommunications. It takes a lot of passengers to recoup that sort of money!"

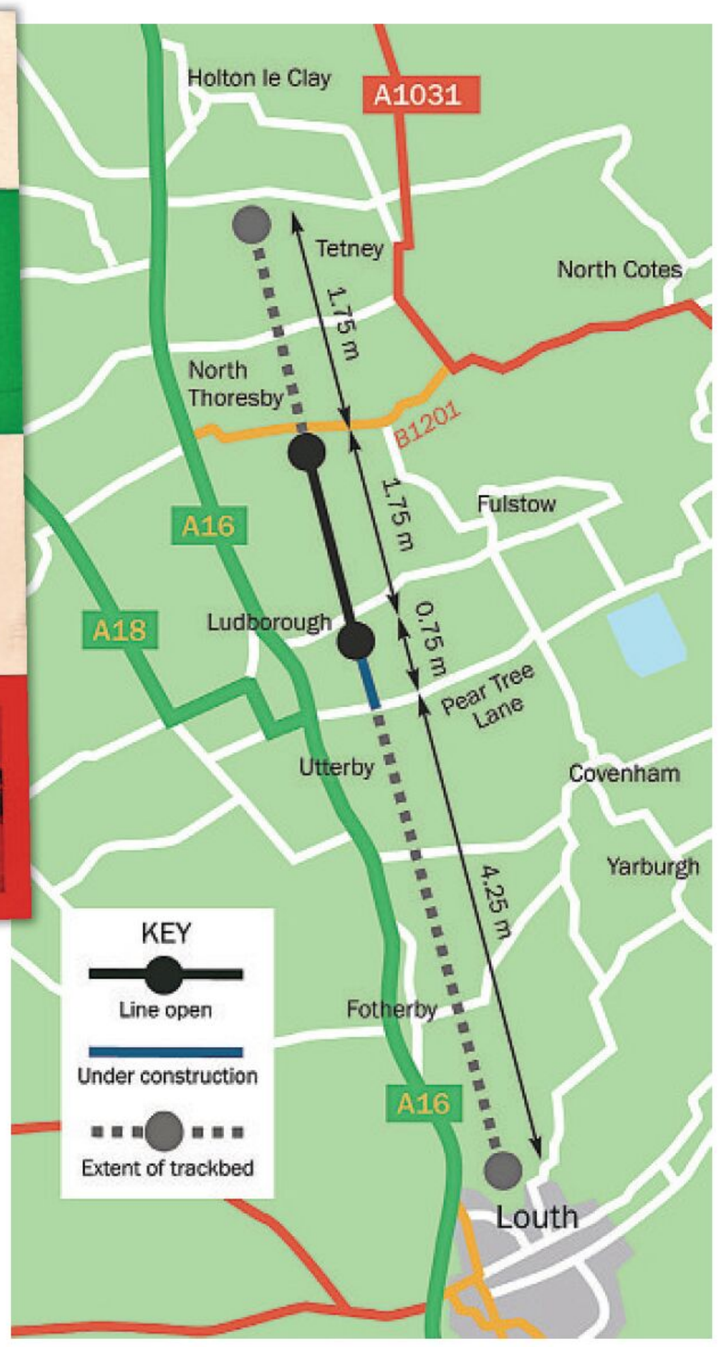
Despite the fierce opposition, the line closed to passengers in October 1970. The last train was a special excursion from Grimsby to London and back, organised by the *Lincolnshire Standard* newspaper. There were more than 1000 people waiting at Louth station to greet it.

Geoff Hannant lamented: "If only a fraction of them had travelled regularly on the trains, the line might still be open!"

No time was wasted in taking up the tracks south of Louth. However, the section between Grimsby and Louth was retained for freight trains to transport grain from the Maltings at Louth to Grimsby Docks.

Once the contract ended in 1980, the remaining stub of the East Lincolnshire Line was no longer required.

Above: The souvenir brochure given to passengers who travelled on the last train trip on the East Lincolnshire Line on October 4, 1970.



Right: A diagram showing the extent of the trackbed to Louth. LWR

Rebuilt from scratch

When BR finally closed the line, it demolished what was left of the railway infrastructure, buildings and platforms, and removed all the track and ballast.

A further blow came when the trackbed from Grimsby to Waltham was acquired by the local authority to build a new feeder road into Grimsby.

The Grimsby-Louth Railway Preservation Society obtained a lease on Ludborough station in 1984.

After years of protracted negotiations with local councils and a public enquiry, a Light Railway Order was granted in 1991, giving the preservation group the authority to run a railway.

Once the purchase of the trackbed was completed, it was decided to make Ludborough the centre of operations because it was the most spacious site along the line.

Clearance of the site began in July 1985. This was a massive task; in the intervening years since closure, the whole area had become overgrown with weeds, bramble and young trees. A locomotive shed was constructed, and the station building was rebuilt on the platform, and by 1993 work was well underway, with a new signalbox to replicate the original that stood on the same site.

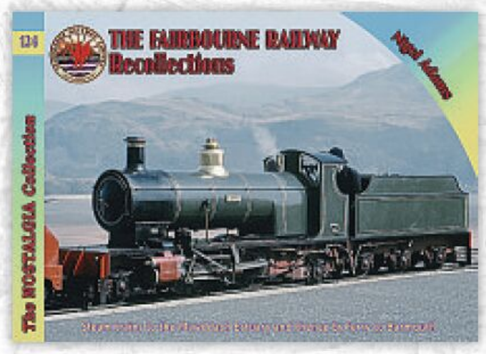
Various steam and diesel locomotives arrived at Ludborough and quantities of redundant rail and sleepers were acquired from and around Grimsby Docks.

In 1997 the level crossing at Ludborough was reinstated and work began on rebuilding the line to North Thoresby. A milestone was reached when the first public train ran between the two stations on August 26, 2009.

Now it is a case on onwards and upwards – as far as the next generations of public support will permit. For more details of how to help or make a donation, visit www.lincolnshirewoldsrailway.co.uk/fundraising/ HR

HERITAGE RAILWAY

BOOK CORNER



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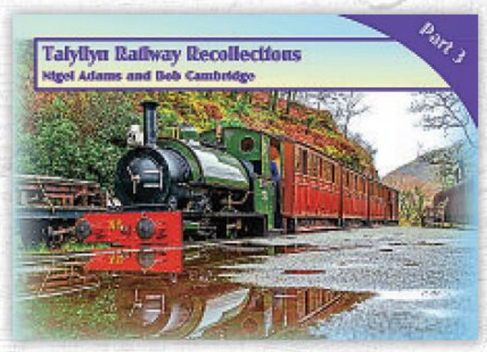

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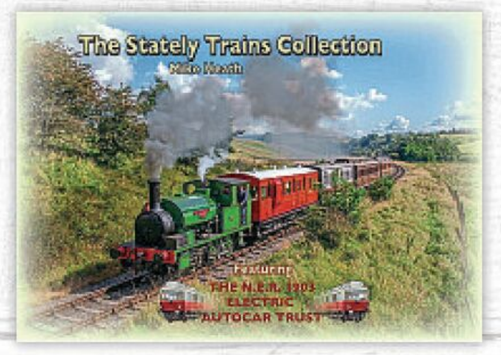

The Stately Trains Collection
Mike Heath
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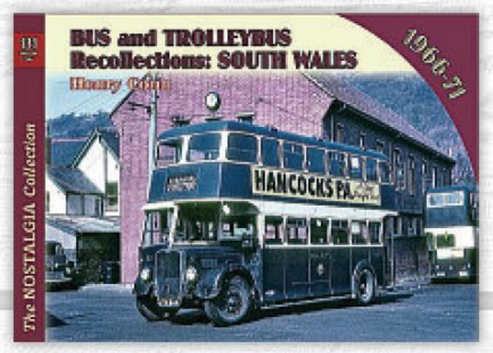

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DIESEL TRACTION TAKEOVER AT 'SUPREME' STEAM LINE

Once renowned for its exclusive steam-only operations, the Bluebell Railway has long since moved with the times, holding its first diesel gala in five years on September 6-8, with an array of traction types heading to Sussex, along with the first passenger-carrying outings of 4VEP Mk.1 EMU No. 3417 *Gordon Pettitt*, writes **Owen Hayward**.

With six locomotives in action plus the EMU, there was something for everyone at the Bluebell railway's three-day diesel gala, with classes representing an array of builders including English Electric, Swindon Works and Birmingham Wagon & Carriage Company.

In addition to the locomotive-hauled rakes, 4VEP EMU No. 3417 *Gordon Pettitt* was used in push-pull mode across the full Bluebell route – the first time it has travelled south of East Grinstead since it was presented to the railway in 2009.

Although the Bluebell has operated the majority of services throughout its existence with steam locomotives, internal combustion examples have never fully been excluded, with Howards petrol locomotive No. 957 having been on the railway since 1965.

In 2006, following the withdrawal of LSWR B4 0-4-0T No. 96 *Normandy* for overhaul, the railway saw a need for a dedicated shunting locomotive and hired BR 08 D3023 for two years to assist with the East Grinstead extension project, with classmate No. 13236 replacing it in 2008 and remaining until 2014. Class 33 No. 33103 *Swordfish* also appeared for a short time, from February 2013 until August 2014, with the acquisition and subsequent commissioning of Class 09 D4106 quashing the need to hire locomotives in.

At the start of 2014, the line's first timetabled diesel services were run northwards from Horsted Keynes, necessitated by track replacement work taking place on the section towards Sheffield Park preventing steam locomotives from being used. A two-car DMU (which comprised a Class 101 Driving Motor Composite Lavatory No. 51505 and 108 Driving Motor Brake Second No. 50599) was hired from the Ecclesbourne Valley Railway and remained until March that year, with a mini-diesel gala arranged in that time also using the 08, 09 and 33.

In April 2015 a second diesel gala took place, this time with a pair of visiting Class 55 Deltics, and similar events took place in the years up until 2019.

For its first such gala in five years, the resident 09 was joined by Class 14 D9551 from the Severn Valley Railway, Class 20 D8188 courtesy of the Somerset & Dorset Locomotive Company and Mid-Hants Railway, and Class 33 No. 33111 from the Swanage Railway. Main line tour operating firm Locomotive Services Limited provided Class 37 D6851 *Flopsie* from its pool of locomotives, with the 'Tractor' arriving via the main line connection at East Grinstead, having first collected the 4VEP from Strawberry Hill depot.

Furthermore, following completion of engine repair works, the Bluebell's latest resident diesel, Class 73 E6040 *The Bluebell Railway* (which arrived in April 2023 having been purchased by a member) made its debut on passenger workings after being cleared for service the day before the gala commenced. Although it was not allocated any workings on the timetable, it was attached to some trains

4VEP EMU No. 3417 *Gordon Pettit* not only made its first journey south of East Grinstead at the gala, but it also carried its first passengers in more than a decade following a concerted effort by Southern Electric Traction Group volunteers at Strawberry Hill depot, where it is based. During the gala it ran with visiting Class 33 No. 33111 in push-pull mode. JAMES CUMMINS

Class 37 D6851 *Flopsie* crests Freshfield Bank with a pie and mash special on September 6. JAMES CUMMINS

D8188 prepares to depart Sheffield Park station with the 7.45pm to East Grinstead on September 6. JAMES CUMMINS

Class 33 No. 33111 powers away from Sharpthorne Tunnel bound for Kingscote, working in push-pull formation with 4VEP No. 3417. JAMES CUMMINS

On September 7, E6040 *The Bluebell Railway* gave cab rides within station limits at Sheffield Park; while running round its stock, visiting Class 14 'Teddy Bear' D9551 passes the electro-diesel in the pumphouse siding. PAUL AUCKLAND

during the Friday and Sunday and remained at Sheffield Park at other times with cab access available.

An intensive timetable saw an array of services operate, with the Class 14 appearing on brake van trips at Horsted Keynes one day and a mixed train another. Furthermore, the 'Teddy Bear' also worked a full line trip with the restored goods wagon rake – only the second time these have travelled north of Kingscote since the extension opened in 2013.

Event organiser Mike Hawkins said: "As a railway we recognise we need to move with the times and that for many enthusiasts now, like myself, it is diesel that was about when we were growing up. I was approached by a director last November asking if I would take on the planning and I emphasised that if I were to do it, we would need to do it properly.

"We are, in some regards, still the 'new boys' in this field, so it was very much a case of calling upon friends at other railways to see what was available. There were some locomotives we were after that weren't ready but 'could have been' by the time of the gala, but we didn't want to risk a late cancellation so opted to go with readily available locomotives.

"The Class 14 group at the Severn Valley has wanted to bring a locomotive to us for some time so jumped at the opportunity; likewise, our good relationship with the Swanage and Mid-Hants enabled us to agree the 33 and 20 respectively. Having the 4VEP available and working its first passenger services in more than a decade was a real boon, and the South Eastern Traction Group, which acts as its custodian, went to great lengths to make sure that it was ready to go in time.

"The challenge of these events is keeping them interesting. We made sure in the planning that there were interesting movements, such as the goods and mixed services. Pairing the two rodded locomotives – D9551 and D4106 – also went down well.

"We had a lot of positive feedback from both passengers and owning groups, and we are already looking ahead to an event for next year."

Although the arrival of diesels at the railway caused some controversy among members, Mike pointed out that they have their place but don't detract from the steam side: "The diesel group on the railway is only small, and many of us, myself included, are also drivers or fireman on steam locomotives. Our core product will still be steam, but we have to move with the times as well." HR

Visiting Class 14 D9551 approaches Horsted Keynes with a mixed rake of vintage pre-Grouping era passenger stock on September 7. PHIL BARNES

Class 73 E6040 (left) made its first public outings at the gala following completion of engine work. On September 6 it passes Class 33 No. 33111 at Sheffield Park. PAUL AUCKLAND

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 until Nov 3.**

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254. **Running: Weds + Oct 6, 31-Nov 3.**

Chatham Historic Dockyard
Standard gauge, one mile. Chatham, Kent. Tel: 01634 820800. **Open: Daily until Oct 27.**

East Kent Railway
Standard gauge, two miles. Shepherdswell, Kent. Tel: 01304 832042. **Running: Suns.**

Eastleigh Lakeside Railway
10¼in & 7¼in gauge, 1¼ miles. **Running: Daily until Sept 29 then W/Es.**

Exbury Gardens & Steam Railway
12¼in gauge, 1½ miles. Exbury, Southampton. Tel: 023 8089 1203. **Open: Daily until Nov 3.**

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: W/Es until Oct 20.**

Isle of Wight Steam Railway
Standard gauge, five miles. Havenstreet, Isle of Wight. Tel: 01983 882204. **Running: Tues-Thurs, W/Es.**

Kent & East Sussex Railway
Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155. **Running: W/Es until Oct 27 + Sept 25/26, Oct 29-31.**

Lavender Line
Standard gauge, one mile. Isfield, East Sussex. Tel: 01825 750515. **Running: Sept 22, 29, Oct 13, 27.**

Mid-Hants Railway
Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810. **Running: Thurs-Suns & sch hols until Nov 3.**

Mizens Railway
7¼in gauge, one mile. Woking, Surrey. Tel: 07962 400922. **Running: Suns until Sept 29.**

Old Kiln Light Railway
2ft gauge, ¾ mile. Farnham, Surrey. **Running: W/Es until Sept 29.**

Romney, Hythe & Dymchurch Railway
15in gauge, 13½ miles. New Romney, Kent. Tel: 01797 362353. **Running: Daily until Sept 29, then Tues-Thurs & W/Es.**

Royal Victoria Railway
10¼in gauge, one mile. Netley, Southampton. Tel: 02380 456246. **Running: W/Es, sch hols.**

Sittingbourne & Kemsley Light Railway
2ft 6in gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899. **Running: Suns until Sept 29 + Sept 28.**

Spa Valley Railway
Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141. **Running: W/Es + Oct 18, 30/31.**

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: Suns + Oct 5, 26, 30.**

Bodmin & Wenford Railway
Standard gauge, 6½ miles, Bodmin, Cornwall. Tel: 01208 73555. **Running: Tues-Thurs & Suns until Nov 3.**

Bristol Harbour Railway
Standard gauge, 1½ miles. Princes Wharf, Bristol. Tel: 0117 352 6600. **M Shed Museum open Tues-Suns. Running: W/Es until Oct 27.**

Dartmouth Steam Railway
Standard gauge, seven miles. Paignton, Devon. Tel: 01803 555872. **Running: Daily until Nov 2.**

Devon Railway Centre
2ft gauge, ½ mile. Bickleigh, Devon. Tel: 01884 855671. **Open: W/Es until Nov 3 + Sept 26/27, Oct 29-31.**

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417. **Running: Weds & W/Es until Nov 2.**

Gartell Light Railway
2ft gauge, one mile. Yenston, Templecombe, Somerset. Tel: 01963 370752. **Running: Sept 29, Oct 27.**

Helston Railway
Standard gauge, 1¼ miles. Helston, Cornwall. Tel: 07901 977 597. **Running: Thurs & Suns until Oct 31 + Oct 30.**

Lappa Valley Railway
7¼in, 10¼ and 15in gauge, one mile. Newquay, Cornwall. Tel: 01872 510317. **Open: Daily until Sept 29, then Weds-Suns & sch hols.**

Launceston Steam Railway
1ft 11½in gauge, 2 ½ miles. Launceston, Cornwall. Tel: 01566 775665 **Running: Oct 27-31.**

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay, North Devon. Tel: 01598 763487. **Running: Tues-Thurs, W/Es & sch hols until Nov 3.**

Moors Valley Railway
7¼in gauge, one mile. Ringwood, Hants. Tel: 01425 471415. **Running: W/Es, sch hols.**

North Dorset Railway
Standard gauge, 1200ft. Shillingstone, Blandford Forum, Dorset. Tel: 01258 860696. **Open: Weds, W/Es.**

Plym Valley Railway
Standard gauge, 1½ miles. Marsh Mills, Plymouth. Tel: 01752 345078. **Running: Suns until Oct 27 + Sept 21, Oct 12, 26.**

Seaton Tramway
2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375. **Running: Daily until Nov 3.**

Somerset & Dorset Joint Railway
Standard gauge, ½ mile. Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221 **Running: Suns + Oct 19, 30.**

South Devon Railway
Standard gauge, seven miles. Buckfastleigh, Devon. Tel: 01364 644370. **Running: Daily until Nov 3.**

Swanage Railway
Standard gauge, six miles. Swanage, Dorset. Tel: 01929 425800. **Running: Tues-Thurs (until Oct 17), W/Es, sch hols.**

Swindon & Cricklade Railway
Standard gauge, three miles. Blunsdon, Wiltshire. Tel: 01793 771615. **Running: Suns until Oct 20.**

West Somerset Railway
Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996. **Running: Tues, Weds & W/Es until Nov 3 + Oct 31.**

Yeovil Railway Centre
Standard gauge, ¾ mile. Yeovil Junction station, Somerset. Tel: 01935 410420. **Running: Oct 12, 26, 31.**

EAST ANGLIA

Bressingham Steam Museum
Narrow and standard gauge, one mile. Diss, Norfolk. Tel: 01379 686900. **Open: Daily until Nov 3.**

Southern Locomotives Limited's air-smoothed Battle of Britain class Pacific No. 34072 *257 Squadron* will be one of up to six locomotives appearing at the Mid-Hants Railway's October 4-6 Steam Gala. On loan to the railway until January 2025, the Bulleid machine will be joined by two further visiting locomotives; GWR large prairie No. 4144 will appear courtesy of Didcot Railway Centre, while GWR 56xx Class 0-6-2T No. 669 comes courtesy of the 6695 Loco Group and the Swindon & Cricklade Railway. The home fleet will comprise Urie S15 No. 506 and LMS Ivatt 2-6-2T No. 41312 on service trains, while Hunslet Austerity conversion 0-6-0T No. 3781 *Linda* will be available for driver experiences within the confines of Ropley locomotive yard. DAVID STAINES/MHR

Pre-order Issue 325: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Bure Valley Railway
15in gauge, nine miles. Aylsham, Norfolk.
Tel: 01263 733858.
Running: Daily until Nov 3, then W/Es.

Colne Valley Railway
Standard gauge, ¾ mile. Castle Hedingham, Essex.
Tel: 01787 461174.
Running: Suns until Oct 27 + Oct 5, 26, 30, 31.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: Weds, W/Es.
Running: Oct 6, 30.

Ferry Meadows Railway
10¼in gauge, ½ mile.
Peterborough, Cambs.
Tel: 01733 398 889.
Running: W/Es, sch hols.

Mangapps Railway Museum
Standard gauge, ¾ mile.
Near Burnham-on-Crouch, Essex.
Tel: 01621 784898.
Open: W/Es, sch hols until Oct 27.

Mid-Norfolk Railway
Standard gauge, 11½ miles. Dereham, Norfolk. Tel: 01362 851723.
Running: W/Es until Oct 20 + Sept 25.

Mid-Suffolk Light Railway
Standard gauge, ½ mile. Brockford, Suffolk.
Tel: 01449 766899.
Reopens: Dec 1.

Nene Valley Railway
Standard gauge, 7½ miles.
Wansford, Peterborough, Cambs.
Tel: 01780 784444.
Running: W/Es until Nov 3 + Oct 4, 25, 31.

North Norfolk Railway
Standard gauge, 5½ miles. Sheringham, Norfolk, NR26 8RA. Tel: 01263 820800.
Running: Tues-Thurs, W/Es & sch hols until Nov 3.

Wells & Walsingham Railway
10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.
Running: Daily until Nov 3.

Whitwell & Reepham Railway
Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.
Open: Tues-Suns. Running: Diesel W/Es, steam first Sun of month.

The North Yorkshire Moors Railway's Class 25 D7628 *Sybilla* is to appear as the Severn Valley Railway's October 3-6 Autumn Diesel Bash. Usually found working the Esk Valley trains to Whitby, it will be appearing at the SVR alongside previously announced Class 25 visitor No. 25262 from South Devon Diesel Traction, based at Buckfastleigh. The SVR's managing director. Jonathan 'Gus' Dunster. said: "We are extremely grateful to the NYMR for agreeing to D7628's appearance. Securing this locomotive is quite a coup as it is very rarely seen away from the NYMR, and we are very pleased to be hosting it." KENNY FELSTEAD/NYMR

HOME COUNTIES

Buckinghamshire Railway Centre
Standard gauge, ¼ mile.
Quainton Road, Bucks.
Tel: 01296 655720
Cafe open Mon-Fri. Running: Suns until Oct 27 + Oct 5, 26, 30.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 07979 055366
Running: Suns until Oct 27 + Oct 31.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon. Tel: 01491 835067
Running: Sept 28/29, Oct 19.

Didcot Railway Centre
Standard gauge. Didcot, Oxon.
Tel: 01235 817200.
Open: W/Es + Oct 30/31.

Epping Ongar Railway
Standard gauge, six miles.
Ongar, Essex.
Tel: 01277 365200.
Running: Sept 21/22, 28/29, Oct 26/27, 29-31.

Great Whipsnade Railway
2ft 6in gauge. Whipsnade Zoo, Dunstable.
Tel: 0344 225 1826.
Running: W/Es & sch hols until Nov 3.

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: Suns until Oct 27 + Sept 28, Oct 30/31.

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 until Oct 31.

Amerton Railway
2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.
Running: W/Es until Nov 3.

Apedale Valley Railway
2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.
Running: W/Es until Oct 27.

Barrow Hill Roundhouse
Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.
Open: W/Es.

Battlefield Line
Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.
Running: W/Es until Oct 27 + Oct 22-24, 29-31.

Cambrian Heritage Railways
Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys).
Oswestry and Llynclys, Shropshire.
Tel: 01691 728131.
Running: Oct 26/27, 30, Nov 2/3.

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: Weds & W/Es until Oct 30.

Crich Tramway Village
Standard gauge, one mile.
Crich, Derbyshire. Tel: 01773 854 321
Open: Sats-Thurs until Nov 3.

Dean Forest Railway
Standard gauge, 4½ miles.
Norchard, Lydney, Glos.
Tel: 01594 845840.
Running: Weds & W/Es until Oct 30.

Ecclesbourne Valley Railway
Standard gauge, nine miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.
Running: W/Es, sch hols until Nov 10.

Echills Wood Railway
7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.
Running: Suns + Oct 26.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Tel: 01782 396210.
Running: Suns until Oct 6.

Gloucestershire Warwickshire Railway
Standard gauge, 15 miles. Toddington, Glos. Tel: 01242 621405.
Running: Tues-Thurs & W/Es until Oct 31.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
www.gcrailway.co.uk
Running: W/Es + Sept 26, Oct 3/4, 23/24.

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 & sch hols until Nov 3.

Midland Railway – Butterley
Standard gauge, 3½ miles. Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es until Oct 27 + Oct 30, Nov 1/2.

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford, Northants. Tel: 01604 820327.
Running: Sept 21/22, Oct 6, 13, 26/27.

Northamptonshire Ironstone Railway
Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.
Running: Sep 29, Oct 13, 27.

Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire. Tel: 01629 580381.
Running: W/Es until Nov 3 + Oct 30/31.

Perrygrove Railway
15in gauge. B4228, Coleford, Gloucestershire. Tel: 01594 834991.
Open: Tues, Thurs, W/Es.

Rocks by Rail
Standard gauge, ¼ mile.
Cottesmore, Rutland.
Tel: 07974 171068.
Open: Tues &Thurs until Oct 17. Running: Oct 6, 20.

Rushden Transport Museum & Railway
Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.
Running: Oct 6.

Severn Valley Railway
Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.
Running: W/Es & sch hols until Nov 3 + Oct 2-4.

Statfold Country Park
2ft gauge, one mile. Tamworth, Staffs B79 0BU. Tel: 01827 830389.
Open: Fris-Suns, sch hols.

Tanat Valley Light Railway
Standard gauge, 1½ miles. Nantmawr, Shropshire SY10 9HW.
Tel: 01691 780042.
www.tanatvalleyrailway.co.uk
Open: TBA.

Telford Steam Railway
Standard gauge, one mile. Telford, Shropshire.
Running: Suns until Sept 29 + Oct 26/27.

Toddington Narrow Gauge Railway
2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.
Running: Oct 26/27.

Valley Railway Adventure
15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.
Running: Weds, W/Es, sch hols until Oct 31.

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: W/Es + Oct 22, 24, 29, 31.

East Lancashire Railway
Standard gauge, 12 miles. Bury, Lancs.
Tel: 0333 320 2830.
Running: W/Es + Oct 11, 23-25.

The Gloucestershire Warwickshire Railway's October 26-27 Autumn Showcase will see WR 4-6-0 No. 7820 *Dinmore Manor* bow out at the end of its current boiler certificate, which was extended by 14 months last year, while, as reported last issue, GWR 2884 class 2-8-0 No. 3850, also owned by Dinmore Manor Locomotive Limited, has just re-entered service following an extremely comprehensive nine-year overhaul including new cylinder castings, new front frame extensions, new racking plate and other new components. It will be the first time that Nos. 7820 and 3850 have been seen in steam together since 2015 (as pictured), when No. 3850's previous boiler certificate expired. Also rostered will be WR 4-6-0 No. 7903 *Foremarke Hall*, GWR 2-8-0s Nos. 2807 and 3850, SR Merchant Navy 4-6-2 No. 35006 *Peninsular & Oriental SN Co*, Class 20 No. 20137, Class 37, D6948, Class 45 No. 45149 and Class 47 No. 47105. Not all locomotives will run on each day, and the final arrangements were to be confirmed. The David Page locomotive depot at Toddington will be open, with preservation society stands to browse, while Carriage & Wagon Department at Winchcombe will also welcome visitors. IAN CROWDER

Eden Valley Railway
Standard gauge, 2½ miles.
Warcop, Cumbria. Tel: 01768 342309.
Running: Suns until Oct 27.

Great Laxey Mine Railway
19in gauge, ¼ mile. Laxey, Isle of Man.
Tel: 01624 862007/670386.
Running: Sats until Sept 28 + Oct 19/20, 26/27.

Groudle Glen Railway
2ft gauge, ¾ mile. Isle of Man.
Tel: 01624 670453.
Running: Suns until Oct 27 + Oct 26.

Heaton Park Tramway
Standard gauge, ½ mile.
Manchester.
Tel: 0161 740 1919.
Reopens: Spring 2025.

Isle of Man Steam Railway
3ft gauge, 15½ miles. Douglas, Isle of Man.
Tel: 01624 662525.
Running: Thurs-Mons until Nov 3.

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 until Nov 3.

Manx Electric Railway and Snaefell Mountain Railway
3ft gauge, 17 miles (MER), 5½ miles (SMR).
Douglas, Isle of Man.
Tel: 01624 697473.
Running: Tues-Suns until Nov 3.

Ravenglass & Eskdale Railway
15in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
Running: Daily until Nov 3.

Ribble Steam Railway
Standard gauge, 1½ miles. Preston, Lancs.
Tel: 01772 728800.
Running: Sats until Sept 28 + Sept 29.

South Tynedale Railway
2ft gauge, 4¾ miles. Alston, Cumbria.
Tel: 01434 338212.
Running: Weds & W/Es until Oct 30 + Oct 29.

Threlkeld Quarry & Mining Museum
2ft gauge, ½ mile. Threlkeld, Cumbria.
Tel: 01768 779747.
Opens: Tues-Suns, sch hols.

West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns until Nov 3 + Oct 31.

NORTH EAST

Aln Valley Railway
Standard gauge, 1½ miles. Alnwick, Northumberland. Tel: 0300 030 3311.
Running: Oct 26/27, 30.

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.

Pre-order Issue 325: Order your copy from **mrtns.uk/pre-order-hr** or call **01507 529529**.

Cleethorpes Coast Light Railway
15in gauge, two miles.
Cleethorpes, North East Lincolnshire
Tel: 01472 604657.
Running: Daily until Nov 3.

Derwent Valley Light Railway
Standard gauge, ½ mile.
Murton, near York.
Tel: 01904 489966.
Running: Suns.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks.
Tel: 01756 710614.
Running: Tues & W/Es until Oct 29 + Sept 25, 26, Oct 2, 3.

Heatherslaw Light Railway
15in gauge, two miles.
Ford Forge, Northumberland.
Tel: 01890 820244.
Running: Daily until Nov 3.

Keighley & Worth Valley Railway
Standard gauge, five miles. Haworth, West Yorks, BD22 8NJ.
Tel: 01535 645214.
Running: Weds, W/Es, sch hols + Oct 4, 17, 18.

Lincolnshire Coast Light Railway
2ft gauge. Skegness, Lincs.
Tel: 07407 500884.
Running: Sept 21, Oct 26.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles. Ludborough, Lincolnshire.
Tel: 01507 363881.
Running: Suns until Sept 29 + Sept 28, Oct 13, 27.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds. Tel: 0845 680 1758.
Running: Suns until Oct 27.

North Yorkshire Moors Railway
Standard gauge, 18 miles. Grosmont, North Yorks. Tel: 01751 472508.
Running: Daily until Nov 3.

Scarborough North Bay Railway
20in gauge, 7/8 mile.
Scarborough, North Yorks.
Tel: 01723 368791.
Running: Daily until Nov 3.

Stephenson Steam Railway
Standard gauge, two miles.
North Shields.
Tel: 0191 277 7135.
Open: W/Es. Running: Suns until Nov 3 + Oct 31.

Tanfield Railway
Standard gauge, three miles. Near Gateshead, Tyne & Wear.
Tel: 07508 092365.
Running: Suns until Oct 20.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Co. Durham.
Running: Sept 21, 25, 27, 28, Oct 1, 6, 9, 11, 13, 19, 26 27, 29-31.

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

Wensleydale Railway
Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 01677 425805.
Running: Weds & W/Es until Oct 20.

Whistlestop Valley Railway (Kirklees)
15in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Open: W/Es, sch hols + Oct 4, 7, 18, 25.

Yorkshire Wolds Railway
Standard gauge, 1,000ft. Fimber, East Yorkshire. Tel: 01377 338053.
Running: Suns until Oct 27 + Oct 30.

WALES

Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.
Running: Thurs, W/Es & sch hols until Nov 2.

Blaenavon's Heritage Railway
Standard gauge, 3½ miles. Blaenavon, Torfaen. Tel: 01495 792263.
Running: W/Es until Sept 29 + Oct 26/27, 30/31.

Brecon Mountain Railway
1ft 11¾in gauge, five miles.
Pant, Mid-Glamorgan.
Tel: 01685 722988.
Running: Tues-Thurs & W/Es until Oct 31.

Corris Railway
2ft 3in gauge, ¾ mile.
Corris, near Machynlleth.
Tel: 01654 761701.
Running: Sats until Oct 26.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: Tues-Thurs, W/Es & sch hols until Nov 3.

Ffestiniog Railway
2ft gauge, 13½ miles. Porthmadog, Gwynedd. Tel: 01766 516000.
Running: Daily until Oct 31.

Gwili Railway
Standard gauge, four miles. Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.
Running: Sept 22, 25, 26.

Llanberis Lake Railway
2ft gauge, three miles.
Llanberis, Gwynedd. Tel: 01286 870549.
Running: W/Es (until Nov 3), Tues-Thurs, sch hols.

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: Fris-Suns until Nov 10 + Sept 25/26.

Rhyl Miniature Railway
15in gauge. Rhyl, North Wales.
Tel: 01352 759109.
Running: W/Es until Sept 29.

Snowdon Mountain Railway
800mm gauge, 4½ miles.
Llanberis, Gwynedd.
Tel: 01286 870223.
Running: Daily until Oct 27.

Talyllyn Railway
2ft 3in gauge, 7½ miles.
Tywyn, Gwynedd. Tel: 01654 710472.
Running: Daily until Nov 3.

Teifi Valley Railway
2ft gauge, ½ mile.
Henllan, Ceredigion, SA44 5TD.
Tel: 01559 371077.
Running: W/Es until Sept 29.

Vale of Rheidol Railway
1ft 11¾in gauge, 12 miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819.
Running: Daily until Nov 3.

Welsh Highland Heritage Railway
2ft gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.
Running: Thurs, W/Es & sch hols until Nov 1.

Welsh Highland Railway
2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Daily until Oct 31.

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles. Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: W/Es & sch hols until Nov 3.

SCOTLAND

Bo'ness & Kinneil Railway
Standard gauge, five miles.
Bo'ness, West Lothian.
Tel: 01506 825855.
Running: Tues & W/Es until Oct 27.

Caledonian Railway
Standard gauge, four miles.
Brechin, Angus.
Tel: 01356 622992.
Reopens: Nov 23.

Doon Valley Railway
Standard gauge. Dunaskin, Ayrshire.
Running: Sept 29.

Keith & Dufftown Railway
Standard gauge, 11 miles.
Dufftown, Banffshire.Tel: 01340 821181.
Running: Fris-Suns until Sept 29, Oct 25/26.

Lathalmond Railway Museum
Standard gauge, ½ mile.
Scottish Vintage Bus Museum, Lathalmond, near Dunfermline.
Tel: 07379 914801.
Open: Suns until Oct 6.

Leadhills & Wanlockhead Railway
2ft gauge, ¾ mile. Leadhills, South Lanarkshire.
Running: Suns until Sept 29.

Royal Deeside Railway
Standard gauge, 1¼ miles. Banchory, Kincardineshire. Tel: 01330 844416.
Running: TBA.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire.
Tel: 01479 810725.
Running: Weds, Thurs & W/Es until Oct 31.

IRELAND

Cavan and Leitrim Railway
3ft gauge. Drumod, Co. Leitrim.
Tel: +353 71 963 8599.
Running: Sats-Mons until Sept 30.

Downpatrick & County Down Railway
5ft 3in gauge. Downpatrick, Co. Down.
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

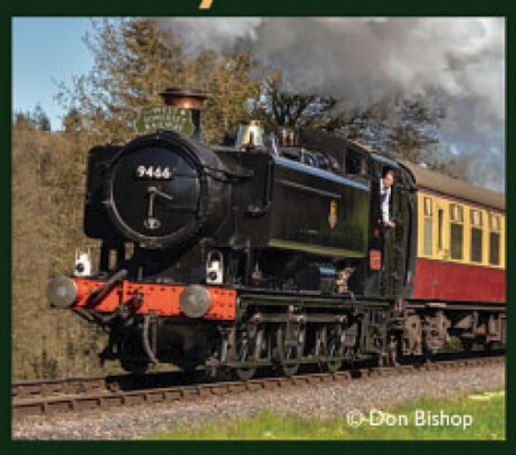
Galas and heritage events in the coming weeks

SEPTEMBER
- 27-29 North Yorkshire Moors Railway Steam Gala
- 27-29 Didcot Railway Centre Autumn Steam Gala
- 27-29 Mid-Norfolk Railway Mixed Traffic Gala
- 28/29 Talyllyn Railway Heritage Weekend
- 29 Buckinghamshire Railway Centre SHOWBUS

OCTOBER
- 3-6 Great Central Railway Autumn Steam Gala
- 3-6 Severn Valley Railway Autumn Steam Gala
- 4-6 Ffestiniog Railway Bygones Weekend
- 4-6 Mid-Hants Railway Autumn Steam Gala
- 5/6 Buckinghamshire Railway Centre Day out With Thomas
- 5/6 East Lancashire Railway Day Out with Thomas
- 5/6 Llangollen Railway Railcar Gala
- 5/6 Middleton Railway Autumn Gala
- 11-13 Bluebell Railway Giants of Steam
- 11-13 East Lancashire Railway Autumn Steam Gala
- 12/13 Isle of Wight Steam Railway Beer Festival
- 12/13 Kent & East Sussex Railway Austin Counties Car Rally
- 17-20 Keighley & Worth Valley Railway Beer Festival
- 17-20 Spa Valley Railway Beer Festival
- 26/27 Gloucestershire Warwickshire Railway Autumn Showcase
- 26/27 Romney Hythe & Dymchurch Railway Autumn Gala
- 26/27 Spa Valley Railway Model Bricks Show
- 27 Mid-Suffolk Light Railway Vintage & Bygones Day
- 28-31 Ravenglass & Eskdale Railway Half Term Double Headers
- 30/31 Ravenglass & Eskdale Railway Chris Vine Young Engineers' Days

Organising a gala or other big event and want it included? Let us know by emailing Owen Hayward at: ohayward@mortons.co.uk

Dean Forest Railway
Royal Forest of Steam



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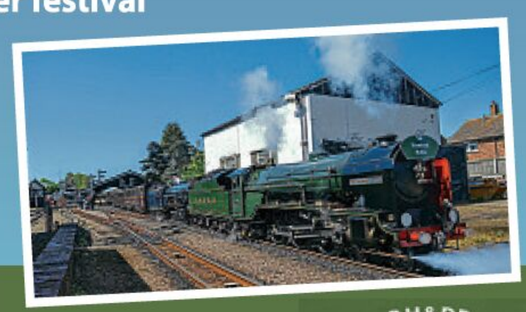

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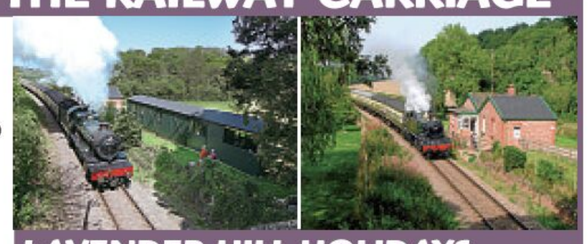

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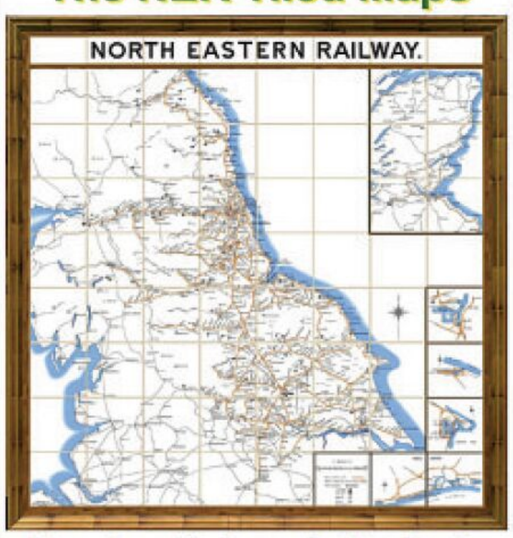

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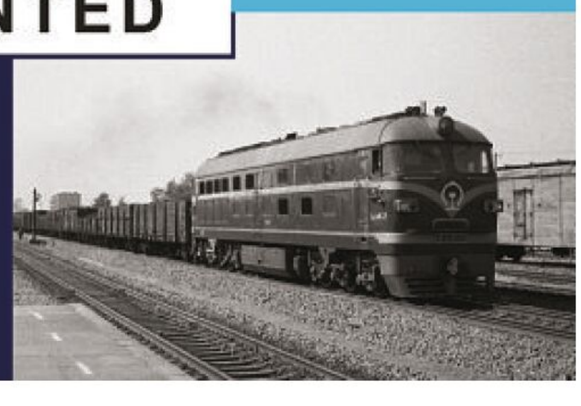

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As if by magic, the KESR launches new Halloween special

By Geoff Courtney

THE end of October is the time for trick and treating, spooky thrills and chills, wizards, and magic, and the Kent & East Sussex Railway is set to join in the fun with a series of special trains over the three days of October 29-31.

Strictly speaking, the event is Halloween, which is celebrated on October 31 and has pagan and religious roots, but today it is a largely non-religious celebration that is enjoyed by the young and many of the not-so-young. Doubtless most participants don't know the background or the whys and wherefores, but that is no hindrance nor an excuse for not having a good time.

The Tenterden-based railway has two sets of steam-hauled trains planned – the 'Magic Express', which will run three times a day throughout the three days of festivities and will be making its Halloween debut, and the scariest of all, the popular 'Fright Night Express' on October 31.

Before boarding one of the 'Magic Express' trains, which are suitable for families with children aged five to 11 and will run return journeys between the stations of Tenterden Town and Wittersham Road, each youngster will be given a wizard activity pack, and once in their seats will be tested by official wizards and taught wand control. On the return to Tenterden, achievement certificates will be distributed and a competition held for the best-dressed young wizard or witch.

As darkness begins to descend on the evening of October 31, Tenterden station will see the departure of the 'Fright Night Express' at 6.30pm.

In the dark: Hunslet 1943-built 0-6-0ST WD75008 *Swiftsure*, which is in line to be one of the steam locomotives operating the Kent & East Sussex Railway's Halloween trains on October 29-31, prepares itself at Tenterden Town station during a nighttime exercise. STEPSTONE IMAGING

Beforehand there will be a fire-eating performance and Halloween-themed children's activities, and the youngsters' tickets include a spooky goody bag.

On the journey to Northiam station, where – weather permitting – there will be a firework display, the railway is promising a ride full of surprises. Arrival back at Tenterden is scheduled for 8.15pm.

KESR general manager Robin Coombes said: "After Santa specials and galas, the Halloween trains are our next biggest passenger draw.

"The 'Fright Night Express' is always extremely popular, and the trick with this treat is to find a balance that keeps parents and children happy – spooky but not too frightening, with steam providing the perfect atmosphere for the journeys.

"This year we have introduced the daytime 'Magic Express', which will provide plenty of thrills but fewer chills, and this should appeal to families with younger children and, of course, young wizards and witches."

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However, the South Yorkshire Transport Museum in Rotherham has gone one stage further – by preserving an item from the railway of the future for the here and now.

The museum, based in Waddington Way, has acquired life-sized replica of the driver's cab of one of the new trains that will come into service on the London Underground's Piccadilly line in 2025.

These new trains, the majority of which are being built by Siemens Mobility Ltd in Goole, will replace the fleet that entered service on the Piccadilly line in the 1970s. Testing of the new design began in November last year, with a nine-carriage prototype built in Vienna and tested in Germany. However, the majority of the 94 new trains for the London Underground will be built in Goole – not quite South Yorkshire, but only less than 10 miles outside.

A museum spokesman said: "We are immensely grateful to Siemens for the very kind gesture of donating a life-sized replica of the driver's cab of the new Piccadilly line train which will enter service on the London Underground in 2025. Visitors will get the opportunity to sit in the driver's seat and see what it feels like to take the controls of these new state-of-the-art trains that are set to transform journeys on one of the tube's busiest lines.

"It will provide a great photo opportunity for anyone wanting to sit at the controls, not just for rail enthusiasts but also for the general public on open days, plus the groups, including local schools, that visit the museum."

The museum, which was founded in 1995, has moved on from being a collection of historic buses and now houses about 50 vehicles at different stages of restoration, some fully restored to their former glory.

The typical size (and weight) of railway exhibits has in the past been a major hindrance to accommodating railway rolling stock. However, that changed in 2023 with the acquisition, from the Museum of Science & Industry of the driver's cab of 1952-built Class 76 (EM1) No. 76039 *Hector*, which ran on the electrified Woodhead Route, and Hudswell Clarke 0-4-0ST No. 1689 of 1937 *Brown Bayliss Steelworks (of Sheffield) No. 7*, which was previously based at the Elsecar Heritage Railway.

The full-sized mock-up of the cab of one of the new Piccadilly line trains. SYTM

The museum is wholly volunteer operated with limited public openings, but always on the second Sunday of the month. For details, visit www.sytm.co.uk

NEXT ISSUE
Issue 325 out Oct 25
The autumn gala season is here again, with A4 No. 60007 *Sir Nigel Gresley* at the Bluebell Railway's October 11-12 Giants of Steam gala.

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