

FIRST TRACK GOES DOWN ON ROTHER VALLEY-KESR LINK

ISSUE 347

# HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

## Gresley 150 celebrated as N2 steams again!



LAST CHANCE TO  
**WIN**  
A COPY OF  
**THE TITFIELD  
THUNDERBOLT  
IN 4K**



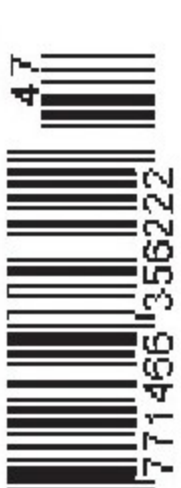
◀ Date set  
for Tulyar's  
comeback

▶ First  
moves for  
ex-Barry  
prairie



NO. 347

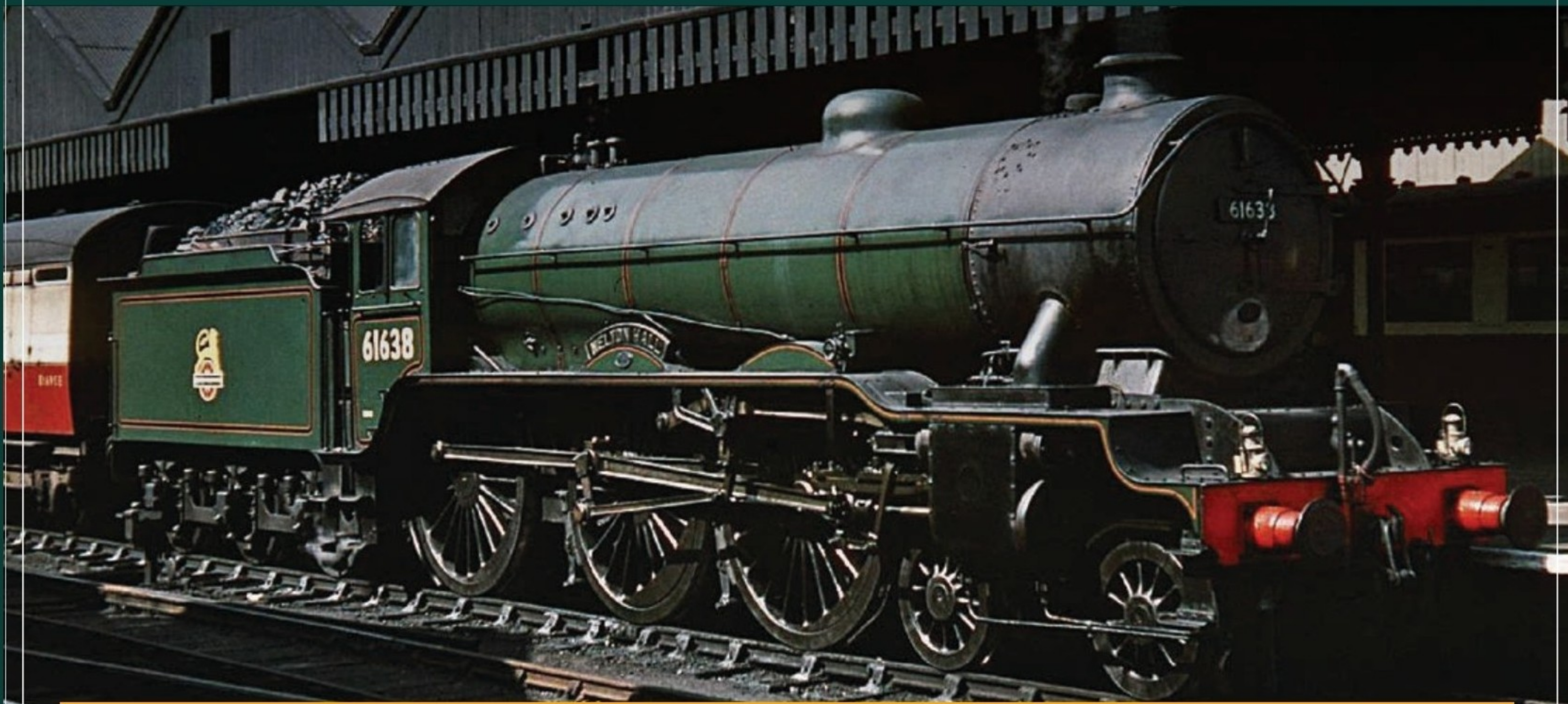
£5.60





# FREE THE SPIRIT

THE B17 STEAM LOCOMOTIVE TRUST



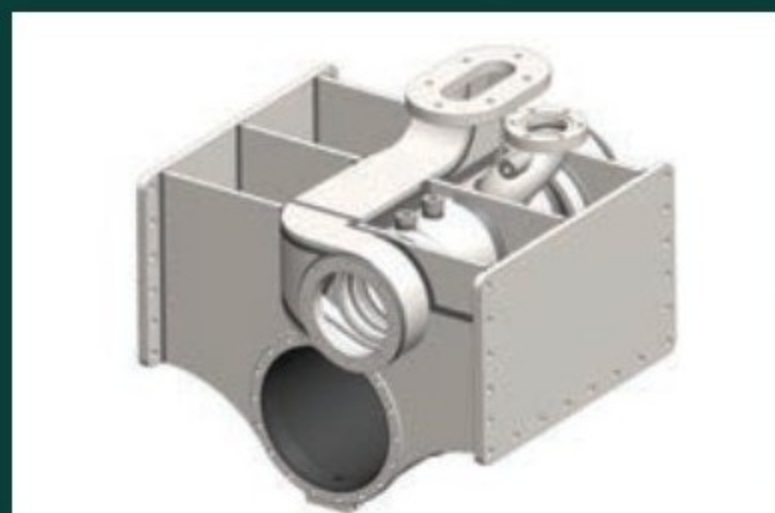
## THE SPIRIT OF AN ERA RETURNS

First introduced in 1928, Gresley's B17 'Sandringham' class was born in the golden age of Art Deco – a time of style, elegance and bold new possibilities. With its graceful lines inherited from Gresley's A1 of 'Flying Scotsman' fame, the B17 captured the spirit of an era when railways opened up a new world of travel; linking cities, connecting communities and giving people the freedom to explore.

## BRIAN HALL MEMORIAL FUND

### MIDDLE CYLINDER APPEAL

The B17 Trust is seeking £50,000 to fund the middle cylinder and smokebox saddle for No. 61673 Spirit of Sandringham in memory of our late Chairman Brian Hall. Fabricated not cast, as designed by Brian for superior robustness, internal streamlining and thermal efficiency, it is intended as a fitting and enduring memorial to his engineering vision.



[www.b17steamloco.co.uk](http://www.b17steamloco.co.uk)



SCAN AND DONATE  
TO THE BRIAN HALL  
MEMORIAL FUND



CHARITY REGISTRATION NUMBER 1144738





Unique BR Standard Class 8 4-6-2 No. 71000 *Duke of Gloucester* finds a gap between buildings as it passes Camden Lock in London with the Steam Dreams excursion from Haywards Heath to Ely on June 13. ROB BATTY

# Gresley – the greatest Briton of the steam age?

**F**OLLOWING hard on the heels of the acclaimed Railway 200 programme celebrating the bicentenary of the world-leading Stockton & Darlington Railway is Gresley 150, honouring one the steam era's most accomplished locomotive designers and chief mechanical engineers.

We all owe a debt of gratitude to the Gresley Society, founded 63 years ago to boost knowledge and public awareness of this great man.

The distribution of headboards to be carried by all the surviving locomotives that Sir Nigel Gresley designed on the 150<sup>th</sup> anniversary of his birth in Edinburgh on June 19, 1876, as depicted in our feature on pages 42-44, cannot be praised enough.

Yes, Gresley did not invent the self-propelled steam locomotive; however, his development of steam technology, leading to the East Coast Main Line setting and innovating exacting new standards in rapid transit inspired the world in his day and now. His locomotives were considered stylish, both aesthetically and mechanically, and moved on traction design.

In 1936, with an eye to the future, he designed the 1500 V DC locomotives for the proposed electrification of the Woodhead Line between Manchester and Sheffield, a project postponed by the outbreak of the war and not completed until more than a decade after his death.

His invention of a three-cylinder design with the Gresley conjugated valve gear generated smooth running and power at lower cost than would have been achieved with more conventional gear.

As illustrated on the cover of this issue, the oldest surviving locomotive he designed – GNR 0-6-2T N2

No. 1744 – is due to return to service imminently. Meanwhile, *Flying Scotsman* has survived as a defining icon of British heritage, a household name which guarantees to draw crowds wherever it appears, and which continues to instigate interest in the triumphs of the steam age among subsequent generations, not to mention boosting the appreciation and – hopefully – involvement in our rich, varied and expansive preservation movement and our enviable catalogue of heritage lines and museums big and small.

The day after the birthday celebrations, the society held a symposium and 1930s-themed gala dinner in Doncaster, forming a highlight of the year-long anniversary under the title *A Legacy of Innovation, Speed and Elegance* – for that is exactly what Sir Nigel has bequeathed every one of us.

You may have seen reports regarding the planned closure of a number of T G Jones stores (formerly W H Smith). At present, it remains unclear whether your nearest store will be affected. To ensure you continue receiving future issues of *Heritage Railway*, we encourage you to consider one of the following options.

- Subscribe – see inside this issue for great offers. It guarantees best price and reliable delivery.
- Go online to our shop, where you can buy a copy and have it delivered to your door – visit the website [www.classicmagazines.co.uk](http://www.classicmagazines.co.uk)
- Use the online store finder to see stockists in your area: [www.frontline-group.co.uk/store-finder](http://www.frontline-group.co.uk/store-finder)
- Order a copy at your local newsagent for collection by yourself or request home delivery.

**Robin Jones** Editor

## EDITORIAL

**Editor** Robin Jones  
[robin.jones@kelsey.co.uk](mailto:robin.jones@kelsey.co.uk)  
**Staff writer** Owen Hayward  
[owen.hayward@kelsey.co.uk](mailto:owen.hayward@kelsey.co.uk)  
**Senior news and railwayana contributor**  
 Geoff Courtney  
**Senior contributor**  
 John Titlow  
**Contributors**  
 Don Benn, Sally Clifford,  
 Hugh Dougherty, Phil Eldridge,  
 Tim Hobman, Jimmy James,  
 Daniel Long  
**Designer** Tim Pipes  
**Production editor** Lucy Wood  
**Publisher** Tim Hartley  
**Editorial address**  
 Heritage Railway magazine,  
 Kelsey Media Ltd, PO Box 99,  
 Horncastle, Lincs LN9 6LZ  
**Website**  
[www.heritagerrailway.co.uk](http://www.heritagerrailway.co.uk)

## ADVERTISING

**Advertising representatives**  
 Andy Bruce 01507 529455  
[andy.bruce@kelsey.co.uk](mailto:andy.bruce@kelsey.co.uk)  
 Connor Crowley 01507 529411  
[connor.crowley@kelsey.co.uk](mailto:connor.crowley@kelsey.co.uk)  
**Group advertising manager**  
 Sue Keily [sue.keily@kelsey.co.uk](mailto:sue.keily@kelsey.co.uk)

## CUSTOMER SERVICES

**General Queries & Back Issues**  
 01507 529529  
 Monday-Friday 8.30am-5pm

[help@classicmagazines.co.uk](mailto:help@classicmagazines.co.uk)  
[www.classicmagazines.co.uk](http://www.classicmagazines.co.uk)

## DISTRIBUTION & PRINTING

**Distribution**  
 Frontline Distribution Solutions  
 2 East Poultry Avenue,  
 London, EC1A 9PT.  
 Tel: 020 7429 4000  
**Printing**  
 Acorn Web Offset, Normanton,  
 West Yorkshire

**K KELSEYmedia**

## KELSEY MEDIA LTD

**Sales and distribution manager**  
 Carl Smith  
**Customer marketing director**  
 Kevin McCormick  
**Head of marketing (subscriptions)**  
 Claire Aspinall  
**Managing director**  
 Dan Savage

## ARCHIVE

**Enquiries** Jane Skayman  
 01507 529423  
[jane.skayman@kelsey.co.uk](mailto:jane.skayman@kelsey.co.uk)

## SUBSCRIPTION

Full subscription rates (but see page 30 for offer): (12 months 13 issues) – UK £72.80.  
 Export rates are also available – see page 30 for more details.  
 UK subscriptions are zero-rated for the purposes of Value Added Tax.  
 Enquires: [subscriptions@mortons.co.uk](mailto:subscriptions@mortons.co.uk)

## EDITORIAL CONTRIBUTIONS

Contributions to this magazine should be clearly typed and ideally sent by email. Photographs, which should be clearly marked with the contributor's name and address, are submitted at the owner's risk. Kelsey Media Ltd cannot be held responsible for loss or damage, however caused. All postal submissions must include an appropriate SAE for the return of all material. Opinions expressed in this magazine are not necessarily those of the editor or his staff.

© Kelsey Media Ltd.

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

ISSN No 1466-3560

## Published

Every four weeks on a Friday.  
**Advertising deadline**  
 July 14, 2026  
**Next issue on sale**  
 July 31, 2026





## ISSUE 347

July 3 – July 31, 2026

## News



6

### Headline News

- Severn Valley's ex-Barry prairie makes first moves under own steam
- Date set for Deltic *Tulyar*'s return to service at Great Central Railway
- King's Birthday Honours recognises heritage sector trio
- South Devon gains approval for new restoration building project
- Facelift for Covent Garden museum as LTM approaches 50th anniversary



10

### News

- North Norfolk secures the future for BR Standard mogul
- First track laid on KESR and Rother Valley extension
- Swanage Railway gains charitable status in anniversary year
- Structural engineer's timely gift to Spa Valley bridge project
- Statfold conversion adds oil-burner to collection's steam roster
- Severn Valley launches appeal for Kidderminster station canopy
- Digitisation of records opens up history of Irish rail



52

### Main Line News

- West Coast's 'The Jacobite' returns as 8F undergoes first main line test
- Class 47's anniversary tour to take in 'closed' Portishead branch
- Hudswell Clarke makes surprise main line appearance in Norwich

### 60 With Full Regulator

Don Benn looks back to 2010 for some fine running with LMS 'Duchess' No. 6233, and then to 2019 with No. 35028 *Clan Line*.



**CONTENTS:** LNER B1 No. 61306 *Mayflower* passes Allerford on June 20 with a Steam Dreams railtour to Kingswear. Having departed Waterloo diesel-hauled earlier that morning, *Mayflower*, which is currently being stabled at Bishops Lydeard on the nearby West Somerset Railway, took over at Taunton for the run via Dawlish to the journey's end point. STEPHEN GINN

**COVER:** On June 10, GNR N2 No. 1744 heads for Weybourne at the end of a day of loaded test runs as its overhaul nears completion at the North Norfolk Railway. Displayed on its smokebox was the commemorative headboard produced by the Gresley Society to mark the renowned engineer's 150th anniversary, which was celebrated around the world on June 19 – see feature on pages 42-44 for the full story. OWEN HAYWARD

## Regulars

### 30 Subscribe Today 50 Centre

Poppies for the Poppy Line as Hunslet 'Fitzwilliam' 0-6-ST No. 1589 *Newstead* begins the climb out of Weybourne on June 10. OWEN HAYWARD



50

### 58 Main Line Itinerary

Steam and heritage diesel railtours.

### 74 Railwayana

Geoff Courtney's regular column.

### 91 Off the Shelf

Latest book and DVD releases.

### 92 Up & Running

Your guide to upcoming railway events and running days.

### 98 Next Stop

## Features

### 42 Signs of the great times!

Special headboards celebrating the achievements of Sir Nigel Gresley CBE, one of the world's greatest locomotive engineers, were displayed on all of the surviving locomotives he designed to celebrate his 150th birthday, reports Robin Jones.



42





#### 46 Resignalling Sheringham station

During the winter, the North Norfolk Railway undertook one of its most complicated infrastructure projects to date – the complete reworking of Sheringham station's signalling set-up. Dave Ballard takes us through what was done and why.

#### 66 Following on from Stockton & Darlington...

Germany's Deutsche Bahn Museum in Nuremberg is a gripping and expansive showcase of the country's railway history, highlighting how the seeds of the world's first steam-hauled passenger train flourished on the continent, as John Titlow reports.

#### 78 Celebrating 50 years at Telford Steam Railway

Variety is the spice of life at the Telford Steam Railway, which has two running lines of different gauges and a unique steam tram. John Titlow visited its 50th anniversary weekend to capture the action.



#### 72 Flying Scotsman stars in designer's 150th anniversary year

Sir Nigel Gresley's A3 Pacific No. 60103 *Flying Scotsman* continues to wow the crowds wherever it goes, including a successful early June stint on the East Lancashire Railway, reports Robin Jones.

#### 84 From Tallyllyn to Titfield

With StudioCanal having released a 4K restoration of what is arguably the most well-loved railway-centric movie out there, Owen Hayward explores the connection between the story, the railway that inspired it, and the legacy it has left.

#### Models



#### 88 Model News

Familiar faces amid Bachmann OO and Hornby TT:120 reveals, and yet more Rapido announcements!

#### PRE-ORDER ISSUE 348

No need to pop to the shops in four weeks' time... simply order your next HR from [mrtns.uk/pre-order-hr](http://mrtns.uk/pre-order-hr) or call 01507 529529.

SCAN ME WITH YOUR PHONE CAMERA!



#### SUBSCRIBE FROM £57.99\*

\*THAT'S JUST £4.46 AN ISSUE IF YOU PAY BY DIRECT DEBIT EVERY 12 MONTHS

See page 30



Find the latest news, images and discussion online only at:



Like us [facebook.com/heritagerailway](https://www.facebook.com/heritagerailway)



Follow us @HeritageRailMag



Connect with us [heritage-railway-magazine](http://heritage-railway-magazine)



# Severn Valley large prairie becomes 154<sup>th</sup> ex-Barry locomotive to steam

Words and pictures by John Titlow

GWR 2-6-2T No. 4150 is running again on the Severn Valley Railway – 61 years after being withdrawn from BR services and 52 years since it became the 57<sup>th</sup> of 213 locomotives to be rescued from Dai Woodham's Barry scrapyards as the last of the four Severn Tunnel Junction shed prairies to be sent there.

No. 4150 has spent the longest time unrestored of any locomotive on the SVR and is the last ex-Barry engine to be restored there.

After many years of hard work, a fire was finally lit in nearly completed No. 4150 in Bridgnorth shed yard on June 1 for a boiler examination the following day. The commissioning steam test on June 2 was a success, marking a major step forward in the final stages of the locomotive's restoration.

Various mechanical faults were identified, in particular the vacuum braking system, and weighing adjustments then made. Work rectifying these is still ongoing but on June 16, No. 4150 ran round the shed yard. The following day it ran to Highley on a test trip, where additional minor faults were identified, as is to be expected after any restoration.

No. 4150 entered traffic in June 1947 as one of the 5101 class of large prairie 2-6-2Ts. A total of 306 were built in Swindon to the same basic design over a long period starting in 1903, after which minor modifications took place. The last, No. 4179, rolled off the production



GWR 2-6-2T No. 4150 ready in the yard outside Bridgnorth shed for its first line test on June 17.

line in 1949. The class was originally designed by George Jackson Churchward as a general purpose locomotive for hauling trip freights over medium distances. Having good acceleration, they were also used on semi-fast and suburban passenger trains running to tight schedules.

Becoming a local engine to the SVR, it was initially shedded at Stourbridge Junction, which had a large contingent of prairies and was used on local services in the Birmingham and Wolverhampton area.

In 1953, it was transferred to Weymouth and used on banking

duties up to Dorchester. In September 1955, it moved to Taunton and headed local services both on the main line and Minehead branch. A year later, it worked at Newton Abbot, assisting heavy freight trains over the South Devon banks and also heading local passenger services to Exeter and Plymouth. In the summer months, it took holiday expresses from Newton Abbot to Paignton and Kingswear.

Its final shed in 1962 was Severn Tunnel Junction, where it was employed on passenger duties, plus piloting and banking through the tunnel until withdrawal in June 1965.

In 1973, the 4150 Fund was established, and in 1974 the locomotive left Barry (with GWR 4-6-0 No. 7812 *Erlestoke Manor*), towed by a Class 25 to the Dean Forest Railway. However, difficulties were encountered and no restoration work began. After an overwhelming vote by fund shareholders, No. 4150 was moved by rail to Bewdley at the SVR in 1978.

After further storage, No. 4150 was dismantled, but by the mid-1980s, fundraising and work had slowed. By 2004, it had spent more time awaiting restoration than working.

In 2007, a new enthusiastic committee was formed to drive the project forward. A protective tunnel covering the locomotive enabled work to continue in bad weather at Bewdley.

The boiler was deemed to be in good condition, the inner copper firebox having been renewed at Swindon not long before withdrawal. The boiler was lifted at Bewdley and

moved to Bridgnorth boilershop in 2019, where all tubes and stays were replaced.

Covid-19 struck, slowing down progress once again, but the rest of the locomotive was eventually moved to Bridgnorth shed in 2022, enabling work to speed up.

Once inside, the frame was raised on the London Transport frame lift. With the wheels removed, it enabled restoration of these and the underside. Once completed, the wheels were refitted and the locomotive became a rolling chassis again. Then followed fitting all the motion, with new main con rods as the originals had been cut through while at Barry.

After the boiler's overhaul, it was temporarily put in place, enabling various pipes to be checked for fitting, with some replacements to be made and bent into shape.

In a strange quirk, June appears to be an important month in the loco's history: in 1947, it entered service; in 1965, it was withdrawn; and in 2026, it returned to working order. After all the years of hard work, No. 4150 will eventually return to pulling trains on a route it would have traversed in the steam era.

Further light engine testing will continue between Bridgnorth and Kidderminster, and when engineers are happy, loaded test runs will take place. No dates had been set as this issue closed for press.

There are hopes that No. 4150 will join the line-up at the SVR's September 17-20 Autumn Steam Gala, but it might appear on service trains before then.



GWR 2-6-2T No. 4150 arrives back at Hampton Loade station on its first line test run from Highley.



# Heritage trio rewarded in King's Birthday Honours

By Robin Jones

THREE leading figures in the heritage railway sector – including two who played key roles in the Stockton & Darlington bicentenary – have been honoured in this year's King's Birthday Honours.

Receiving the British Empire Medal (BEM) for services to heritage is Richard Starrs, project manager for the bicentenary celebrations.

He said he was "honoured to be recognised," and that the award was a testament to years of hard work by several individuals and organisations.

"That said, I am just a small cog in the wheel of a broader partnership that has delivered so much," he said.

"Special thanks go to the Friends of Stockton & Darlington Railway, Darlington Council, Durham County Council and Stockton Borough Council, as well as Historic England, Tees Valley Combined Authority and the National Lottery Heritage Fund. All have been major contributors in helping to make the S&DR a spectacular visitor attraction with a long-term future.

"It has been wonderful to be a part of, and I am incredibly proud of what we have all achieved."

Richard has been involved in a wide range of projects securing the long-term legacy of the S&DR for the past eight years.

Darlington Borough Council leader Coun Steve Harker said: "This is a richly deserved honour – Richard should be very proud to see his many years of hard work recognised this way. Congratulations."

Reuben Kench, chair of the Stockton & Darlington Rail Heritage Partnership



Richard Starrs. S&DR200

and director of community, environment and culture at Stockton Borough Council, was made a Member of the Order of the British Empire (MBE) for services to heritage.

Reuben was director of Cleveland Arts and head of regional development for Northern Art before moving into local government. His subsequent 20 years of senior management experience across culture, events, leisure and heritage services has included delivery of large events, major capital programmes, policy development and service design. He is also leading the council's strategy for environmental sustainability and carbon reduction.

He said: "S&DR200 has demonstrated the extraordinary power of partnership, with local authorities, cultural institutions, artists, educators, voluntary groups and industry working alongside each other to deliver something



Reuben Kench. STOCKTON BC

magnificent. I am proud of what we achieved and honoured to have chaired the partnership.

"The festival has created a defining moment for our region, shaping a national and international story about a world-changing moment in history.

"The quality of the programme, the number of people who took part, the global reach of its coverage and the permanent legacy of facilities and interpretation, will resonate for the next 100 years."

Rhiannon Hiles, the chief executive of Beamish, The Living Museum of the North, has been appointed a Commander of the Order of the British Empire (CBE) for services to museums and to the culture and heritage of North East England.

Rhiannon joined Beamish as a volunteer and engager in 1994 and made the museum her career, now leading a team of 520 staff and 400 volunteers at the region's most visited



Rhiannon Hiles at Beamish Museum. BEAMISH

attraction, which had more than 815,000 visitors last year.

She said: "I am deeply proud to have received this honour for services to museums and to the culture and heritage of North East England.

"To be recognised in this way for my passion for the region, and for representing its people and their stories, means a great deal to me and has had a profound impact."

Museum chair Chris Loughran added: "She is a phenomenal leader across the UK and internationally. As a powerhouse of inspiration, values and commitment to people, it is a pleasure to work alongside her.

"I know she will consider this an award for all staff and volunteers at Beamish."

→ Friends of Stockton & Darlington wins King's Award for Volunteers, and the major international success of the bicentenary year – turn to News, page 36.

## Deltic *Tulyar*'s return to service is confirmed

By Owen Hayward

THE long-awaited return to service of Class 55 Deltic D9015 *Tulyar* will take place on July 31, pulling its first passenger trains for members only, the Deltic Preservation Society announced.

As reported last issue, *Tulyar*, which last worked trains in 1997, underwent its first test runs on the Great Central Railway on May 26.

A thorough overhaul at the DPS base at Barrow Hill included the bogies being overhauled to main line standards, the replacement of the bodywork skin and the refurbishment of both the oil and coolant radiators, and the majority of connecting pipework fully replaced. The fire suppression system has been upgraded to meet modern standards, as opposed to the previously installed BR era one. Extensive electrical work has seen much – if

not all – of the wiring stripped out and either refurbished or replaced as required. The Napier power units have also received work, including a full replacement installed after a failure during an initial series of startup tests in 2024.

Following completion of all the major work, a series of test runs took place during late May and early June from Loughborough Central to Leicester North, which included both light engine and loaded workings to prove *Tulyar*'s systems. By June 16, *Tulyar* had accumulated more than 200 miles of running in, some runs having operated with both engines in use.

As such, with confidence in the Deltic's capabilities set, the DPS announced the first public run on July 31, a members-only occasion to thank those who have supported this long-standing overhaul, as well as the society's two other classmates. It was

expected that *Tulyar* will be working from midday right through until the late evening.

Afterwards, August 1/2 will then see the Deltic working normal passenger services for the general public, with details being finalised as this issue closed for press.

*Tulyar* will then stay on the GCR for the remainder of 2026, including appearing at the GCR's September 3-6 autumn diesel gala. Contrary to rumours, however, none of the DPS's other locomotives will attend this; nor are there any other current intentions to bring together the DPS fleet in one place at any point during the rest of the year.

Meanwhile, 2027 will mark the 50<sup>th</sup> anniversary of the DPS, which also owns Nos. 55009 *Alycidon* (operational and currently out on tour) and 55019 *Royal Highland Fusilier* (undergoing repairs at Barrow Hill). Society social media editor Nigel



The Racehorse Returns: D9015 *Tulyar* departs Loughborough Central with the first of four loaded test runs on June 9. The Deltic's first public trains will be for members on July 31.

GRAHAM NUTTALL

Julian confirmed that "some big plans are being formulated to mark the occasion throughout the year, but we are not at the stage where we will be announcing anything."



# London Transport Museum set for major 50<sup>th</sup> anniversary facelift

By Robin Jones

LONDON Transport Museum has unveiled a major transformation of its iconic Covent Garden home as a striking new 21st-century cultural attraction for the capital ahead of the venue's 50th anniversary in 2030.

The once-in-a-generation LTM50 project will reimagine the museum and modernise the historic Grade II-listed building with a dramatic new entrance opening directly onto Covent Garden Piazza, designed to better connect the venue with the surrounding neighbourhood, while providing an extra 500 square metres of space for improved galleries and learning experiences. It will also introduce major environmental

upgrades, including low-carbon heating and sustainability improvements that aim to reduce the museum's Scope 1 and Scope 2 (greenhouse) emissions by 90%.

The museum will remain open throughout the transformation, with the works managed to minimise disruption. Visitors will begin to see new experiences, upgraded facilities and public-facing changes, building towards a major relaunch and anniversary celebration in 2030.

LTM50 will tell the story of how transport shaped one of the world's greatest cities and how London continues to lead the way in design, engineering, creativity and urban innovation. Alongside the physical transformation, LTM50 will expand



**Left: The planned new external approach to the Covent Garden museum.**  
LTM/DE MATOS RYAN

the museum's role as a centre for education, skills and creativity, connecting thousands more young Londoners with engineering, design, green skills and the future of cities through new interactive galleries and learning programmes.

Last year, the museum welcomed nearly 450,000 visitors, the highest annual total since it opened in Covent Garden's historic Victorian flower market building in 1980.

LTM50 is also expected to grow annual visits by more than 20%, attracting broader and more diverse audiences to Covent Garden and bring renewed energy and vibrancy through expanded exhibitions, events and public programming.

Elizabeth McKay, director and CEO of LTM, said: "London's transport story is one of the greatest innovation stories in the world, and this transformation is about sharing that story in a bigger, bolder and more inspiring way than ever before."

"For generations, Londoners and visitors have come to the museum to explore the city and its stories through its transport system."

"As we approach our 50th anniversary, we are creating an experience that captures the energy, creativity and optimism of London itself while opening the doors to even more people."

The Mayor of London, Sadiq Khan, said: "These plans for transformation will cement our city's global reputation for innovative, ambitious, world-leading transport."

"For almost 50 years, London Transport Museum has functioned as the home of this story, attracting huge numbers of Londoners and visitors alike. I look forward to seeing the museum transform into an even greater space for learning and celebrating our city's history as we continue building a better London for everyone."

Andy Lord, London's Transport Commissioner, said: "This city has always led the way, and public transport has been key to its economic growth and recovery."

"I am thrilled to support the new plans that showcase our transport heritage and the future of transport in the heart of Covent Garden."



**The Tanfield Railway's spectacular June 19-21 Legends of Industry Gala featured six home fleet locomotives and guest Avonside 0-4-0ST No. 1973 of 1927 Dora (pictured), from the Keighley & Worth Valley Railway, seen heading from Andrews House with a demonstration freight working to Sunnyside on June 19. MIKE HEATH**

## Extreme heat leads to cancellations of heritage services and main line tours

WITH temperatures reaching as high as 38 degrees Celsius during the week commencing June 22, heritage lines in the UK responded by adjusting their service plans by swapping rostered traction or cancelling services altogether.

On June 21, the Vale of Rheidol announced that morning and afternoon steam services for that week would be operated by Rheidol 2-6-2T No. 9 *Prince of Wales*, which, as reported in issue 346, entered service in April following its conversion to oil-firing for just such an occasion as this. Furthermore, on June 23-25, a midday service to Devil's Bridge was scheduled to be operated by Brecon Mountain Railway-built 0-6-0DM No. 10.

Next morning, several venues announced they were cancelling their planned midweek operations in light of the high temperatures forecast, including the East Lancashire, Dean Forest, Gloucestershire Warwickshire, Mid Hants, Cambrian Heritage, Severn Valley and West Somerset railways.

"Staff and customer welfare is paramount, along with protection of our infrastructure, and it is felt the risk in the extreme heats forecast is too high for us to do this," a WSR statement said.

Prof John Dora, chairman of GWR plc, said: "Many railway duties are undertaken outdoors or in environments where temperatures can become significantly higher

than the forecast air temperature, including on locomotive footplates, station platforms and lineside locations. Similarly, our vintage carriages are not air-conditioned and can become extremely hot thanks to solar gain through the windows."

The Bluebell Railway announced it too would close to the public on June 24/25, but that services for pre-booked and dining trains would still run as planned.

The South Devon Railway said it would remain open as planned, with all services on June 23-25 hauled by resident Class 33 No. 33002 *Sea King*. The Talylyn Railway said it had implemented measures to mitigate the fire risk, including kitting out its

engineering trolley with firefighting equipment to follow trains along the line.

Lines opting to stay closed were anticipating that they would resume normal services from Saturday, June 27.

The heatwave also affected main line charter operations after Network Rail raised the fire risk to the highest level. Saphos Trains' *Welsh Marches Express* to Shrewsbury, scheduled for June 24 behind A4 Pacific No. 60007 *Sir Nigel Gresley*, ran diesel-hauled instead after the 'Streak' became stranded at Crewe, where it had returned to on June 22 following its light engine move back from a Doncaster Works open event.



# Green light for new Buckfastleigh shed as colourful TKh draws the crowds

By Owen Hayward

CELEBRATIONS were rife at the South Devon Railway on June 20/21 as it staged a mixed traction mini-gala – a late addition to its events calendar, but one that coincidentally proved to be well-timed as the heritage line received planning permission for some of its proposals to improve the site at Buckfastleigh station.

In an application submitted to Teignbridge Council in August 2022, the SDR sought permission to erect a new building over part of the locomotive yard, giving much-needed additional undercover storage and workshop space.

Also incorporated into the planning was provision to change the use of a field on the southern part of the site from a temporary car park into a permanent one, with a new access road through it to serve the existing car parking space and so doubling the amount of vehicle space available.

The SDR reported that the current parking availability was insufficient for the railway's needs, with the improvements required for the accessibility and safety of its visitors, while also reducing instances of informal parking on the site and the surrounding area.

Furthermore, the installation of the new road across this field will divert traffic away from the area immediately outside the front of the station building, improving visitor safety and the appearance of this particular area.

The new maintenance shed will be a steel-framed construction in modern metal sheet wall cladding coloured matt black, with mid-grey roof sheeting and discreet roof guttering that will result in sharp, clean eaves benefitting from large rainwater pipes.

Its presence will create a distinct division between the workshops areas and visitor-accessible museum attractions.

This construction will deliver improvements to the railway's engineering operation to boost its ability to attract fresh volunteers,



The vibrantly coloured Polish TKh No. 5374 *Lord Oliver Brown* reflected in the River Dart shortly after departing from Totnes on June 20. CALLUM WILLCOX

creating new opportunities including paid positions for those in the local community in particular.

To address any concerns about increased flood risk that may arise from the transformation of the field into a car park, permeable surfacing will be used, with swales in between parking spaces.

Rainfall from the restoration shed will be collected into the network and attenuated via crates before making its way to the flow control, which will discharge through a proposed headwall into the River Dart.

An existing pond will provide further ecological and landscape benefits as well as an overflow option for attenuation.

Following consultation and revisions to the proposals, Teignbridge Council gave the green light the plans on June 11 this year, meaning the SDR can now move forward to bring these proposals to fruition.

The mixed traction weekend saw

the railway's resident GWR 0-6-0PT No. 1369 and Class 25 No. 25262 joined by visiting Polish TKh 0-6-0T No. 5374 *Lord Oliver Brown* from the Plym Valley Railway. As reported in *Heritage Railway* issue 330, the latter currently carries a vibrant neon pink and green colour scheme, having been painted in 2025 into the colours of the Children's Hospice South West charity (which provides hospice stays, emergency, palliative and end of life care at three children's hospices across Devon and Cornwall) and 11-year-old Oliver Brown, a patient who died of a rare blood cancer.

An intensive service included both passenger and demonstration goods trains, with both Nos. 1369 and 5374 double-heading some workings each day. A QR code on the sides of the TKh's cab was regularly scanned by visitors who wanted to learn more about the unusual story of the locomotive, with the option to donate to the charity also included.



The late Ribble Steam Railway chairman Dave Watkins. RSR

## Farewell to Ribble Steam champion Dave Watkins

THE Ribble Steam Railway is in mourning for longstanding chairman Dave Watkins, who died in early June.

Dave, a driving force behind the establishment of the heritage line in Chain Caul Road, Preston, and the transition from the former Steamport Southport attraction, oversaw the development of the railway to the attraction it has become today.

"His contributions to the RSR cannot be understated, and he will be greatly missed," said a RSR statement.

He was elected as chairman in 1991, and was a key member of the fundraising team in the 1980s.

## Tornado set for summer return to the Moorsline

NEW-BUILD A1 Peppercorn Pacific No. 60163 *Tornado* will return to the North Yorkshire Moors Railway to run on selected dates this summer.

Visitors can ride behind *Tornado* on pre-booked seat-allocated services from July 27 to August 1 and August 3-8, with each return service departing from Pickering at either 9.55am or 1.05pm. *Tornado* will also haul a special evening service on July 29 with a fish and chips upgrade available.

Bookings may be made at [www.nymr.co.uk/tornado](http://www.nymr.co.uk/tornado)

## Bridge strike at Watersmeet

WEST Somerset Railway services were disrupted on June 18 when members of the public reported that a lorry carrying a mini-digger had struck a bridge at Watersmeet near Combe Florey and flagged down an approaching train before it made it onto the potentially damaged structure. Steam-hauled services to and from Bishops Lydeard were then cancelled for the day while the structure was inspected. By 5.30pm, inspections revealed that while there was damage needing repair, the bridge was safe to cross and services could return to normal.



Above: Concept art showing how the new maintenance shed's construction is expected to look. SDR

Left: Class 25 No. 25262 runs round its freight stock at Buckfastleigh. To the right is the locomotive yard; planning permission will now see a new shed built over part of this site to improve facilities. CALLUM WILLCOX



# New agreement sees future secured for Norfolk's mogul

By Owen Hayward

THE North Norfolk Railway has reached a new agreement with the owning group of BR Standard 4MT 2-6-0 No. 76084 that will see it remain at the Poppy Line for the foreseeable future – with an overhaul planned to be started almost immediately.

Last operational in October 2023, the partly dismantled locomotive has been undergoing an assessment of the work required to bring it back into service.

Built at Horwich and subsequently entering service in 1957, it served a mere decade before being withdrawn. An abortive attempt to preserve it took place in 1974, with No. 76084 finally being acquired by enthusiast Phil Rollin in 1982. For a time it became widely known for its prominent position in its owner's garden, where it received a cosmetic makeover. Sold to the 76084 Locomotive Company Ltd in 1997 following Phil's death, it initially moved to Morpeth where full restoration commenced, before moving to the NNR for its heritage era debut in May 2013.

It became a staple of the NNR steam fleet and in 2016 was even fitted for main line running, which later saw it regularly work the heritage line's dining services to Cromer, which



**BR Standard 4MT 2-6-0 No. 76084 will remain in Norfolk where its overhaul will commence imminently, after which it shall continue to work trains on the NNR.**

STEVE ALLEN/NNR

operated in this manner until 2020 when the Covid-19 pandemic and an assessment of the cost and risk of this operation saw that focus revert back to operating between Sheringham and Holt.

## Extended coastal stay

It is estimated that at least £400,000 is required before the mogul can run again, with the work forecast to last a minimum of two years. The new

agreement means that No. 76084 will be returned to working order to haul trains at the NNR for the full 10-year ticket thereafter, and it includes an assurance for the owning group to earn a good proportion of funds that will be needed for the locomotive's subsequent overhaul.

NNR general manager Graham Hukins said: "The locomotive is ideal for our line, has proved popular with passengers, and is a firm favourite

with our locomotive crews. We are delighted to have reached this agreement.

## Fitting into the plans

"We have been talking with the locomotive's owners for some time, and they have been arranging funding for the overhaul. Assessment of the condition of the boiler, chassis and tender, as well as scoping the work to be required, started soon after it was withdrawn from service. With *Ring Haw's* boiler due to be completed late this year, we needed to firm up the works programme, and 76084 LCL is now in a position where it has been able to finalise a long-term agreement."

Mel Rutter, engineering director for the 76084 LCL, added: "We know the engine is in safe hands with the team at the NNR, and we look forward to working with them when the overhaul starts later this year."

Elsewhere, on June 12, the 4MT's sister, No. 76079, was moved from storage at Grosmont to the North Yorkshire Moors Railway's New Bridge depot near Pickering, ready for its journey to Aviemore following its sale to the Strathspey Railway, as reported last issue. Its overhaul will see this second example of the class also returned to service in the coming years.

## Burglars target two heritage railway sites in Somerset

By Robin Jones

AN SOS appeal has been launched after thieves stole engineering tools and equipment from the recently launched project to rebuild the disused 15in gauge miniature line in Clevedon.

As reported in *Heritage Railway* issue 345, the line at Salthouse Fields, near the seafront, which dates from 1952, is being revived by Emma Coles, the daughter of the line's previous operator, and her family.

An Avon and Somerset Police statement said that the burglary is estimated to have occurred between 7.40pm on Sunday, June 14 and 9.30am the following day. "A number of tools and equipment of significant value, which are being used to restore a miniature railway, including drills, generators and jet washers, were stolen," said the statement. "Due to the weight

of the missing items, we believe a vehicle would have been used in the incident. Anybody with information or relevant CCTV or dashcam footage are asked to call us on 101, quoting reference 5226164412 or complete our online appeals form."

A Coles family statement said: "We are absolutely devastated. This journey is not just for us – it is for the people of Clevedon, for future generations, and for everyone who has shared their wonderful memories of the train over the years.

"After sharing the news of the burglary, the response from our community has been truly unbelievable. We have been overwhelmed by the kindness and support shown by so many people. From private messages and visits to the Station Café to offers of help from volunteers, local businesses, and individuals offering CCTV,

containers, tools, equipment, and support in any way they can – we are incredibly humbled and grateful.

"In the meantime, we've already bought a replacement grinder, the diggers are back out, and we are doing everything we can to keep moving forward."

To donate to the £5000 appeal, visit the Station Café Clevedon or Clevedon Ahead Facebook sites to access the necessary link.

Meanwhile, two similar thefts took place from containers owned by the West Somerset Railway Association at its Norton Fitzwarren site. Between midnight and 2am on June 15 and overnight on June 16/17, electric cables, generators and other related equipment were stolen. Association chairman Edward Martin said: "That people would steal equipment from a charity such as the WSRA is hugely disappointing. Like all charities and



**The revival of the Clevedon miniature railway continues despite the burglary.** STATION CAFÉ CLEVEDON

other organisations in the heritage and tourist markets, money is incredibly tight."

A police statement said: "Enquiries into the burglaries are ongoing, and anyone with information is encouraged to call 101 and quote reference 5226164953."





England 0-4-0ST+T No. 2 *Prince* (unusually facing downhill) and 4WDM *Upnor Castle* round Whistling Curve together on June 21. ANDREW SIMMONDS

## Ffestiniog goes to the extreme for steam and diesel weekend

By Owen Hayward

STEAM, diesel – or how about both? It was a case of bringing nearly all the toys out of the box at the Ffestiniog & Welsh Highland Railways on June 19-21, when both types of locomotives could be found operating some rather unusual services.

Despite being billed as the Extreme Steam Extravaganza, diesel traction did not play second fiddle with heritage locomotives including Baldwin 2-4-0DM No. 11 *Moelwyn* (built 1918), along with more modern contemporaries such as CH Funkey & Co Ltd Bo-Bo *Vale of Ffestiniog* (built 1967), making appearances on passenger services throughout the three days, including some double-headed formations with their coal-fired counterparts. In addition to the more typical Ff&WHR workings, such as the iconic gravity trains, the event offered a chance to present rather uncommon workings, which saw a trio of varying Hunslet saddle tanks triple-head a mixed train preservation-era FR carriages, tipper wagons and the replica of Victorian-era Van 1, colloquially known as the 'Curly Roof' van.



A trio of Hunslet 0-4-0STs – *Velinheli*, *Lilla* and *Britomart* – pass through Rhiw Goch loop with a mixed train. CHIRS PARRY/FF&WHR

Porthmadog was the central point for the occasion, with trains running in both directions from here to head up the mountains towards Blaenau Ffestiniog and through the Aberglaslyn pass on the WHR towards Caernarfon. Live music could be enjoyed both here and at Tan-y-Bwlch at times, the latter also hosting a Saturday beer festival, while those alighting at Minffordd could visit Y Gweithdy to see a model railway exhibition.

As highlighted last issue, those booking tickets in advance were able to cast their votes that determined locomotive allocations for all of Sunday's services.

## Sole M7 returns to Dorset

THE ongoing overhaul of sole-surviving LSWR M7 No.30053 has seen the 1905-built 0-4-4T returned the Swanage Railway after departing the North Norfolk Railway in mid-June.

Owned by the Drummond Society, which bought it in 1986 and repatriated it from the USA the following year, the 0-4-4T last ran in 2017 and has been undergoing a heavy overhaul ever since. The boiler went to Weybourne for contract work, with the rolling chassis arriving there in 2024 for further work.

In April, the boiler was lifted into the frames and subsequently passed an in-steam examination, before the final contract work was completed in the NNR's workshops.

On June 10, the partially complete locomotive was taken by road to Herston Works, where the water tanks will now be refitted, along with the boiler cladding, pipework and all other components required to allow it to run once again. A Swanage Railway spokesman said it was hoped that the M7 would be back in service later this year.

## Will Lady Luck play her hand for heritage lines this summer?

By Geoff Courtney

WITH the weather seemingly set fair for early summer, heritage railways are anticipating the arrival of pleasure-seeking families and tourists eager to sample the delights of steam and diesel travel. Timetables have been dwelt over, volunteer rosters established, catering onboard and at stations planned, and maintenance teams have readied themselves for both the expected and the unexpected.

Just how far the various departments can stretch themselves will have been the subject of much scrutiny, and even then, many will ponder how much Lady Luck will play her hand. It is a nerve-shredding time for all involved at lines up and down the country, but soon, the coming of school holidays and what that means to the railways' bank balances will come into sharp focus.

Down in the High Weald among the oast houses and orchards resides the Kent & East Sussex Railway, and this line is an illustration of a business that remembers, and indeed emphasises, its past while setting its sights firmly on the immediate future with a busy programme of summertime events starting on July 22 that has been formulated to provide entertainment, a memorable, day out but also, and unashamedly, the ringing of the cash till or the scanning of a credit card.

The busy programme includes 'The Explorer's Express', aimed at six to 11-year-olds with an on-board



Hunslet 0-6-0ST *Hastings*, a popular member of the Kent & East Sussex Railway fleet, arrives at Tenterden Town with a rake of vintage carriages. The heritage line has announced a series of summer events for visitors of all ages. CAROLINE WARNE

actor playing Colonel Holman F Stephens, the railway's founder, 'The Teddy Express', which encourages two-to-four-year-olds to bring along their furry companions, 'The Great Train Mystery' for young detectives up to the age of 12, accompanied by Inspector Hugh Dunnit and Detective Dee Railed, 'Bricks on the Move' with a carriage transformed into a play space full of Lego and Duplo bricks, interactive workshops for the whole family at Tenterden Town station, and a model railway event at the same location on August 22.

In addition a kids go free offer, which will allow up to three children under 16 to travel free with a fare-paying adult, will run over the entire school holiday period, and discounted same-day entry to Bodiam Castle will be on offer to rail travellers.



TWO Union Pacific 'Big Boy' 4-8-8-4s were seen together for the first time since the early 1960s. The sole operational member of the class, 1941-built No. 4014, which is undertaking its first west to east coast tour to celebrate the 250th anniversary of the US Declaration of Independence, arrived at the Steamtown National Historic site in Scranton, Pennsylvania, on June 15. On two public display days, 47,000 visitors came to Steamtown to see No. 4014 lined up with sister No.4012. Pictured in front of the pair are superintendent Jeremy Komasz and staff welcoming Union Pacific engineer Ed Dickens and the crew of No. 4014. STEAMTOWN NHS



# Rother Valley celebrates as first track is laid for KESR link-up

By Owen Hayward

ONE of the heritage sector's most anticipated extension projects took a major step forward in June when the first stretch of track was laid along the 2½ miles route that will see the Rother Valley and Kent & East Sussex railways linked up and running by Easter 2028. This has been laid on and adjacent to Bridge 24, on which a new span has been installed to carry the railway across an existing culvert where the original structure was removed.

On June 1, volunteers from the KESR's permanent way department commenced laying sleepers and rails in earnest.

Despite losing one day of the five-day target to bad weather, the first 380 yards was successfully laid by the end of June 5.

Groundwork at the site has seen substantial vegetation clearance on overgrown embankments, followed by laying a top surface of ballast to create a level surface.

RVR chairman Mike Hart said: "When BR closed the line, it not only sold the rails and sleepers, but unusually the ballast too. This meant we needed to start with putting down several thousand tons of stone first to level the base.

"This paid dividends as when it came to laying the track, the teams were not having to lift sleepers up to meet the rails before being clipped together – the bed put down was perfect to the millimetre."

With this first stretch of track now down, Mike added that further tracklaying will commence near to Salehurst and will work backwards to



**Rails being fitted to the recently installed Bridge 24 decking.** MIKE HART/RVR

this spot, where a passing loop will be installed in time.

"The operational need for one is there, and this spot has been identified as the place for it," he explained. "Northiam will be at the quarter-point of the complete route, while this site at Bridge 24 will be situated at approximately the three-quarters mark, which gives us better flexibility for scheduling services. That said, the loop will not be going in just yet while we focus on completing the full link first."

Although there is a loop at Bodiam, it is platformed only on one side (as is Wittersham Road, between Rolvenden and Northiam), which would mean passengers would be unable to change trains here. Likewise, the new station at Robertsbridge is also one platform only, and so the future installation of a loop at this location between the two stations will prove invaluable.

This latest achievement comes following the opening of the

completed station building at Robertsbridge Junction in April, as reported in issue 345, another part of the ambitious project to unify the two lines that will result in a 14-mile-long railway travelling through the stunning landscape of the High Weald. Mike explained that because laying the track requires access and working over terrain that proves challenging in the wetter winter months, this was the current focus, with nearly all work elsewhere paused: "We can only get the machinery to the sites for about 10 months of the year before the ground becomes too saturated and we have to stop. What that means is for the next few months, we shall concentrate on getting as much track down as possible, before turning our attention back on the station during the winter. This will be when we really start to press on with the locomotive and carriage sheds being built there.

"By the end of 2026, we expect to have put down about three-quarters



**The first stretch of track on the KESR extension was completed by June 5, with more to follow imminently.** MIKE HART/RVR

of the 2½ miles of track needed, along with three of the bridges.

"The remaining three bridges, the level crossings and final track will be installed next year, after which we can look at ballasting.

"Thanks to Network Rail extending the headshunt on its side of the fence at Robertsbridge, we will be able to bring in big ballast wagons from the main line for this.

"This means we can ballast the whole line in almost one go, rather than making countless trips to fill up and empty our own smaller heritage types."

## Wardle looking well

Elsewhere, overhaul of the RVR's Manning Wardle 0-6-0ST No. 1955 *Charwelton* is nearing completion at the Flour Mill workshops at Bream in the Forest of Dean. Last operational in April 2017, the overhaul has seen the life-expired cylinders replaced and a new smokebox fabricated to replace the previous, which had almost completely rotted.

When initially dismantled for assessment, there was major cracking discovered in areas, including the outer firebox wrapper, so a completely new boiler has been produced, while all six driving wheels have received new tyres. By the start of June, work had reached the point that *Charwelton* had passed its required inspections and undertaken short test runs within the grounds of the workshops, putting the end of years of hard graft firmly in sight.

"Following the completion of other work to finish *Charwelton*, the Flour Mill then take the locomotive somewhere nearby to run it in and prove it prior to its return to Kent," Mike said. "Where exactly it will go has not yet been agreed, but we are hopeful that, all being well, *Charwelton* will be with us some time this summer."



**Manning Wardle No. 1955 *Charwelton* in steam for testing at the Flour Mill works on June 3.** MIKE HART/RVR



# David Buck loco sold for a new private line in Scotland

By Robin Jones

A RARE locomotive owned by the late lifelong enthusiast David Buck has been sold – and will form the basis of a new private railway to be built in North Lanarkshire.

Aveling & Porter flywheel-driven 0-4-0 compound locomotive No. 8880 of 1917 *Sir Vincent* was built for Vickers Armstrong, an armaments manufacturer at Erith, Kent, and named after its chief financier. In 1932 it was sold to British Oil and Cake Mills, also at Erith.

A rare example of what is basically a traction engine on rails, it was preserved in the 1960s, rebuilt with a new firebox, coal bunker and tender, and acquired in 1993 by David. *Sir Vincent* was based at the Buckinghamshire Railway Centre between 1998 and 2003.

A steam enthusiast since childhood, he became a hugely successful businessman, becoming managing director of a company processing movie film for the likes of 20th Century Fox. In 1981, he bought 12 acres of land and built a 3½in gauge

railway, eventually progressing to lay a standard gauge railway on which *Sir Vincent* ran.

David died peacefully at his home near Windsor on August 24, 2024, aged 80.

As reported in issue 339, David's collection of locomotives and rolling stock, which he amassed over four decades, was offered for sale by his family.

*Sir Vincent* has been bought by Dale Dunbar, who lives in Braidenhill Farm, near Coatbridge.

The farm includes the trackbed of a siding which led from what started out as the Monkland & Kirkintilloch Railway and served Braidenhill Colliery, near Coatbridge, which supplied coal to households in Glasgow and closed in 1900.

The trackbed of the siding leads to his house, and 35 years ago he dismantled the abutment of a railway bridge. "I then got the fever for a steam train," said Dale.

He plans to lay a line over about 100 yards so he can run *Sir Vincent*. He has also bought an open wagon and a brake van from David's



Scotland-bound *Sir Vincent* leaving the late David Buck's private railway on June 9. SOPHIE BANCROFT

estate so he can use them for passenger rides.

While his line is private, the farm holds events such as the Spring Patch and Pumpkin Patch, when the public can visit, and the railway will run.

Opened in 1826, the Monkland and Kirkintilloch Railway was an early mineral railway running from a colliery at Monklands to the Forth & Clyde Canal at Kirkintilloch. It was the first public railway in Scotland, and the first in that country to use

locomotive power successfully, playing a major role in development of the Lanarkshire iron industry.

In 1848, it amalgamated with the Ballochney Railway and the Slamannan Railway to form the Monklands Railways.

In 1865, it was absorbed by the Edinburgh & Glasgow Railway – the day before that line became part of the North British Railway, which joined the LNER at the Grouping of 1923.



Class 62 'Yankee tank' 0-6-0T No. 30075 departs from Shillingstone station on June 8, heading to the Plym Valley Railway. PROJECT 62

## Plym Valley welcomes 'Yankee tank' from Shillingstone for tests

ONE of the two Class 62 'Yankee tank' 0-6-0Ts at Shillingstone station has moved to the Plym Valley Railway after 10 years on the North Dorset Railway.

Owner Project 62 completed a long and often frustrating overhaul of No. 30075 last year, culminating in August with a successful boiler test, as reported in *Heritage Railway* issue 336.

The PVR has agreed to host loaded test runs and carry out any minor modifications these might reveal, with the aim of No. 30075 gaining its fitness-to-run certificate.

Loaded test runs would have proved problematic at the NDR, which has only half a mile of track, compared with the PVR's 1½ miles, negligible gradients, and only two wagons with vacuum brakes. However, there is no plan for No. 30075 to work on scheduled

service trains at the PVR. Project 62 was formed in 1990 by fans of the 'Yankee tanks', based on the USATC S100 class design which the Yugoslavian rail authorities reproduced in their own workshops.

No. 30075, then numbered 62-669, was imported as a kit of parts from the Store Steelworks in Slovenia and reassembled on the Swanage Railway, later relocating to the East Somerset and Mid-Hants railways before moving to Project 62's new base at Shillingstone in January 2016.

A Project 62 statement said: "No. 30075 is of ideal size and power for general service on smaller heritage railways, at special events, and for footplate experiences, and when it leaves the PVR it is hoped it will go out on hire – conversations are being had – to raise funds for the restoration of stablemate No. 30076, which is underway at Shillingstone."

## Running 120 miles for No. 120 – fundraising feat for LSWR T9

A MARATHON attempt to run a LSWR T9 4-4-0 for 24 hours non-stop on Surrey's 7¼in gauge Great Cockrow Railway is to be made to raise funds for the overhaul of the full-size version.

Stephen Town will run his 2013-built T9 No. 730 over 120 miles – matching the number of the full-sized T9 No. 120, which is part of the National Collection and currently at the Swanage Railway, and equating to about 960 miles for it – nearly three-and-a-half return trips from Waterloo to Weymouth!

The feat at the Chertsey venue was scheduled to begin at 4pm on July 3 and end at 4pm the next day. All money raised will be split between two charities, The 563 Locomotive Group, which is currently undertaking the overhaul of T9 No. 120, work largely driven by younger volunteers,

and the Alzheimer's Society. "A few years ago, some friends and I drove a miniature traction engine all the way into London to raise money for cancer charities in memory of a friend we lost far too soon. It was a brilliant experience, and for a really important cause," said Stephen. "Now feels like the right time to take on a new challenge."

A statement from the venue said: "The Great Cockrow Railway would like to recognise not only Stephen's remarkable personal commitment and determination, but also the efforts of everyone involved behind the scenes who have dedicated their time and expertise towards supporting this unique fundraising initiative."

→ Donations may be made via [www.gofundme.com/f/24-hour-120-mile-run-for-t9-project-alzheimers-society](https://www.gofundme.com/f/24-hour-120-mile-run-for-t9-project-alzheimers-society)

Stephen Trower on his T9 at the Great Cockrow Railway. STEPHEN TROWER







**Normandy veteran Ken Cooke places a wreath on No. 2164, accompanied by Nick Beilby, chairman of the York Area Group of the North Yorkshire Moors Railway and a life member of Derwent Valley Light Railway.**

FORGE PHOTOGRAPHY AND FILM PRODUCTION LTD

## Valley honours D-Day battallion

YORK Normandy veteran Ken Cooke participated in a special service held at the Derwent Valley Light Railway to commemorate the 82<sup>nd</sup> anniversary of D-Day.

During the event on June 7 at Murton Park, also home to the Museum of Farming in York, Ken read Laurence Binyon's *The Fallen* and *The Veteran* before laying a wreath on Drewry 0-4-0DM No.2164 *Ken Smith*, which was built in 1941.

The locomotive was christened in memory of Ken's fellow York Normandy veteran, the late Ken Smith, as reported in *Heritage Railway* issue 323, honouring his fellow comrades in the 7<sup>th</sup> Battalion of the Green Howards.

Emily Hope played *The Last Post* and *Reveille* during the service, following which guests enjoyed a ride along the half-mile track behind No. 2164.

# Four-day diesel gala at Moorsline a big success

By Robin Jones

THE North Yorkshire Moors Railway's Annual Diesel Gala on June 11-14 proved a winner, with 95% of visitors who left feedback praising the event.

Guests included Class 35 'Hymek' No. D7017, from the West Somerset Railway-based Diesel & Electric Preservation Group, Class 14 D9553, Class 20 No. 20166, from the Caledonian Railway at Brechin, and Class 37 No. 37250, from the Wensleydale Railway.

Jon Gill's D9533 carried the livery originally proposed by BR specifically for the Class 14s prior to blue and grey, showing at its corporate colours. After industrial use at BSC Corby Steelworks, it saw extensive service at the Gloucestershire Warwickshire Railway and later moved to the Caledonian Railway. Jon's No. 20166 is currently painted in unbranded Harry Needle Railroad Company/Swietelsky colours.

The home fleet in service included Class 37 No. 37264 in British Rail blue, Class 37 No. 37688 *Great Rocks* in Construction sector livery and Class 47 No. 47077 *North Star*, notable for hauling the final scheduled cross-country express on the UK network on August 19, 2002. Additional attractions included the 1903 NER electric autocar No. 3170, brake van rides at Levisham station, and shuttle services to Whitby. Visible from the public areas at Grosmont motive power depot were under-repair locomotives Class 08 No. 08238, Class 25 D7628 *Sybilla* and Class 24 D5061.

In comments posted online after the gala, visitors praised the "great



**Above: Class 35 'Hymek' D7017 and D9553 head through Newtondale.**

JOHN HUNT/NYMRS

**Right: Visiting Class 14 D9553 pilots Class 20 No. 20166 out of Goathland.**

JOHN HUNT/NYMR



engines, wonderful atmosphere" and "very helpful staff," while highlighting the "nice range of traction involved" and "top-notch" food and drinks on offer.

Meanwhile, the North Yorkshire Moors National Park has given £50,000 contribution from its S106 Landscape and Ecology fund under the Restoration of Degraded Heritage Assets scheme to support the line's Bridge 42 Appeal, announced in

*Heritage Railway* issue 342.

The funding will go directly towards the stabilisation and protection of the Grade II-listed structure at Grosmont, the most historically significant bridge on the line.

While works continue, the bridge reopened for the new season's 24-mile full-line services from Pickering to Whitby on June 1.

Further donations may be made at [www.nymr.co.uk/bridge42](http://www.nymr.co.uk/bridge42)

## Swanage Railway is awarded charitable status in its golden anniversary year

By Owen Hayward

ONE of the most significant landmarks in the Swanage Railway's 50-year history took place on June 12 when it was announced that the line had been granted charitable status by the Charity Commission, giving the heritage line a securer, stronger and more sustainable future by opening up new benefits to the organisation.

The decision followed several months of planning, consultation and hard work by the railway's trustees, directors, staff and volunteers to create a new charitable structure that better reflects the Swanage Railway's educational, heritage and community objectives, providing a secure foundation for the

next 50 years of heritage, education and community benefit.

The new charity structure will help safeguard the SR's activities for future generations while opening up greater opportunities for accessing new funding avenues, such as an array of grant applications, plus other charitable support.

The line's CEO, Abbie King, said: "This is a truly historic day for the Swanage Railway. To receive charitable status in our 50th anniversary year feels incredibly special.

"It's a wonderful tribute to the generations of volunteers, staff and supporters whose passion and commitment have rebuilt and sustained this railway over the last five decades. This milestone gives

us the opportunity to protect our heritage, expand our educational and community work, and ensure that the Swanage Railway continues to inspire and benefit future generations for the next 50 years and beyond.

"Our volunteers, staff, members and supporters have always understood that the railway is about much more than running trains.

"We preserve an important part of Britain's heritage, we educate and inspire people of all ages, we support our local communities and we provide a place where people can come together, learn new skills and create lifelong friendships.

"Becoming a charity ensures that these public benefits are recognised and protected, and it gives us the

strongest possible foundation to build a sustainable future."

It is estimated that the railway brings about £54 million a year to the economy within the Purbeck Isles alone.

Swanage chairman Ben Ford said: "This is a transformational moment. Charitable status reflects what the railway has become over the last 50 years – a heritage, education and community organisation with a national reputation and a deep commitment to preserving the past while serving the public today.

"We are excited about the opportunities this creates and look forward to continuing to work with our volunteers, members, partners and supporters as we begin this new chapter."



# Steam to take centre stage at Sussex museum

By Geoff Courtney

STEAM will take centre stage at a flagship gala being held by Amberley Museum on the weekend of July 4/5.

The event at the West Sussex tourist attraction's midsummer show will highlight steam-powered machinery of all shapes and sizes, either on display or providing trailer rides around the 36-acre former chalk pit.

Marketing officer Joe Meacher said that a wide range of visiting engines from full-sized road locomotives and traction engines to miniature steam models will be among the attractions, supported by exhibits for young visitors that will provide an opportunity to understand how steam engines work, with all the moving parts and engineering principles visible.

## Traction engines and more

In addition to trailer rides behind traction engines, a heritage bus service will operate, and 1918-built Bagnall 0-4-0ST *Peter*, a popular stalwart of the museum, will head public rides on the museum's half-mile, 2ft gauge, three-station railway.

"Whether visitors are lifelong steam enthusiasts, are interested in engineering history, or are simply looking for a family day out to remember, our aim is to offer



**Happy families:** Bagnall 0-4-0ST *Peter*, seen here in its usual role at Amberley Museum heading a train of happy families, will be a star turn at the West Sussex visitor attraction's midsummer show on July 4/5. AMBERLEY MUSEUM

something for everyone," he said. The museum, which is supported by an army of 350 active volunteers, has more than 30 steam, diesel, petrol and battery-driven locomotives in 13 gauges from 1ft 6in to 5ft 3in. It is regarded as one of the most comprehensive collections of its type in the country.

In addition to the narrow gauge public railway, it also features a short standard gauge demonstration track, harking back to when it was a working quarry between 1846

and 1969. It employed 100 people and included an internal standard gauge railway linked to the nearby national network operated by a fleet of four steam and diesel locomotives.

"We are often referred to as multiple museums in one due to our 20 exhibition areas covering everything from vintage vehicles and communications to electrical goods and crafts, all in celebration of the industrial heritage of the South East," Joe added. For more information, visit [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

# New Stainmore 'box and J21 overhaul progress

THE Stainmore Railway Company at Kirkby Stephen East, Cumbria, continues to make rapid progress on its second signalbox.

As reported in last month's *Heritage Railway*, following the restoration of the original 1861 Stockton & Darlington Railway signalbox, the SRC is now rebuilding the much larger Junction Box, with the concrete foundations being poured in May this year. The concrete now cured, block work has begun and the creation of the structure up to window height is expected to appear rapidly.

Fundraising is already near the £20,000 mark, and several thousand

heritage bricks of the correct type have been ordered.

Enthusiasm generated by the restoration of the 1861 S&DR 'box has prompted donations that have driven a start date at least two years ahead of schedule.

A supporter scheme is now in place, and further details are available from the SRC.

Meanwhile, in the workshops of Locomotive Maintenance Services Ltd in Loughborough, work continues with the lengthy overhaul of LNER J21 0-6-0 No. 65033, being turned out as NER No. 876.

The new copper inner firebox had been installed, and work was

ongoing to bore out the refurbished cylinder block installed new in 1952. Locomotive Conservation and Learning Trust chairman Toby Watkins said: "While heavily behind schedule and well over budget, the imperative is that every stage of this overhaul remains to a high standard.

"There is much more to do and much more money to be found, but the thought of our locomotive hauling our NER rakes of coaches and freight at Kirkby Stephen East in 2029 to mark NER 175 is an exciting prospect that drives us on."

→ For details of how to contribute, see the advertisements on page 25 or email [lclt.chairman@gmail.com](mailto:lclt.chairman@gmail.com)



**The concrete for the foundations for the new Junction Box, now set.** TOBY WATKINS



**The J21 cylinder being bored at Loughborough.** TOBY WATKINS

## Nene Valley to welcome a Western 'King'

NEWLY-OVERHAULED GWR 4-6-0 No. 6024 *King Edward I* will visit the Nene Valley Railway for one weekend only, when it will become the first of its class to ever run on this former LNWR route.

On October 10/11, No. 6024 will work daytime passengers along the full length of the line from Yarwell to Peterborough, with tickets allowing for unlimited travel on all services on the day.

Those looking for something a little more special can alternatively book aboard the NVR's 'Jolly Fisherman' train on the Saturday evening, aboard which passengers will be served with fish and chips as they travel through the Cambridgeshire countryside.

As reported in our last issue, No. 6024 made its first main line appearance in 14 years when it undertook a test run between Crewe and Chester on May 6, as it commenced running-in following an extensive overhaul that commenced at the West Somerset Railway in 2012 before being completed at Locomotive Services Limited's Crewe works.

Started by the now dissolved 6024 Preservation Society, this overhaul has been described as the most comprehensive to date, with this return to service marking its fourth stint of operation since being preserved in 1989. Between 1995 and 1996, it received modifications to reduce the height of its chimney, safety valve bonnet and cab roof for better gauging on main line running.

## Further testing

Following work highlighted from the initial test run, another sequence of Chester runs took place on May 26, with No. 6024 mooted to spend some time at an as yet undisclosed heritage line for further mileage accumulation over the summer. Although no confirmation on its final livery had been made, the absence of a smokebox numberplate and associated bracketry for mounting this, along with the current finish of the paintwork, indicates that it will be turned out in GWR colours similar to that of 4-6-0 No. 5029 *Nunney Castle*, which itself returned to service in 2025.

→ To book tickets for the King's visit to the NVR, visit [nvr.org.uk](http://nvr.org.uk)



## Major award nomination after Severn Valley's Mor Brook landslip recovery

THE loss adjuster for the Severn Valley Railway's insurance claim following the devastating Mor Brook landslip in January 2025, as reported in *Heritage Railway* issue 329, has been shortlisted for a major national award.

Crawford, together with insurer Aviva and the Severn Valley Railway, are in the running for the Major Loss Award at the British Insurance Awards 2026 on July 8, the insurance market's biggest celebration of innovation and excellence.

The landslip severed the heritage line, preventing trains from operating the full route between Kidderminster and Bridgnorth and resulting in a significant loss of income as passenger numbers fell. Working closely with Crawford, Aviva, contractors, and the SVR's own staff and volunteers, the railway was able to accelerate repairs and reopen the full length of the line in July 2025. The return of services saw A3 Pacific No. 60103 *Flying Scotsman* haul the first train across the repaired section, as reported in issue 335.

### Complex challenge

Antony Bartlam, the SVR's project manager for the repair, said: "The Mor Brook collapse presented an extremely difficult and complex challenge. Having Crawford and Aviva alongside us managing the claim made a tremendous difference.

"From the outset, it was clear that the team understood the unique requirements of a heritage railway. We are not simply a commercial operation; we are custodians of an important part of the nation's heritage. There was a responsibility not only to restore the railway as quickly as possible, but also to protect the heritage value it represents."



Like us [facebook.com/heritagerailway](https://facebook.com/heritagerailway)



Follow us @HeritageRailMag



SR Battle of Britain class 4-6-2 No. 34053 *Sir Archibald Sinclair* climbs Freshfield Bank with the June 13 'Golden Arrow' diner, passing Manning Wardle No. 641 *Sharpthorn*, which attended the adjacent steam rally as a trailer load. STEVE MCINTOSH

## Sharpthorn's big weekend out

By Owen Hayward

MANNING Wardle 0-6-0ST No. 641 *Sharpthorn* enjoyed an unusual outing on the weekend of June 13/14, escaping the confines of Horsted Keynes station to travel southwards to Sheffield Park – hauled by a pair of traction engines!

Built in 1877 for contractor Joseph Firbank at West Hoathly, it was used in the construction of the railway line between Lewes and East Grinstead, which included the route of the modern-day Bluebell Railway. Last operational in the 1980s, it has spent many of the ensuing years on static display at both Sheffield Park and, most recently, Horsted Keynes station, where it relocated to in 2003, with the occasional cosmetic restoration to improve its appearance.

With the High Weald Working Steam Rally taking place at Freshfield Mill Farm adjacent to the line at Freshfield Bank, organisers approached the Bluebell's management team, looking

for something to use as a load to showcase the power of the road engines in attendance.

The resulting agreement saw the Manning Wardle collected from Horsted Keynes on June 6 and transported to the site of the rally by road – possibly even mirroring how the locomotive would have been delivered when new almost 150 years ago.

This arrangement also proved beneficial to the railway; in 2025, a team of volunteers commenced with the latest cosmetic restoration of *Sharpthorn* after having suffered from exposure to the elements in the great outdoors.

With the long-term plan seeing this locally significant locomotive due to go on display in the Steamworks! shed at Sheffield Park, the rally attendance proved an opportunity to raise awareness of the project. Current issues include missing wooden bufferbeams, having rotted away, and which are preventing it from being

moved any distance by rail.

It is intended to return *Sharpthorn* to its as-built condition, which will include the original cab roof design that reaches the coal bunker, unlike the current front-sheet only arrangement.

During the rally weekend, the locomotive was paraded around the grounds on board its trailer, hauled by various road-going steam engines, and was even sat parallel to the railway at times to see the passing trains.

Due to its limited operational capabilities, there is currently no plan for a full restoration of *Sharpthorn* that would return it to steam.

The cosmetic plan intends to see it displayed alongside North London Railway 0-6-0T dock tank No. 76 (BR No. 58850), which took up the line between Ardingly and East Grinstead in 1964/65, and LBSCR A1X 'Terrier' No. 55 *Stepney*, which pulled the first train of the fledgling heritage railway in 1960.

## La'al Ratty celebrates flagship diesel's 21st

THE Ravenglass & Eskdale Railway will mark the 21st anniversary of its flagship Bo-Bo *Douglas Ferreira* with a special celebration weekend featuring its full diesel fleet on July 18/19.

Built by TMA Engineering in 2004 and commissioned by the RER Preservation Society, *Douglas Ferreira* has become one of the railway's main passenger locomotives over the past two decades. Finished in Furness Railway Indian Red and featuring a twin-cab design that provides excellent visibility in either direction, it was specifically designed for use on passenger services.

The locomotive was named after Douglas Ferreira, RER's general manager between 1961 and 1994, and who guided the line's development into becoming a leading heritage attraction.



Bo-Bo *Douglas Ferreira* at Ravenglass station. RER

Current RER general manager Nicky Williams said: "Naming *Douglas* after Douglas Ferreira was a fitting tribute to a man whose vision helped secure the future of the railway, and it's particularly pleasing to celebrate the locomotive's 21st anniversary this year."

At the event, *Douglas Ferreira* will be joined by fellow diesel locomotives *Lady Wakefield* and *Perkins*, together

with shunting locomotives *Les* and *Cyril*. The timetable will include full round trips of the railway, with shuttles, top-and-tail and multi-headed trains.

Traditional steam services will continue to operate throughout the weekend, creating a contrast between the line's historic steam fleet and the locomotives that typically underpin modern-day operations. Visitors who purchase a standard return ticket can travel for free on additional diesel services running during the event (subject to availability).

Furthermore, following its recent restoration at Ravenglass Railway Museum, the rare Muir Hill 0-4-0 paraffin locomotive *Quarryman* will operate on the museum headshunt as part of its own centenary year celebrations during the Sunday afternoon.



# Step back in time to the 1940s!

1940's Weekend

## SOUTHERN AT WAR 2026 Home Front & Occupation

THE BLUEBELL RAILWAY

# 18-19 JULY



*Volunteer at  
The Bluebell Railway!*

Help keep heritage steam alive by volunteering!  
Scan the QR code to find out more  
and get involved today.



# Bluebell

ON PARADE  
7-9 AUGUST 2026  
MORE DETAILS COMING SOON



# GET YOUR TICKETS TODAY!



# Lappa Valley stages biggest-ever gala

By Robin Jones

A LOCOMOTIVE named in memory of one of Cornwall's best-known heritage railway figures was the star guest at the Lappa Valley Railway's biggest-ever Grand Gala Weekend at St Newlyn East on June 13/14.

Visiting from the Perrygrove Railway Adventure, 0-6-0ST *Mr Hallworth* is named after Tony Hallworth, from Wadebridge, who inspired and mentored generations of railway volunteers through his work, including at the nearby Bodmin Railway.

Fellow visitor 0-6-0T *Spirit of Adventure*, also appearing courtesy of Michael Crofts and the Perrygrove Railway Adventure, the largest 15in gauge Exmoor-built tank engine ever constructed, proved a popular sight.

Among the most eagerly anticipated moments on the Main Railway were the parallel runs, affectionately known by many visitors as the train races. On

Saturday, *Mr Hallworth* and *Spirit of Adventure* took victory in a run which drew cheers from the crowds. On the Sunday, Lappa Valley's own flagship steam locomotive, *Zebedee*, teamed up with *Spirit of Adventure* to take the honours in another memorable race.

There were double-headed trains, non-stop runs, special formations, additional services on the Newlyn Downs Branch Line, miniature traction engines on display around the site and a packed programme of railway activity. There was also visiting steam on the Lakeside Railway, with Kelvin Stapleton's 0-4-2T *Kilgharrah* running special services.

The weekend ended with a spectacular finale on the Sunday afternoon featuring every available Main Railway locomotive taking a final bow together at the head of 18 carriages, making it one of the most ambitious and memorable trains ever assembled at Lappa Valley, which, as reported in



North Bay Railway Engineering Services-built 0-6-0ST *Mr Hallworth* heads the grand finale. LVR

*Heritage Railway* issue 329, was named Railway of the Year in the Heritage Railway Association 2025 Annual Awards.

LVR operations director Ben Harding said: "To welcome operational visiting locomotives onto our 15in gauge main railway

for the first time in 52 years is something we will never forget. Seeing *Mr Hallworth* and *Spirit of Adventure* running alongside our own locomotives was magical.

"Carrying a record number of passengers is not something we take for granted."

## Non-stop action at Leighton Buzzard's annual diesel gala

SEVERAL of the more unusual locomotives in the Leighton Buzzard Railway collection were given an outing in the line's annual diesel gala on June 7.

Ruston & Hornsby 4wDM No. 194784 of 1939 AMW 165 *Trumpton*, part of the Ministry of Defence fire train at the RAF underground weapons storage facility at Chilmark, made a rare run over the full length of the line, complete with bell.

There was also a full-line run by Motor-Rail 20hp Simplex 4wDM

No. 7129 of 1938 *Caravan*, with its unique cab freshly painted back in its original green.

Other diesels from the collection were in action on the demonstration line at Stonehenge Works including First World War protected Simplex locomotive No. 3098 of 1918, on loan from the National Railway Museum.

A re-enactment of a sand train, for which the 2ft gauge line was constructed in 1919, also made several trips along the line, while former Channel Tunnel construction



Two 20hp Motor-Rail Simplex locomotives previously at the former Museum of Army Transport in Beverley took part in the diesel gala. MARK LEWIS

4wDH *Beaudesert*, built by Alan Keef in 1999, was used in 'Driver for a Fiver' to help raise funds for

the return to steam of the line's long-serving Orenstein and Koppel 0-4-0WT No. 5834 of 1912 *P. C. Allen*.

Residents of the local Leighton Rose care home, part of the Macc Care group, recently raised £1000 towards the £30,000 cost of restoring this locomotive. The fundraising effort began after railway volunteers visited the care home and were given a tour of its on-site pub, The Narrow Gauge Tavern, named in honour of the railway.

The locomotive was built for the internal system at the chemical works of Solvay & Cie in Torrelavega, Spain, and imported to England in 1963. It is named after the late industrialist Sir Peter Allen, who arranged its rescue and subsequently donated it to the heritage line.

→ To support the restoration project, visit [www.justgiving.com/campaign/locomotivepcallenrestorationappeal](http://www.justgiving.com/campaign/locomotivepcallenrestorationappeal)

As reported last issue, the Severn Valley Railway has decided to run steam-hauled services on the first train of the day from Bridgnorth every Saturday until the end of August. The line's flagship GWR 4-6-0 No. 4930 *Hagley Hall* is seen departing Bridgnorth with the first train of the day on June 13. Due to the failures of GWR 0-4-2T No. 1450 and 0-6-0ST No. 813, No. 4930 was brought into service, and the train of four GWR carriages was strengthened to six GWR.

JOHN TITLOW





# Laura's first as Peacock Railway steam driver

A VOLUNTEER at the popular multi-gauge miniature Peacock Railway, near Nantwich, has become the first female member of the South Cheshire Model Engineering Society to qualify as a steam locomotive driver.

Laura Brown has passed the society's steam driving assessment and was presented with her driver's certificate by society chairman Ian Murray.

Her success marks a significant milestone for the organisation. While several female members have been driving the railway's battery-electric locomotives, Laura is the first woman in the society's history to complete the more demanding training programme and assessment required to operate one of its steam locomotives.

Drivers must learn railway operating and safety procedures, understand locomotive preparation and operation, manage boiler water levels and steam pressure, handle braking and train control, and demonstrate competence in all these aspects before being permitted to drive passenger services.

Most members begin by learning the day-to-day operation of the railway, often starting with station duties, locomotive preparation and driving the railway's battery-electric locomotives before progressing to steam traction. Candidates then undertake supervised training before completing a practical assessment.

Laura thanked fellow society member John Sandland for the support and expertise during her training. She said: "John gave about 40 hours of his own time to work with me to get me to this point. It's important to acknowledge how much time he set aside to help me develop the skills needed to qualify."

The society is seeing a growing number of junior members joining, making the sharing of knowledge and experience increasingly important.

The Peacock Railway features overlapping 2½in, 3½in and 5in gauge tracks, extending for nearly a quarter of a mile around the site. Visitors can enjoy rides



**Laura Brown passes out as a Peacock Railway steam driver.**  
KEN GRUBB

behind authentic miniature steam and battery-electric locomotives for just £1 for two laps.

The attraction also boasts what is believed to be the largest raised Gauge 1 railway in the North West, as well as picnic facilities and a clubhouse café serving refreshments.

With free entry and free parking, the railway continues to provide an affordable family day out while showcasing the engineering skills and enthusiasm of its volunteers.

# Tickets on sale as model railway wrecking tale takes to stage

NOTTINGHAM Playhouse has announced the final casting for the world premiere of William Ivory's stage production, *The Market Deeping Model Railway Club*.



**Lucy Briers.**  
NOTTINGHAM PLAYHOUSE

The play tells the story of the events of the night of May 18, 2019, when, as reported in *Heritage Railway* issue 255, intruders broke into the Welland Academy Sports Hall in Stamford and wrecked the club's exhibition. A nationwide appeal for funds to rectify the damage led to a £10,000 donation from enthusiast Sir Rod Stewart.

Lucy Briers, who appeared in *Backstroke*, *The Other Bennet Sister* and *Wolf Hall* with the Royal Shakespeare Company, takes on the role of Linda, opposite two-time Laurence Olivier Award winner Adrian Scarborough, who has featured in *Gavin & Stacey*, *Upstairs Downstairs*, *Killing Eve*, and as DI Max Arnold in *The Chelsea Detective*, as well as stage productions including *The Madness of King George*, *Gosford Park*, *Vera Drake*, *The King's Speech*, *Les Misérables* and *1917*.

## High-stakes drama

Also cast in what is portrayed as a comedy of high-stakes drama in a small-town setting celebrating community, friendship and British eccentricity are Babatunde Aléshé, Matt Bardock, Geoffrey Beevers, Paul Bradley, James Bradshaw and Deka Walmsley. It is directed by Nottingham Playhouse artistic director Adam Penford, who said: "We are so delighted to have Lucy completing our brilliant cast for *The Market Deeping Model Railway Club*. Her vast experience in both drama and comedy means she's perfect for the role of Linda – astute, pithy, and endlessly patient with the club members and her chairman husband Graham, played by Adrian."

The couple and the bunch of enthusiasts must face the question: what exactly is it about their everyday lives that makes recreating the England of the past in miniature so appealing?

The play, which is sponsored by LNER, has been written in consultation with club members, and while it is inspired by real events, characters, names and events have been fictionalised for dramatic purposes.

The production will run on July 6-25. For tickets, visit [nottinghamplayhouse.co.uk](http://nottinghamplayhouse.co.uk)

# The most luxurious GWR brake van of them all?

A GWR Toad brake van has been converted into luxury visitor accommodation at the award-winning restored Rowden Mill station, near Bredenbury, on the Worcester to Bromyard and Leominster line.

As highlighted in *Heritage Railway* issue 311, the station, which opened in 1897 and closed in 1958, was bought by couple Cecelia Chavez-Brandon and Paul Kirwan in 2017, who established a holiday letting business.

The station buildings provide guest accommodation, and the couple

successfully converted a BR saloon coach as further accommodation.

They have now converted Swindon-built AA23 brake van No. 35251 of 1947 into accommodation for two after years of hard work, mostly in-house. It was launched in May.

With its full-width picture window filling an end wall, the van has a prime view overlooking the whole station site, giving guests a ringside seat to witness the ever-changing countryside views.

This former veranda now houses the van's kitchen diner, while the

guard's van enclosure is a salon with a double bed and en suite bathroom. It also comes equipped with its own wi-fi connectivity, a projection TV system and dimmable heritage wall lamps. Set in the wider natural environment surrounding Platform 2, the brake van directly accesses the recently renovated cattle dock, now with a sizeable picnic bench, sun shade and an outdoor kitchen with gas barbecue.

For more details and to book, visit [www.rowdenmillstation.uk/gwr-brake-van](http://www.rowdenmillstation.uk/gwr-brake-van)



**Converted to a holiday let, No. 35251 now stands at Rowden Mill station's Platform 2. ROWDEN MILL**



**The panoramic view from the picture window of the restored station and its 300 yards of track. ROWDEN MILL**



## Spa Valley line's major boost thanks to bridge engineering 'gift'

THE Spa Valley Railway has expressed its thanks to civil engineering firm Sonic Rail Services, which has gifted a substantial amount of work it carried out during the recent replacement of a key structure, therefore saving the railway a not insurmountable amount of money on the overall cost.

Situated between High Rocks Halt and Groombridge station, Broom Lane bridge, which dated back to the 1890s, had recently seen an increase in its rate of deterioration, resulting in an urgent £500,000 project to renew it. This took place between late February and mid-April this year, as reported in issue 345, and saw the old twin-track decking replaced by a wholly new single-width span, along with associated abutment modifications and both the removal and reinstatement of track across the bridge.

### Substantial savings

Some of the trackwork was carried out with assistance from SRS, and the SpVR announced that the firm's managing director, Stewart Robinson, who also owns BR Standard 4MT 2-6-4T No. 80078 and GWR 0-6-0PT No. 7760, had donated this work, the materials and labour costs to support the railway.

"The machines, track and material costs total about £60,000," said SpVR general manager Jonnie Pay.

"This enormous saving and generosity cannot be underestimated, and we are truly taken aback by his and Mr Robinson's kindness.

"This gift also extends to the Volker Rail tamper, which he arranged through SRS.

"The cost savings for this and the work it did are worth thousands of pounds, slotting into the tamper's extremely busy main line schedule.

"He is a preservationist through and through, always available on the phone and in person to call upon for anything infrastructure or railway-related.

"We are sure our followers will join us in passing an enormous thank you to Sonic Rail Services, and long may our relationship with it continue."

# Diesel festival another anniversary triumph for West Somerset Railway

By Robin Jones

FOLLOWING in the wake of its early May Spring Steam Spectacular featured in our last issue, West Somerset Railway's June 4-6 Summer Diesel Festival proved another success for the heritage line as it celebrates its 50th anniversary year.

Guest locomotives were Class 26 No. 26007, courtesy of Victor Korzeniewicz, Class 37 No. 37250, courtesy of Vince Minto, the Wensleydale Railway's Class 47 No. 47714 and a late addition, Class 50 No. 50049 *Defiance*, running alongside the Williton-based Diesel and Electric Preservation Group's Class 14 D9526, Class 33s D6566 and D6575 and Class 35 D7017.

The WSR's DMU was in action, and two of the resident diesel shunters, Class 03 D2133 and Class 08 D4107, had short round trips at the head of passenger trains.

Prior to the festival, Severn Valley Railway-based *Defiance* saved the day when it stepped in to haul the 2.30pm June 2 service from Minehead to Bishops Lydeard after resident WR 4-6-0 No. 7828 *Odney Manor* was unable to complete its booked diagram due to a mechanical issue.

Apart from some late running on June 4, the festival went well and social media was active with positive

comments from visitors, for whom the variable weather and periodic bursts of wind and rain did not spoil their enjoyment.

No. 37250 stirred memories of the late 1990s when Class 37s were the mainstay of stone trains which ran over the line as part of sea defence works at Minehead.

The museums at Bishops Lydeard and Blue Anchor were open throughout the three days, and the Taunton Model Railway Group welcomed visitors at Bishops Lydeard on June 5-7.

Sunday, June 7 saw a steam service, headed by WSR mogul No. 9351, make a round trip, with guest diesels working the other trains.

The Diesels at 65 event on August 29-31 will place the spotlight on the fleet of the DEPG, which has been very much part of the WSR story for the last 50 years. It will also mark the 65th birthdays of Class 9 D4107, Class 33s D6566 and D6575 and Class 35s D7017 and D7018, all of which were built in 1961. All will be in action.

The DEPG will welcome visitors to its Williton depot and workshop, where it will be possible to see progress on the major work being carried out on Class 14 D9518 and Class 52 D1010 *Western Campaigner*.

Advance tickets for Diesels at 65 and services behind LNER A4 *Sir Nigel Gresley* are now on sale at [www.west-somerset-railway.co.uk](http://www.west-somerset-railway.co.uk)

→ The Department for Transport has turned down a request by Somerset Council and the WSR for £137,000 funding to prepare a full business case for reconnecting the heritage line's services to the main line at Taunton.

Rachel Gilmour, the Liberal Democrat MP for Tiverton and Minehead, raised the issue with Transport Secretary Heidi Alexander in the House of Commons on May 15, saying that a connection would boost tourism while allowing students to access

sixth form facilities in Taunton. The DfT has now announced it will not be providing funding for the project, but would hold discussions with the council to see what improvements can be made locally.

A council spokesman said: "We look forward to the DfT reaching out to discuss this further and will continue to lobby for better regional transport connections with our partner authorities in the Peninsula Transport sub-national transport body."



Class 26 No. 26007 approaches Alcombe foot crossing after leaving Minehead on the 2.28pm from Minehead to Norton Fitzwarren on June 4. DAVID HUNT





**Visiting from the Severn Valley Railway, Class 50 No. 50049 Defiance sits on the turntable at Minehead, where it was stabled overnight.** LAURA STANDERWICK



**The Wensleydale Railway's Class 47 No. 47714 heads the 'Butlin's Express' at Bishops Lydeard on June 7.** LAURA STANDERWICK

**Right: Class 03 D2133 and Class 14 D9526 double-head the 'South Wales Pullman' on June 4.** LAURA STANDERWICK



**EWS-liveried Class 37 No. 37250 at Bishops Lydeard on June 7.** LAURA STANDERWICK



**Between diesel services, West Somerset Railway 2-6-0 No. 9351 works a round passenger trip between Minehead and Bishops Lydeard on June 7.** LAURA STANDERWICK

# Murder mystery experience is set to baffle KESR passengers

By Geoff Courtney

A murder mystery written specifically for the Kent & East Sussex Railway is baffling passengers on the 10½-mile Tenterden-Bodiam heritage line.

Performed by the Bexhill Light Operatic and Dramatic Society, it first ran on the evenings of May 29 and June 26, and will return on July 31 and August 28 – a fully immersive experience during which those on board become detectives as they question suspects, examine evidence, and attempt to uncover the killer.

Set in the 1950s, when the line was part of the BR network, the story centres on the murder of Harry, one of the railway's signalmen, and passengers watch the drama unfold as the actors move through the carriages interrogating suspects, dropping clues, and inviting lively debate.

Henri Hayler, the society's chairman, who plays DCI Thomas in the production, said: "Passengers don't just watch the show – they are part of it. Everyone receives a police-style evidence pack and are encouraged to talk to other passengers and build their own theories, and the actors also improvise and respond to passengers' interrogation."

To add to its authenticity, clues and the storyline are timed to the journey itself, and incorporate genuine locations visible from the train. "In writing the script, we delved into a lot of local history," said Henri.

Characters include a local brewer and a local news journalist from the period: "Every character is a genuine suspect, and we ensure the culprit is different each time we perform." Final twists are revealed on the return leg to



**Casting a light: Three cast members of the Bexhill Light Operatic and Dramatic Society take a step back in time to portray a local journalist and two passengers waiting at the KESR station of Tenterden Town for an eventful 1950s steam journey of mystery and intrigue on board a train to Bodiam.** PETER MOULD/STAGESNAP.COM

Tenterden Town station, before the question is asked: "Who killed Harry the signalman?"

KESR visitor experience manager Heather Packham said the collaboration with the society brought a different and unique entertainment to the railway: "When we tested the show, it was wonderful to see how much the passengers and cast enjoyed the experience, and there was a real buzz throughout the evening as different groups of passengers discussed the case together. Even when the culprit was revealed, some people still insisted their suspect should have been arrested!"

Advance booking for the steam-hauled mystery trains, including the option of onboard dinner, is available on [kesr.org.uk/murder-mystery-evening/](http://kesr.org.uk/murder-mystery-evening/)

# Great Central autumn gala continues small locos dominance theme for 2026

WITH 2026 having been the year whereby smaller locomotives have dominated gala line-ups throughout the sector so far, this trend is set to continue into the autumn as the Great Central Railway confirms the first two visitors for its October 1-4 steam gala.

The event will take on a little and large theme and celebrate a fascinating variety of locomotives, from some of the smallest in operation to the larger and more powerful types.

Unique GWR 0-6-0ST No. 813, built by Hudswell Clarke in 1900 for the Port Talbot Railway, is a firm favourite among not only enthusiasts but also locomotive crews at its home base at the Severn Valley Railway. Following a prolonged period out of action for saddle tank and other repairs, it returned to service last September at the SVR's autumn gala running as NCB No. 11, its guise during its time at Backworth Collieries, as reported in *Heritage Railway* issue 337, before being repainted back into its GWR guise during the winter months.

Joining it will be 0-4-0VBGT Sentinel No. 7232 of 1927 *Ann*, courtesy of owners Callum Porter and Chris Boocock. Built in Shrewsbury, it represents the innovative engineering of a company best known for its steam-powered

road vehicles and offers a unique contrast to the larger locomotives expected to appear at the event. Delivered new to British Tar Products Limited in Cadishead, Lancashire, it was used for shunting tar wagons around the site until its retirement in 1969. Its name is believed to have been chosen as it was that of the BTP managing director's daughter.

Saved for preservation, *Ann* first moved to the Embsay & Bolton Abbey Railway, where it was stored for several years until a local schoolteacher rebuilt it with his pupils at Airville School in Skipton. Unfortunately, funding was short, and the project stalled before the boiler could be overhauled, and the locomotive was returned to Embsay.

In 1995, a railway member took an interest in *Ann* and set about finishing the long overhaul. This was completed in 1998, following which it was used mainly as a steam heating boiler for the winter months. It was acquired by its current owners in July 2020, who took it to the East Lancashire Railway for overhaul before it moved to the Keighley & Worth Valley Railway in December 2024.

Further guests and full event details are due to be announced in the coming months.



# Statfold adds oil-burner to roster for 14-strong summer spectacle

Words and pictures  
by Owen Hayward

AS prolonged hot and dry spells become increasingly common, many railways are looking at mitigations to ensure they can continue running steam at times when conventional coal-fired locomotives are too risky to operate, and Statfold Barn Railway is the latest to complete a conversion to oil-firing.

Making its debut at the June 6/7 Summer Spectacle of Steam gala was Hunslet Works 'Tamar' class 0-4-0T No. 3786 of 1952, which has been fitted with equipment to become the Statfold collection's first oil-fired locomotive, as reported last issue.

It was the first of four orders placed by Robert Hudson for Elders & Fyffe's Banana Company in 1949 for its Cameroonian banana plantation at Tiko. The order also specified that the locomotives be delivered by the end of September 1951, and then at a rate of one per week. However,

none were ready until six months after that intended deadline. After initially being stored by Edward Box & Co. Ltd, the first two were delivered to Saltbridge Docks in Liverpool and shipped to Tiko aboard the *SS Reventazon*.

On November 29, 1955, Hunslet received an order from Robert Hudson on behalf of Elders & Fyffe for one set of equipment for converting a 'Tamar' class to oil-burning configuration. While no records exist of which locomotive received this conversion, it is believed to have been unsuccessful, as no further orders for this equipment were placed. What came instead were ones for spare parts, such as replacement firebars, or a new boiler such as that ordered in June 1966.

## First look at preservation

The four 'Tamar' locomotives were known to have run until at least the late 1960s and possibly into the following decade; a letter from the



Oil-firing conversion 'Tamar' CDC No. 1 leads a Hunslet triple-header towards Cogan Halt, aided by 0-4-2STs No. 2 Howard and Trangkil No. 4.

Cameroon Development Corporation to railway enthusiast Frank Jux in June 1970 made reference to the railway system having 300 miles still in use, with 200 being situated in the Tiko area. The letter also referenced the railway running

with modern diesels, but still using pre-Second World War German steam locomotives. In 1971, Frank enquired about buying any of the redundant steam locomotives and in July of that same year, the CDC offered him several options, including the four 'Tamar' locomotives, and it also provided a list of available spare parts.

In his initial enquiry, Frank stated that the axle loading needed to be no more than four tons, as the locomotives were destined for the fledgling Leighton Buzzard Railway. With the 'Tamar's' axle loading being 4½ tons in working order, it would appear that they were too heavy, so other locomotives were selected, shipped over, and returned to steam instead.

Following withdrawal, No. 3756 (CDC No. 1) was displayed at a banana plantation until it was repatriated by the SBR in 2017. Restoration commenced and, with Statfold Narrow Gauge Museum Trust chairman Graham Lee an advocate for alternative fuels, it was decided that the process would include its conversion (or possibly even reversion) to oil firing, the intention being that it will be used as a testbed for organic oil rather than more traditional types. This step has been taken working with FMW Solutions, an American firm which has also assisted with the similar modifications applied to USATC S160 2-8-0 No. 2253 *Omaha* on the North Yorkshire Moors Railway, along with those which will follow there, with WD 2-10-0 No. 3672 *Dame Vera Lynn*.

The Booth-type burner which has been fitted gives a better ability to test different types of oil, including organic, and especially those with



A trio of 0-4-2Ts as wood-burning Fowler No. 11 (left) double-heads a goods working with Krauss's Sragi No. 1, while visiting Fowler No. 11 passes with a passenger working from Cogan Halt on June 6.



The SBR's 2ft gauge lines run alongside one another, meaning frequent parallel running can be enjoyed. On June 6, Bagnall 4-4-0T No. 2820 *Isibutu* draws ahead of Nos. 11 and 1 as they head for Oak Tree Halt.



On a 10-year loan, Beyer Peacock articulated Garratt 0-4-0 + 0-4-0 K1 appeared at the event after having recently returned from a lengthy spell back with its owner, the Ffestiniog & Welsh Highland Railways.



The Statfold collection is home to an array of railway locomotives from around the world. In addition to some recent acquisitions from Collection X, now based in the Vale of Rheidol Railway's Aberystwyth museum, a pair of ex-Bord na Mona locomotives are also stored, seen here as Hudswell Clarke 0-4-0ST No. 19 passes on its way to the turntable at Statfold Junction.



lower viscosity and lower calorific values. These oils can range from waste engine oil, which is commonly used in America, and organic oils, which is the aim of the trust. This type of burner also creates a flatter flame, closer replicating a traditional fire, as well as giving good control over fire size to support a wide range of steaming rates. Modifications to the blastpipe have been made to improve its draw, with manufacturing incorporating 21st-century technology – both the burner and blast cap have been 3D-printed in stainless steel.

### Spectacular spectacle

Following a period of testing and running-in during May, No. 3756 pulled its first public trains at the gala.

In total, 14 locomotives ran throughout the two-day event, though this did not include every operational one that the railway has at its disposal.

In addition to the 'Tamar', the line-up also saw the first appearance of on-loan Garratt K1 at Statfold since returning from a lengthy visit back to its owner, the Ffestiniog & Welsh Highland Railways.

When new from Beyer Peacock & Co in 1909, it was the first locomotive built to the Garratt patent and incorporated several different design features, some of which were never repeated, such as the location of the cylinders being on the inward ends of the power bogies.

Fowler 0-4-2T No. 15513 of 1920, built for the Sena Sugar Estates system in Mozambique, was also in use, currently partway through a lengthy visit from the Bredgar & Wormshill Light Railway at Sittingbourne.

With the Statfold locomotive line-up being predominantly Hunslet-led, it presented an opportunity to see a pair of Fowler locomotives in action together, with resident No. 13355 *Saccarine* the only locomotive from this manufacturer in the home collection.

A mix of passenger and freight services ran on the two narrow gauge lines, with the two tracks running side by side almost their entire length, allowing for the regular sight of parallel running to be enjoyed.

Meanwhile, the 12¼in gauge Mease Valley Railway was operated by Exmoor Railway-built 2-6-2 *Carol Ann* to convey guests to and from the Fairground attractions museum.

The SBR's next big event will be the Statfold 1940s Weekender on July 18/19, with living history, vintage vehicle displays and live entertainment throughout.



**Class 33 D6535 *Hertfordshire Rail Tours* (left) in the locomotive yard at Loughborough Central following completion of its bodywork overhaul. GCR**

## Completed Crompton returns to service following bodywork overhaul

CLASS 33 D6535 is back in service at the Great Central Railway following an extensive bodywork overhaul – returning one of the National Collection locomotives to operational use and thus cementing the strong working relationship between the heritage line, its partner groups, and its owner, the National Railway Museum.

D6535 is under the custodianship of the 5305 Locomotive Trust which, in addition to its own pool that includes an LMS 'Black Five' of that number, also cares for other National Collection engines including SR N15 'King Arthur' 4-6-0 No. 777 *Sir Lamiel* and BR Standard Class 7 4-6-2 No. 70013 *Oliver Cromwell*, both of which are under overhaul in the Loughborough Central works.

D6535 entered service in December 1960 and was initially allocated to Hither Green before later serving at Eastleigh, Stewarts Lane and Old Oak Common. Ordered by the Southern Region, D6535 represents an enhanced version of a class previously supplied to the Eastern Region. Improvements included a more powerful Sulzer engine, electric train heating, and both air and vacuum braking systems. The Class 33 design ultimately comprised 98 locomotives across two variants, including 12 specially built for the restricted Hastings route.

The class became particularly well-known for innovative push-pull operations on services between Bournemouth and Weymouth. Modified locomotives could haul trains in one direction before being remotely controlled from the driver's cab of an EMU on the return journey. The system remained in service until the extension of electrification to Weymouth and was also employed on services to Salisbury and between Clapham Junction and Kensington Olympia.

In 1993, D6535 was named *Hertfordshire Rail Tours* at Weymouth Quay after the now defunct charter firm founded by John Farrow. Following withdrawal from service after a shunting accident in 1998, the Railway Heritage Committee selected the locomotive for preservation. After spending several years stored at Old Oak Common, where exposure to the elements led to significant deterioration, D6535 moved to the Great Central Railway in 2005 under the custodianship of the trust.

This latest work has included substantial structural repairs, replacement of heavily corroded metalwork, and extensive work to both driving cabs. Restoration teams also addressed long-standing issues caused by failed internal guttering and water-trapping body filler, which had contributed to widespread

deterioration. After several years in service, it was withdrawn for the recent bodywork repairs to begin, which saw substantial new metal sheeting welded into place as well as some electrical work to be undertaken.

Although incomplete, it emerged from the sheds in April 2025 and debuted at the GCR's diesel gala that same month, operating as required throughout the remainder of the year before returning under cover for finishing-off over the winter.

On May 22, the completed locomotive was unveiled in its final BR blue livery with full yellow ends. A rededication ceremony was held at Loughborough Central, during which it was refitted with *Hertfordshire Rail Tours* nameplates, the making of which was financed through a crowdfunding appeal set up on April 17.

In addition to diesel running days and special events, D6535 will work at the GCR's September 3-6 autumn diesel gala in tandem with classmate No. 33103 *Swordfish*, appearing thanks to Nemesis Rail and the Ecclesbourne Valley Railway. This event is also expected to mark the gala debut for Class 55 Deltic D9015 *Tulyar*, currently nearing the end of a 35-year-long overhaul and which undertook its first loaded test runs in May, as reported last issue.



**THE Battlefield Line ran to its Shenton terminus on May 24 after the full length of the line was reopened following the completion of essential trackwork renewals.**

**No services ran over the section from Market Bosworth to Shenton as the wet weather in January and February led to over-running engineering works at Far Coton. The final sleepers, ballast and rail were installed the week before services resumed to Shenton. Robert Stephenson & Hawthorns Austerity 0-6-0ST No. 7289 of 1945 (WD No. 71480) *Fred* is pictured arriving at Shenton with the 3.30pm service train on June 7. GRAHAM NUTTALL**



# New tender-tank engine for the Lynton & Barnstaple line

By Robin Jones

THE Lynton & Barnstaple Railway has been gifted a new-build 0-4-0T+T.

No. 9 *Jean* is part of the estate of the late Dr Alan 'Chalky' White, an accomplished career engineer, and will move to Woody Bay in accordance with his final wishes.

In his early career at de Havilland, Chalky developed a widespread and incredible knowledge of anything engineering, working on everything from jet engines to helicopters, with time also spent in the stress office, drawing office, and various machine shops. He then joined Middlesex Polytechnic as a laboratory technician, which led to various promotions and, ultimately, the role of assistant dean. However, steam engineering was his biggest love, on rails and road.

Named after his late wife, No. 9 was hand-built by Chalky at their home before being completed in the Gartell Light Railway's workshop in Templecombe and entering service in 2009.

The GLR's second steam locomotive, *Jean* is very similar in

design to the line's 1998-built 0-4-2T No. 6 *Mr G*, with subtle differences including a longer footplate and an accompanying tender for increased coal and water capacity.

L&BR Trust chairman Giles Perkins said: "We are hugely grateful to the family of Chalky White for putting their faith in us to take care of No. 9 *Jean*."

"We will ensure that our volunteers and visitors alike understand the importance of this extremely generous donation and the legacy of its truly remarkable builder."

"We will put this unique engine to good use flying the flag for British narrow gauge steam engineering at Woody Bay and further afield."

"*Jean* will provide the L&BR with a unique, beautifully built and carefully maintained engine, which will provide further flexibility for special events, driver experiences and learning activities for its new youth volunteer programme."

No. 9 *Jean* will continue to be in traffic at the GLR for its summer and autumn events and then transported to Woody Bay after the end of the 2026 season.



New-build 0-4-0T+T No. 9 *Jean* at the Gartell Light Railway on May 29. L&BR

→ The L&BR has added a fourth webcam to its online presence.

The newest one is situated at Woody Bay and is affixed to the Down starter signal, giving a full view of the platform where trains normally arrive and depart.

Other webcams at the station offer views from the carriage shelter, one of the line and Exmoor in the distance, and there is also a webcam at Killington Lane station. All can be viewed at [www.lynton-rail.co.uk/watch-our-webcams](http://www.lynton-rail.co.uk/watch-our-webcams)

## Lottery grant to reopen Leeds museum's locomotive display

By Robin Jones

THE National Lottery Heritage Fund has provided a £233,125 grant to bring Leeds Industrial Museum's locally-built locomotive collection back on public display after nearly 12 years.

The locomotive shed in the museum at Grade II\*-listed Armley Mills, once the world's largest woollen mill, has been closed since being badly damaged by the 2015 Boxing Day floods caused by Storm Eva, which saw parts of the site submerged under up to eight feet of floodwater.

A massive clean-up operation by the site's team and local volunteers saw the museum reopen just three months later, but sadly, the damage to the locomotive sheds was too severe.

Since then, extensive works as part of the second phase of the Leeds Flood Alleviation Scheme have been completed to safeguard the site from future flooding.

Arts Council England also funded structural work from 2023 to 2025 through its Museum Estate and Development Fund, stabilising the locomotive shed and improving

environmental control. The railway gallery will now reopen in summer 2027 thanks to the grant from the lottery's Reimagining Railways project.

The extensive refurbishment of the gallery will mark the project's final stage and allow visitors to again see Leeds-built locomotives including Manning Wardle standard gauge 0-6-0ST No. 865 of 1882 *Aldwyth* and Hudswell Clarke 2-6-2DM 2ft 6in gauge D557 of 1930.

The refurbished gallery will also look to connect the works which made locomotives become local and global stories of people, place and the environment.

In future years, the project will also see the museum return to running a locomotive on newly renovated narrow gauge track for special events.

Museum keeper Chris Sharp said: "These historic engines are such an important part of the city's story, and each played their part in putting Leeds on the map as a centre of innovation and industry."

"We are so grateful to all the staff and volunteers who worked so hard in the aftermath of the flooding to preserve the museum and the locos,



Chris Sharp, keeper at Leeds Industrial Museum, with Manning Wardle 0-6-0ST *Aldwyth*. LCC

and also to the National Lottery Heritage Fund for its support in making this exciting project a reality.

"It's been a long journey, but we are absolutely thrilled that visitors will be able to visit the gallery next summer, and we can't wait to welcome them."

Coun Salma Arif, Leeds City Council's executive member for economy, added: "These remarkable machines have been part of our local heritage for generations, and

it's wonderful to be adding another exciting chapter to their story and to the unique story of Leeds Industrial Museum.

"The project to get the locomotive sheds open again has involved so much hard work and tireless dedication from everyone at the site too."

"It will be a special moment for all those involved when we can finally welcome back visitors next summer."





# KIRKBY STEPHEN EAST

## 'JUMPSTART THE JUNCTION' SIGNAL BOX APPEAL PLEASE HELP US REBUILD THE JUNCTION BOX



The stunning rebuild of the 1861 S&DR box is complete; the next stage is to rebuild the later and larger Junction Box.

### Beginning: Rebuilding the Signal Boxes

As expected, the 1861 box and the wider signaling project has prompted enthusiasm for the rebuilding of the larger Junction Box. Its return would superbly finish the station layout and complement the fantastic 1861 box.

We have already started construction this year following generous donations but we need to raise a lot more.

**Please join our 'Jumpstart the Junction' appeal – THANK YOU.**



Photograph by John Boyes

### YOU CAN MAKE A DONATION IN A NUMBER OF DIFFERENT WAYS:

Go to our blog at: <https://ksignalling.blogspot.com/2025/08/jumpstart-junction.html>

### BY DIRECT BANK TRANSFER BY BACS TO OUR BANK ACCOUNT

This method reduces bank charges on card payments. Please make sure that you quote reference JTJ/& your surname when making the payment to our Nat West account. Account No: 78581257 Sort Code: 51-70-15

Reference JTJ/(surname). Please complete and return the donation form for Gift Aid purposes.

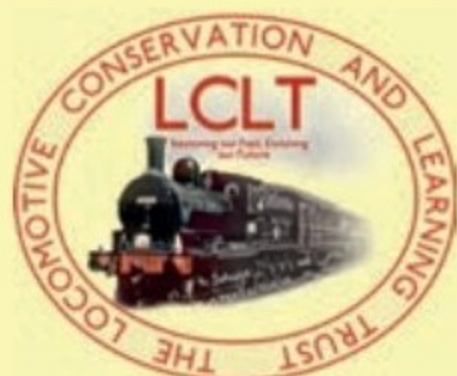
### BY CHEQUE

Please ensure that you complete the donation form and return it with your cheque made payable to:

**Locomotive Conservation & Learning Trust, c/o Manor Cottage, 1 West End, Sedgfield, Stockton-on-Tees, TS21 2BW.**

The donation form for gift aid purposes can be downloaded or requested in hard copy from the Sedgfield address or via the email below.

**CONTACT - To find out more about the project and levels of support to help us, email us at: [lclt.chairman@gmail.com](mailto:lclt.chairman@gmail.com)**



# LET'S FINISH THE JOB!

**JOIN THE 876 CLUB TODAY AND HELP US TO RAISE THE LAST £65,033 TO RETURN LNER CLASS J21 TO STEAM**



Following the support of the National Lottery Heritage Fund and our generous supporters, the Locomotive Conservation & Learning Trust is nearing the completion of the restoration of class J21 No. 876 (later BR No. 65033). Built in 1889 and preserved in 1962, the 'Stainmore Survivor' last steamed in 1984. The extensive restoration No. 876 has been underway since 2014 at a total estimated cost of £650,000.

The condition of the locomotive has been far worse than we expected which has increased the time and cost of the project but we are now on the home stretch and about to finally reassemble it. To return this unique and wonderful locomotive to steam we now need to raise the remaining £65,033 to finish the job. Please help us by joining the 876 Club.

**REGULAR PROJECT UPDATES ON OUR BLOG: <https://ksetransport.blogspot.com>**

### Benefits of joining The 876 Club:

- A supporters' pin badge • A monthly newsletter • An invitation to our annual Supporters' Day
- Two tickets for the launch event for No. 876's return to steam • A day's footplate experience on No. 876, learning to drive and fire it

Membership of The 876 Club is available for either a single donation of £876, or a 10 monthly instalments of £87.60. To join please:

- Use either the PayPal link or download the form at [www.lclt.org.uk](http://www.lclt.org.uk)
- Email the LCLT at [lclt.chairman@gmail.com](mailto:lclt.chairman@gmail.com)

- Or else to find out more how you can help, contact the LCLT at:

LCLT Chairman, Stone Flagged Cottage, Newbiggin, Leyburn, North Yorkshire, DL8 3TD

**GET ON-BOARD TODAY AND HELP US TO RETURN THE STAINMORE SURVIVOR TO STEAM!**



# Severn Valley launches major £1m Raise the Roof appeal

By Robin Jones

THE Severn Valley Railway Charitable Trust has launched a major appeal to raise £1 million for a heritage platform canopy at Kidderminster Town station.

The Raise the Roof campaign will help complete the original vision for the railway's award-winning southern terminus, creating an authentic GWR-style canopy along the double-sided platform.

The project has been made possible by a substantial legacy gift, providing the momentum to embark on one of the most ambitious station enhancement projects in the heritage line's history. The trust is now inviting supporters, visitors, businesses and the wider community to help bring the vision a reality.

Kidderminster Town has been developed over decades to reflect the quality and character of a traditional GWR station. It may look a

century old, but it dates only from the 1980s. The new canopy will complete that transformation, enhancing the visitor experience while preserving the station's historic authenticity for future generations.

Trust chair Judith Meredith said: "It feels like we are finally putting the last missing piece into place at Kidderminster. This is an aspirational project that will transform the platform and complete the original vision for the station."

"Through our Raise the Roof campaign, we are inviting everyone who loves the SVR to be part of this moment. Every contribution will help create a lasting legacy, ensuring that future generations can enjoy a station that truly reflects the heritage and character of the GWR."

Part of the new structure will incorporate authentic salvaged steelwork from the GWR Wolverhampton Low Level station, preserving an important piece of

railway heritage. More than 70 tons of steel will be used to build the canopy, which will provide improved shelter for passengers and becoming a striking architectural feature in its own right.

SVR CEO Gus Dunster said: "Kidderminster is the front door of the SVR, and this project will make it a gateway worthy of what lies beyond."

"A canopy will transform the welcome we can give our visitors, making a wait on the platform part of the experience itself. It will strengthen the sense of arrival at one of Britain's leading heritage railways and enhance the station for everyone who visits."

Alongside donations, a range of sponsorship opportunities will enable contributors to play a visible and lasting role in bringing the canopy to life.

Every contribution will help write the next chapter in the story of



An artist's impression of the new Kidderminster Town station canopy. SVR

Kidderminster Town station and secure a fitting legacy for generations of future visitors.

→ For more information about the Raise the Roof campaign and to donate, visit [svrtrust.org.uk/raisetherooft](http://svrtrust.org.uk/raisetherooft)

## Sentinel surprise at Chasewater's coal train day

By Martin Creese

THE Chasewater Railway hosted its second coal train day of the year on May 31, this time placing steam power centre stage.

The first event of the year in April showcased the railway's collection of industrial diesel locomotives, with Class 142 Pacer No. 142030 operating passenger services alongside. This time, it was steam to the fore with a line-up of four locomotives in action, including one which had only just returned to service.

Star of the show was Neilsen 0-4-OST No. 2937 of 1882 *Alfred Paget*, which returned to steam last summer following an overhaul, having been inactive for more than 40 years. When new, it was delivered

to the William Baird & Co Bedlay Colliery, near Glenboig, in Scotland, later transferring to the Scottish Iron & Steel Co Gartsherrie iron works at Coatbridge. Operating alongside were Hunslet 'Fitzwilliam' 0-6-OST No. 3783 *Darfield No. 1* of 1953, which currently carries the guise of *Holly Bank No. 3*, and Bagnall works 0-4-OST No. 2648 *Dunlop No. 6*.

The surprise appearance of a fourth locomotive in the line-up was that of Sentinel 0-4-0VBGT No. 9632, which is at the end of its own lengthy overhaul and was in steam for the first time in more than 30 years. While not out pulling trains, it was given to opportunity to stretch its legs around Brownhills West station between other workings. Built in 1957, the locomotive was delivered to the



Neilsen & Co. works No. 2937 heads a train of MGR coal hoppers near Chasewater Heath. DYLAN CREESE

West Midlands Gas Board and put to use at Pleck Gas Works in Walsall, where it saw out its entire industrial career before being withdrawn and

taken to Chasewater in 1982. After years of service there, it was last operational in 1995 when withdrawn pending overhaul.

Throughout the day, a timetable of four passenger and five coal trains ran, with combinations of single and double-headed locomotives appearing on the latter services.

An unusual part of the operation meant that on the return to Brownhills West, coal trains were shunted into the sidings at Chasewater Heath to allow the passenger train to work up to the current end of the line at Churchtown, before the coal train then proceeded into Brownhills West.



*Holly Bank No. 3* and *Dunlop No. 6* come off the causeway during the Chasewater's coal train day. DYLAN CREESE



No. 2937 *Alfred Paget* (left) departs Brownhills West while newly-overhauled Sentinel No. 9632 shuffles around the yard on May 31. MARTIN CREESE



# Severn Valley takes significant leap forward in becoming One Railway following FCA approval

By Robin Jones

THE Severn Valley Railway passed a major milestone on June 1, with the successful conversion of Severn Valley Railway (Holdings) Plc into a Charitable Community Benefit Society (CCBS).

The organisation is now known as the Severn Valley Railway Society Limited following Financial Conduct Authority approval.

The change represents a landmark in the ambitious One Railway project, a long-term programme designed to create a more resilient, transparent and efficient organisational structure better suited to today's operating and regulatory environment while safeguarding the line's future, as reported in *Heritage Railway* issue 327.

The One Railway project has involved securing the support of both shareholders and members for a significant organisational restructure. Shareholders voted overwhelmingly in favour of converting the owning and operating company into a CCBS in June last year, recognising the opportunities this would create

through access to new grant funding streams and Gift Aid benefits.

Members of Severn Valley Railway Company Limited then voted strongly in favour of the next stage of the project last August, supporting plans to bring together the railway's separate organisations under a simpler and more effective structure.

## Better financial outlook

The conversion to a CCBS strengthens the organisation's long-term financial position, while ensuring that the railway continues to operate for the benefit of its members, supporters, and the wider community.

Chris Walton, chairman of the SVRSL, said after the conversion was completed: "Today, marks a defining moment in the history of the SVR. The creation of the Severn Valley Railway Society Limited is the result of a clear vision for the future of the railway and the strong support shown by both shareholders and members throughout this process.

"This new structure places the railway on a firmer footing for the years ahead, while preserving the

values and heritage that are so important to everyone connected with the SVR.

"We can now look ahead with optimism and ambition as we continue to strengthen and develop this remarkable railway for future generations."

Gus Dunster, chief executive officer of the SVRSL, said: "This is an enormously important day for the SVR and the beginning of an exciting new chapter in our story.

"While the change will not be noticeable to our visitors, what it does mean is that we are in a much stronger position when it comes to financial security, future investment and the long-term sustainability of the railway.

"Becoming a Charitable Community Benefit Society opens important new opportunities through grant funding and Gift Aid, helping us to generate additional income that can be invested directly back into the railway, its infrastructure and its heritage assets.

"The One Railway project has always been about creating the strongest

possible future for the SVR. Today's milestone means we can move forward with confidence, continue developing our railway and ensure that this much-loved heritage line thrives for many years to come."

## Complex planning

Charlie Wright, director of the SVRSL and lead for the One Railway project, said: "This has been a complex programme involving detailed planning, extensive consultation and significant regulatory work, and I am immensely proud of everyone who has contributed to making it happen.

"We are delighted to have reached this stage, but there is more to come. Later this year, we expect to complete the next phase of the reorganisation, bringing together the Severn Valley Railway Company Limited and the Severn Valley Railway Society Limited into a single organisation.

"This will deliver further streamlining and cost-saving benefits and complete the vision of One Railway.

"It is an exciting time for everyone connected with the SVR."

Stock used was a set of seven of the National Wagon Preservation Group's BR MGR hopper wagons. Of the 11000 of these distinctive vehicles produced at Shildon works between 1964 and 1982, Chasewater is now home to 10 surviving examples, while a further eight can be found at Bodmin as examples of those which were converted for china clay traffic.

MGRs were very much part of the Staffordshire and Cannock Chase railway scene and used at the nearby Littleton colliery until its closure in 1993, making their presence here rather apt.

With No. 9632 almost complete, there is the potential for a Sentinel-themed gala, which has been mooted for September 5/6, followed by a farewell event for Dunlop No. 6 on September 13 as the Bagnall comes to the end of its current boiler certificate. For more details, check the railway's website nearer the time.

→ *Darfield No. 1* and *No. 2937 Alfred Paget* are two of the guests for the Severn Valley Railway's July 17/18 summer gala, which places the smaller and quirkiest of locomotives in the spotlight. As reported in *Heritage Railway* issue 345, Foxfield Railway-based Kerr Stuart 'Witch' class 0-4-OST No. 4388 will also feature alongside locomotives from the SVR's home fleet.

## Crowds pack Saxony line's Pentecost festival

By John Titlow

DURING the Pentecost weekend of May 23-25, as mentioned in the Steam and Snow in Saxony feature in *Heritage Railway* issue 343, the Pressnitztalbahn held its annual festival on the line between Steinbach and Jöhstadt.

The original Pressnitz Valley Railway, known as the Wolkenstein, opened the week before Pentecost on June 1, 1892, and the museum railway has held celebrations at this time every year since 1992. During the three days, five Meyer IV K 0-4-4-0s ran

alongside replica 0-6-0T IK 54, built by Meiningen in 2009, and Sächsische Maschinenfabrik 0-10-0T VI K 99 1715-4 of 1927.

The oldest Meyer was No. 99 1542-2, built in 1899 by Sächsische Maschinenfabrik, formerly the Richard Hartmann works at Chemnitz. Other operational Meyers were Nos. 99 1568-7, 99 1590-1 and 99 1594-3.

The final Meyer was No. 99 1585-1, from the Schwarzbach Railway in another area of Saxony. This locomotive has special significance as on January 13, 1984, it hauled the last train in regular service on the

railway from Wolkenstein to Jöhstadt. Soon after all, track was removed and an apartment block built in Jöhstadt station's grounds, preventing rail access to the station. The block is to be demolished soon, thereby reopening access.

Exhibited in front of Jöhstadt station was Henschel 0-6-0T of 1919 *Helene*, which had been hidden from the public for many years. It was last in service in 1984 on the Jagsttalbahn in southern Germany.

About 5000 passengers travelled over the three days, and many visited the large model railway exhibition.



Five Meyer IV K 0-4-4-0s on shed at the Pressnitztalbahn Pentecost festival. JURGEN HEROLD



# Llangollen steps back to the 1980s – and also sets new attendance record

By Owen Hayward

TIME travel is one of the main selling points of a heritage railway, taking visitors back through the years to bygone eras of rail travel, and decade-themed events such as 1940s weekends have always proven particularly popular. For the Llangollen Railway, it was the turn of the 1980s to draw the crowds to the Dee Valley – resulting in record-level attendance.

Visitors during the weekend of May 30/31 had the opportunity to sample travel behind five different diesel locomotives (including a pair of Class 08s) and one DMU, with live entertainment, people in period attire and even temporary signage applied to the stations, which had long since been closed by the arrival of that decade.

Event organisers described the occasion as a “diesel gala with a difference,” and this combination resulted in record numbers for a diesel-themed weekend at the railway, seeing a 25% increase on footfall compared to the equivalent weekend in 2025, which itself saw a rise of 10% on the year previous.

Motive power saw Class 26 No. 5310 (built 1959), Class 31 No. 31271 (1957) and Class 47 No. 47449 (1962) in charge of full-line workings between the picturesque Llangollen and Corwen terminals, aided by a Class 108/127 hybrid DMU, which worked shorter trips between some of the other stations.

With coaching stock comprising a mix of BR Mk. 1 corridor and suburban types, some rakes also included recently restored freight vehicles to evoke memories of mixed trains run in the dying years of pre-intermodal formations

which are now the norm on the national network.

Making an appearance each day were 08s Nos. 08195 and 08202 (both built at Crewe in 1953). Normally restricted to engineering trains and shunting locomotive and carriage works yards, the two ‘Gronks’ worked one trip to the halfway station of Glyndyfrdwy, the outward journey being double-headed and the return run in top-and-tail formation.

## Musical evening

On the Saturday, Llangollen station was transformed into Buffers Nightclub as Rhythm Train, widely regarded as one of Wales’s best party bands, performed to a packed crowd inside a marquee.

George Walker, one of the organisers from the Llangollen Railway’s diesel team, said: “The response completely exceeded our expectations. The feedback from visitors has been incredible.

“People really embraced the fun side of the event, whether that was the music, the fancy dress, the retro gaming, or simply enjoying the trains in such a unique atmosphere.”

Fellow volunteer Pete Edwards added: “We wanted to create an event that celebrated heritage diesel traction while also giving people a brilliant day out and something they would remember.

“The atmosphere at Llangollen station on the Saturday night was something very special.”

LR tust manager Dave Hennigan said that in addition to increased visitor numbers, revenue was also boosted by upped secondary spend. “The evening event brought in hundreds of extra customers, many of who had never been to our station



before,” he added. “This demonstrates just how we are able to open the railway up to new audiences. We are already planning for 2027 – it will have a lot to live up to.”

The weekend of June 6/7 saw another hugely-successful event run, with the UK’s biggest garden railway festival returning to the nearby Pavilion bringing with more than 40 traders, societies and model railway layouts. Launched in 2022, it has grown year on year and organisers say hundreds of those visiting stayed in and around Llangollen for the weekend, providing a significant boost to the local economy. A special evening train was run on June 5 for exhibitors who would normally not be able to leave their stands while the show was open.

## More to come this year

Meanwhile, the LR’s 2026 events calendar continues with the July 4/5 classic transport rally, with a wide variety of classic cars, historic vehicles and family attractions alongside the train services.

The internationally -acclaimed Froncysyllte Male Voice Choir will perform on the Saturday evening in grounds adjacent to Glyndyfrdwy station. The performance is exactly one year after the choir famously serenaded Nicoletta Mantovani, wife of the late Luciano Pavarotti, on the railway. It also takes place just days before the opening of the 2026 Llangollen International Musical Eisteddfod, the festival for which the choir was originally formed to support in 1947.

On July 18, the LR will stage Steam into Summer, featuring No. 3802 and GWR 0-6-0PT No. 7754 running together, with five return journeys throughout. The new summer menu at the Llangollen station cafe will be launched, including a breakfast offering for those looking to make a full day out. Next comes the 1960s Weekend on August 1/2, which will again include an evening of live music and appearances from Welsh Bobbies, whose mock police station forms a fascinating setting for finding out more about policing in the



Above: Trains to Corwen for the annual fireworks display will run on November 7. No. 3802 is pictured during last year’s trip. DAVE HENNIGAN/LR

Left: Class 31 No. 31271 arrives at Corwen with a mixed train on May 31. ARTHUR GROWLER





**Above: Enthusiasts gather as Class 26 No. 5310 backs onto its train during the hugely successful 1980s-themed weekend.**  
DAVE HENNIGAN/LR

**Left: British Railways Derby-built Class 08 'Gronks' Nos. 13265 and 08202 pass through Berwyn with the 3.30pm shuttle from Llangollen to Glyndyfrdwy on May 30.** DARREN BAILEY

1960s by recording fingerprints, using height charts and allowing visitors to get up close with authentic police station equipment. Numerous reenactments will take place at the line's stations, including anti-closure protests, goods loading demonstrations and 'Beeching agents' surveying passenger numbers, as was done ahead of the publication of *The Reshaping of British Railways* in 1963.

Tickets are now on sale for the November 7 Ride the Rocket service, which will depart from Llangollen station at 6pm for a steam-hauled trip to Corwen for what organisers call "North Wales's biggest fireworks extravaganza," which is delivered in partnership with Corwen Fireworks Committee. Prior to departure, an array of hot food vendors will be offering stews, hotdogs, jacket potatoes and more to warm up guests before their trip and the evening's entertainment.

LR senior administrator Anita Piatkowska said: "This event has proved hugely popular in previous years and tickets always sell out very quickly, so we would encourage people to book early to avoid disappointment.

"We are delighted to be working alongside the Corwen Fireworks Committee to create an unforgettable experience that brings together heritage, community spirit, and spectacular entertainment.

"The combination of a traditional steam train journey and one of the region's biggest fireworks displays creates a unique experience for visitors, and we are looking forward to welcoming passengers on board for another fantastic evening."

For details of all upcoming events, visit [www.llangollen-railway.co.uk](http://www.llangollen-railway.co.uk)

## 'Willy' to spend summer at Bressingham

FLOUR Mill-based Kerr Stuart 0-4-0WT No. 3063 of 1918, affectionately nicknamed 'Willy,' has moved to Bressingham Steam & Gardens at Diss, where it will be based for the rest of the 2026 season.

Willy, built to an Edward Borrows design of 1890, was supplied new to the National Shipyard at Chepstow, where it spent its entire working life and was then sold by site owner Fairfield-Mabey Ltd in 1982. It was moved to Bill Parker's Flour Mill workshop at Bream in the Forest of Dean, where it was overhauled and returned to steam in 2012.

It was loaned to Mangapps Farm Museum in 2021/22, ran on the Swindon & Cricklade Railway during the 2024 season, and visited the Gloucestershire Warwickshire Railway for the 2025 Cotswold Festival of Steam.

Its arrival followed the withdrawal of the museum's LBSCR A1X 'Terrier' 0-6-0T No. 662 *Martello*, which is now

**Kerr Stuart 0-4-0WT No. 3063 of 1918 Willy hauling freight at Bressingham. FLOUR MILL**



awaiting overhaul, having last been returned to steam in 2016.

In an update video released on June 11, museum trustee Rob Ellis said that while the museum was committed to standard gauge operations, investigative work ahead of any possible overhaul would have to wait while other work on the museum's fleet was completed first.

One locomotive mooted for replacing the 'Terrier' is LSWR B4 No. 102 *Granville*, which has not run since being withdrawn by BR in 1963.

Over the bank holiday weekend of May 2-4, the 0-4-0T made a rare appearance in daylight after it was temporarily shunted outside the display shed during the museum's heritage steam gala.

## Shunter is named after late Butterley CME

THE Princess Royal Class Locomotive Trust has named its Class 08 D3401 *Eric Riley* after its late Chief Mechanical Engineer, who held the same position with the Midland Railway Trust.

Built at BR's Derby Works in November 1957, D3401 worked at depots in Wales, Yorkshire and the East Midlands before continuing in industrial service following withdrawal from BR in 1988.

Acquired by the trust in 2009, D3401 has since served as the resident shunting locomotive at West Shed, carrying out day-to-day yard duties and supporting operations at the Swanwick Junction site.

During the winter and spring of 2025/26, the locomotive underwent extensive mechanical attention in the West Shed workshop at the Midland Railway – Butterley, including refurbishment of the cylinder heads,

cooling system work, replacement radiator components and fabrication of new roof panels, followed by a full and detailed repainting back to the authentic BR livery of 1957.

Eric was a career railway man, starting as an apprentice at Westhouse Shed in the 1950s before moving to Toton. In recognition of his links with Westhouses, the locomotive now carries an 18B Westhouses shedplate.



**Above: A ceremony was held at West Shed on May 30 to unveil the new livery of D3401, with the naming carried out by Eric Riley's sister, Jean Wagstaff. PRCLT**

**Left: Resplendent in its 1957 livery again: D3401 *Eric Riley* at the Midland Railway – Butterley. PRCLT**

## 'Black Five' to stay on Cotswold line for rest of 2026

NEWLY-OVERHAULED LMS 'Black Five' 4-6-0 No. 45110, which returned to service on loan at the Gloucestershire Warwickshire Railway's Cotswold Festival of Steam gala in May (as reported last issue), is to remain on the line until the end of the year, it has since been confirmed. With new-build No. 6880 *Betton Grange* and heavy freight duo

Nos. 2807 and 3805 currently the only resident locomotives available for service on the Cotswold line, the addition to the roster of No. 45110, based at West Coast Railways' Carnforth depot, and which hauled the 'Fifteen Guinea Special,' BR's last main line steam passenger train, on August 11, 1968, provides much-needed support, ensuring the railway

has sufficient locomotives available for service at any given time.

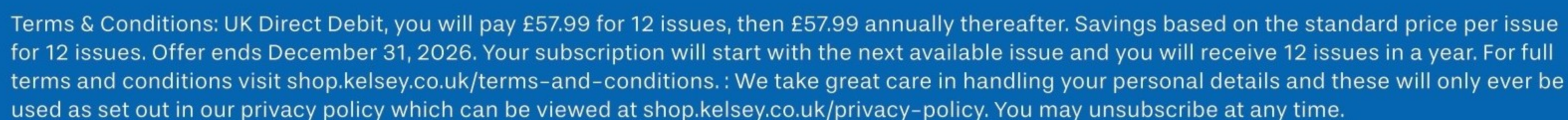
In the workshops at Toddington, overhauls of SR Merchant Navy No. 35006 *Peninsular & Oriental S. N. Co.*, Churchward 2-8-0 No. 2874 and Collett 4-6-0 No. 7820 *Dinmore Manor* are continuing rapidly, although all still remain some way off being completed.



*Robin Jones*

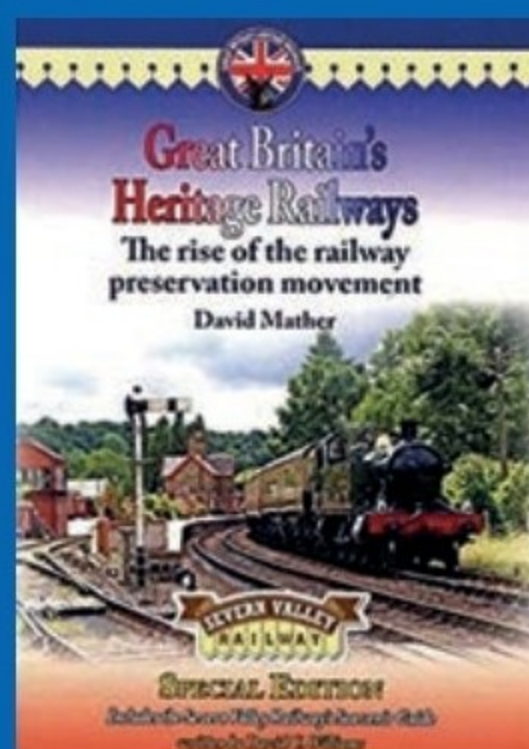
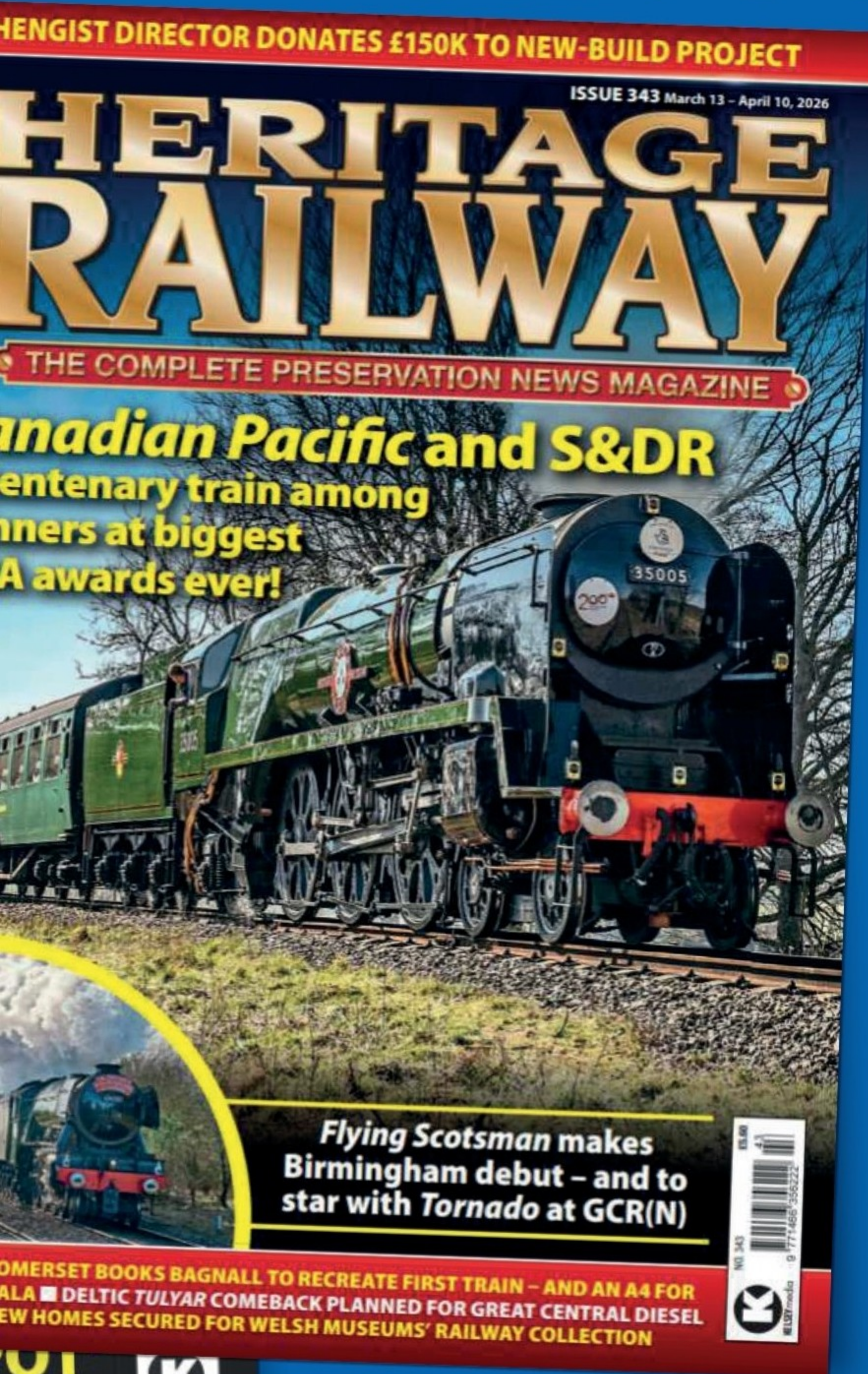
# REASONS TO SUBSCRIBE

- # SUBSCRIBE TODAY





# GET A FULL YEAR OF HERITAGE RAILWAY FOR JUST £57.99



## PLUS

A FREE COPY OF  
GREAT BRITAIN'S  
HERITAGE RAILWAYS  
- SVR EDITION

## SAVE £1.14 PER ISSUE



Scan  
me

## EASY WAYS TO SUBSCRIBE

1. GO TO [CLASSICMAGAZINES.CO.UK/HRBOOK26](http://CLASSICMAGAZINES.CO.UK/HRBOOK26)
2. CALL US 01507 529529 QUOTE HRBOOK26
3. USE THIS QR CODE TO GO DIRECTLY TO OUR WEBSITE

Lines open Monday-Friday, 8:30am-5:30pm. Calls charged at your standard network rate.



# Bluebell cavalcade: take two!

By Owen Hayward

THE Bluebell Railway is gearing up for an incredibly busy summer, during which Bluebell On Parade takes place – a two-day event on the anniversary weekend of the heritage line's first trains 66 years ago.

On August 7-9, a mix of traction will offer something different for each day. With up to seven steam locomotives on the roster, there will also be two diesels making appearances, presenting an opportunity to enjoy some rare mileage behind these locomotives on service trains.

Class 73 No. E6040 *The Bluebell Railway*, which arrived in Sussex from Eastleigh in April 2023, will be joined by Class 33 No. 33108, which will be returning to the railway for the summer thanks to the Class 33/1 Preservation Company Ltd and the Severn Valley Railway.

The same locomotive spent the summer months of 2025 at the Bluebell, working trains to connect with the visit of the Railway 200 exhibition train *Inspiration*, which was stabled at Horsted Keynes for two weeks during July.

During this year's Bluebell On Parade, visitors will be able to take a journey through time, with almost

every operational carriage due to be pressed into service at some point. Formations will include a Southern Region rake comprising Maunsell carriages, boosted by an SECR 100-seater compartment carriage and a pair of Pullman dining cars. Travel aboard the latter will be available for an additional supplement, with breakfast served on the first morning departures each day and subsequent trips offering tea and cake.

Bulleid carriages and the former Metropolitan Railway Chesham stock will also be running, with the latter bolstered by other vintage carriages on Friday and Saturday, before being split off to run solo on Sunday.

The first day of the gala coincides with the railway's reopening on August 7, 1960, when LBSCR A1X 'Terrier' 0-6-0T No. 55 *Stepney* and SECR P class No. 323 *Bluebell* departed Sheffield Park at 2.30pm for the temporary halt 100 yards short of Horsted Keynes station, which was still owned and operated by BR at the time. To mark the occasion, a train will depart at the exact same time 66 years later, hauled by resident BR Standard 4MT 2-6-4T No. 80151, and take in the full line to East Grinstead.

In addition to full line and shorter shuttle workings, brake van rides will



A locomotive cavalcade rounded out the Bluebell Railway's 65<sup>th</sup> anniversary celebration last August – a spectacle set to be repeated this summer.

OWEN HAYWARD

operate at the former junction station that is Horsted Keynes. SECR O1 0-6-0 No. 65 will be allocated to this duty on August 7, with new-build LBSCR H2 Atlantic No. 32424 *Beachy Head* and the visiting 'Crompton' sharing the turn the next day.

The event will culminate in an impressive cavalcade at Horsted Keynes at about 4.30pm on the Sunday. This spectacle follows the hugely popular occurrence at the same event last year, which was arranged as part of the railway's 65<sup>th</sup> anniversary celebrations and saw crowds fill Horsted Keynes station to witness it.

For full details of this event, including the timetable for each day, see [www.bluebell-railway.com/special/bluebell-on-parade/](http://www.bluebell-railway.com/special/bluebell-on-parade/)

## Diesel celebrations

Meanwhile, No. 33108 will also appear at the railway's September 4-6 diesel gala, which this year will celebrate the 40<sup>th</sup> anniversary of the establishment of Network SouthEast. Launched in 1986, NSE brought a

bold and recognisable identity to commuter and regional rail services in London and the South East. Its distinctive red, white and blue livery quickly became iconic, representing a period of modernisation, investment, and renewed pride in railway travel. NSE services operated extensively in Sussex and the wider South East region, forming a vital part of everyday life for commuters, holidaymakers and enthusiasts alike.

Many visitors to the Bluebell Railway will have fond memories of travelling on NSE services, making this anniversary particularly meaningful for the local area and surrounding communities. Plans are underway to feature themed displays, historical interpretation and more elements designed to highlight the impact and legacy of NSE within the region.

To that end, the second guest locomotive for the occasion will be the appropriately-liveried Class 50 No. 50026 *Indomitable*, appearing thanks to Paul Spracklen and PTG Tours. Further announcements are expected to be made soon.

**Right: Class 50 No. 50026 *Indomitable* will visit the Bluebell Railway for its September diesel gala, which will celebrate the 40<sup>th</sup> anniversary of Network SouthEast.**  
OWEN HAYWARD



## Celebrating the next generation with latest steam crew promotions

TWO of the next generation of volunteers have officially qualified as steam locomotive drivers at Llangollen Railway following more than a decade of dedicated service.

Matthew Carty, from Chester, and Tim Hines, from Llangollen, both aged 27, achieved the coveted qualification on the late May Bank Holiday weekend following years of practical experience and assessments at the railway's motive power depot.

Matthew is a mathematics teacher in Birkenhead, while Tim is a railway engineer. Both began volunteering on the railway aged 17 and have steadily worked their way through the ranks during the last decade. They now hold important leadership positions within the railway and are regarded as key members of its operational team.

The pair's final assessments were overseen by highly respected senior driver Dave Owen, himself a former railway boss and one of the line's most experienced steam locomotive drivers, alongside Andy Maxwell, a leading member of its MPD team.

Matthew said: "This is something I've worked towards for 10 years and it still hasn't quite sunk in. The railway has become a huge part of my life, and I'm incredibly grateful to everyone who has helped me along the way. There is such a depth of knowledge within the MPD, and the support from the whole team has been unbelievable."

Tim said: "To qualify as a steam locomotive driver on the railway I grew up volunteering on is incredibly special. We are very lucky at Llangollen to have decades of

experience among our volunteers, and everyone is always willing to pass on their knowledge and skills. I'd like to thank everybody who has supported us over the years."

Dave added: "Becoming a steam driver takes years of commitment, patience, and practical learning."

"These heritage railways survive because experienced volunteers are willing to pass skills on to the next generation."

"Thankfully, we've got some excellent young people coming through."

The qualifications come during what many volunteers describe as a resurgence for the heritage railway, which has seen record passenger numbers travelling along its spectacular 10-mile route through the Dee Valley. The railway is



Tim Hines (left) and Matthew Carty, who have both qualified as steam drivers at the age of 27.

LLANGOLLEN RAILWAY TRUST

continuing to recruit volunteers on a wide range of departments. Anyone interested in following Matthew and Tim's example and becoming part of the railway's future is invited to email [volunteering@llangollen-railway.co.uk](mailto:volunteering@llangollen-railway.co.uk)





Visiting from the Lincolnshire Wolds Railway, Peckett 0-4-OST No. 1351 of 1914 *Lion* heads a tanker train bound for Middle Engine Lane at the North Tyneside Steam Railway on June 6. The railway held a three-day running event celebrating its 'homecoming,' for the locomotive spent nearly 25 years of its working life at the Wallsend Slipway & Engineering Company, a former shipyard on the River Tyne just a few miles way. MATTHEW DITCH

## Unexpected digital window into Irish rail history

By Hugh Dougherty

AN unexpected window into the railway past of the former Irish Free State has been opened by the digitisation of the country's census of 1926.

Taken four years after the formation of the state in 1922, it is now available online via National Archives Ireland. Searchers need input only the name and address of a railway employee to bring up his or her census return, the result giving much information about staff, from managers to the lowest grades, all now available at the click of a mouse.

By punching in the name Henry Forbes, the far-sighted manager of the County Donegal Railway, searchers are presented with an on-screen document that Henry, then aged 55, filled up to record who was living in the manager's house opposite Stranorlar station at census time.

Not only is the document written in Henry's own handwriting, but it also records his job as manager of the County Donegal Railway. He lived in the large house with his wife, Mary, aged 52, son Henry, aged nine, and daughter, Hazel, seven, while his pay as a railway manager allowed him to engage a governess for the children, Kathleen McCracken, as well as a maid, Bridget Doherty.

The occupation of a Mary McMennamin, who also lived in the house, is recorded as a tearoom attendant with the CDR. She would have worked across the street in the CDR station at Stranorlar and was



Above left: Born in 1871, Henry became the manager of the CDR from 1910 until his death in post in 1943. He is credited with introducing railcars and turning the CDR from loss to profit in the 1920s and 1930s. DONEGAL RAILWAY HERITAGE CENTRE

Above right: The entry in Henry's own handwriting shows who lived in the County Donegal Railway manager's house in Stranorlar, opposite the railway headquarters, on Sunday, April 18, 1926. Both the station and house were demolished after the takeover of the CDR by CIE in 1971. NATIONAL ARCHIVES OF IRELAND

presumably staying in the manager's house as a lodger. The McMennamins were a well-known railway family in Stranorlar, and Jim and Frank McMennamin, relatives of Mary, were the driver and fireman of the last passenger train on the CDR in 1959.

The year of the census is significant for Henry Forbes, for he had just started his first railcar service on the Glenties line to offset the effects of the General Strike, which restricted coal supplies, but it is interesting to see that he had a whole home life, if not away from the CDR, then across Stranorlar's Main Street. The census information brings home that the railway heritage of Ireland was peopled by real humans as much of the story of the railways as the locomotives and rolling stock

preserved in museums. By inputting names of managers, stationmasters and other employees of the railway companies running trains in the Free State in 1926 – effectively the Great Southern Railway, Great Northern Railway of Ireland, the Sligo Leitrim and Northern Counties Railway, the Dundalk Newry & Greenore Railway, the CDR and the Londonderry & Lough Swilly Railway – it is possible to build up a picture of railway employment, when families were larger and when, as many of the entries show, fathers followed sons into railway service.

Donegal Railway Heritage Museum manager Mary Gilroy said: "We have found the census a fantastic tool for encouraging people to come forward to us with stories about relatives

who worked on the railway in 1926. We initially put up the Henry Forbes entry on social media as a stimulus, and we've since recorded census data and tales about different grades of railway staff, all of which helps us tell the human interest stories behind our exhibits and displays.

"I had not thought of the census in that light before it was made available, and, perhaps, all heritage lines and museums, whether in Ireland or the UK, should dip into census data, to bring our railway past to life in this way.

"It's certainly a useful tool for attracting and engaging the attention of would-be visitors."

The 1926 census can be accessed at [nationalarchives.ie](http://nationalarchives.ie), and all searches are free.



# Dartmouth Steam Railway goes electric with new 'Round Robin'

By Robin Jones

THE Dartmouth Steam Railway has taken a leap into modern times with the introduction of a new battery-electric bus on the 20-minute Paignton to Totnes leg of its 'Round Robin' trips.

Stagecoach South West will operate the bus as part of a multi-modal excursion combining road, river, ferry and steam locomotives through a partnership with Dartmouth Steam Railway and River Boat Company.

Contrasting historic travel with the latest green technology, the excursion includes a steam train journey from Kingswear to Paignton, a river cruise from Totnes to Dartmouth, and a ferry crossing from Dartmouth to Kingswear.

Stagecoach South West managing director Peter Knight said: "We are absolutely delighted to be working in partnership with such an iconic and much-loved heritage line.

"To see one of our fully electric buses seamlessly integrated into the 'Round Robin' experience alongside the steam railway is incredibly exciting.

"It brings together the best of modern, sustainable transport and



**Transport technology seven decades apart on the 'Round Robin': The Stagecoach battery-electric bus alongside 1951-built BR Standard 4MT 4-6-0 No. 75014 Braveheart at Paignton Queen's Park station on May 29. STAGECOACH SOUTH WEST**

historic travel in a way that truly enhances the journey for customers."

John Jones, managing director of the DSRBC, said: "The 'Round Robin' has always been about showcasing the best of the River Dart and South Devon.

"Seeing our historic steam railway working alongside modern electric transport highlights how tradition and innovation can complement each other to create a truly unique visitor journey.

"Our current bus fleet is more than 20 years old and reliability is becoming an issue. We have reached the point where should we invest a new bus fleet (about £250,000) or look to find a more cost-effective way of facilitating the 'Round Robin'?

"We typically run only one bus per day – ideally an open-top one. To facilitate this, we need two open-top buses, one in service and one as a back-up. However, when it rains, we need a closed-top bus, which

also needs a back-up for the same reasons. This means we have been maintaining a fleet of four buses just to run a one service. This is clearly inefficient and was made more so by our post-Covid decision to rationalise our 'Round Robin' timetable to about 110 days per year.

"Consequently, we have decided the cost of operating a bus service cannot be justified. Put bluntly, if we pass all of the cost to the customers, we don't think they will pay it."

## 'Street Art' carriage on display at Bitton station

THE Street Art Train is the latest arrival at the Avon Valley. Bristol artists Inkie, Jody and Cheo have been commissioned to spray-paint one side of a heritage carriage with street art designs of the 1980s for an up-and-coming short film (yet to be announced).

Roger Eynon, chairman of the AVR Heritage Trust, said: "We hope visitors will come along to our main station at Bitton to enjoy viewing the Street Art Train while our steam-hauled services are running. There is no charge to access the site, but as a charity we appreciate the support of visitors. Every surplus penny we make goes towards keeping our cherished heritage steam railway running."

The carriage itself is on static display at Bitton station every day that steam trains operate and into the foreseeable future – dates are available at [www.avonvalleyrailway.org/visit-us/timetable/](http://www.avonvalleyrailway.org/visit-us/timetable/)



**The commissioned 'Street Art Train' at Bitton. AVR**

AVR general manager Mark Hill said: "We were delighted to host Inkie, Jody and Cheo at our station.

"We identified a suitable carriage – currently awaiting restoration – and to make it available to these well-known and highly respected artists so that they could apply their designs. Some of the windows received a protective latex covering, thus providing a larger canvass area without any lasting damage to the vehicle."

The AVR stated that the public must not use this artwork as permission to apply their own "street art" to its irreplaceable collection of vintage locomotives, carriages, rolling stock and buildings.

→ **Make a donation to its current fundraiser at [www.avonvalleyrailway.org/news/fit-for-the-future-appeal/](http://www.avonvalleyrailway.org/news/fit-for-the-future-appeal/)**

## Swanage launches accessible carriages conversion appeal

A £25,000 appeal for funds to overhaul two BR Mk. 1 carriages so they are accessible to all has been launched by the Swanage Railway.

The Purbeck Line has also applied to the National Heritage Lottery Fund for a grant of £249,000 towards the key project which will see each of the Tourist Second Open carriages – No. 4842, built in 1958, and No. 4961 in the early 1960s – become equipped with accessible toilets designed for wheelchair users, extra-wide doors for wheelchairs and mobility scooters, and spacious interiors to comfortably accommodate these customers and their companions.

The railway's CEO, Abbie King, said: "We need to raise at least £25,000 towards the project to make it happen. Every donation to the Swanage Railway Trust's Access for Everyone initiative – no matter the size – brings us closer to a railway that is truly open to everyone, a railway where no one feels like a second-class visitor and a railway that reflects our values of



**BR Mk. 1 carriage No. 4961 on the Swanage Railway.**

ANDREW PM WRIGHT

respect, inclusion and community. The carriages will be developed to the same high standard seen on leading heritage railways, allowing wheelchair users and those with additional needs to travel comfortably, safely, and alongside their families. For too long, some of our visitors have had to travel in the guard's carriage, where they are often separated from their families, and have a much more limited experience. That is not the Swanage Railway we want to be."

→ **Donations to the Access for Everyone initiative can be made via [www.swanagerailway.co.uk/swanage-railway-access-for-all](http://www.swanagerailway.co.uk/swanage-railway-access-for-all)**





## West Somerset Railway 50th Anniversary Steam Gala

DVD, Blu-Ray & Digital Download



Celebrating the 50th anniversary since the original re-opening of the West Somerset Railway, our new gala product showcases all the action from the 4-day 50th Anniversary Steam Gala over the May Day Bank Holiday.

Featuring footage from across all 4-days, the event featured multiple visiting locomotives including LNER A4 No.60007 'Sir Nigel Gresley', Bagnall 0-6-0ST No.2996 'Victor' and others. Sit back and watch all the highlights including triple-headed Great Western Manor's, 10 steam locomotives and more.



DVD: £14.95    Blu-Ray: £17.95    Download: £13.95  
FREE UK postage and packaging

**Available to order online or over the phone:**

[www.steamingaroundyorkshire.co.uk](http://www.steamingaroundyorkshire.co.uk)  
Telephone: 07563019405

Copies of each DVD & Blu-Ray are available to order via our website, over the phone or writing to us at: Simon Roberts, 10 Maple Gardens, Whinmoor, Leeds, LS14 2FA. Cheque payment is accepted and cheques must be payable to Simon Roberts. Free postage for UK customers, international postage rates apply.

## Rowden Mill Station

New accommodation



The Brake Van sleeps 2 in comfort while immersing guests in the carefully preserved heritage of this historical railway vehicle.

<https://www.rowdenmillstation.uk/gwr-brake-van>

Bredenbury, Bromyard, Herefordshire HR7 4TG  
T: +44 (0) 1885 482 101 | e: [bookings@rowdenmillstation.uk](mailto:bookings@rowdenmillstation.uk)  
[www.rowdenmillstation.uk](http://www.rowdenmillstation.uk)



## CHINNOR & PRINCES RISBOROUGH RAILWAY



**VOLUNTEERS REQUIRED**  
Vacancies available in all departments

For further details please visit

<http://www.chinnorrailway.co.uk>

STATION ROAD, CHINNOR, OX39 4ER

DISCOVER THE

## ISLE OF MAN



**EXPLORE THE  
ISLE OF MAN BY  
HERITAGE RAILWAY**

**3, 5 & 7 NIGHT  
BREAKS**

*Holiday includes*

- ✓ 5 Nights Bed & Breakfast
- ✓ Return Sea Travel
- ✓ Go Explore Travel Card

From  
**£390**  
per person

**SUMMER  
TRANSPORT  
FESTIVAL**

**27 JULY - 03 AUGUST  
2026**

*Offer includes*

- ✓ 7 Nights Bed & Breakfast
- ✓ Return Sea Travel
- ✓ Go Explore Travel Card

From  
**£510**  
per person



**BOOK WITH CONFIDENCE**

More information contact:

The Isle of Man Events Reservations Team

☎ 01624 664460    ✉ [info@iomevents.com](mailto:info@iomevents.com)



[www.iomevents.com](http://www.iomevents.com)



# Friends of Stockton & Darlington wins King's Award for volunteers

By Robin Jones

THE Friends of the Stockton & Darlington Railway has been presented with the prestigious King's Award for Voluntary Service.

A crystal trophy and a certificate bearing King Charles's signature was presented by Mike Butterwick CBE, Lord Lieutenant for County Durham, to the Friends chairman of trustees, Niall Hammond, at Hopetown Darlington on June 6, recognising thousands of volunteer hours contributed by the charity's members during more than a decade.

Among the Friends' achievements are rescuing and restoring the pioneering Heighington station, helping to preserve the historic inclines west of Shildon, and transforming the former Fighting Cocks coal yard from overgrown land into a welcoming community picnic spot.

The charity has also worked closely with local authorities to protect internationally important heritage sites from unsuitable development and to support positive regeneration in the surrounding areas.

The Lord Lieutenant praised the enormous, sustained contribution of so many committed individuals who volunteer their effort in so many varied ways, and applauded the remarkable strong partnerships with Darlington Borough Council, other local authorities and an array of supportive groups and bodies reflecting a fantastic combined effort from trustees, members and supporters.

He joined the group in making a plea for the continuation of this effort to ensure that the legacy of the railway that changed the world can be kept alive for future generations. The award assessor said: "I have never

come across a group so dedicated and passionate about their vision."

Niall added: "Recognition through awards like this is of huge significance to our supporters, partners, and of course our volunteers, who have quietly given so much time and effort over the last decade or more.

"Rail heritage brings together a wide range of people with a strong community bond to care for our internationally important heritage, improve their local environment, and help stimulate social and economic improvements.

"I hope the King's Award will stimulate us to new heights and encourage others to join in our work."



Left: Friends of the Stockton & Darlington Railway trustees chairman Niall Hammond (left) receives the King's Award for Voluntary Service from the Lord Lieutenant for County Durham Mike Butterwick CBE. FOSDR



Volunteers of the Friends of the Stockton & Darlington Railway outside Hopetown Darlington following the award presentation on June 6. The Friends were joined by the group's president, Matthew Pease, and the Mayor of Darlington, Coun Helen Crumbie, at the ceremony. FOSDR



An excursion train to Huntley and Palmer's factory in the 1920s, carrying the headboard that was copied by Didcot Railway Centre for the National Biscuit Day replica. GWS

## Taking the biscuit at Didcot centre!

By Robin Jones

EXCURSIONS by the GWR to a famous biscuit factory a century ago were recreated at Didcot Railway Centre on Friday, May 29.

National Biscuit Day saw GWR 4-6-0 No. 4079 *Pendennis Castle* carrying a replica headboard from the 1920s, as used on excursions to the Huntley and Palmer factory at Reading. There was also a display of Huntley and Palmer's biscuit tins, provided by Reading Museum.

Bohemia Aslin and Lilla Bish-Groucott, from Reading Museum, wore vintage

costumes as workers at the factory, and gave talks about the history of the company.

Founded in the 1820s in Reading, the town then became famous for biscuit manufacturing until it ceased in 1976.

A biscuit trail was laid around the centre for visitors to follow, and they were given train rides behind *Pendennis Castle*.

In the 1920s and 1930s, the GWR ran educational excursions to businesses such as Fry's chocolate factory at Somerdale, near Bristol, the Pinewood film studios, near Slough, the Ford Motor Company at Dagenham, and its own locomotive





The ground-breaking successes of the bicentenary year reviewed on screen at Preston Park Museum on June 3. STOCKTON-ON-TEES BC



Crowds gather as the highly-praised replica pioneering 1825 Stockton & Darlington Railway passenger train leaves Dinsdale on September 28, 2025, the day after the exact anniversary. STOCKTON-ON-TEES BC

# Stockton & Darlington bicentenary year – a major international success

By Robin Jones

A FAREWELL event to mark the end of the year-long Stockton & Darlington Railway 200 and Railway 200 celebrations was held at Preston Park Museum on June 3.

Representatives from Durham County Council, Darlington Borough Council and Stockton-on-Tees Borough Council, which delivered the S&DR200 festival, and Railway 200 were joined at the museum near Stockton-on-Tees by partners to reflect on the impact of the celebrations widely recognised as a defining moment for the area, rekindling pride in the region's reputation for innovation and entrepreneurialism, and for their impact across the UK and beyond.

More than a million people were said to have enjoyed the S&DR200 festival in County Durham, Darlington and Stockton-on-Tees, which included spectacular outdoor events, nationally significant exhibitions and newly commissioned art installations. In the North East alone, the festival delivered a £17 million boost to the economy, and more than 60,000 children and young people took part in learning activities linked to the railway story.

Working in partnership with S&DR200, Railway 200 launched

with a record-breaking whistle-up of more than 200 locomotives across five continents, while the Inspiration exhibition train was visited by more than 100,000 people (including 20,000 youngsters) at more than 60 locations, meaning Railway 200 brought the UK's rail story to new audiences and hopefully inspired the next generation to consider a career in rail.

Other key S&DR200 highlights included a once-in-a-generation cultural programme which reached more than a million people in 37 countries; an estimated two billion global media reach across broadcast, digital and print outlets and a 25% increase in visitors to museums across the region. During the last week of the programme in September, 100,000 people from as far afield as the United States and Japan visited the region to celebrate the anniversary journey, the reenactment of *Locomotion No. 1*'s first journey

A total of 10% of visitors for the year came from outside County Durham and the Tees Valley and

stayed overnight locally to specifically attend these events, spending an average of £95 per person per night on accommodation.

Railway 200: A Commemorative Review, a 44-page report published in June, listed the programme's successes and legacy, including the record-breaking The Greatest Gathering, commemorative coins from the Royal Mint, stamps from the Royal Mail, a poem by the Poet Laureate, 9000 pieces of positive

media coverage which took the North East to the world stage, five prime-time TV documentaries, a week of rail programmes on BBC Radio 2, and seven million people engaging in digital content.

About 300 events by Community Rail Partnerships reached 50,000 people, and about 100,000 young people were made more knowledgeable about careers in rail.

Historic England listed seven important rail buildings, while themed galas and even a flash mob were among the other standout features of Railway 200.

S&DR200 artistic and festival director Niccy Hallifax said: "S&DR200

was never just about looking back; it was about reimagining what heritage, through culture and storytelling, can do.

"We connected the radical spirit of the railway's pioneers with the creativity and ambition of today, showing that this region is not only where the modern railway began, but also where new ideas, new voices and new futures continue to emerge. What we've built together isn't an ending – it's a platform for what comes next."

Reuben Kench, chair of the S&DR Heritage Board, said: "The festival has created a defining moment for our region, shaping a national and international story, honouring a world-changing moment in history. The North East has been re-established as a place of innovation, collaboration and global relevance. The scale of engagement, the quality of delivery and the legacy created will resonate for the next 100 years."

Railway 200 project manager Emma Roberts added: "Railway 200 showed that extraordinary things can be achieved when the railway family comes together. Through collaboration, passion, pride and creativity we delivered the world's largest rail celebration and in doing so, everyone involved became history-makers."



Right: Pendennis Castle hauling the passenger service on May 29. FRANK DUMBLETON

workshops at Swindon. Ernest Palmer (born 1858 and died 1948) was one of the family members who were directors of Huntley and Palmer's. He was also a director of the GWR and had a Bulldog 4-4-0 named after him. When he was knighted in 1916, the Bulldog was renamed *Sir Ernest Palmer*, and he was then promoted to Saint 4-6-0 No. 2975 in 1924. The Saint was further renamed *Lord Palmer* after he was ennobled in October 1933.



Reading Museum's Bohemia Aslin (left) and Lilla Bish-Groucott (right) are joined by Thomas Macey, a railway centre volunteer in guard's uniform, with No. 4079 Pendennis Castle carrying the Huntley and Palmer headboard in the background. FRANK DUMBLETON



# Government gives £3m boost to NRM's Central Hall project

By Robin Jones

PRIME Minister Sir Keir Starmer announced an extra £3 million in Government funding for the National Railway Museum's Central Hall scheme during a visit to the York venue on June 4.

Building on the support from Department of Culture, Media and Sport in 2019, the investment allowed the museum to sign the main construction contract on the project within days, which will therefore enable work to begin on the flagship project in July.

Central Hall is seen as instrumental in driving visitor growth to the museum and inspiring the next generation as a gateway to the past, present, and future of the railways.

The funding boost will help the NRM, part of the Science Museum Group, tackle increased costs stemming from addressing the complexities of 'stopping up' Leeman Road, which ran through the venue, splitting the site.

The latest grant has been made following the attraction receiving £15 million in funding under the Conservative government in 2024 and which former deputy prime minister Angela Rayner committed to when Labour was voted into power.

The transformed NRM will become the cultural heart of York Central, one of the largest city centre brownfield regeneration projects in Europe. The 45-hectare scheme

is converting underused railway land into a distinctive new city quarter with 2500 homes, a commercial quarter creating up to 6500 jobs, and civic spaces.

Sir Keir said: "I'm really pleased we've been able to put forward this money – and I look forward visiting myself but also thinking about all of the people who will be visiting in the future and the experiences they will have."

NRM director Craig Bentley said: "By investing in the museum's transformation, the Government is not only supporting changes that will engage hundreds of thousands more visitors with Britain's railway heritage, but it is also driving growth and opportunity for the city of York and the wider region."

At the heart of the redesigned museum site, Central Hall will become a bespoke building by award-winning architect Feilden Fowles, setting a new sustainability benchmark for the NRM, and it will provide level access throughout the venue for the first time.

The striking circular building will reference historic locomotive roundhouses. Designed to tell the story of rail's future as well as its past, the structure will introduce dynamic new interpretive spaces including the new Railway Futures: The Porterbrook Gallery, exploring ideas of innovation and inviting visitors to imagine the future of rail travel through interactive engagement.

**Left: Prime Minister Sir Keir Starmer visiting the construction site at the National Railway Museum on June 4.**  
NO. 10 DOWNING STREET



**Below: An impression of the new Central Hall.**  
FEILDEN FOWLES



Following the visit, the NRM announced it had signed a contract with Graham Construction Ltd to begin building work on its new landmark Central Hall, which is expected to be completed over the next two years.

Julian Donnelly, contracts manager at Graham, said: "Our team is committed to delivering a high-quality, sustainable building that will serve generations of visitors and become a key part of the museum's transformation."

## Multiple units on the move as vehicles find new homes around the country

SPRINGTIME has seen several varying DMUs travelling about – but not just on rails, as some vehicles have secured new homes, while others have been moved on to be stripped of spares.

As reported in issue 343, the Llangollen Railway took delivery of a three-car BR Class 110 in March following the withdrawal of the Class 104 last October. The latter relocated to the Great Central Railway in May, with Llangollen Railcars, which had been acting as custodian of the pair on behalf of the Birmingham Railcar Workgroup, having given notice that it wished to terminate the arrangement. Part of that collection included unrestored Class 104 driving motor brake second No. 50447, which had

been on the LR for more than 30 years. Acquired as a source of spare parts, in April it moved to the North Norfolk Railway, where it will be fully dismantled, with all salvageable parts removed and stored for use in the restoration of the line's own two-car example of the class.

### Permanent fixture

Meanwhile, the Class 110, which arrived at Llangollen initially on a three-year loan agreement from the East Lancashire Railway, has now been fully purchased by the railcar group and so will remain in north Wales indefinitely.

This has been made possible thanks to generous donations by members and supporters, and it will help ensure good availability

of DMUs at the LR for many years to come. With this new permanent addition, the LR is now home to four different types of DMU, including the two-car Wickham-built Class 109 and recently refurbished Class 127 DMBS.

Not included in that tally is the Waggon und Maschinenbau railbus No. 79962, on long-term loan from the Vintage Carriage Trust and undergoing its own restoration within the LR's Pentrefelin workshops, nor Class 115 DMBS No. 51899, which was bought from Buckinghamshire Railway Centre in late May and moved to Wales, where, much like the recently departed Class 104 trailer, it will be stripped down to provide spares for the rest of the LR's own fleet as well as others in the heritage sector.

No. 51899 was built in 1960 and became part of the only named Class 115 consist, having been called *Aylesbury College Silver Jubilee 1987*. At the time, it worked between Aylesbury and Marylebone, before being later withdrawn and internally stripped circa 1992. It was preserved the following year and moved to Quainton Road, where the unit remained and was put up for sale last year. Although a group was formed with the intention of preserving it, this move fell through and No. 51899 was the first to find a new home.

On October 17/18, the LR will run its annual heritage railcar gala, with all available vehicles pressed into service, allowing for maximum mileage aboard them all.





On June 12, 1986, *Devonport Dockyard No. 19* shunts the yard at Bodmin General. STEVE LLOYD

## Marking 40 years of Bodmin steam

BY Robin Jones

ON Sunday, May 31, the Bodmin Railway celebrated its 40<sup>th</sup> anniversary – almost to the day after the first train ran at Bodmin General on June 1, 1986.

That inaugural train was no more than a demonstration freight shunting an abandoned Bodmin General, headed by ex-Devonport Dockyard Bagnall 0-4-0ST No. 19 but unable to carry any passengers.

It was estimated by the local press at the time that 1200 people turned

up to witness the event. Forty years later, Bodmin Railway is one of Cornwall's major tourist attractions, hosting about 50,000 annual visitors running on 220 days each year.

Both steam and diesel services ply their way along 6½ miles of steeply graded track to Boscarne Junction and the main line connection at Bodmin Parkway.

The railway's headquarters at Bodmin General has undergone a complete transformation, with a rebuilt signalbox, a second platform, buffet, offices, shop, booking hall,

workshops and running shed. When those early pioneers tentatively started Cornwall's first preserved railway, would they have imagined the progress now achieved?

For the anniversary event, the crowds turned up again, bands played, and GWR 2-6-2T No. 5552, diminutive Bagnall Par Docks 0-4-0ST *Judy* and Class 08 No. 08444 operated the services.

A camera crew from BBC Spotlight Southwest television was there to record this historical and memorable event.



The Bodmin Railway's driver experience course day on May 9 saw No. 5552 depart Bodmin General with a light clay train. JIMMY JAMES

Right: The Blackwell brothers, Jeremy (left) and Martyn (right), attending to *Judy* 40 years on from the historic first day they first crewed No. 19.

COLIN BRADBURY



A truly Victorian static display with 1874-built Beattie 2-4-0WT No. 30587 coupled to GWR special saloon of 1883 by the Bodmin General workshops. JIMMY JAMES



GWR 2-6-2T No. 5552 taking water while running round its train at Bodmin General, with 18-year-old apprentice engineer and trainee fireman Finley Carden standing by the commemorative headboard he had made by hand. JIMMY JAMES

## IN BRIEF

### Drink to Severn Valley success twice over!

A DOUBLE success for Severn Valley Railway saw its two pubs receive accolades in this year's Campaign for Real Ale pub of the year awards.

The King and Castle at Kidderminster Town has been named Worcestershire CAMRA Pub of the Year and will now represent the county in the regional competition. Meanwhile, The Railwayman's Arms at Bridgnorth has been named Bridgnorth CAMRA Pub of the Year and is now awaiting the outcome of the Shropshire Pub of the Year competition.

### Boom month in Himalayas

UNESCO World Heritage Site the British-built Darjeeling Himalayan Railway reported its highest-ever single-month revenue in May.

"DHR recorded its highest-ever single-month revenue at Rs 395.60 lakh, surpassing the previous record of rupees 358.60 lakh in May 2025," an official said in a statement.

The projected June revenue was likely to exceed Rs 370 lakh, she added. One lakh (100,000) of rupees is equivalent to about £777.

Northeast Frontier Railway officials attributed the boost in revenue and footfall to the line's introduction of new attractions, innovative services and increased engagement with local communities.

Apart from its regular services between New Jalpaiguri and Darjeeling, the railway operates about 12 daily 'joy' rides between Darjeeling and Ghoom and recently introduced a Jungle Safari, a short-distance day trip in partnership with a private agency, and new services from Kurseong and Darjeeling.

### Help Swindon & Cricklade restore wagon trio

THE Swindon & Cricklade Railway's permanent way department has appealed for £1500 to restore three more of its historic wagons to their original conditions.

The wagons are ex-Port of Bristol Authority five-plank end tip dropside wagon No. 61047, which was built in 1913 originally for Cornish china clay traffic, GWR five-plank dropside wagon No. 59567 (originally No. 1798) and 14-ton Metro-Cammell mermaid ballast wagon No. DB 989353 of 1960.

"If you can donate, it would make the railway look much smarter, and we can run a demo freight train again," said a SCR statement.

To donate, visit [www.paypal.com/GB/fundraiser/charity/3145494](http://www.paypal.com/GB/fundraiser/charity/3145494)





**Above:** Father Lee Taylor led graveside tributes to Charles Beyer at Llantysilio Church, Berwyn. LLANGOLLEN RAILWAY TRUST

**Left:** People travelled from around the UK to attend the event at the Llangollen Railway, where No. 3802 carried a headboard which was specially commissioned in partnership with East Lancashire Railway. LLANGOLLEN RAILWAY TRUST

# Tributes paid to engineering pioneer on 150<sup>th</sup> anniversary of his death

**By Owen Hayward**

RAILWAY heritage, engineering history and the Dee Valley community came together on Tuesday, June 2 to commemorate the 150th anniversary of the death of Charles Beyer, one of the most influential railway engineers and industrial pioneers of the Victorian era – and who had once lived on an estate close to the Llangollen Railway.

Beyer, one of the defining industrial figures of the 19th century, was born Carl Friedrich Beyer in Plauen, Germany, on May 14, 1813. His career began as an apprentice weaver before receiving private tuition in drawing, mathematics and geometry from an architect at the age of 12. Thanks to the generosity of local doctor Herr von Seckendorff, he attended Dresden Polytechnic to study as an architect and engineer.

In 1834, Beyer relocated to Manchester and was offered a position as a draughtsman at Sharp, Roberts & Co by Richard Roberts, where he initially designed cotton-spinning machinery, later moving into the locomotive department. Despite initially facing discrimination, within 10 years he had been appointed as chief designer.

Unable to join the Institute of Civil Engineers until he became a naturalised British citizen in 1852, Beyer co-founded the Institute of Mechanical Engineers and served as vice-president. In 1854, he co-founded Beyer Peacock & Co with Richard Peacock in Gorton, Manchester, where he served as chief engineer.

Through this firm he helped establish Britain as a world leader in locomotive engineering, with exports in Europe, Africa, Asia and South America. The company became internationally renowned for innovation and engineering excellence, producing locomotives for railways around the world including

the Metropolitan Railway, the world's first underground railway. Beyer was also a philanthropist whose generosity helped secure the future of Owens College, later the University of Manchester, including funding the construction of the historic Beyer Building.

The Charles Beyer Legacy Day, organised in partnership with the East Lancashire Railway, honoured the extraordinary life and legacy of this highly-respected man.

## Local life

The commemorations began with a special service at St Collen's Church, Llangollen, led by Father Lee Taylor, before guests travelled by steam train behind GWR 2-8-0 No. 3802 carrying a specially commissioned memorial headboard. Following the journey to Berwyn station, representatives and guests gathered for the unveiling of a commemorative plaque by ICE, recognising Beyer's immense contribution to engineering and industrial history. A procession then visited Llantysilio Church, where Father Taylor led a service beside Beyer's final resting place overlooking the valley he came to call home.

The commemorations concluded with a reception at Llantysilio Hall, the historic country house rebuilt by Beyer after purchasing the Llantysilio estate in 1867, and where he spent his final years before his death on June 2, 1876.

The current owner of Llantysilio Hall, Akram Abu Hamdan, together with his family, warmly welcomed guests for the special reception, allowing attendees the rare opportunity to reflect on Beyer's legacy within the home he lovingly restored. Guests

heard speeches and reflections from David Hennigan, manager of the Llangollen Railway Trust, Akram, Coun Charlie Jones (deputy mayor of Llangollen Town Council), and Alderman Keith Whitmore, of the ELR.

Anthony Dawson, a lay minister from Brookfield Church in Gorton, Manchester, also addressed attendees and gave a moving reading of a letter written by Beyer himself, creating a poignant connection between the Victorian engineer and the modern-day commemorations held in his memory.

The commemorations also reflected Beyer's personal story and his growing

recognition within LGBTQ+ history. It was through Beyer Peacock & Co's work building locomotives for a global market that he met Gustav Theodor Stieler, who he described as his soul mate.

Stieler was a Swedish engineer working under Nils Ericsson on Sweden's first railway and came to Manchester to acquire suitable stock, placing an order with Beyer Peacock & Co and meeting Beyer. The letters between them survive at the Swedish

Railway Museum and, despite the guarded language of the time, illustrate their intimacy.

Among the guests taking part in the commemorations was Carl Austin-Behan, LGBTQ+ adviser to the Mayor of Greater Manchester, Andy Burnham, Greater Manchester LGBTQ+ community ambassador and deputy lieutenant of Greater Manchester, who travelled on the footplate during the day representing Greater Manchester, the University of Manchester, and the wider civic connections linked to Beyer's life and legacy.

Mr Whitmore said: "Charles Beyer was one of the true giants of railway engineering and Victorian industrial history, and his story deserves to be far better known. It was a privilege to help honour a man whose locomotives transformed railways around the world and whose philanthropy left a lasting mark on Manchester and beyond. The combination of church services, steam travel, and the journey through the Dee Valley reflects the deep personal connection Beyer had with this part of Wales in his later years."

Mr Hennigan said: "This was about far more than simply remembering an engineer. Charles Beyer's story touches industry, education, Manchester's global heritage, Wales and, increasingly, LGBTQ+ history. Bringing people together in the landscape where he spent his final years gave the day emotional resonance."

"To see the Charles Beyer Memorial headboard carried proudly through the Dee Valley was a fitting tribute to a man whose engineering vision helped connect communities. I would also like to personally thank Father Taylor for leading such moving and thoughtful services throughout the day, Mr Akram Abu Hamdan and his family for so generously welcoming guests to Llantysilio Hall, and our friends and colleagues from Network Rail, Transport for Wales, the ELR and across the wider railway heritage movement for supporting the commemorations. Above all, this day would not have been possible without the incredible dedication of our volunteers who worked tirelessly to make the event such a success."

Further commemoration events will take place at other railways with connections to Charles Beyer, such as the Isle of Man Steam Railway, and the Welshpool & Llanfair Railway, which contain locomotives built by Beyer Peacock & Co within their fleets.



**Charles Beyer, who died 150 years ago and is buried nearby the Llangollen Railway's Berwyn station.**

CREATIVE COMMONS





**Hudswell Clarke 0-6-0ST No. 1884 of 1955 NCB S102 Cathryn passes through Darley Dale with a freight working from Rowsley South to Matlock Riverside on Peak Rail on May 30. LOGHAN SMEDLEY**

## Brecon Mountain gets a new excursion car

A NEW carriage has entered service on the Brecon Mountain Railway.

Built in the Vale of Rheidol Railway's workshop in Aberystwyth, the carriage cost about £80,000 and was financed with the help of £20,000 from UK Government Shared Prosperity Fund through Merthyr Tydfil County Borough Council.

The vehicle, which has 34 seats for passengers and two wheelchair spaces, took about a year to design and build. The project was undertaken in response to increasing passenger demand on the line, which operated at an average of 97% capacity last August.

The carriage is currently seated on a first-come-first-served basis.

Designed to complement the existing BMR carriage fleet, the new vehicle follows the traditional American-inspired styling already

familiar to visitors at the railway. The term 'excursion car' is widely used in the USA to describe open-sided passenger carriages designed to give travellers a closer connection with the surrounding scenery. Matching the proportions and styling of the railway's other stock, it features open-end balconies where passengers can experience outstanding views.

BMR general manager Stuart Williams said: "This is a fantastic example of the skills that still exist within the heritage railway sector here in Wales. To be able to design and build a completely new carriage in-house is something very special, and we are extremely proud to see it enter service."

"Passenger demand at the railway continues to grow strongly, particularly during the peak summer



**Left: The new open-sided excursion car in service on the Brecon Mountain Railway. BMR**

season, so this additional capacity is very important for us.

"At the same time, the carriage has been designed with improved accessibility in mind, helping ensure more people can enjoy the experience in the future."

VoRR CEO Llŷr ap Iolo said: "Although the carriage has been

built using modern construction techniques where appropriate, it has been carefully designed to fit seamlessly with the existing Brecon Mountain Railway fleet and heritage character. We are delighted to see another Welsh-built carriage now carrying passengers in the Welsh mountains."

## Steam-hauled Scunthorpe steelworks tours run again

THE Appleby Frodingham Railway-Scunthorpe is back operating tours of the British Steel steelworks site.

Trips include a selection of steam and diesel brake van tours, Pacer tours, and driver experiences featuring all types of traction.

The independent charity is believed to be unique in that it

offers the only rail-based tour of an active steelworks in Europe, which is also the last UK steelworks to be operating blast furnaces.

Places can be booked on the railtours at [www.ticketsource.com/afrps](http://www.ticketsource.com/afrps)

More information can be found at [www.facebook.com/AFrailway](http://www.facebook.com/AFrailway)



**Privately owned Barclay 0-4-0ST No. 2320 of 1952 NCB No. 54 is on loan to the Appleby Frodingham Railway-Scunthorpe. AFRS**

## All systems go – now it's onward to Bala as first materials delivered

THE Bala Lake Railway has taken delivery of the first consignment of materials for its eagerly awaited 'Red Dragon' extension into the town.

A delivery of hardwood sleepers arrived on May 11. The extension will take the 1ft 11<sup>5</sup>/<sub>8</sub>in gauge line from its eastern terminus of Penybont to the planned new station next to the A494 trunk road, a main holiday route.

BLR Trust chairman Julian Birley said: "After all the years of paperwork and bureaucracy, it is so exciting to take delivery of something that is tangible towards that great day of trains arriving back in Bala."

"Our sincere thanks to all our donors and supporters who have got us to this point. Please help

spread the message and help us get the rails on the ground. We need £300,000 to make up the requirements for the next phase of building the embankment and laying the rail for half the route."

→ To donate to the extension project, visit <https://bala-lake-railway.co.uk>



**The first consignment of hardwood sleepers for the 'Red Dragon' extension is delivered. BLRT**



# SIGNS OF THE GREAT TIMES!

Special headboards celebrating the achievements of Sir Nigel Gresley CBE, one of the world's greatest locomotive engineers, were displayed on all of the surviving locomotives he designed to celebrate his 150th birthday, reports **Robin Jones**.

Every surviving and new-build locomotive to designs by legendary LNER Chief Mechanical Engineer Sir Nigel Gresley CBE honoured the 150<sup>th</sup> anniversary of his birth on Friday, June 19, by carrying specially commissioned Gresley 150 Anniversary headboards.

They were distributed to Gresley locomotive preservation sites round the world and designed by Ian McCabe, a trustee of the Gresley Society Trust, replicating the elegant pre-Second World War LNER style with Gill Sans lettering.

Proudly displaying the headboards were LNER A3 No. 4472/ BR No. 60103 *Flying Scotsman* (National Railway Museum, York), the world's first locomotive to officially reach 100mph; A4 No. 4498/60007 *Sir Nigel Gresley* (Sir Nigel Gresley Locomotive Trust, Crewe), the 100<sup>th</sup> Gresley Pacific to be built and the only locomotive named after him; A4 No. 4468/60022 *Mallard* (NRM, York), which still holds the 126mph world record for steam speed; A4 No. 4464/60019 *Bittern* (Locomotive Services Ltd, Crewe); A4 No. 4488/60009 *Union of South Africa* (John Cameron, Balbuthie, Fife); A4 No. 4489/60010 *Dominion of Canada* (Exporail, Canadian Railway Museum, Quebec); A4 No. 4496/60008 *Dwight D. Eisenhower* (National Railroad Museum, Green Bay, Wisconsin, USA); LNER D49 No. 246/62712 *Morayshire* (Scottish Railway Preservation Society, Bo'ness & Kinneil Railway); LNER K4 No. 3442/61994 *The Great Marquess* (John Cameron, Balbuthie, Fife); and – as pictured on this issue's cover, the oldest-surviving Gresley locomotive, GNR/LNER N2 No. 1744 (LNER 4744, BR 69523, North Norfolk Railway – owned by the Gresley Society), which is preparing to return to service as its overhaul nears completion.

Also carrying the headboards were V2 No. 4771/60800 *Green Arrow* (Danum Museum, Doncaster – owned by the NRM); B17 No. 2873/61673 *Spirit of Sandringham* (B17



**No. 60007 and Gresley's relatives at Doncaster: great grand-daughter Nina Britten (right) and grandson Ben Godfrey with his wife Tina (left), and the model presented to Sir Nigel when the A4 was named.**

Steam Locomotive Trust new-build project, Sheffield); P2 No. 2007 *Prince of Wales* (The A1 Steam Locomotive Trust new-build project, Darlington); BR EM1 No. 26020/76020 (NRM, York); BR/NS class No. 27000/1502 *Electra* (EM2LS, Midland Railway – Butterley); BR/NS class EM2 No. 27001/1505 *Ariadne* (Science and Industry Museum, Manchester); BR/NS class EM2 No. 27003/1501 *Diana* (Utrecht Railway Museum, Netherlands); and BR Class 306 No. 306017 (Locomotion, Shildon).

Furthermore, No. 1 *Green Goddess* and No.2 *Northern Chief* on the 15in gauge Romney, Hythe & Dymchurch Railway in Kent carried a smaller version of the headboards. The pair are effectively one-third scale versions of Gresley A1 Pacifics, and he visited the line on several occasions.

The Severn Valley Railway also joined the celebrations, producing 14 commemorative destination boards in Garter Blue with Gill Sans white lettering for its seven Gresley-designed carriages which were in traffic on the anniversary, and which comprise what is currently the longest set of LNER carriages in the country. These will remain on the vehicles for up to five years.

Both No. 60007 *Sir Nigel Gresley* and No. 60103 *Flying Scotsman* were displayed wearing their commemorative headboards at the Doncaster Site Celebration Event organised by Wabtec UK and City of Doncaster Council at the Doncaster 'Plant' Works on June 19/20, part of which is due to be closed this year.

Model versions of the headboard, produced to the same high standards by Fox Transfers,



**Above: A4 Pacific No. 4468 Mallard.**

**Right: A3 Pacific No. 60103 Flying Scotsman at Doncaster on July 19. See also pages 72/73.**







A4 Pacific No. 4489 *Dominion of Canada*.



A4 Pacific No. 60009 *Union of South Africa*.



New-build B17 4-6-0 No. 61673 *Spirit of Sandringham*.

have been produced in several scales and are available to purchase via [www.gresley.org](http://www.gresley.org). The Gresley Society is encouraging modellers across all scales to fit the headboards to their models and share photographs of Gresley locomotives on social media using the hashtag #Gresley150. Posts are invited on the society's official channels (@TheGresleySociety on Facebook, @gresleysociety on Instagram, and @GresleySociety on X) to create a national digital gallery celebrating the occasion.

Society chairman Philip Benham MBE said: "On Friday, June 19, we marked 150 years since the birth of Sir Nigel Gresley. It is tremendously fitting that all the surviving and new-build Gresley locomotives carried these specially designed anniversary headboards in authentic LNER style."



A4 Pacific No. 60008 *Dwight D Eisenhower*.



A4 Pacific No. 4464 *Bittern*.



LNER D49 4-4-0 No. 246 *Morayshire*.



V2 2-6-2 No. 4771 *Green Arrow*.

"We look forward to seeing the photographs from custodians and operators, as well as the many wonderful images from modellers and enthusiasts using #Gresley150."

### Wider celebrations

The modern-day LNER unveiled a newly-named Azuma set, *Gresley 150*, dedicated to this life and influence. At a special event at Doncaster station, guests including Sir Nigel Gresley's grandson, Ben Godfrey, and great-granddaughter Nina Britten were among the first people to see the striking livery on the side of unit No. 801228. The design features original technical drawings of Gresley locomotives from the NRM archives, alongside artwork depicting *Mallard* by John Park, of Poster Creative, and a bust of Sir Nigel



A4 Pacific No. 60007 *Sir Nigel Gresley*. See also Up and Running, page 93.



LNER K4 2-6-0 No. 61994 *The Great Marquess*.



EM2 No. 1505 *Ariadne*.

Gresley. Its Garter Blue colour is the same iconic colour that Gresley introduced for his streamlined A4 Pacifics in 1937.

LNER managing director David Horne said: "This is a momentous day in the history of LNER as we recognise the significant impact Sir Nigel Gresley had on the original LNER, as well as on the wider rail industry. He was a pioneer, a true innovator, and is regarded as one of the all-time railway greats."

"It is fitting to mark the 150<sup>th</sup> anniversary of his birth with this special livery, which will be a moving legacy as we see this LNER Azuma travelling across the length of the East Coast Main Line, showcasing Gresley's influence to thousands of customers each day."

Ben and Nina said: "We are incredibly proud of our grandfather and great-grandfather, ➡





EM2 No. 27000 *Electra*.



Class 306 EMU No. 306017, which ran on the Great Eastern Main Line between Shenfield and Liverpool Street.



The destination boards for the Severn Valley Railway's Gresley teak coaches set.

who did so much to positively change the railway.

Alongside many steam locomotives and artefacts related to Sir Nigel Gresley that continue to be preserved, this new livery will tell a new generation of the impact felt by millions of people, both historically and in today's world."

The 150th anniversary celebrations continued on June 20 with a symposium and 1930s-themed gala dinner, held at the Mansion House in Doncaster.

This formed a highlight of the year-long programme, organised under the title of A Legacy of Innovation, Speed and Elegance. **HR**



EM1 No. 76020.



EM2 No. 1501 *Diana*.



Newly overhauled N2 0-6-2T No. 1744.



New-build P2 'Mikado' 2-8-2 No. 2007 *Prince of Wales*.



Romney, Hythe & Dymchurch Railway Davey Paxman 4-6-2s No. 1 *Green Goddess* (above) and No. 2 *Northern Chief* (right) are one-third scale versions of Gresley Pacifics.



The livery of the modern-day LNER Azuma set honouring the greatest figure in its predecessor company's history.

→ Enquiries about membership of the Gresley Society, and donations by cheque, payable to The Gresley Society Trust, should be addressed to Chris Nettleton, membership secretary, The Gresley Society Trust, c/o City of Doncaster Archives, Chequer Road, Doncaster DN1 2AE, or email [membership@gresley.org](mailto:membership@gresley.org)





# HERITAGE

## SMOKELESS STEAM COAL

DESIGNED & TESTED TO MEET  
THE NEEDS OF HERITAGE RAIL

- High performing, easy alternative to coal
- Consistent high quality performance every time
- Up to 80% less smoke
- Up to 25% less CO<sub>2</sub> than coal
- Runs cleaner with low ash residue
- Reduced risk of trackside fires
- Nationwide availability
- Prepack or loose
- Comparable price to coal



Contact us today for information, pricing and availability  
**Call: 0345 450 0778    Email: [heritage@cplproducts.co.uk](mailto:heritage@cplproducts.co.uk)**

For technical information: **Email: [graham.donkin@cplproducts.co.uk](mailto:graham.donkin@cplproducts.co.uk)**



# RESIGNALLING SHERINGHAM STATION

During last winter, the North Norfolk Railway undertook one of its most complicated infrastructure projects to date – the complete reworking of Sheringham station's signalling set-up. **Dave Ballard** takes us through what was done and, more importantly, why it was needed now more than ever.

The end of Sheringham station in British Railways days was a gradual decline. Steam was vanquished from the Midland & Great Northern Railway route (along with most of this 158-mile network) on Saturday, February 28, 1959, to be followed by DMU-operated services between Melton Constable, considered the 'hub' of the network, and Sheringham on Monday, April 6, 1964. BR continued to use Sheringham station, but only the Down platform (what is today's Platform 1) until Monday, January 2, 1967, when operations moved to the much more austere 'temporary' platform the other side of the level crossing, negating the need to maintain the crossing.

The east end of the station, including the gate-operated level crossing, was signalled from the East 'box, now back in almost its original position after a brief sojourn to the middle of Platform 2 for 40 years from 1972.

Originally, this would have seen double track cross the road eastwards before becoming the single-line section to Cromer. The whole of the car park was once the railway goods yard. The East 'box remained in use as a tablet station and to operate the level crossing until Monday, September 12, 1966. The rail connection to the main line was severed in February 1970 and not reinstated by the NNR until March 2010 in a largescale project led by volunteers.

Today, this signalbox serves no operational purpose, acting as the office for the NNR's rostered responsible officer.

The wheel-stops that protect movement from one line to the other require two keys to operate; one held by the NNR and the other by Network Rail.

The crossing continues to be bound by limited movement restrictions and is predominantly used to bring locomotives in for enthusiast events throughout the year.

## Go West, young man

The original Sheringham West 'box suffered a more ignominious end, closing on Monday March 23, 1964. Within two weeks, it was removed by BR to protect against vandalism (and absolutely nothing to do with hindering the efforts of the preservationists who were starting to work out of Weybourne at this time), while the goods yard was closed in 1965.

When the preservationists took over, track was initially laid through Platform 1. This expanded into a main and loop line to the west of Bridge 305. Platform 2 regained track in 1973, and the crossover was reversed to its current configuration during the winter of 1977/78. The track layout at this point would remain largely unchanged for the next 30 years, with the exception of adding a ground frame-operated release at the eastern end of Sheringham station. While the western pointwork was initially ground frame-

On January 4, WD 2-10-0 No. 90775 passes Sheringham West signalbox for the last time before the major S&T project commences the following day.







**Above:** The view west from what is now Sheringham's Platform 2 has not changed a great deal, although some crossover directions have been reversed in the preservation era. M&GN COLLECTION



**Above left:** Pulling the lever for the final train to be signalled out of Sheringham on January 4.

**Left:** Having cleared it of block instruments, S&T volunteers remove the shelf above the frame as dismantling commenced on January 5.

**Right:** A celebratory cake made to commemorate the last day of use for Sheringham's ex-Leyton lever frame.



operated when the railway reopened in 1975, a signalbox was always desired. In 1982, the former Wensum Junction 'box, which had controlled the merging of lines from Norwich Station and Trowse out towards Whitlingham Junction, was moved onto the site of the old Sheringham West 'box and commissioned in March 1985. The lever frame in use was a Dutton example saved from Leyton 'box a few years earlier.

By 2010, it was becoming clear that there were limitations at Sheringham as the railway continued to grow its operations. During a two-year period from 2012, planning began in earnest with a series of meetings, resulting in commissioning the double slip pointwork for platform three that was duly installed by contractors in 2016, but which has not yet been connected to the full system. This major change of layout led to suggestions that a full resignalling was required. Following on from the successful installation of the 'box and signalling at Holt that was commissioned in 2009, this fell to the volunteer Wednesday Signal & Telegraph Gang to put forward a plan.

Due to the age of the existing electrical equipment and cabling, a new relay room building in a heritage style had already been built adjacent to the signalbox. All lineside cables were replaced and, together with internal wiring, it is estimated that more than two kilometres of cable have been used!

A 40-lever frame had been recovered from Brandon signalbox in 2014, after the Network Rail Breckland line resignalling, to replace the 31-lever Dutton incumbent. The new frame was reconfigured and trial-built in the yard at Sheringham, with the mechanical interlocking installed, before it was dismantled and stored

to await the move to its new home. Shortly after the double slip was installed, two new tubular signal posts were erected and dressed. These were the Inner Home signal (with main and calling on arms) and a new starting signal on the main line, protecting points from the loop.

Despite the best intentions, the project suffered from delays in delivery of design from an external source, as well as the inevitable issues caused by the Covid-19 pandemic. However, work progressed steadily on preparing the many items so when the time came, we had an 'oven-ready' kit of parts.

For several years, the project was seen as one to be done 'next winter,' in no small part due to the risks involved. While the work was carried out, Sheringham would be wholly out of action. As one of the two principal stations on the railway, and the administrative headquarters, this presented a very real risk if delays led to the cancellation of services. The gang therefore got as much of the project completed in advance as could be reasonably achieved, with further signal posts appearing from early 2023. The extreme attention to detail shown in the planning of the resignalling would eventually pay off, as the final installation ran like clockwork. With allowances made for inclement weather that never arrived, the project even spent time running ahead of schedule.

## The job begins

The final day of the NNR's Mince Pie Specials was on January 4, 2026, when the original frame was used for the last time. Intensive shunting happened throughout the afternoon as Sheringham was prepared for its move

'off-grid.' As befits all good railway occasions, a celebratory cake was cut by one of the signallers who first worked the 'box in 1985. As a Class 08 shunter headed to Weybourne in the early evening gloom, with the coaches requiring winter maintenance, 40 years of a Norfolk Railway (to quote the autobiography of the lines builder William Marriott) would end.

Following an overnight dusting of snow, work was underway bright and early the next morning; by lunchtime, the block shelf and all of its instruments had been removed, leaving the lever frame standing alone.

A small but determined team then focused on stripping out redundant cabling, removing reusable ducting, taking wiring junction boxes off the walls and dismantling the relay cupboard. The relays themselves were unscrewed from their timber backplates and, several journeys later, have since found further use at Weybourne.

Other than the lever frame itself – now looming as the final major obstacle – the locking room was stripped completely of equipment and ironwork. The last of the old cabling was being recovered, the 'box steadily losing the features that had defined it for decades.

On January 9, our mechanical locking expert and volunteers from Cromer 'box joined a very busy day to help prepare the Dutton frame for removal. The locking tray was dismantled and stored: first the steel lid, then the very greasy interlocking bars, and finally the tray itself, unbolted and freed from its supports. Floorboards were lifted and the heavy components carefully lowered to ground level using ropes.





Linkages being disconnected from levers below the frame on January 10.



As lever frames tend to span two floors, this often required passing components from above down to those below. By January 10, dismantling the old frame was well underway.



With beams removed as part of the dismantling process; steel props were required to temporarily support the upper floor.



A baron interlocking panel after linkages were all removed.



New cranks being installed as the new lever frame starts to go in.

Outside, the old cable was being placed onto a wagon ready for onward transportation. Downstairs, connections were being undone; upstairs, lever handles were taped to prevent rusting and pitting in storage. Parts of the frame base were removed in readiness. It was a proper team day made all the better by bacon rolls from the buffet.

As part of the project planning, our good friends from the Mid-Norfolk Railway S&T team were asked to remove the old frame for us, given their wide experience in this work. They duly turned up in force, and given the previous day's preparation, the frame was soon dismantled, followed by the supporting heavy timber 'H' frame. The removal of the lead-off timbers from the locking room was an added bonus. One team worked below, removing bolts and disconnecting linkages, while another worked above, removing plates and lowering each lever individually through the floor. Piece by piece, the frame disappeared, and by the end of the day, the entire structure had been removed and stored, awaiting transport to Dereham for further preservation.

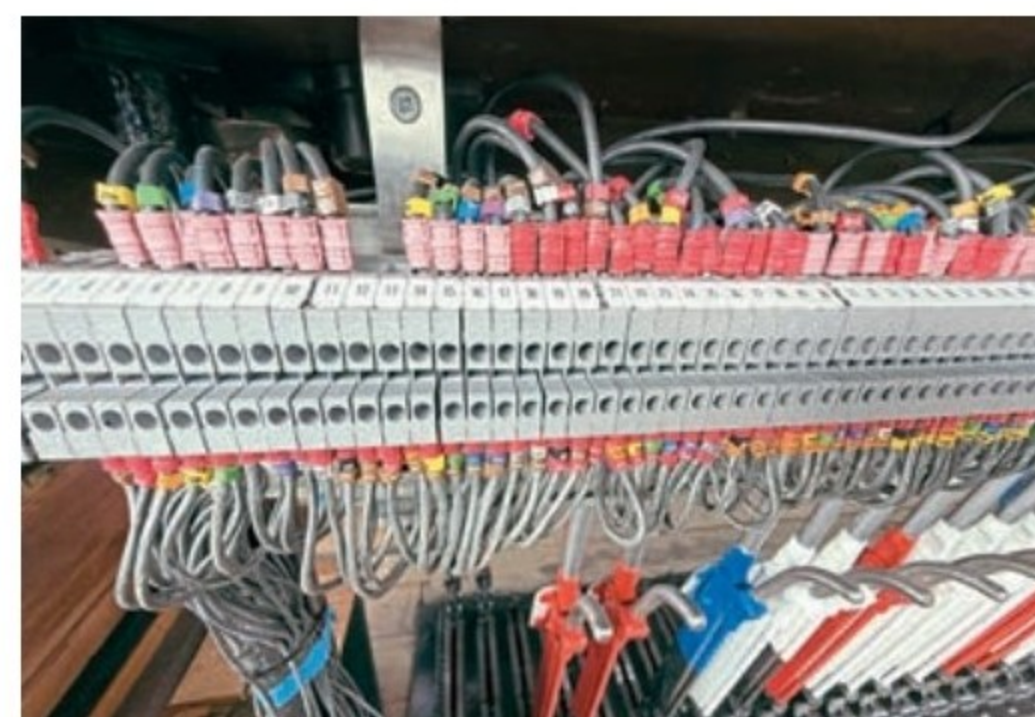
With the frame gone, the timber support structure was also removed. The weight of the tablet instrument required temporary props to be installed to support the operating floor, pending the installation of new steel beams. Floorboards were cut and lifted, opening up the space for what was to come.

## Rebuilding begins

So began week two, and the transition from removal to rebuilding commenced on January 12. New floor support beams were delivered and fitted in place, steelwork for the new lever frame was installed, though not yet fixed permanently as access was still required, and the operating floor opening was adjusted to suit the incoming frame. By the end of the day, the steels had been transferred into the locking room and largely assembled. The skeleton of the new installation was beginning to take



With the old frame gone, some floorboards were cut away, ready to accommodate replacements.



Wiring up for all the instruments and displays was a complex process, as can be seen by the number of terminals in this short section alone.

shape. Halfway through the week, all steels and castings were in place. Work began on the operating floor framework, with quadrants fitted and bolted down, ready to receive the levers. On January 16 came a symbolic moment: the first lever was installed! After a week of dismantling, the first visible sign of renewal had finally shown itself.

The following Monday arrived and the S&T's PMV van, a regular sight at Sheringham, finally saw equipment removed from it rather than put into it as the 40 new levers were moved across the tracks. They were individually lifted into place from the operating floor and connected below.

By close of play, all 40 levers had been installed, with only a handful of awkward bolts still to be fitted. Support brackets were secured beneath, tying the frame into the structure of the building. Work also began on the steel framework that would carry the interlocking system. Relay testing continued, while the operating floor began to resemble that of a signalbox once more.

Lever locks were progressively installed in the locking room, and the block shelf had its first trial-fit upstairs – another key step towards restoring operational capability.

Come January 24, the project had reached the point of installing the mechanical locking. This is specialist work is rarely seen and requires precision and patience, but it meant the heart of this system was beginning to take form.

## Wiring and integration

Over the course of weeks three to five, two 48-core cables from the relay room were run up to the operating floor, stripped back, and laid out ready for installation. Cable management and routings were tidied in the relay room. Further runs were completed (the final project will feature over two kilometres of new cabling), feeding into junction boxes and up to the block shelf, and cable ducting trays were installed.



Pulleys and cranks, refurbished and wax-oiled at Weybourne, were brought in and positioned beneath their respective levers.

Mechanical fettling was then carried out, ensuring the interlocking operated correctly. The major cables were megger-tested, all passing successfully, and installation could now begin in earnest. By the end of week four, cranks were being installed, and significant work was underway out towards Bridge 305.

Cable installation began at the block shelf, while a team worked at the section signal near Sweet Briar Lane crossing, running cables up the post. In the locking room, cranks and pulleys continued to be installed, while more than 200 mechanical links were fitted.

A small but satisfying sign of life returning to the system came on February 4 with the section signal's lamp temporarily connected.

Wiring in the locking room was nearing completion by February 19. Meanwhile, in the room above, the new diagram was installed on the block shelf – a visual centrepiece returned to its rightful place.

As an aside, during this week, the NNR operated its usual half-term services. Due to Sheringham still being locked out of action, services for the day started from Weybourne and operated in a top-and-tail formation. This saw BR Class 31 D5631 on the Holt end of the train, with WD 2-10-0 No. 90775 *The Royal Norfolk Regiment* at the Sheringham end. While this may not have been great for photographers, with the front of the locomotive facing the carriages, it made operational sense as it enabled the locomotive to take water at Holt without needing to be uncoupled. The service was complemented by a DMU, somewhat more naturally suited to the purpose of the restricted operations.

At last, all electrical wiring in the locking room was completed and continuity tested on February 26. Lever arms were connected to electrical locks, and the cranks for point rodding were nearly complete. By the end of the month, the system was fundamentally installed. At this point, attention turned to final adjustments and testing. Pulleys and cranks on the lead-off bench were checked, along with those in the locking room. The diagram was in place, and the block shelf instruments were under test, including the bells. Faults were addressed, including replacement of some track circuit cables with improved moulded-end versions.

While some faults were found, these were gradually worked through and commonly consisted of things as minor as two wires of a core being placed the wrong way round in junction boxes.

The project was originally due for completion on March 27; however, when it was realised that this would lead to an operational signalling system, but with few signallers competent in its operation, this was deferred to until after the Easter running. For the school holidays, an operation similar to that of February was employed.

## Independent testing

From the week beginning Monday, April 13, an independent tester carried out a rigorous assessment of the system and, satisfied with the work carried out, handed the system over to the railway's operators at the end of that very same week. Only five minor faults were found, which have all since been fixed.



**Above:** On April 22, GWR 2-8-0T No. 4277 passes one of the new semaphore signals installed during the Sheringham resignalling project.



**Left:** By March 26, the new lever frame and associated infrastructure was essentially complete and ready to be commissioned.

Then began the actual training process. What followed the largest retraining of NNR operating personnel that has ever been undertaken. This included rules tests, practical assessments, and use of a simulator devised by a volunteer. The changes to the layout and signalling have consequences for every operating grade, from platform staff to drivers. The railway's operating rules and procedures have also been updated, and all volunteers have had to pass an extensive online test before being allowed to operate through the new section.

As with anything on the modern railway, safety was at the forefront of the team's minds, and several improvements have been made.

Traditionally, the Outer Home signal has only been cleared when the track through the platform to the stop board at the Network Rail connection is vacant; a subsidiary signal would be pulled off to indicate passing until the next ground one, which was just over Sweet Briar Lane crossing. Now it can be pulled off in good time, enabling a more regular speed to be attained (10mph over the crossing, but 25mph on approach). The signal will automatically replace itself ahead of the lever being returned once the second track circuit eastwards has been activated.

The biggest change to the signalling heading eastwards is the new Inner Home. It has the route indicator previously installed on what is now on the Outer Home and allows permissive working, either by the main or a subsidiary arm. Due to its position near to Sheringham 'box, which obscures sighting, a

repeater banner has been placed to the west. This also helps with run-round manoeuvres, which were previously carried out with a ground level signal.

In line with current Network Rail standards, the frame is now fully backlocked (a mechanical means of ensuring signals can't be returned to danger in front of a train), in addition to the interlocking that has existed for many years. This provides 'thinking time' for signallers if they put a signal back in front of a movement; depending on the signal, the time allowances range from 30 to 120 seconds.

With the project finished, Sheringham station now has a signalling system that can rival almost any in the country. As with any heritage railway, there is still always more to do, however. The track in what is referred to as Platform 3 has fallen below an acceptable standard for passenger use in recent years and has never taken the anticipated connection to the double slip that was partially installed back in 2016. The signalbox itself is also in need of cosmetic work, and this will be undertaken throughout the remainder of 2026 by a specialist contractor, using funds from the M&GN Society. Away from signalling, the other great focus at Sheringham is the restoration of Platform 2's buildings, demolished before the NNR took custodianship of the site.

Funds raised up until the pandemic put a block on plans have been kept secure, and it is hoped that the project can be revisited in the coming years should additional fundraising and support be in place. **HR**



# HERITAGE RAILWAY

THE COMPLETE PRESERVATION NEWS MAGAZINE

**Poppies for the Poppy Line; Hunslet 'Fitzwilliam' 0-6-ST No. 1589 *Newstead* begins the climb out of Weybourne on the North Norfolk Railway, passing a surprisingly healthy bloom of poppies in the fields adjacent to the climb up Kelling bank on June 10. Despite the flower giving the railway its nickname, volunteers have lamented the absence in recent years of such a prominent bloom so close to the line. OWEN HAYWARD**









# 'The Jacobite' running again as decision due from ORR

By Robin Jones

WEST Coast Railways' 'The Jacobite' resumed its twice-daily 84-mile round trips from Fort William to Mallaig in June. This year's programme has been delayed due to a ruling by the Office of Rail and Road over regulations concerning the safety of the doors of the Carnforth-based operator's fleet of Mk.1 coaches.

As this issue closed for press, West Coast was still waiting to hear from the ORR about its decision on a formal application lodged at the beginning of March for an exemption on the use of its Mk. 1 stock, a feature of 'The Jacobite' for more than a quarter of a century, pending it fitting central door locking on its main line carriage fleet.

A West Coast Railways statement said: "Following valuable feedback from our passengers and an evaluation of the operational costs associated with our Mk. 2 carriages, WCR has formally approached the ORR to reinstate our traditional Mk. 1 rolling stock.

"WCR is committed to the long-term future of heritage rail and is going to install systems across our entire fleet of Mk. 1 carriages used on the main line. While this safety upgrade is a significant undertaking, it will take time to complete."

In the meantime, the seven-days-a-week services, for long a plank of the West Highland tourist economy,



Left: LMS 'Black Five' 4-6-0 No. 45407 with the afternoon 'The Jacobite' on June 12. JAMES DAVIES

Below: LMS 'Black Five' 4-6-0 No. 45407 heads 'The Jacobite' across the 21-arch curving Glenfinnan Viaduct with the morning service on June 12, with a maroon Mk. 1 pair at the front and additional blue-and-grey Mk. 2 coaches behind. JAMES DAVIES

comprise seven coaches, currently using Mk. 2s for passenger use and Mk. 1s not for travellers. Haulage is being shared by Ian Riley's LMS 'Black Fives' Nos. 45407 and 44871.

At times of high fire risk or in the rare event of a locomotive issue, the train may be hauled by diesel rather than steam. The morning services resumed on June 1 and will continue to run until Friday, October 23. The afternoon service began on June 10 and will operate until Friday, September 25. Departure times from Fort William

are 10.15am and 12.50pm, arriving at Mallaig at 12.25pm and 3.06pm. Departures from Mallaig are 2.10pm and 5pm, arriving back at Fort William at 4.03pm and 6.52pm respectively.

On the afternoon of Sunday, June 14, a minor derailment occurred at Mallaig involving No.44871 while running round its train at low speed. One of the tender axles had become derailed, but an examination revealed a track defect rather than an issue with the locomotive. The line was blocked for about seven hours while an

investigation and rerailing was carried out, forcing the cancellation of two ScotRail services.

Passengers returned to Fort William by bus.

→ Tickets for Standard and First Class 'The Jacobite' seats are available at [westcoastrailways.co.uk/book/jacobite/steam-train-trip](http://westcoastrailways.co.uk/book/jacobite/steam-train-trip) Furthermore, the guard may hold a small number of seats for sale on the day at Fort William station on a cash-only, strictly first-come, first-served basis, which can never be guaranteed.





# Class 47 anniversary journey will include Portishead branch

By Tim Hobman

INTERCITY Tours is to run a trip behind two Class 47 diesels on Saturday, August 1.

'The Avon Gorgeous' will celebrate the 60th anniversary to the day of D1948 entering traffic. The locomotive, which is now number 47712, will be the star of the show, leading a tour to Bristol Temple Meads.

Starting from Crewe in top-and-tail formation, the two 47s will take the Welsh Marches Line through Nantwich to pick up additional

passengers at Shrewsbury. Continuing south through Craven Arms and Leominster, the next passenger pick-up is set for Hereford.

After leaving there, the tour will head along the Cotswold Line to pass through Ledbury, Worcester Shrub Hill, Evesham and Oxford to take the Cherwell Valley Line south and join the Great Western Main Line. Heading west through Swindon and Bristol Parkway, the tour is planned to arrive at Bristol Temple Meads in the mid-afternoon.

Passengers will have the option of alighting at Bristol for a break of

four hours or staying on the train for something a little different.

Departing Bristol Temple Meads on the Bristol-Exeter Line, the train is planned to run to Parson Street Junction and onto the Portishead branch as far as the stop board for Portbury Docks. Passengers will be able to see the line to Portishead, which is planned to reopen in 2028, having closed in 1964.

After a reversal, the route back to Bristol is planned to be via St Philip's Marsh Depot. On arrival at Temple Meads, customers will get a break of between two and three hours before

the return journey to Crewe over the Great Western Main Line, through Bath Spa and Swindon, to take the Golden Valley Line. Heading through Kemble, Stroud and Stonehouse, the tour will pick up the Cross Country Route and run through Cheltenham Spa to Worcester Shrub Hill. From here, it will retrace the route of the outward journey, setting down passengers at their joining stations.

Tickets are available in First Class non-dining and Standard Class for this tour.

For more details and to book, visit [inter-city.co.uk](http://inter-city.co.uk)



Back in action: LMS 8F No. 48151 at Capernwray with a single Mk. 1 support coach during its June 16 test run to Hellifield.

ANDREW NAYLOR

## Newly-overhauled West Coast 8F makes main line comeback with surprise Hellifield test outing

By Owen Hayward

THE unheralded activation of West Coast Railways' test path between Carnforth and Hellifield, published on June 15 with timings for the following day, turned out to be the surprise appearance of the only main line-registered LMS 8F 2-8-0, as WCR sent the locomotive out on test following completion of overhaul.

Built in 1942 at Crewe Works for the LMS and withdrawn almost at the end of BR steam in January 1968, the 2-8-0 was bought from Barry scrapyard for preservation by WCR chairman David Smith in 1975 and was initially located at what is now the Embsay & Bolton Abbey Steam Railway, where restoration began.

Following a move to the Midland Railway – Butterley, it returned to steam in 1988 and was used on charters around the UK, often reaching places it would never have visited during its LMS and BR careers. In November 1995 and December 2000, it also worked freight trains out of Tunstead Quarry, Buxton, and over the Settle to Carlisle line respectively.

Last operational in 2020, the 8F has been quietly overhauled at WCR's Carnforth base, with work having been completed during 2025. However, as No. 48151 is fitted only with vacuum braking equipment and with WCR currently still awaiting the Office of Rail and Road's determination for a further exemption to allow use of its non-central door

locking-fitted Mk1s (see separate story, left), there has been no rush for it to return to main line service.

It therefore caught enthusiasts by surprise when it emerged from WCR's depot with a single Mk. 1 support coach and underwent a test run as far as Hellifield before returning to Carnforth.

It remains the only member of its class passed for running on today's national network, while locomotives with wheel arrangements such as 2-10-0s are banned owing to concerns over flangeless centre wheels.

With the ongoing situation regarding CDL, it is not yet known what the plans for the locomotive are in terms of main line running in the immediate future.

## A4 on for Southend to Paignton and Kingswear excursion

ON Saturday, July 25, Steam Dreams will run a coast-to-coast trip from Southend-on-Sea to Paignton and Kingswear, with A4 Pacific No. 60007 *Sir Nigel Gresley* heading the final leg of the journey.

Starting diesel-hauled and picking up additional passengers at Leigh-on-Sea and Barking, the tour will then cross North London for more passengers at Stratford and head to the Great Western Main Line.

Heading west, the final pick-up will be Reading, and the tour will continue to Taunton, where the A4 will take over for the stretch to Exeter St Davids and Newton Abbot before taking the Riviera Line for the first stop of Paignton. Passengers will have just under five hours to explore the resort.

Those staying aboard will travel via the Dartmouth Steam Railway to Kingswear, where they will spend three hours, before the return journey over the same route.

Heading back to Taunton, *Sir Nigel Gresley* is scheduled to be removed from the train, with the trip home being diesel-hauled, setting down passengers at their joining stations.

Tickets are available in Pullman Dining and First Class.

For more details and to book, visit [steamdreams.co.uk](http://steamdreams.co.uk)

## Book 'Ticket to Ride' to Liverpool and double 'Vintage' Castle outing

ECHOING the title of The Beatles' 1965 hit, the group's seventh consecutive chart-topper, Vintage Trains is running a trip from Birmingham to Liverpool on Saturday, July 11 under the banner of 'Ticket to Ride.'

The tour is to be steam-hauled from Nuneaton behind either 4-6-0 No. 7029 *Clun Castle* or No. 5043 *Earl of Mount Edgcumbe*. Beginning diesel-hauled from Birmingham New Street, it will pick up additional passengers at Coleshill Parkway,

before stopping at Nuneaton for more travellers and a change of locomotive, with pick-ups at Tamworth, Lichfield Trent Valley, Stafford, and Crewe.

The tour will take the West Coast Main Line to Weaver Junction, before diverging onto the line to Liverpool.

Passengers have four-and-a-half hours to explore the city, where they may take advantage of discounted entry to The Beatles Story and the Mersey Ferry. Having departed Liverpool in the late afternoon,

the train will head to Crewe before making the return journey to Birmingham over the same route.

Tickets are available in Pullman Dining, First Class Dining and Standard Class. There is a discount for junior travellers and families.

On Saturday, September 12, *Clun Castle* and *Earl of Mount Edgcumbe* will double-head VT's 'The Mayflower' from Bristol to Plymouth and back, unassisted over the South Devon banks and along the sea wall at Dawlish.

The journey starts early from Birmingham Snow Hill, picking up at Stourbridge Junction, Droitwich Spa, Worcester Shrub Hill, Cheltenham Spa and Bristol before steam takes over for the best part of the day.

Seating is available in Pullman Dining (including a full English breakfast and four-course evening dinner) or Standard Class.

First Class seats and tables for two were already sold out. For more details and to book either excursion, visit [vintagetrains.co.uk](http://vintagetrains.co.uk)



# Hastings DEMU heads for Minehead beaches with BLS

By Tim Hobman

FOLLOWING its successful tour to Scotland in May, the Branch Line Society has announced another tour in collaboration with Hastings Diesels Limited, this time to Minehead on Saturday, July 18.

'The Cotswold and Exmoor Explorer' will start from Tonbridge as a six-car unit and, in true BLS style, it is planned to take in some rare metals.

Heading towards the capital, the next passenger pick-up is scheduled for Tunbridge Wells, then Tonbridge and Redhill. Following a reversal at Redhill, the tour is bound for Reading to collect yet more passengers, having run via Guildford and the

Down Reading Spur. Picking up the Great Western Main Line, the train will take the Oxford Line after Didcot Parkway to pick up passengers at Oxford, Moreton-in-Marsh, Honeybourne and finally Worcester Shrub Hill. Another reversal at Worcester Shrub Hill will see the tour run via Abbotswood Junction, Cheltenham Lansdown Down Goods Loop, Barnwood Junction, Cam & Dursley, Yate, Bristol Parkway Down Goods Loop and Bristol Temple Meads Down through.

Taking the Bristol-Exeter Line, the tour will pass through Yatton, Taunton and the Taunton Down & Up Relief to pick up the West Somerset Railway and set down passengers at Bishops Lydeard.

After a brief pause at Bishops Lydeard, passengers will have the opportunity to travel the length of the WSR to Minehead.

Travellers will then have an hour to explore the town before the return journey to Bishops Lydeard to pick up any passengers who remained there. The plan is to retrace the route of the outward journey to Bristol, and this time take in Highbridge & Burnham Goods on the way. Heading back towards Cheltenham, the next highlights are the Haresfield Up Goods Loop and the Cheltenham Up Passenger Loop, before arrival at Worcester Shrub Hill to set down passengers and make a reversal.

Taking the Cotswold Line back towards Oxford, the tour will set

down passengers at Honeybourne and Moreton-in-Marsh, then negotiate the Wolvercote Junction South Up Oxford Relief line to arrive at Oxford. Having set down passengers at Oxford, the tour will run over the Cherwell Valley Line to pick up the Great Western Main Line. Setting down at Reading, the tour will retrace the outward journey back to Hastings, allowing passengers to alight at their joining stations.

Tickets are available in Standard Class with an option of seats in a motor coach at a slightly increased fare. The HDL sales stand will also be open onboard the train as well as a buffet.

For more details and to book tickets, visit [www.branchline.uk](http://www.branchline.uk)

## Double summer steam to West Somerset with Southern Bulleid

THE Railway Touring Company is to run a trip to Minehead featuring two steam locomotives on Saturday, August 8.

Starting from Paddington behind West Country light Pacific No.34028 *Eddystone*, 'The West Somerset Steam Express' will take the Great Western Main Line and pick up additional passengers at Slough and Reading.

Joining the Berks and Hants Line, the tour will then pause at Newbury for more passengers and pass through Hungerford, Westbury and Castle Cary, before joining the Bristol-Exeter Line just prior to Taunton.

Passing through Taunton to North Fitzwarren, the train will transfer to the West Somerset

Railway and run to Bishops Lydeard. Here, WSR steam will take over the train for the trip to the terminus at Minehead.

Passengers will have about two hours to enjoy the town before the return journey to Bishops Lydeard, where a locomotive swap is once again scheduled. The return journey to London is then expected to be over the same route as the outward journey, setting down passengers at their joining stations.

Tickets are available in Premier Dining, First Class and Standard Class, with a discount for junior travellers and family bookings on this tour.

For more details and to book, visit [www.railwaytouring.net](http://www.railwaytouring.net)

## Scottish tour to North Wales

By Tim Hobman

THE Scottish Railway Preservation Society is to run a tour from Scotland to Chester and Llandudno on Saturday, August 22.

'The Thistle and Dragon' will start from Leven behind Class 40 D213 (40013) *Andania*, hauling the Mk. 1 coaches of the SRPS. Heading south, the next passenger pick-up point is Kirkcaldy, followed by Inverkeithing. Crossing the Forth Bridge, the tour will visit Edinburgh Waverley for more passengers, before picking up the West Coast Main Line.

The final passenger pick-ups are at Lockerbie and then Carlisle, having crossed the border into England.

Leaving Carlisle and continuing south through Lancaster and Preston, the tour is bound for Chester, where passengers can alight for four hours in the cathedral city.

Those who decide to stay on the train will have the opportunity to travel across the North Wales Main Line through Prestatyn and Colwyn Bay to Llandudno. Passengers will have about two hours there before the return trip.

Leaving Llandudno behind No. 40013, the tour will retrace the route back to Chester, where passengers who alighted there will rejoin it, and where there is expected to be a change of locomotive to Class 45 No. 45118 *The Royal Artilleryman*.

The tour will then retrace the route of the outward journey back to Leven, setting down passengers at their joining stations.

Tickets are available in First Class Premier Dining, First Class, and Standard Class, with a discount for junior travellers in Standard Class.

For more details and to book, visit [www.srpsrailtours.co.uk](http://www.srpsrailtours.co.uk)



West Country light Pacific No. 34028 *Eddystone* heads through Taunton with the Railway Touring Company's 'The Royal Duchy' on May 31. RICHARD HISCOX

## West Coast's 'The Dalesman' celebrates Settle to Carlisle 150th

BOOKINGS are now open for West Coast Railway's new season of 'The Dalesman', which will celebrate 150 years of the Settle to Carlisle line with steam-hauled journeys across 73 miles of the Yorkshire Dales and the Eden Valley.

The trips will run from York via the Settle to Carlisle line with steam from Hellifield on Tuesdays July 7 and 21, August 11 and 25, and September 15, calling at York, Castleford, Woodlesforth (Leeds),

Keighley and Skipton. From Chester on Thursdays August 6 and September 10, the outbound trip will run via the Settle to Carlisle line, calling at Chester, Frodsham, Warrington Bank Quay, Leyland and Preston, and then returning via the West Coast Main Line over Shap.

These departures usually sell out every year. To book, visit [westcoastrailways.co.uk/dalesman/settle-to-carlisle-line](http://westcoastrailways.co.uk/dalesman/settle-to-carlisle-line)





**Bulleid Merchant Navy Pacific No. 35028 *Clan Line* at London Victoria with the Belmond Pullman 'The Golden age of Travel by Steam' circular tour of Kent, complete with Golden Arrow regalia, on June 6.**  
JAMES CUMMINS

## Oban excursion cancelled

A THREE-DAY railtour planned to take passengers on a three-day holiday to the Scottish isles was cancelled by the Branch Line Society after soaring oil prices meant the cost of operating the trip vastly outweighed the revenue it would have generated.

Intended to start out from Kidderminster on the Severn Valley Railway on June 6, 'The Lord of the Isles' would have featured a pair of BR Class 50 locomotives supplied by the Class 50 Alliance, destined for Polmont that evening, followed by a jaunt to Fort William and Oban the next day, with the latter to have been the first time an example of the class had ever reached this particular Scottish resort.

A BLS statement issued on May 27 said: "We are extremely disappointed to advise that 'The Lord of the Isles'

will not be going ahead. Despite significant efforts across the supply chain, including fantastic support from Severn Valley Railway, GB Railfreight, Bo'ness and Kinneil Railway and Eastern Rail Services, the costs of operating this charter continue to outweigh the revenue by a significant margin.

"The surge in oil prices has played a major part in the costs faced for this operation."

The society added that anyone booked on the tour should have received a refund within 14 days, adding apologies on behalf of the organisers for the disappointment and inconvenience caused, recognising that many would have booked hotels for the overnight stays between each day to take part in the trip.

## Approval given to commence with Brunel Pumping House renovation

A SCHEME to conserve a feature of Isambard Kingdom Brunel's South Devon Atmospheric Railway has been approved by Teignbridge Council.

The 1846-built Grade I-listed Brunel Pumping House, in Starcross, has been on Historic England's at Risk Register since 2024. It is currently used as a clubhouse and boat store by its owner, Starcross Fishing and Cruising Club, which has been given listed building consent to repair and restore it.

The project will include exterior repairs and reversing inappropriate later works that have had a negative effect on the structure. It will also include replacing the capping to the tower and the repointing of open joints.

A Historic England spokesman said: "We have worked with the Starcross Fishing and Cruising Club



**The Brunel Pumping House alongside the Exeter to Plymouth main line in Starcross.**

N CHADWICK/CREATIVE COMMONS

on its carefully designed proposal to improve the condition of Brunel's Pumping House and restore its architectural character and support the approach the club is taking to repair this much-loved landmark."

## Journey from west coast to the east on the 'Scarborough Spa Express'

THIS year's 'Scarborough Spa Express' season is now underway.

West Coast Railways is offering the choice of coast-to-coast steam-hauled journeys from Carnforth or Lancaster to York or Scarborough.

Trips to York or Scarborough via Skipton, Keighley, Shipley, Woodlesford (Leeds), Church Fenton and Skipton will run on July 29 and

August 19. Trips departing from Lancaster and running via Preston, Blackburn, Brighouse, Wakefield (Kirkgate) Castleford will run on July 15 and September 2.

These are likely to feature Bulleid No. 34067 *Tangmere*.

To book, visit [westcoastrailways.co.uk/scarborough-spa-express/steam-experience](http://westcoastrailways.co.uk/scarborough-spa-express/steam-experience)



**GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* arrives at Bishops Lydeard on the West Somerset Railway with Vintage Trains' 'The Whistling Ghost' from Birmingham Snow Hill on May 30.** LAURA STANDERWICK



# Wissington and Atlantic go main line for depot and Didcot visits

By Owen Hayward

PERHAPS the most unexpected main line appearance in recent times occurred on June 5 when Hudswell Clarke 0-6-0ST No. 1700 *Wissington* traversed the network's rails on a brief trip away from its home at the North Norfolk Railway – although things were not quite as they may have seemed.

The 1938-built locomotive, which once worked the *Wissington Light Railway* in East Anglia to connect local farms with a nearby British Sugar Corporation factory, was moved from Sheringham to Greater Anglia's Norwich Crown Point on June 4 in readiness for a surprise appearance at the depot's open day, which took place on June 6.

The move by road saw No. 1700 arrive at part of the site where there was no tramroad line, meaning it had to be unloaded onto a temporary panel of track before being jacked up and manually moved onto an adjacent siding, the work for which was orchestrated by Railway Support Services.

## Main line shunt

To get to its allocated position within the complex, *Wissington* was then moved by rail across the adjacent main line by Class 08 No. 08441, its final location for the next few days being situated alongside main line traction, ranging from Classes 745 and 755 EMUs to Colas Rail Class 37 and 56 locomotives.

Visitors to the depot on June 6 were then able to enjoy a rare opportunity to see behind the scenes of how GA maintains its fleet of rolling stock, along with other engineering demonstrations across the site and family-friendly activities to entertain those bringing young children along.

The open day was originally planned to take place in 2025 to form part of the nationwide Railway 200 celebrations, but it had to be postponed for operational reasons. Crown Point depot was opened in



Above: No. 1700 *Wissington* is shunted across the GEML to reach its position within Norwich's Crown Point depot on June 5. DAVE BALLARD

1982 as part of the electrification project on the Great Eastern Main Line, which runs between Colchester and Norwich.

There were two open days in its early years, the first in 1987 to mark the completion of the electrification and a second in 1992.

This year's open day was therefore the first in a generation and saw more than 1200 people attend, with advance tickets being snapped up within hours of going live earlier this year.

In addition to *Wissington's* presence, the NNR manned a stall to promote the railway alongside others from the sector, including the Mid-Norfolk Railway and East Anglian Railway Museum.

*Wissington* reversed its journey on June 9 to head back to Sheringham.

## Atlantic leaves Didcot

Elsewhere, another locomotive making an appearance on the main line was new-build LBSCR H2 Atlantic No. 32424 *Beachy Head*.

Having arrived at Didcot Railway Centre in May ahead of its appearance at the museum's Heritage in Motion weekend, as reported last issue, on June 6 it too reappeared on Network Rail lines as it was moved to the loading point in the adjacent DB Schenker yard ahead

Below: With no tramroad for unloading, *Wissington* first had to be lowered onto a temporary track panel, from which it was jacked up and over onto an adjacent siding. DAVE BALLARD



of returning to the Bluebell Railway in Sussex.

Its onward journey to Didcot had seen it become the first of its class to appear on the national network since the original *Beachy Head* was withdrawn in 1958.

At about the same time, GWR

Railcar No. W22 was returned to Didcot after spending the previous three months on tour, appearing at the East Somerset Railway's gala in March, along with the Cotswold Festival of Steam at the Gloucestershire Warwickshire Railway in May.



On June 6, *Beachy Head*, sandwiched between a Class 66 and two air-braked OBA wagons, is moved out of Didcot Railway Centre to the loading point in DB Schenker's West Yard. TONY PEARCE



H2 Atlantic No. 32424 *Beachy Head* in Didcot West Yard ready to return to Sussex, having been shunted over Network Rail metals from Didcot Railway Centre earlier that day. SARAH JERMYN



# Foxfield volunteers aid with main line breakdown

By Owen Hayward

PASSENGERS aboard a stranded main line train on a sweltering May bank holiday were provided with urgent supplies thanks to volunteers of one Staffordshire heritage line, which was conveniently just a short distance away.

On May 25, an East Midlands Railway service broke down along a nearby rural stretch of line about 15 minutes away from the Foxfield Railway's main base at Caverswall Road.

The unit in question was carrying more than 110 passengers on board when it became immobilised, with all power cut out, meaning there was no air conditioning or water supply for those trapped on board.

With outside temperatures soaring to more than 30 degrees Celsius, and with no immediate road access to the train's location, a major incident was declared, and the emergency services and rail incident teams coordinated an immediate and complex response.

## Quick-thinking solutions

Among those responding were Foxfield volunteers Harry Alcock and Jon Adshead, who work within the Network Rail Incident Response Team as part of their full-time roles. Although both were off duty from their employed positions at the time, they immediately coordinated with Foxfield Railway catering volunteers to source emergency welfare supplies.

About 250 bottles of water were gathered and transported by the pair in their own vehicles to a location close by the stricken train. The bottles were then carried down the line by on-duty Network Rail personnel over a distance of nearly three-quarters of a mile.

Due to the speed and nature of the incident, no immediate onboard welfare supplies were available at the time, further underlining the importance of the rapid community-

led support effort coordinated by the Foxfield volunteers.

As the situation developed and rescue trains arrived at the scene, Harry and Jon requested further assistance from their fellow volunteers, arranging for additional bottled drinks to be delivered to Blythe Bridge railway station ahead of the arrival of the incoming recovery train.

Paul Dore, who in his full-time employment works as a driver for Northern Rail, also loaded further supplies into his own vehicle and drove to support the onward response.

## Further failures

Shortly afterwards, a second train arriving at Blythe Bridge station also suffered a heat-related failure.

Harry, Jon and Paul remained to support the main line service's passengers, managing customer welfare, distributing Foxfield-donated drinks, and even personally arranging and funding taxis for onward travel where required.

Harry Alcock is the FR's operations director and Network Rail incident response manager.

He said: "This was a difficult incident in extremely uncomfortable conditions, and the priority throughout was simply making sure passengers were looked after while the wider railway industry response got underway.

"What stood out for me was the teamwork. There were people from across the railway industry and emergency services all working together towards the same goal, and Foxfield was pleased to be able to help where it could.

"This occasion showed just how valuable those relationships can be during incidents like this.

"It was a genuine team effort from start to finish, alongside colleagues from EMR, Network Rail, West Midlands Ambulance Service, British Transport Police and the Midlands Air Ambulance Charity."



The recreated Drooko ceramic mural. NETWORK RAIL SCOTLAND

## Historic advertising mural recreated at Glasgow Central

A NEW ceramic mural celebrating the work of artist Margaret MacDonald Mackintosh has been unveiled at Glasgow Central station.

Created by Make It Glasgow and commissioned by Network Rail Scotland, Drooko now greets passengers in the stairwell at the Argyle Street exit on the lower level of the station.

The mural reimagines a 1890s advertising design by Margaret and her sister Frances, who were part of a group of female designers and artists now known as the Glasgow Girls. The original survives only in fragmentary photographs held by The Hunterian at Glasgow University, with the new piece bringing it back to life in colour using ceramic decals and tiles.

In a contemporary twist, the surrounding tiles are made using a smog-glaze, an art material created from dust collected at the station.

With additional funding from the Railway Heritage Trust, the project has brought together teams from across Scotland's railway, including ScotRail, alongside cultural partners The Hunterian Art Gallery and Museum, University of Glasgow, Glasgow City Archives, Mitchell Library, Alasdair Gray Archive and The Glasgow School of Art.

The installation also adds to the station's wider artistic story, linking to existing works including the concourse mosaics by Jude Burkhauser and the legacy of the Glasgow Girls.

## Explore 'The Ancient Kingdom' of the north on UKRT's tour

UK Railtours is to run a tour from London to Northumberland on Saturday, August 22 titled 'The Ancient Kingdom,' with three off-train options.

Starting from King's Cross, the tour will head north on the East Coast Main Line for passenger pick-ups at Potters Bar, Stevenage, Peterborough, and Doncaster. Heading through York, Durham and Newcastle, the trip is planned to arrive at the first destination of Alnmouth.

There, passengers can take advantage of the first off-train option of a visit to the town of Alnwick. Customers will have about four hours to explore the town, with its many shops, castle, and the famous Barter Books in the old station building. Another off-train option is at Alnmouth and a trip to the Holy Island of Lindisfarne. Road coaches will meet passengers at Alnmouth station and take the causeway to the island for three hours there,

before returning to catch the train. Those who remain aboard will be transported to Berwick-upon-Tweed, where they have the option of staying for about three-and-a-half hours or taking advantage of the remaining off-train option. Again, road coaches will take customers a short distance to the 15in gauge Heatherslaw Light Railway, which runs two miles along the River Till. Those who choose this will be treated to a round trip of this line.

Returning home, the route back to King's Cross will pick up passengers at Alnmouth and set down at Doncaster, Peterborough, Stevenage and Potters Bar.

Tickets are available in First Class dining and non-dining and Standard Class, with a discount for junior travellers in Standard Class.

There are supplements for off-train options.

For more details and to book, visit [www.ukrailtours.co.uk](http://www.ukrailtours.co.uk)



## July

### 4 'The Tynesider'

King's Cross, Morpeth, and return.  
Steam-hauled between York and Morpeth.

Loco: Steam: TBA (WCR Carnforth).

Electric: 86259 *Les Ross*. RTC

### 4 'The Lakelander'

Nottingham, Carlisle, and return. Steam-hauled between Preston and Carlisle.

Loco: TBA (LSL Crewe). ST

### 4 'The White Rose'

Birmingham New Street, York, and return.

Loco: 5043 *Earl of Mount Edgumbe* or

7029 *Clun Castle*. VT

### 7 'The Dalesman'

York, Carlisle, and return. Steam-hauled between Hellifield and Carlisle.

Loco: 'Black Five' TBC (Carnforth). WCR

### 8 'The William Shakespeare Express'

Barrow-in-Furness, Stratford-upon-Avon, and return. Steam-hauled between Crewe and Stratford.

Loco: TBA (LSL Crewe). ST

### 9 The End of Southern Steam

London Victoria, Yeovil Junction, and return.

Loco: 35028 *Clan Line*. RTC

### 11 'The Cumbrian Mountain Express'

Crewe, Carlisle, and return. Steam-hauled between Carnforth (outward) and Preston (return).

Loco: TBA (WCR Carnforth). RTC

### 11 'The White Rose'

King's Cross, York, and return. Steam-hauled throughout.

Loco: 34028 *Eddystone*. RTC

### 11 'English Riviera Express'

High Wycombe, Kingswear, and return. Steam-hauled Taunton-Kingswear.

Loco: 61306 *Mayflower*. ST

### 11 'The Cathedrals Express'

Birmingham New Street, Liverpool Lime Street, and return.

Loco: 5043 *Earl of Mount Edgumbe* or 7029 *Clun Castle*. VT

### 12 'The North Wales Coast Express'

Liverpool Lime Street, Holyhead, and return. Steam-hauled throughout.

Loco: TBA (WCR Carnforth). RTC

### 15 'The Scarborough Spa Express'

Lancaster, Scarborough, and return.

Loco: 34067 *Tangmere*. WCR

### 16 'The Spirit of Summer Lunch'

Circular tour of the Thames Valley from Paddington.

Loco: 71000 *Duke of Gloucester*. SD

### 16 'The Sunset Steam Express'

Circular tour of the Thames Valley from Paddington.

Loco: 71000 *Duke of Gloucester*. SD

### 18 'Cotswold and Exmoor Explorer'

Hastings, Minehead, and return.

DEMU: 1013. BLS

### 18 'The Waverley Merryman'

Crewe, Edinburgh Waverley, and return.

Loco: D213 *Andania*, 45118 *The Royal Artilleryman*. IC

### 18 Settle & Carlisle Steam Special

York, Carlisle, and return. Steam-hauled return only.

Loco: TBA (LSL Carlisle Upperby). NB

### 18 'The West Somerset Steam Express'



**Class 207 Hastings DEMU No. 1013 passes the defunct Winwick Lock, part of the disused Sankey Canal in Warrington, as it heads north, bound for Polmadie on May 22 with Hastings Diesels' 'The GOSH Ness Monster' – the first time any member of this class had crossed the border into Scotland. ZAC HINCHCLIFFE**

Paddington, Minehead, and return.

Steam-hauled throughout.

Loco: TBA (WCR Southall). RTC

### 18 'English Riviera Express'

Woking, Kingswear, and return.

Steam-hauled between Taunton and Kingswear.

Loco: 60007 *Sir Nigel Gresley*. ST

### 18 'The Cathedrals Express'

Birmingham Snow Hill, Portsmouth and Southsea, and return.

Loco: 37240. VT

### 19 'The Waverley'

York, Carlisle, and return. Steam-hauled throughout.

Loco: TBA (WCR Carnforth). RTC

### 21 'The Dalesman'

York, Carlisle, and return. Steam-hauled between Hellifield and Carlisle.

Loco: 34067 *Tangmere*. WCR

### 22 'The Dorset Coast Express'

London Victoria, Weymouth, and return. Steam-hauled throughout.

Loco: 34028 *Eddystone*. RTC

### 25 Kingswear Excursion

Southend Central, Kingswear, and return. Steam-hauled between Taunton and Kingswear.

Loco: 60007 *Sir Nigel Gresley*. SD

### 25 'The York Discovery'

Dundee, York, and return.

Locos: D213 *Andania*, 37025 *Inverness TMD*. SRPS

### 26 'The Royal Duchy'

Bristol Temple Meads, Par, and return. Steam-hauled throughout.

Loco: TBA (WCR). RTC

### 26 'The Discovery Double'

Dundee, Falkirk Grahamston, and return.

Locos: D213 *Andania*, 37025 *Inverness TMD*. SRPS

### 26 'The Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-Avon, and return.

Loco: 5043 *Earl of Mount Edgumbe* or

7029 *Clun Castle*. VT

### 29 'The Scarborough Spa Express'

Carnforth, Scarborough, and return.

Loco: 34067 *Tangmere*. WCR

## August

### 1 The Golden Age of Travel by Steam

Circular tour of Kent from London Victoria.

Loco: 35028 *Clan Line*. BEL

### 1 'The Avon Gorgeous'

Crewe, Bristol Temple Meads, and return.

Loco: 47712 *Lady Diana Spencer*. IC

### 1 'The Cumbrian Mountain Express'

Euston, Carlisle, and return. Steam-hauled between Carnforth (outward) and Preston (return).

Locos: Electric: 86259 *Les Ross*. Steam: 34067 *Tangmere*. RTC

### 1 'The English Riviera Express'

Shrewsbury, Kingswear, and return. Steam-hauled between Taunton and Kingswear.

Loco: 61306 *Mayflower*. ST

### 5 'The Fellsman'

Crewe, Carlisle, and return. Steam-hauled from Chester.

Loco: TBA (LSL Crewe). ST

### 6 'The Dalesman'

Chester, Carlisle, and return. Steam-hauled between Hellifield and Carlisle.

Loco: 34067 *Tangmere*. WCR

## Regular Tours

### Daily 'The Jacobite'

Fort William, Mallaig, and return.

Loco: 44871 or 45407. WCR

### Sundays (from July 26)

#### 'The Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-Avon, and return.

Loco: 5043 *Earl of Mount Edgumbe* or 7029 *Clun Castle*. VT

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

## Tour promoters

|       |                                                        |
|-------|--------------------------------------------------------|
| A1SLT | A1 Steam Locomotive Trust<br>01325 488215              |
| BEL   | Belmond Pullman<br>0845 0772 222                       |
| BLS   | Branch Line Society<br>branchline.uk                   |
| HD    | Hastings Diesels<br>hastingsdiesels.co.uk              |
| IC    | Intercity<br>0800 038 5364                             |
| MP    | Midland Pullman<br>midlandpullman.com                  |
| NB    | Northern Belle<br>northernbelle.co.uk                  |
| PNP   | PNP Events<br>londonthepolarexpressride.com            |
| RTC   | Railway Touring Company<br>01553 661500                |
| SD    | Steam Dreams<br>01483 209888                           |
| SRPS  | Scottish Railway Preservation Society<br>0131 202 1033 |
| SR    | Statesman Rail<br>0345 310 2458                        |
| ST    | Saphos Trains<br>0800 038 5320                         |
| UKRT  | UK Railtours<br>01438 715050                           |
| VT    | Vintage Trains<br>0121 708 4960                        |
| WCR   | West Coast Railways<br>0333 996 6720                   |



# Hungarian Goulash

INSIDE TRACK

**13 Days** from Tuesday 16th September 2026

**£2,489.00**



**Want a cheap holiday to Budapest showing you “all that Hungary is about”? Book with someone else... because Budapest alone is not “all that Hungary is about”! We have put together an utterly captivating adventure to see the real “secrets” of Hungary. Once out of Budapest we are in another, step back in time, world and that’s what we want you to experience.**

**Day 1** Meet Budapest for a welcome dinner at the 4-star Intercity Hotel adjacent to Budapest-Keleti Station.

**Day 2** So long Budapest for a while, as we head to the Balaton region where our base for the next three nights is the 4-star Helikon Hotel. It has a superb buffet restaurant, lovely rooms, pool, spa, and its own private island. We travel there by train and include our first narrow gauge ride. Dinner is included on each night here.

**Day 3** Rural Hungary awaits. We use coach and local trains to travel out to Lenti for an afternoon in the forests and fields with Csomoden Vasutuzem - a proper introduction to the back of beyond.

**Day 4** A local morning includes the Festetics Palace, a huge stately building with period rooms, a carriage museum, a hunting museum and an impressive model railway. Then, we rail out to the Nagycenki Szechenyi Muzeumvasut for an afternoon of steam action before driving back to Keszthely.

**Day 5** We move on today, by train and coach via Pecs, the jewel of Transdanubia, to Baja for an

overnight stay. On the way we are going to visit the very top of Hungary and take a rail ride in the Gemenc National Park.

**Day 6** From Baja we “hit” the Hungarian Plain and a place called Bugac for incomparable horsey entertainment. We continue north to Lillafured and our magical hotel (Palota), meaning Palace, is a “chateau” style building – more like a castle. No need to forage for food as dinner is included on each of our three nights here.

**Day 7** From our forest base we board a narrow-gauge train down to Miskolc. Then we head for the hills on our journey to Szilvasvarad, a horsey town with a railway to a waterfall. The circular tour continues on the branch line to Eger and is completed with a scenic drive over the Bukk Hills.

**Day 8** Trams and trains deliver us to Debrecen and yet another steam railway, Zsuzsi Erdei Vasut Debrecen. Lunch is included during our time here and we track back to Lillafured via the plains.

**Day 9** Today we transfer to the Park Plaza Hotel in Budapest, overlooking the Danube and Parliament Building. On the way we have another heritage

railway surprise in store. The remainder of the holiday is all achieved using public transport, be it train, bus, tram, boat or on foot.

**Day 10** Our Danube day starts by tram and then train to Kismaros on the banks of the river. Here we join the Kisvasut-Kiralyret Railway for a steam train ride to the middle of nowhere and back. A short stroll down to the river precedes a cruise on the Danube bend. We then return to Budapest by rail.

**Day 11** To the north of Buda is the ecclesiastical town of Szentendre. This place is very quaint and well worth a visit. Also here is the Urban Transport Museum to enjoy. Back in the city we must visit the National Railway Museum which claims to be the largest of its kind in Europe.

**Day 12** Our last day includes what will for many be the holiday highlight. The Children’s Railway is a pure delight. Better behave yourselves as being told off by a child is truly chastening. There are rack railways today as well, and a trip up the funicular to old Buda.

**Day 13** Homeward Bound journeys commence after breakfast...

## TO/FROM HUNGARY – IT’S UP TO YOU!

The holiday is priced from Budapest so the simplest and cheapest way is to fly to/from the UK and meet at the Intercity Hotel on 16th of September. However, your courier will accompany an overland journey option leaving on the 15th of September and arriving back in London on the 29th of September, with overnights in each direction, travelling first class. This will be at an additional cost still to be calculated. A ballpark figure, including accommodation, would be around £600.00 for the add-on based on last year’s tour – but don’t hold us to that!

**13 days for £2489 per person** Single supplement **£475**

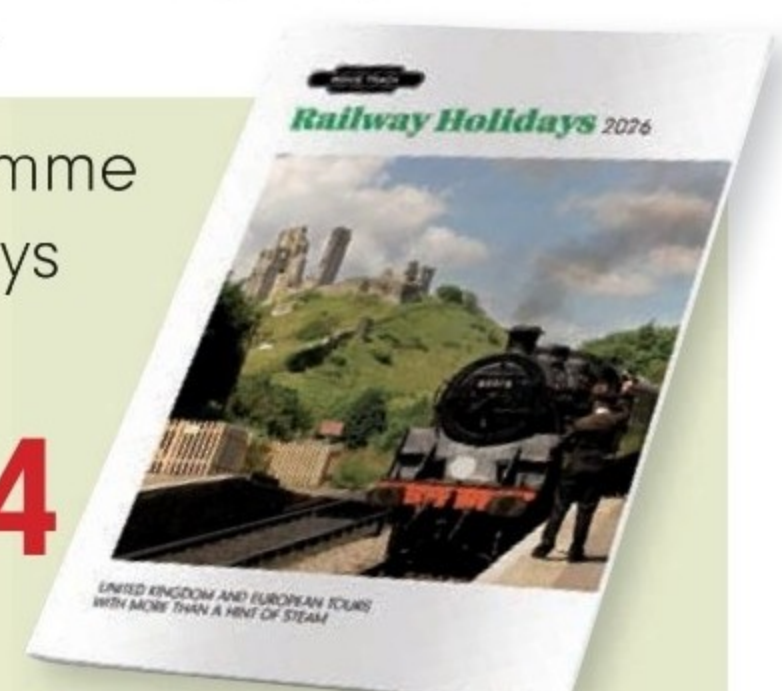
To see the rest of our programme of UK and Continental holidays please telephone:

**01869 324444**

or visit our website:

**[www.railwayholidays.com](http://www.railwayholidays.com)**

**Inside Track** The Engine Shed, 11 Rustics Close, Calvert Green, Bucks MK18 2FG Email: [info@inside-track.net](mailto:info@inside-track.net)





# WITH FULL REGULATOR

## LOCOMOTIVE PERFORMANCE THEN AND NOW



In his latest column, **Don Benn** looks back first to 2010 for some fine running with LMS ‘Duchess’ No. 6233, and then to 2019 with No. 35028 on the ‘Atlantic Coast Express.’

THIS time, I start by going back into the recent past to the pre-Central Door Locking and diesel locomotive assistance days, with virtually every trip a pure steam day out. Amazingly, steam locomotives could manage by themselves, just as they had since the start of the railways! I had very few problems on my many trips out with locomotives not up to the job or encountering a shortage of steam, and the length of days was

generally reasonable, though some of the causes of marathon days are due to the much busier railway today.

An example from 2010 is the ‘Cathedrals Express’ charter to Chester on Saturday, October 9, 2010, which left Euston at 8.07am and returned at 9.31pm, with three hours and 35 minutes in the destination city. This was perfect for me as it meant relatively civilized start and finish times to and from home near Southampton. Our train was on time into Waterloo (a very rare thing nowadays), and a quick transfer to Euston meant we had plenty of time for photographs and finding milepost-side seats with our small groups in the comfortable Mk. 1 stock, as opposed to the Mk. 2 type found on many of today’s charters.

The locomotive was LMS Pacific No. 46233 *Duchess of Sutherland*, running as No. 6233 in wartime black. Driver Bill Taylor and fireman Simon Towell were in charge of the load of 13 carriages for 440 tons tare (470 tons full), and departure was spot on time on a mild and cloudy day. We were banked at the start by a Class 37 diesel, but the Pacific quickly took over and speed was soon up into the 60s past Willesden Junction. In truth, the 470-ton load wasn’t much for the Duchess on its home territory, and so it proved. The climbing was steady in the upper 50s to the minor summit



No. 35028 passing through Surbiton at with the down ‘Atlantic Coast Express’ on May 23, 2026. STEWART HOLMAN

at Carpenders Park and rose to 66 past Watford Junction, after which we encountered signal checks until Hemel Hempstead. We got to the main summit at the top of the 1-in-335 at Tring doing 53mph, with the stop at Milton Keynes reached two-and-a-half minutes early: see Table One.

### Checked by signals

The 34.83 miles to Rugby via Northampton occupied 41 minutes and 54 seconds and included a good climb up the 1-in-230 at 57-59mph, with a minimum of 58½mph at Long Buckby, followed by 60½mph on the short piece of level, and then a final 57½mph at milepost 77. Rugby to Lichfield Trent Valley (33.78 miles) was covered in 47 minutes

| TABLE ONE: EUSTON TO MILTON KEYNES |                                                           |       |      |      |             |
|------------------------------------|-----------------------------------------------------------|-------|------|------|-------------|
| Date                               | Saturday, October 9, 2010                                 |       |      |      |             |
| Train                              | 8.07am Euston to Chester                                  |       |      |      |             |
| Loco                               | LMS Class 8 Pacific No. 6233 <i>Duchess of Sutherland</i> |       |      |      |             |
| Load                               | 13 coaches, 440 tons tare, 470 tons gross                 |       |      |      |             |
| Driver                             | Bill Taylor                                               |       |      |      |             |
| Fireman                            | Simon Towell                                              |       |      |      |             |
| Recorder                           | Don Benn with GPS from 13th coach                         |       |      |      |             |
| Weather                            | Cloudy then fine                                          |       |      |      |             |
|                                    | miles                                                     | sched | mins | secs | speed       |
| Euston                             | 0.00                                                      | 0.00  | 00   | 00   | 1 late      |
| MP 1                               | 1.00                                                      |       | 05   | 24   | 17½         |
| Camden South Jct                   | 1.11                                                      | 5.00  | 05   | 43   | 24          |
| Primrose Hill Tunnel               | 1.69                                                      |       | 06   | 52   | 33½         |
| Kilburn High Road                  | 3.15                                                      |       | 08   | 44   | 51          |
| Queens Park                        | 3.70                                                      |       | 09   | 30   | 55½         |
| Willesdon Junction                 | 5.40                                                      | 11.00 | 11   | 17   | 62/65½      |
| Wembley Central                    | 8.05                                                      | 13.00 | 13   | 44   | 62          |
| North Wembley                      | 8.90                                                      |       | 14   | 32   | 60          |
| South Kenton                       | 9.30                                                      |       | 15   | 07   | 59          |
| Kenton                             | 10.25                                                     |       | 16   | 00   | 58          |
| Harrow & Wealdstone                | 11.40                                                     | 17.00 | 17   | 06   | 58½         |
| Headstone Lane                     | 12.55                                                     |       | 18   | 19   | 59          |
| Hatch End                          | 13.30                                                     |       | 19   | 06   | 58½         |
| Carpenders Park                    | 14.75                                                     |       | 20   | 33   | 59½         |
| Bushey & Oxhey                     | 16.00                                                     |       | 21   | 44   | 64          |
| Watford Junction                   | 17.45                                                     | 24.00 | 23   | 05   | 66          |
| Tunnel South                       | 18.49                                                     |       | 24   | 03   | 57*         |
| Kings Langley                      | 20.95                                                     |       | 28   | 19   | 31* sgs     |
| Apsley                             | 23.10                                                     |       | 31   | 56   | 28*/24* sgs |
| Hemel Hempstead                    | 24.50                                                     |       | 35   | 33   | 29½         |
| Bourne End Jct                     | 26.33                                                     | 35.00 | 37   | 30   | 36          |
| Berkhamsted                        | 27.95                                                     |       | 40   | 57   | 45½         |
| MP 31                              | 31.00                                                     |       | 44   | 53   | 49          |
| Tring                              | 31.65                                                     | 44.00 | 45   | 33   | 53          |
| MP 34                              | 34.00                                                     |       | 47   | 53   | 70½/71½     |
| MP 35                              | 35.00                                                     |       | 48   | 43   | 69½         |
| Cheddington                        | 36.10                                                     |       | 49   | 36   | 73          |
| MP 37                              | 37.00                                                     |       | 50   | 23   | 72          |
| MP 39                              | 39.00                                                     |       | 52   | 03   | 74          |
| Leighton Buzzard                   | 40.20                                                     |       | 53   | 00   | 71½         |
| MP 42                              | 42.00                                                     |       | 54   | 33   | 73½         |
| MP 44                              | 44.00                                                     |       | 56   | 11   | 70          |
| Bletchley                          | 46.65                                                     | 64.00 | 58   | 55   | 41* sgs     |
|                                    |                                                           |       |      |      | sgs*        |
| Milton Keynes                      | 49.80                                                     | 68.00 | 64   | 37   | 2½ early    |

\* sgs or speed restriction



No. 6233 *Duchess Sutherland* at Euston ahead of departure with the 8.07am ‘Cathedrals Express’ to Chester on October 9, 2010. DON BENN





and 27 seconds, including signal checks from the start as well as a stop at Brinklow Junction, before a nice spell of running in the 70s to the Lichfield stop, maximum 75mph, although even that included a signal check to 18mph before Nuneaton. After being seven minutes late at Brinklow, we were just two late at Lichfield. The 17.28 miles from Lichfield to Stafford was unchecked in 20 minutes and 16 seconds (max 75mph), and on to Crewe (24.47 miles) in 28 minutes and 53 seconds, arriving nearly 10 minutes early. The easy climb to Whitmore (the final three miles being at 1-in-398) was topped at 62mph, after 66mph at Standen Bridge, and was followed by the highest speed of the down journey of 76½mph after Madeley.

Ray Poole took over the driving at Crewe, getting us to Chester in 32 minutes and 11 seconds, which included a signal stop outside the station, maximum 74½mph. We were just over a minute early; altogether, it was a most satisfactory journey.

Regular readers of my column may remember that Ray was one of the 'Kings of Sapperton,' being the one who did it with a LMS 'Black Five,' and Ray Churchill the one who did it with the Great Western Castle class.

After a pleasant break in Chester, we boarded our train for the journey back to London with the same locomotive and load, but this time we were sat in the second coach and so could hear the sounds the Duchess outputted. In charge to Crewe was Ray again, with Graham Bunker firing, and we set off on time. It was another good section to Crewe in 32 minutes and 17 seconds (maximum 75mph), but we were stopped by signals briefly before being allowed into the platform on time. Table Two shows the detail of the next section to Atherstone, 55.75 miles in 68 minutes and 43 seconds. We now had Tommy Farr driving but still with Graham firing. The main interest in this section was the 1-in-269/77/348 climb of Madeley bank. This was accomplished well, and my notebook states: "Continuous thrash and engine blowing off steam at times".

Speed reached 55½mph at the top of the 1-in-269 just before Betley Road and then slowly declined to 54mph at the top of the 1-in-177 at Madeley,

before recovering to 59mph on the final 1-in-368 at Milepost 149½ before Whitmore. The good running continued where possible between signal checks, the best section being the recovery from the check at Colwich Junction at 44mph to 65mph at Rugeley, where once again the engine was in full flight until eased to keep speed at about 70mph. My friends and I simply sat and listened to the beautiful roar from No. 6233. After that, things deteriorated a little as there were sections when the engine was short of steam, though the 1-in-300 climb out of Rugby to Watford tunnel via Kilsby at 52-55mph was pretty good. Our arrival into Euston at 9.45pm was 14 minutes late but came after a good day out.

#### Clain Line on the 'ACE'

Now I now move on to the 7.52am Waterloo to Exeter trip of August 10, 2019. I have described the run in full, and Tables Three and Four show details of two sections, namely Salisbury to Yeovil Junction and Yeovil Junction to Exeter Central. This was the UK Railtours 'Atlantic Coast Express,' eagerly awaited by Southern Region fans having been postponed from June 29 due to crewing issues.

It was a trip not to be missed as it was the only non-Belmond charter for Merchant Navy Pacific No. 35028 *Clain Line* that year for reasons not entirely clear – or to me, at least. Once again, we found ourselves on the first train up from Southampton Airport for a pre-7am arrival at Waterloo ahead of the 7.52am departure as we could not risk catching a later train, what with concerns over unreliable performance by SouthWest Railway. The prize for such an early start was a rare chance of a run down the main line to Woking, where the organisers had inserted this stop instead of the more usual choice of Staines. The price to be paid, though, was a slow line path from Woking to Basingstoke and a poor slot from there on to Salisbury. Would it be worth it?

After meeting up with the group of 'old timers' in the rearmost vehicle of the 11-coach train, after first talking to many others from the days of steam on the platform, we settled down to see how Wayne Thompson and Dave Proctor would fare

TABLE TWO: CREWE TO ATHERSTONE

| Date             | Saturday, October 9, 2010                                 |       |      |      |          |
|------------------|-----------------------------------------------------------|-------|------|------|----------|
| Train            | 4.37pm Chester to London Euston                           |       |      |      |          |
| Loco             | LMS Class 8 Pacific No. 6233 <i>Duchess of Sutherland</i> |       |      |      |          |
| Load             | 13 coaches, 440 tons tare, 470 tons gross                 |       |      |      |          |
| Driver           | Tommy Farr                                                |       |      |      |          |
| Fireman          | Graham Bunker                                             |       |      |      |          |
| Recorder         | Don Benn with GPS from second coach                       |       |      |      |          |
| Weather          | Sunny spells                                              |       |      |      |          |
|                  | miles                                                     | sched | mins | secs | speed    |
| Crewe            | 0.00                                                      | 0.00  | 00   | 00   | 5 late   |
| Basford Hall     | 1.64                                                      | 6.00  | 04   | 21   | 40½      |
| MP 156           | 2.05                                                      |       | 04   | 57   | 45       |
| MP 155           | 3.05                                                      |       | 06   | 14   | 49½      |
| MP 154           | 4.05                                                      |       | 07   | 24   | 53       |
| Betley Road      | 4.75                                                      |       | 08   | 14   | 55       |
| MP 153           | 5.05                                                      |       | 08   | 29   | 55½      |
| MP 152           | 6.05                                                      |       | 09   | 35   | 55       |
| MP 151           | 7.05                                                      |       | 10   | 41   | 54½      |
| Madeley          | 8.00                                                      |       | 11   | 37   | 54       |
| MP 149           | 9.05                                                      |       | 12   | 50   | 57½      |
| MP 148½          | 9.55                                                      |       | 13   | 20   | 59       |
| Whitmore         | 10.40                                                     |       | 14   | 19   | 63       |
| Standen Bridge   | 14.65                                                     |       | 17   | 57   | 73½      |
|                  |                                                           |       | sigs |      | 7*       |
| Norton Bridge    | 19.20                                                     | 25.00 | 24   | 07   | 38       |
| Great Bridgeford | 21.20                                                     |       | 26   | 41   | 60/64½   |
| Stafford         | 24.50                                                     | 36.00 | 30   | 52   | 22*/13*  |
|                  |                                                           |       |      |      | sigs     |
| Queensville      | 25.95                                                     |       | 34   | 17   | 36/33*   |
| Miford Jct       | 28.44                                                     |       | 38   | 22   | 58½      |
| Shugborough Tnl  | 29.58                                                     |       | 38   | 49   | 61       |
| Colwich Jct      | 30.95                                                     | 42.30 | 40   | 51   | 44* sigs |
| MP 126           | 32.05                                                     |       | 42   | 15   | 56½      |
| Rugeley          | 33.75                                                     |       | 43   | 59   | 65       |
| MP 123           | 35.05                                                     |       | 45   | 07   | 68½      |
| MP 122           | 36.05                                                     |       | 45   | 57   | 71½      |
| Armitage         | 36.95                                                     |       | 46   | 42   | 69½      |
| MP 120           | 38.05                                                     |       | 47   | 35   | 70½      |
| Lichfield        | 41.80                                                     |       | 51   | 23   | 44* trs  |
| Hademore         | 44.50                                                     |       | 55   | 31   | 43* trs  |
| Tamworth         | 48.05                                                     |       | 59   | 14   | 63       |
| Amington Jct     | 49.01                                                     | 61.30 | 60   | 12   | 66½      |
| Polesworth       | 51.55                                                     |       | 62   | 24   | 69½      |
| MP 105           | 53.05                                                     |       | 63   | 37   | 70       |
| Atherstone       | 55.75                                                     | 69.00 | 68   | 43   |          |

\* sigs or speed restriction



TABLE THREE: SALISBURY TO YEOVIL JUNCTION

|                      |                                              |       |      |      |              |
|----------------------|----------------------------------------------|-------|------|------|--------------|
| Date                 | August 10, 2019                              |       |      |      |              |
| Train                | 7.52am Waterloo to Exeter                    |       |      |      |              |
| Loco                 | SR MN class 4-6-2 No. 35028 <i>Clan Line</i> |       |      |      |              |
| Load                 | 11 coaches, 393 tons tare, 425 tons gross    |       |      |      |              |
| Driver               | Wayne Thompson                               |       |      |      |              |
| Fireman              | Steve Rodenhurst                             |       |      |      |              |
| Inspector            | Don Clarke                                   |       |      |      |              |
| Recorder             | Don Benn in 11th coach with GPS              |       |      |      |              |
| Weather              | Showers and strong south-west wind           |       |      |      |              |
|                      | miles                                        | sched | mins | secs | speed        |
| Salisbury            | 0.00                                         | 0.00  | 00   | 00   | 1¼ mins late |
| MP 85¼               | 1.70                                         |       | 05   | 43   | 27/34        |
| Wilton South         | 2.50                                         | 6.00  | 07   | 20   | 30*          |
| MP 89                | 5.45                                         |       | 11   | 34   | 50           |
| MP 91                | 7.45                                         |       | 13   | 37   | 63           |
| Dinton               | 8.30                                         |       | 14   | 30   | 60½          |
| MP 93                | 9.45                                         |       | 15   | 34   | 63/61        |
| Tisbury              | 12.60                                        | 17.00 | 18   | 34   | 68           |
| MP 98                | 14.45                                        |       | 20   | 09   | 70½          |
| MP 99                | 15.45                                        |       | 21   | 01   | 68½          |
| MP 100               | 15.45                                        |       | 21   | 54   | 66½          |
| Semley               | 17.60                                        |       | 22   | 54   | 65           |
| MP 103               | 19.45                                        |       | 24   | 26   | 78/*         |
| Gillingham           | 21.70                                        | 28.00 | 29   | 14   |              |
|                      | 0.00                                         | 0.00  | 00   | 00   | 1 min late   |
| MP 105½              | 0.25                                         |       | 02   | 11   | 19           |
| MP 106               | 1.75                                         |       | 03   | 23   | 31½          |
| MP 106½              | 1.25                                         |       | 04   | 14   | 38           |
| MP 107               | 1.75                                         |       | 05   | 01   | 39½          |
| MP 107½              | 2.25                                         |       | 05   | 45   | 41           |
| Buckhorn Western Tnl | 2.31                                         |       | 05   | 50   | 44½          |
| MP 109¾              | 4.75                                         |       | 08   | 01   | 72           |
| Templecombe          | 6.80                                         | 12.00 | 11   | 33   | 20*          |
| MP 113               | 7.75                                         |       | 13   | 46   | 30½          |
| MP 113½              | 8.25                                         |       | 14   | 43   | 31           |
| Millborne Port       | 9.15                                         |       | 15   | 54   | 52½          |
| MP 115½              | 10.25                                        |       | 17   | 08   | 58           |
| MP 116               | 10.75                                        |       | 17   | 36   | 68½          |
| MP 117               | 11.75                                        |       | 18   | 25   | 77½          |
| MP 117½              | 12.25                                        |       | 18   | 48   | 80           |
| Sherborne            | 12.85                                        | 20.00 | 19   | 13   | 78           |
| Wyke XC              | 15.48                                        |       | 21   | 33   | 60/7* sigs   |
| Yeovil Junction      | 17.45                                        | 28.00 | 27   | 33   |              |

\* brakes or speed restriction

with this 425-ton train on a windy day with heavy showers. Some coastal routes had speed restrictions imposed, and there were reports of trees down in a number of places, but fortunately, we were unaffected by both.

The start from Platform 19 is very slow, and the train was booked along the Windsor line to Queenstown Road, where it would cross to the fast line, which it then took all the way to Woking, having allowed the 7.53am Waterloo-Alton service to get past and make its Clapham Junction call. All was well, and we were through Clapham Junction in exactly the 11 minutes allowed at 41mph. The running after that was excellent, and we accelerated to no less than 77½mph by Hampton Court Junction. For me, this was maybe the highlight of the day, and stands comparison with the best in the days of steam prior to July 1967.

**Slow to Fleet**

Wayne eased *Clan Line* somewhat to keep speed down to the limit before the brakes came on and we were diverted to the slow line at Weybridge due to track circuit problems on the fast lines, thus ruining the rest of the run to Woking, which was reached in 34 minutes and 30 seconds – a loss of two-and-a-half minutes. Net time is difficult to estimate, but possibly about 27 minutes including the very slow start to pass Vauxhall. The train was put fast line for the Woking stop to allow the 8am Waterloo-Portsmouth train to use its correct platform, and so we left four minutes late in the rain, to be diverted to the slow line at Brookwood, from where 50mph was reached at the Milepost 31 summit. Wayne then let the locomotive run up to just under 75mph after Fleet before we caught the stopping train in front, running into Basingstoke five minutes late, totalling 38 minutes and two seconds from Woking.

Here we were due to be passed by a Cross Country service and then again before Worting Junction by the 8.20am Waterloo-Exeter SWR train, which itself was slightly late. I had hoped that we would be allowed to precede it, but no such luck, as we crawled slowly up to the signal protecting the junction for the Class 159s to pass us. Worting was passed seven late; Wayne allowed the Exeter service

train to get ahead and make its Andover call by recovering steadily, so speed didn't reach 70mph until just before Whitchurch.

From here, though, it was pure Wayne Thompson and *Clan Line*. Would anybody else ever be allowed to drive this section with No. 35028? Will the inspector (Don Clarke in this case) just for once put his cap over the speedometer and allow this free-running locomotive to give me just one final 90mph through Andover? No, it didn't happen, of course, but from there to Tunnel Junction was another virtuoso performance, well up to the 'ACE' standards in such poor conditions. The train touched 78mph before Andover, went over the rise to Red Post Junction at 72mph, and then reached 77mph in the dip before the climb to Grateley, topped at a very good 67mph. Wayne told me he was using about 160lb of steam until clear of the trees at about Milepost 71, then increasing to more than 200lb for the last two miles. Speed only fell by 1.5mph over the final 1.25 miles, worth about 1800 equivalent drawbar horsepower (edbh). Salisbury was reached in 45 minutes exactly, or about 38 minutes net for the 35.83 miles after a signal check outside.

While the engine was watered, there was the usual mingling with other passengers and the locomotive crews to discuss both the run down so far and prospects for the next section to Exeter. Wayne was now joined by Steve Rodenhurst on the shovel but still with Don Clarke as traction inspector. From Salisbury, we ran well in the showers and strong wind to Tisbury Gate at 70½mph, followed by a big effort as we topped Semley at a superb 65.2mph, speed only falling slightly over the final mile of 1-in-145. I calculate *Clan Line* was producing about 2050edbh, the highest figure of the day and my best speed there since 1964. Wayne told me he was using 230lb of steam (full regulator) and 27% cut-off for the last part of the climb. We then dashed down to the Gillingham pathing stop, reaching 78mph before braking to give a time of 29 minutes and 14 seconds from Salisbury, just outside the very tight 28-minute booking.

The up SWR train was almost on time, so we were away just a minute late and climbed the 1-in-100 to Buckhorn Western tunnel at 41mph,



Duchess of Sutherland at Chester on October 9, 2010. DON BENN





Left: *Clan Line* at Waterloo, having arrived with the return leg of the 'Atlantic Coast Express' on August 10, 2019. DON BENN



Right: Wayne Thompson on *Clan Line* at Exeter on August 10, 2019. DON BENN

reaching 72mph down to the level stretch before the Templecombe restriction brought speed back to 20mph. The ensuing 1-in-100 to Milepost 113½ was topped at 31mph, before the usual exhilarating full-speed dash down through Sherborne at a full 80mph and a signal-checked approach to Yeovil Junction reached on time. The climb from Templecombe on a run in 2017 was very fine indeed, and a minimum of 35mph was attained despite some slipping.

Away from Yeovil just slightly late, a good climb was made up the 1-in-150/140 to Milepost 126¼ beyond Sutton Bingham, and 65mph was touched prior to the bridge restriction of 46mph after Hardington. Not a good place for a check, but the Bulleid recovered to 64.3mph at Milepost 130¼ before tackling the three-mile 1-in-80 climb of Crewkerne bank (topped at 44mph). This was where on the old 'ACE' speed usually fell to its lowest between Salisbury and Exeter, apart from Honiton bank. Some fast running up to 76½mph now followed on the downhill section to the planned pathing stop at Chard. However, it was soon clear that we were not stopping at Chard but continued to Axminster due to a late-running SWR down train behind us.

Challenging conditions

An up train soon appeared, but still we stood there in the pouring rain, and eventually word came that we were to go on ahead of the next down train. So, after nearly 14 minutes, we set off for the climb of Honiton bank with almost no impetus to help and in very bad railhead conditions. From just over 40mph at the foot of the climb, speed fell to 31½mph on the initial 1-in-100 before recovering to 35½mph on the 1-in-300 through the site of Seaton Junction station.

Wayne takes up the story of the epic struggle that faced *Clan Line*: "Further down the road, the railhead was worse; it gave me the memories of 1987 when we ended up with leaf sap on it. We were told at Yeovil we would be going straight through to Axminster, not stopping at Chard. This was good and bad. Slowing for Chard is a pain in the neck, downhill

and with limited visibility of the signals. Axminster is a lot better, but a dead start for the climb to Honiton. I was very apprehensive getting away from there and could not get *Clan Line* going. I could not open it up at all due to the slipping.

"We had been told at Axminster by the signaller that we were to run straight through to Exeter, not stopping at Honiton. We were, basically, in the way. The best way was to send us through, and I was told to go as quick as I could – easier said than done! Coming to a stand on the greasy rail was therefore not really what was required. Getting up there was

foremost on my mind before we got to Seaton Junction. Cut-off at 50% and steam chest pressure 140-160psi, even though boiler pressure was right up to blowing off. Under the trees, it was 140psi, opening up to 160psi in open areas – not that there are many of those, though! At points, cut-off was 55% and even 60% for a short period, but mostly

done at 50%. To see the last bridge before the tunnel was a pleasing sight as I knew we had made it by then. I began to open *Clan Line* up just before the tunnel and more so inside as it was a dryer railhead in there. The sanders were on most of the way up, so there was probably not much left in the sandboxes afterwards.

"It just goes to show how strong the locomotive is now though, with 140-160psi and still climbing Honiton. Although I was worried at the time, once settled down and I had the measure of it, *Clan Line* never gave me any feeling that it wouldn't make it. At times I could have probably given it more, but it wasn't needed. A slip loses speed, and when you're going slow, that's not what you want; we got up there in poor railhead conditions, which was all we needed to do."

The rest of the run to Exeter was pure anti-climax and we arrived at Exeter St Davids 21 minutes early after missing out the Honiton stop. However, there was some consternation in the dining section, as lunch had to be hurried! I thanked Wayne for another superb run with *Clan Line* and went off with the others to find lunch. **HR**

"Another virtuoso performance, well up to the 'ACE' standards in such poor conditions."

TABLE FOUR: YEOVIL JUNCTION TO EXETER CENTRAL

|                   |                                              |        |           |      |              |
|-------------------|----------------------------------------------|--------|-----------|------|--------------|
| Date              | August 10, 2019                              |        |           |      |              |
| Train             | 7.52 am Waterloo to Exeter                   |        |           |      |              |
| Loco              | SR MN class 4-6-2 No. 35028 <i>Clan Line</i> |        |           |      |              |
| Load              | 11 coaches, 393 tons tare, 425 tons gross    |        |           |      |              |
| Driver            | Wayne Thompson                               |        |           |      |              |
| Fireman           | Steve Rodenhurst                             |        |           |      |              |
| Inspector         | Don Clarke                                   |        |           |      |              |
| Recorder          | Don Benn in 11th coach with GPS              |        |           |      |              |
| Weather           | Showers and strong south-west wind           |        |           |      |              |
|                   | miles                                        | sched  | mins      | secs | speed        |
| Yeovil Junction   | 0.00                                         | 0.00   | 00        | 00   | 1¼ mins late |
| Sutton Bingham    | 2.19                                         |        | 05        | 50   | 40           |
| MP 126¼           | 3.60                                         |        | 07        | 54   | 42           |
| Hardington Siding | 5.29                                         |        | 09        | 45   | 65           |
| MP 129            | 6.35                                         |        | 10        | 52   | 46* tsr      |
| MP 130            | 7.35                                         |        | 11        | 58   | 63½/64½      |
| Crewkene          | 8.74                                         | 13.00  | 13        | 19   | 57           |
| MP 132            | 9.35                                         |        | 14        | 01   | 52           |
| Tunnel            | 9.84                                         |        | 14        | 36   | 48½          |
| MP 133¼           | 10.60                                        |        | 15        | 35   | 44           |
| Hewish XC         | 11.39                                        |        | 16        | 28   | 64           |
| MP 137            | 14.35                                        |        | 18        | 55   | 76½          |
| Chard Junction    | 16.79                                        | 25/46  | 21        | 29   | 42* sigs     |
| Axminster         | 21.89                                        |        | 29        | 53   | 6*           |
|                   |                                              |        | sigs stop |      |              |
|                   | 21.95                                        |        | 30        | 40   | 0*           |
|                   |                                              |        | 44        | 28   |              |
| MP 146¼           | 23.60                                        |        | 48        | 47   | 40 slipping  |
| MP 147            | 24.35                                        |        | 50        | 01   | 34/31½       |
| Seaton Junction   | 25.19                                        |        | 51        | 29   | 35½          |
| MP 148½           | 25.85                                        |        | 52        | 43   | 34           |
| MP 149            | 26.35                                        |        | 53        | 41   | 30½          |
| MP 149½           | 26.85                                        |        | 54        | 40   | 30           |
| MP 150            | 27.35                                        |        | 55        | 44   | 29½          |
| MP 150½           | 26.85                                        |        | 56        | 52   | 24½ slipping |
| MP 151            | 28.35                                        |        | 57        | 59   | 27½          |
| MP 151½           | 28.85                                        |        | 59        | 08   | 25           |
| MP 152            | 29.35                                        |        | 60        | 14   | 26½          |
| MP 152½           | 29.85                                        |        | 61        | 21   | 27           |
| Tunnel In         | 29.97                                        |        | 61        | 29   | 27           |
| Tunnel Out        | 30.73                                        |        | 63        | 01   | 33           |
| MP 153½           | 30.85                                        |        | 63        | 21   | 37           |
| Honiton           | 32.09                                        | 74/90  | 64        | 41   | 55/51*       |
| MP 155½           | 32.85                                        |        | 65        | 51   | 37* tsr      |
| MP 157            | 34.35                                        |        | 67        | 31   | 64½/70½      |
| MP 158            | 35.35                                        |        | 68        | 25   | 68*          |
| Feniton           | 36.69                                        |        | 70        | 08   | 32* tsr      |
| MP 162            | 39.35                                        |        | 72        | 34   | 63½          |
| Whimble           | 40.44                                        |        | 74        | 28   | 66½          |
| MP 164            | 41.35                                        |        | 75        | 32   | 68½/70       |
| Broad Clyst       | 44.14                                        |        | 77        | 42   | 66½*         |
| Pinhoe            | 45.99                                        | 109.00 | 80        | 02   | 31* sigs     |
|                   |                                              |        | sigs stop |      |              |
| MP 169¾           | 47.10                                        |        | 84        | 41   | 0*           |
|                   |                                              |        | 85        | 50   |              |
| Exmouth Jct       | 47.79                                        | 113.00 | 87        | 18   | 17           |
| St James' Park    | 48.36                                        |        | 89        | 37   |              |
| Exeter Central    | 48.84                                        | 117.00 | 91        | 43   | 24 early     |

\* brakes or speed restriction



# Ecclesbourne Valley Railway



## Summer Diesel Gala

We're really looking forward to our Summer Diesel Gala, which will take place over the weekend of

# 7/8/9 AUGUST

Gates will be open from 8.00am, as will our station café, serving a range of breakfast sandwiches, tea and coffee to fuel up your day.

**Confirmed Locomotives - Class 08 • Class 33 • Class 47 • Class 73**

**• Bubble Car plus Derby Lightweight**

**• Plus a guest loco – all will be revealed before the event!**

The event timetable will be available early next week and we will also be offering cab rides over the weekend priced at £30 (one way travel) and £60 (full round trip). This is a unique opportunity to experience the power of these classic diesels and take in the views from the driving seat.

The LMS 10,000 group will have their main frames in the car park on public display and staff will be on hand to answer questions and show people around; they will also have the engine shed open to show visitors what they have been doing.

We will also be welcoming the Derby Lightweight Preservation Group, who will have an exhibition stand on the platform to explain what they're doing and there will be the chance to have a guided tour of their driving car in the main running shed.



There will be an evening special running on the Saturday, with the guest locomotive and you will be able to pre-book this event – either a train ride only or train ride with fish and chips; there will also be a real ale bar on board.

The Apollo will be open with real ale being served and also the RMB bar. At Duffield Station, Tom Said's Micro Brewery will be selling a range of beers and ales.

**Ecclesbourne Valley Railway, Wirksworth Station, Station Road, Coldwell Street, Wirksworth DE4 4FB**

**Enquiries: 01629 823076 • [www.e-v-r.com/summer-diesel-gala-7-8-9-august/](http://www.e-v-r.com/summer-diesel-gala-7-8-9-august/)**



# TORNADO RETURNS

**Selected dates  
27 July – 8 August**



Travel behind a true icon of steam.

**[NYMR.CO.UK/TORNADO](http://NYMR.CO.UK/TORNADO)**



## German Rail Holidays

MAGNIFICENT LOCOMOTIVES • SCENIC JOURNEYS • FASCINATING DESTINATIONS



## Experience Germany by train.

Our award-winning rail holidays combine remarkable journeys, breathtaking views, history and culture.

### Steam in Denmark and Northern Germany

Tuesday 4 to Thursday 13 August

### The Chemnitz Steam Gala

Wednesday 19 to Wednesday 26 August

### German and Benelux Autumn Steam Gala

Thursday 24 to Wednesday 30 September

Find out more at [railwaytouring.net](http://railwaytouring.net) or call 01553 661 500



Booking subject to availability. Images are for illustration purposes only – coaches and locomotives may differ.  
The Railway Touring Company's standard conditions of booking and travel apply – see website for details. The Railway Touring Company – The Old Stables, Estuary Road, King's Lynn, Norfolk PE30 2HL

## WANTED

## Model Railway & Collectables

We buy all makes, all gauges, live steam, aeroplane kits, boats, tanks, radio controlled, die cast and more.



**Top prices paid for your models**

Swift payment made on collection



**01778 594604 or 07578 708785**



**contact@littleworthmodels.co.uk**



1

Contact us for a valuation



2

We make an offer



3

Bring, send or collect



4

Payment made



Find out more and get a **FREE valuation** at  
**[www.littleworthmodels.co.uk](http://www.littleworthmodels.co.uk)**



18+ years trading  
in collectables



Collection made in person  
from across the UK



We carefully dismantle  
your displays for you



Honest valuations  
and fair offers given

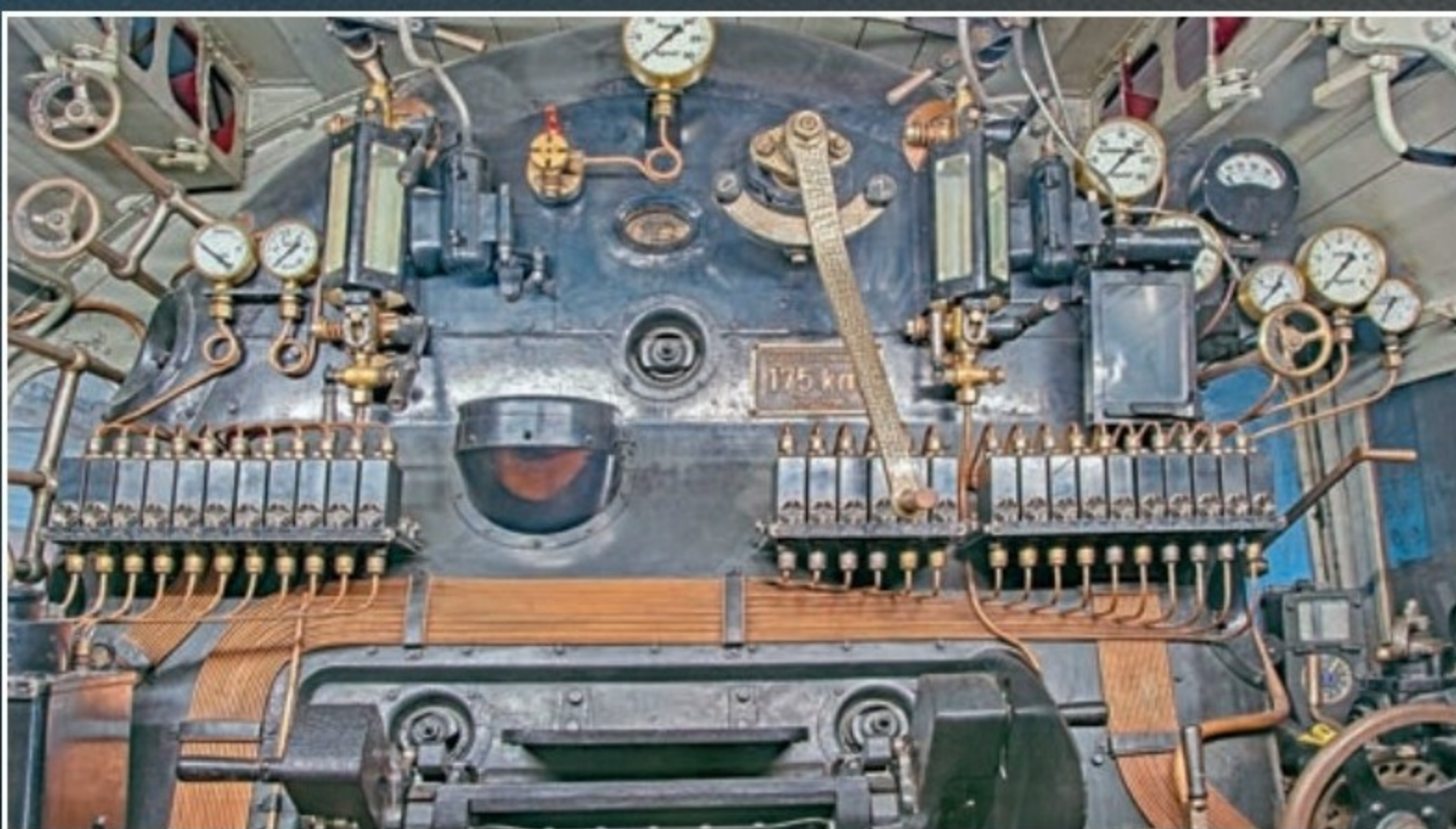
Littleworth Models • Unit 7 Mays Wharf • Eastgate Industrial Estate • Cherry Holt Road • Bourne • Lincolnshire • PE10 9LA



Fully streamlined Borsig 4-6-4 No. 05 001, sister locomotive to No. 05 002, which set a world speed record of 124.5mph between Berlin and Hamburg in 1936.

# FOLLOWING ON FROM STOCKTON & DARLINGTON...

Germany's Deutsche Bahn Museum in Nuremberg is a gripping and expansive showcase of the country's railway history, and its multitude of unmissable exhibits highlight how the seeds of the world's first steam-hauled passenger train on the Stockton & Darlington Railway in 1825 took root and flourished on the continent. **John Titlow** reports in words and pictures.



The footplate controls of No. 05 001.

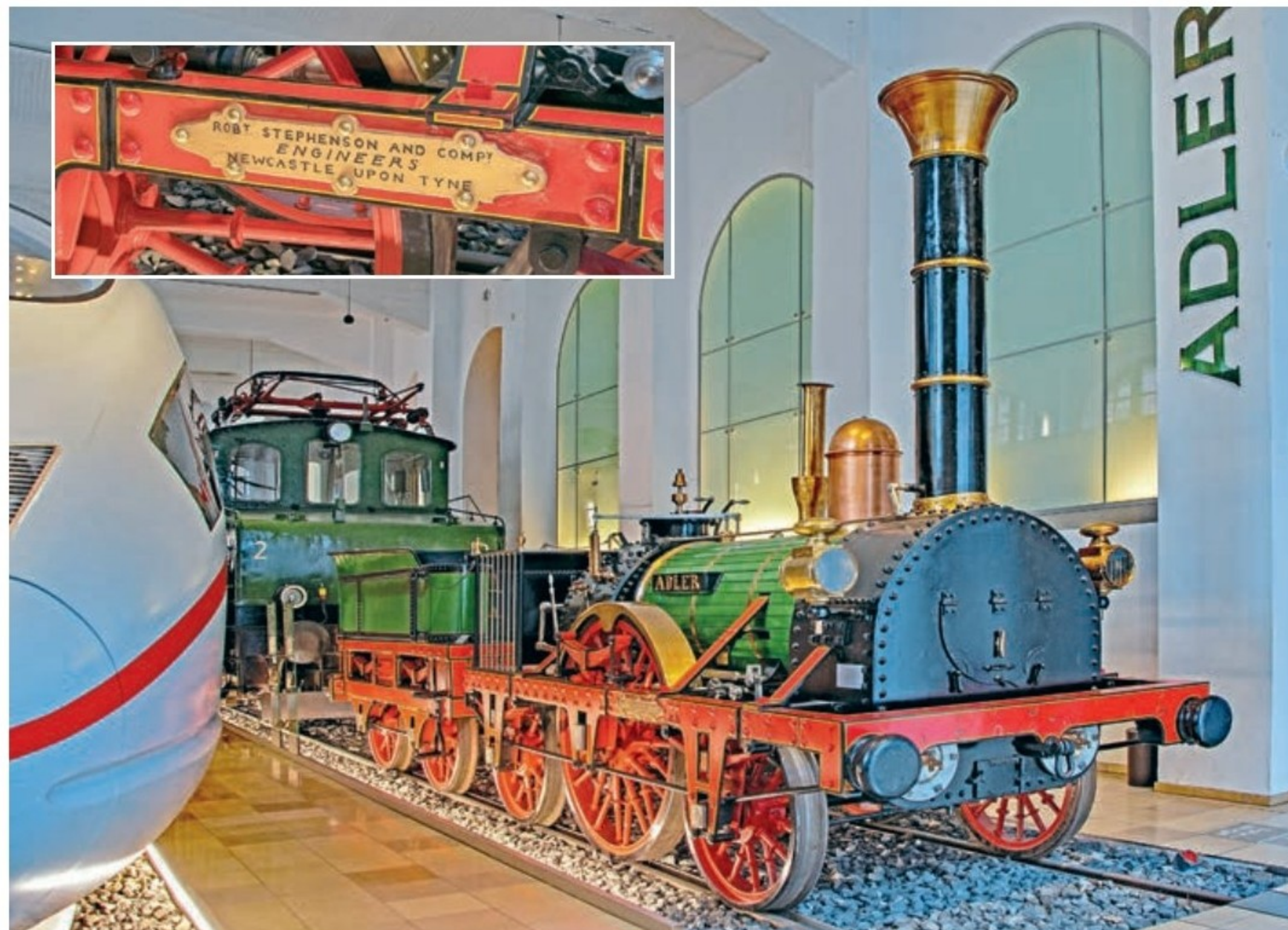


The driving wheels of No. 05 001, with access for oiling and the builder's plate.





The exterior of the museum building. The arch is where locomotives are taken in and out, and is where *Adler* is situated.



Constructed in 1952 by Deutsche Bundesbahn apprentices, the replica of *Adler*, Germany's first steam locomotive, a 2-2-2 built by George and Robert Stephenson in Newcastle in 1835. Inset: The replica nameplate of *Adler*.

Right: Unique Maffei S 2/6 S 4-4-4 No. 3201 which, built in 1906, was the fastest steam locomotive of the Bavarian State Railways and set a world record of 96mph on July 2 a year later during a test run hauling four express passenger carriages from Munich to Augsburg.



An interesting selection of posters covering the museum's history, one of the first exhibits seen after entering.

Nuremberg, in Bavaria, is home to the main Deutsche Bahn museum, which the Germany railway operator company proudly states is "the oldest railway museum in the world."

Now a very attractive vibrant historic city, Nuremberg has a dark past. The Nazi rallies which took place there during the 1920s and 1930s became annual national events following Hitler's rise to power in 1933. After Germany's defeat and the end of the Second World War, Nuremberg was the centrepiece for the war trials.

The city does not hide from its past and confronts it head on, with several museums relating to the Nazi period. The DB museum is no exception, having its own display from that time.

The museum was established in 1882 in Munich by the Royal Bavarian State Railway.

It moved to Nuremberg in 1899, the location of the first steam-hauled railway in the country. The present exhibition building was built between 1914 and 1923, but construction was halted during the First World War, and it was opened 1925.

### First railways

Several waggonways existed as early as the 16<sup>th</sup> century. Horse-drawn waggonways were built in the late 18<sup>th</sup> century to transport coal in the Ruhr Valley. But it was Richard Trevithick's pioneering developments of the first working locomotives in England and the opening of the Stockton & Darlington Railway in 1825, as celebrated in last year's phenomenally successful S&DR200 and Railway 200 programmes, that became the catalyst for Germany's first steam-hauled passenger line. The Bavarian Ludwig Railway (Bayerische

Ludwigseisenbahn) opened on December 7, 1835, running for 3.7 miles between Nuremberg and Fürth, with 2-2-2 *Adler* hauling nine locally-built carriages that would carry up to 200 passengers.

*Adler*, German for Eagle, was built in Newcastle in 1835 by George and Robert Stephenson. It was a standard example of the Patentee 2-2-2, a design Robert Stephenson developed in the early 1830s, and which became the dominant British express locomotive pattern of the decade. The type featured a single pair of large driving wheels – in *Adler*'s case, 4ft 6in in diameter – flanked by smaller carrying wheels front and rear, inside cylinders at the smokebox end, and the characteristic Stephenson sandwich frames of laminated timber between iron plates.

It was shipped as a kit of parts to Nuremberg, where it was assembled prior to running.

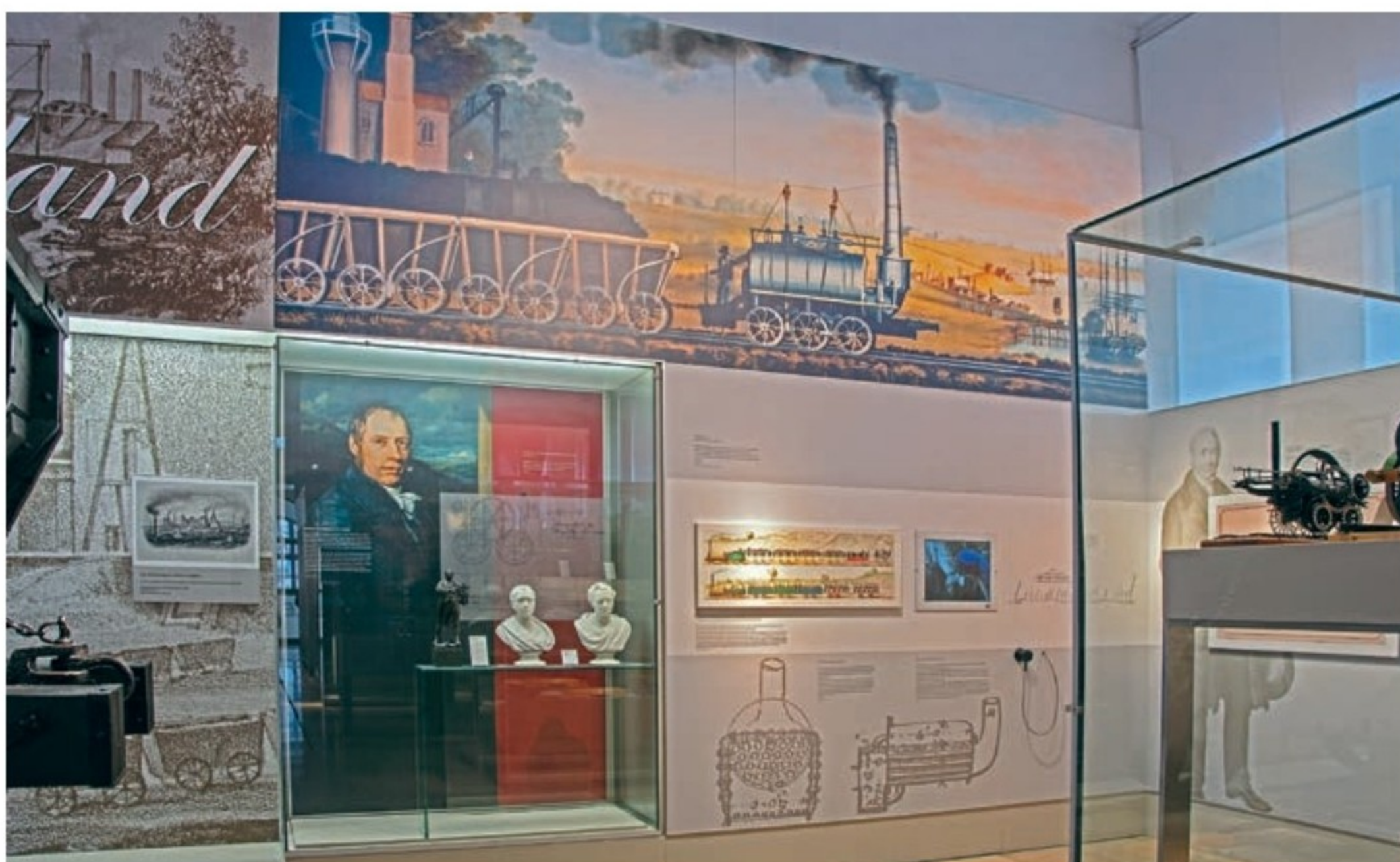




Signal display, shunters cabin, double-deck stock, an EMU, shunter and signalbox in the museum yard overlooking the main line.



Perhaps one of Germany's most attractive standard gauge steam locomotives is Prussian State Railways P8 Class 38 4-6-0 No. 2884.



A corner of the museum dedicated to England and the pivotal part it played in the birth of steam railways.

*Adler* continued in service for 22 years and was withdrawn in 1857, sold the following year, and then scrapped. The original components were dispersed and as such, nothing survives.

*Adler* was driven by Englishman William Wilson, who became the first locomotive driver in Germany. Crews in those days were the equivalent of today's celebrities and social media stars.

Wilson was initially hired on an eight-month contract, which was continually extended, and he was honoured at the railway's 25<sup>th</sup> anniversary. He was made so welcome that he eventually settled in the city, marrying a local woman. He died in 1862 and is buried in St John's cemetery in Nuremberg. A plaque on his gravestone denotes his achievements.

With the original long gone, two full-sized replicas of *Adler* exist. The first was built by Deutsche Reichsbahn at Kaiserslautern in 1934 in celebration of the German railway centenary. It is in working condition after restoration following a devastating fire in 2005 which ripped through a roundhouse the museum was renting.

The second was built in 1952 by apprentices of the Deutsche Bundesbahn and is on display at the front of the Nuremberg Museum alongside ICE 3.

### On display

One of the first exhibitions seen by visitors entering the museum is a small piece of England, featuring display models of early locomotives including some from the Stockton & Darlington Railway. Cornish mining engineer Richard Trevithick, who invented the first steam railway locomotive, stands proudly overlooking this display.

The oldest vehicle in the museum is a chaldron wagon built in 1829 for the South Hetton Colliery, near Newcastle upon Tyne. It is on loan from the UK's National Railway Museum and symbolises the birth of railways.

After passing little England, the next important exhibit is carriage No. 8, which entered service in 1835 and is the sole-surviving original vehicle from the Ludwig Railway – or bits of it are, at least!

It was built for second-class passengers with three compartments, each with two upholstered benches, glazed windows and oil lamps.

Construction of those early carriages was not great as they were often found needing repairs from the outset: broken wheels were a frequent problem. No. 8 received a new underframe and body in 1846, but was withdrawn from service in 1877 having travelled just over 400,000 miles.

There is an unfounded rumour that King Ludwig I of Bavaria had travelled in the carriage, which prevented it from being scrapped. Two citizens of Nuremberg, Friedrich Beckh and the banker Georg Cnopf, purchased the coach when it was withdrawn. They presented it to the Germanisches National Museum, which transferred it to the railway department of the Transport Museum in 1925 on permanent loan.

The paintwork, seat upholstery and window glass were later renewed. The only components of today's vehicle which date from 1835 are the wheel mountings and parts of the axles.

Bavarian B V 2-4-0 *Nordgau* is the oldest preserved locomotive in Germany and the only survivor of a class which once numbered





**Above: The interior of King Ludwig II of Bavaria's lavishly decorated private carriage, with a ceiling to rival Michelangelo's Sistine Chapel.**



**Right: The exterior of King Ludwig II of Bavaria's carriage, complete with crown.**

101. It was built by Maffei in 1853 for the Bavarian Eastern Railway Company.

It was sectioned lengthways in 1925 at the Munich railway repair shop on behalf of the Nuremberg Transport Museum. In 2007, *Nordgau* was given an interactive light installation to illustrate its internal workings.

Nicely positioned side by side are two steam locomotives from different periods: *Phoenix*, the first express engine, a 4-2-0 from 1863, and unique S 2/6 4-4-4 No. 3201. *Phoenix* was built by Maschinenbaugesellschaft Karlsruhe for the Grand Duchy of Baden State Railway and is the only surviving original Crampton-type locomotive in Germany. It lasted in service until 1903. The design, featuring large driving wheels behind the smokebox, was conceived by British engineer Thomas Russell Crampton and was widely used in southern Germany and France during the second half of the 19th century.

Alongside *Phoenix* is semi-streamlined No. 3201, built in Munich by Maffei in 1906, and which makes an interesting comparison, it being the fastest steam locomotive of the

Bavarian State Railways. With nearly 7ft 3in driving wheels, it was built for speed.

In 1907, it created a new authenticated world record for steam locomotives, reaching a speed of 96mph on a test run, four short of GWR 4-4-0 No. 3440 *City of Truro*'s unauthenticated claimed 100mph run in 1904.

Only one S 2/6 was built because Bavaria had just one short route from Munich to Augsburg suitable for these high speeds, and it was slow to get going. However, its design helped with the of the Bavarian S 3/6, which proved a successful type.

Further steam, electric loco, wagons, carriages are also displayed in the main hall.

### King Ludwig II of Bavaria

Part of the museum is dedicated to King Ludwig II of Bavaria. He was considered the 'mad Prince,' but he funded composer Wagner and built the fairytale Neuschwanstein Castle which is often seen in Disney locations.

He was a shy man, but his veranda coach and private saloon – complete with a crown on the top – display total opulence. ➔



**Maschinenbaugesellschaft Karlsruhe 2-2-2 *Phoenix*, Germany's first express locomotive, built for the Grand Duchy of Baden State Railway.**



**Builder's plate and centre driving wheel of *Phoenix*.**

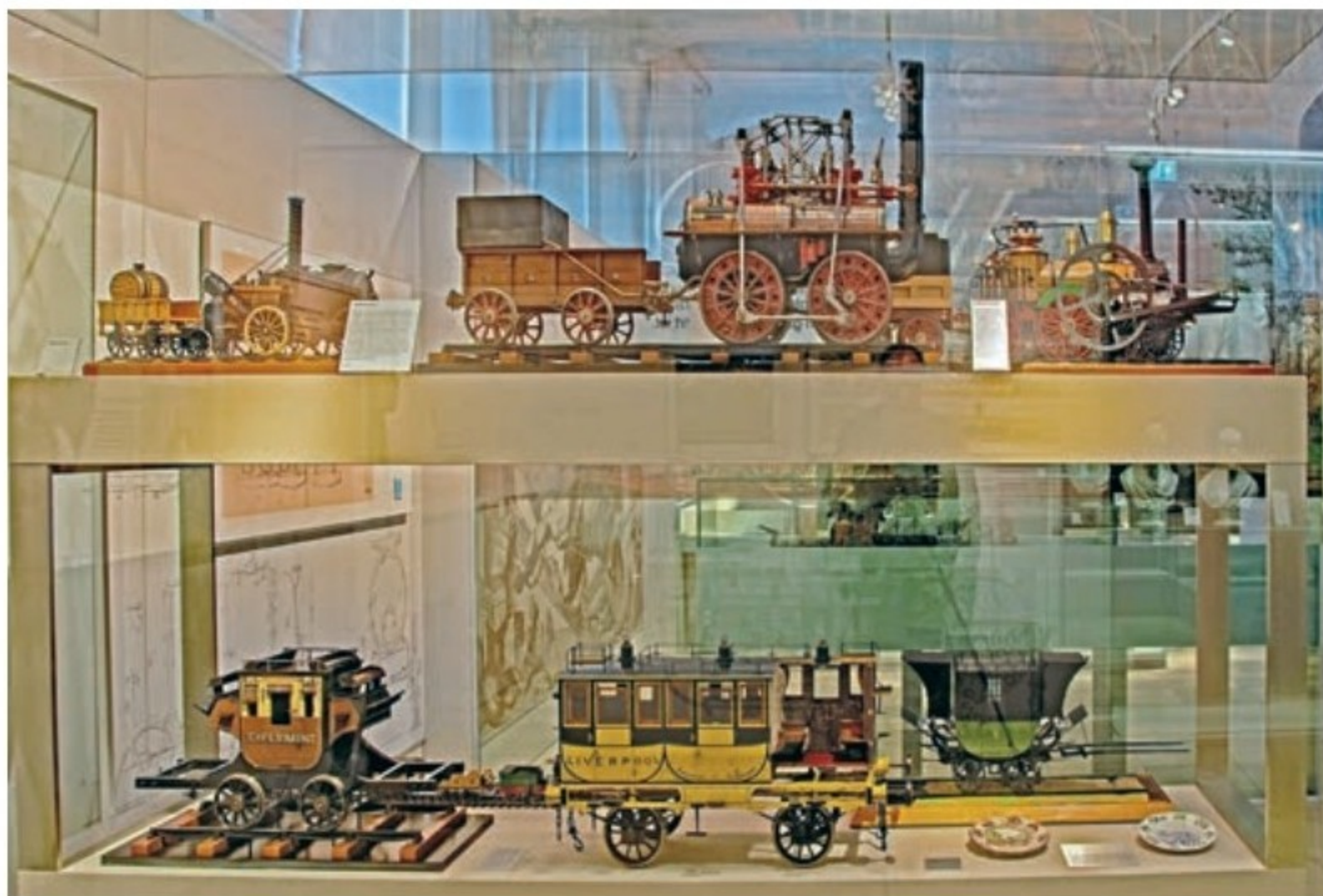


**A carriage from Germany's first passenger train.**



**This coal wagon built in 1829 for the South Hetton Colliery, near Newcastle upon Tyne, is the oldest vehicle in the Nuremberg museum.**





A wonderful display of very early locomotives and carriages.

The interior is stunning, decorated with silk, and the ceiling reminds you of Michael Angelo's Sistine Chapel, albeit on a smaller scale.

Next to it is a much simpler passenger carriage used by Imperial Chancellor Otto von Bismarck.

The most unusual exhibit has to be a goat. Railwaymen used to keep goats for milk, so the animal is very much a part of the railway scene.

I was told that this one was a male and the only one available at the time – so an udder was produced for authenticity. Who says the Germans don't have a sense of humour!

This is a large building over several floors, incorporating a model layout, uniforms and everything else you would expect from a railway museum.

## Nazi period and the Holocaust

What must be a very difficult subject for the Germans to relate to is the section of the museum dedicated to the Holocaust. It tackles very honestly the part that Deutsche Reichsbahn played in the transportation of mainly Jews to concentration camps.

According to the museum, "Exhibition Focus: The DB Museum exhibits how the railway infrastructure was used for deportations, presenting it as a key part of the Holocaust, not just a technical aspect.

"Nazi Symbolism: Displays include everyday items, such as a worker's mug with an eagle and swastika, illustrating the penetration

of Nazi ideology into mundane, non-state-produced items.

"Context: The museum focuses on the 'railway dimension' of the Holocaust, using photographs, objects, and films to explain how these acts were organised."

Some of the exhibitions are chilling, with photographs of the period, uniforms of SS soldiers, documents, and the symbol of the era inside display cabinets.

The museum is not hiding this exhibition in a corner and gives it space for all to see. It is a very difficult subject and personally speaking, the museum gets full marks for its honesty and sensitivity in the way it is handled.

## Second exhibition hall

For display changes, rolling stock enters the main museum from the main line, running through the outside exhibition yard, past the second display building, underneath a building, through an arch, and finally crossing a city road.

Inside the second building is the pride of the museum, 1935-built, fully-streamlined Borsig 4-6-4 No. 05 001 in striking burgundy livery. The class only numbered three, and the other two were scrapped in 1960.

The 1930s was time for breaking records. For 29 years, No. 3201 held the German speed record at 96mph. The record was broken in 1936 when sister 4-6-4 No. 05 002 smashed it between Berlin and Hamburg, reaching 124.5mph. Rivalry was high because two years later, LNER A4 Pacific No. 4468



The sectioned Bavarian B V 2-4-0 Nordgau dates from 1853 and is the oldest preserved locomotive in Germany.

*Mallard* achieved an unbroken record of 126mph.

This rivalry still exists today. I had an interesting discussion with Dr Rainer Mertens, deputy director of the museum, who commented with a wry smile: "No. 05 002 returned to regular service the following day, but *Mallard* needed repairs."

Inside is more space for photography; the lighting is subtle and works well. It contains steam locomotives Nos. 78 510 (built in 1924) and 38 2884 (built in 1920), diesel V36 108 (built in 1940), electrics EP5 in 21534 (built 1925) and 103 220-0 from the 1970s, a mock-up of ICE 4 and what's left of VT 877 *The Flying Hamburger* from 1931.

In the outside area, a large signalbox overlooks the main line and the exhibition area. On display is a smaller signalbox for shunting, along with several diesels, electric units, carriages, goods wagons, the boiler of a 01 Pacific, a small station canopy, signals, and finally a narrow-gauge track that circles the area. There is also a play area for children.

## A worthwhile and rewarding place to visit

There is plenty to keep you occupied in this excellent museum, which covers no less than three floors, as well as an outside area, plus the second exhibition hall. There is a good leaflet in English that guides you around. Do allow plenty of time for your visit!

The main building it is laid out well, although it is a bit tight to photograph the



Class 103 electric locomotive No. 220 was one of 145 units built for Deutsche Bundesbahn, the first four arriving in 1965. In 1995, No. 103 220 220 received a special livery for the DB tourist train, intended to symbolise the elements of water, land and air.



What's left of the Class SVT No. 877 *The Flying Hamburger* VT877 of 1931, Germany's first fast diesel train credited with establishing the fastest regular railway connection in the world in its time, now cut in half. Entering service in 1933, it was a forerunner of the ICE (Intercity-Express). Behind it is a mock-up of ICE 4, which was built in 2011.





Stettiner Maschinenbau AG Vulcan 4-6-4T No. 3972 of 1924 is positioned well in the second hall.

locomotives on the ground floor. A wide-angle lens is essential to get all of the locomotives in, but the interior is well lit.

The café attached to museum is highly recommended, especially for its Nuremberg sausages and pretzels.

Getting there is easy, with budget airlines flying direct to Nuremberg and a simple direct metro journey to Opera House station, followed by a five-minute walk to the museum.

Despite being a large, attractive and historic city, hotels are very reasonable. My hotel was only £44 and a five-minute walk from the

museum. The old city centre and main station was a 10-minute walk.

The cost of entry for adults is €10. Opening hours are Wednesday-Friday, 9am to 5pm, and Saturdays, Sundays and holidays from 10am to 6pm. It is closed on Mondays and Tuesdays. The museum's collection extends to two other depots, one at Halle the other at Koblenz.

My thanks go to Rainer Mertens and Janina Baur, of the museum, for making me so welcome.

For further information, see <https://dbmuseum.de/en/nuremberg> **HR**



A 1930s tourism poster.



Nazi regalia inside a cogwheel in the Holocaust section.



Electric locomotive No. 94 279, diesel No. V160 067 and freight wagons in the outdoor area.



A very different set of levers inside the display signalbox alongside the main line.



H-L Schenllverkehr double-deck carriages on display outside.



Bavarian Class EP 5 Bo-Bo electric No. EP5 21534, the sole survivor of a class of 35 which hauled heavy passenger trains.



A most unusual exhibit, recalling the times when railwaymen kept goats.



# FLYING SCOTSMAN STARS IN DESIGNER'S 150<sup>TH</sup> ANNIVERSARY YEAR

Sir Nigel Gresley's A3 Pacific No. 60103 *Flying Scotsman*, the flagship of the global railway heritage sector, continues to wow the crowds wherever it goes, including a successful early June stint on the East Lancashire Railway, reports **Robin Jones**.

**O**n November 20, 1934, A3 Pacific No. 4472 *Flying Scotsman* became the world's first locomotive to reach the officially authenticated speed of 100mph, but history records show it was not the fastest designed by LNER Chief Mechanical Engineer Sir Nigel Gresley – that record is held by A4 Pacific No. 4468 *Mallard*, which reached 126mph on July 3, 1938, and still holds to this day.

However, *Flying Scotsman*, now numbered 60103, is considered to be both Gresley's and the world's most famous steam locomotive – despite British Railways having earmarked it for scrapping in 1962; a national treasure coming so close to grief.

Saved by the late businessman Alan Pegler, the following years saw it inspire and delight a succession of new generations of the public under subsequent owners Sir William McAlpine, Dr Tony Marchington and, since 2004, the National Railway Museum. For instance, while on tour in Australia, on August 8, 1989, it set another world record for the longest non-stop run of a steam locomotive of 422 miles.

Wherever it appears, *Flying Scotsman* – the first locomotive delivered to the newly-formed LNER, entering service on February 24, 1923 – has long been a rock-solid guarantee for drawing crowds of enthusiasts and the wider general public alike, and the same holds true in the year we celebrate the 150th anniversary of Gresley's birth. As reported last issue, its

historic first-ever visit to the Great Central Railway (Nottingham), arriving on May 15 together with new-build A1 Peppercorn Pacific No. 60163 *Tornado*, delivered the expected sell-out, with 12,000 visitors on seven operating days.

*Flying Scotsman* was also the static indoor centrepiece of the Great Central Reunification gala dinner on May 28, which raised thousands of pounds for the project to link the two heritage lines at Loughborough.

The occasion attracted 100 diners and was the first time that the new carriage shed at the GCR(N)'s Ruddington headquarters was used for the purpose.

Guests began the evening with a journey behind *Tornado*, before returning for a drinks reception, a four-course dinner alongside the A3, and dancing. Diners had special photographic opportunities and footplate access on both locomotives.

The Reunification fund to link the two heritage Great Central Railways now has more than £2.9 million in the bank, and because the final detailed planning bills for the Factory Flyover at Loughborough have been paid, it now needs to reach only £3.2 million to proceed.

To donate to the groundbreaking project, visit [www.gcrailway.co.uk/unify](http://www.gcrailway.co.uk/unify) or send a cheque made payable to David Clarke Railway Trust (with Reunification written on the rear of the cheque) to DCRT, Lovatt House, 3 Wharncliffe Road, Loughborough, LE11 1SL.

## Next stop, Bury

*Flying Scotsman* departed from the GCR(N) after working its final services on May 30/31 for the East Lancashire Railway, arriving on June 2.

It ran on selected dates on June 3-14, spending some of those days on static display so that the admiring public could get close up and personal.

This experience included learning about the history of the fabled locomotive since its launch in 1923, followed by a walk through the tender and a look around the footplate. Nearly 600 people made the most of and enjoyed this opportunity.

Thousands also got the chance to ride behind the engine along the ELR as it ran regular services. Nearly 10,000 ticket holders decided to make the trip, and judging from the feedback, they all "had a fantastic time," said an ELR statement.

Finally, for those wanting the ultimate *Scotsman* experience, the engine hauled a black tie premium dining service on three separate evenings, all starting with a serenade from a piped band. About 500 guests took in these particular opportunities, enjoying a meal behind the locomotive.

ELR chairman Mike Kelly said: "*Flying Scotsman* is the flag-bearer for heritage railways, a fantastic ambassador, and a showcase for great British engineering.

"Testimony of this locomotive's pedigree saw more than 10,000 visitors attend the railway

**Hauling the 5pm Bury to Rawtenstall service, its last passenger train of its recent visit to the East Lancashire Railway, LNER A3 No. 60103 *Flying Scotsman* races through Burrs Country Park on June 14. MIKE HEATH**







**Above: The band playing at the GC Reunification gala dinner on May 28.** MIKE SPENCER

**Right: *Flying Scotsman* passing Burrs Country Park on June 7.** JOSH WHITE



**Above: No. 60103 *Flying Scotsman* passing through Irwell Vale on June 5.** JOSH WHITE

**Right: Also in service during the *Flying Scotsman* visit to the East Lancashire Railway was BR Standard 4MT 2-6-4T No. 80097, seen passing over the River Irwell en route to Irwell Vale on June 5.** JOSH WHITE



and many more observing in the run from Bury to Rawtenstall.

"I want to thank our wonderful staff and volunteers who tirelessly worked to provide a unique experience for our visitors, going away with wonderful memories of *Flying Scotsman* on the ELR."

Ever since the ELR played a key role in the A3's restoration, it has held a special place in the heart of the heritage line. Its occasional visits are always the cause of much celebration, drawing record numbers.

After leaving the ELR, *Flying Scotsman* travelled to its Doncaster birthplace, where it was reunited with A4 Pacific No.4468 *Sir Nigel Gresley*, with both joining the rest of the world's surviving and new-build Gresley locomotives in having specially commissioned 'Gresley 150 Anniversary' headboards fitted.

The following day, the pair were the top attractions at a special event run by Wabtec UK and the City of Doncaster Council to celebrate the contribution of the Doncaster works to the UK railway industry, for which all tickets were sold out within an hour of them going on sale.

Wabtec sought to highlight the historic achievements of the site before it closes later this year.

## Bargain price Locomotion rides available

Moving on, *Flying Scotsman* will be the star of the Locomotion museum's free Summer Festival, a six-week celebration at the Shildon venue featuring workshops, exhibitions and the popular pop-up beach.

Visitors can ride behind the A3 for just £5 on August 2-31, with individual footplate experiences giving the chance to ride alongside the driver and fireman in the cab for about 30 minutes.

As this issue closed for press, these *Flying Scotsman*: The Ultimate Footplate Experience sessions had sold out.

Again celebrating the 150th birthday of Sir Nigel Gresley, the museum will also be inviting visitors to 'Meet the Engineers' through a display of past and present engineers including him and 11 others.

Full details of the visit are available at [www.locomotion.org.uk/whats-on/summer-festival](http://www.locomotion.org.uk/whats-on/summer-festival)

## Another Gresley coach for North Norfolk

Elsewhere, the North Norfolk Railway has taken delivery of another Gresley-designed carriage for its long-term vision of creating a full rake of these vintage vehicles.

Built in 1936 as a Tourist Third Open, No. 13251 was modified to become a part of the Scottish Region control train in 1975, before finally being withdrawn in 1980 when presented to the National Railway Museum. Internally restored to its original configuration, it was deaccessioned in 1995 and donated to the East Anglian Railway Museum in Essex, where it was later gutted and turned into a static museum display vehicle.

Following a recent review of the collection there, it was offered to the NNR's supporting charity – the Midland & Great Northern Society – which accepted it with the view to



**Gresley tourist third open No. 13251, newly arrived at Weybourne.** NNR ENGINEERING WORKS

undertaking a full restoration in the future. As part of the ownership transfer, it has come with many of the parts required to refit the interior of the vehicle.

The NNR's long-term vision is to produce a train that will predominantly comprise Gresley-designed carriages, with buffet car No. 51796 already in revenue-earning service and brake third open No. 43556, which is nearing the end of restoration at an undisclosed site in Derbyshire, due to arrive on the railway later this year. The aim is to end up with a five-coach set which can be used alongside the BR Mk. 1 stock, allowing visitors a chance to sample different eras of rail travel in one visit.

With other vehicles currently in the workshops at Weybourne, No. 13251 will be stored until such a time as work can commence. **HR**



# GCRA sheds light on the future

AS A bellwether of the railwayana scene, the first day of Great Central's auction on June 6 was an interesting indication of the current market. Since Covid, there has been a significant change in virtually every aspect of the hobby, and a perfect example is the fact that this date was the first of three days of selling by GCRA, something that would have been unthinkable a few years back.

To some traditional collectors, the shift isn't particularly welcome. Live saleroom sales, so popular and enjoyable over the years, are history, with the worthy exception of Talisman Railwayana, and so too are full-colour catalogues – again, with Talisman's exception and also GW Railwayana.

The emphasis is on the internet, and to the younger collectors who have become an essential and welcome element of the movement, that is the natural way of buying and selling, and with that change is a huge increase in diesel, and to a lesser extent, electric motive power.

I guess it may be accurate to contemplate that, while some long-standing collectors are relaxed about these changes, others are not. In extremis they may not be online themselves, and even if they are, they may regard looking at a screen as an unenjoyable and detached way of expanding or reducing their collection and reading the catalogue.

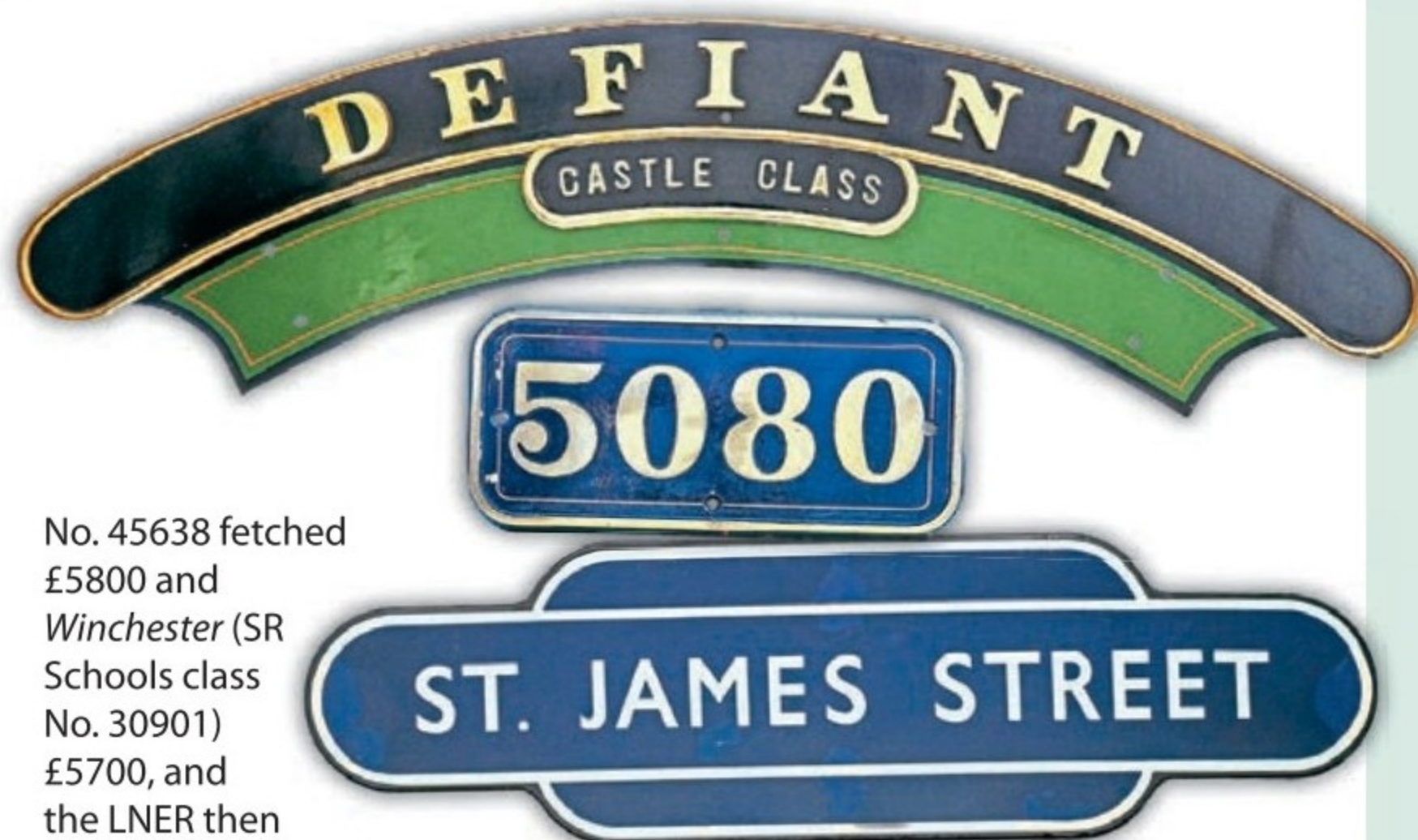
One respected collector said to me recently that he greatly missed regular saleroom auctions and the chances they gave for a catch-up and updates with like-minded people, and a browse around the

trade stands. A few days later, one of the auction house bosses told me it wasn't his job to hire an expensive venue for a social occasion. Well, that was the gist of what he said, although he phrased it slightly differently. Both such views are perfectly valid. A social event, yes, but I reckon there's nowt wrong with that, and nor is there anything wrong with an auction principal emphasising he's got a business to run.

## Matter in hand

Okay, back to the matter in hand – conclusions and details from Great Central's day under the spotlight on June 6. First, and indeed foremost, is the statistic that 13 main line nameplates went under Martin Quartermain's online hammer, two of which hurdled the £10,000 barrier and one just below, three others for between £5k-£7k and six for between £3k-£5k, leaving just one unsold. These results indicate nameplates will sell as long as the vendor and auction house are realistic about reserves/expectations. Plus ça change, plus c'est la même chose.

On, then, to the details of those nameplate sales. The two five-figure realisations went to the GWR: *King Edward II* from preserved No. 6023 (£12,000) and, very close behind, £11,800 for Castle class No. 5080 *Defiant* with cabside, while knocking at the door was *Excalibur* from BR Standard Class 5MT No. 73081 (£9400, way above its middle estimate of £5250), followed by BR continuing its successful run with *Anzac* from Britannia No. 70046 (£7000). Continuing down the order, *Zanzibar* from LMS Jubilee



No. 45638 fetched £5800 and *Winchester* (SR Schools class No. 30901) £5700, and the LNER then had a say in proceedings with *Hertfordshire* from D49 No. 62703 (£4800), shadowed at £4400 by GWR *Bowden Hall* from 4911, the first of the class to be condemned, in 1941 after air raid damage.

Then came *Liddington Hall* and its cabside from GWR No. 4938 for £4200 and *Sir Ontzlake* (SR King Arthur No. 30793) that realised £4000. Would this be the first railwayana auction to sell three nameplates in one sale containing the letter Z?

A second GWR Hall and cabside set, from No. 6984 *Owsden Hall*, went to a new home for £3500, and finally, *Harlaxton Manor* from LNER B17 No. 61636 for £3000, while the recalcitrant non-selling nameplate was *The Puckeridge* from LNER D49 'Hunt' No. 62770.

I have, though, saved the best – at least in monetary terms – to last. It is a nameplate and cabside numberplate from Belfast-based Northern Counties Committee 5ft 3in gauge No. 76 *Olderfleet Castle* that sold for £14,000.

This was a U2 class 4-4-0 built by North British of Glasgow in 1924 that was named in 1932 after a ruined 15th century castle in County Antrim and withdrawn in 1960.

Left-field thinking: wouldn't it be great if the brilliant Bono and his fellow musicians got the name

for their rock band from this class of locomotives?

From the UK we travel to East Africa, where we encounter nameplate *Mount Hanang* with matching numberplates that sold for £2400. This set was from EAR 59 class 4-8-2+2-8-4 Garratt No. 5910, built by Beyer Peacock of Manchester in 1956 as one of 34 oil-fired metre gauge engines all named after mountains.

## Winners

Winners in the auction's other locomotive categories included steam bunker numberplate W11 from an Isle of Wight A1X 'Terrier' 0-6-0T (ex-BR No. 32640) that sold for £10,500, steam worksplate 'Rebuilt 1900 St Rollox' from a Caledonian Railway 4-4-0 believed to have been numbered 1179, 1183 or 1187, which went for £6400, diesel cabside No. 15101 from a Western Region 0-6-0 diesel shunter (£4400) and smokebox numberplate 5009 from GWR *Shrewsbury Castle*, which sold for £1500.

I cannot end without mention of platform totems, in which the category winner was BR(E) St James Street on the Hackney Downs-Chingford branch (£3600), just ahead of the runner-up, BR(S) Exeter Central, which fetched £3400. Prices exclude buyer's premium of 15% (+ VAT).



## Vectis has an Ace in the pack as five models battle for coveted top slot

FIVE models from four different constructors battled for top honours in a Vectis sale on May 27/28, with Ace Trains of London eventually emerging the winner after a closely-fought contest that also involved Golden Age of Swansea, Hornby, and an overseas representative, Sancheng of China.

The Ace victors were O-gauge three-rail electric ex-LMS Princess

Coronation pair Nos. 46244 *King George VI* (£620) and 6229 *Duchess of Hamilton* (£580), hotly pursued by Golden Age A4 No. 60027 *Merlin* in OO-gauge (£560) and Hornby Dublo limited-edition SR No. 30453 *King Arthur* that sold for £540, while bringing up the rear of this leading quintet was a Sancheng O-gauge model of LNER icon *Flying Scotsman* that fetched

£500. Prices exclude buyer's premium of 22½% (+ VAT).

Just over a week later, on June 5, six gauge one live steam models flexed their muscles at a W&H Peacock of Bedford collectables auction with four-figure realisations. At the top with a realisation of £2600 was an Aster of Japan Class 9F 2-10-0 No. 92214, close behind came

GWR No. 5015 *Kingswear Castle* (£2,500), and in a tightly-knit group were Princess Coronation No. 46225 *Duchess of Gloucester* (£2100), a second 9F, No. 92059 (£2000), landmark 'Brit' No. 70013 *Oliver Cromwell* (£1900), and Standard No. 72000 *Clan Buchanan*, which fetched £1800. Prices exclude buyer's premium of 17½% (+ VAT).



# MLR spreads its wings from LMS to GWR

MAIN Line Railwayana will spread its wings on July 25 from the LMS in 1925 to the post-Second World War years of GWR steam construction, while thrown into the mix will be a busy high-profile ECML main line station that handles millions of passengers a year and was the location of a major locomotive depot but was never equipped with platform totems.

Headlining the auction, however, are a cabside flamecut and a 1960 English Electric/Vulcan Foundry worksplate from Class 55 D9008/55008 *The Green Howards*, a Deltic Co-Co diesel that spent its entire career on ECML duty operating out of Gateshead (52A, later coded GD).

The ECML totem-free station is Finsbury Park, a couple of miles out of King's Cross, from which a double-sided running-in board will be going under the hammer. This was the location of motive power depot coded 34G (later FP), that

**FINSBURY  
PARK**

in the 1960s was home to a fleet of eight Class 55s, one of which, D9001 (later No.55001 *St Paddy*), was among the first of the class to enter my logs, at Hadley Wood on a Down Edinburgh express on July 8, 1961.

Castle class No. 7001 is the locomotive that introduces a GWR element to proceedings. This 4-6-0, whose smokebox numberplate will be going under the hammer, was outshopped by Swindon in May 1946 carrying the name *Denbigh Castle*, but in February 1948 was renamed *Sir James Milne* after the GWR general manager and its original name given a couple of years later to classmate No. 7032 when it was outshopped by

**55 008**

|                    |     |
|--------------------|-----|
| Class              | 55  |
| Weight tonnes      | 100 |
| Brake force tonnes | 51  |
| ETH Index          | 0.6 |
| RA                 | 5   |
| Max speed mph      | 100 |
| YK                 |     |

Swindon in June 1950.

Worksplates from four Class 37 Co-Co diesels – Nos. 37037 (originally D6737), 37044 (D6744), 37241 (D6941), and 37269 (D6969), will be eyed up by heritage modern traction enthusiasts, a 1925 LMS St Rollox worksplate will be going under the hammer, and among the totems will be BR(E) Goxhill, the North Lincolnshire station that is believed to have been the last to retain such platform signs, until 1988. The auction starts at 10am and will be live online.

## Railwayana Auction Calendar

■ **July 15**

Lacy Scott & Knight (*railwayana and models*)

■ **July 18/19**

GW Railwayana

■ **July 25**

Main Line Railwayana

■ **July 28/29**

Vectis (*model trains*)

## UK fights its corner

ALTHOUGH UK motive power and locations put on a strong show, mainland European steam emerged triumphant in the JustaClickAgo sale of photographs, negatives, slides and paperwork on May 18-25, thanks to 210 slides of Romanian steam in 1968 that sold for £1050. The runner-up at £540, comprising 124 b/w negatives featuring Swiss, Italian and Austrian locomotives and railway scenes in the late 1950s, was another overseas success, but the UK got a look-in when third place went to 120 b/w negatives of early BR diesels and electrics that sold for £410, a realisation that was equalled by 45 b/w negatives of Irish traction in the early-1950s.

Infrastructure may not have the most adherents, but it is nevertheless a segment of the railway scene that has an enthusiastic following, as illustrated in the auction by 260 slides featuring permanent way and signalling in South Yorkshire selling for £390, and 104 slides of railway buildings and infrastructure taken in the late 1970s in Manchester, Liverpool and Crewe for £370.

Prices exclude buyer's premium of 18%.

## £840 for a ticket to ride

A THIRD class ticket for a journey from Lyonshall to Craven Arms on the Kington & Eardisley Railway, in Herefordshire, which originally cost 2s 8d, sold for £840 at a Paddington Tickets auction that ran from May 4-29, a 1d ticket for a journey on the Furness Railway from Priory to North Lonsdale Crossing on August 4, 1911, fetched £720, and a Whippingham to Wootton ticket on the Isle of Wight's Ryde Newport & Cowes Railway went for £520.

The leading realisations in the auction were £1650 for 17 albums of Swiss funicular railways, and £1300 for 20,000 NCR51 Southern Region vertical card tickets dating from the 1970s/80s. Prices exclude buyer's premium of 15% (+ VAT).



**LMS GLENEAGLES HOTEL**  
PERTHSHIRE  
BY NORMAN WILKINSON.



## Prized collection is forgotten no longer

A LONG-FORGOTTEN collection of prized original LMS posters was the top attraction in a 'Golden age of travel' auction held by Onslows on May 22. They were published in 1924/25 as the Royal Academicians collection, and were recently unearthed after being in the same family's hands since they were issued.

The collection's top price achieved by auctioneer Patrick Bogue was £2050 for a painting of Gleneagles Hotel by Norman Wilkinson, with others comprising work by George Henry featuring Edinburgh (£2000), Carlisle by Maurice Greiffenhagen and Southport by S J Lamorna Birch, each at £1000, Aberdeen by

Algernon Talmage (£940), a second by Lamorna Birch, of Buxton (£760), and at £750 and £740 respectively, the Peak District Peveril Castle by Leonard Campbell Taylor and the Scottish Highlands by Sir David Young Cameron, with Warwick Castle by Adrian Stokes not far behind at £700. Prices exclude buyer's premium of 29%.



## Memories of a much-visited rural line

THE top-selling lot in Main Line Railwayana's May 25-31 timed auction – an LNER 9x5 worksplate from Class F5 No. 67202 that sold for £520 (+ 15% buyer's premium) – was a memory-jerker for those of us who remember the steam operations on the Epping-Ongar line in rural Essex. The 2-4-2T was based at Epping, a sub-shed of Stratford (30A), to work trains over the 6½-mile route, which became part of London Underground's Central Line in 1949 but continued to be operated by BR steam until its electrification in November 1957. Closure to passengers came in September 1994, followed by reopening as a heritage line in May 2012.

### Unusual sight

Although only one visit was needed by a 1950s trainspotter to 'cop' the line's entire motive power, Epping had a draw that saw we youngsters often travel there, maybe to enjoy the incongruous sight of a steam engine towering over a Central Line Tube train side-by-side at the platforms. Such trips involved a train from Ilford to Stratford, a 'bunk' there of the massive shed and works complex if time allowed, an LU Central Line train straight up to Epping, a return to Gants Hill or Redbridge Underground station, and a mile or so walk home.

### Long and tiring

They were long and tiring days, but in that era 13 to 14-year-olds had the sort of freedom that sadly some parents may not feel comfortable with in today's environment – and, of course, we were incommunicado as mobile phones were unheard of and public callboxes few and far between.

**SUBSCRIBE TODAY!**  
**GREAT RATES**  
**SEE PAGE 30**

# It's seven up for GWRA

SEVEN main line steam nameplates have been added to GW Railwayana's July 18/19 auction, bringing the total to 18. The early batch of 11 comprised, as reported in last month's column, plates from both the pre and post-Grouping eras as well as BR, and to these have now been added two from the GWR, a single Southern Railway representative, and four from the LNER.

The eldest of the GWR pair is *Compton Manor* from No. 7807, built in March 1938 and withdrawn from Machynlleth (6F) in November 1964, whereas the second, *Little Linford Hall* (No. 7912), was a March 1950 Swindon product withdrawn from Banbury (2D) in October 1965.

The SR singleton is *Sir Meliagrance* from King Arthur No. 30452, built at Eastleigh in July 1925, making it the oldest of the new arrivals, and withdrawn from Salisbury (72B) in August 1959, and leading the way for the LNER is *Gannet* from A4 No. 60032, built at Doncaster in May 1938 and withdrawn from the Peterborough shed of New England (34E) in October 1963.

Support for this Gresley Pacific is provided by *Bahram* from Peppercorn-designed A2 No. 60531, built at Doncaster in March 1948 and withdrawn from York (50A) in December 1962, and by B17 representatives *Blickling* and *Houghton Hall*. The former of these two 4-6-0s was built by North British of Glasgow in December 1928 and withdrawn from Cambridge (31A) as No. 61607 in January 1960, and the latter, numbered 61612, was constructed at Darlington in October 1930 and taken out of service in September 1959 when a resident of Ipswich (32B).

GWR cabside numberplates include 4963 from *Rignall Hall* and 6981 (*Marbury Hall*), and among the line-up of smokebox numberplates are representatives of such classes as GWR King, Castle, and Hall, SR Battle of Britain, King Arthur and Schools, LMS Royal Scot, Jubilee and Patriot, LNER B17, and BR Britannia. Meanwhile, within the heritage modern traction arena, are nameplate *Titan* from D1665 (later 47080) and cabside numberplates from WCML electric locomotives E3024 and E3040. A fully-engraved 1938 LNER worksplate from the



mentioned *Gannet* (works No. 1874) will join an LNER 1896 Gorton plate from N5 class 0-6-2T No. 69294 and a Neilson & Co 1876 example from an 0-4-0ST built for William Baird & Co ironworks which survives in preservation, and from across the Irish Sea comes nameplate *Slieve Bane* from Northern Counties Committee A1 class 4-4-0 No. 65.

Two headboards in the auction are 'The Master Cutler' and 'The Mid-day Scot'. I logged the latter on Up workings at Oxenholme on July 26, 1958, and again two days later, headed by Princess Coronation No. 46256 *Sir William A. Stanier*, F.R.S. on the first day and No. 46224 *Princess Alexandra* on the second, and also at Lichfield Trent Valley on August 6, 1960, when No. 46238 *City of Carlisle* came through en route to Scotland.

A total of 125 totems will also be going under Simon Turner's hammer, as will a selection of London Underground memorabilia, including a Paddington platform roundel and an LNER 12in dial clock from another London terminus, Fenchurch Street. The auction will start at 9.30am on July 18 and 10am the following day.



An unkempt and well-worn No. 67202 stands at Epping station on a cold and wet January 26, 1957, with the two-coach 12.28pm to Ongar, while a London Underground Central Line train to the capital waits alongside. The F5 class 2-4-2T, one of whose worksplates sold for £520 at Main Line Railwayana's May 25-31 auction, as reported on this page, was withdrawn in December that year following the electrification of the line. TRANSPORT TREASURY/JAMES HARROLD



# BRESSINGHAM

STEAM MUSEUM



**OPEN DAILY**

**MAR → OCT**

**SPECIAL GUEST!**

**Willy The  
Well Tank**

**WWW.BRESSINGHAM.CO.UK**

20 137  
20 228  
24 081  
25 262  
26 043  
27 056  
D7018  
37 215  
37 248  
45 149  
47 105  
47 376  
W55003

## Cotswold Diesel Gala

July 24th, 25th & 26th 2026  
www.gwsr.com

**Gloucestershire Warwickshire Railway**

Image: Matthew Wilson

**EXE MODEL RAILWAY SOCIETY PRESENTS**

## MODEL RAILWAY EXHIBITION EXETER 2026

**Saturday 11th July 10am - 5pm**

**Sunday 12th July 10am - 4pm**

**Matford Livestock Centre,  
Matford Park Road,  
Marsh Barton, Exeter,  
EX2 8FD**

**(near to the Matford P&R)**

**Admission £10.00  
Accompanied Children Free**

**OVER 40 Layouts & Demos  
UP to 15 Trade Stands  
Disabled Access • Restaurant  
Free Parking**

[www.exemrs.co.uk](http://www.exemrs.co.uk)

OR  
[UKModelshops.co.uk](http://UKModelshops.co.uk)



*Scan  
Me*

## BUCKINGHAMSHIRE RAILWAY CENTRE AUTO FEST

**ANNUAL SHOW OF CARS, MOTORBIKES AND  
OTHER VEHICLES THROUGH THE AGES.  
PLUS, STEAM TRAIN RIDES AND MUCH MORE!**

**31st August 10.30-5pm**



SCAN ME!



**Station Rd, Quainton, Aylesbury HP22 4BY  
office@bucksrailcentre.org  
WWW.BUCKSRAILCENTRE.ORG**



# CELEBRATING 50 YEARS AT TELFORD STEAM RAILWAY

Variety is the spice of life at the Telford Steam Railway, which has two running lines of different gauges and a unique steam tram. **John Titlow** visited its 50<sup>th</sup> anniversary weekend and photographed the action.

**T**he Telford Steam Railway celebrated its half centenary with its first-ever narrow gauge photographic charter on June 6. The following day, an intensive service for the public was running on both the standard and 2ft gauge lines.

The area in which the line sits is steeped with railway history, with nearby museums in the Valley of the Gorge dedicated to the birthplace of the Industrial Revolution.

With its base at Horsehay, the railway currently runs over about a one-mile section of the Wellington and Severn Junction Railway, which ran from Ketley Junction, near Wellington, to Lightmoor and opened in 1859. In 1861, the Severn Junction Railway was leased to the GWR and extended to Craven Arms, giving a running length of 28 miles. It eventually became part of British Railways.

Passenger trains between Buildwas and Wellington finished in 1962. The following year, Dawley New Town was designated under the New Towns Act with the aim of rehousing people from the West Midlands

conurbation. In 1968, it was renamed after civil engineer Thomas Telford, who had worked on many road, canal and rail projects in Shropshire.

Freight traffic lasted until 1983, when the line from Lightmoor Junction to Lawley was closed.

## Preservation origins

Formed in 1976 as the Telford and Horsehay Steam Trust, work began on restoring former Barry scrapyards GWR 0-6-2T No. 5619 to working order, steaming it in 1981. Since then, the 1925-built locomotive has worked on several heritage lines including the nearby Severn Valley Railway. It is now under restoration at Tyseley Locomotive Works.

What is now Telford and Wrekin Council purchased the line from Lightmoor to Horsehay, leasing the section from Horsehay to Heath Hill to the trust, which opened the heritage railway to the public in 1984. Soon afterwards, the trust changed its name to the more appropriate Telford Steam Railway.

Presently, the standard gauge runs from restored Horsehay & Dawley station to its terminus at Lawley through the Grade II-listed Heath Hill tunnel, climbing a 1-in-38 gradient.

Built in 1863, the shed used by the railway at Horsehay was once a transshipment shed for the Coalbrookdale Company's plateway narrow gauge system, leading to the GWR standard gauge. Looking inside the shed, three brick arches are clearly constructed of different sizes. Outside, an iron baseplate is evidence of one of the bricked-up arches.

However, it is not just the shed that is of historical importance because the surrounding area has various buildings connected to the Coalbrookdale Company, later the Horsehay Works, which includes houses and offices. Blast furnaces built by pioneering ironmaster and foundryman Abraham Darby once existed next to Horsehay Pool, where the narrow gauge line runs alongside. Darby developed a method of producing pig iron in a blast furnace fuelled by coke rather than charcoal, a major

Visiting Avonside 0-6-0ST  
Cranford starts its journey from  
Spring Village to Lawley on June 7.







The view from the brake van towards the Grade-II listed Heath Hill tunnel heading towards Lawley.



Tram Thomas Telford pulls its first goods train at Horsehay on June 6.

step forward in the production of iron as a raw material for the Industrial Revolution.

Opposite Horsehay shed is Spring Village station, which was once a very busy yard with 10 sidings capable of storing more than 200 wagons. The GWR used four lines, and the rest were occupied by the Coalbrookdale Company. The TSR has big aspirations to eventually run into Coalbrookdale through the Ironbridge Gorge, over the large viaduct overlooking the Museums of the Gorge and then over the River Severn to Buildwas, the site of the now demolished power station. This ambition will cost an absolute fortune to achieve.

In the meantime, a new signalbox is being constructed at Horsehay & Dawley station while the running line is being extended south towards Lightmoor Junction, with the first section adding an additional one mile to the present running line.

The railway's main income comes from the highly successful Polar Express trains at Christmas, which go from strength to strength each year and often hire in an interesting steam locomotive to work them. A decision on this year's visiting locomotive has yet to be decided.

## Celebrations

To mark the heritage line's 50<sup>th</sup> anniversary, three locomotives worked on the narrow gauge and one on the standard gauge.

On the standard gauge was Avonside 0-6-0ST No. 1919 of 1924 *Cranford*, which was built for the Staveley Coal and Iron Company, visiting from the Appleby Frodingham Railway-Scunthorpe.

Working on the narrow gauge was recently restored unique steam tram *Thomas Telford* and its coach, built in 1979 for the Telford

Town Park. Its cylinder and piston originated from an Isle of Wight steam yacht built in about 1895, and its replacement boiler came from a narrowboat.

Becoming the first visiting engine to the tramway was Alan Keef Ltd's 0-4-0VBT No. 30 *Taffy*, partly constructed in 1990. Based on a De Winton locomotive design, it was driven by Alan's son, Richard. It was interesting to see two vertical-boilered steam locomotives working together.

Ruston 20DL No. 229633 arrived on the heritage line in 2022. Built in 1944, it worked at the Central Ordnance Depot at Chilwell, then spending its life at several Ministry of

Defence establishments. After an extensive restoration, this event marked its return to service and its first public trains since preservation.

Also debuting at the gala was the railway's new freight train using recently acquired authentic MOD wagons demonstrating how it would have worked in military service. Each locomotive took turns hauling it.

Throughout the event, the three locomotives operated in several formations: double-heading, top-and-tailing and triple-heading, plus single-heading. Each formation operated around 30 minutes, running as many trips as possible adding to the variety. ➔



The Phoenix Miniature Railway in action at Spring Village on June 7.



Above: Immediately above the iron baseplate are the gaps where the plateway tracks once ran at Horsehay shed.

Left: A narrow-gauge cauldron wagon outside the Horsehay museum.

Right: Inside the recently-opened museum at Horsehay.







**Above left:** Inside the old transhipment shed, now the main shed at Horsehay with visiting *Cranford*, Ruston Hornsby 0-4-0DH No. 525947 of 1968 and North British 0-4-0DH No. 27414 of 1954 *Tom*.

**Above right:** Recently restored Ruston 20DL No. 229633 heads a freight rake past the Horsehay museum in one of its firsts in preservation on June 6.

**Left:** A blue plaque on the 1863 locomotive shed at Horsehay.

**Right:** *Taffy* on the goods runs past the narrow gauge platform at Horsehay.



## Operations throughout the weekend

On the Saturday, a special charter ran on the narrow gauge starting at 3.30pm and lasting until 9pm. Costing £10 to attend, it used all three locomotives on a combination of goods and passenger trains.

Sunday saw the standard gauge run five return trips, with visitor *Cranford* hauling a pair of BR Mk. 2 carriages, the first starting at 11am and the last at 3.30pm.

Journeys started at Spring Village station, site of the original sidings. From here, the trains climbed the gradient through the Grade II-listed Heath Hill Tunnel to Lawley station. After a short stop, it departed to Horsehay & Dawley before retracing its route back to Lawley and returning to Spring Village.

Also on Sunday, all three narrow gauge locomotives ran round the circular track for the public, operating between 10.30am and 4.40pm. Various combinations of passenger carriages and goods vehicles ran.

The Phoenix Miniature Railway at Spring Village proved popular with children, while the recently opened railwayana museum displayed signs and artifacts from the local area. The locomotive shed was open for viewing.

The admission price on the Sunday was a bargain at £10 for a day pass covering both the standard and narrow gauge lines, or it was £15 for the full weekend.

## Future running days

*Cranford*'s future running days are July 12 and 26, August 2, 8, 9, 16 and 30/31, and September 13 and 20. There is also the opportunity to take control for driver experience courses.

The narrow gauge is planned to be operating on every Sunday and bank holiday Monday when the railway is open to the public. 



*Cranford* rests at Lawley station which in time will become the railway's starting point.



Horsehay & Dawley station where work progresses on the new signalbox.



Class 08 No. 08784, on loan from the Great Central Railway, in Springburn yard.



## West Somerset Railway Diesels at 65 29th - 31st of August



Mike Pinn

Join us as we celebrate the 65th anniversary of our Class 09 No. D4107, Class 33 Cromptons Nos. D6566 and D6575 and Class 35 'Hymek' Nos. D7017 & D7018. These locomotives are lovingly maintained by the DEPG which is based at Williton.

A special timetable will be running, across the three days, giving you plenty of mileage opportunities behind our locomotives.

Visit: [www.west-somerset-railway.co.uk](http://www.west-somerset-railway.co.uk)  
Or call: 01643 704996 for further details



WELSHPOOL &  
LLANFAIR LIGHT  
RAILWAY

## Mid Wales - powered by Steam



Have you  
tried our  
catering  
trains?

10/11 July 18 - 19 July

Beer Festival Vintage Weekend

4 - 6 September

Steam and Diesel Gala

[www.wllr.org.uk](http://www.wllr.org.uk) | 01938 810441 | [info@wllr.org.uk](mailto:info@wllr.org.uk)



## Experience History

Get up close and personal  
with restored and recreated  
locomotives from Great  
Western Railway's history

[www.didcotrailwaycentre.org.uk](http://www.didcotrailwaycentre.org.uk)



**DIDCOT**  
RAILWAY CENTRE

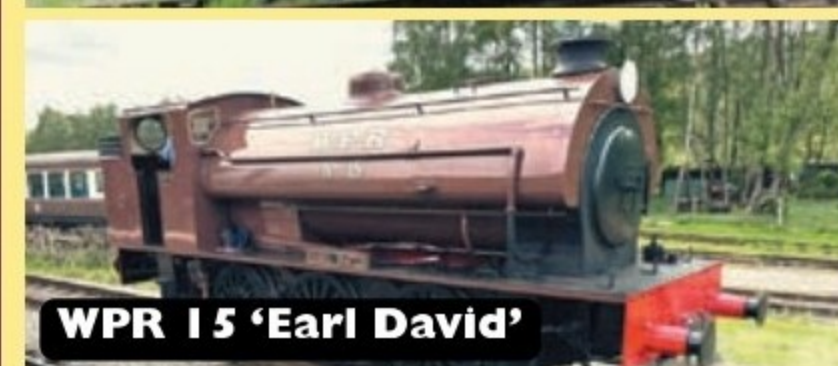
Living Museum of the Great Western Railway

PEAK RAIL

## STEAM GALA



WD 152 'Rennes'



WPR 15 'Earl David'



750 'Waleswood'



S102 'Cathryn'



Peckett 2000

Experience the Thrill of Steam through the Derwent Valley

8<sup>th</sup> & 9<sup>th</sup> August 2026

FEATURING

Adults &  
Seniors  
£18\*

\*£20 on the  
day

- Passenger Trains
- Freight Trains
- Intensive Timetable
- Turntable Demonstrations
- Brake Van Rides
- Footplate Visits

- Top & Tailed Services
- Yard Shunting
- Diesel Shunter Driver for a Fiver
- Free Parking
- On Train Bar

Kids go  
FREE\*

\*Unaccompanied  
Kids £18 or £20  
on the day

Rowsley South Station, Harrison Way, DE4 2LF

BOOK ONLINE: [WWW.PEAKRAIL.CO.UK](http://WWW.PEAKRAIL.CO.UK)





**SATURDAY 26th  
& SUNDAY 27th  
SEPTEMBER 2026**

**THE LARGEST  
HERITAGE  
RAILWAY  
MODEL  
SHOW IN 2026**



**Adult £28  
Children £9**  
Prices include unlimited train travel that day!

**www.gwsr.com**

**FEATURING AT TODDINGTON &  
WINCHCOMBE STATIONS:**

- 45 EXHIBITION LAYOUTS ACROSS MANY GAUGES
- MODEL RAILWAY DEMONSTRATIONS
- TRADE STANDS
- STEAM TRAINS & DIESEL SHUTTLE SERVICES

Includes unlimited travel on all standard GWSR services calling at all GWSR main stations, as well as the special additional diesel shuttle operating between Toddington and Winchcombe. Wristbands: When you arrive, your ticket will be exchanged for a wristband — please keep this on throughout your visit, as you'll need it to access the exhibits.

# Aviation Classics

Monthly



The legendary aircraft of WWII to the Cold War, brought to life. Aviation Classics Monthly delivers expert features, rare archive photos and stunning commissioned art – plus a 6-page gatefold poster cover in every 88-page issue.

## Subscribe today!

[shop.kelsey.co.uk/aviation-classics-monthly](http://shop.kelsey.co.uk/aviation-classics-monthly)

# Celebrating 40 years of Network SouthEast

1986-2026

## September 4th-6th



Photos kindly supplied by The Southerner & Andy West



**Bluebell Railway**

# Bluebell Railway Diesel Gala 2026



**Special Announcements**

**DIESEL GALA 2026 TICKETS  
ARE AVAILABLE ONLINE**

**GUEST LOCOS  
(MORE TO BE CONFIRMED)**

|                   |                      |                 |
|-------------------|----------------------|-----------------|
| <b>Class 33/1</b> | <b>Class 50</b>      | <b>Class 03</b> |
| <b>33108</b>      | <b>50026</b>         | <b>03179</b>    |
|                   | <b>'Indomitable'</b> | <b>'Clive'</b>  |

Look out on our social media & website for further updates!





## The Railway & Canal Historical Society

The leading British transport history society



### Membership Offer - 18 months for the price of 12

Join us to share your interest

Join the Society from 1st July 2026 and enjoy membership  
until 31st December 2027

Go to [www.rchs.org.uk](http://www.rchs.org.uk) or scan the QR code

**You can get all this and more:**

- Journal and regular News Bulletins
- Lectures at regional centres and by Zoom
- Walks and visits to historical sites
- Website access to 2,000+ Society publications
- Online Media Archive of 20,000+ images
- Facebook page & on-line chat room
- Special Interest Groups for specific transport aspects



The RCHS is a company (no. 922300) limited by guarantee and registered in England as a charity (no. 256047)

**Join our network of enthusiastic members to  
pursue your historical interest**



Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

**For assistance please call us on: 0121 568 7575**

**Email: [sales@jones-springs.co.uk](mailto:sales@jones-springs.co.uk)**

### JONES SPRINGS (ENGINEERING) LTD.

Gladstone Street, Darlaston West Midlands WS10 8BE

T: 0121 568 7575 F: 0121 568 7692

E: [sales@jones-springs.co.uk](mailto:sales@jones-springs.co.uk)

[www.jones-springs.co.uk](http://www.jones-springs.co.uk)

*Reg. in England - Company No. 00520744*

## TOY & TRAIN COLLECTORS' FAIRS

### MUSSELBURGH TOY, TRAIN & SCI-FI FAIR JULY 11th, 10.30am - 3.00pm

Musselburgh Sports Centre, Newbigging, Musselburgh,  
Edinburgh EH21 7AS

Admission: Adult - £4.50, Senior - £3.50, Under 16s - £2.50

### BLACKPOOL TOY, TRAIN & SCI-FI FAIR JULY 25th, 10.30am - 3.00pm

Blackpool Sports Centre, West Park Drive  
Blackpool, Lancashire FY3 9HQ

Admission: Adult - £4.50, Senior - £3.50, Under 16s - £2.50

### GATESHEAD TOY, TRAIN & SCI-FI FAIR AUGUST 2nd, 10.30am - 3.00pm

Gateshead International Stadium, Neilson Road,  
Gateshead, Tyne & Wear NE10 0EF

Admission: Adult - £4.50, Senior - £3.50, Under 16s - £2.50

#### 2026 TOY FAIR DATES

|                |         |              |             |
|----------------|---------|--------------|-------------|
| AUGUST 22nd    | York    | OCTOBER 4th  | Gateshead   |
| SEPTEMBER 6th  | Glasgow | OCTOBER 17th | Blackpool   |
| SEPTEMBER 13th | Rainton | NOVEMBER 1st | Musselburgh |

**For table bookings and enquiries contact  
Jim 07504 035955 email: [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk)  
[www.northerntoyfairs.com](http://www.northerntoyfairs.com)**

### DURHAM VINTAGE TOYS

Durham Indoor Market, Unit 68, DH1 3NJ

Open 6 days per week 10.30am-4pm

Old & New Diecast, Trains, Star Wars,  
Model Soldiers, Old Comics & Football  
Programmes, Collections wanted



**Why not explore an old railway  
with us this weekend?**



**Stephen and Mike are your on-screen guides,  
joined by some very special guests.  
[www.youtube.com/@tracingtherails](http://www.youtube.com/@tracingtherails)  
or every day on Rewind TV**

**TRACING THE RAILS®**



# FROM TALYLLYN TO TITFIELD

With StudioCanal having released a 4K restoration of what is arguably the most well-loved railway-centric movie out there, **Owen Hayward** explores the connection between the story and the heritage line that inspired it and the legacy it has left.

In May, the Talyllyn Railway celebrated its 75<sup>th</sup> anniversary, which we covered in-depth last issue. Just as those pioneers of volunteer-led railway operations may have never expected to lay groundwork for a movement that followed so swiftly after, so to it must be that they would have never foreseen their efforts inspire works of fiction – and one particular film that has established itself among railway enthusiasts worldwide.

Released in 1953, *The Titfield Thunderbolt* is held in high regard by those involved in heritage railway operations for its depiction of what the movement is about: people coming together to save a railway. One example of this is surely the North Norfolk Railway's Titfield Thunderbolt Live event of June 2012, whereby the railway hired in a GWR 1400 0-4-2T and a Toad brake van to run with the preserved Wisbech & Upwell tramway carriage, although none of those vehicles were the exact ones used during the making of the film.

It was the actions of the Talyllyn's band of volunteers that directly inspired TEB Clarke to pen *The Titfield Thunderbolt* – purely by chance.

## Inspired by the inspired

Clarke was not an enthusiast. "I regarded trains as smelly things liable to make one sick, their only virtue being the power they had to squash half a penny placed on the line into the size of the penny," he wrote in the years following the film's release. However, in the summer of 1951, he was invited to the North Wales home of his Ealing Studios colleague Richard Hughes, who suggested that a visit to a narrowgauge railway run by volunteers would amuse him. That railway just so happened to be the Talyllyn, which had been open for a mere few weeks since the volunteer takeover.

Upon arrival at the railway, Clarke was intrigued by a notice reading 'Volunteer Platelayers Wanted,' later recalling: "Curiosity had to be satisfied. My enquiries brought the information that this was a private line run through the summer months by railway enthusiasts from all parts of the country who spent their holidays as engine drivers, firemen, guards or booking clerks."

And so it was that the seed for the Ealing classic was sown. Upon returning home, Clarke immediately began working on the script for his new film, provisionally called *Private Line*.

On September 18 that same year, he wrote to the TR's general manager, Tom Rolt, to arrange an interview for the following week, and the pair discussed the stories that led to the volunteers becoming responsible for the line's operations, along with some of the experiences encountered since the line had reopened that May.



It was a visit to the Talyllyn in the summer of 1951 that resulted in TEB Clarke being inspired for the story of *The Titfield Thunderbolt*. No. 2 *Dolgoch* sits at Wharf, ready to depart with a train to Abergynolwyn. NARROW GAUGE RAILWAY MUSEUM

On the opening day of May 14, 1951, for instance, trains could only run as far as Rhydyronen station, owing to track being relayed further on. To run the locomotive around its stock, it first had to detach and move into a siding, after which manpower was required to push the carriages into the platform, thus enabling the locomotive to come and couple to the rear end. This was adapted slightly for the movie, with people coming to the aid of a divided train during the climax.

## Of fact and fiction

A second example was much truer to the real event. The water column at Pendre in the early days was the only supply at that end of the line, with *Dolgoch* the next opportunity to top up before Abergynolwyn.

However, the tank was prone to leaking and had no ball valve to stop the (very slow) mains flow filling it up when the level reached the top, meaning it was up to whoever was about to remember to turn the taps on and off.

On one occasion, the crew finishing the night before forgot to turn on the tap, meaning the next day's crew arrived to find the column's tank near enough empty. Although they believed there was enough in the locomotive's own to get to *Dolgoch*, this proved not to be the case when the injectors began blasting out naught but steam at Brynglas.

"On an occasion such as this, when the train came to a sudden stop and the passengers observed the driver, fireman and guard sprinting off up the hillside, it became impossible to sustain the illusion that this was merely part of the routine of normal working," Rolt wrote in his memoir, *Railway Adventure*. "On the contrary, the passengers might have been pardoned for concluding that the boiler was about to explode and that it had become a case of every man for himself."

What followed was a frantic effort to refill the No. 2 *Dolgoch*'s tanks by the use of water from a stream, conveyed in pots, pans, and whatever suitable container could be hurriedly grabbed from the adjacent farm. Anyone who has watched the film will be familiar with the scene this inspired, but few might have assumed it was less comical and more factual in nature.

This same scenario was also replicated in one of Wilbert Awdry's *Thomas the Tank Engine* stories, which too would go on to be adapted for television.

Clarke was taken by the fact that the railway had such a prominent following of men from the clergy. Respected figures such as Eric Treacy, Teddy Boston and Awdry had all thrown their support behind this pioneering venture, which resulted in one of the film's leading characters, the Reverend Samuel Weech. Played by George Relph,





Above: Digital restoration of the film has resulted in much clearer picture quality, but without losing the charm of the original. STUDIOCANAL

Right: Hugh Griffith (centre) was vice president of the Tallylyn Railway Preservation Society at the time of his casting, playing the part of Dan Taylor, who, rather appropriately, became the Mallingford branch's first volunteer fireman. STUDIOCANAL



The story of *Titfield* spans numerous gauges; whereas narrow-gauge lines inspired -standard gauge ones, stunts in the film required miniature models be made that could be used in various sequences. A miniature version of No. 1401 is made in the studio workshops for the scene when sabotage sees the train derailed and sent crashing down an embankment. STUDIOCANAL

Weech was one of the driving forces of the film's narrative.

The men of the cloth were not the only ones from the Tallylyn to have a silver screen connection. At the time of filming, Rolt was a good friend of actor Hugh Griffith, who in turn had been appointed as vice president of the volunteer society in 1951. It was therefore somewhat apt that Griffith was cast in the movie as Dan Taylor, the Mallingford line's first volunteer fireman.

Initially, the higher-ups at Ealing were sceptical about Clarke's proposal. Director Charles Crichton is recorded as having said: "Got to be careful with this picture; lots of people will be out to criticise." Despite this, there was confidence in the script, so much so that it was deemed worthy of being shot in Technicolour, and so it was that *The Titfield Thunderbolt* became the first of Ealing's comedies to be shot in full colour.

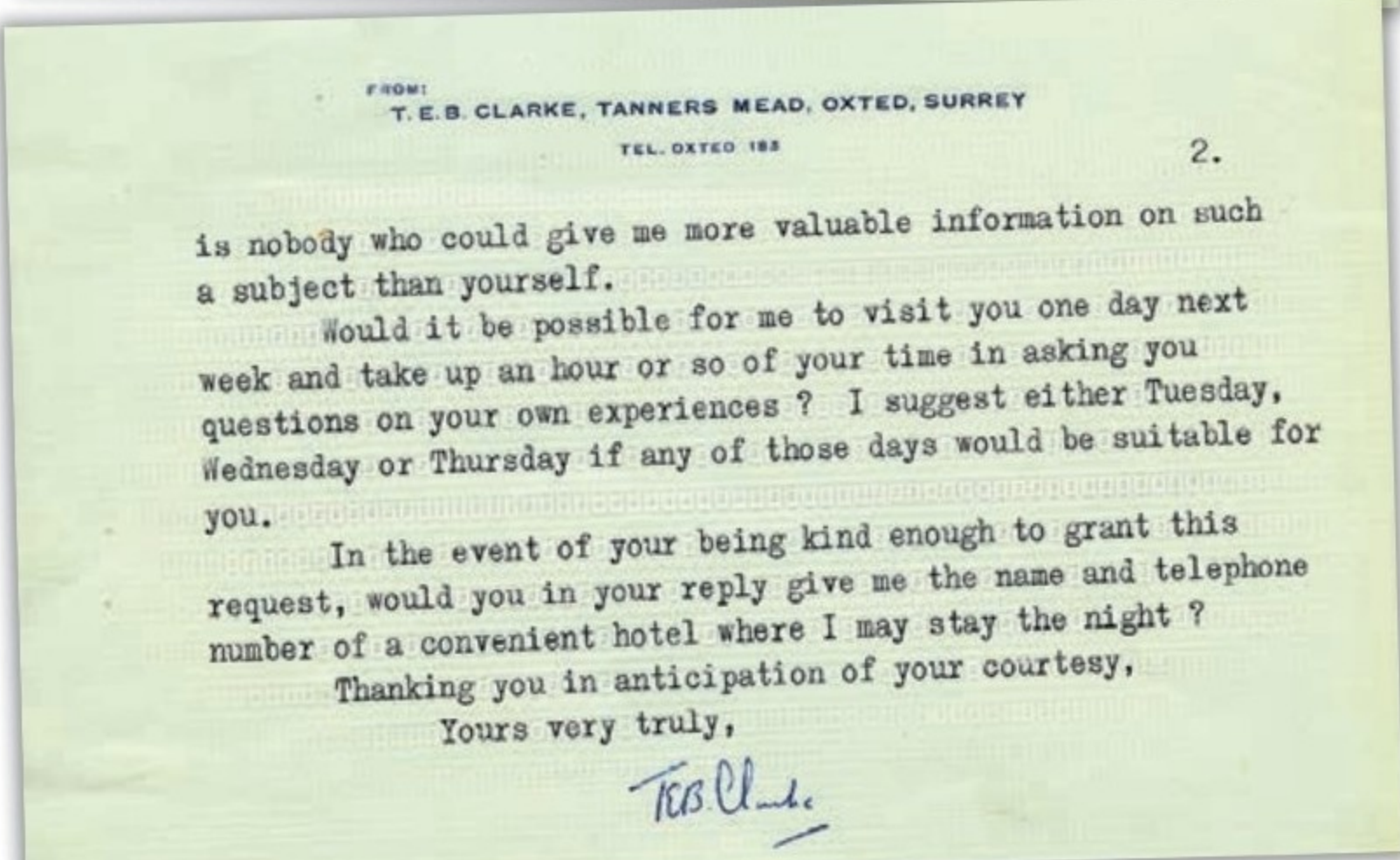
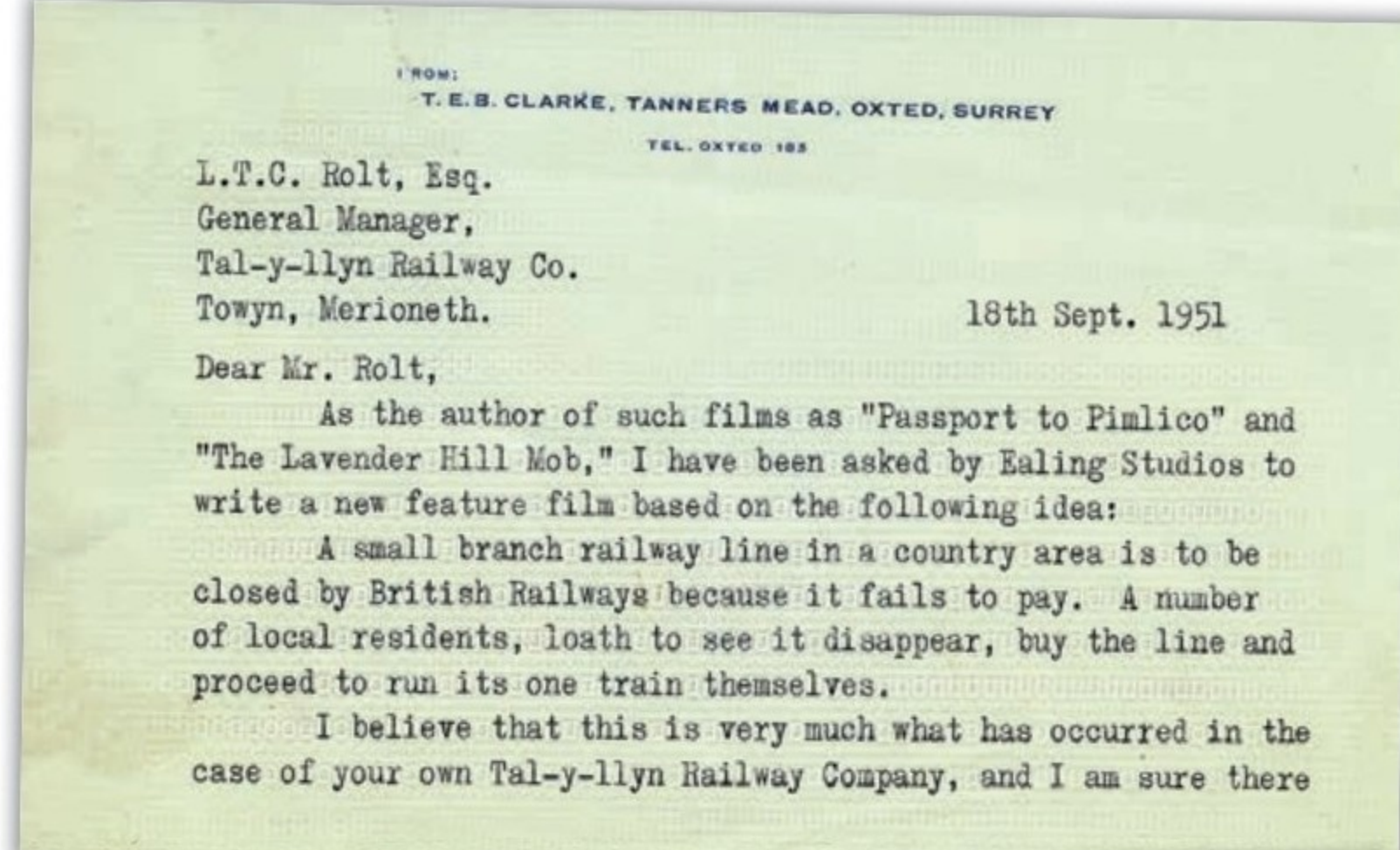


In the film, *Thunderbolt* is rescued from the Mallingford Museum, for which the Imperial Institute in London, now the site of Imperial College, was used. *Lion*, which played the titular locomotive, was too heavy to manoeuvre down the steps, so a lightweight replica was built for this scene – one of many models made for the movie. STUDIOCANAL

## Where to film?

When it came to shooting, the TR was initially considered but there were several reasons why the railway was unsuitable. One example is that the stock was sympathetically felt to not be grandiose enough, while the condition of the track also meant that derailments were a risk (particularly with recently arrived Hughes Falcon No. 3 *Sir Haydn*). Instead, filmmakers were offered use of the Camerton branch in North Somerset. This had been closed by BR on February 15, 1951, but was assessed and deemed to be in good enough condition for filming to take place.

There is a sad irony in the fact that the branch used to make a film about saving a line from being lost was not itself preserved. Perhaps almost as ironic was that at the time of writing the script, Clarke was neighbour to Dr Richard Beeching, who not only provided



Above: Clarke's letter to Tom Rolt in September 1951, in which he sought to set up a meeting to gain further insight into the preservationists' activities as research for the new film's script. TALYLLYN RAILWAY COLLECTION



Following arrival in Somerset, *Lion* was repainted by filmmakers for its role as *Thunderbolt* – although it is speculated that its owners were not made aware of this before the work started! STUDIOCANAL

helpful correspondence regarding locations and other incidents from the railway world, but whose later actions would close many more branches of the once sprawling railway network, which then resulted in the establishment of many of the heritage lines we are fortunate to have to this day.

In *Heritage Railway* issue 312, I visited part of the remains of this Western Region branch. Some places remain recognisable, others less so. Vegetation has well and truly taken a hold, but you can still stand in some places and see a handful of the iconic scenes – with a little bit of imagination to help.

Two GWR 1400 class locomotives were employed for filming work on the branch itself: No. 1401 retained its true identity, while classmate No. 1456 was dressed to appear as that locomotive, with one locomotive facing each direction for use as required during the filming process. ➔





The Titfield Thunderbolt is loved across the heritage railway sector, and this has been demonstrated in several ways. In 2012, the North Norfolk Railway hired in 1400 class No. 1420 (which it renumbered as No. 1401) and a Toad brake van, which ran with the sole-surviving Wishbech & Upwell tramway carriage to recreate the consist from the film. A stand-off with a steamroller was even arranged at Windpump Crossing. DAVE BALLARD

The same treatment was given to GWR Toad brake vans Nos. W68740 and 114814.

A third 1400 class locomotive that briefly featured was No. 1462, which the characters Dan and Mr Valentine 'borrow' following the crash that writes off No. 1401. A mock-up was built to fit over a Morris Commercial lorry chassis for the scenes where it is seen driving through streets and parks.

According to records, the real locomotive was allocated to Southall at the time of filming in 1952, moving to Oxford shed that November for a few weeks, before returning back to Southall again. Whether it merely happened to be in the area at the time of filming or was specially requested by film crews who based the fake version on this particular locomotive, we might never know for certain.

The icon of the film, L&MR 0-4-2 *Lion*, was overhauled at Crewe especially and repainted into bright colours upon arrival in the region for the role, something which is rumoured to have been done without the knowledge or consent of the Liverpool Museum, which still owns it today.

As is widely known, to this day, *Lion* retains damage it sustained during filming, which occurred in the scene where the train has divided and the stock pushed to and rolled down a hill to catch up with the locomotive. Due to its age, *Lion* was unable to accelerate to anything more than 15mph under its own

power, and so for some of the scenes it was propelled to whatever speed was required by one of the Western tanks, which would brake sharply and stop before entering the camera's frame. If you look closely in some shots, you might spot evidence in the background.

Upon its release, some critics were sceptical about the film's appeal. The British Film Institute's Monthly Film Bulletin in April 1953 stated the script felt "disconcertingly short on wit, and some of its invention seems forced."

Yet others commended it, some even highlighting how respectful it was to the railway enthusiast, despite coming from a team that contained none.

Continuity was another strong point, with some praising the fact that a locomotive's class did not change between close-up and long shots, nor between scenes – something that did (and still does) happen in feature films to this day.

## The new release

The digital restoration of this hugely-popular film could not have been better timed, and that it comes so close to the Talyllyn's anniversary celebration means it strikes while the iron is hot. Both the railway's diamond jubilee and this product's release complement one another perfectly, so what better time than now to add such a hugely adored film to your collection?



One of the release's bonus features is a featurette presented by Tim Dunn highlighting the connection between the film and the TR, which was celebrated during the 75<sup>th</sup> anniversary gala in May. NATHAN SPENCE

To the avid film enthusiast, the phrase 'digital restoration' can evoke nervousness. When this practice was still in its infancy, it wasn't uncommon for some of the detail to be lost, particularly with animated films such as early Disney examples. I'm pleased to say though that such concerns here are unfounded. The overall picture quality is, as to be expected, much clearer and the colours less desaturated.

The charm of the original is still kept; the odd patch of film grain has not been removed, nor has any wizardry been done to make green-screened elements less obvious. At heart, it is very much the same – just that little bit sharper and cleaner.

Bonus features include behind-the-scenes film reels taken by cinematographer Douglas Slocombe during location recces and filming sessions. These are taken from the original 16mm film reels and share a glimpse into the processes involved in achieving some of the shots. Modern health and safety officers would no doubt have had a field day looking at some of the activities and set-ups captured.

There is also a wholly new featurette presented by historian and Talyllyn volunteer Tim Dunn that goes into greater detail about the railway's connections with the film, as well as explaining further some of the processes involved during filming.

Of particular interest is that this short film was produced largely by a team of the TR's current-day young volunteers – certainly something worth celebrating, and this will surely look good on their CVs.

Perhaps as the railway inspired the film, the film might result in a new generation of creatives?

In addition to the 4K version of the film, this collector's edition release also includes a BluRay copy of the movie, along with both a 64-page booklet, which is packed full of yet more information and history about the film, and a reproduction of the original Edward Bawden poster used to promote it at the time of release in 1953.

Whether you are discovering this silver screen classic for the first time or you already hold the audience favourite close to your heart, this 4K release is a perfect addition to your collection. **HR**



## Still time to win!

There's not much time left to enter our competition to be in with a chance of winning one of half a dozen copies of this exciting new release. Worth £34.99, you could be adding this to your collection for free.

All you need to do to be in with a chance is visit [www.therailwayhub.co.uk/73029/titfield-competition](http://www.therailwayhub.co.uk/73029/titfield-competition) or scan the QR code here, fill in a few details and it's job done!

Entries must be with us by July 9, so be quick! Good luck.





## THE QUINTESSENTIAL STEAM SHUNTER



New tooling



Diecast boiler, chassis and running plate



Sprung buffers and separately fitted lamps



Function controlled firebox and fine detailing



HM 7000  
TXS  
TRIPLEX  
SOUND

21 PIN  
CONNECTION

AVAILABLE NOW

|        |                              |           |                   |
|--------|------------------------------|-----------|-------------------|
| R30365 | GNR Class J13 'I257'         | DCC READY | 21 PIN CONNECTION |
| R30366 | LNER Class J52 '4225'        | DCC READY | 21 PIN CONNECTION |
| R30367 | BR (Early) Class J52 '68873' | DCC READY | 21 PIN CONNECTION |
| R30397 | BR (Late) Class J52 '68846'  | DCC READY | 21 PIN CONNECTION |

For more information please visit your local Hornby stockist or go to [www.hornby.com](http://www.hornby.com)



Hornby Model Railways



hornby



officialhornby



officialhornby



hornbymodelrailways



# Bachmann's summer slate welcomes some familiar faces

THE latest quarterly announcement from Bachmann Europe brought with it a wave of small-scale versions of some full-sized stars, with recognisable preservation icons being joined by others that are currently a hot topic among enthusiasts.

Starting in OO scale, the LNER Peppercorn A1s make a comeback to the manufacturer's catalogue with the new-build No. 60163 *Tornado* putting in a welcome appearance. Always a strong seller whenever versions of this popular Pacific are released, the model of *Tornado* will this time be turned out in the transitional British Railways lined apple green livery. It is not, however, the only Peppercorn-designed machine included, with the A2 also included in this reveal. That said, anyone hoping to acquire a model of No. 60532 *Blue Peter* will have to wait a while, as the identity chosen for release by Bachmann is scrapped classmate No. 60527 *Sun Chariot* in BR lined green with early crest.

Moving a size down in terms of locomotive design, but still very much staying in OO, a trio of Ivatt 2MT 'Moguls' will be hitting shelves soon – and all three portray preserved identities. No. 46447 is currently in the heritage spotlight, with its overhaul at Cranmore on the East Somerset Railway having been completed in May and the locomotive back in operation for the first time since October 2024. Owned by the Isle of Wight Steam Railway, it is on loan to the ESR long-term as it is slightly too big for the IOWSR (and would also require the fitting of air brakes to work stock there). The OO scale model will be turned out in lined black with early crest in contrast to the prototype, which currently carries late crest and is sans lining.

Joining it in miniature will be classmates No. 46464 (known to some as the 'Carmyllie Pilot'), which resides on the Strathspey Railway and returned to service in the spring of 2024 following an absence of nearly 45 years, along with the Great



Central Railway's own No. 46521. The former will again be presented in lined black but with early crest, while the latter will carry lined Brunswick Green (also with early crest) as the real-life example did at the time of its withdrawal for overhaul in 2022. This is still ongoing, but progress is swift, meaning it shouldn't be too long before this popular locomotive is out running once more.

Moving down to N scale now, and diesel enthusiasts will no doubt be delighted to see tooling samples of a previously announced new-tooled Class 20 suite, which will cater for a wide array of variations

of the class – including examples allocated to Scottish operations. Such examples were built with larger cabside windows and bodyside recesses where tablet catchers were sometimes fitted, this latter feature being the first time it has been incorporated in the scale. Flush-sided cab versions are also included, with original cab and nose ends catered for, as too are headcode boxes, meaning a substantial proportion of the class's life can be catered for across current and future variants.

Liveries being produced include BR green, BR blue with full yellow ends, and Railfreight grey and yellow with large BR logo; at least two running numbers in each are being produced to enable modellers to run locomotives in tandem, just as the prototypes so often were and still are when spotted out on the main line today.

To accompany the diesels, new wagon releases are also scheduled, with the popular Conflats being offered with AF containers in Birds Eye livery, and BR 12T vans in BR bauxite, with both fully planked and ply sheet variants set for release.



## Horse-drawn revolution for the Rapido Evolution range

RAPIDO Trains continues to hold its place in the spotlight with yet another wave of new product announcements, starting off with an expansion of its freelance OO gauge Evolution rolling stock. Not content with a range of generic bogie coaches that afford themselves

to multiple regions, the firm is now adding horseboxes and open carriage trucks to its catalogue.

Horseboxes and cattle vans meant that horses could be transported with the customer to their destination, so it was only natural that they would also want their favourite carriage to join them so they could complete the rest of their journey in comfort. These two vehicles will



be perfectly paired together just as prototypes were in the early days of rail travel.

The open carriage truck will be based on the four-wheel version introduced during the pre-Grouping era, with open frame, panelled and plain side panel variants catered for. A removable yet suitably stylish load will be included, with tooling variations for these too. Meanwhile, the horseboxes, also based on the same era as the carriage truck, are to be tooled in much the same fashion

as the main Evolution carriage range, with differing roof and body styles enabling an array of finishes, with liveries planned to match both of the accompanying vehicle types.

An astonishing 27 variations of both horseboxes and carriage truck are planned – too many to list here but included are GCR, LNWR, L&YR, Metropolitan, SR and LT&SR to name but a few examples. The new vehicles are currently at the tooling stage of production, and RRP for both types is £39.95 per vehicle.





# Hornby adds to ever-expanding TT:120 range

WHEN it was announced that the TT:120 scale was being revived for mainstream modelling, some thought it would not last. Yet here we are, several years on, and its popularity has clearly not waned, with new products regularly being added to catalogues. Though some might be criticising the lack of availability of a wide range of models to suit any one particular era, the variety that is currently being offered at least means the scale is open to all, with plenty of potential for future expansion.

Hornby's latest announcements are a prime example of this, ranging from steam locomotives dating back to the late 1800s, up to HSTs of the late BR days.

Starting at the former, a new range of LBSCR 'Terriers' will be released in three very different liveries. First off is A1 No. 753 (formerly No. 68 *Clapham*), which will be turned out in lined LSWR green as the real-life example was when withdrawn by the LBSCR and sold on (one of two to this particular company, with 23 in total finding new owners between 1898 and 1905). Another of those sold was No. 69 *Peckham*, which was purchased by the Isle of Wight Central Railway where it became the company's No. 10 and named *Cowes*. This will be portrayed wearing the distinctive red livery with black trim and gold lining.

Finally comes No. 55 *Stepney*, again in its original (i.e. pre-SR rebuild) condition and wearing Stroudley's improved engine green livery. As many will know, the real-life example survives today and can be found on static display at the Bluebell Railway in Sussex.

Crossing to the Midland Region, the Stanier 'Black Fives' are being introduced to the scale for the first time thanks to a new-tooled model. Three examples of the class are planned (albeit none preserved



identities), covering LMS, BR early and BR late era. No. 5408 represents the former and will be put out in the region's unlined black livery. Nos. 45315 and 45446 will fill the respective BR slots, both carrying the lined black livery and relevant crests on the tender. Despite being wholly new products, these are due for release as soon as November!

For those of a diesel persuasion, another new tool model comes in the form of the Class 30 and 31 locomotives.

Essentially the same design, the original locomotives contained Mirrlees engines but were reclassified when replacement English Electric ones were installed. The Class 31 has been a staple of most other gauges for countless years, and so it was inevitable it too would join the TT:120 range so soon, with the inclusion of tooling for the Class 30 no doubt going to be welcomed by those who model the late 1950s when introduced.

The sole Class 30 example being released is D5502 in BR green, while three versions of the rebuilt class (BR blue, Railfreight red stripe and Civil Engineers grey) are also planned. Release for these is expected to be during 2027, although no precise timescale has yet been given.

A selection of wagons are also being added to the range, with more

modern hoppers largely dominating the announcement. Included among these are – you guessed it – more new toolings in the form of the Seacow and Sealion bogie hoppers, which were used for transporting ballast for use on track relaying jobs.

The first of these date back to the 1970s so can work with wide a range of diesel locomotives, while a fair number have survived into heritage use too. For carriages, LBSCR

four-wheelers gain a rerun in two liveries (LSWR and IOWCR) to match some of the new 'Terriers,' while BR's synonymous Mk. 1 types gain the blue and grey treatment.

Two new Pullman cars are also included, with First Class Kitchen car *Fingall* of note to anyone who collects Bluebell Railway-related stock, as that vehicle, much like *Stepney*, survives and operates on that line as part of its 'Golden Arrow' dining set.



## 'O' – how absolutely wonderful!

Still got that pre-Grouping itch? Well, Rapido has also announced yet another addition to its OO gauge locomotive catalogue. With the SECR 'O1' having been a huge success story, the firm has cast its vision on the design that gave way to these popular 0-6-0s – the O class.

In 1878, James Stirling was appointed as the chief locomotive superintendent of the South Eastern Railway. He quickly determined an urgent need for new and more powerful goods and passenger locos, and using his experience from the Glasgow and South Western Railway, he proposed some new designs that were distinctly similar to those he used for the Scottish Company...

and so the O class came to be. These had a dome-less boiler with a Ramsbottom safety valve, a Stirling steam reverser and a round-topped cab design, which was characteristic of other Stirling designs. It had a stylish tender with springs that protruded above the running plate and alongside the tender sides.

A total of 122 members of the class were built between 1878 and 1899, with versions being produced almost every year. In 1904, Harry Wainwright rebuilt many with new boilers, which then became the O1.

Nine different versions will be produced in Rapido's first batch, including the early SER variants and liveries (including Cudworth Green), with RRP starting at £209.95 for DCC-ready examples.

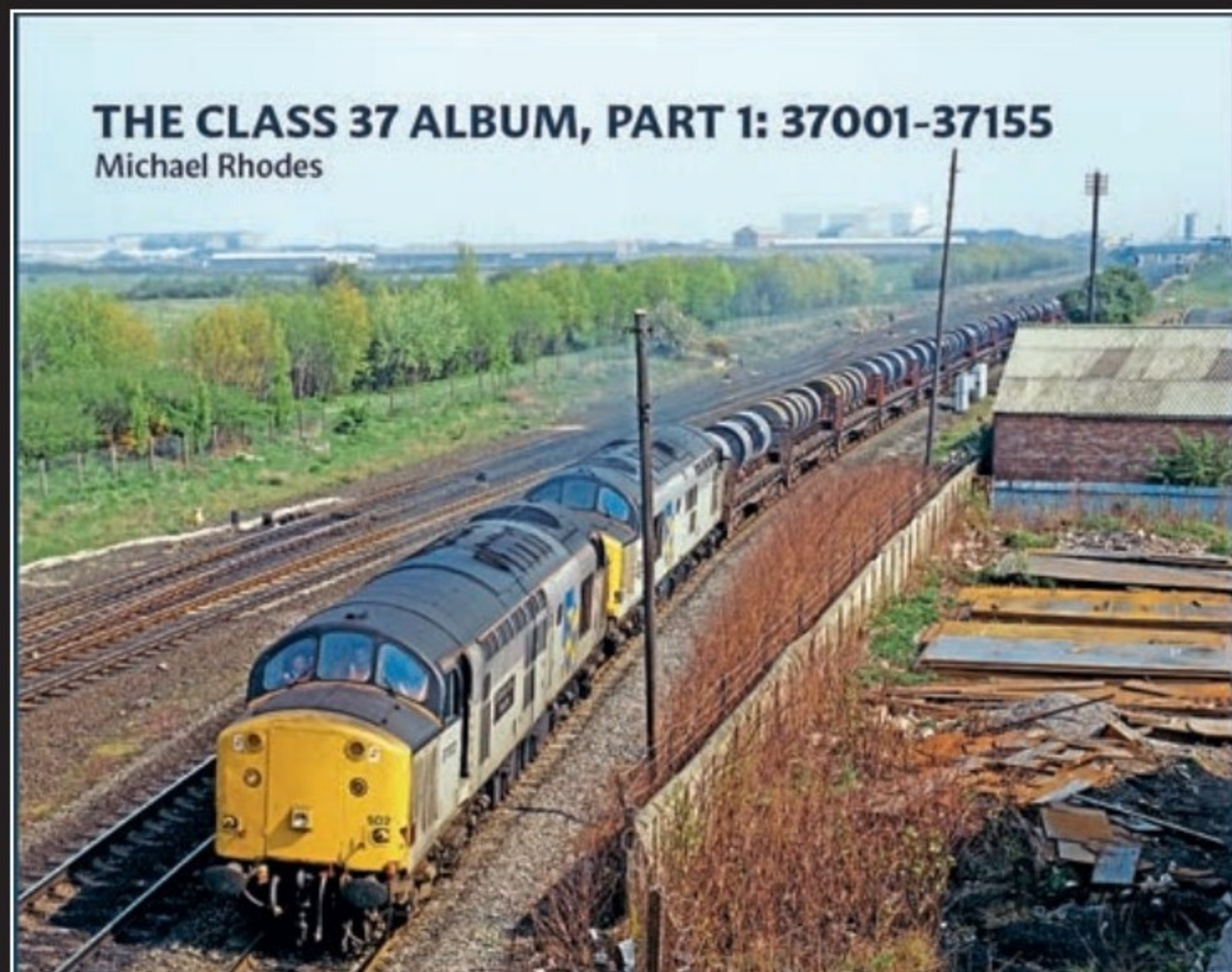


Dapol has shown off decorated samples of its forthcoming GWR 2800 and 2884 class of heavy freight 2-8-0s, which join the firm's ever-expanding OO range. Two preserved examples are included in the first run, including the Llangollen Railway's resident 2884 No. 3802, which will have unlined BR black with early crest. A manufacturer exclusive is the Gloucestershire Warwickshire Railway's as yet unrestored 2800 No. 2874, which is to be presented in unlined GWR green. A donation to the 2874 Trust will be made for every example of this model sold to help finish the real-life example and get it running for the first time since 1963. Other variants include Nos. 2831 in lined GWR green (pictured) and 2851 and plain black with late BR crest. Release is anticipated to be in the final months of 2026.

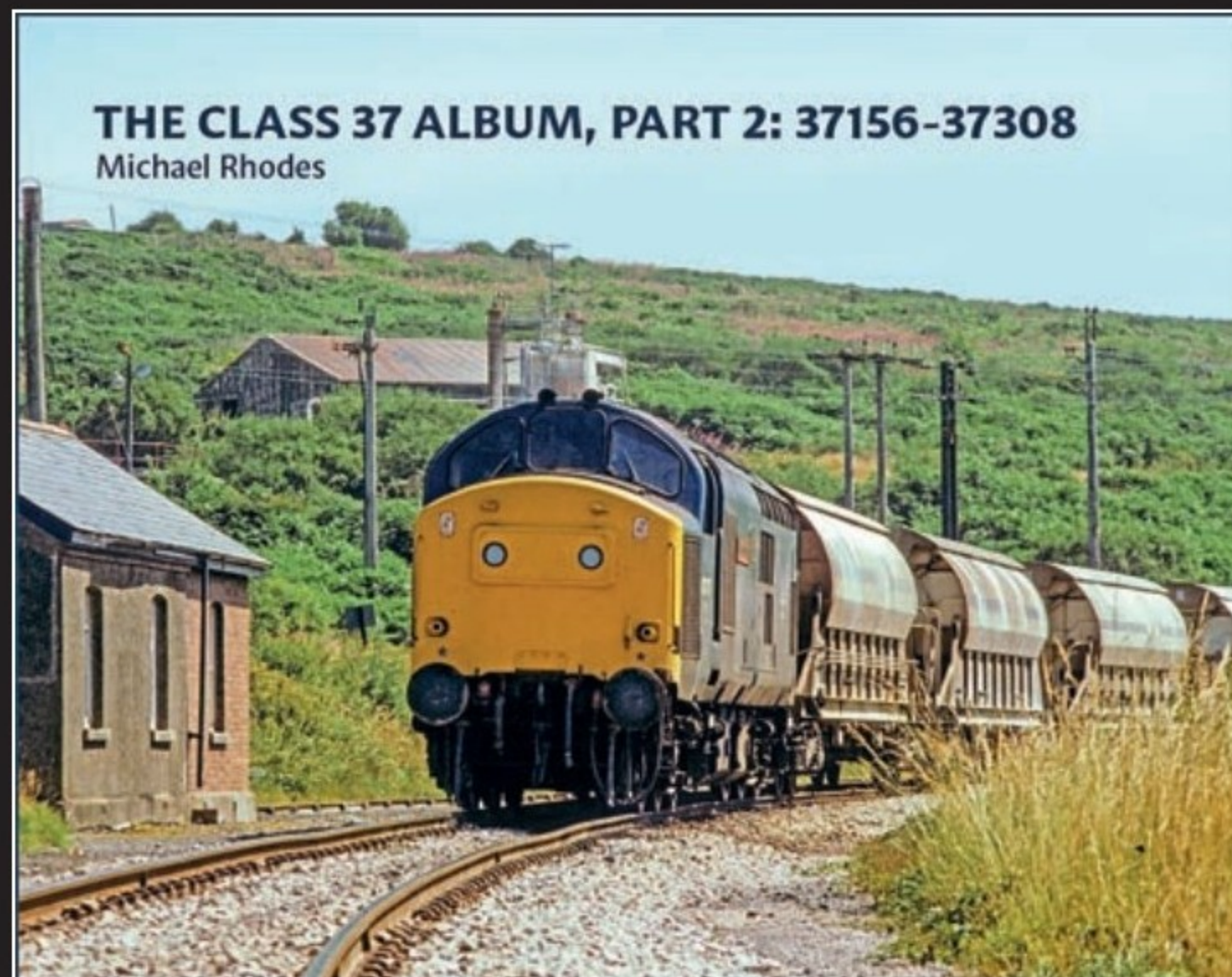




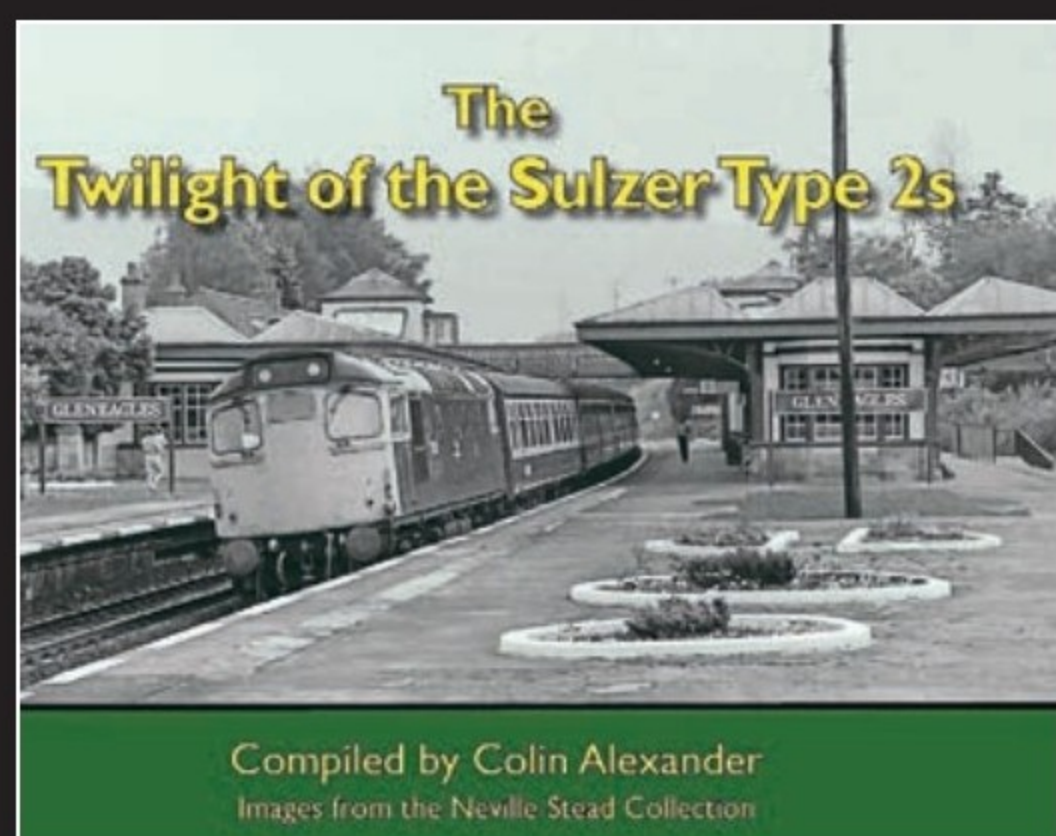
# Transport Treasury Publishing



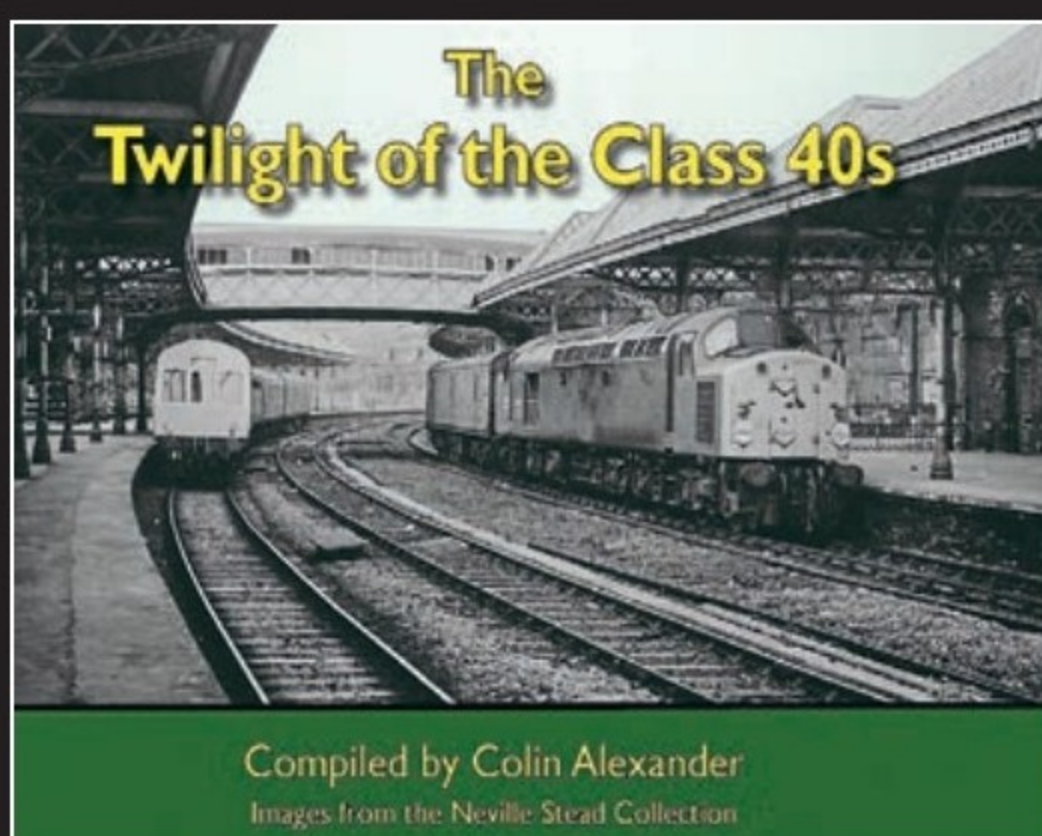
**The Class 37 Album, Part 1**  
(£17.50)



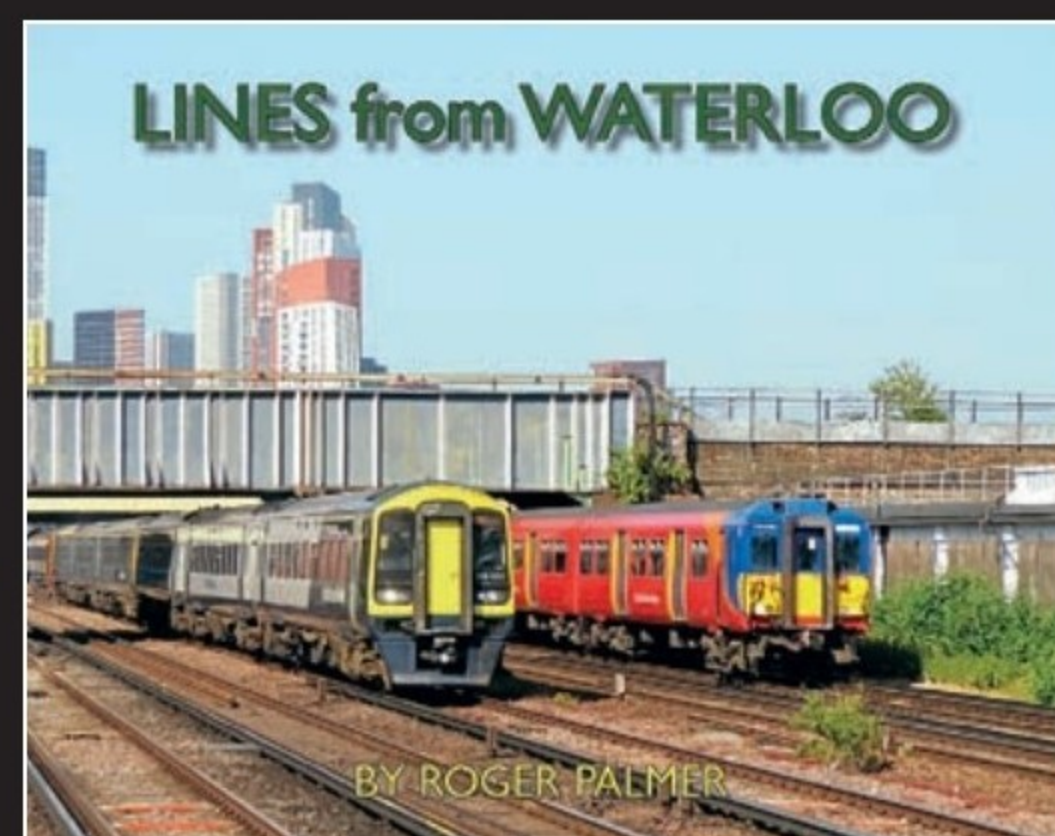
**The Class 37 Album, Part 2**  
(£17.50)



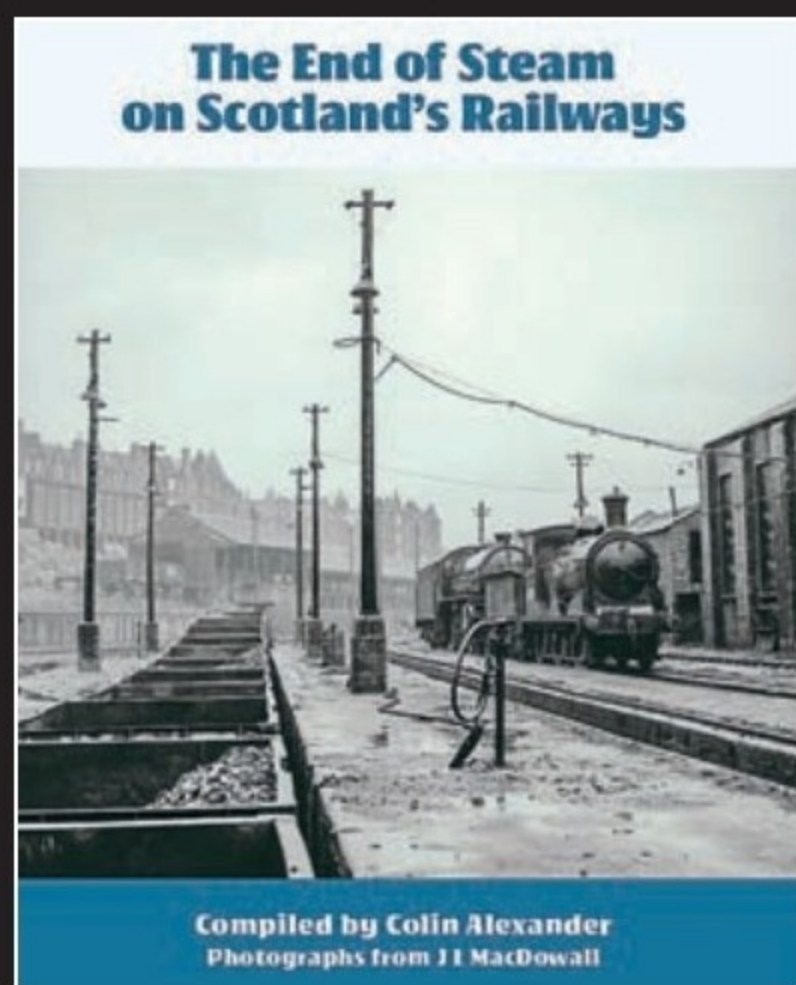
**The Twilight of the Sulzer  
Type 2s (£13.50)**



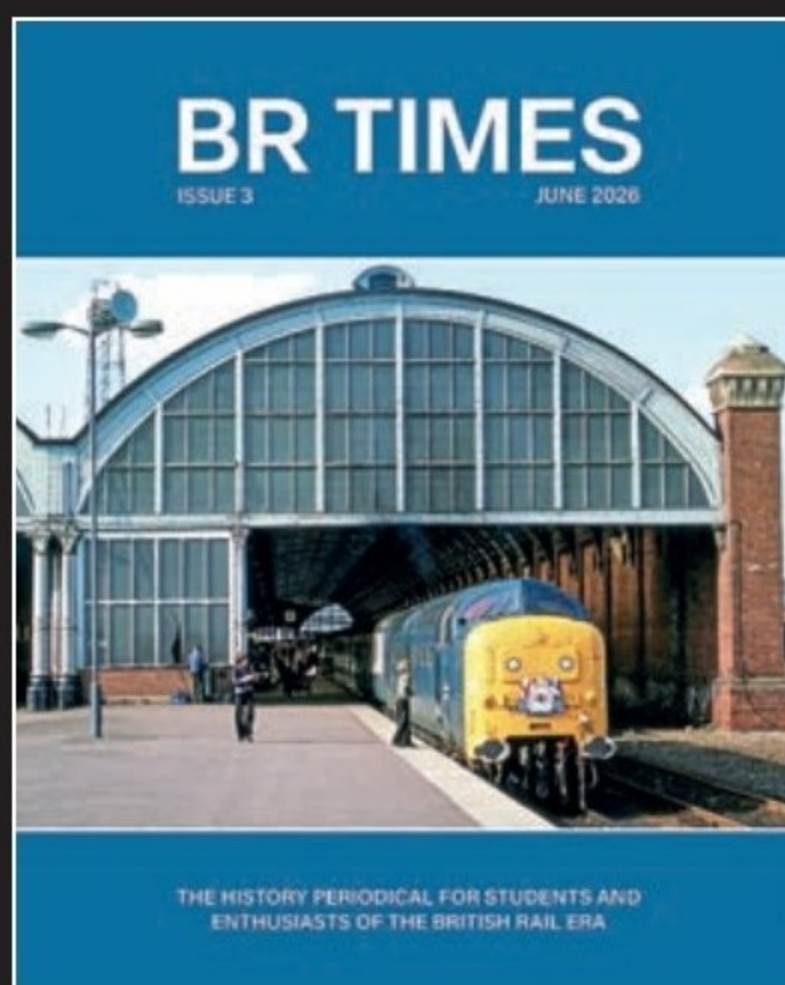
**The Twilight of the Class 40s**  
(£13.50)



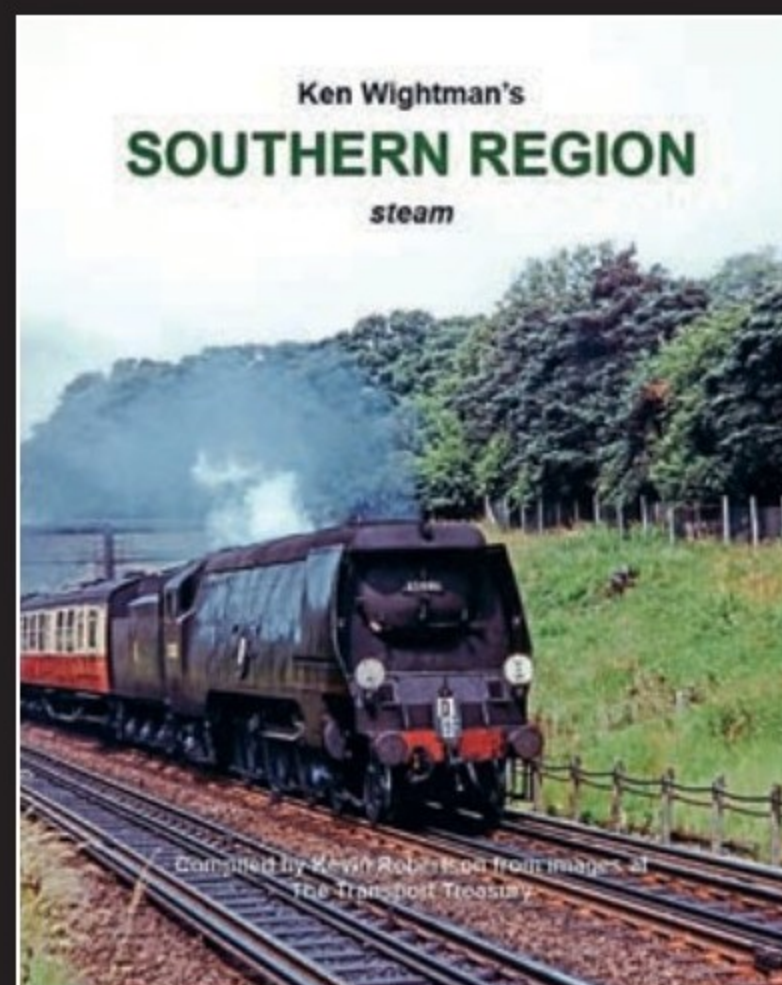
**Lines from Waterloo**  
(£17.50)



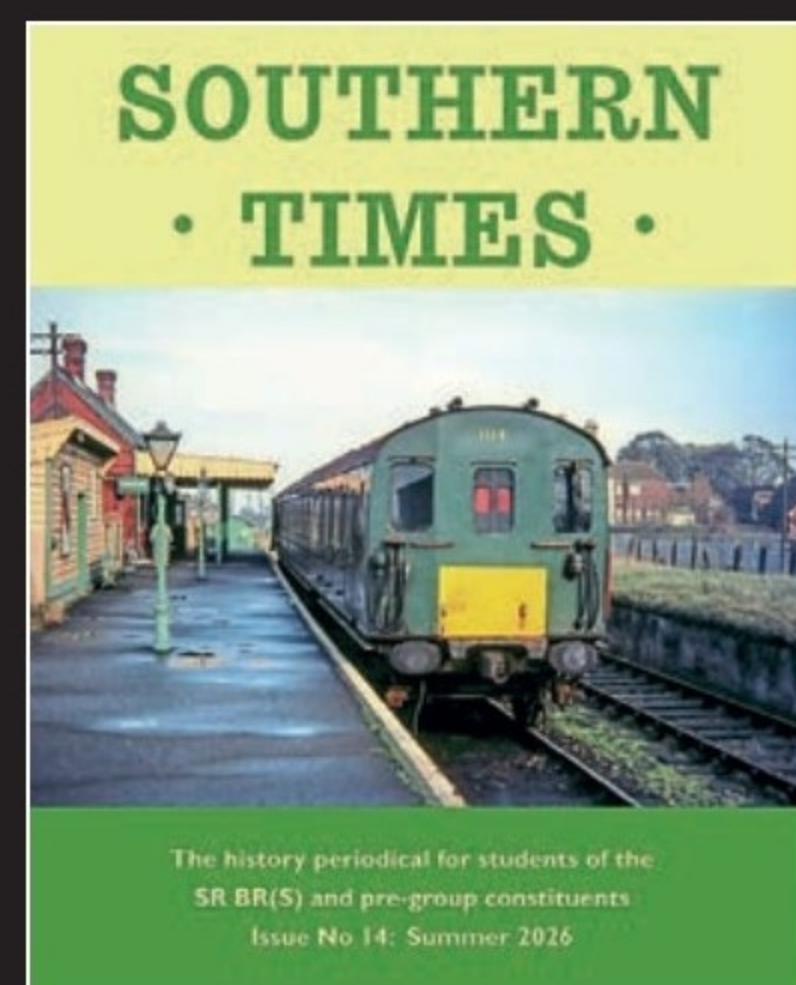
**The End of Steam on  
Scotland's Railways**  
(£14.95)



**BR Times Issue 3**  
(£13.50)



**Ken Wightman's  
Southern Region Steam**  
(£24.95)



**Southern Times  
Issue 14**  
(£13.50)



01494 708939

[orders@ttpublishing.co.uk](mailto:orders@ttpublishing.co.uk)

[www.ttpublishing.co.uk](http://www.ttpublishing.co.uk)

**Find us on Facebook @TransportTreasuryPublishing**



# Steam Memories – In Pursuit of Steam in the 1960s

Compiled by Colin Alexander (hardback, Transport Treasury Publishing, 80pp, £14.50 + £3 p&p, cheques payable to Transport Treasury Publishing and sent to 16 Highworth Close, High Wycombe HP13 7PJ. ISBN 978-1-913893-83-5).

WHEN the subject of railway photographers is raised, names that spring to mind will doubtless include, among many others, Dick Riley, Neville Stead, George Heiron and the train-loving Bishop, Eric Treacy, writes **Geoff Courtney**. Now there's a new name on the block – Derek Cooknell.

Born in Warwick in 1949, his was a railway background of some note. Dad Gordon was an LMS fireman who became a GWR driver, granddad Percy a Stratford-upon-Avon & Midland Junction Railway guard, and uncle Roy also a GWR steam driver. As a youngster, Derek, who died in 2024, trainspotted at Warwick and Rugby, and enjoyed secretive rides

with his mate Andy Charlett on Dad's footplate banking freight trains up Hatton Bank.

The book covers all six BR regions as the teenage Derek criss-crossed Britain from Tyneside to the Isle of Wight and northern Scotland to Aberystwyth in the final years of BR and industrial steam in a determined odyssey to photographically record them for posterity.

A keen sportsman and musician, including being a member of his local church choir, he later ran his own commercial photography business and gained commissions from rail civil engineering companies. In the book, he tells

the reader that on one Sunday morning in the 1980s, he telephoned his brother at 'silly o'clock' to express his delight that he was on a giant signal gantry at Clapham Junction being paid to take photographs of track and signal upgrades.

Nearly 50 different types of steam locomotives are featured in the publication, from A4 No. 60026 *Miles Beevor* at Aberdeen at the head of a three-hour Glasgow express to W27 *Merstone* light engine at Ventnor on the Isle of Wight in February 1966 against a background of venerable carriages, and much of their appeal is that they portray a



## EDITOR'S CHOICE

railway system at work, be the location a run-down engine shed or a station in need of some TLC.

It is easy for we steam trainspotting enthusiasts of the mid-1950s into the 1960s to have imprinted in our minds visions of tidy stations, clean locomotives and welcoming carriages. They usually weren't, and Derek's photographic skills and his access to the railway system emphasise the reality.

## REALITY CHECK OF THE STEAM AGE

## Ghosts Of Aberglaslyn

By John Manners & Michael Bishop (softback, Welsh Highland Railway Heritage Group, [www.welshhighlandheritage.co.uk](http://www.welshhighlandheritage.co.uk) 119pp, £18).

ORIGINALLY released in 2016, this revamped 2026 edition has amendments and additions, plus a new front cover.

The book is an in-depth look into the proposed Porthmadog, Beddelert & South Snowdon Railway in 1900. The plan was ambitious and would include a newly built hydro-electric power station to provide power to local quarries and mines as well as two railways, one of which was to be the PBSSR, the other the electrification of the North Wales Narrow Gauge Railway.

With royal assent granted in 1901, by 1902, some investors had begun to lose interest, and little progress had been made by 1903. While the NWNCR pressed on with its planned extension to Beddelert, the North Wales Power & Traction Company, locally known as the Power Company, won its contract and work commenced to build the power station.

While work on the PBSSR did not begin until February 1904, at the end of the same year, an agreement was signed by the three main investment companies.

In 1905, work had stopped and started on the PBSSR three times, while the power station building

costs rose too. Nevertheless, the power station was completed and, desperate for income, they started supplying local slate quarries with power, and the electrification of the PBSSR to be delayed until 1908, the NWNCR to resume running under steam power.

By 1908, the whole project looked shaky, with one of the main investors seriously ill, plus rising costs – especially at the Power Company, where sackings ensued. In 1914, it was reported that an unnamed company had made a bid to take over both NWNCR & PBSSR, in the same year several local authorities had applied for a light railway order, but the outbreak of war sadly saw the end of what could have been one of the first electric railways. The early 1920s saw a railway from Porthmadog to Carnarvon become a reality in the form of the Welsh Highland Railway.

This book leaves no stone unturned, with details of the investors, the plans (drawings and maps) and the companies involved. Had the project come together, it could have been revolutionary and seen more electrification of industrial lines. Evidence of work carried out on the PBSSR is shown in both monochromatic and colour photographs. There are details of a planned electric Ivankov locomotive built by Bruce Peebles in 1905/06 and a superb map showing the work completed, the sections not started, and the route in relation to the WHR today, built in 1923.

The picture on the book's front cover, painted by artist Jonathan

Clay of a PBSSR train in the Aberglaslyn Pass, confirms what very nearly was.

## NORTH WALES WHAT-MIGHT-HAVE-BEEN INFORMATION MINE

## East German Steam

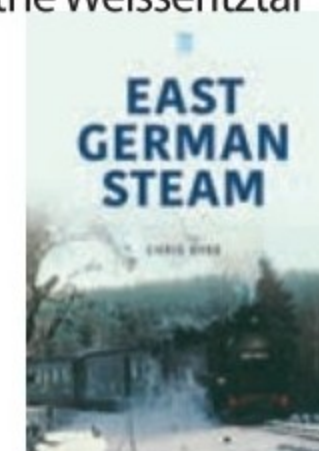
By Chris Dyke (softback, Key Publishing, 96pp, £16, ISBN 978-1-836320-70-8).

ENTHUSIASTS who like European railways will really enjoy this book, which covers eight narrow gauge lines in the former area of what was East Germany. Half of these are around Dresden and amazingly, most of them escaped serious damage during the Second World War. The oldest line covered is the Weisseritztal Railway (1883) to Mecklenburg Baderbahn Railway (1925). Most are 750mm gauge, with the Mecklenburg being 900mm.

As in the UK, many started as industrial railways, moved to mixed traffic and then, when freight moved to road transport, became passenger railways.

All run in picturesque areas and now have considerable tourist traffic. In Germany, tourist trains are run by independent companies with state aid.

Here is a highly illustrated book with 157 colour photographs taken between 1992 and 2006. All of them are of steam-hauled trains, showing the superb scenery these eight lines cover, with the Harz



Railways being the jewel as it offers main lines and three branch lines for visitors to explore. Each line has a history and route section, all with line maps bar one. Those who purchase this publication may well be encouraged to book a German railway break.

## SUPERB INTRODUCTION TO GERMAN NARROW GAUGE STEAM TODAY

## The Last Years of Overseas Steam

By John Whiteley (softback, Amberley Publishing, 96pp, £15.99, ISBN 978-1-398126-73-2).

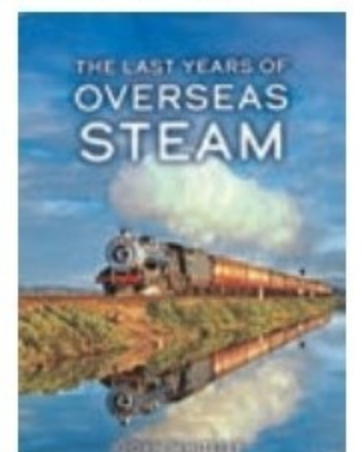
HERE is a real treat for anyone with an interest in steam-operated railways.

Railway photographer John Whiteley travelled extensively recording the swansong of steam following its end on British Railways in 1968, and his adventures were global.

The book has 160 superb images – nearly all colour – that reflect his skill as a leading recorder of the railway scene.

The quality of reproduction is first-class – one could certainly wish that some were reproduced in a much larger format.

This is very much a nostalgic tribute to a much-loved form of motive power that continues to fascinate rail enthusiasts. An excellent book to savour and enjoy! **GLOBAL STEAM EXPLORATION**





# 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: Tues-Suns.

### Bredgar & Wormshill Light Railway

2ft gauge, ½ mile. Bredgar, Sittingbourne, Kent. Tel: 01622 884254.

Running: Weds + Thurs/Fris from Jul 23.

### Chatham Historic Dockyard

Standard gauge, one mile. Chatham, Kent.  
Tel: 01634 820800.

Open: Daily until Sept 6.

### 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 27.

### Exbury Gardens & Steam Railway

12¼in gauge, 1½ miles. Exbury, Southampton. Tel: 023 8089 1203.

Open: Daily.

### Hayling Light Railway

2ft gauge, one mile. Hayling Island, Hants.  
Tel: 07902 446340.

Running: Weds, W/Es, sch hols.

### Hollycombe Steam in the Country

2ft gauge, 1½ miles. Liphook, Hants.  
Tel: 01428 724900.

Open: Suns + July 4, 25.

### Isle of Wight Steam Railway

Standard gauge, five miles.

Havenstreet, Isle of Wight.

Tel: 01983 882204.

Running: Tues-Thurs, W/Es + Mons from Jul 13.

### Kent & East Sussex Railway

Standard gauge, 10½ miles. Tenterden, Kent. Tel: 01580 765155.

Running: Tues, Weds, W/Es + Thurs/Fris from Jul 23.

### Lavender Line

Standard gauge, one mile.

Isfield, East Sussex.

Tel: 01825 750515.

Running: July 19, Aug 2, 16, 30.

### Mid-Hants Railway

Standard gauge, 10 miles. Alresford, Hants SO24 9JG. Tel: 01962 733810.

Running: Weds, Thurs, W/Es + Tues & Fris from Jul 24.

### Mizens Railway

7¼in gauge, one mile. Woking, Surrey.  
Tel: 07962 400922.

Running: Suns.

### Old Kiln Light Railway

2ft gauge, ¾ mile. Farnham, Surrey.

Running: W/Es and bank hols.

### Romney, Hythe & Dymchurch Railway

15in gauge, 13½ miles.

New Romney, Kent. Tel: 01797 362353.

Running: Daily.

### Royal Victoria Railway

10¼in gauge, one mile. Netley, Southampton.

Tel: 02380 456246.

Running: W/Es, sch hols.

### Sittingbourne & Kemsley Light Railway

2ft 6in gauge, 1¾ miles. Sittingbourne,

Kent. Tel: 01795 424899.

Running: Suns, bank hols + Jul 25, 29.

### Spa Valley Railway

Standard gauge, five miles. Tunbridge Wells, Kent. Tel: 01892 300141.

Running: W/Es, bank hols + Jul 22.

### Volk's Electric Railway

2ft 8½in gauge, one mile. Brighton.

Running: Daily until Sept 30.

## SOUTH WEST

### Avon Valley Railway

Standard gauge, three miles.

Bitton, Bristol. Tel: 0117 932 5538.

Running: W/Es (except Jul 18/19).

### Bodmin Railway

Standard gauge, 6½ miles. Bodmin, Cornwall. Tel: 01208 73555.

Running: Tues-Thurs, Suns + Jul 11, 18.

### Bristol Harbour Railway

Standard gauge, 1½ miles.

Princes Wharf, Bristol.

el: 0117 352 6600.

M Shed Museum open Tues-Suns.

Running: July 11/12, 18/19, Aug 1/2.

### Dartmouth Steam Railway

Standard gauge, seven miles.

Paignton, Devon. Tel: 01803 555872.

Running: Daily.

### Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.

Tel: 01884 855671.

Open: Weds-Suns.

### East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Running: Weds, Thurs, W/Es.

### Gartell Light Railway

2ft gauge, one mile. Yenston,

Templecombe, Somerset.

Tel: 01963 370752.

Running: July 26.

### Helston Railway

Standard gauge, 1¼ miles. Helston,

Cornwall. Tel: 07901 977 597.

Running: Thurs, Suns + Jul 29.

### Lappa Valley Railway

7¼in, 10¼ and 15in gauge, one mile.

Newquay, Cornwall. Tel: 01872 510317.

Open: Daily until Oct 4.

### Launceston Steam Railway

1ft 11½in gauge, 2 ½ miles. Launceston, Cornwall. Tel: 01566 775665

Running: Suns-Weds.

### Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,

North Devon. Tel: 01598 763487.

Running: Tues-Thurs, W/Es.

### Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.

Tel: 01425 471415.

Running: Daily.

### North Dorset Railway

Standard gauge, 1200ft. Shillingstone,

Blandford Forum, Dorset. Tel: 01258 860696.

Open: Weds, W/Es.

### Plym Valley Railway

Standard gauge, 1½ miles. Marsh Mills,

Plymouth. Tel: 01752 345078.

Running: Suns + Jul 11, 23.

### Seaton Tramway

2ft 9in gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.

Running: Daily.

### Somerset & Dorset Railway

Standard gauge, ½ mile.

Midsomer Norton station, Silver Street, BA3 2EY. Tel: 01761 411221

Open: Suns, bank hols.

Running: July 4/5, 11, then Weds & Suns from Jul 22

### South Devon Railway

Standard gauge, seven miles.

Buckfastleigh, Devon. Tel: 01364 644370.

Running: Daily.

### Swanage Railway

Standard gauge, six miles. Swanage, Dorset.

Tel: 01929 425800.

Running: Daily.

### Swindon & Cricklade Railway

Standard gauge, three miles.

Blunsdon, Wiltshire. Tel: 01793 771615.

Running: W/Es.

### West Somerset Railway

Standard gauge, 20 miles. Minehead, Somerset. Tel: 01643 704996.

Running: Tues-Thurs, W/Es.

### Yeovil Railway Centre

Standard gauge, ¾ mile.

Yeovil Junction station, Somerset.

Tel: 01935 410420.

Open: Suns.

Running: July 12, 25/26.

## EAST ANGLIA

### Bressingham Steam Museum

Narrow and standard gauge, one mile.

Diss, Norfolk. Tel: 01379 686900.

Open: Daily until Nov 1.

### Bure Valley Railway

15in gauge, nine miles. Aylsham, Norfolk.

Tel: 01263 733858.

Running: Daily until Nov 1.

### Colne Valley Railway

Standard gauge, ¾ mile. Castle

Heddingham, Essex. Tel: 01787 461174.

Open: W/Es. Running: W/Es + Tues/Weds

from Jul 22.

### East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: Weds, W/Es.

Running: July 5, 22, 26, 29.

### 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.

### Mid-Norfolk Railway

Standard gauge, 11½ miles. Dereham,

Norfolk. Tel: 01362 851723.

Running: Weds, Fris-Suns.

### Mid-Suffolk Light Railway

Standard gauge, ½ mile.

Brockford, Suffolk. Tel: 01449 766899.

Running: Suns.

### Nene Valley Railway

Standard gauge, 7½ miles. Wansford,

Peterborough, Cambs. Tel: 01780 784444.

Running: W/Es.

### North Norfolk Railway

Standard gauge, 5½ miles.

Sheringham, Norfolk, NR26 8RA.



Hudswell Clarke 0-6-0ST No. 1544 returned to service in June following completion of its latest overhaul at the Middleton Railway. Built in 1924 for the Slough Trading Estate, it was used to transport wagons between the firm's factories and nearby Slough goods yard, situated on the GWR's Paddington-Reading main line. While there it became Slough Estates Ltd No. 3, but with rail traffic declining, it was withdrawn in 1973. Originally preserved at the Mid-Hants Railway, where restoration started, it first returned to steam in 2000 at the Swindon & Cricklade Railway, where it saw out its first ticket, before transferring to the Middleton in 2011 following overhaul at Statfold Barn. Its last boiler ticket expired in April 2021, and this latest overhaul was largely carried out in-house. Work included the replacement of the front frame stretcher and the bottom half of the saddle tank. MIDDLETON RAILWAY





**LNER A4 No. 60007 Sir Nigel Gresley** is currently based at Bishops Lydeard on the West Somerset Railway, it being Locomotive Services Limited's motive power of choice for this year's summer series of 'English Riviera Express' trips to Kingswear on the Dartmouth Steam Railway. Having played a starring role at the WSR's spring steam gala in May, as reported last issue, the streamlined Pacific is booked to work trips to Minehead on July 3-5, including a fish-and-chips special on the Saturday afternoon. KALHANA COLOMBAGE

Tel: 01263 820800.

Running: Daily until Sept 3.

### **Wells & Walsingham Railway**

10¼in gauge, four miles.

Wells-next-the-Sea, Norfolk.

Tel: 01328 711630.

Running: Daily until Nov 1.

### **Whitwell & Reepham Railway**

Standard gauge, ¼ mile.

Reepham, Norfolk.

Tel: 01603 871694.

Open: Tues-Suns. Running: W/Es.

## **HOME COUNTIES**

### **Buckinghamshire Railway Centre**

Standard gauge, ¼ mile. Quainton Road, Bucks. Tel: 01296 655720

Cafe open Mon-Fri. Museum: Suns.

Running: Suns + Jul 18, 29.

### **Chinnor & Princes Risborough Railway**

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 07979 055366

Running: Suns + July 4, 18, 30.

### **Cholsey & Wallingford Railway**

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067

Running: July 4/5, 17, 23, 30, Aug 2, 6, 8/9.

### **Didcot Railway Centre**

Standard gauge. Didcot, Oxon.

Tel: 01235 817200.

Open: Weds, W/Es bank hols.

Running: Weds, W/Es, bank hols.

### **Epping Ongar Railway**

Standard gauge, six miles.

Ongar, Essex. Tel: 01277 365200.

Running: W/Es + Jul 24, 29.

### **Gunpowder Railway**

2ft 6in gauge. Royal Gunpowder Mills, Waltham Abbey, Essex.

Running: Sats.

### **Great Whipsnade Railway**

2ft 6in gauge.

Whipsnade Zoo, Dunstable.

Tel: 0344 225 1826.

Running: Daily.

### **Hampton & Kempton Waterworks Railway**

2ft gauge.

Hanworth, Middlesex.

Tel: 01932 212235.

Running: Suns.

### **Leighton Buzzard Railway**

2ft gauge, three miles.

Leighton Buzzard, Beds.

Tel: 01525 373888

Running: Suns + Weds/Thurs from Jul 22.

### **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.

Running: Tues from Jul 14.

### **Amerton Railway**

2ft gauge, one mile. Stowe-by-Chartley, Staffs. Tel: 01889 271337.

Running: W/Es + Weds from Jul 22.

### **Apedale Valley Railway**

2ft gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: W/Es.

### **Barrow Hill Roundhouse**

Standard gauge. Barrow Hill, near Chesterfield. Tel: 01246 475554.

Open: W/Es.

### **Battlefield Line**

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754.

Running: W/Es + Jul 22, 24, 29.

### **Cambrian Heritage Railways**

Standard gauge, 1¾ miles (Oswestry), ¾ mile (Llynclys).

Oswestry and Llynclys, Shropshire.

Tel: 01691 728131.

Running: Weds, W/Es.

### **Chasewater Railway**

Standard gauge, two miles.

Walsall, West Midlands.

Tel: 01543 452623. Open: Daily.

## **Railway museums**

### **Beamish**

County Durham. The Living Museum of the North. Open: Daily until Oct 23. Tel: 0191 370 4000.

### **Coleford GWR Museum**

Coleford, Gloucestershire. Open: Fris and Sats. Tel: 01594 832032/833569.

### **Colonel Stephens Railway Museum**

Tenterden, Kent. Open when KESR trains are running. Tel: 01732 809143

### **Crewe Heritage Centre**

Vernon Way, Crewe. Open: W/Es & bank hols. Tel: 01270 212130.

### **Halesworth to Southwold Narrow Gauge Railway**

Blythburgh station, off A12 in Blythburgh,

Suffolk. Open Tuesdays, with operating days on July 26, and September 13. Tel: 07379 789665

### **Hopetown Darlington**

North Road Station, Darlington. Open: Tues-Sun in term time, daily in school holidays. Tel: 01325 405060.

### **Leeds Industrial Museum**

Armley Mills, Leeds. Open: Tues-Suns. Tel: 0113 378 2097.

### **Locomotion: The National Railway Museum, Shildon**

Co Durham. Open: Daily. Tel: 033 0058 0058.

### **London Transport Museum**

Covent Garden. Open: Daily. Tel: 0343 222 5000.

### **Manchester Museum of Science & Industry**

Castlefield, Manchester. Open: Weds-Suns in term time, daily in school holidays. Tel: 033 0058 0058.

### **National Railway Museum**

Leeman Road, York. Open: Daily. Tel: 033 0058 0058.

### **Rail Story**

Ingrow, West Yorks. Open: Tues-Suns in term time, daily in school holidays. Tel: 01535 690739 or 01535 680425.

### **Railworld Wildlife Haven**

Peterborough. Open: Weds, W/Es and school holidays. Tel: 01733 344420.

### **Riverside Museum**

Glasgow. Open: Daily. Tel: 0141 287 2720.

### **Southwold Railway Steamworks**

Southwold. Tel: 01502 725422.

Open: Suns. Running: Aug 2, 16, 30

### **STEAM – Museum of the GWR**

Swindon. Open: Daily. Tel: 01793 466637.

### **Tiverton Museum**

Tiverton, Devon. Open: Thurs-Sats. Tel: 01884 256295.

### **West Cumberland Railway Museum**

St Bees, Cumbria. Open one week per month or by appointment for special interest groups. To arrange, contact petergrooke@btinternet.com

### **Ulster Folk & Transport Museum**

Cultra, Co. Down. Open: Tues-Suns. Tel: +44 (0)28 9042 8428.



Running: W/Es + Tues/Thurs from Jul 22.

## Churnet Valley Railway

Standard gauge, 11 miles.

Cheddleton, Staffs.

Tel: 01538 360522.

Running: Weds, Fris-Suns.

## Dean Forest Railway

Standard gauge, 4½ miles.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: Tues (from Jul 21), Weds, W/Es.

## Ecclesbourne Valley Railway

Standard gauge, nine miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: Thurs-Suns.

## Echills Wood Railway

7¼in gauge, 1¼ miles. Kingsbury Water Park, Sutton Coldfield.

Running: Suns.

## Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs. Tel: 01782 396210.

Running: Suns.

## Gloucestershire

## Warwickshire Railway

Standard gauge, 15 miles.

Toddington, Glos.

Tel: 01242 621405.

Running: Tues-Thurs, W/Es + Jul 24.

## Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

www.gcrailway.co.uk

Running: Thurs, W/Es + July 17, 22, 29.

## Great Central Railway (Nottingham)

Standard gauge, 10 miles.

Ruddington, Notts.

Tel: 0115 940 5705.

Open: W/Es.

Running: Jul 11/12, Jul 29.

## Midland Railway – Butterley

Standard gauge, 3½ miles.

Ripley, Derbyshire.

Tel: 01773 570140.

Running: W/Es + Jul 29.

## National Tramway Museum

Standard gauge, one mile.

Crich, Derbyshire.

Tel: 01773 854 321

Open: Sats-Thurs, sch hols.

## Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: Suns.

## Northamptonshire Ironstone Railway

Standard gauge, 1½ miles. Hunsbury Hill, Northampton. Tel: 01604 702031.

Running: July 5, 19, Aug 2.

## Peak Rail

Standard gauge, four miles. Matlock, Derbyshire. Tel: 01629 580381.

Running: Weds, W/Es.

## Perrygrove Railway

15in gauge. B4228, Coleford,

Gloucestershire. Tel: 01594 834991.

Open: Tues, Thurs, W/Es.

## Rocks by Rail

Standard gauge, ¼ mile. Cottesmore, Rutland. Tel: 07974 171068.

Open: Tues & Thurs.

Running: Jul 26.

## Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.

Tel: 01538 269948.

Running: W/Es, sch hols.

## Rushden Transport Museum & Railway

Standard gauge, ½ mile. Rushden, Northants. Tel 0300 3023 150.

Running: Aug 2.

## Severn Valley Railway

Standard gauge, 16 miles. Kidderminster, Worcs DY10 1QR. Tel: 01562 757900.

Running: Tues (from Jul 22), Weds, Thurs, W/Es.

## Statfold Country Park

Multiple gauges, one mile. Tamworth, Staffs B79 0BU.

Tel: 01827 830389. Open: Weds & Thurs (from Jul 22), Fris-Suns.

## Tanat Valley Light Railway

Standard gauge, 1½ miles. Nantmawr, Shropshire SY10 9HW. Tel: 01691 780042.

www.tanatvalleyrailway.co.uk

Open: July 18/19.

## Telford Steam Railway

Standard gauge, one mile. Telford, Shropshire.

Running: Suns, bank hols.

## Toddington Narrow Gauge Railway

2ft gauge, ½ mile. Gloucestershire Warwickshire Railway, Toddington.

Running: Suns + Jul 25.

## Valley Railway Adventure

15in gauge, 1¼ miles. A46 north of Evesham, Worcs. Tel: 01386 422282.

Running: W/Es, sch hols.

## NORTH WEST

### Blackpool Heritage Tram Tours

Standard gauge, 11 miles.

Blackpool, Lancs. Tel: 01253 209521.

www.blackpoolheritage.com

Running: TBA.

### Douglas Bay Horse Tramway

3ft gauge, 1 ½ miles. Douglas, Isle of Man. Tel: 01624 697473.

Running: Weds-Suns + Jul 6, 28.

### East Lancashire Railway

Standard gauge, 12 miles. Bury, Lancs.

Tel: 0333 320 2830.

Running: Weds, Thurs, W/Es + Jul 31.

### Eden Valley Railway

Standard gauge, 2½ miles.

Warcop, Cumbria. Tel: 01768 342309.

Running: Suns, bank hols.

### Great Laxey Mine Railway

19in gauge, ¼ mile. Laxey, Isle of Man.

Tel: 01624 862007/670386.

Running: Sats.

### Groudle Glen Railway

2ft gauge, ¾ mile. Isle of Man. Tel: 01624 670453. Running: Suns.

### Heaton Park Tramway

Standard gauge, ½ mile.

Manchester. Tel: 0161 740 1919.

Running: TBA.

### Isle of Man Steam Railway

3ft gauge, 15½ miles. Douglas, Isle of Man. Tel: 01624 662525.

Running: Daily until Oct 5.

### Kirkby Stephen East

Standard gauge, ½ mile. Kirkby Stephen, Cumbria. Tel: 01768 371700.

Open: W/Es.

### Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

Near Ulverston, Cumbria. Tel: 01539 531594.

Running: Daily.

### Manx Electric Railway

3ft gauge, 17 miles (MER).

Douglas, Isle of Man. Tel: 01624 697473.

Running: Daily until Sept 20.

### Ravenglass & Eskdale Railway

15in gauge, seven miles. Ravenglass,

Cumbria. Tel: 01229 717171.

Running: Daily.

### Ribble Steam Railway

Standard gauge, 1½ miles.

Preston, Lancs. Tel: 01772 728800.

Running: Sats, bank hols.

### Snaefell Mountain Railway

3ft gauge, 5½ miles (SMR).

Laxey, Isle of Man. Tel: 01624 697473.

Running: Daily until Sept 20.

### South Tynedale Railway

2ft gauge, 4¾ miles. Alston, Cumbria. Tel: 01434 338212.

Running: Tues, W/Es.

### Threlkeld Quarry & Mining Museum

2ft gauge, ½ mile. Threlkeld, Cumbria. Tel: 01768 779747.

Open: Tues-Suns, sch hols.

### West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Suns, bank hols.

## NORTH EAST

### Aln Valley Railway

Standard gauge, 1½ miles. Alnwick, Northumberland. Tel: 0300 030 3311.

Running: W/Es + Jul 22, 29.

### Appleby Frodingham Railway-Scunthorpe

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 07889 297271.

Running: Jul 4, 11, Aug 1.

### Bowes Railway

Standard gauge, 1¾ miles. Springwell, Tyne & Wear. Tel: 07850 916484.

Open: Tues & Thurs to pre-booked groups only.

### Cleethorpes Coast Light Railway

15in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Daily until Nov 1.

### Derwent Valley Light Railway

Standard gauge, ½ mile. Murton, near York. Tel: 01904 489966.

Running: Suns, bank hols.

### Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks. Tel: 01756 710614.

Running: Tues, Weds W/Es + Jul 23, 20.

### Heatherslaw Light Railway

15in gauge, two miles. Ford Forge, Northumberland.

Tel: 01890 820244.

Running: Daily until Nov 1.

### Keighley & Worth Valley Railway

Standard gauge, five miles.

Haworth, West Yorks, BD22 8NJ.

Tel: 01535 645214.

Running: Weds, Thurs, W/Es + sch hols.

### Lincolnshire Coast Light Railway

2ft gauge. Skegness, Lincs.

Tel: 07407 500884.



Double Fairlie No. 10 *Merddin Emrys* returned to service at the Ffestiniog Railway on May 28, having undergone a rapid overhaul during the winter months. Work had only started in the autumn, with the locomotive last operational on October 5, 2025. In what seems to be something of a common trend for FR locomotives re-entering service, it is running in a temporary paint scheme, currently unlined black, but it is due to enter the paint shop at Boston Lodge later this year for application of the FR maroon. On May 30, *Merddin Emrys* is seen ready to depart Blaenau Ffestiniog with the return working of the 'Mountain Spirit' from Porthmadog. ANDREW SIMMONDS

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



Running: Weds, Sats, bank hols.  
**Lincolnshire Wolds Railway**

Standard gauge, 1½ miles.  
Ludborough, Lincolnshire.  
Tel: 01507 363881.

Running: July Suns + Jul 11.  
**Middleton Railway**

Standard gauge, 1½ miles.  
Hunslet, Leeds. Tel: 0845 680 1758.

Running: Weds (from Jul 22), W/Es.  
**North Yorkshire Moors Railway**

Standard gauge, 18 miles. Grosmont,  
North Yorks. Tel: 01751 472508.

Running: Sats-Weds. DFaully from Jul 18.  
**Scarborough North Bay Railway**

20in gauge, 7⁄8 mile. Scarborough, North  
Yorks. Tel: 01723 368791.

Running: W/Es, sch hols.  
**Stephenson Steam Railway**  
Standard gauge, two miles. North Shields.  
Tel: 0191 277 7135.

Running: Suns, bank hols.  
**Tanfield Railway**  
Standard gauge, three miles. Near  
Gateshead, Tyne & Wear. Tel: 07508 092365.

Running: Sats (from Jul 18), Suns.  
**Weardale Railway**  
Standard gauge, 18 miles.  
Stanhope, Co. Durham. Tel: 07729 765504.

Running: Sats + Jul 5, 7, 14, 20, 22, 28, 29.  
**Wensleydale Railway**  
Standard gauge, 22 miles. Leeming Bar,  
North Yorkshire. Tel: 01677 425805.

Running: Tues, Weds, Fris-Suns.  
**Whistlestop Valley Railway (Kirklees)**  
15in gauge, four miles. Huddersfield, West  
Yorks. Tel: 01484 865727.

Running: W/Es. Daily from Jul 18.  
**Yorkshire Wolds Railway**  
Standard gauge, 1,000ft.  
Fimber, East Yorkshire. Tel: 01377 338053.  
Running: Weds (from Jul 22), Suns.

## WALES

**Bala Lake Railway**  
2ft gauge, 4½ miles. Llanuwchllyn,  
Gwynedd. Tel: 01678 540666.

Running: Daily until Sept 3.  
**Blaenavon's Heritage Railway**  
Standard gauge, 3½ miles.  
Blaenavon, Torfaen. Tel: 01495 792263.

Running: W/Es, July 8, 22, 29.  
**Brecon Mountain Railway**  
1ft 11¾in gauge, five miles.  
Pant, Mid-Glamorgan. Tel: 01685 722988.

Running: W/Es, Tues-Thus.  
**Corris Railway**  
2ft 3in gauge, ¾ mile.  
Corris, near Machynlleth.  
Tel: 01654 761701.

Running: July 4/5. W/Es from Jul 18.  
**Fairbourne Railway**  
12¼in gauge, two miles. Fairbourne,  
Gwynedd. Tel: 01341 250362.

Running: Tues-Thurs, W/Es, sch hols.  
**Ffestiniog Railway**  
2ft gauge, 13½ miles. Porthmadog,  
Gwynedd. Tel: 01766 516000.

Running: Daily.  
**Gwili Railway**  
Standard gauge, four miles. Bronwydd  
Arms, Carmarthenshire.  
Tel: 01267 238213.

Running: Weds, Thurs, Suns + Tues (from  
Jul 21), Jul 25.

**Llanberis Lake Railway**  
2ft gauge, three miles. Llanberis, Gwynedd.  
Tel: 01286 870549.

Running: Tues-Thurs, Suns, sch hols.  
**Llanelli & Mynydd Mawr Railway**  
Standard gauge, ¼ mile.  
Cynheidre, Carmarthenshire.

Tel: 07956 082305.  
Running: July 18.  
**Llangollen Railway**  
Standard gauge, 10 miles. Llangollen,  
Denbighshire. Tel: 01978 860979.

Running: Weds-Suns.  
**Rhyl Miniature Railway**  
15in gauge. Rhyl, North Wales.  
Tel: 01352 759109.

Running: W/Es, bank hols, sch hols.  
**Snowdon Mountain Railway**  
800mm gauge, 4½ miles. Llanberis,  
Gwynedd. Tel: 01286 870223.

Running: Daily.  
**Talyllyn Railway**  
2ft 3in gauge, 7½ miles.  
Tywyn, Gwynedd. Tel: 01654 710472.

Running: Daily.  
**Vale of Rheidol Railway**  
1ft 11¾in gauge, 12 miles. Aberystwyth,  
Ceredigion. Tel: 01970 625819.

Running: Daily.  
**Welsh Highland Heritage Railway**  
2ft gauge, one mile. Porthmadog,  
Gwynedd. Tel: 01766 513402.  
Running: Tues-Thurs, W/Es, sch hols.  
**Welsh Highland Railway**  
2ft gauge, 26 miles. Caernarfon, Gwynedd.  
Tel: 01766 516000. Running: Daily.  
**Welshpool & Llanfair Light Railway**  
2ft 6in gauge, eight miles. Llanfair  
Caereinion, Powys. Tel: 01938 810441.  
Running: Tues-Thurs, W/Es + July 10, 24.

## SCOTLAND

**Bo'ness & Kinneil Railway**  
Standard gauge, five miles.  
Bo'ness, West Lothian. Tel: 01506 825855.  
Running: Tues, Weds, W/Es + Jul 23, 30.  
**Caledonian Railway**  
Standard gauge, four miles.  
Breachin, Angus. Tel: 01356 622992.

Running: W/Es.  
**Doon Valley Railway**  
Standard gauge. Dunaskin, Ayrshire.  
Running: Suns.  
**Keith & Dufftown Railway**  
Standard gauge, 11 miles.  
Dufftown, Banffshire.  
Tel: 01340 821181.

Running: Fris-Suns.  
**Lathalmond Railway Museum**  
Standard gauge, ½ mile.  
Scottish Vintage Bus Museum,  
athalmond, near Dunfermline.  
Tel: 07379 914801.

Open: Suns. Running: Suns.  
**Leadhills & Wanlockhead Railway**  
2ft gauge, ¾ mile. Leadhills, South  
Lanarkshire. Running: Suns.  
**Royal Deeside Railway**  
Standard gauge, 1¼ miles. Banchory,  
Kincardineshire. Tel: 01330 844416.

# DATES FOR THE DIARY

## Galas and other events in the coming weeks...

A list of currently published special events. For full details of these services, as well as any additional ones, you are advised to check the websites of the railway or museum you are intending to visit.

### JULY

- 2-5 Summer Diesel Gala, East Lancashire Railway
- 3-5 Beer Festival, Talyllyn Railway
- 4/5 Class 11 Weekend, Aln Valley Railway
- 4/5 The 1940s Experience, Isle of Wight Steam Railway
- 4/5 Classic Transport weekend, Llangollen Railway
- 4/5 1940s Weekend, Peak Rail
- 4/5 1940s Weekend, Severn Valley Railway
- 5 Moving the Mail, Buckinghamshire Railway Centre
- 5 Steampunk Shenanigans, East Anglian Railway Museum
- 5 Practical Car Rally, Mid-Suffolk Light Railway
- 7-12 Llangollen Eisteddfod events, Llangollen Railway
- 10-12 Diesel Gala, Mid-Hants Railway
- 11 Teddies Day Out, Bala Lake Railway
- 11/12 Railway Headboard Weekend, Gloucestershire Warwickshire Railway
- 11/12 Living History Weekend, Lincolnshire Wolds Railway
- 12 Car boot sale and autojumble, Apedale Valley Light Railway
- 12 Transport Rally, Battlefield Line
- 12 Classic Bus Rally, Buckinghamshire Railway Centre
- 12 Goods train day, Dean Forest Railway
- 12 Railway Extravaganza, Spetisbury Station
- 18/19 Southern at War, Bluebell Railway
- 18/19 Day Out With Thomas, East Lancashire Railway
- 18/19 The Golden Years, North Norfolk Railway
- 18/19 Summer Gala, Severn Valley Railway
- 18/19 Railway Series Weekend, Talyllyn Railway
- 19 Summer Fair, Aln Valley Railway
- 19 Suffolk Craft Fayre, Mid-Suffolk Light Railway

- 23 Toddington diesels night shoot, Gloucestershire Warwickshire Railway
- 24-26 Rails & Ales Festival, Battlefield Line
- 24-26 Real Ale & Cider Festival, Epping Ongar Railway
- 24-26 Cotswold Diesel Gala, Gloucestershire Warwickshire Railway
- 25 Steam Railway Proms, Isle of Wight Steam Railway
- 25 Natural Seaton Festival, Seaton Tramway
- 25 Day of Dance, Severn Valley Railway
- 25/26 1940s Weekend, Aln Valley Railway
- 25/26 40th Anniversary Gala, Moors Valley Railway
- 25/26 Thomas' Branch Line Weekend, Nene Valley Railway
- 25/26 Tractors and Trains, Yeovil Railway Centre
- 26 Emergency Services Day, Buckinghamshire Railway Centre
- 26 NSE 40th Anniversary and Essex Electrics Day, East Anglian Railway Museum
- 26 Classic Motorcycles, Mid-Suffolk Light Railway
- 28-31 Manx Transport Festival, Isle of Man Railways

### AUGUST

- 1 A Day With Alice the Welsh Engine, Bala Lake Railway
- 1/2 Manx Transport Festival, Isle of Man Railways
- 1/2 1960s Weekend, Llangollen Railway
- 1/2 Brick Weekend, Severn Valley Railway
- 2 Steampunk Extravaganza, Lincolnshire Wolds Railway
- 2 Land Rover Rally, Mid-Suffolk Light Railway

Organising a gala or other big event?  
Email the details to Owen Hayward at  
owen.hayward@kelsey.co.uk

Running: Suns.  
**Strathspey Railway**

Standard gauge, 10 miles.  
Aviemore, Inverness-shire.  
Tel: 01479 810725.

Running: Sats-Thurs.

## IRELAND

**Cavan and Leitrim Railway**  
3ft gauge. Dromod, Co. Leitrim.  
Tel: +353 71 963 8599.

Running: Sats-Mons.  
**Downpatrick & County Down Railway**

5ft 3in gauge. Downpatrick, Co. Down.  
Tel: 028 4461 5779.

Running: July 4/5. Sats from Jul 18.  
**Railway Preservation Society of Ireland**

5ft 3in gauge. Whitehead, Co. Antrim.  
Tel: +44 28 9358 6200.  
Museum open: Thurs-Sats.  
Running: July 4, 18.



# CLASSIFIED

## AUCTIONS



**GREAT NORTHERN  
RAILWAYANA AUCTIONS**

**THE LEADING AUCTION IN THE NORTH**

**GREAT NORTHERN GET THE RESULTS**

### NOTICE

#### OUR MID JULY SALE OF MODEL RAILWAY AND GENERAL RAILWAYANA

INCLUDING A SPECIAL LOT OF 2 X 3½ GAUGE LIVE STEAM LOCOS.  
STANIER MOGUL HAS HAD CERTIFICATE, BUT OUT OF DATE,  
AND A 95% COMPLETE STANIER BLACK 5.

THIS SALE WILL BE HELD FROM **JULY 15TH - JULY 25TH**,  
PLEASE SEE OUR WEBSITE FOR FULL DETAILS,  
THIS SALE WILL BE HELD ONLINE AND VERY SIMPLE TO OPERATE.

**Tel: 0161 209 6524 – Mobile: 07802 553880**

**www.gnrauctions.co.uk**

**davidrobinson17@btconnect.com**

## BOOKS

### The Smokebox bookshop of Kingston revived

Stall F2B at Antiques of Kingston KT2 6ND

ENLARGED stall specialising in rail and road transport

Selling books, photographs and ephemera

*Reasonable prices. Open 7 days. Close to rail and bus stations.*

**Contact Nick 07722 084314. Email: nickcountertenor@gmail.com**

## RAILWAY BOOKS

*Rare and out of print • 6,000+ to view at*

**www.nigelbirdbooks.co.uk**

**01974 821281**

## BUILDINGS

### STEEL BUILDINGS

#### HEAVY DUTY STEEL BUILDINGS

- ◆ Extremely cost effective
- ◆ Workshops/Garaging/Storage
- ◆ Widths from 20ft to 70ft
- ◆ Unlimited Lengths
- ◆ Buildings to BS 5950
- ◆ Finance available



**Tel:  
01709 578333**



**BLUELINE BUILDINGS LIMITED**

**e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk**

**HERITAGE  
RAILWAY**

THE COMPLETE PRESERVATION NEWS MAGAZINE

**To advertise contact Andy**

**01507 529455 • andy.bruce@kelsey.co.uk**

**Contact Andy on 01507 529455**

**abruce@mortons.co.uk**

## FOR SALE

### Procast Foundry Ltd

SUPPLIERS TO THE RAILWAY  
INDUSTRY & ENTHUSIAST OF:

NAMEPLATES, TRAIN HEADBOARDS,  
SHEDPLATES, SMOKEBOX NUMBERS,  
LOCOMOTIVE COMPONENTS, ETC.



**PROCAST.CO.UK**

**01274 871111**

**Email: info@Procast.co.uk**

**HERITAGE  
RAILWAY**

THE COMPLETE PRESERVATION NEWS MAGAZINE

## SERVICES

### HAWKINS INSPECTION SERVICES LTD

- **Boiler inspections carried out to current regulations**
- **Annual inspections**
- **Repairs assessed & overseen**
- **AIBI Member**
- **Specialist in heritage plant, rivetted boilers, loco type boilers, air receivers workshop & loco**

■ **Modern plant also catered for**

**T: 01243 554623 M: 07872 903401**

**www.boiler-inspector.co.uk**

**office@boiler-inspector.co.uk**

## MODELLING



### Redcar Models & Hobbies

Stocking a wide range of '00' railways  
by Bachmann, Hornby, Peco and Gaugemaster

*Also Model Kits and Diecasts and all other  
modelling accessories*

**FREE PARKING FOR THE FIRST HOUR**

**130 High Street,  
Redcar,  
Cleveland**

**T: 01642 494 912 E: andrewnpaton@ntlworld.com**



### Orwell Model Railways

**Ipswich Model Railway Centre**

**48-52 Tomline Road, Ipswich, Suffolk IP3 8DB**

**01473 724578**

Opening times Monday to Friday 10am to 4pm,

Saturday 10am to 5pm,

with Late Night Opening until 6pm on Wednesday

**enquiries@orwellmodelrailways.co.uk**

**www.orwellmodelrailways.co.uk**

## WANTED



**WE WANT TO BUY YOUR  
COLLECTION OF SLIDES  
AND NEGATIVES.**

**UK AND OVERSEAS -  
1990s AND EARLIER**

## WANTED

If your collection, big or small, is  
gathering dust we'd like to hear from you.  
We will scan the original images and  
return a copy to you for personal  
use free of charge.

**Call: 01494 490544**

**Email: info@bbfimages.com**





## DERBYSHIRE



Luxury Lodge  
Holidays in  
Derbyshire.

Home to many  
heritage railways.



Darwin Forest  
LUXURY LODGE HOLIDAYS

Call 01629 732428 or visit [www.darwinforest.co.uk](http://www.darwinforest.co.uk)

## NORTH YORK MOORS



### HUNGATE COTTAGES

11 highly individual self catering cottages  
set in peaceful gardens, a short walk to  
Pickering Railway Station, the starting point  
of the North Yorkshire Moors Railway.

Tel 01751 476382 • Mob 07876 404152

Book online at [hungatecottages.co.uk](http://hungatecottages.co.uk)

### Self-catering holiday accommodation **THE OLD STATION**

The Old Station, Allerston, North Yorkshire

This former station ticket office has been carefully  
renovated and converted into a **spacious** two  
bedroomed cottage, each with a walk-in shower.  
Lounge and dining area contains several restored period  
features. There is a wood burning stove in the original  
fireplace and underfloor heating throughout.  
Kitchen includes freezer, dishwasher and washer dryer.



Contact **01723 859024** • [www.theoldstationallerston.co.uk](http://www.theoldstationallerston.co.uk)

### Self catering railway carriages

**Five miles east of Pickering**  
**Twelve miles from the coast**

- Each self contained carriage sleeps up to six
- Bed linen, towels etc included
- Heating & electricity included

For full details visit [www.theoldstationallerston.co.uk](http://www.theoldstationallerston.co.uk) • Tel: 01723 859024



## HEREFORDSHIRE

## Rowden Mill Station

'Step back in time at Rowden Mill Station,  
a beautifully restored 19th century railway station  
offering unique self-catering accommodation  
near Bromyard, in Herefordshire'



Bredenbury, Bromyard, Herefordshire HR7 4TG

T: +44 (0) 1885 482 101 | e: [bookings@rowdenmillstation.uk](mailto:bookings@rowdenmillstation.uk)

[www.rowdenmillstation.uk](http://www.rowdenmillstation.uk)

# FROM STEAM TO DIESEL: EXPLORE OUR RAILWAY MAGAZINES

From the history of steam through to the 21st century rail  
transport news, we have titles to cater for all rail enthusiasts!  
Hop aboard and take advantage of our cracking savings today!



SCAN ME



## SUBSCRIBE TODAY & SAVE UP TO 30%

VISIT: [CLASSICMAGAZINES.CO.UK/RAILWAY25](http://CLASSICMAGAZINES.CO.UK/RAILWAY25)

classic  
magazines

CALL: 01507 529529 QUOTE: RAILWAY26

OFFER EXPIRES 31/12/26



# **WANTED** Your lighter takes

If you've got a quirky photo, tale, poem, or anything else you think might be appropriate, please email staff writer Owen Hayward on [owen.hayward@kelsey.co.uk](mailto:owen.hayward@kelsey.co.uk)

## Railway cats? How about charitable dogs!

By Owen Hayward

ON June 4, the Bluebell Railway welcomed two rather unusual visitors to Sussex – a pair of Golden Labradors called Henry and Bertie. Although canine companions are not unusual sights in their own right, what makes this pair special is that they are collection dogs at the Lynton & Barnstaple Railway in Devon.

Their visit coincided with the opening of a new exhibition in the Bluebell Museum at Sheffield Park, which shares the history of railway orphanage charity Woking Homes, established in 1885 at Jeffrey's Road in Clapham.



Collecting dog Henry (front) and nephew Bertie (centre) in the Bluebell Museum. In the display case is the taxidermized London Jack, one of the most famous and decorated collection dogs. JAMES CUMMINS/BLUEBELL RAILWAY

The Rev Canon Allen Edwards, vicar of All Saints Church, Lambeth, and the railway chaplain of Nine Elms, opened a home for fatherless girls in 1886, later accepting boys too. All these children had lost fathers who had been employed by the railway company. As the home expanded, a country site was sought and a new home was built in Woking, opening in 1909. By the 1930s, it could house 200 children.

The home was financed by the 'rank and file railwaymen' who contributed one penny per week from their wages. The board of management comprised senior railwaymen and the members from district committees who raised money through various fundraising activities. One of these methods was to send out dogs with tins strapped to their backs to collect money from the public. In the years prior to the Great War, the company had no less than 22 of these collecting dogs.

After several name changes, in 1982 the institution had become Woking Homes, accommodating not just those from the Southern Region, but from all over the country.

Henry and Bertie are the last two official collection dogs in the UK, Henry having stepped up to the mantle in 2024, while Bertie is currently in training to follow suit.

"Visitors enjoyed meeting the fundraising duo, learning more about the important work of Woking Homes, and exploring the fascinating new display, which combines material from both Woking Homes and the Bluebell Railway Archive," said a Bluebell Railway spokesman.



One of the display cases containing artefacts about Woking Homes, an orphanage set up by the LSWR in 1885. JAMES CUMMINS/BLUEBELL RAILWAY

→ The connection between railways and animals continues to this day, with many volunteers bringing canine companions along with them, while many stations, sheds and signalboxes are home to cats too.

Sadly, on June 18, the Great Central Railway announced that Onslaught, a female cat who had lived in the traffic office at Loughborough Central, had been euthanised following a decline in her health, being unable to stand or walk unaided.

"For the past 12 years, Onslaught was a familiar face at Loughborough Central in or around the traffic office," a statement said. "Whether she was greeting visitors, coercing staff for a share of their lunch or happily lazing in the sunshine, she became part of the fabric of the railway. Countless members of the GCR family came to love her over the years and would look out for her whenever they visited."



Onslaught, the much-loved cat at Loughborough Central's traffic office. GCR

"She wasn't just a cat. She was a colleague, a mascot, a source of comfort on difficult days and a friend to so many people. Heritage railways are built by people, but places like ours are also shaped by the characters who make them unique. Onslaught was undoubtedly one of those characters."

"Thank you, Onslaught, for the companionship, the smiles and the memories. The Traffic Office, and indeed the GCR, won't quite be the same without you."

### NEXT ISSUE Issue 348 out Jul 31

History has been created for the Snowdon Mountain Railway's 130th season after the highest manually operated pointwork in the UK was automated with green energy, reports Phil Marsh.

### PLUS FRESH BLOOMS IN COVENT GARDEN

Owen Hayward takes an in-depth look at the planned major transformation for London Transport Museum in time for its half centenary in 2030.

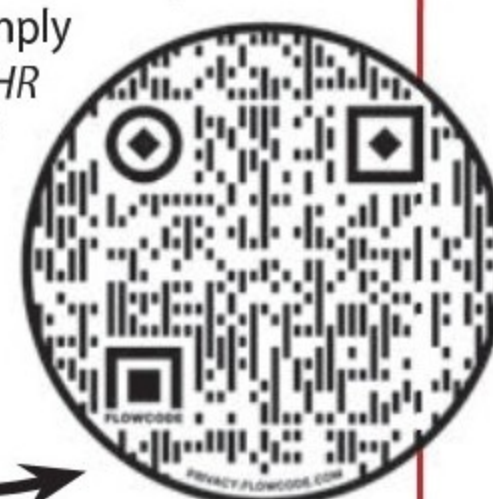


### PRE-ORDER ISSUE 348

OR TURN TO PAGES 30/31  
AND SUBSCRIBE!

No need to pop to the shops in four weeks' time... simply order your next *HR* from [mrtns.uk/pre-order-hr](http://mrtns.uk/pre-order-hr) or call 01507 529529.

SCAN ME WITH  
YOUR PHONE  
CAMERA!



## WELCOME SALAMANCA THE SECOND!

Commemorating the 200th year since the passing of pioneer steam locomotive builder Matthew Murray, Sally Clifford reports on the official naming ceremony of Hunslet 0-4-0DH No. 6981 as *Salamanca* at the Middleton Railway.

**BEST FOR THE COMPLETE COVERAGE OF THE PRESERVATION SCENE:**  
*THERE'S ALWAYS SOMETHING DIFFERENT IN HERITAGE RAILWAY!*





SCAN  
FOR  
MORE  
INFO!

ESTD

RAILS

1970

OF SHEFFIELD

FAMILY  
BUSINESS

FRIENDLY  
SERVICE

# PRE-OWNED & SECOND HAND

## WANTED

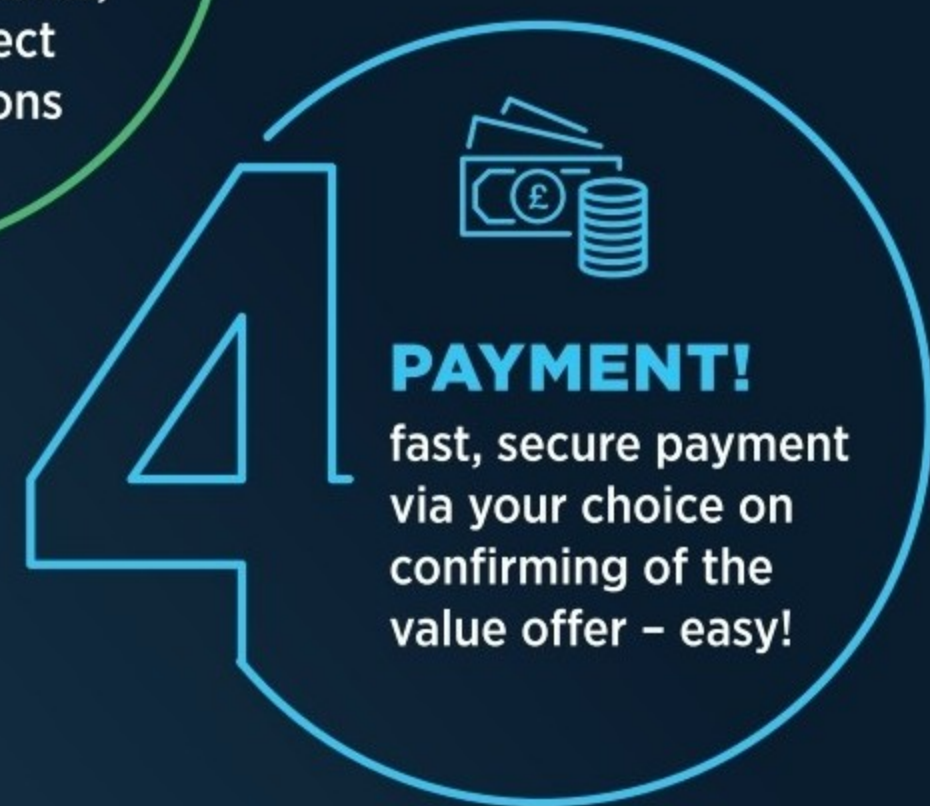
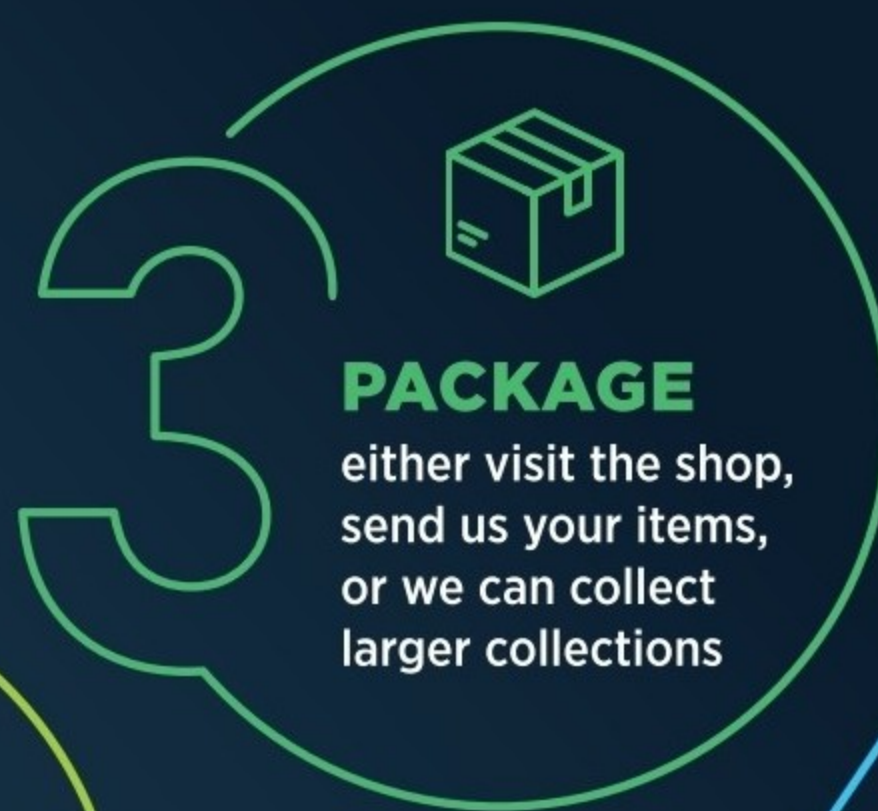
## CASH OR EXCHANGE

BUY • SELL • EXCHANGE • ANY GAUGE • ANY AGE

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES  
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY  
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

## WE VALUE YOUR COLLECTION VERY HIGHLY!



## IMMEDIATE PAYMENT IN 4 EASY STEPS

GUARANTEED

TOP  
PRICES  
PAID

**DON'T DELAY - GET IN TOUCH TODAY!**

+44 (0)114 255 1436 ✉ [secondhand@railsofsheffield.com](mailto:secondhand@railsofsheffield.com)

OR VISIT OUR WEBSITE AND CLICK ON THE  Stuff to Sell? LINK:

[www.railsofsheffield.com](http://www.railsofsheffield.com)

Ref: HERITAGE26

PROUD  
WINNERS  
OF THESE  
RECENT  
AWARDS:





# Rail Holidays of the World



Discover More – Travel Better with Ffestiniog Travel  
2027 Brochure Now Available

## New Escorted Tours

### CHRISTMAS

#### Bodensee Christmas Markets ~

Departs 2 December 2026 - 8 days from £1,815

Explore the festive traditions of Germany, Austria and Switzerland around beautiful Lake Constance. Journey by rail through spectacular alpine scenery, visit renowned Christmas Markets, travel aboard the Christmas Ship between Lindau and Bregenz and excursions across three countries.

### UK

#### North West England ~

Departs 1 September 2027 - 9 days from £1,395pp

Discover the railway, industrial and transport heritage of North West England. Combining heritage railways, canals, historic transport attractions and scenic journeys, the tour showcases one of Britain's most influential regions.

### EUROPE

#### Poland & the Wolsztyn Steam Locomotive Parade ~

Departs 29 April 2027 - 14 days from £2,825pp

Designed for steam and vintage travel enthusiasts with visits to Poland's famous Wolsztyn Steam Parade and railway museums plus tram and steam-hauled journeys and cultural sightseeing in Warsaw, Poznan and Krakow.

#### Alsace, Black Forest & Swiss Jura ~

Departs 6 June 2027 - 9 days from £1,955pp

Explore three of Europe's most scenic regions, featuring mountain railways, charming historic towns and spectacular landscapes.

#### South West Germany ~

Departs 3 July 2027 - 10 days from £1,995pp

This dedicated rail holiday combines scenic train routes, a Rhine cruise, visits to historic cities and transport heritage attractions in one of Germany's most attractive and rewarding railway regions.

#### Finland & the Baltic Capitals ~

Departs 1 September 2027 - 15 days from £2,585pp

This tour combines rail travel and ferry crossings with visits to Helsinki, Tallinn, Riga and Vilnius, exploring the distinctive cultures and histories of Northern Europe.

### WORLDWIDE

#### South Korea Rail Adventure ~

Departs 17 May 2027 - 13 days from £5,340pp

This tour showcases one of Asia's most modern rail systems while exploring vibrant cities, historic sites and spectacular landscapes from the Demilitarised Zone (DMZ), UNESCO Sites to the Gyeongbokgung Palace for Changing of the Royal Guard.

#### Japan: North to Hokkaido ~

Departs 1 September 2027 - 18 days from £7,800pp

An immersive exploration of Japan's railway network with a First Class pass, from high-speed Shinkansen services to scenic regional routes across stunning Hokkaido.

### SMALL & TRADITIONAL

#### Slovakia's Hidden Gems ~

Departs 21 June 2027 - 10 days from £3,990pp

Designed for smaller groups, the holiday explores historic towns, mountain scenery, local railways and authentic Slovak culture. An in-depth tour of a lesser-known European destination.



## Rail Holidays of the World 2027



Discover More – Travel Better with Ffestiniog Travel



Order printed brochure now and see all 2027 tours at:

\* Tel: 01766 512400 \* Email: [info@ffestiniogtravel.co.uk](mailto:info@ffestiniogtravel.co.uk) \* [www.ffestiniogtravel.com](http://www.ffestiniogtravel.com)\*



Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.