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presents its case





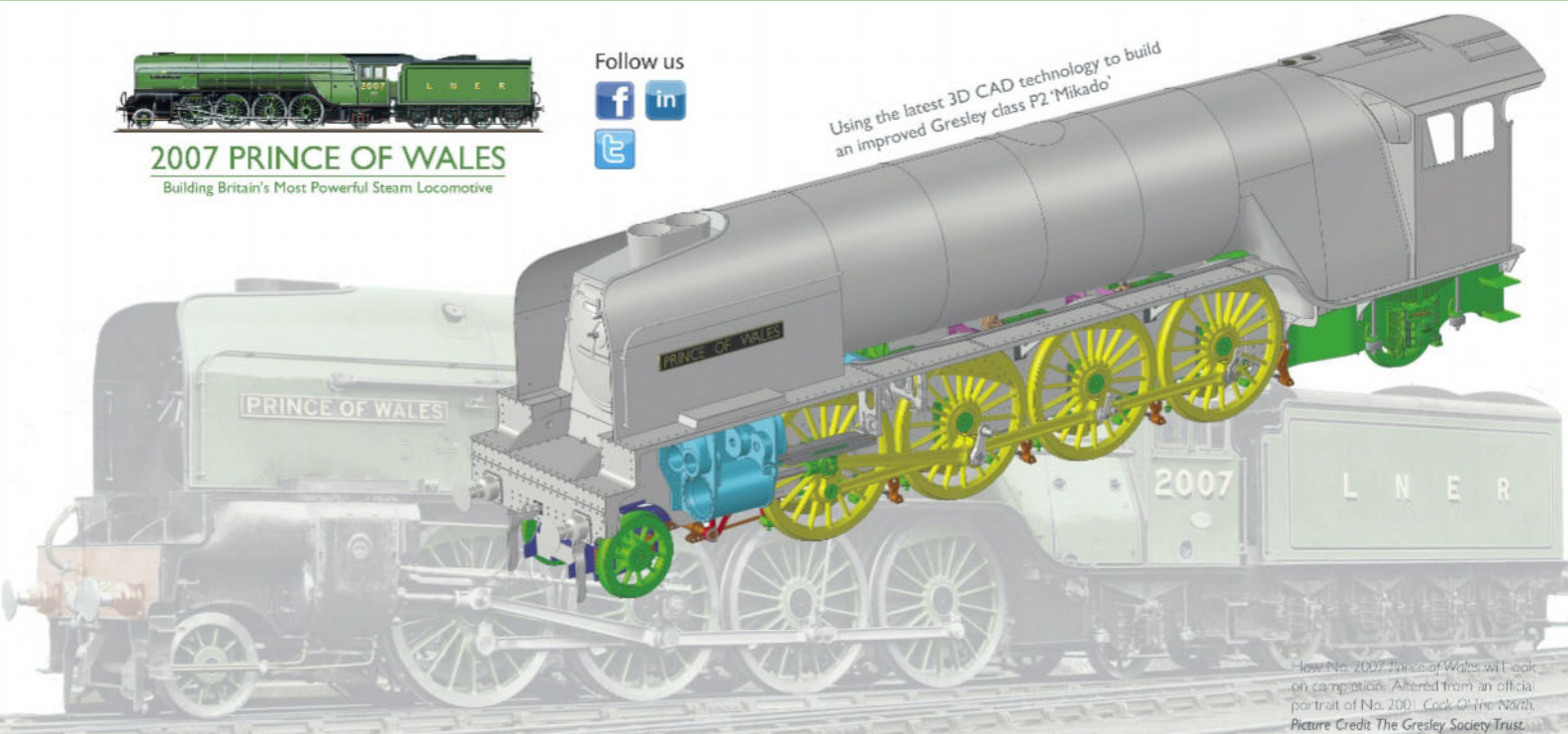
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From the builders, operators and owners of new main line steam locomotive No. 60163 Tornado



No. 60163 Tornado. Image courtesy Marcus Gilmour

'THE PEPPERCORN PHOENIX' 31st DECEMBER 2015



No. 60145 Saint Mungo. Image courtesy John Arnott-Brown

A New Year's Eve special marking half a century since the last BR run of a Peppercorn class A1 Pacific.

On 31st December 1965 a Peppercorn class A1 No. 60145 *Saint Mungo* hauled a special train between York and Newcastle, the last run of an A1 in British Railways' service. With no preservation scheme likely to be successful, everyone thought that this fine class of locomotive would simply fade into history. To mark 50 years since that train ran, The A1 Steam Locomotive Trust is proud to present a very special excursion, again from York to Newcastle and back, including the non-passenger 'Blyth & Tyne' route north of Newcastle featuring our own Peppercorn Phoenix No. 60163 *Tornado*, completed in 2008.

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| TIMES (Preliminary) | OUTWARD | RETURN |
| London Finsbury Park | 08:45 | 21:15 |

Tables for two in First Class Non-Dining and First Class Dining are available for a supplement of £25.00 per person. All profits from this tour go towards maintaining *Tornado* in future years.



60163 TORNADO
New Steam for the Main Line

RTC's Bristol-Chester 'The Cheshireman' on September 12 was booked for Bulleid No. 34067 Tangmere, but passengers got 'Black Five' No. 45231 'Sherwood Forester' instead. It has reached Craven Arms. ROY AVIS



Comment

We are failing in our duties



If you book on a main line steam excursion, the minimum requirement (a cliché borrowed from the late comedian Peter Cook) is that it should always be hauled by a steam locomotive.

Other equally obvious expectations are that it should successfully reach its advertised destination, and deliver you to your starting point broadly at the time you expect it.

Not too much to ask? It does seem so at the moment, because one special after another is being spoiled by a mechanical failure of some description. This, on top of gauging issues which mean that the advertised engine doesn't appear, is dragging our industry into some trouble. Is it any wonder that empty seats are being noticed in many of the coaches, and repeat bookers tell us that they are channelling their funds into other pleasant experiences such as low-cost sea cruises? You don't often hear of a Mediterranean ship destined for Southampton leaving its passengers stranded at the Port of Barcelona.

There are now serious challenges to the future of the railtour business, at a time when our operators are reeling financially because so many tours failed to run at the start of the year. More time seemed to be spent refunding disappointed passengers than selling them tickets.

Then there is the current fluid nature of cash-strapped Network Rail. I feel we are walking rather close to a cliff edge. We are seen by some as a rather tiresome distraction, blocking the path (sic) of a highly regulated and therefore inflexible modern passenger and freight business. So, in the very first instance, let's stop messing about and get our equipment into good order.

You would need to have been holidaying on Mars for the last year to not be aware of the furore over whether the statue of Sir Nigel Gresley on the Western concourse of London's King's Cross station should or should not be accompanied by a mallard duck at his feet. *Steam Railway* readers continue to bombard us with their views as to how the whole thing can be resolved in peace and harmony. They offer their own rather eccentric suggestions, such as a hologram of a duck that is projected on months with the letters L, N, E or R in them, to polling the residents of Watton-at-Stone (where Gresley lived and had a pond) or asking Doncaster if it would agree to a second statue, this time with the sociable bird firmly in place.

Looking forward, it is still difficult to see where this all going to end, and I guess that the two sides are privately accepting they have not handled the situation particularly well. The only up side is that we have demonstrated how much untapped force there is in a movement that many previously believed was locked in the 1960s.

If we could divert the energy of our most currently rattled senior enthusiasts and 2,000 Gresley statue petitioners to something more constructive, the impossible could become the possible... such as a statue of Sir William Stanier bowing to a duchess next to a rebuilt Euston Arch.

Howard Johnston

Howard Johnston, Editor

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DETAILS ON PAGE 115

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NEXT ISSUE ON SALE NOVEMBER 6 2015

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Editor

Engine owner and publishing all-rounder



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Assistant Editor

The busy fireman and a regular volunteer



CJ Wheeler,
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Down Main

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The challenging life of a BR freight clerk

of authority for 35 years... and we're proud to be 100% steam ”

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Union Canal at Watford
on September 13, during
the London Transport
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STEVE WRIGHT

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HEFTY FARES FOR THE PUBLIC RUN OF 'SCOTS

BY DAVID WILCOCK

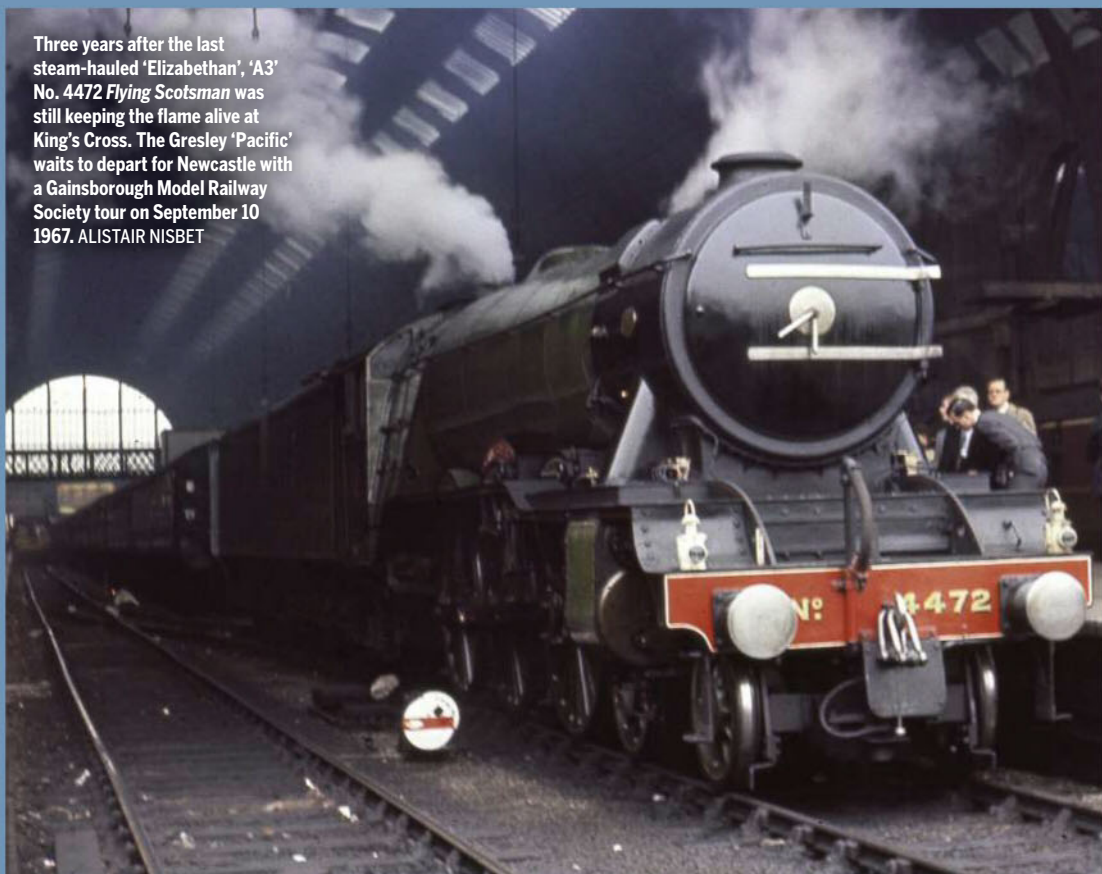
FLYING SCOTSMAN'S main line comeback train from King's Cross to York next February will not be an exclusive VIPs only special, but premium fares are expected to run substantially into three figures.

The National Railway Museum has confirmed that tickets will be available to the public, but is not yet saying how much they will be. It has also still not formally confirmed the date of the inaugural run, though this is being widely forecast as Saturday February 27 2016 - the anniversary of the locomotive's outshopping from Doncaster Works in 'A1' form, in 1922.

NRM spokesperson Catherine Farrell hinted this month that enthusiasts wanting seats on the comeback special will need deep pockets. "Tickets for the inaugural run will be available to the public," she said "but we expect they will be aimed at ultimate *Flying Scotsman* fans."

"There are a number of propositions about how we will price it, but no decision has yet been made."

Three years after the last steam-hauled 'Elizabethan', 'A3' No. 4472 *Flying Scotsman* was still keeping the flame alive at King's Cross. The Gresley 'Pacific' waits to depart for Newcastle with a Gainsborough Model Railway Society tour on September 10 1967. ALISTAIR NISBET



Running-in schedule is slipping

Sticking to its 2014 pledge that *Flying Scotsman* will steam before the end of the year - even though light engine and load trials at the East Lancs Railway are put back to the final week of December - the NRM released details of the 2016 running programme for Britain's first 100mph authenticated steam locomotive, on September 16.

The first public trains to be hauled by the Gresley A3 'Pacific' since December 2005 will run at the East Lancs Railway during the weekends of January 9/10 and 16/17, in what is being billed as a 'Scotsman in Steam' preview event.

The locomotive will at this point still be in LNER wartime black livery, carrying the numbers 502 on the fireman's cabside, and 103 on the driver's cabside - the livery applied for the NRM's abortive relaunch of the engine at York four and half years ago.

The ELR is planning four round trips per day with 'Scotsman' over the full line, starting from Bury. Seats will be bookable from October 16, but normal fares (for example, an adult return at £14.50) will apply, because, says ELR Finance Director David Layland: "People have waited long enough for this, and we're not going to fleece them."

Packed main line timetable

The Railway Touring Company has been given the go-ahead to run the first unofficial, post-restoration main line tour with the 'A3' on Saturday January 23 - a 'Winter Cumbrian Mountain Express' from Manchester, outward via Shap, and returning via Ais Gill - but the engine will still be black.

In the window between this date and February 27, Blackburn-based Heritage Painting, which in 2013 repainted Gresley 'A4s' *Mallard* and *Dwight D. Eisenhower* for display at the NRM, will take a four-man team to Bury to repaint *Flying Scotsman* into BR lined Brunswick Green as No. 60103.

This was last seen briefly in the early 1990s, during a tour of UK steam lines. The cabside numbers

and BR crests on the tender will be painted by hand.

Without doubt, the biggest beneficiary of the 'A3's' return to grace is main line tour operator Steam Dreams, which has contracted with the NRM to run the Gresley 'Pacific' on 13 tours in a 22-day period, between May 10 and June 1.

The whistle-stop itinerary sees 'Scotsman' on tours as far apart as Fife and Somerset, with four on the East Coast Main Line, cream tea specials in Hampshire and Norfolk - and lunchtime and evening circulars from London Victoria.

■ The last really big ticket main line event was BR's end of steam 'Fifteen Guinea Special' on August 11 1968. In today's money, that translates to a fare of £244.

FIRST MAN'



First for green 'A3'

The North Yorkshire Moors Railway becomes the first steam line to get its hands on the green 'A3', for eight days between March 12-30. It is almost doubling the normal adult round-trip price from £20 to £38, (child £10 to £25).

Says Managing Director Philip Benham: "We're opening the railway up specially, and 'Scotsman' is a relatively expensive engine to hire.

"A premium product comes with a premium price - but I think we're pitching it fairly."

The Severn Valley Railway has also secured No. 60103 for its 2016 Autumn Steam Gala (September 22-25).

OOOPS! 'B12' is in the wars at North Norfolk's '1940s Weekend'

Passengers at the North Norfolk Railway's '1940s Weekend' saw the disruptions of wartime train travel inadvertently recreated for real - after 'B12' No. 8572 collided with the stop blocks at Holt on September 20.

In the second such incident to involve a steam locomotive in a fortnight (following No. 34067 *Tangmere's* collision at Weymouth on September 5) the 'Poppy Line's flagship LNER 4-6-0 was moving forward into the headshunt at the southern terminus, to run round its stock after arriving with the 11.30am train from Sheringham.

An eyewitness told *Steam Railway*: "No. 8572 was approaching the end of the track faster than normal and appeared to accelerate rather than brake." The impact demolished the stop block and caused the 'B12's front buffers to ride up onto the wall behind.

A rapid response by all three emergency services was reportedly due to staff at the control room mishearing 'a train has hit the buffers' as 'a train has hit a bus'! In fact, only two people required treatment - the 'B12's fireman for head injuries, and a member of the public for shock. A diesel locomotive was called to operate the return working, and normal service was resumed within about two hours.

Video evidence on YouTube shows that an identical accident befell Great Eastern 'J15' 0-6-0 No. 65462 at Sheringham in 2009, before the stop blocks were removed and the level crossing installed to link the NNR to Network Rail.

General Manager Trevor Eady confirmed that both the Rail Accident Investigation Branch (RAIB) and Office of Rail and Road (ORR) are investigating. The 'B12' has been 'under quarantine' since, meaning that the extent of the damage has not yet been confirmed.

He added that both the driver and fireman have been temporarily suspended, and that the investigation would "focus on all possible causes, from driver procedures to any fault with the brakes".



↑ 'B12' No. 8572 in the headshunt at Holt after colliding with the stop blocks on September 20. NICK JANES

A DUMBLETON OVER-HALL?

Oldest-surviving GWR 'Hall' 4-6-0 No. 4920 *Dumbleton Hall* could get a chance for overhaul in 2018 - almost 20 years after it last steamed at the South Devon Railway.

Long considered to be the 'flagship' engine of the owning SDR, it was first restored there from Barry scrapyard condition in 1992. It was withdrawn after seven years.

It has been allocated a provisional slot in the works for 2018, although SDR Engineering Manager Rob Le Chevalier said that a start could be made as early as next year, with a volunteer project to carry out dismantling. Thanks to

fundraising that has already taken place, he added that a "substantial sum is in the bank" towards the cost of the overhaul.

The precise timescale of *Dumbleton Hall's* return to steam will, however, be dependent upon several other locomotives in the queue, with 'Small Prairie' No. 5526 currently in the workshops and targeted for completion in 2017, and a new firebox backhead expected to be formed towards the end of this year as the first move in the rebuild of '14XX' 0-4-2T No. 1420. Two more GWR locomotives also fall due for attention soon, with '1366' 0-6-0PT No. 1369's

boiler certificate expiring at the end of 2016, and '2884' No. 3803 expected to return to Buckfastleigh within weeks after blowing a flue tube at the Battlefield Line.

No. 3803, in the final year of its boiler ticket, is now to be assessed for a possible 'fast-track' overhaul before returning to the hire circuit, although it needs new tyres.

Dumbleton Hall, currently on static display at Buckfastleigh, is also expected to become a roving ambassador for the SDR - although it is now permitted to run over the whole seven-mile line. Nursery Pool Bridge is rebuilt to take larger engines.

'THERE WERE N TO RETAIN THE

THE ARTICLE was surprisingly one-sided, and the Gresley Society Trust takes issue on numerous points.

Only a handful of Gresley Society members have supported those in favour of the mallard duck, and we have gained more new members than we have lost - people who support our respect for Sir Nigel's grandsons. We believe that decisions on the statue should be controlled by financial contributors, rather than simply by messages on Facebook or Twitter.

Sir Nigel did not "sanction the naming of four of his 'A4s' after breeds of duck", and did not sit on the LNER committee that decided naming policy. The 'A4' names were initially on a 'silver' theme for the 'Silver Jubilee', but eventually extended to seven different themes before eventually, after the 27th locomotive, a series of four ducks, of which only one survived renaming after April 1939. If Sir Nigel had any influence over naming policy it was clearly not very strong.

The article makes the unwarranted presumption that support for the statue was also support for the duck. Yet Statue Group members themselves described the duck as a 'whimsy' and had to go to great lengths to explain the justification for its inclusion.

The council vote (six to delete the duck with two abstentions) cannot be distorted by including those not present. If this was the case, the vote would have been nine to three, based on the prior submitted views of other council members who could not attend the meeting. There were no votes to retain the duck, only abstentions.

It is incorrect to include Dennis Butler in the Sculpture Group from the start of the

There are six months to the unveiling of the bronze statue of Sir Nigel Gresley on the western concourse of King's Cross station, and the debate over whether a mallard duck should rest at his feet shows little sign of abating.

The Gresley Society is standing firm on its decision not to include the mallard. Here, it presents its response to our columnist David Wilcock's 'So much for the Gresley legacy' comment piece in SR443.

project. On his own admission, in his letter of resignation, he claimed membership for only six months, which was in reality less than two. At no stage did we wish to halt the statue over what had become a controversial addition and distraction.

The quotation from Sir Nigel's grandson Tim Godfrey is portrayed as a threat, rather than a reasonable prediction of the likely impact on funding if the Sculpture Group continued to stir up controversy, which subsequently proved to be totally accurate.

Libby Ranzetta, who is quoted, did not create the *gresleyduck* website. She took over the former *gresley.org* twitter feed, previously altered to *gresley_duck* by Dennis Butler. Despite a highly tenuous connection with Sir Nigel (she spent her childhood at Watton-at-Stone where he had lived almost 40 years earlier), she has obsessively pursued a campaign in favour of the duck, ignoring the wider picture that this is about a statue commemorating Sir Nigel. Now living in Bury St Edmunds, Ms Ranzetta has, in our view, no evident interest in railways, preservation or indeed Sir Nigel.

Nigel Dant's comments on the

reaction to the unveiling of the maquette in July 2014 make no distinction between the statue and the duck. They omit to mention reservations expressed by organisations during the approval process about securely fixing the duck to the floor (there is no plinth) and possible safety issues over children falling off it.

Throughout the debate over the duck the Sculpture Group insisted, in their support, on two claims that were always highly questionable - that the Listed Building Consent prevented any changes and that the sculptor would not countenance any alterations. Consultation has now identified that these claims are erroneous and placed several individuals in difficult positions.

The Godfrey brothers were only advised of the statue details some four months after the maquette was publicly revealed, so no reasonable person could regard this as meaningful consultation. The Gresley Society Council readily acknowledges its responsibility

for not having recognised this error by the Sculpture Group at an earlier stage.

Dennis Butler (not a member of the Sculpture Group until early 2015) makes the outrageous claim that he organised the presentation at King's Cross by sculptor Hazel Reeves to the Godfrey brothers on March 4. In fact, all arrangements were made entirely by our chairman and the not insignificant costs met by the Gresley Society Trust.

How can Dennis Butler's dream be 'shattered'? The statue will be erected as planned. Did he dream about a statue of a duck or a statue of one of our greatest engineers, Sir Nigel Gresley?

The article concludes with unfair comments about the Godfrey brothers regarding their involvement in the restoration of their grandparents' graves. I suggest that this is an unwarranted and offensive criticism of two gentlemen whom we hold in the highest esteem. Tim Godfrey, together with Chris Nettleton, arranged every aspect of the restoration project from inception to completion.

To sum up, we have always recognised that views will differ and that healthy debate is to be welcomed. However, throughout this sorry saga, despite our seeking harmony and reconciliation, our opponents have sadly chosen to resort to a campaign of distortion.

The Trust remains dedicated to the mission to advance the memory of Sir Nigel Gresley and believes that the statue at King's Cross will form a fitting tribute to his memory.

JOHN CAMERON, President, on behalf of all members of the Council of the Gresley Society Trust



O VOTES DUCK'

GRESLEY SOCIETY PATRON McALPINE BACKS THE DUCK

BY DAVID WILCOCK

Petitioners urging the Gresley Society to reinstate the mallard duck to a new bronze statue of Sir Nigel Gresley, who were criticised last month as "unbalanced", include Sir William McAlpine, the society's own patron, it has emerged.

The building industry magnate, feted as a national hero after rescuing Gresley 'A3' No. 4472 *Flying Scotsman* from its financially disastrous tour of the USA in 1973, signed the petition, which now carries almost 2,500 names.

He feels that members of the public who have donated to the £95,000 statue project should decide on the inclusion of the duck, and not the society's nine-man ruling council.

"It's something I feel strongly about," he told *Steam Railway*. "I don't think that makes me 'unbalanced'." (This was the suggestion of Chairman David McIntosh).

Camden Council, English Heritage, Network Rail and initially the Gresley Society itself all gave enthusiastic approval to the sculpture, which is to be erected at King's Cross station in April next year.

In its original form it depicted Sir Nigel - designer of the 126mph world record-breaking 'A4' *Mallard* - with a symbolic mallard duck at his feet, included at the suggestion of sculptress Hazel Reeves.

"I was attracted by the statue with the duck"

The society's ruling council then performed a U-turn, dropping the mallard after Sir Nigel Gresley's two grandsons Tim and Ben Godfrey - both vice presidents of the society - declared it demeaning to their grandfather's memory. They have been condemned for 'interfering' in a public project, part-funded by public donations.

Society Chairman David McIntosh, who earlier described petitioners as "mostly duck fanatics who care nothing about Sir Nigel Gresley", wrote to Sir William McAlpine on September 22 - not to apologise for his remarks - but to ask him to 'reconsider his position'.

"I have no wish to," Sir William told him. "I was attracted by the statue with the duck when it was first shown in the press. It would attract attention to the statue, which presumably was what it was intended to do. I still think that."

The Godfrey brothers, he said, "no doubt wish to show respect for the great man, but I think they have missed the point. The duck shows him as human, and with interests other than railways."

Among other recent signatories to the petition are Carole Cuneo, daughter of railway artist Terence Cuneo, North Norfolk Railway Chairman Julian Birley and railway author Richard Derry.

The pro-mallard campaign also has the support of Andrew Scott, former director of the National Railway Museum, top railway artists including Malcolm Root, Philip D. Hawkins, Jonathan Clay and Matthew Cousins, and railway authors Don Hale, Michael Williams and Christian Wolmar.

**"Our opponents
have sadly
chosen to resort
to a campaign of
distortion"**



NEWS IN BRIEF

♦ Triple track?

Three preserved lines - the Ecclesbourne Valley Railway, Lincolnshire Wolds Railway and the Great Central's Mountsorrel branch - have benefited from the donation of surplus track from British Celanese at Spondon. The EVR has used some of the material to lay a siding that will form part of a new steam servicing facility.

♦ GWR guests at Chinnor

The Chinnor & Princes Risborough Railway is to host two GWR locomotives next year, with '57XX' 0-6-0PT No. L92 (5786) on loan from the South Devon Railway for the 2016 season, and '42XX' 2-8-0T No. 4247 to visit from Bodmin on dates to be confirmed.

♦ Money down the drain

The Aln Valley Railway needs to raise £5,000 of match-funding to secure a grant of the same amount from the Foyle Foundation, which will be used to construct a sewer system and toilet block for its Buffer Stop Café.

♦ New WSR 'Toad'

West Somerset Railway member Robin White has acquired GWR 'Toad' brake van No. 114751 for the railway from Rowden Mill station in Herefordshire, and would be interested to find out more of its history - email info@wsrail.net

♦ A canopy in a pinch

The Nene Valley Railway is using original Great Northern columns, recovered from Pinchbeck, to support a new canopy at Ferry Meadows station. Other columns of the same origin have already been incorporated into Wansford station building.

♦ Extra volunteers

The Shillingstone Railway Project in Dorset has received a boost, thanks to its volunteering day on August 15. Eighteen new volunteers signed up to help, 13 of them new to the project.

♦ Ecclesbourne University

Students on Birmingham University's MSC Rail Systems Engineering course have visited the Ecclesbourne Valley Railway to gain practical experience in tracklaying.

♦ WSR saloon completed

The restoration of 1948 GWR Hawksworth inspection saloon No. 80976 has been completed at the West Somerset Railway. It is available for hire.

VALLEY CELEBRATION WITH 'BR' ROYAL



TES SCOT

WITH THE first public appearance by *Royal Scot* for more than six years and the return of *Britannia* after an absence of 35 years, it seemed as though the Severn Valley Railway's three-day Autumn Steam Gala (September 18-20) could not go wrong - and so it proved.

As ticket, catering and gift shop revenues buffered up to some of the railway's best ever figures, SVR General Manager Nick Ralls confirmed that the 7,000-passenger benchmark - the yardstick of a champagne event - had been passed in the 50th year since the formation of the original Severn Valley Railway Preservation Society.

With resident rebuilt Bulleid 'Pacifics' No. 34027 *Taw Valley* and 34053 *Sir Keith Park* lending their tonnage to a line-up of ten locomotives, and more than 150 departures over the three days, the final figure for paying passengers was 7,100 - comprehensively pulping the 2014 autumn gala of 5,900 passengers.

Late-running, so often the hallmark of big and ambitious steam galas, was almost non-existent and, performance-wise, the only black mark came on Thursday September 17 - the newly designated 'Gala Preview' day - when *Taw Valley*, in its first gala since overhaul, arrived at Kidderminster with the last Up train of the day some 45 minutes late, its tender brakes

BY DAVID WILCOCK

dragging on.

Britannia, with its distinctive chime whistle echoing down the valley for the first time since April 1980 when it departed for a new home at the Nene Valley Railway, also blew out an injector delivery pipe joint on the same day, but with no effect upon timetabling.

GWR 4-6-0 No. 7812 *Erlestoke Manor* and Ivatt 'Flying Pig' 2-6-0 No. 43106, the mainstay engines of all-night running on Friday and Saturday, were the nominated standby locomotives, but were not called upon.

The only apparent negative appeared to be the mourning by

some enthusiasts at the loss of the local trains that characterise most SVR galas, and Highley, a regular turn-round point for these shuttles, was described by several observers as 'unusually quiet'.

But, commented SVR locomotive hire co-ordinator Duncan Ballard: "If you want to run big locomotives and full-length through trains at a gala, something has to give. I can't deny that the frequency and available of the larger engines has been affected - but we did have No. 1450 running auto-trains between Kidderminster and Bewdley. The Spring Gala in March is really 'the one' for local trains." ➔



↑ During the preview day on Thursday September 17, former SVR stalwart Ivatt '2MT' 2-6-0 No. 46521 is paired with a GWR goods train as it approaches Foley Park Tunnel. MALCOLM RANIERI



No. 46100 *Royal Scot* heads the 9am Bridgnorth-Kidderminster train through Oldbury Cutting on Friday September 18. IAN DIXON

The lined Brunswick Green *Royal Scot* arrived at Bridgnorth by road on Monday September 7, untried since its very protracted overhaul at LNWR Heritage, Crewe, and with negligible mileage on the clock. It was last seen in passenger traffic six years, four months and 11 days before, when as the red-liveried (and very offbeat) LMS No. 6100, it limped out of the 'Steel, Steam & Stars II' gala at Llangollen.

Light-engine running-in trials began on Wednesday September 9 with a single out-and-back trip from Bridgnorth to Bewdley, followed by two full-line return trips to Kidderminster the next day - but it was apparent even to amateur ears that all was not well with No. 46100.

A low whirring sound - very like that of an approaching Tube train - was accompanied by a rhythmic, high-pitched squeak. The noise was still audible almost



a week later when *Royal Scot* was on six-coach empty stock running between timetabled services, though by the start of the gala Steve Latham and his team from Crewe appeared to have it sorted.

The Thursday gala preview day involved all three celebrity guest

engines - *Royal Scot*, *Britannia* and former SVR resident Ivatt 'Mogul' No. 46521. Over the three days of the gala, the Ivatt was run as pilot engine to 'Small Prairie' No. 4566, the event's only double-headed combination, though preview day visitors saw the 2-6-0 - 'Blossom'

← The Duke of Gloucester visited the SVR on September 17, and unveiled a plaque to mark its 50th anniversary. BOB SWEET

in the TV comedy *Oh, Doctor Beeching* - running solo with a 17-vehicle goods train.

Similarly, while Collett 0-4-2T No. 1450 was seen on preview day with just a single auto coach, it spent the gala sandwiched between auto coaches W178 and W238 *Chaffinch*.

Royal Scot was put to bed at Bridgnorth on the Sunday night, having run a total of 608 miles since its arrival from Crewe 14 days earlier - but the engine was still at Bridgnorth as this issue of *Steam Railway* closed for press, and was expected to undergo further running-in there, prior to the fitting of TPWS and OTMR safety equipment ahead of a return to the main line.

"If you want to run big locomotives and full-length through trains, something has to give."

DUNCAN BALLARD

No. 70000 *Britannia* recovers from a temporary speed restriction near the top of Eardington bank with a Kidderminster-Bridgnorth train on the morning of September 19. BOB GREEN

Severn Valley to crack down on 'casual linesiding'

The Severn Valley Railway is to crack down on 'unauthorised' linesiding by photographers, after numerous incidents of 'technical trespass' during the three-day Autumn Steam Gala.

Since last year, the railway has required lineside pass applicants to sit a Personal Track Safety exam before being issued with a pass, valid for three years, which is charged at £95.

But, says SVR General Manager Nick Ralls: "Anecdotally, a number of photographers are going lineside when they shouldn't.

"Numbered orange jackets are issued with track passes so we know who has authority to be there. It's unfair on those who have taken the exam and paid for the pass if others abuse the system.

"It's not something we've felt the need to police

before, but we will be checking passes and jackets at our Diesel Gala (October 1-3), during the visit of 'A1' class 'Pacific' No. 60163 *Tornado* in mid-October, and at our 'Three Manors' event on November 14/15.

"There are plenty of places photographers can go without crossing the fence line, but once you cross it, you become the responsibility of the railway, and there are rules and regulations to observe."



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Day 2. The Drachenfels Railway. This morning we take a trip on the nearby Drachenfels Cog Railway and ascend the mighty Dragon's Hill. At the summit, we visit the imposing Schloss Drachenburg, an opulent 19th century private villa, its colourful spires towering over the surrounding forests.

Day 3. Day at leisure. Today is at leisure. You may wish to visit the nearby city of Bonn, the former de facto capital of West Germany. Alternatively, you may wish to return to historic Cologne.

**On our September departure we transfer by coach to the starting point for a 'Rhine in Flames' evening cruise. This departure features illuminations and fireworks after dark, as well as an evening meal.*

Day 4. Vulkan Express and the Ahr Valley. Today we travel to Brohl, joining the Vulkan Express deep in the valley, for the scenic ride up through the foothills of the Eifel Mountains. Later, we take a coach into the Ahr Valley, famous for its vineyards,

and visit a local winery for a tasting of the area's famous produce.

Day 5. Linz am Rhein. This morning we gently cruise along the Rhine to Linz, where we have time to explore this medieval town. Here you can explore the city's Old Town district and mighty castle, or perhaps undertake a ride on the Kasbach Valley Railway, riding a traditional Uerdinger Railbus along one of the steepest routes in Germany.

Day 6. Return to London. After coaching to Cologne, we take the high-speed rail service to Brussels. Once in the Belgian capital, we continue on the Eurostar to London, travelling in Standard Premier Class.



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ANOTHER SEVERN RAILWAY AND IT MAY OPEN NEXT YEAR

BY TONY STREETER

LIVE STEAM could be running at Sharpness by next Easter, under plans being forged by the new Vale of Berkeley Railway.

The nascent group intends to offer rides over an initial section of around 300 yards on the Sharpness Docks system. It has already taken occupancy of the engine shed there, and steam locomotives are expected to take up residence by the end of this year.

The Gloucestershire centre, on the banks of the River Severn, is to become the restoration/overhaul base for 'Black Five' No. 44901 and the National Railway Museum's '4F' No. 44027; Turkish '8F' No. 8274 is also expected to visit for winter maintenance before returning to its current running base, the Great Central Railway (Nottingham).

Ultimately, the VoBR wants to return passenger trains to around four miles of the Sharpness branch, a project that would include restoration of the currently derelict Sharpness station.

A company and trust are being established, and the VoBR says negotiations are under way with landowners, including Network Rail and the Canal and Rivers Trust, which together own the railway that branches from the Gloucester-Bristol main line near Cam and Dursley.

The first meeting for potential supporters of the scheme is planned for October 17, after which there are to be further meetings with the local community. The VoBR scheme is supported by a number of established preservationists, including Andrew Goodman of specialist rail vehicle road haulier Moveright International.

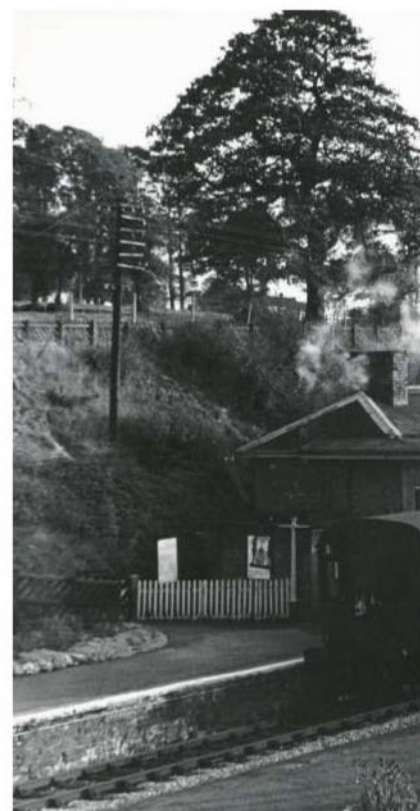
"This is an opportunity to build an exciting preservation project from the ground up. We want volunteers to help us realise our ambitious plans," VoBR media contact Howard Parker told *Steam Railway*.

"The highest preservation principles are what we're about, and that includes being open and welcoming as part of the local as well as the wider railway community."

Already at the shed site is former LMS diesel shunter No. 7069 - a 1935-built locomotive that subsequently worked for the War Department and still bears bullet holes from its time in Occupied Europe during the Second World War. The collection from the now-closed Winchcombe Railway Museum is also expected to make the move to Sharpness.

Originally a branch line, the railway to Sharpness became part of the Severn and Wye route when the 4,162-foot long bridge across the Severn was finished in 1879, the same year the branch opened. As such, it was part of a network that included today's Dean Forest Railway - just across the Severn, but the best part of 30 miles away by road. The Severn Bridge closed in 1960 after being hit by a barge, and Sharpness station closed to passengers in 1964, but the branch to the docks survived and indeed nuclear traffic still runs to Berkeley.

■ For more details on the scheme, visit www.valeofberkeleyrailway.co.uk



Permanent retirement looms for old Sheffield depot

After standing unused for years, the former Millhouses engine shed at Troutbeck Road in Sheffield looks set to become a village for retirees and those suffering from dementia.

Sold signs were erected in August but the commercial property agency handling the site - Lambert Smith Hampton - told *Steam Railway* that

it remains under offer. The existing shed buildings could make way for a purpose-built facility incorporating a nursing home, dedicated treatment for dementia and sheltered accommodation for over-65s.

Millhouses shed began as the Midland Railway's Ecclesall shed in 1901. It was renamed in 1920, and closed on January 1 1962.

The site eventually housed a factory making drill chucks while it was under the occupancy of Jacobs Manufacturing Co. Ltd. Its shed buildings have been empty since the early 2000s, and have had little maintenance.

Barnsley-based Sheldale Developments sought outline planning consent for a retirement village at the site in 2009.

This was granted conditionally in 2010, but later expired and was granted once again in January 2014. In June this year, a revised application was approved.

A Sheffield City Council spokesman said that plans to redevelop the site are "compatible within the character of the locality". An earlier proposal by a separate organisation to build 201 apartments and a car park was rejected by the council in 2005.

In 2008 a failed attempt was made to save Millhouses shed from demolition by appealing to English Heritage for listed status. A report found Millhouses' architecture unremarkable and - while noting its impressive size and contribution to the history of railways in Sheffield - did not consider the shed to be of national importance.

→ LMS 4-6-0s 'Jubilee' No. 45656 *Cochrane* and 'Black Five' No. 45268 are prepared at Millhouses shed (41C) for work out of Sheffield Midland station on November 26 1961. KEITH W. PLATT

→ Sold? What was once a busy locomotive shed serving Millhouses station in Sheffield is, today, derelict and overgrown. STEVE RYSZKA



ILWAY - T EASTER

The closing days of steam at Sharpness as '14XX' 0-4-2T No. 1444 awaits departure with the 6.00pm train to Berkeley Road on October 10 1964. STEAM RAILWAY ARCHIVE



Coaches go under cover at Kent & East Sussex

The completion of a £½ million carriage shed at the Kent & East Sussex Railway will help to ensure that the line's prized fleet of vintage coaches are in pristine order when they form the first trains to Robertsbridge.

An opening ceremony on September 20 was symbolic in more ways than one, as the Rother Valley Railway's Manning Wardle 0-6-OST *Charwelton* broke the ribbon to declare the shed officially in use.

Behind it were three vehicles - LNWR engineer's saloon No. ED33, former 'Golden Arrow' Pullman Kitchen First *Aries*, and SR Maunsell 'Nondescript Brake Open' No. 4443 - which are the first to be stored in the new building as they await their turn for restoration at the Tenterden carriage workshops.

As well as keeping coaches in the queue safe and dry, the 120m, (131 yard) four-road shed will also house the KESR's operational carriage fleet when not in service.

The ceremony marked the official handing-over to the KESR of the shed, which was funded by the Rother Valley Railway, thanks to a generous donation from an anonymous benefactor, as part of its project to rebuild the missing three-mile section of the former Colonel Stephens light railway between Bodiam and Robertsbridge. The target date for the opening of the extension is 2018.

→ Manning Wardle 0-6-OST *Charwelton* breaks the banner to open Rolvenden carriage shed and brings in the first items of stock for storage on September 20. MARK YONGE

The new 'GlosWorks' railhead north of Laverton, looking around the curve leading to Little Buckland Bridge. COURTESY GWSR



A clear road ahead towards Broadway

The Gloucestershire Warwickshire Railway's Broadway extension is again advancing north - towards a station that is already beginning to take on a GWR look.

Tracklaying from the current limit of operations at Laverton had been halted for contractors to repair a landslip and a broken culvert in the embankment - but with these completed, the way

was clear for two sessions by the permanent way gang during September, which saw a further 180 metres (197 yards) of the extension constructed.

The railhead is now 500 metres (547 yards) north of Laverton loop, taking it to within 300 metres (328 yards) of the next target, Little Buckland Bridge - to which ballast has already been laid, and for which sufficient rails and sleepers are in store. The gap between the GWSR and its goal will then be 1,750 metres (1,914 yards) - measured to the end of Broadway station.

At the new northern terminus, another gap will soon be filled with the completion of the tunnel for the signal wires and point rodding from the replica Shirley signal box - allowing the construction of this section of the platform once the GWSR's Signal & Telegraph department has fitted it out.

The foundations have been laid for the new-build, Great Western-style station building (SR444), while the steps for the Henley-in-Arden footbridge are being restored on site.



↑ The tunnel for the signal wires and point rodding under construction at Broadway on September 5, with authentic GWR 'furniture' already in place on the platform behind. JO ROESEN



Two *Stepneys* in Bluebell's L

A HERITAGE Lottery-funded project will see the Bluebell Railway construct a full-size replica of its celebrated 'Terrier' 0-6-0T *Stepney* - but one that will never leave the shed at Sheffield Park.

Instead, it is part of a £1 million-plus plan, which has won initial HLF support, to make the footplates of Victorian steam locomotives open to all in a major new exhibition.

Although visitors can already get up close and personal with pre-Grouping treasures in the Bluebell's running shed at Sheffield Park, the planned £1.1m 'Accessible Steam Heritage' project will see the building undergo a revamp as a dedicated exhibition hall for its out-of-ticket machines.

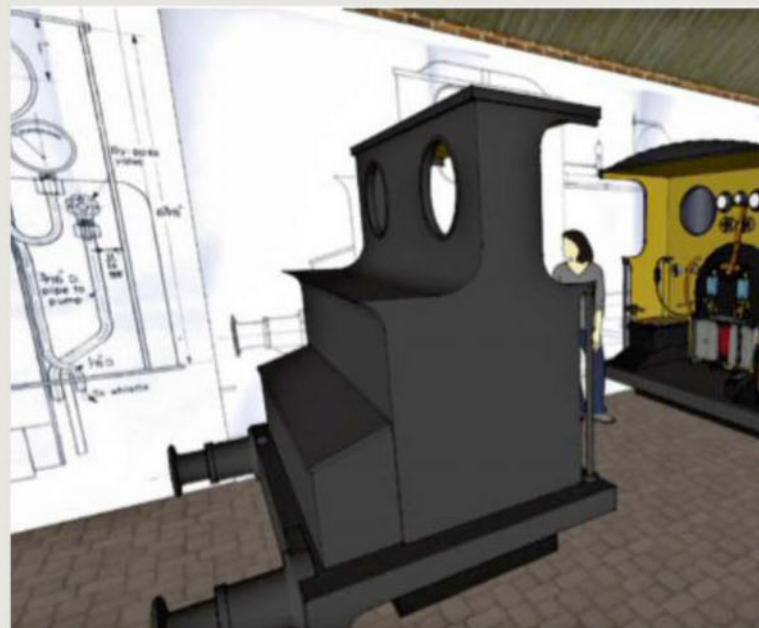
A full-size mock-up of No. 55 *Stepney* will be built for display alongside the real locomotive, now a static exhibit after withdrawal in 2014. The cab of the replica Stroudley tank will be cut in half and widened

to permit disabled visitors to access its driver experience facility, and it will also have a sectioned boiler as part of an educational display of how locomotives work.

One engine will be split from its tender to allow space for disabled visitors to view its footplate, and a proposal has also been made for a locomotive to be shown with its wheels and motion turning on a rolling road, although this idea is dependent upon space.

As part of the project, a new shed will also be built over the washout pit and its adjacent siding further down the yard, to provide extra facilities for maintenance while releasing space in the running shed.

The HLF has given its initial endorsement to the project with a first-round pass, awarding it £30,000 to develop its second stage application for the full grant within a year. If approved, it is hoped that the application could go forward in December



2016, giving an estimated opening date of late 2017 or early 2018.

The estimated total cost of £1.1m would be split into approximately 70% of HLF money and 20% of

match-funding, with the remaining 10% covered by volunteer labour. Lewes District Council has also made a £1,000 grant towards the development costs.

MID-SUFFOLK MILESTONES

The Mid-Suffolk Light Railway has applied for planning permission to extend to Blacksmith's Green, giving it just under a mile of track and a loop at both ends.

It expects to be able to run three-coach trains next season, for the first time since the closure of the original MSLR in 1952, with the completion of Great Eastern Railway four-wheel First No. 140. The restoration of this 1863-built vehicle is now in its final stages.

On September 4, the MSLR was presented with a grant of £5,000 from the Suffolk Community Foundation, which will be put towards an engine shed and the restoration of resident Hudswell Clarke 0-6-0ST W/No. 1604.

CYCLISTS PEDAL FOR 'LIZZIE'

A trio of cyclists raised £2,750 towards the restoration of LMS 'Princess Royal' 4-6-2 No. 6201 *Princess Elizabeth* by riding 42 miles over disused railway routes. Society member Roland Norton and his friends raised almost three times the expected sum.

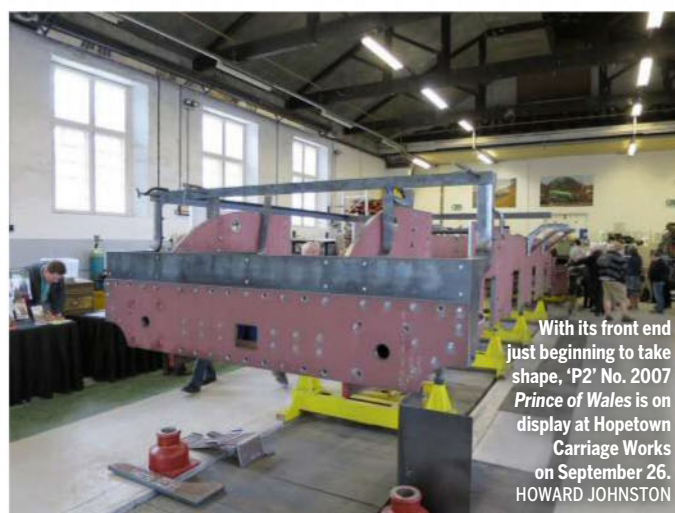
'P2' PROVES ITSELF *TORNADO'S* 'TALISMAN'

A historic weekend for Britain's railways saw enthusiasts thunder up the East Coast Main Line in style on the A1 Steam Locomotive Trust's revived 'Talisman'.

The 'Silver Jubilee Talisman' tour on September 26 celebrated the Trust's first quarter of a century in existence. It also coincided with two significant events that fell on the following day: the 40th anniversary of the National Railway Museum (NRM) at York and 190 years since the opening of the Stockton & Darlington Railway.

Representatives from the NRM and preserved railways joined enthusiasts, along with invited guests including *Union of South Africa's* owner John Cameron, to travel behind No. 60163 *Tornado* from London King's Cross to Newcastle. Passengers were able to visit York and Darlington.

There was an extra treat for those departing at Darlington; the chance to see new-build 'Mikado' No. 2007 *Prince of Wales* 'in the flesh' at Hopetown Carriage Works, a former Stockton & Darlington Railway facility. They also took part in events organised by the Head of Steam Museum



With its front end just beginning to take shape, 'P2' No. 2007 *Prince of Wales* is on display at Hopetown Carriage Works on September 26. HOWARD JOHNSTON

at the town's former North Road station next door to Hopetown.

Project engineer David Elliott addressed enthusiasts on the new-build locomotive's progress, accompanied by P2 Steam Locomotive Company and A1 Trust Chairman Mark Allatt. Afterwards, guests were able to look around. Mr Allatt told *Steam Railway*: "We are hopeful we will have completed the rolling chassis for No. 2007

next winter and we remain on track for completion of the new locomotive in 2021."

Regular monthly income for the 'P2' is already at 90% of that of *Tornado*, with only 22% of *Tornado's* covenantors also being regular donors to *Prince of Wales*.

■ To contribute visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.

ottery



↑ An artist's impression of the mock-up 'Terrier' footplate in the proposed new exhibition hall at Sheffield Park. BLUEBELL RAILWAY

Ashburton residents urged to 'speak up' for chance to revive the railway

South Devon Railway supporters are making a renewed effort to gather support for rebuilding the line to Ashburton, after legal action that led to Dartmoor National Park Authority (DNPA) returning its controversial 'Masterplan' for the station site to further public consultation.

However, a new threat to the revival of the celebrated GWR terminus has emerged, with a separate planning application for new housing.

Hopes that trains might return to the station appeared to be lost on July 3, when DNPA approved the 'Masterplan' for the redevelopment of the Chuley Road area, including a convenience store immediately in front of the train shed. But the decision was rescinded in early September following legal investigations commissioned by the South Devon Railway Trust.

The Friends of Ashburton Station announced on September 8 that DNPA had "acknowledged fundamental flaws in the 'Masterplan', relating to the type of planning document adopted, and consequently the inadequacy

of consultation processes pursued by them".

A report to DNPA on September 4 confirmed that under the Planning & Compulsory Purchase Act 2004 and the Town & Country Planning Act 2012, the Masterplan had not been correctly approved as a Supplementary Planning Document (SPD).

The 'Masterplan' has been downgraded back to a final draft for further public consultation, a process for which the minimum period is six weeks.

The Friends have seized the opportunity to launch a fresh survey gauging the true level of support in the town.

Urging local residents to "speak up now", the group has stated: "Ultimately, it is likely to be down to the local community, rather than enthusiasts, whether the reinstatement of the railway is ever to be possible. You need to be very vocal and determined to fight for it if there is to be a chance for success."

However, the Friends now have a second fight on their hands with another planning application

to DNPA by agricultural supplier Edwin Tucker & Sons Ltd, to build 32 new homes and car parking on the former station throat area.

As part of the 'Masterplan', the firm is to relocate to a new site just outside the town at Pear Tree Cross - the location of the proposed SDR terminus when the possibility of rebuilding the line was first explored in 1998.

Tuckers' new location includes one of the few surviving sections of the original trackbed that were not lost under the A38 road in 1971, and would leave (at best) a very narrow gap for a rebuilt line.

SDR Trust Chairman Alan Taylor said: "We simply want to safeguard the route. Swanage is a great example of what can be done, and the engineering challenges are negligible in comparison with the Borders Railway.

"But if you build on the route into the station, you are killing an opportunity to boost the town's economy. We can't expect visitors to come into the town from Pear Tree - many decide the 20-minute walk into Totnes from Littlehempston station is too far."

COLLETT BRINGS CAMBRIAN FLAVOUR TO THE BATTLEFIELD

The glorious years of the 'Cambrian Coast Express' will be re-awakened far from mid-Wales this autumn, when the classic pair of Collett '2251' 0-6-0 No. 3205 and 'Manor' No. 7820 *Dinmore Manor* star in the Battlefield Line's steam gala.

The October 23-25 event was originally to be dubbed an 'All-Blacks' gala, with the unlined BR-liveried '78XX' 4-6-0 joining the BL's long-term loan engine '2884' 2-8-0 No. 3803.

The latter, in the last year of its boiler certificate, blew a flue tube at the end of July, and its return to its South Devon Railway base will set off a 'merry-go-round' of GWR engines between Buckfastleigh, Bodmin and Shackerstone.

Travelling from the SDR to the Battlefield, on the same low-loader that takes No. 3803 home, will be No. 3205, due to remain at Shackerstone until January to work the Leicestershire line's 'Santa Specials'.

One of the Bodmin & Wenford Railway's pannier tanks - either former Dart Valley '64XX' No. 6435 or '8750' No. 4612 - will stand in for the 'Collett Goods' at the SDR.

A third engine with strong Welsh connections at the BL gala will be former Mountain Ash Peckett 0-6-OST *Sir Gomer*, working alongside the Furness Railway Trust's Hunslet 'Austerity' W/No. 3794 *Cumbria* on the intensive timetable of passenger and goods trains.



Collett 0-6-0 No. 3205 rounds Luscombe Curve during a Timeline Events charter at the South Devon Railway on February 24 2014. ALAN CORFIELD

'Volcano' scales the peaks at

HAVING REGULARLY ascended to the Settle & Carlisle's 1,169ft Ais Gill Summit during a previous life on the main line, 'West Country' No. 34092 Wells proved itself as ready as it ever was for a spot of hill-climbing during its visit to the North Yorkshire Moors Railway's autumn gala.

On its way to being pitted against the 1-in-49 Goathland incline at the September 25-27 event, the affectionately-nicknamed 'Volcano' once again crossed the Pennines - this time by road from the East Lancashire Railway, where it has been held since July as a result of the well-publicised ban on low-loader

movements at its Keighley & Worth Valley home.

Though the air-smoothed Bulleid 'Pacific' was first invited to the 'Moors' several months ago, its appearance was not confirmed until just days beforehand - a plan to bring it in by rail fell through due to gauging not being approved in time. Instead, road

haulier Allelys - which normally requires two weeks' notice for such movements - was able to provide transport on the Wednesday prior to the gala.

Nonetheless, with Maunsell 'U' 2-6-0 No. 31806 also visiting from Swanage - the first of its class ever to run on the NYMR - the sight of the two Southern guests



Maunsell 'U' 2-6-0 No. 31806 in unfamiliar territory as it climbs past Moorgates and heads for Pickering on September 25. TREVOR LAW

PHOTO CHARTERS

OCTOBER

30742 CHARTERS

Tanfield Railway, Robert Stephenson **Twizell** and coal train. £50.00.

Bowes Railway, Barclay **No. 22**, Peckett **Merlin** and coal train. £50.00 (£90.00 if booked with Tanfield).

Midland Railway - Butterley, No. 73129 'weathered' with passenger and goods trains. £60.00.

30742 CHARTERS/SEVERN VALLEY PHOTO CHARTERS

Severn Valley Railway, No. 60163 on LNER teak coaches. **FULL - WAITING LIST**

RURAL URBAN STEAM SCENES

Severn Valley Railway, No. 60163 on LNER teak coaches. £65.00.

Nene Valley Railway, No. 45337 on goods and 'blood and custard' Mk 1s. £50.00.

STEAM RECREATIONS

Severn Valley Railway, No. 60163 on LNER teak coaches. £65.00.

TIMELINE EVENTS

Bowes Railway, Barclay **No. 22**, Peckett **Merlin** and goods trains. £65.00.

Please note that charters must be booked in advance (and may be non-refundable) as 'freeloaders' turning up on the day will not be welcomed!

BOOKING INFORMATION

3P20 Parcels Group: 3p20.parcels.gp@gmail.com

30742 Charters: mail.30742@btinternet.com

Ben Oliver Railway Photography:

www.benoliverphotography.com

Compo Club: 07850 982849

Lure of Steam Photographic Events:

andrew_fowler@me.com

Matt Allen & Warwick Falconer: 07766 502096

Rural Urban Steam Scenes: 07831 217061

(9am-5pm only please)

Severn Valley Photo Charters (Matt Fielding):

07875 556615, mattfielding84@gmail.com

Steam Recreations: 01823 490952,

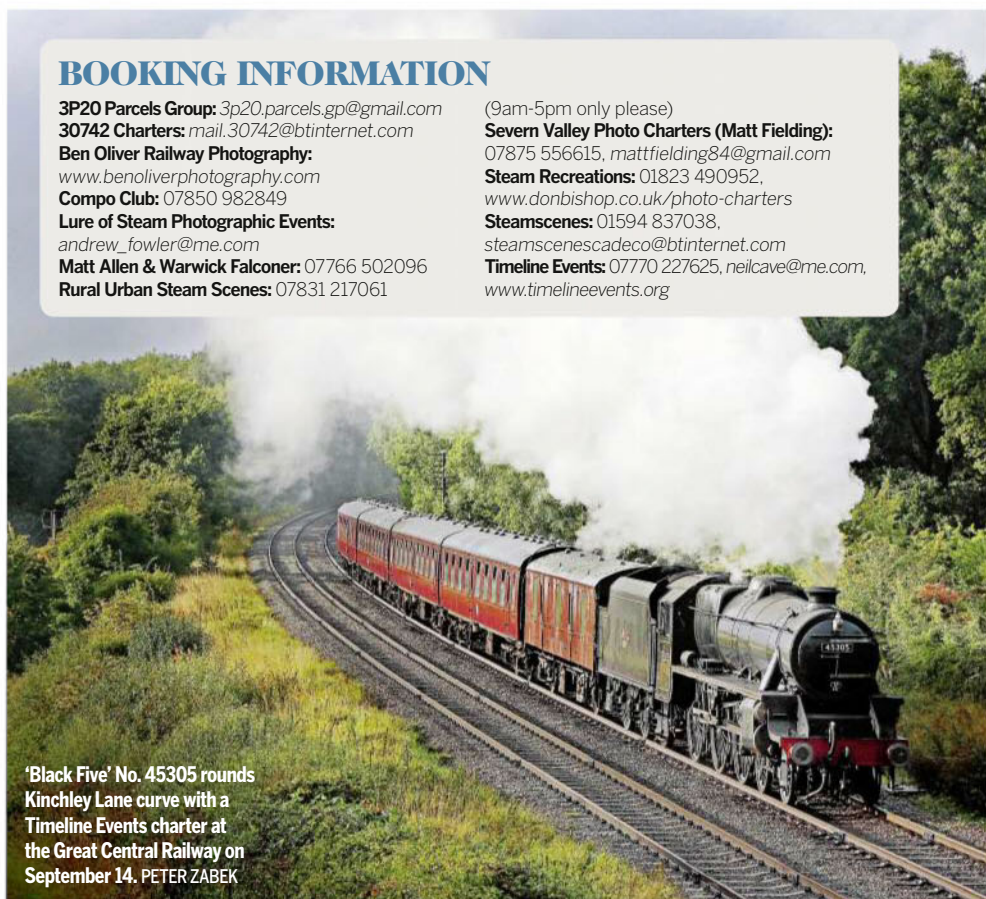
www.donbishop.co.uk/photo-charters

Steamscenes: 01594 837038,

steamscenescadeco@btinternet.com

Timeline Events: 07770 227625, neilcave@me.com,

www.timelineevents.org



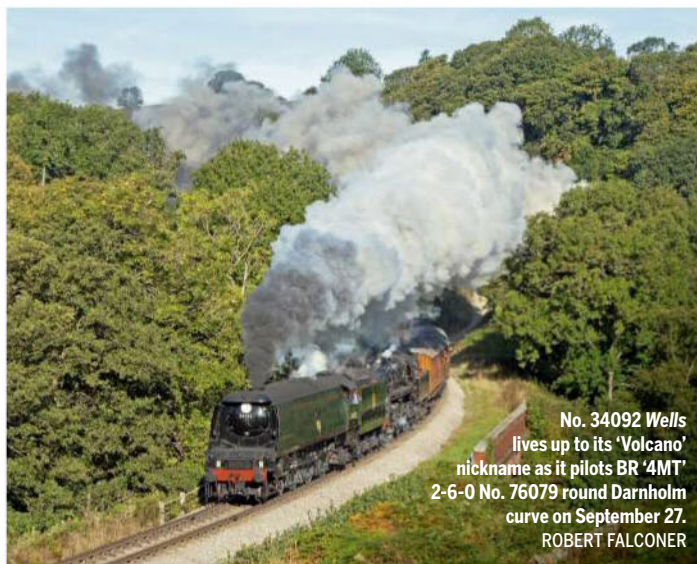
'Black Five' No. 45305 rounds Kinchley Lane curve with a Timeline Events charter at the Great Central Railway on September 14. PETER ZABEK

Moors Line gala

many miles from their spiritual home drew a healthy attendance, estimated at around 5,000.

With 'Black Five' No. 45428 and two BR Standard '4MTs' - 4-6-0 No. 75029 and 2-6-0 No. 76079 - in steam, it could almost have been given the perennial 'Somerset & Dorset' label, save for the presence of the 'home' LNER team in the form of 'Q6' 0-8-0 No. 63395 and summer guest 'K4' 2-6-0 No. 61994 *The Great Marquess*.

Reflecting on what will be his last gala before handing over to Chris Price, retiring General Manager Philip Benham commented: "While we didn't quite match last year's GWR-themed event (perhaps 10% less), that was exceptional thanks to three visiting locomotives that were heavily advertised for some months before. Compared to 2013, we were still a third up, and for an enthusiast event just a week after Sir Nigel Gresley's farewell, I'm very pleased with the turnout. We were also competing with Church Fenton air display, where the Vulcan bomber was appearing!



No. 34092 Wells lives up to its 'Volcano' nickname as it pilots BR '4MT' 2-6-0 No. 76079 round Darnholm curve on September 27.
ROBERT FALCONER

"No. 34092's late appearance undoubtedly helped, although it very nearly didn't make it; many thanks to owner Richard Greenwood, Allelys, and not forgetting the Swanage Railway for making the 'U' available."

The NYMR announced on August 31 that since the second platform at Whitby first came into use on August 12 last year, the number of passengers using its enhanced steam service to the resort rose by 10% to 120,000.

Great Central Railway, two days with No. 6990 *Witherslack Hall* on chocolate & cream Mk 1s and goods train. £70.00 per day.

NOVEMBER

30742 CHARTERS

Apedale Valley Light Railway (TBC)

30742 CHARTERS/SEVERN VALLEY PHOTO CHARTERS

Severn Valley Railway, evening shoot with Nos. 7802, 7812 and 7820. £35.00 (book through SV Photo Charters)

MATT ALLEN & WARWICK FALCONER

Mid-Hants Railway, No. 41312 'weathered' with mixed goods and milk trains. £64.00.

STEAM RECREATIONS

South Devon Railway, No. 6412 with auto train. £45.00.

Keighley & Worth Valley Railway, No. 75078 on passenger and goods trains. £60.00 per day.

STEAMSCENES

Swanage Railway, No. 30053 with two Bulleid coaches and van. £58.00.

TIMELINE EVENTS

North Norfolk Railway, No. 564 with 'Quad Arts' and vintage mixed train plus night shoots. £65.00 per day, £25.00 each for night shoots only.

North Norfolk Railway, two days with No. 61306 on 'blood & custard' Mk 1s and Gresley buffet including night shoots. £65.00 per day.

DECEMBER

TIMELINE EVENTS

South Devon Railway, No. L92 (5786) with engineers' train. £55.00.

JANUARY 2016

STEAM RECREATIONS

West Somerset Railway, No. 4160 (farewell appearance before expiry of boiler ticket) with three coach local passenger train. £75.00.

FEBRUARY 2016

TIMELINE EVENTS

Swanage Railway, No. 31806 and local train including Bulleid coaches and PMV. £65.00.

MARCH 2016

TIMELINE EVENTS

Paignton & Dartmouth Railway, three days with No. 4936 *Kinlet Hall* on chocolate & cream Mk 1s. £120 (1 day), £110 (2 days), £100 (3 days).

MARCH/APRIL 2016

TIMELINE EVENTS

Harz Mountains, five day charter with Mallets. From £1,420.

OCT/NOV 2016

TIMELINE EVENTS

Dartmouth Steam Railway, No. 75014 with chocolate & cream Mk 1s and engineers' train. £70.00 per day.

NEWS IN BRIEF

♦ L&B robbery: Man held

An arrest has been made in connection with a knife-point robbery at the Launceston Steam Railway on August 30. Devon & Cornwall Police detained a man from Launceston on suspicion of robbery and assault causing grievous bodily harm after around £400 was taken from the railway's gift shop till, and a police officer was hospitalised.

♦ MP makes a U-turn

An MP who once opposed plans to bring steam back between Bodmin and Wadebridge has changed his mind. Scott Mann, who represents North Cornwall, now believes engineering issues can be resolved and looks forward to seeing the results of a feasibility study into relaying track to Guineaport.

♦ 'Lord Fisher' hits 100

Andrew Barclay 0-4-OST W/No. 1398 'Lord Fisher' celebrated its 100th birthday at Yeovil Railway Centre on September 7. Around 300 people attended an event over the preceding weekend, themed around *The Titfield Thunderbolt* film.

♦ GCR coach arrests

Two people were arrested by Nottinghamshire Police on September 4 and charged with offences relating to damage to coaches at the Great Central Railway in August. Five vehicles were attacked, two being sprayed with graffiti and having their doors smashed.

♦ £111k Bluebell bequest

A frequent visitor to the Bluebell Railway who died last December has left a bequest of £111,492 to the line. Colin Palmer chose to include the railway in his will, along with the RSPCA and Guide Dogs for the Blind.

♦ First new apprentice

Caleb Price (16) is the first new apprentice to be taken on under the Vale of Rheidol Railway's 'Our past is their future' project, supported by a £288,000 grant from the Coastal Communities Fund.

♦ Cash for ESR 'Ivatt'

More than £3,000 was donated in the first week of September of the Isle of Wight's 'double donations' challenge to restore of Ivatt 2-6-2T No. 41313 at the East Somerset Railway.



It's the



Three enginemen pause for a chat inside Barrow Hill roundhouse on September 24, with 2-6-4T No. 42500 behind.
EDDIE BOBROWSKI

FIRST THERE was Barrow Hill Roundhouse's 'Fab Four' gala in 2012, lining up an 'A1', 'A2' and two 'A4s'.

Then there was the never-to-be-forgotten reunion of all six surviving 'A4s' at York and Shildon in 2013.

And this year, it was the turn of the LMS for a 'Great Gathering', as 11 of its locomotives came together to mark 50 years since Barrow Hill closed to steam.

This was truly the ultimate LMS line-up of the preservation era, matched only by the Crewe Works open weekend of 2005, when nine such machines - including four Stanier 'Pacifics' - were on show.

But at Barrow Hill's event of September 25-27, with the last working roundhouse as the stage, the potential for steam-era cameos was almost endless.

There were scenes reminiscent of Camden as 'Princess Coronation' No. 46233 *Duchess of Sutherland* squeezed its bulk into the Midland

Six LMS locomotives line up in Barrow Hill yard for a Timeline Events charter on September 24. Left to right: 'Jinty' No. 47406, 'Princess Coronation' No. 46233, 'Duchess of Sutherland', 'Jubilee' No. 45690, 'Leander', 'Flying Pig' No. 43106, '8F' No. 8274 and 'Black Five' No. 45305. TOM ADAMS



Railway shed. Most of the other surviving Stanier classes were represented by 'Black Five' No. 45305, 'Jubilee' No. 45690 *Leander*, 8F No. 8274, and National Collection 2-6-4T No. 2500; while the closing days of steam at Barrow Hill were re-created by the '8F', 'Half-Cab' No. 41708, and 'Flying Pig' No. 43106.

No LMS depot scene would have been complete without its 'Jinty' 0-6-OT 'shed pilot', and GCR-based No. 47406 obliged.

Meanwhile, 'Compound' No. 1000 was the tenth engine of Midland pedigree on display. The 11th was the only LMS new-build to have cut metal - the frames, wheels, smokebox and cab of 'Patriot' No. 45551 *The Unknown Warrior*.

Vulcan 0-4-OST W/No. 3272 and Peckett 0-6-OST W/No. 2000 were in steam to make a total of nine operational engines and six on static display (the latter total included 'J17' No. 8217 and 'Large Prairie' No. 5164).

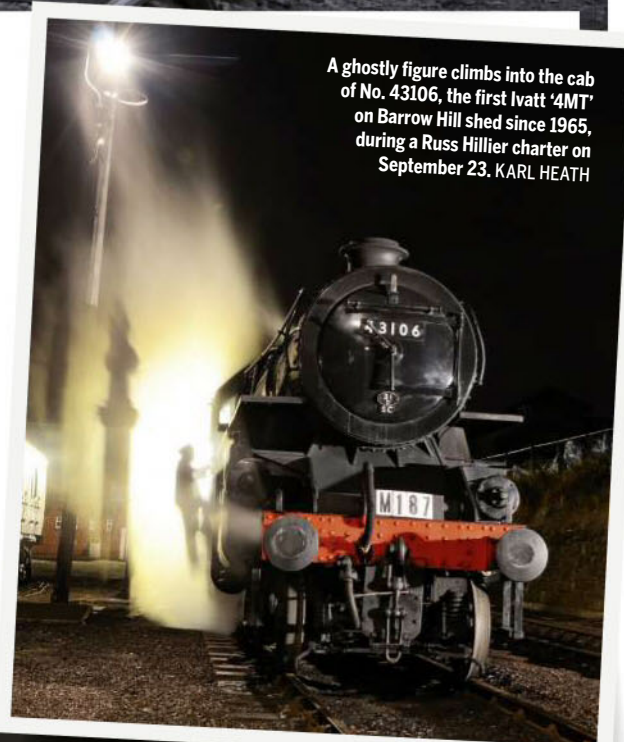
Not all the desired locomotives made it; West Coast's 'Royal Scot' No. 46115

Scots Guardsman and former Barrow Hill '8F' No. 48151 had been announced but did not attend, while former NS and Swedish Railways 'WD' 2-8-0 No. 90733 was another representative of a class synonymous with the Staveley shed that was on the wishlist, only to fall foul of the low-loader ban at its Keighley & Worth Valley base.

Hopes of a 'Black Five' duo were also dashed when No. 45337 failed with blown superheater elements, although an 11th-hour replacement was found in Lancashire & Yorkshire Railway 'A' 0-6-0 No. 12322.

The final visitor numbers are still to be calculated, but have been described by Barrow Hill shedmaster Mervyn Allcock as "OK, and probably enough to cover our costs - but not as many as we would have liked".

He added: "It was a fantastic spectacle, but I think it's the last time in the foreseeable future that we'll do anything on this scale."



A ghostly figure climbs into the cab of No. 43106, the first Ivatt '4MT' on Barrow Hill shed since 1965, during a Russ Hillier charter on September 23. KARL HEATH

IT'S STEAM ON THE WHILE MANCHESTER

UNDER A veil of secrecy, Manchester's Metrolink tram system saw its first ever steam-hauled engineering train on Sunday September 27, when East Lancashire Railway-based Hunslet 'Austerity' Swiftsure (W/No. 2857 of 1943) was deployed on a ballast train contract.

At around 3am, as Manchester slept, the former NCB Cadley Hill Colliery 0-6-0ST was thumping up the 1-in-45 Whitefield bank, between Radcliffe tramstop and the city centre, with a train of three Dogfish ballast hopper wagons. A water tanker was also coupled behind the 'Austerity', in case its tank needed refilling.

The entire operation - part of an 11pm-5am red-eye footplate shift for ELR driver Gary Laxton and fireman Jonathan Valentine - took place within 2½ miles of the ELR's locomotive depot at Buckley Wells, which has a direct connection with the tram line. *Swiftsure* propelled its train south out of Bury, and worked back chimney-first.

The working is understood to be only the second instance of live steam on the standard gauge Manchester Metro since the first of the system's seven routes, from Manchester Victoria to Bury, opened in 1992.

The first occasion was in April 1994, when the ex-Manchester

BY DAVID WILCOCK

Ship Canal Hudswell Clarke 0-6-0T No. 32 *Gothenburg* ran under the wires with a GWR 'Toad' brake van to Queen's Road's maintenance depot at Cheetham Hill, for a public open day. It was believed at the time that this would be an annual event, but it remains the only open day to be held there.

East Lancs Railway Finance Director David Layland explained: "We do about four of these ballasting jobs a year for the Metro because they don't have their own locomotives and we have our own ballast train - but normally it's a small '03' diesel shunter which goes out.

"The '03', however, is out of commission just now, and we had no other small diesel available, so the decision to use *Swiftsure* was made on the Thursday, and it went down the line during a 27-hour engineering possession which began at midnight on Saturday.

"We didn't have to seek special consent from the Metro; as long as the engine we use is 'in gauge' and we get the job done, there isn't a problem."

The ELR will undertake further spot ballasting for the Metro in November. The motive power to be used will be decided nearer to the time.



'Vulcan' flies a

As industrial preservation's response to the reopening of the Waverley Route by 'A4' No. 60009 *Union of South Africa*, an Andrew Barclay 0-4-0ST officiated at the reopening of the Barrington Light Railway on September 25.

The 2½-mile branch from

◀ Andrew Barclay 0-4-0ST W/No. 2088 *Sir Thomas Royden* masquerades as the Barrington Light Railway's scrapped *Vulcan* as it poses in front of the disused cement works silos on September 25.

DAVID FLETCHER

METRO... R SLEEPS



'Austerity' 0-6-0ST *Swiftsure* pauses at Radcliffe station at approximately 3am on September 27 with its ballast working. NIGEL VALENTINE

gain as railway returns

Foxton to Barrington, originally built in 1927 to link the latter's quarry to the Hitchin-Cambridge line, has been rebuilt by Cemex UK for incoming spoil trains, as part of restoration work on the closed quarry. DB Schenker operates a daily train of around 1,400 tonnes (thus taking 70 lorries off the roads) from Willesden to Barrington, conveying soil excavated during construction projects in London.

Thanks to close links between the quarry and Rocks by Rail

at Cottesmore, which has seen steam return to the Barrington cement works on several occasions, Andrew Barclay 0-4-0ST W/No. 2088 *Sir Thomas Royden* was provided to haul brake van rides for invited guests at the opening on September 25, and at a public open day on the Saturday. The former Stourport Power Station locomotive ran in the guise of *Vulcan*, a similar Barclay that ran on the BLR when it first opened.

'Friends of SLOA' founder Jeff Cogan dies aged 66

Jeff Cogan, founder of the Friends of SLOA organisation that provided enthusiasts with up-to-the-minute news on main line steam before the advent of the Internet and mobile phones, died following a heart attack at his Norton Canes, Cannock home on September 7. He was 66.

A lifetime enthusiast who did his trainspotting at Lichfield (Trent Valley), Jeff, along with confidante Ken Bull, was one of the throng of photographers who avidly followed main line steam's revival through the 1970s and 1980s.

His image of 'Jubilee' *Leander*

at Chinley took pride of place on *Steam Railway's* very first front cover in April 1979, but he cut back his photography to

serve as a steward on Steam Locomotive Operators'

Association (SLOA) charter trains.

He also assisted SLOA general manager and near neighbour Bernard Staite, and was later a volunteer administrator with Past-Time Rail.

He was also a passionate supporter of the Statfold Barn Railway and David Shepherd's Wildlife Foundation. The funeral was at Stafford Crematorium on September 29.



KEN BULL

Churnet gala called off

A shortage of locomotives and carriages alike has forced the Churnet Valley Railway to cancel its steam gala on November 7/8 - but the enthusiast event should return in February with visiting locomotives.

With CVR engineer Greg Wilson's 'S160' 2-8-0 No. 6046 still undergoing repairs at Tyseley Locomotive Works after smashing out a

cylinder end at the Nene Valley Railway last October, the knock-on effect has also made it unlikely that sister engine No. 5197 will be completed in time at Cheddleton.

Mr Wilson told *Steam Railway*: "Rather than race to finish it, we decided it was best to knock the gala on the head - but hopefully by next year we will have both 'S160s' and more coaches in service."

DOUBLE THE FUN FOR ECCLESBOURNE LINE

The Ecclesbourne Valley Railway can now operate a two-train service on the eight-mile Wirksworth branch for the first time, thanks to a new passing loop at the halfway station of Shottle.

The first two trains crossed at the loop on Friday September 25 in preparation for the EVR's 'Multiple Memories' DMU gala the following weekend - which had the most intensive timetable that the former Midland Railway branch had ever seen. A second platform will be needed to fully realise the benefits of the loop - as passengers from Shottle to Wirksworth can only travel via Duffield currently.

EVR Vice-Chairman Neil Ferguson-Lee commented: "We've been working towards a two-hourly

service for four years, and we were offering more frequent trains than the LMS ever managed!"

The Wirksworth branch is an unusual example of a line that lost its passenger trains prior to nationalisation, the service being suspended on June 16 1947 due to coal shortages but never reinstated. Ironically, DMUs became a regular sight in BR days as the branch, still in use for stone traffic, became a testing ground for new units built at Derby Works.

Following the EVR's acquisition of the freehold of the line from Network Rail, as reported in SR last month, its new Transport & Works Act Order came into force on September 28 to replace the previous Light Railway Order.

LADY EDITH RETURNS HOME

AN HISTORIC Irish narrow gauge steam locomotive that has been in the United States for 55 years is to come home.

No. 3 *Lady Edith*, which was built by Robert Stephenson & Co in 1887, is bound for the West Clare Railway project at Moyasta Junction.

Jackie Whelan, the owner of the West Clare scheme, told *Steam Railway* that he had purchased the former Cavan & Leitrim Railway engine, along with two carriages and a brake van. They will be returning to Ireland in a matter of months.

Lady Edith, a 4-4-OT, stored at the New Jersey Museum of Transportation awaiting a new boiler, is in sound shape.

When the Cavan & Leitrim 3ft gauge system closed in 1959, *Lady Edith* was privately purchased and exported to America. It operated on the New Jersey Museum's Pine Creek Railroad for several years.

Mr Whelan said: "My son is a boiler engineer in New Zealand and he has looked at *Lady Edith*. She has been out of use for 15 years and will need a new boiler, but we can sort that out."

The New Jersey Museum collection also contains two ex-Tralee & Dingle Railway coaches and a Clogher Valley brake van, which ran with *Lady Edith*.

At present, Moyasta Junction has just one steam engine - former West Clare Railway

0-6-2T No. 5 *Slieve Callan*, which was built by Henry Dubs & Co. in Glasgow, in 1892.

Work is due to start this autumn on a new 40,000 sq ft two-storey road/rail museum (SR443) at Moyasta, estimated at €1.5 million (£1.058m).

Mr Whelan said: "We need about 100 lorry loads of fill to raise the site by three feet and eliminate the threat of flooding."

"We propose to build the museum ourselves, but will use outside contractors as required."

"The museum will also feature an observation platform overlooking the bird sanctuary at nearby Poulmasherry Bay, and this will attract ornithologists and people to admire the view."

"We are also delighted that we have - after 16 years - finally secured planning permission for a level crossing on the N67 road, which will link the existing site with the museum."

The museum will be alongside the trackbed of the former Kilkee branch, and Mr Whelan plans to relay a two-mile stretch of the track, doubling the length of the train ride operation.

There are longer term plans to lay a dual gauge stretch of track on the old Kilrush branch trackbed, and Mr Whelan has recently acquired three 5ft 3in gauge Mk 3 carriages from Irish Rail - a diner with a horseshoe shape bar, a push-pull driver and a 75-seat carriage.

IRISH RAIL TURNS THE TABLES ON RPSI'S MERLIN TRIP

A communications breakdown within Irish Rail threw a spanner in the works just 48 hours before the RPSI's *Steam Enterprise* was due to run on September 27. The society was not informed until then that the turntable at Dublin Connolly would be out of bounds.

As a result, No. 85 *Merlin* had to be taken off the Whitehead-Dublin train at Dundalk, and the *Steam Enterprise* was taken forward for

the final 54-mile leg by Irish Rail diesel engine No. 075.

The RPSI said it was not advised until lunchtime on September 25 that there was to be an engineering possession of the yard at Dublin Connolly over the weekend.

A spokesman said: "This meant that No. 85 would not be able to access the turntable, servicing shed or water supply. This was

totally unexpected as the RPSI operation had been approved weeks ago."

"The options were either to cancel at very short notice, or proceed partly with diesel haulage, the latter being the accepted option."

The society, which notified passengers as soon as the issue arose, also examined the possibility of using the

turntable at Inchicore works, but this was also unavailable.

In the event, No. 85 had to complete a 116-mile round trip light engine journey tender-first from Dundalk to Belfast Great Victoria Street, where the locomotive was able to turn on the triangle.

The 4-4-0 was then able to reverse onto the train at Dundalk and return chimney-first to Belfast and Whitehead. One compensation was that arrival at Belfast Central was an hour ahead of the original schedule.

An RPSI spokesman said: "We apologise for having to make such last-minute changes but the whole issue is entirely outside our control."

"Despite the upset caused by the last-minute engineering possession of the yard in Dublin Connolly, this operation went off successfully. It was a bright sunny day, which helped immensely."

"Our thanks must go to NIR and their crew for facilitating the light engine trip back to Great Victoria Street. It was an extraordinary effort which ensured that the day was disrupted as little as possible, allowing No. 85 to complete the last leg of the trip as planned."

No. 85 *Merlin*, the former Great Northern Railway (Ireland) Compound 4-4-0, climbs Wellington Bank near Goragghwood with the RPSI's *Steam Enterprise* train from Whitehead to Dublin on September 27. No. 85 took the train to Dundalk, where a diesel took over. JOHN FRIEL



Tralee No. 5 overhaul to continue as funds flow again

Hopes have been raised that a start will be made next year on the long-awaited overhaul of former Tralee & Dingle Railway 2-6-2T No. 5.

John Griffin, development manager for Tralee with Kerry County Council, told *Steam Railway*: "Things are moving again after a considerable break - all funding related. At present it looks as if funding will flow again early in 2016 and work on No. 5 and other elements of the rail project can proceed.

"Kerry County Council and other groups remain committed to getting the railway running."

The Tralee & Blennerville 3ft gauge railway has been moribund since 2011, while No. 5 has been awaiting a boiler overhaul for the past ten years and is in store at Blennerville.

Kerry County Council has applied for funding under the European Union Leader Scheme to promote tourism.

No. 5, the last surviving Tralee & Dingle Railway locomotive,

was built by Hunslet in 1892 and was the first outside-framed 2-6-2T to be built for use in the British Isles.

A support group of local enthusiasts was formed earlier this year (SR441) to encourage re-opening of the line, but is beset by problems of its own.

Darragh Connolly said he had resigned his position as secretary of the Tralee & Dingle Railway Society earlier this year due to a number of factors including personality clashes,

a reluctance by members to train on other Irish preservation schemes and a controversial proposal to re-gauge the line.

The society intended to seek approval from the Railway Safety Commission in Dublin to start operations with a diesel engine and a Spanish carriage that had been in use on the line.

It also carried out a survey of the permanent way and estimated that 30% of the sleepers would need to be replaced, along with one rail.



Hopefully this scene will soon be repeated - Tralee & Dingle No. 5 was on good form at Blennerville on May 14 1996. JOHN HUNT

'Q' tender rebuild is back on track

Heritage Engineering Ireland's jobbing foundry at Whitehead has saved the day in the ongoing rebuild of a tender for the RPSI's newly restored Great Northern Railway (Ireland) Q Class No. 131.

Peter Scott, director of HEI, the RPSI's engineering subsidiary, said that a key component, a feed pipe from the tender, was found to be missing when the vehicle was dismantled.

"Fortunately, our foundry

was able to produce replacement brass castings for the valve and pipe connections, so all was well," he said.

The tender being rebuilt is No. 37, a former Great Northern tender built in 1948 for the Great Northern 'U' or 'UG' 0-6-0s.

The frames and running gear are being overhauled and the entire bodywork is being rebuilt because the original platework

was so badly corroded. A new tank floor and well are also being fabricated.

Mr Scott said: "The plan is to rebuild the vehicle as a D

Class tender with a larger water capacity (3,500 gallons), which we will need for No. 131."

Happily, the society's other Great Northern 4-4-0, No. 171 *Slieve Gullion*, already runs with a D Class tender, so this has given the team a blueprint to work from.

The work is being undertaken by both Heritage Engineering full time staff and by RPSI volunteers, and the society has launched an appeal to raise £85,000 for the new tender project.

No. 131, which was built by Neilson Reid in 1901, is also being fitted with electronic Train Protection Warning System equipment, to comply with main line safety standards.

At the same time, the team is also involved in the completion of the overhaul of No. 171 and this has involved the manufacture and fitting of new firebox cladding along with overhauled boiler fittings.

← No. 131 is paired with No. 171's blue tender at Whitehead. Work is well under way on the rebuild of an old tender which will run with the engine on the main line. CHARLES FRIEL



NEWS IN BRIEF

♦ RPSI DVD success

A DVD produced by the RPSI to mark the society's Golden Jubilee in 2014 has won a special award in the Heritage Railway Association's annual Publication and Media Awards. The 30-minute film, RPSI 50, was filmed, edited and produced by member Mike Beckett, but he was in Australia at the time of the awards presentation at Lynton in Devon.

BREAKING NEWS HAVE YOUR SAY



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BRAND NEW STEAM... OR JUST A DREAM?

The idea of building new Peppercorn 'A1' 4-6-2 No. 60163 *Tornado* came to a few individuals sitting around a table late at night with a couple of bottles of wine and a large notepad.

Twenty five years after this historic first gathering of the A1 Steam Locomotive Trust, *Steam Railway* is publishing a list of 21 'lost' locomotives that their promoters want to

re-create. We may be talking about £50 million to complete them all, and at the present rate of fundraising by some of the smaller groups, we could be talking about several hundred years! It is therefore fair to assume that a good number of them will never make it.

The A1ST has based its 'Tornado' success on having a sound business plan and a

steady flow of income. That way, it can organise a flow of components for manufacture and assembly. It also ensures that there is cash available for costly overhauls, the first of which has just been completed on No. 60163.

This list doesn't compare projects, but simply provides an encouraging freeze-frame of the new-build phenomenon.



DAVE COBBE COLLECTION/RAIL PHOTOGRAPHS

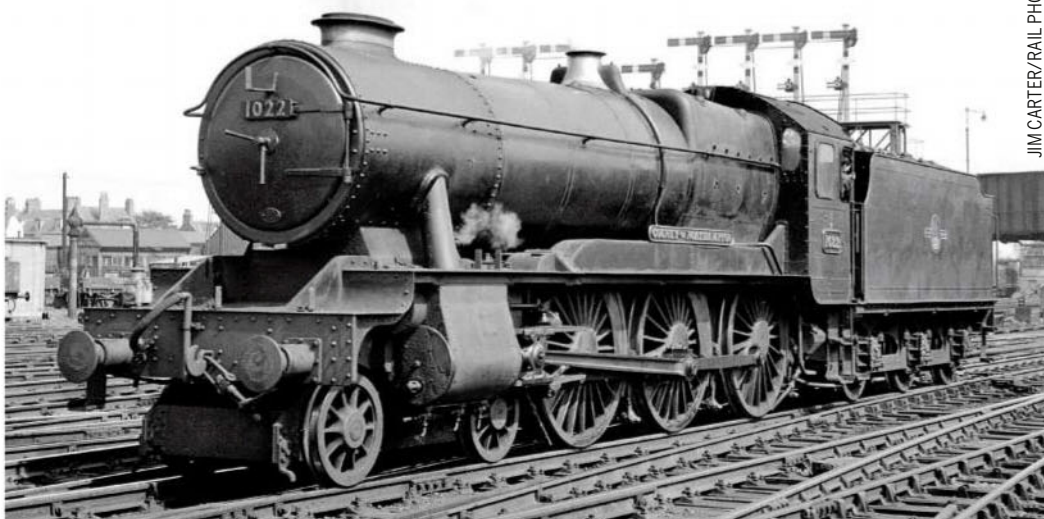


ABOVE AND BELOW: COLOURRAIL



JIM CARTER/RAIL PHOTOGRAPHS

YEARS GONE, YEARS TO COME



Clockwise from top left: 'H2' No. 32424 *Beachy Head* at Norwood Junction in 1958, 'P2' No. 2001 *Cock O' The North* at Potters Bar in 1934, 'Saint' No. 2950 *Taplow Court* at Reading in 1936, and 'County' No. 1022 *County of Northampton* at Chester circa 1962.

THE TOP 21 PROJECTS

| |
|--|
| 'P2' No. 2007 <i>Prince of Wales</i> |
| 'Grange' No. 6880 <i>Betton Grange</i> |
| '47XX' No. 4709 |
| 'Saint' No. 2999 <i>Lady of Legend</i> |
| 'H2' No. 32424 <i>Beachy Head</i> |
| 'Standard 3MT' No. 82045 |
| 'Standard 2MT' No. 84030 (rebuilt No. 78059) |
| 'Patriot' No. 45551 <i>The Unknown Warrior</i> |
| 'P2' No. 2001 <i>Cock O' The North</i> |
| 'B17' No. 61673 <i>Spirit of Sandringham</i> |
| 'Clan' No. 72010 <i>Hengist</i> |
| 'George the Fifth' No. 2013 <i>Prince George</i> |
| 'B17' No. 61662 <i>Manchester United</i> |
| 'Claid' No. 62614 <i>Phoenix</i> |
| 'County' No. 1014 <i>County of Glamorgan</i> |
| GER 'F5' No. 789 |
| GCR No. 567 |
| 'G5' No. 1759 |
| 'Standard 3MT' No. 77021 |
| <i>Brown Bear</i> (narrow gauge) |
| <i>Lyn</i> (narrow gauge) |



'A1' No. 60163 *Tornado* sweeps through drizzle and the reverse curves at Marlands with the returning 'Torbay Express', 1228 Kingswear to Bristol Temple Meads on Sunday July 12. STEPHEN A. GINN

HALF A 'PATRIOT', AS BOILER FUND PASSES 50% MARK

NEW LMS 'Patriot' No. 45551
The Unknown Warrior is now
half-built - in terms of the
locomotive's weight. Meanwhile,
the £480,000 appeal to build the
boiler for the new Fowler 4-6-0
has also passed halfway.

As of September 24, the LMS Patriot Project needed to raise about £200,000 towards the £480,000 boiler appeal, launched in May 2012. Details of how to donate towards the appeal can be found in the leaflet with this issue.

By the end of October, the '5XP' will have chalked up the unusual distinction of having three different wheel arrangements within two months. Having been an '0-6-0' since the frames were first temporarily mounted on wooden bearings in November 2013, No. 45551 took on a 'Mogul'-like appearance for its visit to Barrow Hill's LMS gala on September 25-27 (see separate story) when the wheelset from a road-rail machine was placed under the front end.

This odd-looking arrangement was necessary for a machine that project engineer Kevin West estimates is now 50% complete by weight: "The locomotive is 84 tons in total, and 34 tons were on display at Barrow Hill. That doesn't include the other parts we have."

With all three cylinders in place, much of this weight is distributed towards the front end, meaning that it cannot be safely moved without a carrying wheel beneath the bogie stretcher: "When the frames were lifted onto the driving wheels, the cranes were registering 12½ tons at the front and 8½ tons at the rear."

A permanent solution will be at hand by the end of the month when *The Unknown Warrior* receives its bogie at Tyseley Locomotive Works. The second wheelset was assembled and its tyres fitted at the South Devon Railway in early September, and was at London Midland's depot next door to Tyseley by the start of



October for tyre profiling to match the wheelset from '8F' No. 48518.

The valve and cylinder liners are also to be installed during its stay at the former GWR shed, while Tyseley is in the process of producing the forming blocks for the outer firebox. At LNWR Crewe, the welding of the inner firebox crown and side sheets, and riveting together of the two boiler barrel sections, is expected to be done soon. A further component from former 'Barry Ten' No. 48518

The Unknown Warrior gains knowledge

Recent searches of the drawing archives at the National Railway Museum, York by the LMS-Patriot Project have rediscovered another hundred drawings - original plans for the class or from related locomotives. These can be used to assist in constructing *The Unknown Warrior*.
A trip to view the North British

Locomotive Company drawing archives at Glasgow University has also yielded results. The North British Locomotive Company built the first 50 'Royal Scot' locomotives, and many parts of that class are shared with or similar to those of the 'Patriots'. Another 55 drawings were discovered that will be of use to the LMS Patriot-Project.

Spirit of Sandringham is in the frame at Llangollen

Progress on LNER 'B17' 4-6-0 No. 61673 took a leap forward with the arrival of main frames and front bufferbeam at Llangollen Railway Works on September 9.

Full machining of *Spirit of Sandringham's* frames and front bufferbeam were completed at The Boro' Foundry at Lye in the West Midlands during the first week of the month. The good news was announced to members, supporters and invited guests at the fourth annual general meeting of the B17 Steam Locomotive Trust, held in Stevenage on September 19.

Tim Godfrey, grandson of 'B17' designer Sir Nigel Gresley, performed the start-up process for the frame cutting in April (SR441). The frames were machined as a pair while the

front bufferbeam was produced on a separate machine. Each frame and the front bufferbeam were subjected to dimensional checks before they were transported to Llangollen.

Chairman Brian Hall said: "Unloading was expertly achieved using the Carillion 12-ton travelling crane with shunting assistance provided by the Pilkington 0-4-0 diesel shunter. Each frame plate was correctly orientated while suspended by the crane in the yard before slowly entering the works shed, where they were guided into position and into support frames."

"From these successes, the B17SLT now has its sights set on finalising the design definition of the drag box and frame stays followed by procurement, to progressively build up the



static main frame assembly. The assistance and services provided by the Boro' Foundry Ltd and The Llangollen Railway PLC are gratefully acknowledged."

For information on how to contribute to *Spirit of Sandringham*, visit www.b17steamloco.com or call 07527 670436.

↑ *Spirit of Sandringham's* main frames arrived at the Llangollen Railway Works on September 9. B17SLT



DAVE OWEN



↑ The Unknown Warrior's inner firebox crownsheet and tubeplate temporarily assembled at Crewe. ZOE HUNTER

← No. 45551 The Unknown Warrior under the roof of an LMS steam shed for the first time at Barrow Hill on September 23. It is thought to be the first original condition 'Patriot' at the Staveley depot, although rebuilt examples were seen there towards the end of steam. TOBY JENNINGS

↓ The Barrow Hill weekend saw the public appearance of 'Patriot' No. 45509 The Derbyshire Yeomanry's nameplate, on loan from Derby Museum, joined by 'plates from Nos. 45536 Private W. Wood V.C. and 45537 Private E. Sykes V.C. TOBY JENNINGS

is to get a new lease of life inside the boiler, with acquisition of its regulator valve and J-pipe.

Meanwhile, the tender is currently having new front ends welded onto the frames by Rowlescourt Engineering, having received replacement inner frames and new dragboxes.

The 'Patriot' is expected to return to Llangollen in early November, in time for its traditional commemoration of Remembrance Day.



'GRANGE' BOILER UP - AND SO ARE FUNDS

No. 6880 Betton Grange's boiler was lifted onto a Lortiot wagon at Pentrefelin at the Llangollen Railway on September 15, where it will be prepared for a thorough examination in October.

The 6880 Betton Grange Society's boiler appeal reached £58,000 in late September. Project spokesman Paul Appleton said this was thanks largely to a single donation of £20,000 and several other recent contributions of £1,000 each. The boiler appeal has passed a quarter of its £225,000 target, and the work order will be placed on reaching £112,500.

Upcoming working parties will focus on completing the 4-6-0's brake components. The cylinders will be secured finally following their optical alignment by Llangollen Railway Engineering.



QUENTIN MCGUINNESS

SVR GALA PAYS OFF FOR 82045

'Standard 3MT' 2-6-2T No. 82045's on-again off-again relationship with its smokebox continued in September, but the pair were firmly together and on display at the Severn Valley Railway autumn gala. Gala proceeds will go towards the project to build a new BR 'Standard 3MT' locomotive, and while total donations were still not finalised as this issue went to press, spokesman Chris Proudfoot described them as "promising".

Project Engineer Tony Massau said: "The smokebox wrapper with front ring bolted in position was placed upon the saddle for the event. Unfortunately, there wasn't enough time to fit the door. "The smokebox will have to come off again for fitting of the door and riveting on the front ring, plus making and fitting hand rails, numberplate and so on. The cab structure is likely to

entail trial fitting and removal for adjustments in coming months." No. 82045's driving wheel axleboxes are being whitemetalled and will be undergo more machining when ready. Mr Massau added that the 82045 Steam Locomotive Trust has some costs to hand for rolling the two sections of the boiler barrel, a parallel section behind the smokebox and then a taper section towards the firebox. It

has some figures for pressing the various plates that make up the 'Standard 3MT's' Belpaire firebox. Funding for No. 82045's motion and valve gear has made a great start: one kind sponsor has paid for the four coupling rods, totalling £20,000. There are two other current offers of sponsorship, with components yet to be agreed. The trust's 'Eardington Flyer' special train will run in April to raise money for the two return crank rods.



← Show off! No. 46100 Royal Scot sports the Severn Valley Railway's 50th anniversary headboard as it pulls alongside the fast-developing Standard '3MT' No. 82045 at Bridgnorth on September 14. TONY MASSAU

NEWS IN BRIEF

♦ Brown Bear has a spring in its step

More parts for the Groudle Glen Railway's replica Bagnall Brown Bear have been finished and shipped to the Isle of Man. Replacement eccentrics for Brown Bear have returned from North Bay Engineering in Scarborough, machined and ready for installation on the driving axle. The original set disappeared while with a courier. Spring hangers have arrived to join the springs on the frames.

'ATLANTIC' CAB IS TAKING SHAPE

Much of the current effort towards 'H2' 4-4-2 No. 32424 is concentrated on assembly of the cab. This involves a lot of riveting of the sides and roof brackets, together with the reverser box that takes the air-assisted reversing mechanism.

Treasurer David Jones said: "We were reflecting on comparisons with many of the other new-build groups who construct their cab sides right at the beginning of the build, whereas we are doing ours after the chassis has been completed." Visitors can once again view *Beachy Head* in the project's base at Atlantic House, open over the weekend



↑ No. 32424's left-hand cab with its reverser box at Atlantic House on September 20. DAVID JONES

of October 31/November 1 during the Bluebell Railway's 'Giants of Steam' event.

'Night Owl' project swots up on the Swindon standards

You'd expect a nocturnal creature to keep a relatively low profile, and 2-8-0 No. 4709 has been no exception in recent months. That's not to say there isn't a great deal going on for the Great Western Society 47XX Project.

Engineering Manager Paul Carpenter revealed: "Recently we have agreed sponsorship with CoMech Metrology Ltd for our statutory inspections.

"This is a specialist calibration and measuring company that loves our project and has committed to providing all the Vehicle Acceptance Body (VAB) evidence we require for ultrasonic axle testing etc.

"We intend to operate No. 4709 on the main line. Everything we do is scrutinised by the VAB."

Final assembly of the front end

is under way at Llangollen, along with fitting of No. 4709's extension frames. Work on the pony truck components is also involved with this phase.

Months spent designing a horn grinding machine will assure the fine tolerances obtained at Swindon, and years of trouble-free running with little horn or axlebox wear. Mr Carpenter said: "We want No. 4709 to be to 'Swindon standard!'"

While good progress has been made in acquiring missing valve gear and motion parts, some are still outstanding. Anyone who can assist can contact the project.

Email pcarpenter100@btinternet.com or call 07841 884270 to help with No. 4709's design, marketing and fundraising.

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Yorkshire By Steam

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Itinerary (for full details visit www.raildiscoveries.com/YHS)

Day 1 Harrogate

Your discovery of Yorkshire begins in Harrogate, an attractive Georgian spa town. Here you meet your Tour Manager at your hotel. You are free to begin your explorations of the town before this evening's dinner in the hotel.

Day 2 York

Take the train to nearby York today, and admire this beautiful walled city with Roman and medieval architecture in abundance on a guided tour walking tour. You see landmarks such as the magnificent Minster, and the quaint medieval Shambles. Following the tour you are free. The National Railway Museum (entry free), with its large collection of carriages and locomotives, should not be missed. The Jorvik Viking Centre is another popular option. For a unique view of York, walk along the 13th century city walls, or if you're feeling energetic, why not admire the panorama from the top of the Minster's central tower?

Day 3 North Yorkshire

Join the North Yorkshire Moors Railway in Pickering for today's excursion to Whitby, one of Yorkshire's most popular seaside resorts. The enthralling journey by steam* crosses the breathtaking North York Moors National Park. Travelling in heritage carriages, you pass through Goathland, better known as 'Aldensfield' in TV's Heartbeat, en route to Whitby. Crowned by its brooding abbey, and famous as the setting for Bram Stoker's Dracula, it boasts some of the UK's finest fish and chip restaurants. Enjoy free time here to explore.

Day 4 Oxenhope

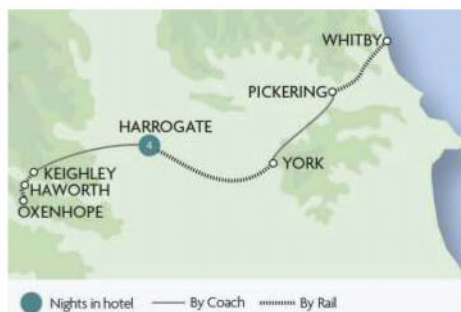
Enjoy a nostalgic journey on the heritage Keighley & Worth Valley Railway. From Keighley, the steam-hauled* trip takes you up the Worth Valley to Oxenhope, passing the rugged hills, rustic stone cottages and wild farmland immortalised in the 1970 film 'The Railway

Children', which was filmed here. Later, continue to the picturesque village of Haworth. Here you visit the Brontë Parsonage, which was home to the famous literary sisters. It was here, amid the wonderfully dramatic landscape, that the Brontës were inspired to write novels such as Wuthering Heights and Jane Eyre.

Day 5 Harrogate

After breakfast you are free to depart from Harrogate, but perhaps take the time to visit one of the town's beautiful parks, Betty's Tea Rooms, or the well-known spa first.

*Steam-hauled wherever possible



| Departures | Price | Departures | Price |
|---------------------|-------|--------------------|-------|
| 17, 24, 31 Mar 16 | £345 | 4, 5, 8, 12 Aug 16 | £365 |
| 7, 14, 24 Apr 16 | £365 | 19, 25, 29 Aug 16 | £385 |
| 28, 29 Apr 16 | £365 | 1, 5, 8, 19 Sep 16 | £385 |
| 2, 5, 12, 19 May 16 | £375 | 26, 29 Sep 16 | £385 |
| 2, 9, 16, 20 Jun 16 | £375 | 6 Oct 16 | £365 |
| 23, 30 Jun 16 | £375 | 10 Oct 16 | £385 |
| 4, 8, 14 Jul 16 | £385 | 13 Oct 16 | £345 |
| 22, 25, 28 Jul 16 | £375 | 20 Oct 16 | £325 |

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ASLEF ASKED TO SAVE PIONEER STATION

ASLEF, THE train drivers' union, has been approached to help save the station building where its very first meetings were held in 1880, and move it stone by stone to the Dean Forest Railway.

The approach was made to General Secretary Mark Whelan in mid-September when the DFR's marketing director Stuart Williams was alerted to the significance of the disused Panteg & Griffithstown station near Pontypool.

It is now in the way of redevelopment of the site for new housing, and has been gifted by Torfaen Council.

"I confirm that we have approached ASLEF and are awaiting a response," engineering director Jason Shirley told *Steam Railway*. He is concerned that there has, so far, been a disappointing response to the appeal for £20,000 for the cost of transport and eventual reassembly on its new northern extension.

ASLEF has been known to make charitable donations, but providing a reply to the



DFR would not be a top priority for the union last month because its senior officers had decamped to Brighton for the Labour Party Conference.

Over the years, attempts to get the station building listed have failed; it closed to passengers in April 1962.



↑ Griffithstown is out of love with its old station, and wants the site for housing.

← The station in its heyday; ASLEF would be unhappy nowadays with staff on the track.
MIKE TYACK/DFR

NEWS IN BRIEF

♦ The start of Swindon

Copies of an important letter written by Sir Daniel Gooch to Isambard Kingdom Brunel were given out to attendees of Swindon's 14th Railway Festival on September 12/13 to mark 175 years since it was written. The missive recommended situating the Great Western Railway's central workshops in the town.

♦ S&D '190' celebration

An exhibition for the Stockton & Darlington Railway's 190th anniversary was staged by the Auckland Railways Group at Witton Park on September 27. The Stephenson Locomotive Society brought along a model of *Locomotion No. 1* and the Weardale Railway ran trains to Wolsingham.

WSRA debate is wiped from online forum

An online forum discussion highlighting political in-fighting between West Somerset Railway Association trustees and opponents from the WSRA Reform Group has been removed from the National Preservation website, following a complaint by an unnamed member.

The discussion, which had been running for over two years and grown to more than 500 pages, evolved from the WSRA's highly contentious secret bid to buy the freehold of the line from Somerset County Council without consulting the operating company.

In a terse statement, National Preservation told its members on September 10 that the WSRA discussion thread had

been "removed temporarily at the request of a person closely connected with the ongoing discussion about the WSRA".

It added "No further discussion is allowed on this forum at this stage, and any new thread that alludes to these matters will be removed, and the initiator given a warning." The WSRA matters' topic was restored after four days, but with all previous discussion wiped.

National Preservation founder and site owner Glyn Murray insisted the website had not bowed to external pressure, and added: "We will always keep a record of what has been said and by who, just in case an issue goes to court."

GREAT CENTRAL HLF MONEY UNLOCKED

Detailed development work for the Great Central Railway's proposed new museum at Leicester North can begin, after formal permission to go ahead was given in mid-September. It means that £494,500 allocated by the project's Heritage Lottery Fund 'first round' pass can now be spent as part of preparation for the full 'stage two' application; another £323,000 has come from the GCR.

The GCR is aiming for £9½ million in lottery money to allow it to open the planned £17m 'Main Line' in 2019. The project is a partnership with the National Railway Museum as well as local authorities, and it is planned to put national collection exhibits on display (see SR442).

Cracking on with *Clan Line* at Crewe

Just over three months since it bowed out from the main line fray, flagship 'Merchant Navy' No. 35028 *Clan Line* is well into its fourth major overhaul of its preservation life, at LNWRH Crewe.

Within a fortnight of its farewell main line run from London Victoria to Chester and Crewe on June 30 (SR443), members of the Merchant Navy Locomotive Preservation Society had already begun stripping down the Bulleid 'Pacific'. This was virtually complete as SR went to press.

The boiler, which was lifted from the frames in early August, has had its tubes removed and undergone an initial engineering and insurance inspection. Some areas in the lower firebox will require attention, but thanks to close control of water treatment and washouts it is in good overall condition.

The final scope of work on the boiler will be determined by non-destructive testing and a further visual inspection after the foundation ring has been removed.

With the frames now also lifted, the driving, bogie and delta truck wheelsets are to be despatched to South Devon Railway Engineering for the fitting of new tyres - the latter having already gone on ahead to Buckfastleigh, having been in storage at the group's Stewarts Lane base for several years.

With a number of other items already stockpiled in anticipation of the overhaul - including valve rings, superheater elements and oiler pads - the aim is to turn the 'Merchant' round in 12 months for its main line return.



No. 35028 *Clan Line*'s frames and boiler in LNWRH's Crewe works on September 25. BOTH: M. TURNER/MNLPS



DID YOU KNOW...?

'Merchant Navies' could have become regular visitors to Crewe if a tantalising proposal in the early 1960s had come to fruition. When the 1959 Kent Coast electrification and transfer of the route west of Salisbury to the Western Region began to displace them, the London Midland expressed interest in taking on all 30 of the modern, recently-rebuilt 'Pacifics'.

SWITHLAND REPAIRS ARE UNDER WAY

Repairs are being undertaken to a bridge at Swithland on the Great Central Railway, following a donation by one of the line's supporters.

Work on the structure adjacent to Swithland Lane between the two reservoirs is expected to be finished by the end of October, which means a 10mph speed restriction can be lifted and the line-speed returned to the normal 25mph. Repairs to the bridge are expected to cost up to £300,000.

NINE ENGINES ARE EXPECTED AT NEXT LOUGHBOROUGH GALA

A total of nine engines were expected to take part in the Great Central Railway's gala on October 1-4 - including *Witherslack Hall* making its debut appearance following overhaul.

The 1948-built Western Region 4-6-0 is now painted in BR Brunswick Green, with early 'cycling lion' crest on a Hawksworth pattern

tender; No. 6990 was still being tweaked in the run-up to the event.

Also planned to appear were visiting industrial engines Peckett 0 4 OST 'Teddy' and former Colin McAndrew and Company Andrew Barclay 0-4-OST Works No. 1223, both of which are visiting the Loughborough line in order to take part in the opening of the

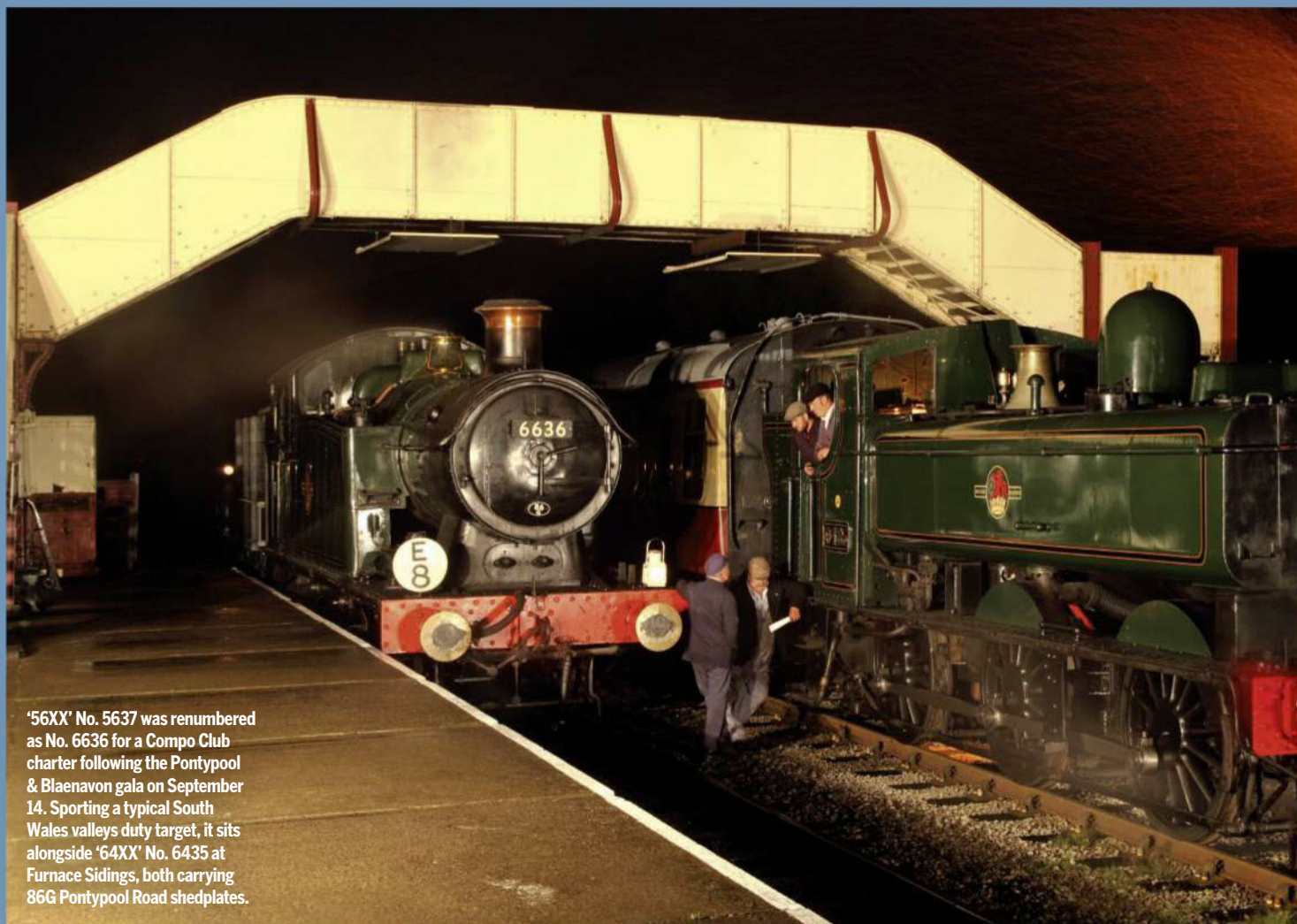
Mountsorrel branch on October 24 (SR446). Opening of the 1.2-mile line is to be undertaken by Lord Richard Faulkner.

Other home-based locomotives were also expected to take part in the October 1-4 gala, participating in a timetable expected to offer more than 80 movements a day at Loughborough, Quorn and Rothley.

NEWS IN BRIEF

Coach centre bid

A major railway centre serving New South Wales could open at Wauchope if new plans to create a much-needed 'centre of excellence for coachbuilding' are approved by local authorities and the state government. The Hasting Gateway Corporation, a not-for-profit organisation, hopes to build a combined rail, timber and dairy museum, along with a carriage restoration facility.



'56XX' No. 5637 was renumbered as No. 6636 for a Compo Club charter following the Pontypool & Blaenavon gala on September 14. Sporting a typical South Wales valleys duty target, it sits alongside '64XX' No. 6435 at Furnace Sidings, both carrying 86G Pontypool Road shedplates.

WELSH WONDERS AT BLAE

In a crescendo of steam power, an 'Austerity' 0-6-0ST comes off the branch leading down to the colliery, just as the last passenger train of the day to the head of the valley erupts from under the bridge and rapidly overtakes on the parallel main line. For a few seconds, even the sound of the hard-working saddle tank is drowned out by a thunderous Swindon exhaust, until the '56XX' 0-6-2T inevitably draws ahead and storms away up the fearsome gradient.

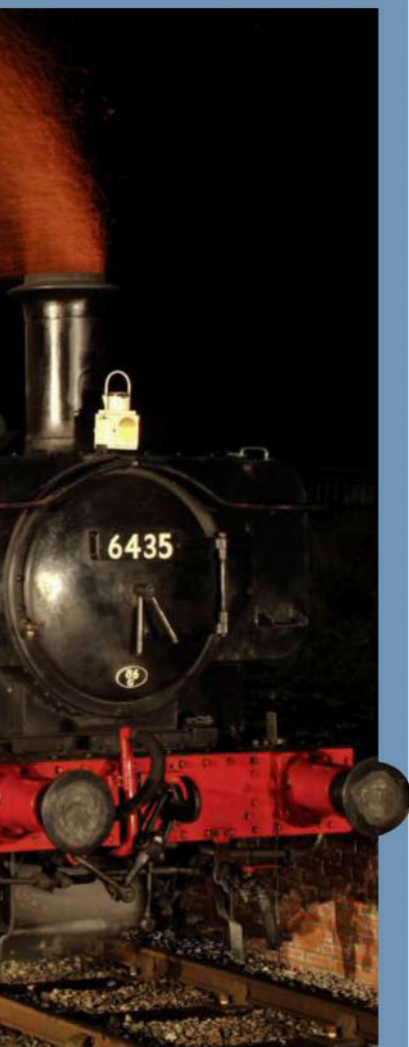
This was the climax to the Pontypool & Blaenavon Railway's 'Steam in the South Wales Valleys' gala of September 11-13, with appropriate main line and industrial classes marking 50 years since the end of Western Region steam in the area, and 30 years since the finale of NCB steam at Ebbw Vale in 1985.

Providing the quintessential Collett '56XX' tank was the East Somerset Railway's No. 5637 - on its first visit 'home' to the area since it left Barry scrapyard in 1974, and also the first example to visit the P&BR for seven years (the last being Telford's No. 5619 in 2008).

It was due to be joined by a second Welsh engine on a return 'home' - former Neath '8750' 0-6-0PT No. 4612 - until this was withdrawn at its Bodmin & Wenford Railway base for piston repairs. However, it was replaced by another pannier with equally strong local connections, former Cardiff (Cathays), Merthyr, Abercynon and Tondy '64XX' No. 6435. Correct shedcodes were fitted to both GWR engines - 88A (Cathays) on No. 6435 and 88E (Abercynon) on No. 5637.

Recalling the industrial steam





NAVON

that still echoed in the valleys long after the main line engines had gone, resident Andrew Barclay 0-4-OST *Rosyth* No. 1 shared Big Pit shuttle duties with RSH 'Austerity' 0-6-OST No. 71515 'Mech Navvies'.

The gala was dedicated to the memory of P&BR volunteer Eric Edwards, whose generous bequest is paying for a carriage shed on the site of Big Pit exchange sidings. At 300 feet long and with four roads, it will house the railway's entire operational coaching stock, while a separate restoration shed has also been constructed for work on wooden-bodied vehicles and Mk 1 interiors.

← No. 6435 crosses Big Pit Road on September 14, while below, a Ford Consul overtakes a Bristol RE bus. BOTH: SIMON HOPKINS



'Poppy Line's' Wadebridge woes

A series of unpredictable events left the North Norfolk Railway without the star of its 'Grand Steam Gala' on September 4-6 - as 'West Country' No. 34007 *Wadebridge* departed from its Mid-Hants base but turned back before reaching its destination.

With the 'Spam Can' loaded onto a Moveright International rig at Alresford on August 27, roadworks on the M3 delayed its departure until September 3 - only for it to be held up by an accident on the same stretch of motorway. Due to abnormal load restrictions, the engine would have arrived at the NNR late on Friday, and not been in steam until Saturday afternoon.

NNR General Manager Trevor Eady said: "We decided to cancel the visit as it would have left visitors with only one full day to see the locomotive," while Moveright's Managing Director Andrew Goodman commented: "We made every effort, but the circumstances were well beyond our control."

A further setback saw summer guest 'Black Five' No. 45337 withdrawn with leaking tubes, meaning that Class 31 and 37 diesels had to fill in for the seven-train timetable. The remaining guest was also unplanned, with GCR-based '9F' No. 92214 substituting for 'King Arthur'

↑ Green '9F' No. 92214 tries to look like an East Anglian 'Britannia' with a 'Hook Continental' headboard, at the summit of Kelling Heath on September 6. PETER FOSTER

No. 777 *Sir Lamiel*, along with resident 'B1' No. 61306 'Mayflower', 'B12' No. 8572, '4MT' No. 76084 and '9F' No. 92203 'Black Prince'.

Trevor Eady summed up: "Despite the late changes the turnout was good, with Saturday having the most visitors. The loss of *Wadebridge* was a great shame, but we hope our efforts to provide an interesting event made their journeys worthwhile."

PANNIERS ON PARADE AT BODMIN

A historic reunion of preservation pioneers was the highlight of the Bodmin & Wenford Railway's steam gala on September 4-6, as '64XX' 0-6-OPTs Nos. 6412 and 6435 ran together for the first time since 1976. Both stalwarts of the Dart Valley Railway in its early days, No. 6412 was visiting from Buckfastleigh for a weekend with Bodmin resident No. 6435.

Also in steam were Beattie 2-4-OWT No. 3298, '42XX' 2-8-OT No. 4247 and summer visitor '56XX' 0-6-2T No. 5619 - and there was plenty for them to do in what Publicity Officer Jimmy James described as "probably the railway's most ambitious



timetable yet", with 37 passenger, auto-train and goods departures from Bodmin General over the three days.

He said: "It is of great credit to the operating department that there were no substantial delays, and all the engines worked well. With our relatively small volunteer base and not being close to large

↑ The crew of '64XX' 0-6-OPT No. 6412 pose for the camera at Bodmin Parkway before piloting No. 6435 up the 1-in-37 to Bodmin General on September 5. JIMMY JAMES

population centres, we have difficulties finding enough staff, but these were overcome and the weekend was a great success."

0-6-2T RIVALS ON NENE DUTIES

TWO RIVAL 0-6-2Ts from pre-Grouping companies were brought together at the Nene Valley Railway in September - both with strong historical reasons for being there.

Webb 'Coal Tank' No. 1054 was extracted from its Keighley & Worth Valley Railway base via Haworth - instead of the normal loading point of Ingrow, currently cut off to low-loaders - in time for the Nene Valley Railway's steam gala on September 12/13, becoming the first LNWR locomotive on this former LNWR main line in preservation.

The other tank with a trailing truck also had a difficult journey getting there - GNR 'N2' No. 1744 was originally due to visit the NVR's February gala, until additional winter maintenance forced its postponement.

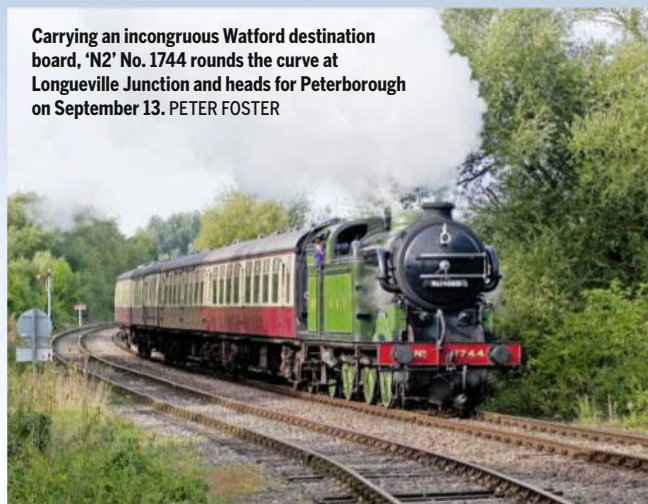
↓ **LNWR 'Coal Tank' No. 1054 set against the perfect backdrop of Wansford's magnificent station building on September 11.**
JOHN HILLIER

However, it was all worth it in the end, bringing the chunky Gresley tank back to the city where it ended its BR career at New England shed in 1963 - and appropriately pairing it with East Coast superpower in the form of 'A1' No. 60163 *Tornado* on August 29/30.

A third ex-BR engine (though with no known connections to Peterborough) was Severn Valley Railway-based '15XX' 0-6-OPT No. 1501, while fourth on the roster was on-loan Hunslet 0-6-OST *Ring Haw* from the North Norfolk Railway.

Taking paths in between the main service rake of 'blood and custard' Mk 1s, and the BR-liveried mixed goods train, was a 'local' train consisting of two maroon

Carrying an incongruous Watford destination board, 'N2' No. 1744 rounds the curve at Longueville Junction and heads for Peterborough on September 13. PETER FOSTER



Mk 1s - Tourist Second Open No. E4466, outshopped last year, and Brake Second Corridor No. E35248, making its passenger debut in the later BR guise after having its tyres turned. They are the first vehicles in the NVR's plan to put together a full maroon Mk 1 rake, further enhancing the railway's British look.



Llangollen honours humble beginnings of 40 years ago

Great Central Railway 'Jinty' No. 47406 and Toddington-based 'Prairie' tank No. 5542, both making their first-ever appearances at the Llangollen Railway, helped the North Wales line mark three special anniversaries at its 'Along Branch Lines' Autumn Steam Gala (September 11-13).

The three-day event recognised 40 years since the founding Flint & Deeside Railway Society re-opened Llangollen station - then with just 60 yards of relaid track - on September 13 1975, 50 years since BR's closure of the Ruabon-

Barmouth Junction line (on January 18 1965), and 150 years since trains first ran between Llangollen and Corwen.

The debut of Roger Hibbert's '3F' was almost three years since Llangollen's own resident 'Jinty' No. 47298 departed for a new home at the East Lancs Railway, following purchase by Ian Riley. No. 47406 ran freight, observation saloon, suburban and two-coach 'local' trains.

Five engines - the two guests plus 'Prairie' tank No. 5199, Pannier tank No. 6430 and Collett



A 'Jinty' on the Llangollen Railway again. The Fowler '3F' presence was restored by the hiring-in of Roger Hibbert's Loughborough-based No. 47406. It is at Garth-y-dwr with a well-matched rake of bauxite vans for Carrog on September 13. DAVID WILCOCK



↑ Toddington-based 'Small Prairie' tank No. 5542 made its maiden appearance at the Llangollen Railway gala, taking sole charge of the railway's auto train combination, running full line between Llangollen and the temporary platform at Corwen East. The ensemble approaches Glyndyfrdwy on September 13. DAVID WILCOCK

2-8-0 No. 3802 from the home fleet were turned out for the busy event, which saw almost 100 departures from Llangollen, Carrog and the temporary terminus platform at Corwen East. No. 5542 was slotted between GWR auto coaches Nos. W163 and W167.

One small plus point for lineside photographers, at a time when lineside locations have been fast disappearing, was the opening of a new viewing area on the 1-in-80 gradient east of Berwyn Tunnel.

'Giants of Steam' returns: Bluebell back to 'Schools'

A Maunsell 'Schools' 4-4-0 will grace the Bluebell Railway for the first time in a quarter of a century this October - for the return of the popular 'Giants of Steam' gala.

Resident 'V' No. 928 Stowe, whose overhaul is making steady progress at Sheffield Park (SR439), last steamed in 1990 - but National Collection sister No. 925 *Cheltenham* is a foretaste of the future, when it visits from the Mid-Hants Railway for the October 31-November 1 event.

The last 'Giants of Steam' gala also starred a Maunsell express passenger engine - 'King Arthur' No. 30777 *Sir Lamiel* - in 2010, but since then a shortage of large engines in the Bluebell fleet has seen the title shelved.

Helping to uphold the 'Giants'

theme on this occasion will be the second visitor, prototype BR Standard 'Pacific' No. 70000 *Britannia*, while the Bluebell hopes to turn out a Riddles attraction of its own - with '5MT' 4-6-0 No. 73082 *Camelot* having steamed for the first time in ten years on September 28. The unique surviving named 'Standard Five' last ran in 2005.

Completing a trio of Maunsell passenger and goods engines will be two more residents from the Maunsell Locomotive Society fleet, 'Q' 0-6-0 No. 30541 and 'S15' 4-6-0 No. 847.

→ 'Schools' No. 925 *Cheltenham* starts the climb to Medstead & Four Marks during the Mid-Hants Railway gala on September 7 2012. JOHN BIRD



It's a safety Steamnet for a quartet of giant 4-8-4s

South Africa's '1968 End of BR Steam' locomotive is loaned to preservationists

THE LAST steam locomotive in revenue-earning service on South African Railways is among a collection of four Class '25NCs' loaned to preservation group Steamnet 2000 - making up possibly the largest collection of 4-8-4s in the world.

A five-year agreement between Steamnet 2000 and the national rail operator's museum arm Transnet Foundation places the '25NCs' (non-condensers) on formal loan until June 2020, when the agreement will be reviewed. All four had been allocated to Steamnet on a 'lend-lease' arrangement since 1996 for 'plandampf' operations, a concept brought to an end by Transnet policy changes in 1999.

Currently stored at Beaconsfield depot, the engines are Nos. 3441 'Karoo Conqueror', 3457 and 3482, together with No. 3467 'Carole'. The latter's place in history was secured at 14.00 on December 31 1992 - the final day of regular scheduled steam operation on Spoornet (SAR) - when it was the last engine to drop its fire at

Beaconsfield after working the 'north shunt' day shift.

The latter three were all built by North British in 1954, while No. 3441 is a Henschel product of 1953.

Although none are in working order, inspections of the fireboxes are to take place to determine which of the quartet will be first in the queue for a return to steam and main line operation.

Two other '25NCs' - Nos. 3437 and 3537 - are also owned by Steamnet members, while a seventh 4-8-4 in its care is condenser No. 3511 - although this engine is shortly to be moved to Transnet Foundation's new storage facility at Bloemfontein shed. An eighth example, '25NC' No. 3501, is on site at Beaconsfield and also part of the Transnet Foundation collection.



↑ The end of regular SAR steam at Beaconsfield shed on December 31 1992 with '25NC' No. 3467 alongside an already cooling No. 3496, which had come off the preceding night shift at 4.00am. PETER ODELL

South Africa's last 'real' working steam - at the Sappi Saiccor pulp mill in Natal - was scheduled to end on August 11, 47 years after the 'Fifteen Guinea Special' brought down the curtain on BR steam. In the event, an official farewell took place on August 5, with '19D' 4-8-2 No. 2 (ex-SAR No. 2633) in action. It is understood that one of the three '19Ds' is to be preserved by Atlantic Rail, while the North British Locomotive Preservation Group is hoping to save another. On June 6, No. 2 climbs the scenic branch with a trainload of wood for the mill. WARWICK FALCONER

Poland's new steam line in closure shock

The line between Chabowka and Nowy Sacz in Poland, part of which is used for summer steam specials to Kasina Wielka (SR444), has been suddenly closed, writes **Andrew Rapacz**.

The notification to the Skansen at Chabowka (operated by PKP Cargo) from the Infrastructure Manager of PKP PLK S.A. (owners of the line) stated that due to the condition of the track, a lack of interest by other rail carriers in

using the line and a consequent lack of funds for its maintenance, permission for steam-hauled tourist services over the line would be suspended.

It has been reported that around 2 million Zloty (about £0.4m) is needed to bring the line back up to standard for passenger services. It has suffered from a lack of investment for many years and it is believed that around 6,000 sleepers need replacing.

This has come as a shock to PKP Cargo which operates the summer services and to NSMK (Nowy Sacz enthusiasts group) who were recently awarded a grant to promote tourist steam services both over the line and in the surrounding area.

For the time being, PKP PLK S.A. has agreed to permit operation between Chabowka and Kasina Wielka, but not over the part deemed to be in the poorest

condition, the central portion between Kasina Wielka and Marcinkowice.

The closure has resulted in changes to their itinerary of special trains. The planned September 26/27 weekend was cut back to the section used for summer services to Kasina Wielka. The schools train on October 9 will now run from Nowy Sacz to Krynica, and an independence day special on November 11 has been cancelled.

It has also been a blow to The Friends of Wolsztyn Depot, who were planning to run a photographic charter over the whole line on October 10, having spent three days cutting back lineside vegetation.

With a perception that this is a move by PKP PLK to close the line and absolve its further commitment to it, a protest was due to take place on September 28 at the local government offices in Krakow.



← 'Kriegslok' 2-10-0 No. Ty42-107 leaves Kasina Wielka with a train for Dobra during the 2014 Parowozjada event. The train is entering a section of the line not used for summer services and deemed in the poorest condition. ANDREW RAPACZ

FUNDS GO 'MISSING' AT SOUTH AFRICAN NRM

A probe into the finances of South Africa's national railway museum is under way after more than 1.2 million Rand - earned from the scrapping of some of its steam locomotives - disappeared from the accounts.

Transport preservation group the Sandstone Heritage Trust was called in to report on the

South African National Railway & Steam Museum (SANRASM), which cut up a number of its collection in 2010 after metal was stolen from its Chamdor and Randfontein sites.

The intention was to scrap the engines in the worst condition and use the funds to move the remainder to more secure locations - although

some of the latter have also since succumbed to the cutter's torch, including unique '19D' 4-8-2 No. 2644, modified by David Wardale as a precursor to his 'Red Devil' rebuild.

However, Sandstone's findings, summarised in its interim report, indicated that of the R5,008,767.51 (about £254,000) paid by scrapping contractor

Reclam between November 2010 and May 2011, a total of R1,223,470 (about £62,000) could not be accounted for.

It is further reported that a SANRASM official has admitted transferring the money into his own account, but has given his assurance that he will "do everything required to resolve the matter".

A POLISH PAIRING... DEEP IN THE FOREST OF DEAN

A former colliery building in the heart of the Forest of Dean is an unlikely spot to find not one but two Polish steam locomotives - with 'Tkp' 0-8-0T No. 5485 and 'Tkh' 0-6-0T No. 4015 'Karel' both in the workshops at the Flour Mill.

The big 'Tkp' - or 'Slask' as the class is nicknamed - was sold to a new private owner last year, having been in storage at the Nene Valley Railway since its boiler ticket expired in 2012 (SR436). It is understood that it is destined to return to operation

at Wansford after its overhaul is complete.

Its 'Tkh' companion, owned by Rob May and previously based at the Avon Valley Railway, is also undergoing its ten-yearly overhaul, its boiler ticket having run out in 2014.

Little and large at the Flour Mill: graphically illustrating the difference between British and Continental loading gauges, 'works shunter' Kerr Stuart 0-4-0WT W/No. 3063 is dwarfed by Polish 'Tkp' 0-8-0T No. 5485.
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ONLY SMALL ITEMS... BUT PRICES HIT THE ROOF

The 500-lot auction at Stoneleigh embraced the usual broad selection of railway items with some lots not reaching their estimates, while others seemingly easily exceeded them.

This sale had only got to the third lot when a fully flanged Peterborough East totem surpassed its estimates of £1,200 to £1,800 to realise £2,800.

East, which closed to passenger traffic on June 6 1966, was always the city's lesser station to North on the East Coast Main Line and would certainly have had fewer totems to its credit, but that sale will certainly cause collectors to reappraise their enamels. My local pub has got one hanging on its ancient beams and will doubtless be employing a guard dog now.

Other Eastern Region nameplates that sold well - and from the same neck of the woods from rural stations near Spalding - were Moulton at £2,100 (estimated at a mere £400-£600), and Littleworth at £1,750 (£1,000-£1,500).

The first nameplate to come up was from a 'Jubilee' that sold for £1,400 - and included its worksplate too - but before you question this logic, it must be pointed out that the name was, in fact, *Jubilee III*, as carried by a 1903 Manning Wardle 0-6-OST that spent its working life at a Widnes copper works. These nice brass plates had been estimated at £800-£1,200.

First of the real main line nameplates to be offered was *Ayrshire Yeomanry* from 'Black Five' No. 45156, one of just four members of the class to be graced with names. It went for £15,500 - £500 above top estimate.

GWR *Frilford Grange* from No. 6815 did well at £9,200 against estimates of £5,000-£7,000. Not so lucrative was *Samson* from LMS 'Royal Scot' No. 6135 and subsequently transferred to 'Jubilee'

No. 5738/45738 - having been cut down to fit a 'Jube's' backplate. This came in at £500 under its

BY DAVID BROWN

lower estimate, selling for £6,500. The next GWR plate on offer was *Hatherton Hall* from No. 4932 that sold for £6,000, spot on its lower estimate.

At one time a nameplate from an LMS 'Princess Coronation' could do no wrong, but while *City of Lichfield* from No. 46250 sold for a respectable £20,000, the estimates had suggested £23,000-£28,000.

A good collection consisting of industrial brass nameplate *Irene*, together with its worksplate, rebuild plate and owner plate, from a 1907 Andrew Barclay 0-6-OST, sold for £2,600 against estimates of £800-£1,200. The locomotive had worked at the same Widnes copper works as the previously mentioned *Jubilee III*.

Back to the GWR, *Dorney Court* from 'Saint' class No. 2940 went for its lower estimate price of £7,000, while its brass cabside numberplate reached £2,000, a couple of hundred above its bottom estimate. The nameplate from No. 5025 *Chirk Castle* had not been sold at the time of writing (the reserve being £15,000), but its cabside numberplate found a

new owner at £3,000. A 'Castle' nameplate that did find a buyer was *Kimbolton Castle* from 'B17' No. 2833/1633/61633 that sold for £9,400 (estimates £6,500-£8,000).

Roanhead from an Andrew Barclay 0-6-OST sold for £2,600 (estimates £500-£800), while *Alice* from an 0-4-OST built by the same company, together with a matching worksplate, made £1,850 (£600-900). A repainted *Peplow* with matching worksplate from a Hudswell Clarke 0-6-OT sold for £2,600 (£700-£1,000).

No buyer was found for the nameplate *Vindictive* from LNWR 'Claughton' No. 13 (reserve £7,000), but *Baroda* from LMS 'Jubilee' No. 5587 sold for £6,400, below its lower estimate of £7,000.

Representing a locomotive with a fascinating history was *Earl Roberts* from WD 4-4-2T No. 72400, that had begun life as LBSCR 12 Class tank No. 13 and, with an equally redundant sister locomotive, once formed an air raid shelter at Bournemouth shed! Following overhaul at Ashford, the tank went to Longmoor and worked passenger trains there until October 1946. The brass plate sold for £2,600 against

estimates of £700-1,000. LNER locomotive highlights in this sale included 'V2' No. 60809 that raced away to £3,700 against estimates of just £200-£350.

A worksplate from the same locomotive was equally impressive selling for £2,700 (£600-£900). A smokebox plate from another 'V2', No. 60931 raised £1,450 (£350-£500). A worksplate No. 2055, Doncaster, 1955, from 'A1' No. 60161 sold for £1,950 above estimates of £1,500-£1,800.

An impressive buy for narrow gauge fans was cabside plate Welshpool & Llanfair Light Railway 1 from Beyer Peacock 0-6-OT *The Earl*. Estimated at £800-£1,200, the ex-works condition plate sold for £3,400.

A smokebox numberplate from Doncaster-built BR Standard '4MT' 2-6-0 No. 76028, that spent its working life allocated to Eastleigh shed, sold for £1,000 (£400-£600). The smokebox numberplate from '9F' 2-10-0 No. 92184 - reputedly timed at 93mph on an East Coast express in 1958 - did even better selling for £1,400, £200 above its top estimate.

'WD' smokebox No. 90202 with matching worksplate went for £640, £40 above top estimate. The ex-locomotive condition smokebox numberplate from No. 60522 *Straight Deal* sold for £2,400.

An LSWR Adams locomotive whistle from '02' No. 14 *Bembridge* realised £840 (£400-£600), a 14B shedcode plate went for double top-estimate at £400, while 'The Palatine' headboard found a buyer at £2,200.

The next GCR Auction at Stoneleigh is on December 5. www.gcrauctions.com



← This month's headlines are stolen by small items of railwayana, and a nameplate from Stanier '8P' No. 46250 *City of Lichfield* has sold for £20,000, rather less than expected. The engine stands inside Crewe North shed in its final days. JIM CARTER

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The 'London' end of platform 5 at Birmingham Snow Hill station was a favourite viewpoint to witness stirring spectacles such as this! A Churchward 2-8-0 No.2856 from Stourbridge shed breathes the summit of the 1 in 45 gradient through Moor Street tunnel with an iron ore train from Banbury as a 'Castle' class 4-6-0 No.5076 'Gladiator' starts away from platform 7 with an 'up' passenger service C1959.

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WASP STRIPES AND HOPPERS MAKE FOR LATE STEAM THEME

A distinctly late steam atmosphere descended upon the Chasewater Railway for its autumn gala on September 5/6.

Visiting Hunslet 'Austerity' 0-6-OST No. 66, the last of the class built in 1964, was the headline guest. However, the line's growing fleet of 'HAA' hopper waggons ran the 'Austerity' close as the star of the show.

The rake of four hoppers, which were a regular sight at larger collieries during the later days of NCB steam, made for a perfect combination with the wasp stripe-adorned buffer beams of No. 66. A 30742 Charters event the day before and on the Saturday evening of the gala made full use of the spectacle.

Resident Hunslet 0-6-OST 'Hollybank No. 3' looked equally at home on the newly acquired hoppers in NCB blue livery. Barclay 0-4-OST *Colin McAndrew* and Peckett 0-4-OST 'Teddy' completed the steam line-up.



↑ The evening sun sets over Hunslet 'Austerity' No. 66 at the Chasewater Railway on September 5. MARTIN CREESE

Hunslet 'Austerity' No. 66 had returned to its usual duties at the Buckinghamshire Railway Centre on September 13. MARK PEARCE

Llantarnam Abbey work under way

The return of one-time Mountain Ash Colliery Barclay 0-6-OST *Llantarnam Abbey* has begun at the Pontypool and Blaenavon Railway.

The 1939-built locomotive is set to receive components from other Barclays, in an overhaul reminiscent of late National Coal Board practice.

Barclay 0-4-OST W/No. 2201 *Victory*'s boiler is being assessed for Llantarnam Abbey's use.

Two spare wheelsets have also been obtained from Rocks by Rail to replace the leading and driving wheelsets. Its boiler, and the frames from *Victory*, will be stored for now.

EAST ANGLIAN BARCLAY COMEBACK

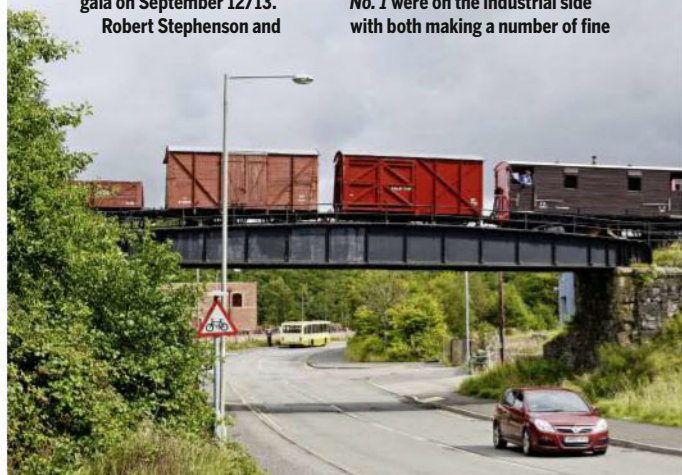
Barclay 0-4-OST No. 11 was expected to make its post-overhaul debut at the East Anglian Railway Museum on October 4. The 1905-built 14in-cylindere locomotive has been at the EARM since 1973, having worked in Northamptonshire.



SOUTH WALES SCORE DR

It was two each for industrials and Great Western locomotives at the Pontypool and Blaenavon Railway gala on September 12/13. Robert Stephenson and

Hawthorns-built 'Austerity' 0-6-OST No. 71515 *Mech Navvies* and Barclay 0-4-OST *Rosyth No. 1* were on the industrial side with both making a number of fine



FONMON SET TO BECOME LATEST RIBBLE ARRIVAL

RIBBLE STEAM Railway locomotive collector Dave Watkins has increased his stud to eight with the purchase of a 1924 Peckett 0-6-OST that has been on the market for some time.

W/No. 1636 *Fonmon* has been a long term resident at the Spa Valley Railway and was once the mainstay of services there, but it has not run since 2009. It may not move to Preston immediately - its return to steam may be completed at another

preservation site. However, the transfer from the South East is expected to be a rapid one.

Mr Watkins has also recently completed a deal to bring another Peckett into his ownership, 1937-built 0-4-OST *Hornet*. In a swap deal, Mr Watkins has acquired the former Bersham Colliery locomotive in exchange for Borrowes 0-4-OST *Windle*. This is the second time that Mr Watkins has owned *Hornet*, and both engines are expected to remain at

the Ribble Steam Railway.

Mr Watkins told *Steam Railway*: "People say I don't like Pecketts, but I've ended up with two."

'Austerity' 0-6-OST 'Walkden', another of Mr Watkins' locomotives, is currently on hire at the Spa Valley where it is undergoing piston work. Barclay 0-4-OST No. 6 is in traffic at the Ribble Steam Railway while Grant Richie 0-4-OST *Kinglassie Colliery No. 21* has passed a hydraulic test, also in Preston.

It is likely to be followed back

into traffic by Hunslet 0-6-OST *Glasshoughton No. 4* and Barclay 0-6-OST *Niddrie*, both of which are also being restored in Preston. However, Mr Watkins has not ruled out further changes or additions to his fleet.

■ Work has also started on Furness Railway Trust Peckett 0-4-OST *Caliban* following its arrival at Preston from Carnforth during the summer. A return to steam is the goal for the 1937-built former Courtaulds locomotive.

IN AND OUT AT FOXFIELD

Bagnall 0-6-OST *Florence No. 2* has been stopped at the Foxfield Railway following issues with its boiler tubes. The boiler of the 1953-built former Cadley Hill Colliery locomotive is to be craned out for repairs.

The same crane will be used to return the boiler of Hunslet 'Austerity' 0-6-OST *Wimblebury* back to its frames - it is receiving a replacement section of outer firebox wrapper. Stay replacement is almost complete with tubing work set to follow.

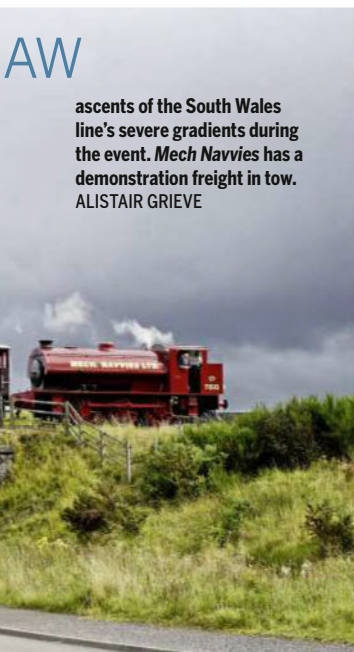
Tanfield by twilight

The Tanfield Railway staged a photographic evening on September 11. Two locomotives were in steam: Robert Stephenson 0-6-OT No. 3 *Twizell* and Robert Stephenson and Hawthorns 0-4-OST *Sir Cecil A. Cochrane*. Two of the line's out-of-ticket locomotives were also posed for photographers: Bagnall-built 'Austerity' *Gamma*, plus Hawthorn Leslie 0-4-OST No. 14. KEN SNOWDON



AW

ascents of the South Wales line's severe gradients during the event. *Mech Navvies* has a demonstration freight in tow. ALISTAIR GRIEVE



Shildon WD visit

Scottish Railway Preservation Society War Department liveried 'Austerity' No. 75254 visited the National Railway Museum's Locomotion site in Shildon, County Durham, for its annual steam gala on September 19/20. The 1945 Bagnall shared brake van ride duties with Furness Railway 0-4-0 No. 20. MARK PEARCE

'PONY' SEARCHES FOR NEW STABLE

Chatham Historic Dockyard Railway resident 1912 Hawthorn Leslie 0-4-OST 'Achilles' is up for sale.

Previously known as 'Pony', it began life in Northumberland as *Blyth Harbour Commission No. 2*.

The name was handed to the locomotive at its first preservation home, the Embsay & Bolton Abbey Railway, where it arrived in 1971. The real *Pony* was an earlier locomotive scrapped in 1963.

The 14in-cylindered machine gained the name 'Achilles' when it was transferred to Chatham in the late 1990s. Out of ticket, it last steamed in the early 2000s.

A 'COURAGEOUS' RETURN TO REAL STEAM AT RIBBLE

Redevelopment with a marina, apartment blocks, supermarkets and pubs has left Preston Docks unrecognisable from its heyday as a merchant port - but on September 14, a little piece of its history was recalled when a Bagnall 0-6-OST hauled a genuine, revenue-earning freight train at the Ribble Steam Railway.

Andy Booth's W/No. 2680 'Courageous' (originally Birchenwood No. 4, but appropriately restored in the guise of its Preston Corporation sister) was rostered for the day's work on the incoming tar train to the Total bitumen plant, near the RSR's Chain Caul Road headquarters.

Specially fitted with a through air-pipe, and with Sentinel diesel *Enterprise* on the rear to provide air braking, 'Courageous' returned the outgoing empty tankers to the exchange sidings at Strand Road - then took over the incoming loaded train, weighing



over 1,400 tons, from a Colas Rail Class 60 diesel.

With the rake divided into two sets of seven tankers, the chunky 16in-cylindered Bagnall had to start 730 tons on a 1-in-100 gradient in drizzle.

Andy Booth, who was on the

regulator, said: "The railhead conditions weren't ideal, but we got the train away without using sanders and with just a few controlled slips. It was master of the job - not bad for an engine that lay dormant for 40 years." Fireman Dave Starky testified: "Even at full regulator, it was still about to lift the safety valves!"

The reappearance of 'Courageous' on real freight was not the only recreation of Preston's railway history that day, for two Bagnalls could later be found shunting together for the first time since steam ended

↑ Two Bagnalls are on shunting duties at Chain Caul Road on September 14, with original Preston example *Princess* on the right. 'Courageous' was about to move a wagon containing the boiler of Hunslet 0-6-OST *Glasshoughton* No. 4, due to enter the workshop.

on the docks system in 1968. The only surviving example of the city's original Bagnall fleet - W/No. 2682 *Princess* - visited from the Lakeside & Haverthwaite Railway for the RSR gala on September 12/13, and was also in steam.

The pair hauled the prototype *Deltic* diesel to Strand Road - just a stone's throw from the English Electric works where it was built in 1955 - for a one-off photographic opportunity before it returns to the NRM's 'Locomotion' in Shildon.



← A Bagnall 0-6-OST, on a real freight train, at Preston Docks after nearly 50 years. 'Courageous' approaches the marina swing bridge with the first portion of the loaded tar train on September 14. BOTH: TOBY JENNINGS

BAGNALL BUCKS TREND WITH ORIGINAL LIVERY

Buckinghamshire Railway Centre based Bagnall 0-4-OST W/No. 2469 has received an eye-catching makeover with a return to the livery of its original owners Fraser and Chalmers Engineering Works. Carrying its original number, V75, signwritten on the tank side, the dark blue paint is topped off with straw and red lining. The painting was

undertaken by Heritage Painting.

Built in 1932, and saved for preservation in 1968, the 12in-cylindered locomotive has been working demonstration trains at Quainton Road in a temporary livery for around two years, following a major rebuild that included a new tubeplate. It is intended to name the locomotive 'Scott' in the near future.



ANDREW BRATTON



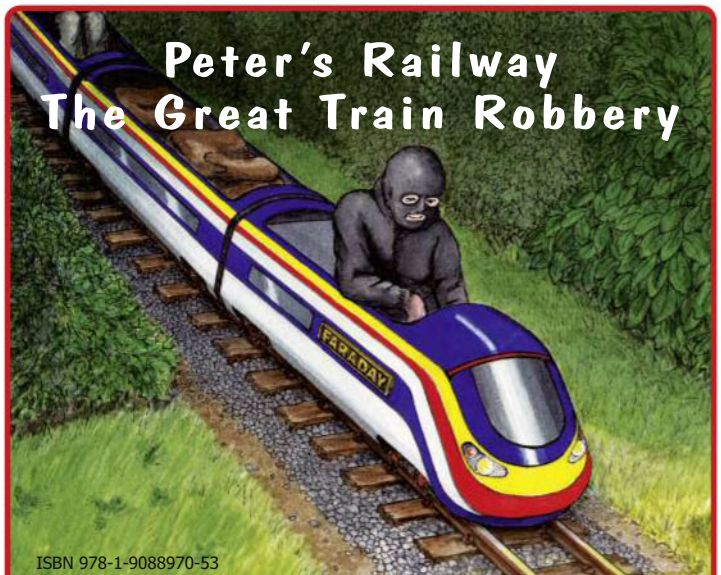
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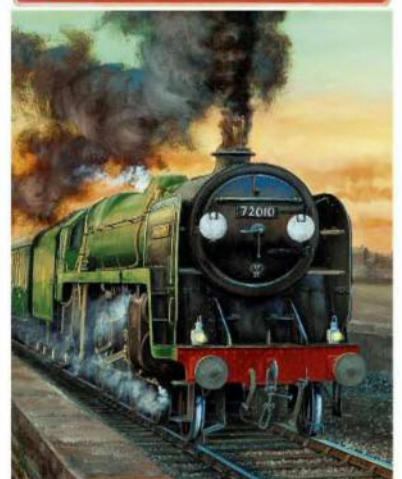


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Detail from 'Warlord of the South' by Julie West GRA

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'ENTHUSIAST' HAGUE JOINS WELSHPOOL GALA CROWD

FORMER LEADER of the Conservative Party and Foreign Secretary William Hague has declared himself a steam enthusiast after being spotted at the Welshpool & Llanfair Railway's September 5/6 gala.

Lord Hague - he was elevated to the House of Lords after the General Election - told *Steam Railway* he is a regular visitor to the line and brings guests. He and his wife are life members, and have recently moved to Cyfronydd, a five minute drive from the intermediate station at Castle Caereinion.

The appearance of the Statfold Barn Railway's Pakis Baru Orenstein & Koppel Mallet No. 5 contributed to the revival of the railway's annual gala on September 5/6.

Lack of vacuum brakes confined it to hauling goods trains between Cyfronydd and Llanfair Caereinion, but that did not detract interest. In addition to activities at its western terminus, the WLLR also laid on activity at Welshpool and Castle Caereinion.

On September 6 the WLLR's Beyer, Peacock 0-6-0T *The Earl* carried a wreath in memory of Roz Meekums, a popular volunteer who died two days earlier.



ROAD TRAIN LEAVES TEIFI

The road train used in substitution for the Teifi Valley Railway's steam service for a brief period in 2014 left the railway on September 2.

The railway had been closed following a visit by the Office of Rail Regulation (SR430), and the road train was brought in by the railway's operator at the time.

Visitors to the Henllan terminus have been contributing to the line's reinstatement by buying sleepers.

MEMORIAL FOR WELLS FOUNDER

The Countess of Leicester unveiled a memorial to the Wells & Walsingham Light Railway's founder, Lt Commander Roy Francis, on September 5.

Lt Cdr Francis, who died on January 26, aged 92, created the 10¼in gauge line on trackbed of the Great Eastern Dereham-Wells line, which runs through the Earl of Leicester's Holkham Hall estate.

Ogwen is surprise guest as Avonsides reunite

Visitors to the Penrhyn Quarry Railway's Felin Fawr open weekend on September 19/20 found that Martyn Ashworth's Avonside 0-4-0T *Ogwen* had joined scheduled visitors, Statfold Barn Railway-based Avonside 0-4-0T *Marchlyn* and Hunslet 0-4-OST *Sybil Mary*.

This was the first time the 1933-built Avonsides have been together since their repatriation from the USA (they were exported in 1965). Adam Barber's 0-4-OVBT *lorwerth* was also in action alongside the SBR engines.

Visitors from nearby Bethesda enjoyed the sight of two former quarry locomotives in action on the short demonstration line, and reminiscing about their friends and relatives who worked with them.

Afterwards, *Marchlyn*, *Ogwen* and *Sybil Mary* travelled to Aberystwyth to participate in the following weekend's Vale

of Rheidol Railway 'Forgotten Engines' event alongside newly-restored Kerr, Stuart 0-4-OT *Diana*, Hunslet 0-4-OST *Margaret* and Julian Birley's Hunslet 0-4-OST *Winifred*.

The first stage of *Ogwen's* restoration to working order is due to start at the Statfold Barn Railway, which it will travel to in the company of *Marchlyn* and *Sybil Mary*. The SBR is to remove the wheelsets and re-gauge them, while the rest will go to the Yorkshire workshop currently restoring the War Office Locomotive Trust's Hunslet 4-6-0T No. 1215.

→ Two ex-Durham Water Board/Penrhyn slate quarry Avonside 0-4-OTs at Felin Hen works near Bethesda during the Penrhyn Quarry Railway's event on September 20. The Statfold Barn Railway's *Marchlyn* lines up alongside Martyn Ashworth's *Ogwen* outside the shed. STEVE SEDGWICK



LEIGHTON BUZZARD: DATE SET FOR STATION

The Leighton Buzzard Railway expects to start work on its new station at its Page's Park terminus next January.

Planning permission for the new single-storey structure with a booking office, shop, offices and meeting room was granted on August 27. Three years ago, the LBR passed the first round of a Heritage Lottery Fund application, but failed the second.

The LBR has since scaled back its ambitions to develop a smaller building, still larger than the existing, that it can build with its own resources. It has raised £220,000, enough to pay for the structure, but is appealing for another £80,000 to pay for it to be fitted out. To encourage more donations, a sponsor has offered to match-fund all those made up to £40,000 for three months (details at www.buzzrail.co.uk).

The Greensand Railway Museum Trust's Baldwin 4-6-OT No. 778, which is based at the LBR, was withdrawn for its ten-yearly overhaul at the end



of the LBR's autumn gala on September 13. It was moved to Alan Keef's Ross-on-Wye works on September 17. The boiler work has been contracted to Locomotive Maintenance Services in Loughborough, and it is planned to have the engine back in service next Easter.

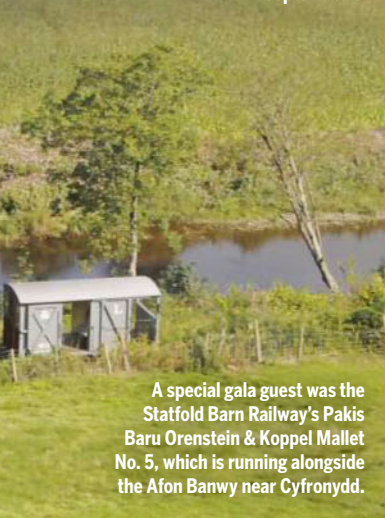
Joining LBR residents for the gala were the Statfold Barn Railway's Minas de Aller Corpet

↑ **Great Bush Railway O&K 0-6-OWT Sao Domingos leads Leighton Buzzard Railway Orenstein & Koppel 0-4-OWT P.C. Allen across Apennine Way during the LBR's autumn gala on September 13.**

0-6-OWT No. 2, Orenstein & Koppel 0-6-OWT *Sao Domingos* (its first outing from the Great Bush Railway since it was restored in 2009) and Nick Williams' Barclay 0-4-OWT *Jack*.



↑ Politician William Hague and his wife Ffion enjoy a visit to the Welshpool & Llanfair Light Railway's annual gala on September 5.



A special gala guest was the Statfold Barn Railway's Pakis Baru Orenstein & Koppel Mallet No. 5, which is running alongside the Afon Banwy near Cyfronydd.

One last look at scruffy Winifred

Crowds turned out to see Hunslet 0-4-OST *Winifred* make its last runs on the Bala Lake Railway over the August bank holiday, August 29-31, before it is repainted.

It missed one trip when its injector jammed. Following its

appearance at the Vale of Rheidol Railway's 'Forgotten Engines' event on September 26/27, *Winifred's* final showing in quarry condition is expected to be a photo charter on the Ffestiniog Railway in November.

Visitors to the BLR event were able to see Alan White's

Hunslet 0-4-OST *George B*, which is nearing the end of its protracted restoration. It had its saddle tank temporarily



↑ Alan White's Hunslet 0-4-OST *George B* in action at Llanuwchllyn.

installed, and was on display outside. The engine's restoration has been sped up now that BLR personnel are working on it full time. There was an unexpected spectacle on the afternoon of August 29 when Llanuwchllyn station was overflowed by the RAF Vulcan bomber *en route* to a display at Rhyl.



← Hunslet 0-4-OST *Winifred* in action on the Bala Lake Railway on August 29. It is to be repainted over the winter.

'Joffre' 0-6-OT double act

→ A pair of Kerr, Stuart 'Joffre' 0-6-OTs were at the West Lancashire Light Railway on September 19. Celebrating its centenary, the WLLR example is on the left. The Apedale Valley Light Railway's 'Joffre' will be 100 years old in 2016.



at Penryn party



Brecon founder Tony Hills dies at 78

Tony Hills, the businessman who founded the Brecon Mountain Railway and bought the Vale of Rheidol line from BR, has died at the age of 78.

As a tribute, the BMR was closed on the day of his funeral, September 11.

Originally based in the Birmingham area, Mr Hills spent some of his early years as a volunteer with the Midlands Area Group of the Festiniog Railway Society, leading the restoration of two coal wagons, the 'flying bench' carriage and construction of a four-wheeled van in 1963.

When he was told he could

not restore *Welsh Pony* as a homework project, he decided to set up his own railway. By 1970 he was buying, selling and importing locomotives and established a base at Gilfach Ddu, Llanberis, while the search for a suitable site to run them was carried out.

It took him several years to acquire the former Brecon & Merthyr Railway trackbed between Pant and Torpantau (it had been sold piecemeal by British Railways), but construction began in 1978. A Light Railway Order was obtained and the first section opened two years later.

Tony established a reputation

for solid, practical engineering. He not only designed and built the BMR's chapel-like station and workshop at Pant but all of the passenger rolling stock. He restored several locomotives, notably the accident-damaged Baldwin 4-6-2 imported from South Africa.

In the 1980s, he was the secretary of the Great Little Trains of Wales joint marketing panel.

In 1989, Tony and former colleague Peter Rampton purchased the Vale of Rheidol line, but split their partnership seven years later, Tony choosing to concentrate on the Brecon

business; he had rebuilt two of the VoR 2-6-2Ts there.

In 1993, Tony built a new boiler for the railway's Jung 0-6-2TT *Graf Schwerin Löwitz*, probably the first time that a steam railway had constructed a boiler in-house. Just before he died he was rebuilding a Baldwin 2-6-0 as a 2-6-2, and had made many of the new parts.

Tony died at Prince Charles Hospital, Merthyr Tydfil, on August 28. The BMR has been inherited by Tony's four sons and daughter. His eldest son Matthew, a director since 1991, is now in charge of its day-to-day operation.



BIGGEST-EVER TURNOUT FOR STATFOLD SHOW

Around 1,500 visitors attended the Statfold Barn Railway's open day on September 12, the largest number ever at the Staffordshire site.

There would have been more if the railway had not taken the unprecedented step of closing its booking office. It was a typical SBR event, with numerous trains in various combinations. Two of the SBR fleet, Hunslet 0-4-OST *Jack Lane* and Minas de Aller Corpet 0-6-OST No. 2, were away, at the Welsh Highland and Leighton Buzzard Railways.

★ **Bagnall 4-4-0T *Isibutu*, Hudswell, Clarke 0-6-0 *Fiji* and Fowler 0-4-2T *Saccharine* were both busy at the Statfold Barn Railway's open day on September 12. The headboard was carried in tribute to railway photographer and SBR volunteer Jeff Cogan who died suddenly on September 7.**

The frames of Peckett 0-6-OST *Liassic* have been moved into the restoration workshop. At Oak Tree Halt, a stack of six turnouts is a sign of changes and developments before the next open day.

Apedale back in the trenches next year

The Moseley Railway Trust is to repeat its highly successful 'Tracks to the Trenches' event at the Apedale Valley Light Railway on May 13-15 next year.

For narrow gauge enthusiasts, the highlight will be the return to service of the War Office Locomotive Trust's Hunslet 4-6-OT No. 1215, currently under restoration.

Last September's 'Trenches' event marked 100 years since the start of the First World War fighting in the Somme area of Picardy, when trenches were first developed and narrow gauge railways established to

serve them. The 2016 event will mark the Battle of the Somme from July 1 to November 18.

The MRT has opened an 'Industrial Railway Trail', with an £11,000 Heritage Lottery grant.

While No. 1215 awaits delivery of its new boiler, now expected in October, good progress has been made on other parts of the engine, and manufacture of motion and boiler components.

The War Office Locomotive Trust has launched a final appeal for £20,000 to complete the engine and a sponsor has agreed to match-fund donations up to £10,000.

WHL gathering steams ten

Ten locomotives participated in the Welsh Highland Railway's annual Superpower event on September 12/13.

With only two NGG16 Garratts in service, activities were focused at Dinas, which featured shuttles to Waunfawr and Rhyd Ddu, engine

driving, riding and a model railway exhibition with 13 layouts. The Statfold Barn Railway's Hunslet 0-4-OST *Jack Lane*, fresh from a visit to the Bala Lake Railway, where it substituted for Hunslet 0-4-OST *Holy War* (SR445), also made an appearance.



Hugh Napier on display

Ffestiniog Railway-based Hunslet 0-4-OST *Hugh Napier* was displayed on the concourse at Bristol Temple Meads station on August 31.

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InTheWork

LONG TERM RESTORATION PROJECTS

EASTLEIGH ECHOES... 'CANPAC' GOES HOME



How a Bulleid 'Pacific' is once again being overhauled in the Southern Railway's famous works - over 70 years after it was built there

BY TOBY JENNINGS

Returning to a birthplace is guaranteed to stir the emotions, whether it's a person or a steam locomotive involved (those who have worked on the latter know that they're far from being mere inanimate objects). And homecomings for engines don't get much more poignant than that of the Mid-Hants Railway's 'Merchant Navy' No. 35005 *Canadian Pacific*. For its third major overhaul in preservation, this oldest-surviving Bulleid 'Pacific' is back in the very erecting shop at Eastleigh Works where it first took air-smoothed shape

in the darkest days of World War Two, and was rebuilt to a very different appearance at the end of the more optimistic decade that followed.

It's all part of a major Heritage Lottery-funded project that will help this erstwhile railway town rediscover its rich history; hopefully inspire a whole new generation of steam engineers; and in the process, recapture something of the halcyon days when 'summer came soonest in the South'.

In safe hands

Summer has seemingly deserted the South for good on the day of

↑ Rostered for an EWS crew-training special (remember them?), No. 35005 *Canadian Pacific* is bound for Salisbury at West Grimstead on March 19 2001. M. FRACKIEWICZ

Steam Railway's visit, but even the rain bucketing down can't hide the magnificence of Eastleigh Works, which is still much as it was when Bulleids were arriving for overhaul or rebuilding every week. The rolling stock stored outside may be more modern, but the red-brick workshops and the famous drawing office frontage

“ Having been built in wartime, much of it was probably done by women drafted into the workshops ”



ooze over a century of LSWR, Southern Railway and BR history. Threatened with demolition after closure in 2006, the proximity of Southampton Airport put paid to plans for a housing development, and now it's home to a number of private railway firms - including Arlington Fleet Services. It's thanks to this rolling stock refurbisher - already heavily involved in preservation, overhauling Class 117 DMUs for the Swanage Railway's Wareham services - that *Canadian Pacific* has come home.

The big Bulleid doesn't look quite so magnificent stripped down to the

➤ An air-smoothed, BR blue *Canadian Pacific* is in the unusual company of Johnson 0-4-4T No. 58083 at Rugby shed in February 1950, prior to trials of its mechanical stoker at the nearby testing station. W.J.V. ANDERSON/RAIL ARCHIVE STEPHENSON

THE OLDEST SURVIVOR - AND ONE OF THE FASTEST

Completed in air-smoothed condition at Eastleigh in December 1941, No. 21C5 was named *Canadian Pacific* at London Victoria on March 27 1942. It was the subject of an interesting but inconclusive experiment between March 1948 and April 1951, when it was fitted with a Berkeley mechanical stoker (the same type later tried by BR on three '9Fs') and went for trials at Rugby testing station. It was generally liked by crews, but made little difference to performance and came at the price of increasing the 'Pacific's' already high coal consumption.

Its BR allocations were:

At January 1 1948 - Exmouth Junction.

In four weeks to August 28 1948 - Nine Elms.

In four weeks to May 5 1951 - Exmouth Junction.

In five weeks to March 13 1954 - Nine Elms.

In five weeks to November 21 1959 - Bournemouth.

On September 9 1964 - Weymouth.

On October 10 1965 - Withdrawn.

Rebuilt to R.G. Jarvis' conventional outline in May 1959, it was among the earlier withdrawals, but not before it was clocked at 105mph down Winchester bank on May 15 1965, crewed by Nine Elms Driver Gordon Hooper and Fireman Dave Wilson.

The first 'Merchant Navy' to be saved from Barry, it was the 38th departure from the yard in March 1973, and initially went to Steamtown Carnforth. Sold to Andrew Naish in 1989, it steamed for the first time in November 1990 at the Great Central Railway, where it was painted in its striking but inauthentic (for rebuilt condition) BR blue guise in 1996.

It was overhauled again for main line use as part of the Tyseley fleet in 1998, and became a regular sight on the 'Cathedrals Express' after its sale to Steam Dreams proprietor Marcus Robertson in 2001 - but was confined to the 'Watercress Line' after its burst boiler tube the following year. Acquired by the MHR Preservation Society in 2006, it last steamed in May 2008.



frames, but the knowledge that it's just feet away from where it was built (and rebuilt) is enough to gladden the heart of any enthusiast. It first arrived here in 2011, initially for storage; but to follow up the successful overhaul of the National Collection 'Schools' No. 925 *Cheltenham* for the MHR, work to dismantle and assess the 'MN' duly began in 2013.

The Heritage Lottery Fund (HLF) grant of £895,000 was announced in April this year, covering not only *Canadian Pacific* but two Bulleid coaches which have yet to carry a passenger in preservation (SR440). Together with newly outshopped Brake Third No. 4211, the vision is to recreate a typical 1950s Southern Region train, to tell the evocative story of the 'Atlantic Coast Express', holiday traffic to the South West and boat trains to Southampton Docks, by recording the memories of people who travelled on such workings.

Reaching out

So this will be much more than just a locomotive overhaul, as project supervisor Dave Deane explains: "We're looking to do things on a scale and depth that we think has not been done on a preserved railway before, with the aim of getting people on board who wouldn't normally visit one."

"We've just recruited an 'outreach and interpretation officer' to link with the local community, and plan to run tours of both Eastleigh and Ropley works, developing our interpretation and visitor facilities at the railway."

"We'll also be working with local job centres and colleges from the end of September to offer engineering work experience, and we want to help promote the uptake of STEM (Science, Technology, Engineering & Mathematics) subjects by female students. Having been built in wartime, much of 'CP's' construction was probably carried out by women →

drafted into the workshops, so what better engine to fly the flag for women's engineering?

"We're looking for stories from anyone who worked on or travelled behind *Canadian Pacific* (or other 'Merchant Navies') to create a resource of information.

"It's got a 105mph speed record to its name, and we think people would be a lot more interested in engineering if they could hear stories like this."

Despite the obvious MHR links, not all of the 18-strong volunteer team - of whom up to eight attend at any one time - are from Ropley: "We have some who come from Dorset and Lymington, and one from Portsmouth - Eastleigh being that bit more convenient for them than the railway."

The boiler has had its tubes removed and is currently on a wagon outside along with the cab, getting regular jaunts around the works as shunting requirements dictate! The boiler will go to the MHR as soon as those for Ivatt '2MT' No. 41312 and BR '4MT' No. 76017 are finished, taking a slot alongside that from Bulleid 'Light Pacific' No. 34105 *Swanage*.

"Our target date for completion of *Canadian Pacific* is the summer of 2018," says Dave, "and we'll have to either hit that or have a good reason to explain to the HLF!"

Troubled life

With the outside of the frames cleaned of corrosion and the insides now being worked on, there's been no reason for delay yet, though it's a laborious process: "We can't shotblast or water-jet them indoors, so we have to do them the hard [and noisy] way - needle-gunning!"

'CanPac' has not exactly had a trouble-free life in preservation, suffering its infamous burst boiler tube at Paddock Wood in October 2002, and being involved in two collisions - with evidence of the latter still visible in the bent front bufferbeam gussets, which will need



straightening and welding repairs. The rear end, in the inhospitable environment beneath the firebox, also suffered from corrosion between the frames and their strengthening plates, with a specialist welder due to be called in to replace the top few inches.

"But on the whole they're in reasonable condition - we haven't found anything major so far - touch wood!"

The cylinders and valves require re-boring, and await the mounting of the frames on jacks (rather than sleepers) to ensure that they remain balanced while this is done. The driving wheels have been sent to the South Devon Railway for reprofiling and the axleboxes require re-metalling.

The aim is to re-wheel No. 35005 next year, which will be a suitable milestone to mark 50 years since the official end of steam overhauls at Eastleigh in 1966 [No. 35003 *Royal Mail* is recorded as visiting the following January for one last 'Non-Classified' repair to see it through to the end of Southern steam].

'CanPac's tender remains in use at the MHR behind *Wadebridge*, but will come to Eastleigh when the 'Spam Can' reaches the end of its ticket next



↑ The first in the MHR's planned three-coach Bulleid set is Brake Third No. 4211, freshly outshopped from Ropley on August 4. ALI STEELE

↑ Top: No. 35005's frames under the expansive roof of Eastleigh works on August 25.

year, with quotes being sought for a new tank. No. 34007's own tender is in two parts, with the frames at Ropley and the tank at Alton, and will itself receive heavy repairs as part of the 'Light Pacific's upcoming overhaul.

Could any other members of the MHR's fleet follow 'CP' through the one-time Southern engineering hub? "At present there are no plans to carry out further overhauls at Eastleigh," says Dave, "but we are not ruling out the possibility."

'Packet' prospect

With the MHR no longer involved in main line operation, the overhaul is not being carried out to these standards, so we can only treasure our memories of 'CP' when it was an almost routine sight on the national network.

But, happily, we will have an immaculate BR green 'Merchant Navy' recreating a diverted express of the late 1950s as it tackles the 'Alps' with a typical Bulleid 'three-set' in the all-green formation behind its tender.

For Southern fans, it won't get much better - and the icing on the cake will be the knowledge that the said 'Packet' really has just been freshly outshopped from Eastleigh. **SR**

HOW YOU CAN HELP

Don't think that because 'CanPac' has received a lottery grant it doesn't need money! With a budget of £1.5m including volunteer labour it and the Bulleid coaches require a further £200,000 of match-funding, so contributions (cheques payable to the Mid-Hants Railway Preservation Society) will be welcomed at The Railway Station,

Alresford, Hampshire SO24 9JG.

Donations can also be made at <http://goo.gl/acwD7N>

Dave Deane adds: "We bring tools down from Ropley, but if anybody would like to donate any more that would be very useful. We're also on the lookout for a gantry to reduce our dependence on Arlington's cranes."

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A Sale of 500 Lots to include - Nameplates Quebec (45555) *No Buyer's Premium*, Woking Homes (EMU 2417); **Smokebox Numberplates** 4152, 4695, 6433; **Worksplates** LMS Built Derby, LMS Derby 1918, LMS Crewe 1927, LMS Crewe 1928, NBL Queen's Park Works 23734 1928, NBL 26124 1947, Brighton 1951, Derby 1954, Hunslet Engine Co Ltd 4700, Doncaster 1960, Horwich 1962, Vanguard Locomotive 192V 1968, British Rail Engineering Ltd Derby 1987; **9"x5" Works Numberplates** L&NER Rebuilt 1945, 4023 Darlington Works 1947 (Tender); **Engraved Worksplate** LB&SCR No. 35 1908 Brighton Works; **Tenderplates** inc LMS 9693 1937 ex Indore; **Depot Plaques** Crewe, Immingham, Ripple Lane, Tinsley, Toton; **Totems** BR(S) Barcombe Mills, Eastleigh, Fratton, Sevenoaks, Upper Hallford Halt, BR(M) Radcliffe Central, West Hampstead Midland; **Targets** SR Milford, New Milton, Steyning; **LMS Hawkseye** Bitton; **Running In Board** SR Slinfold; **Seatbacks** L&NER Grimsby Docks, SR Shorndcliffe; **Clocks** LYR 10" 16804, Potts & Sons Leeds 12"; **Signal Box Board** BR(S) Shoreham-By-Sea A; **Shedplates** 1A, 15A, 40E, 51A, 55F, 56D, 75B, 81F, 82E, 84C, 87C, 89A; **Signalling Instruments** inc LB&SCR Harper's; **Handlamps** inc LB&SCR, Metropolitan Railway, CLR; **Locomotive Items** inc Jubilee Class Chimney, Regulator Handle ex A1 Class 60121; **Posters / Original Artwork** inc LMS, SR, L&NER, BR(SC), BR(W) (Cuneo), Austin Cooper L&NER Original Artwork; **Enamel Signs** inc Taff Vale & Bristol Channel Passenger Boats Ltd, Cardiff Railway Company; **Cast Iron** inc MR (Ref Bathing & Fishing in Canal), Hull Barnsley & West Riding Junction Railway & Dock Company; **Other Items** Shipping inc T.S. Canterbury; LB&SCR Captain's Chair; GER Director's Office Wooden Coal Scuttle; Pullman Plate 1932 ex Brighton Belle, Pullman Clock Plaques Perseus/Phoenix; 5"/3.5" Live Steam, 'O' Gauge Live Steam, 'O' Gauge Models; Original Paintings inc Barry Price, George Heiron, Norman Elford, Bernard Jones; Shamrock&Rambler Advertising Enamel; Carriage Prints; Silverplate; Photos/Negs/Slides; etc.

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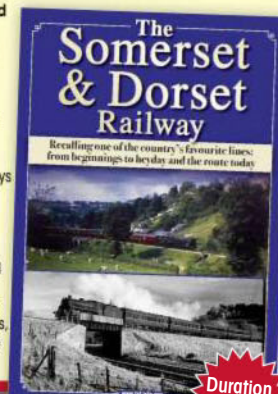
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Gallery

The best in steam photography

↑ An early start for 'Princess Coronation' No. 46233 *Duchess of Sutherland* with the Railway Touring Company's 'Cumbrian Mountain Express' on August 15. The Stanier 'Pacific' heads north of Crewe at Elton Hall at 6.15am.

ROB STEVENS

➤ Far right: Pioneer BR Standard 'Pacific' No. 70000 *Britannia* crosses Forder Viaduct with the RTC 'Royal Duchy' on September 6.

BOB GREEN

➔ Visiting the Welshpool & Llanfair Light Railway for its gala, Orenstein & Koppel 0-4-4-0T Mallet *Pakis Baru* No. 5 is flanked by 0-6-0Ts Nos. 822 *The Earl* and 823 *Countess* during a night shoot on September 5. DAVE GILBERT







Gallery

The best in steam photography

LMS 'Black Five' 4-6-0 No. 45407 draws admiring glances from the shore at Dalmeny as it crosses the Forth Bridge with an SRPS 'Forth Circle' excursion on September 6. JONATHAN GOURLAY





Gallery

The best in steam photography



↑ Diverted to Crianlarich on August 11 due to a landslip on the Mallaig line, the 'Jacobite' is reflected in the River Finnan beneath Ben More as it approaches its destination behind 'Black Five' No. 45407.
JOHN HUNT

← Two kinds of horsepower at the Chasewater Railway's 'Coal Train Day' on June 21, as Hunslet 0-6-0ST 'Holly Bank' No. 3' is paired with the newly arrived MGR wagons.
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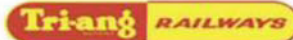
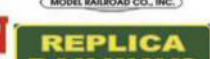
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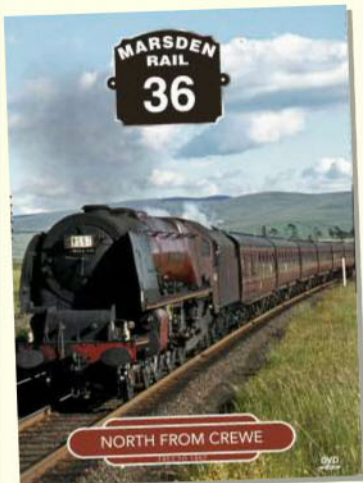
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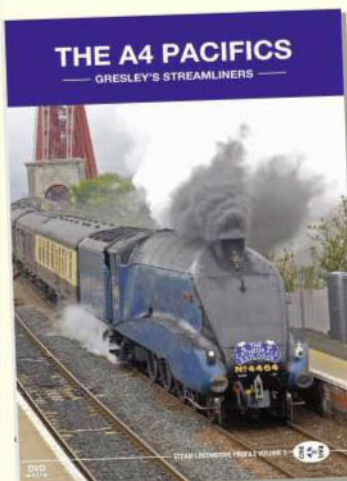
Moving South, film taken at Penistone, Barnsley and Rotherham shows a wide variety of motive power, before moving north to Skipton and the Grassington Branch, - together with more footage of Yorkshire in the 1960s, including York's Derwent Valley light Railway and trolleybuses in Huddersfield!



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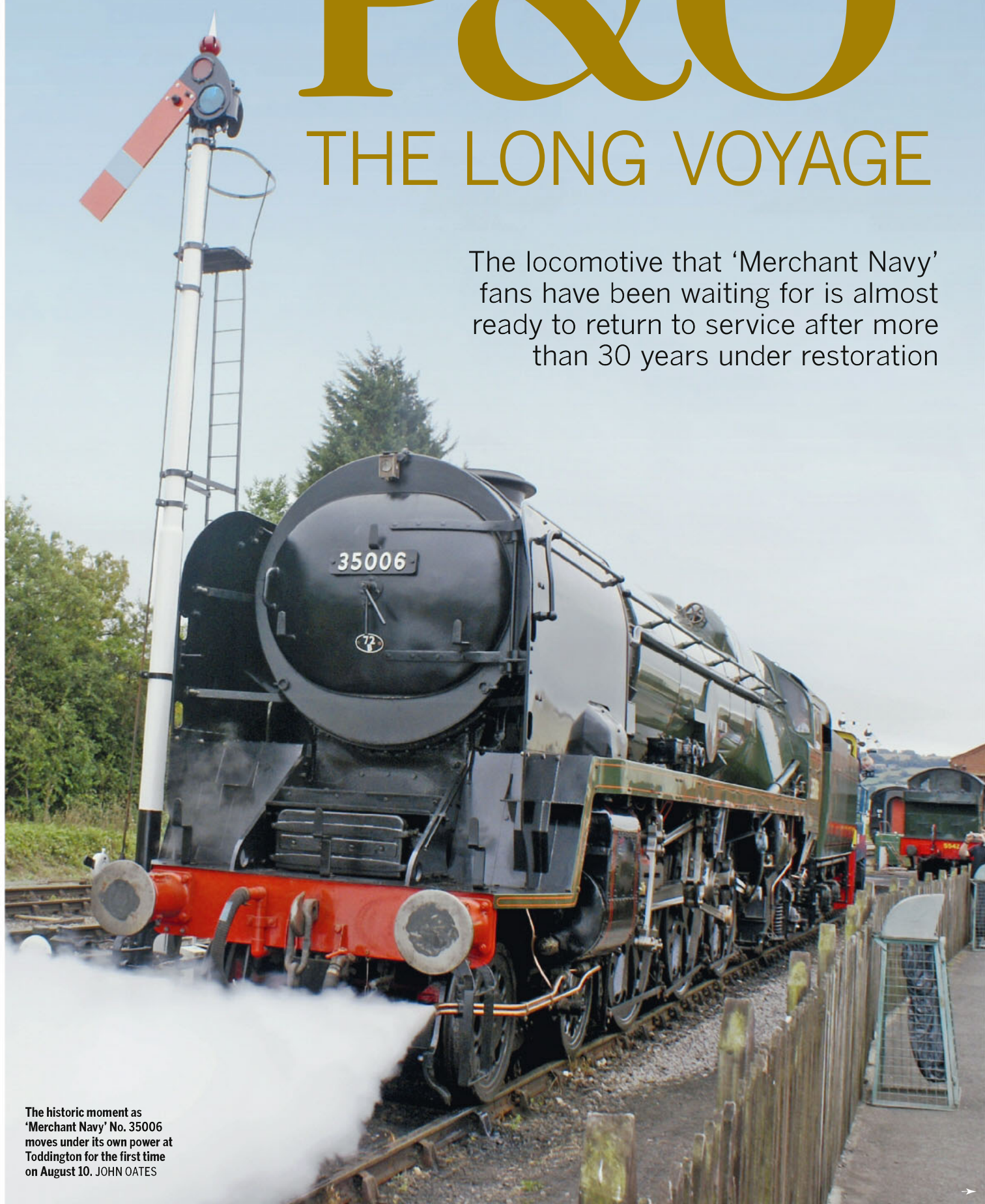
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‘P&O’

THE LONG VOYAGE

The locomotive that ‘Merchant Navy’ fans have been waiting for is almost ready to return to service after more than 30 years under restoration



The historic moment as ‘Merchant Navy’ No. 35006 moves under its own power at Toddington for the first time on August 10. JOHN OATES

BY TOBY JENNINGS

A constant jibe at 'Merchant Navy' No. 35006 *Peninsular & Oriental S. N. Co.* by certain members of the Gloucestershire Warwickshire Railway, apparently, was that 'it's been two years away from steaming ever since it arrived in 1983'.

Cynical, perhaps, but you can understand how it arose. This particular Bulleid 'Pacific' has been at the pulse-quickening stage that we call "starting to look like a complete locomotive" for quite some time now, and when it's been displayed in this state at successive 'GlosWarks' galas, it has only served to fuel anticipation of a steaming date that always seemed to be 'next year'.

But on August 10, the wait was finally over - almost. Yes, the predicted date of the 'Packet's entry into passenger service is still 'next year' - but its short forays in the locomotive siding at Toddington were the all-important first moves under its own power since 1964, giving it the magic 'returned to steam' label after one of the biggest and longest Barry restorations ever.

Weekend work

The seminal moment took place on the members' day of the equally tongue-twisting 35006 *Peninsular & Oriental S. N. Co. Locomotive Preservation Society* - whose achievement in bringing the huge 'Pacific' back to life is put into stark perspective by Vice-Chairman and engineer Andrew Marshall, when he describes it as "one of the last all-volunteer projects". It has over 360 members, he elaborates, but has never seen more than 12 active supporters - and for many years was a weekend-only job.

Rolling stock consultant Andrew recalls how it was all set off by Dai Woodham's cutting of 'Large Prairie' No. 4156 and '9F' No. 92085 in 1980: "No. 35025 *Brocklebank Line* was under threat, so my late father and Bill Trite [later Swanage Railway Chairman] went round putting reservations on all the 'Merchant Navies'.

"The advice they got from Francis Blake [founder of the Barry Steam Locomotive Action Group] was to 'come across as a bumbling but affluent businessman'!"

Andrew's father was duly among the founders of the group to restore No. 35006, which arrived at Toddington in March 1983 in the classic condition of a Barry wreck; boiler, frames, cylinders and wheels, but very little else. It may have looked like a 'mission impossible' - but then many thought the same of the 'GlosWarks' itself at that time, and in both cases the 'P&O' group had faith in what could be achieved.

P&O'S SALISBURY HOME

Built at Eastleigh in December 1941 as air-smoothed No. 21C6 (it entered traffic on January 14 1942), *Peninsular & Oriental S. N. Co.* has two claims to fame in its class. It was only ever allocated to Salisbury (72B), from where it was withdrawn on August 16 1964, having been the penultimate example to be rebuilt in October 1959 (followed by No. 35028 *Clan Line*).

Before its first year of service was out, it was involved in a serious incident near

Honiton on December 17 1942, hauling an Exeter-Salisbury goods, when one of its valve gear chains broke and thrashed around in the oil bath, setting fire to the boiler lagging and lineside vegetation.

A happier occasion was May 23 1961, when it was loaned to Nine Elms to work VIP boat trains from Waterloo to Southampton Docks, for the maiden voyage of its namesake shipping line's new vessel *SS Canberra*.

↑ What they started out with; the flag of the P&O shipping line lends some dignity to the hulk of No. 35006 in this scene circa 1983-84, but can't hide the enormity of the task that lay ahead. IAN POPHAM

↑ Top: No. 35006 on shed at Toddington on August 23.



"We chose the G/WR partly because it was a main line, and one of the few preserved railways that could take a 'Merchant Navy' on a permanent basis," remembers Andrew, "but also because, even though it only had a few track panels at that time, we could see its potential.

"In many ways we've grown up with it; a lot of our supporters have become volunteers in other departments, and very early on we collaborated with the railway in setting up a machine shop, where 90% of our machining was done."

And so, in parallel with the Cheltenham-Stratford main line's gradual rise from the ashes, 'P&O' began its long journey back from the dead.





Navy blues

"In the early days we had a credibility problem as the locomotive had come without a tender," Andrew recalls. "Nowadays nobody would bat an eyelid, but I think I'm right in saying at that time, none had ever been built from scratch."

"So right from the outset, we had to focus on a plan to build a new tender to prove that the project was viable."

While the new tank was built partially under a Job Creation scheme, the frames were laid out at Toddingdon, in the open: "We were working on rough ground, and the first job every morning was always to ensure the stands were level." Its wheelsets are from No. D326, the Class 40 diesel involved in the 1963 'Great Train Robbery'; at least, that's what the paperwork indicated, when they were acquired

↓ On September 14 'P&O' wore its ornate nameplates for the presentation of the Queen's Award for Voluntary Service to G/WR volunteers, by Dame Janet Trotter DBE, Lord Lieutenant of Gloucestershire. IAN CROWDER

↓ Inset: JACK BOSKETT



{ WANT TO OWN A 'PACKET' OF SHARES? }

If you fancy owning part of a 'Merchant Navy', then 'P&O' is your locomotive - for it's thought to be the only 'MN' in which shares are currently being sold, at £350 each. Fundraising also took place through a series of 'sponsor a part' schemes, the latest being a novel '£1 a gallon' appeal with 50gal (£50) lots available to 'fill' the 6,000-gallon tender tank! For details, contact Chairman John McMillan at Ridgeway, Beacon Road, Upper Colwall, Malvern, Worcestershire WR14 4EH.

from Swindon Works just before its closure.

One measure of the restoration's longevity is that, by the time the boiler underwent its official steam test and received its 'ticket' on July 13, both firms that overhauled it had changed hands. Roger Pridham of Tavistock (now part of South Devon Railway Engineering) carried out extensive firebox repairs - including a replacement tubeplate - while final fitting-out with tubes and superheater elements was done by Chatham Steam, recently relocated to the North Norfolk Railway. All the work has paid off,

however, with just a solitary tube leak showing itself so far.

Among the list of jobs still to be done before No. 35006 can enter traffic in 2016 ("the electric lights are about priority Z!") is the fitting of the inside connecting rod, the 'Pacific' having made its first moves on the two outside cylinders only (SR445). This rod is one of a few original components that the group were lucky enough to unearth, along with some motion, and a whistle acquired at auction - but the vast majority had to be made new.

Sadly, the blame for one of the latest revisions of the steaming date can be laid at the door of scrap metal thieves, who stole the 'MN's brake ejector from Toddingdon's workshops in July 2011. Costing around £15,000 to make, but worth a mere £60 for scrap, "it would have been in service this year if it wasn't for that," confirms Andrew.

In a movement that sees altogether too much theft, vandalism, politics, in-fighting and general mayhem, it's heartening to hear about the camaraderie of the Bulleid Pacific Locomotive Association: "Most of the groups who've already got working Bulleids - 92 Squadron, Southern Locomotives, those at Loughborough - have come along at various times to help us do things right."

"When we hit a snag, we usually ring up other

Bulleid owners and they say something

like, 'Oh - yes, we had a problem with that as well. You need to do this...'



Paying its way

Although the restoration has been carried out to main line standard, Andrew says that is "nominal, and only to set the highest level of quality - we've currently no intention of going main line."

So how do you make such a big and expensive machine earn its keep on preserved railway metals?

Well, with *Clan Line* destined to return to prestige Pullman duties after its current overhaul, and three years until No. 35005 *Canadian Pacific* is back at the Mid-Hants Railway (see pages 52-54), the 'GlosWarks' is about to become the only place where the average enthusiast can regularly ride behind a 'Merchant Navy'. And if that →



No.21C6/35006 Peninsular & Oriental S.N. Co.
 Built: Eastleigh, December 1941
 Re-built: October 1959
 Selected allocations: Locomotive always based at Salisbury
 Withdrawn: August 1964
 Preserved: March 1983
 Current location and status: Gloucestershire Warwickshire Railway, Gloucestershire; restoration making good progress with the chassis being reassembled and motion fitted; new tender tank and frames made; boiler awaits retubing
 Estimated steaming date: Within two years

doesn't put a few more bums on seats, then I don't know what would.

A long-term agreement is in place for No. 35006 to operate on the G/WR for its ten-year 'ticket', and it will make occasional visits elsewhere, though Andrew cautions: "It will need a big low-loader, and we want it where we can keep an eye on it."

A further consideration in taking it 'on tour' is that, while the G/WR has installed reverse osmosis plants to combat boiler corrosion, Bulleids with their steel fireboxes require particularly careful water treatment. Yet the need to look after the firebox should actually mean plenty of opportunities to see it in action, as Andrew outlines: "Our main concern is boiler cycles [expansion and contraction during lighting-up and disposal] so the plan is to operate for continuous stints of a week, with a fire in it the whole time."

"Although the railway doesn't run all week, we anticipate it being a popular choice for driving and firing courses - which tend to run on Fridays, so that fits in well."

"It's true to say that locomotive owning groups, with the passion to restore them, generally subsidise the operational costs, and it's very difficult for a large locomotive to earn enough to pay for the 'depreciation' and repairs. But the railway is very fair in dividing up steamings between the fleet, and we aim to keep on top of the maintenance so it's in reasonably good condition at the next overhaul."

"It's also true that Bulleids aren't ideal for preserved lines, but we've run the '9F' (No. 92203) and had *Canadian Pacific* for a season - so we have a good understanding of how to get the best out of such engines."

"The coal consumption is higher, but from our limited experience so far, even with a relatively light fire it'll go up by 20lbs in five minutes without trying! But you need to keep it close to the red line at 250lbs for maximum economy - these boilers were designed for 280lbs, and at lower pressures it's very inefficient."

↑ Inset: The predicted two-year completion date - in *Steam Classic* magazine of May 1993!

↑ Bulleid classified his big 'Pacifics' as 'mixed traffic' engines, and on June 2 1962, No. 35006 upholds that status as it emerges from Buckhorn Weston Tunnel with an Up goods train.
 G.A. RICHARDSON

In hindsight

And so, with 'P&O' now finally on the red line, after over 30 years and nearly £600,000 (it would have been over £1m without volunteer labour) - what would be Andrew's advice to anyone else wanting to take on such a monumental task?

"The trouble with 'MNs' - and all Bulleid 'Pacifics' for that matter - is that you don't realise their complexity, and there's an awful lot of detail work," he muses.

"With only a small number of volunteers, of different skills, a project like this is almost impossible to plan realistically."

"So, every week you just have to put your blinkers on and look at the one small part of it that you're working on - and not worry about how you're going to do the whole thing."

Yet, of course, the bigger picture is even more daunting than that. With several 'MNs' still largely untouched since they left Barry, will preservation ever be able to claim a 'clean sweep' with every survivor restored?

Or do we just accept that there are too many 'Merchants' preserved, they're too heavy and coal-hungry for preserved lines, and some will never steam again - so we may as well break them up for spares to keep the rest running, or even (in a hushed tone) weigh them in for their scrap value?

Perhaps that is a hard decision that will have to be taken by some groups one day. But if we do let them go, then why did people like Bill Trite and Andrew's father save them in the first place? And just because nobody wants a rusting 'Merchant Navy' now, does that mean somebody in the future wouldn't see it as the perfect challenge?

Andrew agrees: "There is a very strong feeling among us Bulleid owners that every project should be given a chance."

And *Peninsular & Oriental S. N. Co.* proves that, if you're determined, and persevere, and never let go of the dream - in short, if you're a true preservationist - then it can be done. **SR**

“ Right from the outset, we had to focus on a plan to build a new tender to prove that the project was viable ”

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson **NEW** £90.06



31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem **NEW** £90.06



32-763 Class 57/3 57309 'Pride of Crew' in DRS Compass blue **NEW** £106.21



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains - weathered. DCC Sound **NEW** £203.96



32-286A Class 101 2 Car DMU BR green yellow panel - weathered **NEW** £144.46



34-081A Collett 60ft 1st/2nd brake composite in BR crimson & cream **NEW** £24.61



38-145 29 ton VDA sliding door box van in BR Railfreight - weathered **NEW** £21.21



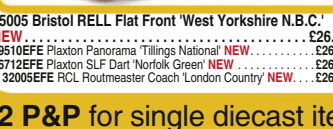
37-952 Conflat wagon in BR bauxite BD container in Speedfreight **NEW** £13.56



37-983 Pack of 2 Conflat wagons in BR bauxite **NEW** £25.46



38-144 29 ton VDA sliding door box van in BR Railfreight - weathered **NEW** £21.21



37-983 Pack of 2 Conflat wagons in BR bauxite **NEW** £25.46

HORNBY Hornby - Steam locos



R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR green early crest - Railroad range **NEW** £64.80



R3274 Class 9F 2-10-0 92023 Crosti boiler BR black late crest - Railroad range **NEW** £111.20



R3273 Class 9F 2-10-0 92027 Crosti boiler in BR early emblem - Railroad range **NEW** £111.20



R3234 Class D16/3 'Claud Hamilton' 4-4-0 62530 in BR black early emblem **NEW** £101.90



R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BRITISH RAILWAYS black **NEW** £101.90



R3303 Class D16/3 4-4-0 62581 in BR black early emblem - weathered **NEW** £101.84



R3263 Class 50 50024 "Vanguard" in BR Large Logo blue **NEW** £137.20



R3355 Sentinel 0-4-0 H103 in Wabtec **NEW** £51.84



R3353 Sentinel 4wDH in Balfour Beatty **NEW** £51.84



R3366 Network Rail Measurement Train Drive Units **NEW** £189.99



R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (list £189.99) **BARGAIN** £119



R4646 BR Mk1 Parcels Coach 'Express Parcels' **NEW** £23.14



R4642A BR Mk1 Parcels Coach, Chocolate & Cream **NEW** £23.14

Cars



76ACF001 Austin Cambridge Persian blue/white **NEW** £5
 76FP005 Ford Popular 103E Emaline White **NEW** £5
 76ZEP008 Ford Zephyr Monaco Red **NEW** £5
 76MGT004 MGTC 2-door roadster in black **NEW** £5



76COR3007 Ford Cortina MkIII Noel Edmonds **NEW** £5



76LRC002 Land Rover FT6 Carmichael Westland Aircraft Ltd **NEW** £8



76TR010 Mobile Trailer AA **NEW** £7



76SHL03WF Scania Highline Walking Floor A W Jenkinson **NEW** £19



76DBU002 Scania Topline Drawbar A Pettifor & Son **NEW** £23



76SET33 5 Piece Tractor Set Ford/Ferg/DB **NEW** £20



76LAN188020 Land Rover Series 1 88" Canvas REM **NEW** £4



76SET34 5 Piece British Rail Set K8/CA/Q25/LR **NEW** £20



76TFC003 Ford Transit Connect Cork City Fire Brigade **NEW** £5.75



76TFO20 Ford Transit LWB High Roof West Sussex **NEW** £5



76LAN109009 Land Rover Series 1 109" Canvas **NEW** £5



76MJ010 Morris J Van British Rail **NEW** £5



76TFO20 Ford Transit LWB High Roof West Sussex **NEW** £5



2S-001-004 Class 7800 Manor 4-6-0 7821 "Ditchheat Manor" in BR Mixed Traffic Black Early Crest **NEW** £100



2S-021-001 Class Q1 0-6-0 33016 in BR black early emblem **NEW** £94



2S-021-002 Class Q1 0-6-0 33018 in BR black late crest **NEW** £94



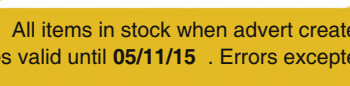
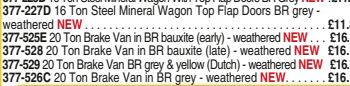
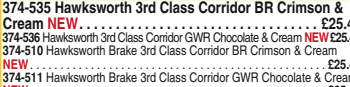
2P-012-302 Maunsell Coach BR 1st Class SR Green 7367 **NEW** £20.50



2P-012-502 Maunsell Coach BR 1st Class SR Green 430 **NEW** £13



374-130B BR Mk1 GUV Maroon Weathered **NEW** £25.46



O Gauge (1:43 Scale)

CORGI Corgi Collectables - Cars

VA08620 Jaguar XJ6 Series 1, 4.2 (SWB), Black Tulip (list £19.99) **NEW** **BARGAIN** £16

dapol Dapol - Steam locos



7S-010-004 Class A1 Terrier 0-6-0 "Thames" in LSBCR improved engine green **NEW** £164



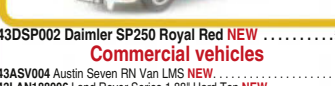
43AS004 Austin Seven RN Saloon Westminster **NEW** £13



43BN002 Bentley MK VI Balmoral Green Ice Green **NEW** £19



43DS002 Daimler SP250 Royal Red **NEW** £20



43ASV004 Austin Seven RN Van in LMS **NEW** £12



43LAN188006 Land Rover Series 1 88" Hard Top **NEW** £11

N Gauge

dapol Dapol - Steam locos

2S-001-003 Class 7800 Manor 4-6-0 7805 "Broome Manor" GWR green GWR lettering **NEW** £100

OXFORD Oxford Diecast - Commercial vehicles

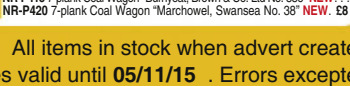
NFT010 Ford Transit LWB Eddie Stobart **NEW** £4.75



NMW001 Bedford MWD Royal Engineers **NEW** £4



NDEF003 Land Rover Defender 110 Hard Top **NEW** £4



NR-P415 7-plank Coal Wagon "Burnyeat, Brown & Co. Ltd No. 836" **NEW** £8

NR-P420 7-plank Coal Wagon "Marchwell, Swansea No. 38" **NEW** £8

Base Toys Ltd.

Base Toys - Buses

B1144 Bristol Lodokka LD6G - Red & White (76) **NEW** £19.50

B206B Bristol MW SD - United Counties (365 Rls) **NEW** £17

Commercial vehicles

DA87 D Series Bulk Tipper - 'Hooveringham' (Circa 1973 - 1983) **NEW** £8.99

dapol Dapol - Wagons

4F-036-010 BR Grain Hopper #B885348 Weathered **NEW** £12

4F-017-015 Lime Wagon Whitecliffe **NEW** £9

4F-017-016 Lime Wagon Whitecliffe - weathered **NEW** £10

4F-032-015 Rectangular Tank Butler 73 **NEW** £13

4F-032-016 Rectangular Tank Butler 73 - weathered **NEW** £14

EFY - Buses



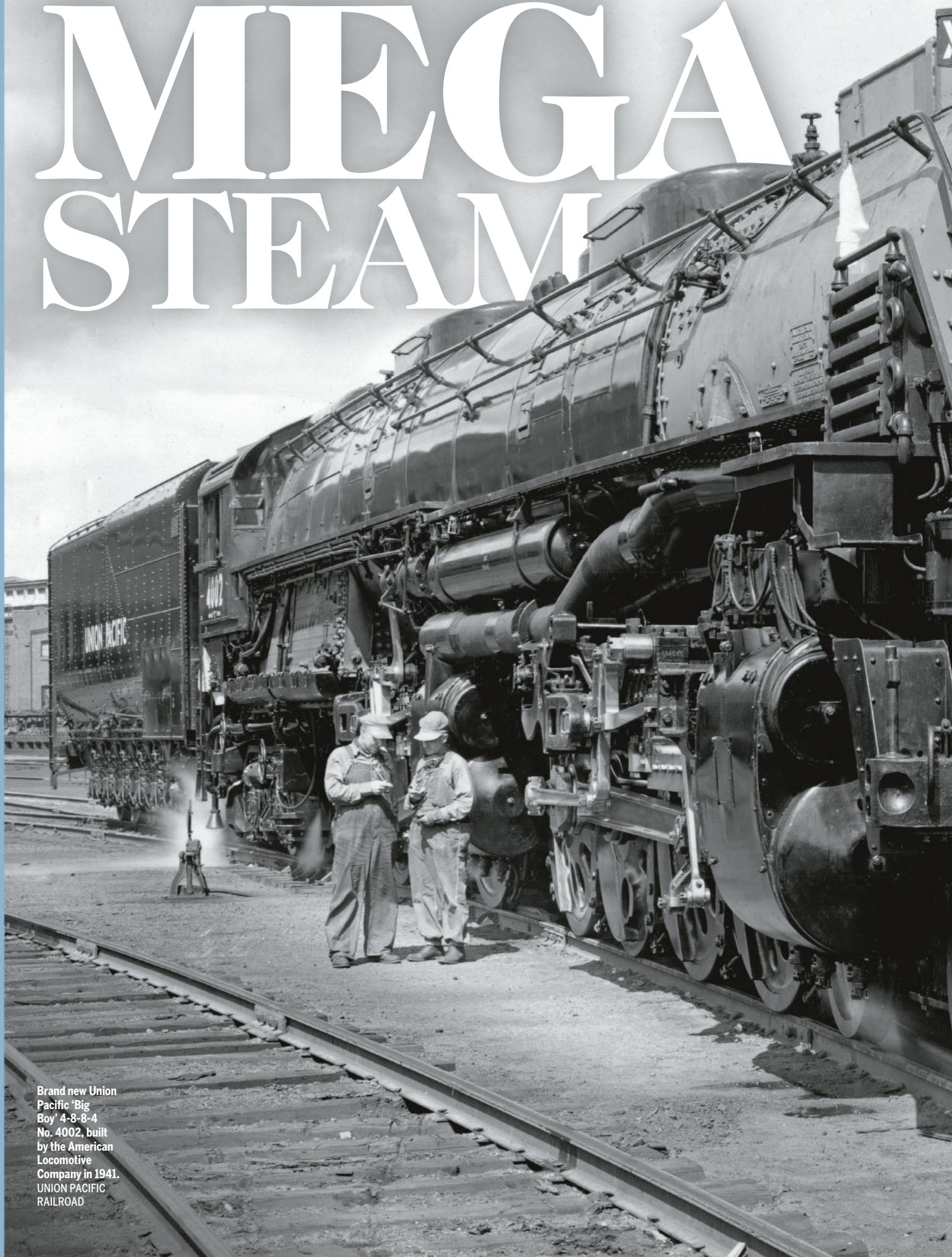
25005 Bristol RELL Flat Front 'West Yorkshire N.B.C.' **NEW** £26.50

29510EFY Plaxton Panorama 'Tillings National' **NEW** £26.50

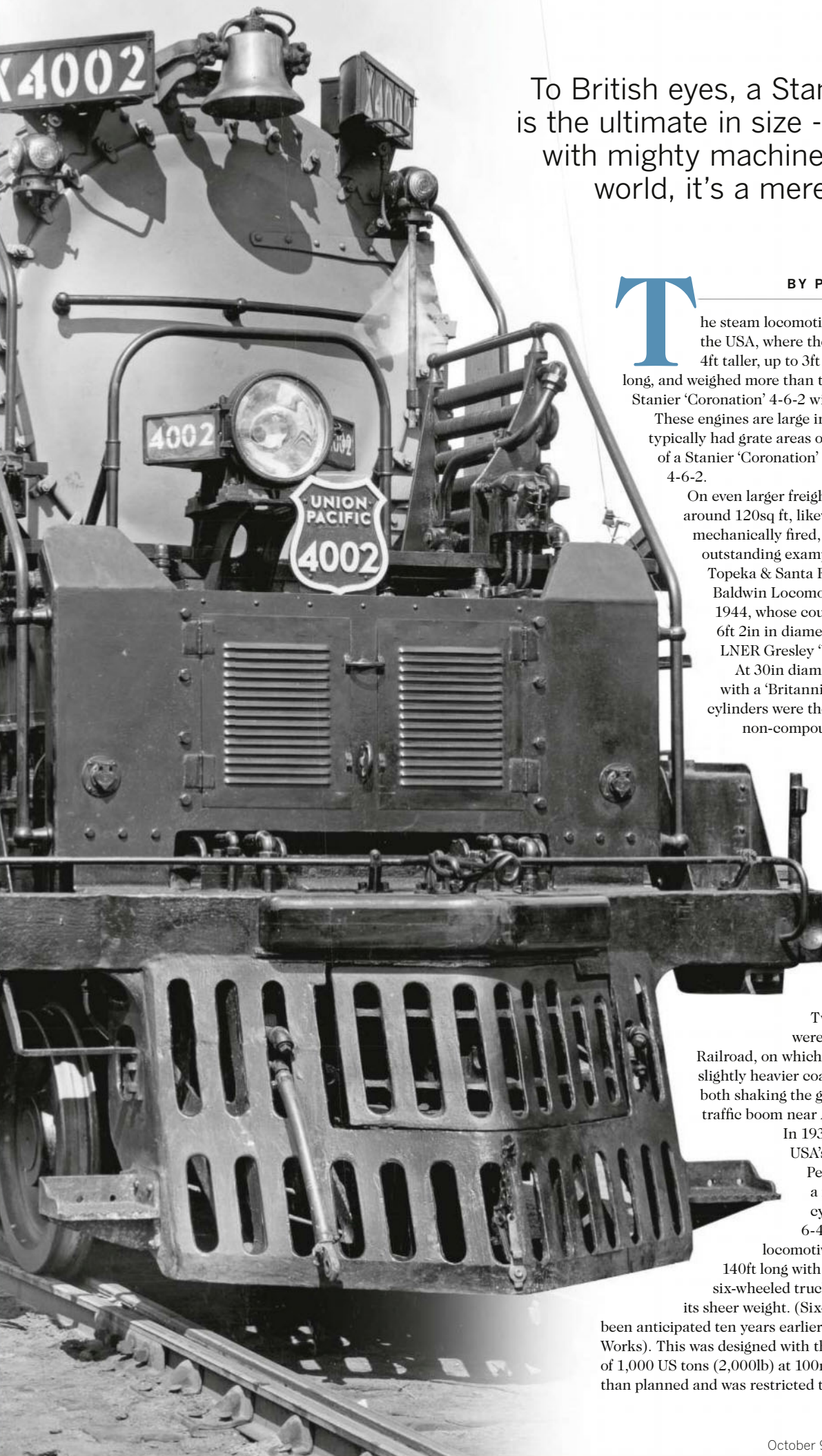
36712EFY Plaxton SLF Dart 'Norfolk Green' **NEW** £26.50

32005EFY RCL Routemaster Coach 'London Country' **NEW** £26.50

MEGA STEAM



Brand new Union
Pacific 'Big
Boy' 4-8-8-4
No. 4002, built
by the American
Locomotive
Company in 1941.
UNION PACIFIC
RAILROAD



To British eyes, a Stanier 'Duchess' is the ultimate in size - but compared with mighty machines around the world, it's a mere minnow

BY PHILIP ATKINS

The steam locomotive attained its greatest size in the USA, where the most extreme stood nearly 4ft taller, up to 3ft wider, were nearly twice as long, and weighed more than three times as much as an LMS Stanier 'Coronation' 4-6-2 with tender.

These engines are large in the extreme. Passenger 4-8-4s typically had grate areas of around 100sq ft, double that of a Stanier 'Coronation' or an LNER Peppercorn 'A1' 4-6-2.

On even larger freight 2-10-4s this was often around 120sq ft, likewise out of necessity, being mechanically fired, or fitted up for oil burning. An outstanding example of these was the Atchison, Topeka & Santa Fe '5001' series, built by the Baldwin Locomotive Works between 1937 and 1944, whose coupled wheels were no less than 6ft 2in in diameter (as on a BR 'Britannia' or an LNER Gresley 'V2').

At 30in diameter by 34in stroke (compared with a 'Britannia' at 20in by 28in) their cylinders were the largest ever applied to a non-compound locomotive. It was to

balance adequately the heavy associated machinery that dictated the exceptionally large coupled wheel diameter for a ten-coupled engine. With 310lb sq in boiler pressure these were theoretically the most powerful two cylinder locomotives ever built. These oil-burning giants last saw regular operation on their home ground in New Mexico in 1954.

Two years later, a number were loaned to the Pennsylvania Railroad, on which they briefly worked alongside slightly heavier coal burning PRR 2-10-4s in Ohio, both shaking the ground, during a short-lived traffic boom near American steam's end.

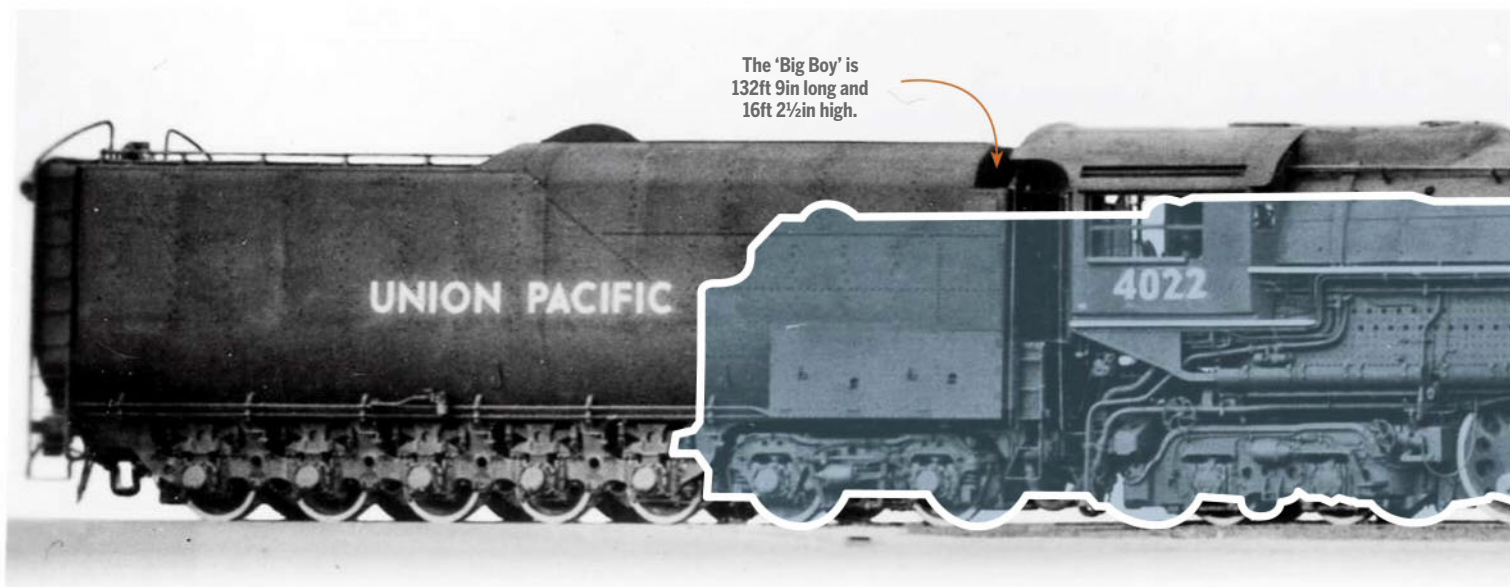
In 1939, with assistance from the USA's locomotive industry, the Pennsylvania Railroad built a monster streamlined four-cylinder rigid frame 'Duplex' 6-4-4-6 express passenger

locomotive, totalling 473 tons and

140ft long with tender, having unprecedented six-wheeled trucks fore and aft on account of

its sheer weight. (Six-wheeled trailing trucks had been anticipated ten years earlier by the Lima Locomotive Works). This was designed with the objective of hauling trains of 1,000 US tons (2,000lb) at 100mph, but it came out heavier than planned and was restricted to the westernmost 40% of the →

The 'Big Boy' is 132ft 9in long and 16ft 2½in high.



713-mile Pennsylvania RR Harrisburg-Chicago main line, east of Chicago. It performed little work and was withdrawn after only five years, but laid the foundation for smaller poppet valve 'T1' 4-4-4-4s. Two prototypes were built by the Baldwin Locomotive Works in 1942, followed by 50 more, built by Baldwin and the PRR during 1945/46.

Then there were the remarkable 88 Union Pacific 4-12-2s, the world's largest three-cylinder locomotives, and furthermore fitted with Gresley '2-to-1' conjugated valve gear for the middle cylinder! They had 5ft 7in diameter coupled wheels over a rigid wheelbase of 30ft 8in and ran to 60mph.

This wheelbase was only exceeded at 33ft by the unique Russian AA-20 4-14-4, the world's only 14-coupled locomotive, built in 1935, which derailed immediately and proved a failure, although reputedly not cut up until 1960.

The now-preserved 4-12-2 prototype, UP No. 9000, enjoyed a respectable working life of 30 years (1926-56), but from 1936 they had begun to be superseded by articulated four cylinder 4-6-6-4s, the renowned 'Challengers' (to the then rapidly evolving trucking industry). After only five years these were extrapolated into a 4-8-8-4, the celebrated 'Big Boy', built by the American Locomotive Company, although 4-6-6-4s and 4-8-8-4s, both capable of at least 70mph, continued to be built for the UP until 1944.

Standard 'Big Boys'

The 'Big Boy' has been cited as the world's largest ever steam locomotive. Utterly conventional, it had no exceptional features other than a unique wheel arrangement. By weight, the slightly heavier 1944 series closely resembled the first series of Chesapeake & Ohio H8 'Allegheny' 2-6-6-6s, built by the Lima Locomotive Works, which also appeared in late 1941, at 1,208,500lb (with tender) as against 1,208,750lb (both 540 'long' tons of 2,240lb). (Americans quoted locomotive weights in pounds quite precisely).

The 2-6-6-6s had originally been designed to a very high axleload of 80,000lb (ie 40 US tons, or 35.7 British 'long' tons), but a 3ft section of the boiler had not been included in the weight estimation stage, and this, in fact, came to 86,700lb (38.7 tons) on the leading coupled axle. This by no means fully accounted for the total engine weight, which actually exceeded the estimate by nearly 21 long tons, being 771,300lb as against 724,500lb. The builder concealed this fact from the C&O for nearly four years until 1945.

"American locomotive tenders were also in a league of their own"



← Pennsylvania Railroad 'Duplex' four-cylinder rigid frame 4-4-4-4, No. 5511, one of 52 such locomotives built in 1942 and 1945-46, retired between 1951-53. AUTHOR'S COLLECTION



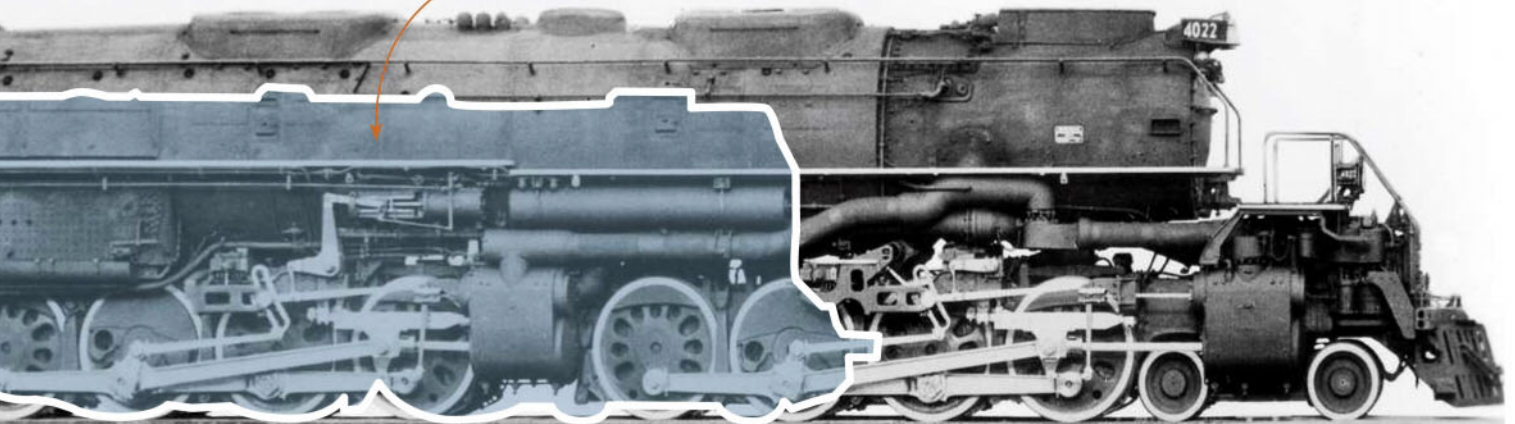
← Chesapeake & Ohio Class 'H8' 2-6-6-6 No. 1638 leaves Handley, West Virginia, in August 1953. Despite the final batch being received in late 1948, by 1954 all 60 engines were out of service, although a few were briefly brought back into use during 1956. Two examples have been preserved. J. G. COLLIAS

Then Lima built eight similar engines for the neighbouring Virginian Railway and unwittingly advised the C&O of their (by then reduced) true weight to obtain clearance for delivery under their own steam! Litigation is understood to have followed, despite which a final (expensive, and lighter) batch of 15 2-6-6-6s was built for the C&O again in 1948.

At 130ft, the UP 4-8-8-4s were some five feet longer overall than the Lima 2-6-6-6s, but both were eclipsed in total length and total weight by the three Chesapeake & Ohio express passenger steam turbine electrics (which incorporated conventional coal burning locomotive boilers), which measured 154ft, and tipped the scales at 607 tons apiece. Rated at 6,000hp at the turbine shafts, these striking orange and grey painted machines were designed for 100mph running on a projected Washington DC-Cincinnati high speed passenger service, to be named 'The Chessie'. The rolling stock was also built but the service failed to materialise owing to the rapid decline in public demand.

Built in 1947/48 by the Baldwin Locomotive Works, to which they were sold back for salvage in 1950, as well as being the world's longest and heaviest single unit locomotives, they must surely rank as the most expensive (at a contemporary sterling equivalent of £130,000 apiece, or £4.5 million today) and the shortest lived!

The Stanier 'Duchess' 4-6-2 is 73ft 10in long and 13ft 1in high.



Interestingly, an earlier articulated - also a true Mallet in the sense that it was a compound - would forever remain dimensionally unrivalled in several respects. In addition to being the only new-built double-ten-coupled locomotives ever, either Mallet or Garratt, the ten 2-10-10-2s built for the Virginian Railway by the American Locomotive Company in 1918 had exceptionally large low pressure cylinder diameter of 48in (served by slide valves), whose overall width measured 12ft over clothing. The boiler maximum outside diameter was also an all-time record at 9ft 10in.

The length of the 318 2¼in boiler tubes and 70 5½in flues was 25ft, later equalled but never exceeded, which collectively contributed to the record evaporative heating surface of 8,605sq ft. Adhesive weight at 275 tons also exceeded that of the later UP 4-8-8-4s (241 tons) and C&O 2-6-6-6s (227 tons), but was exceeded by that of the three near-contemporary but short-lived Baldwin Locomotive Works-built 'Triplex' 2-8-8-8-2s for the Erie, at 340 tons. There was also a solitary 2-8-8-8-4, also for the Virginian (324 tons), which only functioned as such between 1916 and 1920. In all four locomotives, what effectively amounted to their tenders were also powered. In a similar manner to Beyer Garratts, they should possibly be strictly considered to have been tank rather than tender locomotives.

Ten years after the appearance of the Virginian 2-10-10-2s, some of which lasted for 30 years, came the first Northern Pacific 2-8-8-4 (a new wheel arrangement in 1928), whose boilers boasted an exceptionally large grate area of 182sq ft to consume on-line low grade 'Rosebud' lignite. Diagrams show that when longer chimneys were fitted, these attained a probable record maximum height above rail of 17ft 2in.

For practical reasons, the cylinders of no American Mallet articulated were ever indicated, but 6,000 drawbar horsepower was actually recorded by the UP 4-8-8-4, and 7,500 by the C&O 2-6-6-6. The highest indicated horsepower (ihp) ever determined on an American steam locomotive was all but 8,000 on a Pennsylvania Railroad four-cylinder rigid frame 'Duplex' 'Q2' freight 4-4-6-4, introduced in 1944. The boiler of this handsome but flawed design returned an incredible maximum hourly evaporation of 135,000lb of

↑ **Union Pacific Railroad 'Big Boy' 4-8-8-4 No. 4022 of the second series, built in 1944.** UNION PACIFIC RAILROAD

↓ **Chesapeake & Ohio Railway express passenger 4-6-4, No. 313, built by Baldwin in 1948. The five engines in this class were the heaviest six-coupled locomotives ever built, at 198 tons (without tender), and with a coupled axleload of almost 33 tons. Yet they were almost certainly significantly less powerful than the French No. 232U1 (127/22½ tons). These engines were completely displaced by diesels on the dwindling C&O passenger services in 1951/52, and were scrapped in 1956.** AUTHOR'S COLLECTION

water, ie 13,000 Imperial gallons, which is roughly what an LNER 4-6-2 would consume over the course of about seven hours while running between London King's Cross and Edinburgh! In the process, the mechanical stoker on the 'Q2' fed nine tons of coal (which was also the capacity of an LNER 4-6-2 tender) at least half of which would have been ejected through the chimney unburned. Steam locomotives in normal day-to-day operation typically operated at about two thirds of their maximum power.

Mighty tenders

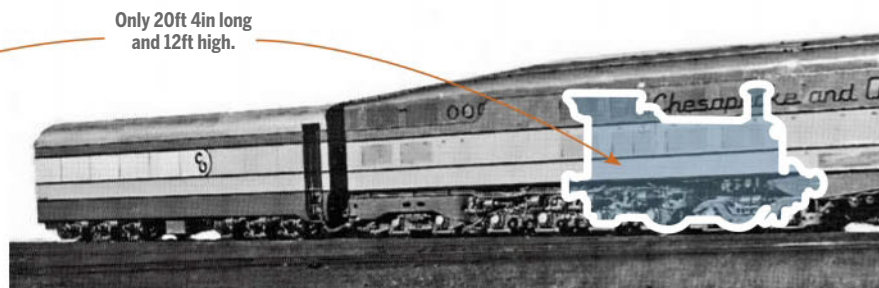
It follows that American locomotive tenders were also in a league of their own, often having a capacity for 25,000 US gallons (20,800 Imperial gallons) of water and 25 to 30 US tons (22.3-26.8 tons) of coal. These either ran on two six or eight-wheeled trucks (the C&O 2-6-6-6 tenders uniquely combined six and eight-wheeled trucks), or were of the latter day 4-10-0 'centipede' variety. The latter were attached to the magnificent New York Central 4-8-4s, built in 1945/46, having a capacity for 46 US tons (41 tons) of coal for the 928-mile through runs between New York (Harmon) and Chicago, which nevertheless still had to be re-charged *en route* at designated stops, provided with overhead coal chutes, and where ash pans were simultaneously emptied.

During comparative trials against diesels in 1946, regrettably curtailed by coal shortages, it was estimated one of these engines would otherwise have effectively covered 288,000 miles in a single year. (Only a small number of British locomotives exceeded 100,000 miles per annum).

On the NYC, the 4-8-4s' water capacity was reduced to 'only' 18,000 US gallons (15,000 gallons) because of water pick-up facilities, allowing about 18 tons more coal. In Britain, 'Coronation' 4-6-2 six-wheel tenders could take 10 tons of coal, enough for 400-mile London-Glasgow through workings. The last ten Southern 'Merchant Navy' 4-6-2 tenders, lacking water pick-up, had a 6,000 gallon capacity, although 8,000 gallon vehicles had been proposed. ➔



“ André Chapelon suggested that by incorporating various design features, the maximum drawbar horsepower could be raised from 7,000 to 11,000.”



Power potential

In purely practical terms, the largest American articulateds had probably reached their limit regarding size but, if a more powerful single unit steam locomotive had been required, further development might have been possible. Ten years after the last examples had ceased operation, in 1959-60, the renowned French locomotive engineer André Chapelon, writing in the *Railway Gazette* for September 5 1969, suggested that by incorporating the various design features (compounding, sophisticated exhaust systems etc.), with which he produced spectacular results in France, their maximum drawbar horsepower could be raised from 7,000 to 11,000. He went on to suggest that rebuilding one as a triple expansion compound with 570lb boiler pressure and water tube firebox could raise this further to 15,000! Perhaps Chapelon also hoped that one of the eight 'Big Boys', which by then survived in preservation, might be converted.

A little later he had also envisaged a three-cylinder compound 2-10-6, derived from the 1930 Chesapeake & Ohio 2-10-4s with 5ft 9in coupled wheels, and their wartime-built Pennsylvania duplicates, none of which still remained. He calculated this should develop about 10,000ihp, against the peak 5,885ihp recorded by a C&O 2-10-4 when on test.

France aimed high

As early as 1934, Chapelon had, perhaps optimistically, sketched out a six-cylinder compound 4-8-4 (with two crank axles) rated at 6,000ihp, yet estimated to weigh only 158 tons, for the Paris Orleans Railway. About 15 years later he proposed a four-cylinder triple expansion 4-8-4 with 570lb boiler pressure, rated at 8,000ihp, also for service in France.

↑ **Chesapeake & Ohio Railway 6,000hp coal-burning steam turbine electric express passenger locomotive No. 500, built by the Baldwin Locomotive Works in 1947. Weighing just over 600 tons and more than 150ft long, its coal bunker was at the leading end, followed by the driving cab, with the conventional boiler behind in a reversed position (within the outer casing the firebox corresponded with the 'and Ohio' lettering). The trailing tender contained entirely water.**
AUTHOR'S COLLECTION

✚ **Inset: Compare this with one of the smallest engines on a British main line railway - the North Eastern Worsdell 'Y7' 0-4-0T shunter!**
DAVID GILLIS

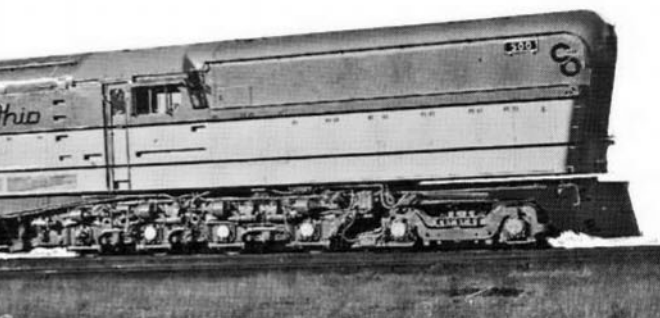
However, in 1946 he had already more conventionally rebuilt an unsuccessful one-off 4-8-2 as a three-cylinder compound 4-8-4 (No. 242A1) with unique triple Kylchap exhaust, weighing 145 tons with a stoker-fired grate area of 54sq ft. This produced a maximum of 5,425ihp, and it was suggested, although not taken up, that the boiler pressure be temporarily increased from 284 to 312lb to achieve 6,000ihp - an interesting comparison with the exactly contemporary 210 ton New York Central 4-8-4 with 101sq ft grate area, which had correspondingly peaked at 6,900ihp. Although these fine US 4-8-4s were long gone, Chapelon claimed that if one had been re-designed according to his principles its maximum drawbar horsepower would have increased from 5,050 to 7,500. Whether the performance of the last large American steam locomotives could have been so improved by incorporating Chapelon techniques was discussed by David Pawson in the *Journal of the Stephenson Locomotive Society* for March/April 2013, pages 51-71. His sober verdict was the improvement would not have been dramatic.

Following on from No. 242A1, in early 1947 the SNCF announced a range of larger and more powerful three-cylinder compound 4-6-4, 2-8-4, 4-8-4 and 2-10-4 locomotives, with triple exhaust, mechanical stokers and auxiliary boosters, rated at 6,000ihp, combining robust American construction with French design sophistication. To begin, 300 2-10-4s were ordered and some pilot cylinders were cast - then cancelled in favour of electrification.

In 1974, in the aftermath of the world energy crisis, thought was given in China to building the French 2-10-4 at Datong. Simultaneously, in the USA, it became a serious contender to work the heavy coal traffic on the Powder River branch, newly constructed by the Burlington Northern Railroad in Montana. Bethlehem Steel would have been the builders. Neither came to anything, but for different reasons.



gn features their maximum to 11,000"



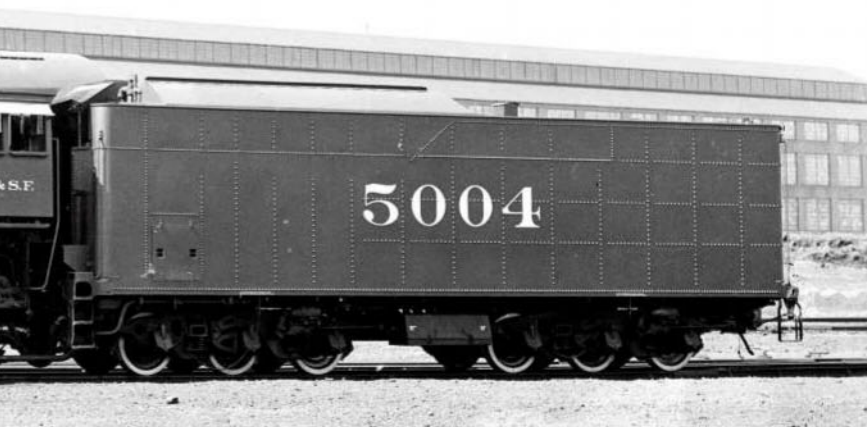
In China, the works manager at Datong was reluctant to forfeit a year's production of 300 new and far less powerful 'QJ' 2-10-2s, while the works was adapted to building the new compounds. In the USA, where the steam locomotive had rapidly disappeared nearly 20 years earlier, lack of familiarity with its operation, repair procedures and facilities stood against its re-adoption. Locomotive-wise, the Chapelon 2-10-4 was truly 'the one that got away'.

Last word in steam

Chronologically, the last word in French steam locomotive design was the now-preserved SNCF four-cylinder compound 4-6-4 No. 232U1, completed in 1949. Weighing 127 tons, with a coupled axleload of 22½ tons (no more than an LMS 4-6-2) and 56½sq ft (stoker-fired) grate area, this was credited with developing 4,000dbhp, and therefore at least 5,000ihp, comfortably in excess of the 4,500ihp developed by a New York Central 'J3a' 4-6-4, weighing 161 tons with an axleload of 30 tons, and having 81½sq ft grate area.

The largest US 4-6-4s, with 90sq ft grates - also the heaviest six-coupled locomotives ever built at 198 tons, ie twice as heavy as a 'Britannia', and having a coupled axleload of almost 33 tons - were those of the Chesapeake & Ohio Railway, built by Baldwin in 1941/42 and 1948. The second batch, scarcely required owing to the dramatic and unanticipated post-war decline in US railway passenger services, were displaced by diesels after three years. Proving capable of running at over 100mph, unlike their wartime piston valve predecessors, these enjoyed the latter day US refinement of the Franklin rotary cam poppet valve gear.

No. 232U1, popularly referred to in France as 'The Divine', boasted one obscure but interesting superlative. Its record 16.6in diameter piston valves for the 27.2in outside low-pressure cylinders had maximum travel in full gear of no less than 11.65in. The nearest contender was the ATSF 2-10-4s



THE BRITISH YARDSTICK

The LMS Stanier 'Coronation' four cylinder 4-6-2 can be regarded as Britain's heaviest and most powerful steam locomotive.

The final two locomotives, Nos. 6256/7, built in 1947/48, and weighing 108½ tons (engine), plus 56¼ tons (tender) - a total of 165 tons, in full working order. Maximum axleload was 22¾ tons, and overall length was 74ft. Evaporative heating surface area was 2,800sq ft, and grate area 50sq ft (hand fired). Tender water capacity was 4,000 gallons, and coal capacity 10 tons. Cost (in 1948): £18,248 (£640,000 in 2015).

In February 1939, LMS No. 6234 was on test, newly equipped with a double blastpipe and chimney. It developed a

short-term 2,500 drawbar horsepower (dbhp) on the level, when it was estimated that the corresponding indicated (ie cylinder) horsepower (ihp) would have been well in excess of 3,000. Stationary and road tests with BR No. 46225 in the mid-1950s, involving two firemen, returned a maximum hourly sustained power output of 2,900ihp/2,300dbhp at a boiler evaporation rate of 42,000lb per hour. In 1953, equipping the class with mechanical stokers was considered. Maximum sustained output could have been 2,150ihp/1,800dbhp (from 5,000lb coal per hour), compared to 1,610ihp/1,460dbhp with hand firing (at 3,000lb of coal per hour).



↑ Stanier 4-6-2s took Beattock Bank in their stride. On a bright July 9 1959, No. 46225 *Duchess of Gloucester* is in charge of the Birmingham (New Street)-Glasgow Central express. DAVID ANDERSON

↓ Atchison Topeka & Santa Fe Railway oil burning 2-10-4, No. 5004, with 6ft 2in diameter coupled wheels, new at the Baldwin Locomotive Works in Philadelphia in 1937. SANTA FE RAILWAY

referred to earlier with 15in valves having 9.8in travel (and 3in lap). The New York Central 4-8-4s probably came next at 8½in (but with only 1.6in lap), while 11in valves (with 1.7in lap) on the BR 'Britannia' travelled a more modest 7¼in.

We're top for speed

At least in Britain we built the world's fastest steam locomotive - or did we? A (momentary) top speed of 126mph is enshrined on the plaques attached to *Mallard* early in 1948, almost ten years after the event. In July 1938, a peak of 125mph was claimed, besting the 124½ mph reached two years earlier by a streamlined German three cylinder 4-6-4.

There were rumours, albeit long after the event, that the huge Pennsylvania 6-4-4-6 had once hit 144mph, a truly alarming thought. The subsequent production poppet valve 'T1' 4-4-4-4s were also undoubtedly extremely fast, having been known to sustain three-figure speeds for tens of miles.

Maximum speeds of between 130 and 140mph were variously claimed for them, although unsubstantiated, but the former driver of one once told the writer that after his engine had suffered a high speed derailment (from which he evidently had miraculously survived), the speedometer needle was found pressed hard against the 125mph stop.

In 1944, a Norfolk & Western 'J' 4-8-4 on test on the Pennsylvania Railroad (which had a controlling financial interest in the N&W) with half-worn, ie 5ft 8½in coupled wheel tyres, hit 110mph. In terms of both wheel rotational speed and piston speed, this was slightly faster than *Mallard*.

We now have the prospect of a Union Pacific 'Big Boy' - last steamed nearly 60 years ago - being restored to full working order, albeit as an oil burner. Building of a full-size working replica of a Pennsylvania 'T1' 4-4-4-4 has also begun, which may not be complete until 2030. Watch this space. **SR**

Keeping steam afloat

To many of us, 'Waverley' means the sea just as much as rail. As one of the few surviving railway paddle steamers begins its fifth decade in preservation, **ANDREW YOUNG** explains how and why this 'Waverley' never sailed away



This year is a significant milestone for the largest surviving railway vehicle, when the paddle steamer *Waverley* embarks on its 40th season in preservation. Like the LNER's 'Pacifics', she is a three-cylinder racer: a greyhound of the sea, slicing through the waves at more than 21 miles per hour. Well, it's fast on water.

Waverley is the last sea-going paddle steamer in the world and the final operating example of the railways on the water. Since the scrapping of fellow LNER steamer *Lincoln Castle* in 2010, there are now just three other railway paddlers left in the UK: LNERs *Tattershall Castle* and *Wingfield Castle*, and the Southern Railway's *Ryde*. Only *Waverley* truly represents the railways' services from the ends of the piers.

Competition continued when the railway companies reached the Firth of Clyde, the steamers vying to be first to the various piers that lined the coast. There was a great deal of pride in having the biggest, most luxurious and fastest vessel to take passengers from the railheads. Ships became as famous as *Mallard* locally; physical manifestations of the confidence the railways possessed, just like *St Pancras* and *Glasgow Central*.

Packet racket

By the 1930s there were two major steamer operations on the Clyde. The Caledonian Steam Packet (CSP) was based at Gourock on the south bank, formed of the combined fleets of the LMS precursor companies. Its prized possessions were undoubtedly its large and fast turbine steamers resembling miniature liners. The North British had

↑ She's got the LNER look: PS *Waverley* arrives at Arran in August 2010. ANDREW YOUNG

originally run from Helensburgh, but that pier was left behind with its fleet's expansion. In 1882, Craigendoran's combined station and pier opened with room for four steamers and train-to-ship transfer. The two bases sat opposite each other until Craigendoran was abandoned in 1972.

Owing to a sandbank off Craigendoran, the NB was limited to use of shallow-draught paddle steamers. This meant the LNER was to develop the breed into something close to its ultimate form in *Waverley* and her quasi-sister *Jeanie Deans*: CSP paddlers being required for slower, shorter ferry routes while the mighty turbines handled the glamorous distance cruises. On the north bank, paddlers were needed for ferry runs but large fast paddlers were acquired to take on the turbines. In 1931, the LNER launched *Jeanie Deans* as a challenge to the supremacy of CSP *Duchess of Montrose*.

'Jeanie' joined an ageing fleet, including a famous flyer from 1899 named *Waverley*. This ship served in the Great War and was requisitioned in the next, but enemy air action sank it at Dunkirk. Admiralty compensation for the LNER's two losses during the war accounted for roughly a quarter of the price of the new *Waverley*, whose existence began with keel laying at A.J. Inglis Pointhouse Yard (now the site of Glasgow's Riverside Museum) in December 1945.

The new steamer was launched on October 2 1946 and towed downriver to Greenock in January for machinery and boiler fitting. On trials she achieved a speed of 18.37 knots, easily exceeding the 17 knots Inglis guaranteed, making the LNER's newest acquisition one of the swiftest in Britain. Power to move 693 tons through the water is provided

DID YOU KNOW?

PS *Waverley* is 239ft 11in long, 57ft 3in broad and 6ft 3in draught. That's 179ft longer than the wheelbase of an LNER 'A4', including its tender.



by *Waverley*'s massive triple expansion engine, the ship's beating heart. The engine and boilers were designed and manufactured by Rankin and Blackmore at Eagle Foundry in Greenock. The engine develops 2100hp; the three cylinders' dimensions are 24in, 39in and 62in and the stroke 66in. Valve gear is of the Stephenson type and the engine runs at 57rpm, initially coal fired to save money. As part of fleet modernisation, *Waverley* was converted to oil firing between the 1956 and 1957 seasons.

The new *Waverley* strongly resembled Craigendoran flagship and people's favourite *Jeanie Deans*, rebuilt following war service using the plans for *Waverley* as a guide. Despite the widespread view that she is not as sturdy a ship, *Waverley* was the only Clyde vessel to be constructed with a reinforced hull to allow mounting of weaponry such as anti-aircraft guns. Built for the new peace, she was prepared for a war already contemplated on both sides of the Iron Curtain.

► *BR Waverley* during the late 1970s, early in its preservation.
IAIN MCL YOUNG

► *Top: Waverley* is the exception among railway paddle steamers. In 2007, *PS Ryde* rusts on the Isle of Wight with its funnel collapsed.
NATIONAL HISTORIC SHIPS UK

► The Paddle Steamer Preservation Society is appealing for donations to pay for new masts, deck repairs and to bolster *Waverley*'s restoration fund. Find out more and donate at www.paddlesteamers.org/shop/40th-anniversary-appeal/

Steam on the water

Waverley entered service on June 16 1947 captained by John Cameron, who commanded its predecessor at Dunkirk. That morning she took the ferry run from Craigendoran to Rothesay then headed up Loch Long for Arrochar. The Arrochar run was *Waverley*'s *raison d'être*, allowing travellers from Glasgow to have a pleasant day out with the LNER from Queen Street to Craigendoran by train and then to Arrochar by steamer. From there, it is a short walk to Tarbet on Loch Lomond where the joint LNER/CSP steamer took passengers to Balloch and on to Glasgow by train.

The LNER had *Waverley* for one year before Nationalisation, when its fleet passed to the British Transport

Commission. In 1952 the LNER fleet was officially transferred to the CSP, chosen as the nationalised successor for Clyde services. They were now fully part of the former LMS fleet alongside former rivals. Yet separate bases were maintained until the end of the CSP in 1972; indeed, LMS paddler *Caledonia* was transferred from Gourrock across the water to replace *Jeanie Deans* on withdrawal in 1964.

Waverley and *Jeanie Deans* remained in the role of Arrochar steamer under BR. They also began to appear at more places on the firth and *Waverley* quickly ran deeper into former LMS territory. The ship's widened area included Brodick, Gourrock and Wemyss Bay, through the spectacular Kyles of Bute to Tarbert (Loch Fyne) and Tighnabruaich, on increasing long-distance turns. From 1958 to 1962, *Waverley* and not 'Jeanie' replaced the LMS express turbine and local favourite *Duchess of Hamilton* on the longest days on the timetable - excursions to Inveraray and Campbeltown during September - when the 'Duchess' was out of service.

Throughout BR days *Waverley* became associated with the 'Round the Lochs and Firth' tour, a marathon starting at Craigendoran then to Gourrock, Dunoon, Rothesay, Largs, Keppel, round Bute, Tighnabruaich, Loch Riddon, Rothesay, Dunoon, Loch Long and Loch Goil, Dunoon, Largs, Keppel, Rothesay, Dunoon, Gourrock and Craigendoran. *Waverley* and 'Jeanie' alternated on duties until withdrawal of the larger 'Jeanie' along with former rival *Duchess of Montrose*.

In 1969 the CSP was taken out of railway control and given to the Scottish Transport Group (STG). Diesellisation arrived with the four passenger-only 'Maids' and new car ferries. On withdrawal of *Caledonia* at the end of the 1969 season, *Waverley* gained its most famous boast as the world's last sea-going paddle steamer. From 1970 to 1972 the CSP →

“Waverley was the only Clyde vessel to be constructed with a reinforced hull to allow mounting of weaponry”

fleet reduced to just *Waverley* and turbine steamer *Queen Mary*. *Waverley* transferred to Gourock in 1971, a final surrender after more than a century of basing ships on the north bank.

Waverley and *Queen Mary* were joined in 1973 by the former Williamson turbine *King George V*, based at Oban, in the new Caledonian MacBrayne (CalMac) fleet. *Waverley* operated one troublesome season for her last pre-preservation owners. She experienced boiler troubles and, it seemed, the end was nigh. Yet representatives of the Paddle Steamer Preservation Society (PSPS) were called into the CalMac offices to be offered the vessel as a gesture by company managers. Shock turned to suspicion for PSPS members and the vote to accept the offer was won narrowly.

Last steamer floating

On August 8 1974 the PSPS's Douglas McGowan and Terry Sylvester met CalMac's John Whittle and the STG's Sir Patrick Thomas to acquire *Waverley*. Money had to be exchanged to make the acquisition legal so the PSPS paid the grand sum of £1, donated by and then swiftly returned to Sir Patrick. Seeing the best way to ensure survival was through operation, the PSPS began preparing her for sea. 1974 was the only year since Bell's *Comet* in 1812 that no paddles were being pushed through the Firth of Clyde.

Waverley returned triumphantly in 1975, LNER funnels restored with the *Waverley* Steam Navigation pennant flying. Based at Glasgow, she was in competition with *Queen Mary*. Much was made of rivalry between the two. Glasgow Council withdrew support in favour of the turbine in 1976, but the public voted with their feet and CalMac withdrew *Queen Mary* in 1977. *Waverley* was the last steamer on the Clyde.

The steamer has weathered several storms. In 1971, when coming into Arrochar, she was pushed hard against the pier and the foremast snapped in half. For the rest of that season the vessel sailed with a stump. Much more serious was the grounding of *Waverley* on the Gantock Rocks while arriving at Dunoon in 1977. This left the hull buckled and bent but, probably due to its reinforcement, the keel was unbroken.

PS *Waverley* sailed for repairs with holes cemented shut. Thanks to a public appeal and use of MV *Queen of Scots*, these were carried out and *Waverley* re-entered service in 1978. Today, the two biggest threats to continued operation



{ ONE BREAKTHROUGH 'MAID'... }

A freshwater relation could emulate *Waverley*'s success thanks to money from the Heritage Lottery Fund (HLF). PS *Maid of the Loch*, built in 1953 to operate on Loch Lomond for the British Transport Commission, was the last such vehicle to be constructed for the railways. Around £3.8 million has been earmarked by the HLF for an estimated £5.5m project to restore the static 'Maid' to operation. An initial 'first round pass' of £230,400 was confirmed in August for the charity that has looked after the vessel since 1996, the Loch Lomond Steamship Company. This money will enable technical surveys, drawings and specifications for the steamer's rebuild with a goal of spring 2016. It is hoped to steam *Maid of the Loch* in 2018.

↑ Static, for now: PS *Maid of the Loch* moored at Balloch Pier on an unknown date. LOCH LOMOND STEAMSHIP COMPANY

remain dependency on reasonable weather and the rising price of oil - *Waverley* consumes about 755 litres per hour.

With the departure of the MV *Keppel* in 1992, *Waverley* became the last railway-built ship operating on the Clyde. In preservation she spends the main season from May to August in Scotland and September and October at London's Tower Pier. The Heritage Lottery Fund gave £7m in 1998 to restore the ship to its 1947 condition, completed between by 2003 and replacing much of the vessel.

Liner liveries

As with the Eastern's land greyhounds, *Waverley* has changed livery many times. She spent one year serving the LNER, and on the advent of British Railways tri-colour funnels gave way to yellow topped with black - CSP funnel colours. In 1953 the deckhouses were painted white, as were the paddle-boxes in 1959. The two gold lines on the hull disappeared in 1954. When BR launched its corporate identity this manifested on the Clyde with the fleet's Monastral blue hulls and red lions rampant on the funnels.

In 1973, the funnels were repainted Caledonian MacBrayne red with black tops, encircling the red lions in a yellow disc. In 1975, the funnels were returned to the iconic red, white and black of the NB. The combination of LNER funnels and nationalised hull and deckhouse colours remained until 1999. Scumbled brown deckhouses, double gold stripes on the hull and cream upper hull were returned to complement the tri-coloured funnels, just as when the LNER's last Clyde racer entered service.

The PSPS and *Waverley* Excursions are to be congratulated on 40 years of preserved operation. *Waverley* has run the most intensive "main line" operation of any Eastern Region three-cylinder racer; this September even featured a crossing to Ireland - the only link to Britain by steam. Let us hope that the largest moving railway vehicle in the country will continue to paddle. **SR**

{ ...OTHERS STAY ADRIFT }

Not all Scottish-built paddle steamers have found the years as kind as *Waverley*. PS *Ryde* was constructed for the Southern Railway by William & Bros Ltd of Dumbarton in 1936 but now sits ashore on the Isle of Wight. Over the past decade the ship's condition has worsened and its funnel has collapsed. The LNER's Humber-serving PS *Lincoln Castle* - built, like *Waverley*, by A.J. Inglis - was thought to be in reasonable condition but nonetheless cut up in October 2010 in spite of concerted attempts by National Historic Ships to prevent it. Efforts by the Lincoln Castle Preservation Society to resurrect the ship stalled due to the estimated £4.5 million required, and much of the £100,000-plus raised desperately to purchase it was returned to donors.

About the author

Andrew Young was born in July 1988 and lives in Chelmsford, Essex. He graduated from the University of Keele, the University of Stirling and the University of Glasgow. He has a strong interest in steam on the water and the rails, in particular the Stanier 'Pacifics', 'A4s' and PS *Waverley*.

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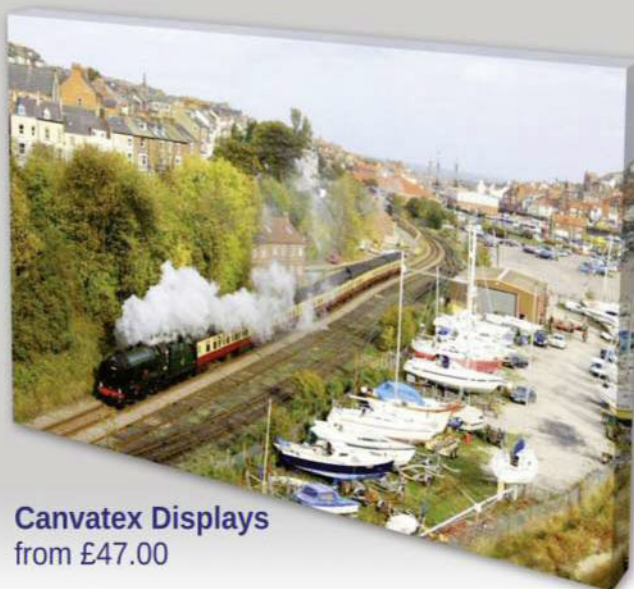
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I'VE HAD A PRIVILE

DAVID MAIDMENT OBE, founder of the Railway Children charity, has had a remarkable career that began with the childhood sight of a GWR 'Castle'

Despite the absence of any railway background in my family, I'm told that as a two-year-old I bullied my mother into walking two and a half miles with me in my pushchair, to see 'proper' trains.

This was on the South Western Main Line passing Esher Common, as the electric trains from nearby Hampton Court station apparently didn't count.

During wartime travels I was always taken 'to see the engine', and on Boxing Day 1944 (I still have the ticket - child half-fare soldiers' warrant Shirehampton to Hampton Court) I made my first remembered 'cop' - GWR 'Castle' 4-6-0 No. 4087 *Cardigan Castle* as it drew into Temple Meads.

It was double-headed by a 'Hall', but that had mysteriously disappeared by the time we drew up to the buffer stops at Paddington... a great puzzle to a six-year-old.

A couple of years later, on the Brighton Belle *en route* to a brief post-war holiday, a bored little boy kept asking: "When are we going to get there?" The exasperated father replied: "Why don't you collect engine numbers like other boys?"

So I did. Dad bought me a set of Ian Allan Abcs, and I underlined No. 4087 (the sole occupant for a few months) and a few mainly ex-LB&SCR engines seen on that holiday, although 'King Arthurs', Bulleid 'Pacifics' and even a few Drummond 'L11s' and 'T14s' soon followed from my Esher excursions. Trainspotting round the London stations with an 11-year-old friend blossomed, and in 1951 I obtained a Surrey CC-assisted place at Charterhouse public school.

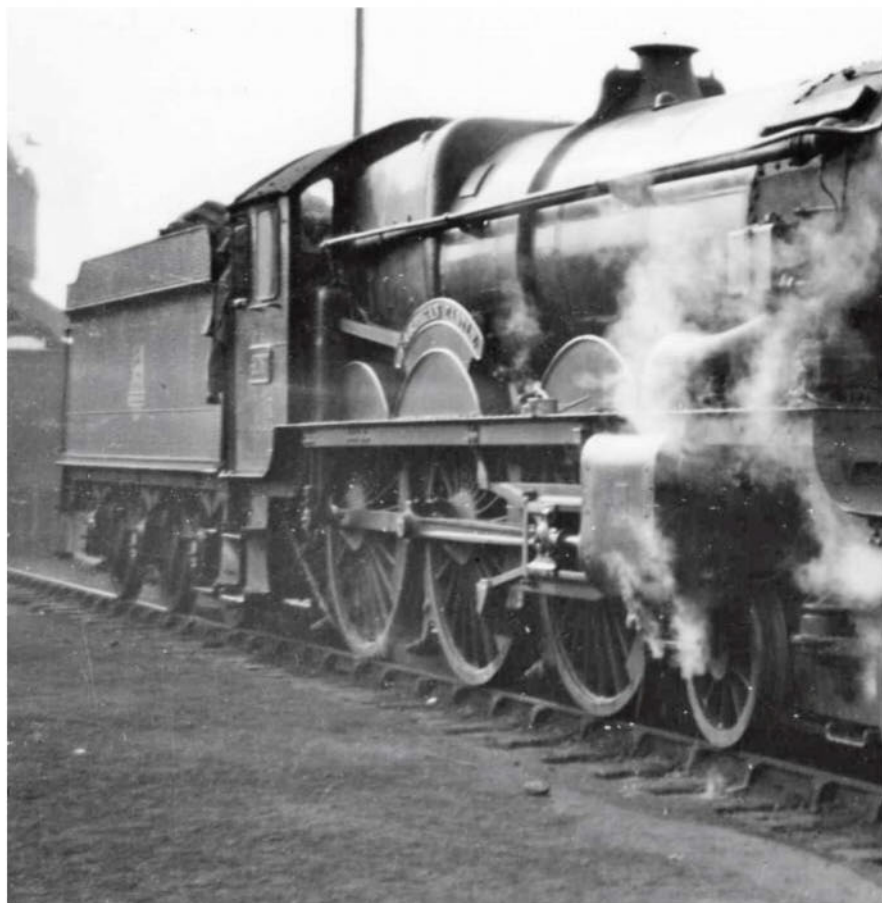
My local barber warned me that interest in railways would not be appropriate at such a posh place - fast cars and planes would be preferable. However, I ignored his advice, and with the help of a few other 13-year-olds resuscitated the moribund school railway club by showing the lovely old British Transport Films documentaries at 3d a go (free if you joined the club for an annual 6d subscription).

Three years of commuting to London University from my Woking home between 1957-60 with an annual season ticket costing just £33 (!) was bliss. I don't remember ever catching an electric train, and I clocked up more than 1,000 runs with Bulleids, 585 with 'King Arthurs', nearly 400 with 'Lord Nelsons', and over 300 with 'Schools' just displaced from the newly electrified SR Eastern Section.

An epic education

I studied modern languages, with German literature as my specialist area, particularly stylistic analysis of 12th century German epic poetry - which, of course, fitted me for a career in BR senior management.

It did, however, provide me with the background to many of the 'King Arthur' names. I shall always remember the tale of Erec fils du Roi Lac (No. 30803 *Sir Harry le Fise Lake* to you), who charged off in high dudgeon into the forest to do



battle, visor slammed tight shut, and pointed in the right direction by his long-suffering new wife.

I shared the fact that I'd ridden up to Waterloo that very morning behind No. 30803, and the thought of the iron beast thundering through the Surrey countryside so tickled my professor that we adjourned to the local pub to drink to Sir Erec instead! (I could explain how 'Erec' turned into 'Harry' through language consonant and vowel shifts, but you'll have to take my word for it.)

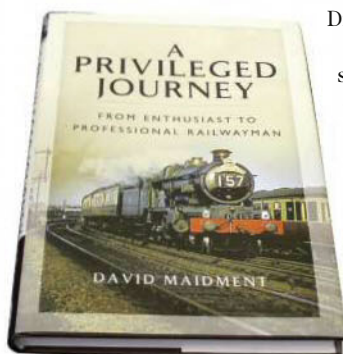
After three fascinating years as a Western Region traffic apprentice (including three months in possession of an Old Oak Common footplate pass covering Paddington to Penzance, Fishguard, Chester and all stations in between), I was summoned with a colleague trainee to see the Cardiff Divisional Manager to get our first permanent jobs.

"Two stationmasters, Ebbw Vale and Aberbeeg," he said, tossing a half-crown. My friend called heads and chose Ebbw Vale because he'd heard of it. That toss of the coin influenced our entire careers - Stan got the commercial job and I landed the operating role.

As a 25-year-old Londoner in a role previously occupied by 60-year-old Welshmen, it was a shock to the system for both the locals and me, although we all survived. I shudder now to think of some of the things that in my inexperience I got away with.

Stan and I impressed the locals with our quick

↓ The first volume of David Maidment's autobiography has just been published by Pen & Sword Books.



GED JOURNEY



“As a 25-year-old Londoner in a role previously occupied by 60-year-old Welshmen, it was a shock to the system for both the locals and me”

→ The author's education helped him to understand the names of the SR's 'King Arthurs' like few others. No. 30803 *Sir Harry le Fise Lake*, prior to its transfer to Eastleigh depot on the SR's South Western Section in 1959.
MIKE BENTLEY COLLECTION



← The author's first 'cop': No. 4087 *Cardigan Castle* at Old Oak Common, prior to going off-shed to work the 9.30am Paddington-Plymouth express in June 1957. This Collett 4-6-0 was fitted with a four-row superheater boiler and Davies & Metcalfe valveless mechanical lubricator - the oil reservoir located beside the smokebox. It received a double chimney at its next Works visit in February 1958.
DAVID MAIDMENT

knowledge of the local trip working (Cardiff Office had changed all the trip target numbers the previous week, so we learned the new numbers while our staff had to unlearn the old). And I earned a large bucket of brownie points for issuing my own signalling Special Instructions to overcome a local operating problem. I only found out years later when I was Regional Operating Manager of the London Midland Region that only Regional Operating Managers were authorised to do this!

I had operating experience galore at Aberbeeg, with much excitement, train runaways and other mishaps requiring my attendance - there is even a cricket scorecard somewhere recording 'Maidment, derailed 4', and the appearance of an on-call officer in cricket whites at a colliery siding was a definite first.

After several years in South Wales and in business and productivity roles at the BRB, I was astonished (as were my new staff) to become Chief Operating Manager of the LMR.

While much of my time at Crewe was spent on safety, punctuality, finance, personnel and organisational issues, my Chief Traction Inspector encouraged me to at least savour a steam special once a year (to audit safety, of course), and engineered me into the driving seat of Gresley 'A4' No. 4498 *Sir Nigel Gresley* between Banbury and High Wycombe to see if I would exceed the then 60mph limit (we were currently lobbying for it to be raised to 75). I remember

opening up No. 4498 as we roared through Princes Risborough in the dark, emitting a blood-curdling plangent chime, sparks flying, and (according to a reliable recorder) going over Saunderton summit with our 11-coach train in the upper 50s, thus regaining 15 minutes of previously lost time.

After four very busy years, including a major study when I calculated that if all the engineers met their reliability targets and the operator was perfect (!) we could achieve 62% right time on the West Coast Main Line, I was subsequently asked by a Board Member to become BR's first Reliability Manager.

I asked: "Why me?" And he replied (tongue in cheek, I hope): "Well, as manager of the WCML, you know more about failure than anyone else!"

However, it led to a very rewarding last few years when, among other things, I was asked to lead a conference of German railway officers to tell them how to run their trains on time, and after the Clapham Junction accident to spearhead the change from a reactive to a proactive safety management system.

That led to invitations to spread the safety gospel round the world. 'Join the Navy and see the World' was a well-known slogan, but 'Join BR and see the World'? A business trip through India led directly to the founding of the Railway Children charity, and the support from the whole railway industry to support some of the most vulnerable children in the world.



About the author

If you begin as a schoolboy trainspotter, and rise through the BR ranks to become the London Midland Region's Chief Operating Manager, you're bound to have some remarkable stories.

David Maidment is now a prolific writer, and founded the Railway Children charity in 1995. It is now the largest charity in the world devoted exclusively to the support of street children (with

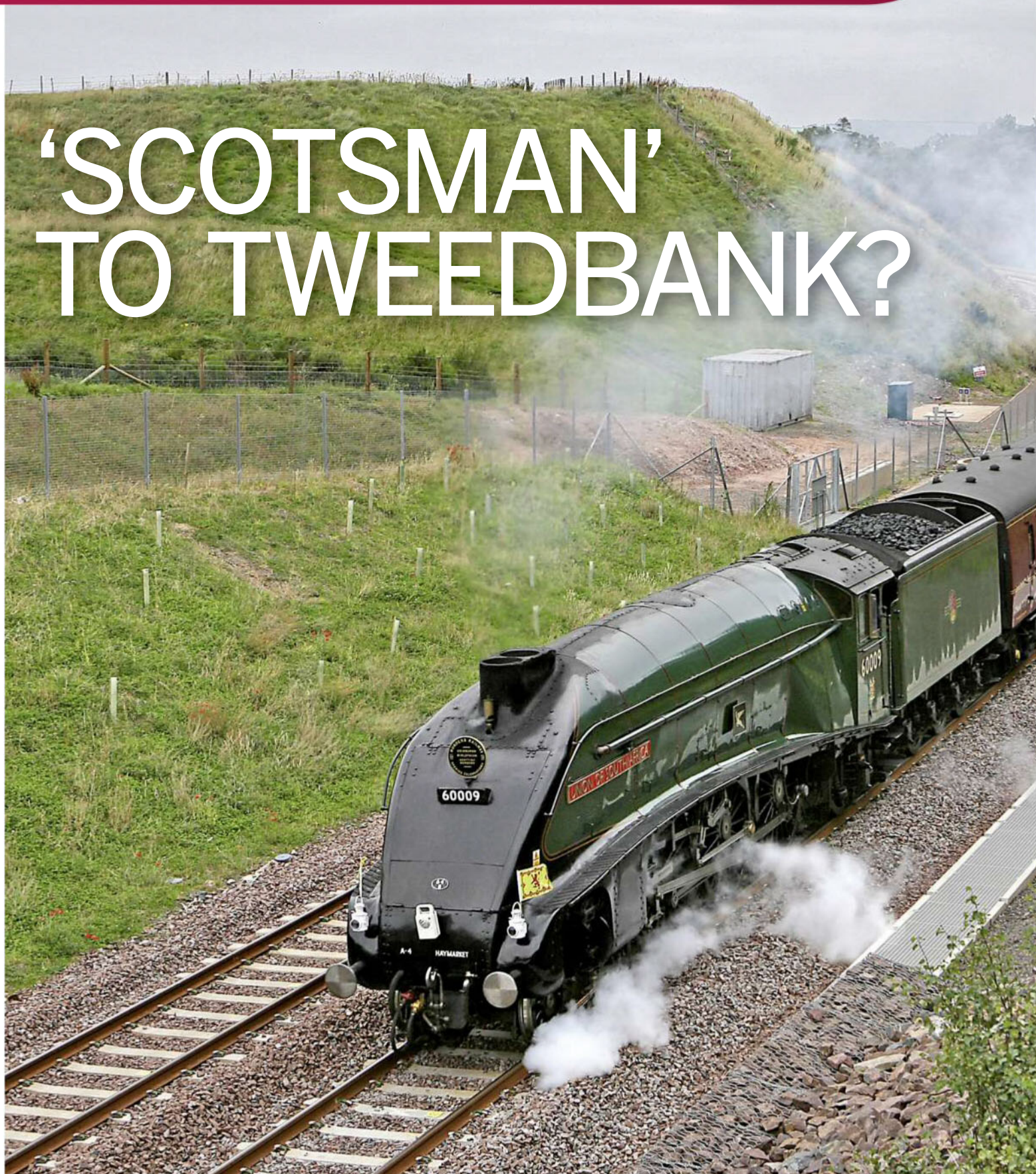
half of its annual £3.5 million coming from people and companies in the UK railway industry).

The charity will be further boosted by the royalties on the first volume of his autobiography - *A Privileged Journey*, which has just been published by Pen & Sword Books, price £25 (ISBN 978 1783 831081). The second book - *An Indian Summer of Steam* - (post-1962) will appear around Christmas.

DownMain

THE COMPLETE MAIN LINE SCENE

'SCOTSMAN' TO TWEEDBANK?





'A4' No. 60009 Union of South Africa becomes the first steam locomotive to tackle Falahill bank in 47 years, as it hauls the Royal Train towards Tweedbank on September 9. DAVID RODGERS

An 'A3' could return to the Waverley Route - if plans by Steam Dreams for *Flying Scotsman* come to fruition next May.

The Surrey-based promoter has the National Railway Museum 'Pacific' booked for its intended '*Flying Scotsman* to Edinburgh' multi-day tour that is booked into the calendar for May 14-17. Of course, the engine has worked over the route before - but that was around half a century ago, in BR days, when a spirited run through to Carlisle could be enjoyed.

That itinerary takes LNER 4-6-2 No. 60103 from York to Waverley on Day One, bringing it back on May 17. However, in the first of the two days in Edinburgh, Steam Dreams boss Marcus Robertson plans to use the double-chimney machine on an optional Fife tour that would include the Forth Bridge and, says Marcus, "we're aspiring to add a Borders trip on that day".

On Cloud Nine

One man who's currently very happy with the way the Borders launch turned out is *Union of South Africa's* owner John Cameron. For although it went to the wire, 'Number Nine' did indeed haul the Queen to Tweedbank on September 9.

As regular readers will know, that followed a nervous time after the Gresley 'Streak' was sidelined needing repairs to a hot box, just before its planned moment of fame (SR445). Fellow 'Pacifics' Nos. 60007 *Sir Nigel Gresley* and 60163 *Tornado* were both considered as stand-ins.

In the event, No. 60009 made it to Edinburgh together with *Tornado* on September 8; it went on to perform "impeccably" (John's word) on the day. As I write, it's also hauled all the sell-out Waverley trips since, other than a single one offered to the 'A1' on September 13.

Having run between Edinburgh and Tweedbank up to three times a

“A double-chimney BR green 'A3' on the climb to Falahill could be quite special...”

If it works, it will not only bring 'Scotsman' together with Britain's newest main line railway, which should really please the newspapers. It will also be the return of a class of engine that was much more associated with the original Waverley Route than were the 'A4s'. I probably don't need to labour the point that a double-chimney BR green 'A3' on the climb to Falahill could be quite special...

As for the other intermediate day, I understand it's possible that No. 60103 could spend it on display at Waverley station itself, before heading south to York on Day Four (May 17).

The Scotland trip is one of a package of *Flying Scotsman* tours for Steam Dreams - and follows an official inaugural London-York run in late February, which itself comes after a 'Winter Cumbrian Mountain Express' for the Railway Touring Company (see news).

The idea of bringing No. 60103 to Britain's newest main line railway is a natural one and follows what's been a blinding start both in terms of publicity and bums on seats - trains having to be strengthened to cater for demand (SR445).

week since the Borders line opened, this season's trial programme of specials finishes on October 18. I hear that formal decisions on 'what next?' for 2016 will only be decided after that. Given the popularity of the initial trains though - in a season that's not even covered Edinburgh's main summer tourist period - there's optimism locally that there will be more to come. In fact, John Cameron sounds pretty optimistic about the idea, not only that steam will go back on the Waverley Route, but that the restricted infrastructure currently in place might even be improved. Currently, trains have to run top and tail because of a lack of a loop at the southern terminus, Tweedbank.

Says John: "If I were a betting man, in view of the way the service has been used up to now - and not just the special trains - I'd wager there's a fair possibility that the line will be extended to Hawick in the next year or two, and if not that there'll be a loop put in at Tweedbank."

If all this did come about - and assuming 'Number Nine' carried on as the main booked engine - it would give John Cameron a well-deserved prize: regular work close to home, rather than hundreds of miles away.

'Gresley' stays home - but will return to main line

You may recall that as we closed last time, 'A4' No. 60007 *Sir Nigel Gresley* looked like it would head north as potential emergency cover for its classmate. In the end though, 'Gresley' didn't go - reserve engine was No. 60163 *Tornado*.

Why? The answer was sorting the paperwork for the blue 'A4' to run on DB Schenker's books - something it's not done for a while. The Borders jobs are run by DBS on behalf of ScotRail.

Sir Nigel Gresley's 'man with the diary' Todd Slaughter says that what DBS asked for "was all perfectly reasonable, but there wasn't time to collate all the answers".

C'est la vie... but it would have been a nice prelude to bowing out, especially since the reserve engine did make one run over the line of its own (*Tornado*, on September 13). Instead, 'Number Seven' stayed at

its home railway, the North Yorkshire Moors, which at least meant it didn't have to hotfoot it back from Edinburgh in order to make its farewell weekend on September 19/20. That sounds like it was itself a decent shindig, complete with a band playing in No. 60007's honour and a focus on the 'A4' for one last time this ticket. Todd says the NYMR's effort "was appreciated by all parties."

What next? Well, the 'Gresley' team is now considering an overhaul proposal from the NYMR and, in the meantime, the 'A4' was on display over the weekend of the gala on September 26/27.

"The long and the short of it is we're not taking it apart straight away," says Todd. To dispel any possible doubt, he says there's no question 'Gresley' will stay main line.

"Absolutely. 100%," is his response. "That is not up for debate at all."

Todd's estimate on time is some two or three years - but that's dependent not least on what's found when 'SNG' is dismantled.

Looking back on the latest period in action - 'Gresley' last returned to steam in 2006, though there's been substantial work since - Todd is philosophical.

"We've had good exposure on the main line. The six 'A4s' was a one-off in every respect.

"There's no good time to bow out, there's only the right time."

"Our trust board is very emphatic about returning the engine to the main line.

"We have sufficient funds to go about an overhaul - that doesn't mean we'll have enough at the end, but we certainly have enough to get going."



Almost the final sunset for No. 60007 *Sir Nigel Gresley* in this boiler ticket, as it heads the NYMR teak rake southwards out of Goathland with the 17.16 Grosmont-Pickering train on September 19. PHILIP BENHAM

SRPS' BORDERS BUSINESS IS BOOMING

Let's not forget, amid all the rightful celebration about the Borders Railway, of the role of an organisation that's been with us for a long time: the Scottish Railway Preservation Society. Passengers might have noticed the words 'SRPS Railtours' on the side of their coach; rather than being promoter, the SRPS provides stock.

Railtours officer Roger Haynes tells me the Borders programme - up to three times

a week, don't forget - is "Beyond the scale that anything the SRPS has been involved with before.

"We've had short, intense bursts of things over two or three days, but not for a longer period like this."

Not only has the Bo'ness-based society been providing coaches - it even stewarded such guests as Lord (David) Steel and Waverley Route campaigner Madge Elliott

during the Royal run. That day, says Roger, was "happy, joyous and very relaxed".

So, all positive stuff, especially since it means a regular income stream from vehicle hire, without actually having to run trains of your own. However... might all this activity translate into a reduced programme of tours promoted by the SRPS itself next year?

"No, I don't think it will."



'Castle' No. 5043 Earl of Mount Edgcumbe appears in fine fettle on Grayrigg bank on September 19. JOHN COOPER-SMITH

A rare upset: 5043's travels cut short

One engine you don't expect to see on a list of failures - and let's face it, there have been enough of those this year - is GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe*.

Yet, on September 19, the almost unthinkable happened - the always immaculate 4-6-0 was taken off Vintage Trains' 'Coastal Explorer' at Carlisle after a rousing ascent of Shap, but before exploring any coast.

For the passengers, that meant Class 47 diesel haulage for the rest of the day, while for No. 5043 an overnight stay at Carnforth and a gentle run home the following day.

It was a sad episode for the double-chimney 'Castle' which, since its return to the main line in 2008, has built a reputation for being almost unstoppable. However, to clear one thing up, the issue was not a hot box - a problem that has been doing the rounds. Says Tyseley's Bob Meanley, the man who checked the Swindon engine over at the border city: "We had a bit of an issue with a bearing. We haven't taken it apart yet, but it certainly wasn't a hot box - you can't run 250 miles back home at 50mph with one of those!"

The 84E chief engineer explains: "The bearing temperature was a bit above what we'd expect, but it was still almost 300 degrees below the melting point of white metal - it was a long way from a hot box."

"The only thing we'll turn out on a

Class One passenger train on NR at 75mph is an engine that - accepting allowable wear - is as good as it could be. If there is some kind of issue, you either do a quick repair or it doesn't go if you're not 100% confident - not even if you're 99% sure."

As I write, *Earl of Mount Edgcumbe* is safely tucked up in its home shed, with the immediate effect being that September 26's 'Welsh Marches' was to go not with the four-cylinder machine, but its two-cylinder stablemate No. 4965 *Rood Ashton Hall*.

Bob, meanwhile, is grateful to Network Rail and train operator West Coast Railway Company for having organised a way home for the Swindon machine at short notice.

"People grumble about NR and timings, but it did an absolutely brilliant job of sorting out a path to get it back... it's a massive pat on the back for NR's LNW zone control teams and signallers along the route. West Coast's controllers also worked hard on it."

"It's how you deal with it, and it's a team effort. An awful lot of management of issues such as these goes on behind the scenes."

The last time *Earl of Mount Edgcumbe* was taken off a passenger train was in March 2009, according to my records. It bent a radius rod and was removed from a Solihull-Bristol charter at Didcot (SR362).

MAIN LINE DIARY

IN ASSOCIATION WITH UKSTEAM.INFO

OCTOBER

SAT 10 'The Cathedrals Express'

Warminster-Ely-Hanwell by No. 61306. Steam Dreams.

SAT 10 'The Hadrian'

Hellifield-Carlisle-Hexham-Durham-York by No. 60009. RTC.

SAT 10 'The Scarborough Spa'

York-Scarborough-Bridlington-Selby-York by TBA. West Coast.

SAT 10 'The West Highland & Jacobite Statesman' (Day 2)

Fort William-Mallaig-Fort William by No. 62005 or No. 44871 or No. 45407. Statesman Rail.

SUN 11 'The Golden Arrow' (Day 3)

Dover-London Victoria by No. 34067 or No. 70000. RTC.

SUN 11 'ScotRail Borders Line Steam Special'

Edinburgh-Tweedbank by No. 60009. ScotRail.

MON 12 to FRI 16 'The Jacobite'

Fort William-Mallaig-Fort William by No. 45407. West Coast.

WED 14 'ScotRail Borders Line Steam Special'

Edinburgh-Tweedbank by No. 60009. ScotRail.

THU 15 'ScotRail Borders Line Steam Special'

Edinburgh-Tweedbank by No. 60009. ScotRail.

SAT 17 'The Cumbrian Mountain Express'

Carnforth-Shap-Carlisle-Settle-Farington Jct [Class 86 London Euston-Carnforth, Farington Jct-Euston] by No. 46115. RTC.

SAT 17 'The Northeastern'

Derby-Newcastle-Derby by No. 46233. PMR Tours.

SAT 17 'Excursion'

Preston-Chester and return by TBA. West Coast.

SUN 18 'The Cathedrals Express'

London Paddington-High Wycombe-Stratford and return by No. 61306. Steam Dreams.

SUN 18 'ScotRail Borders Line Steam Special'

Edinburgh-Tweedbank by No. 60009. ScotRail.

MON 19 to FRI 23 'The Jacobite'

Fort William-Mallaig-Fort William by No. 62005. West Coast.

SAT 24 'Excursion'

Fort William-Polmont by Nos. 44871 and 45407. SRPS.

SAT 24 'The Brief Encounter Special'

Carnforth-Chester and return by TBA. Carnforth Heritage Centre.

SAT 24 'The Dartmouth Express'

Slough-Westbury-Kingswear and return by No. 70000. RTC.

TUE 27 to THU 29 'The Scarborough Spa Express'

York-Normanton-Wakefield-Castleford-York-Scarborough and return by TBA. West Coast.

SAT 31 'The White Rose'

London King's Cross-York and return by No. 46233. RTC.

NOVEMBER

SUN 1 'The Tin Bath'

Preston-Manchester Piccadilly-Sheffield-Penistone-Copy Pit-Manchester by Nos. 44871 and 45407. RTC.

FRI 6 'Belmond British Pullman'

London Victoria-Staines-Shalford-Redhill-Victoria by No. 60163. Belmond.

SAT 7 'The Lickey Rambler'

Tyseley-Stratford-Worcester-Bromsgrove-Birmingham New Street-Tyseley by Nos. 4965 and 9600. Vintage Trains.

SAT 21 'The Capital Christmas Express'

Weymouth-Wimbledon-Waterloo and return by No. 34067. RTC.

SAT 21 'The Cathedrals Express'

London Euston-Chester and return by No. 70000. Steam Dreams.

ROYAL SCOT PREPARES FOR 50MPH RE-ENTRY

Royal Scot's protracted resurrection came to a climax as planned, with its first passenger trains taking place at the Severn Valley Railway's September gala (see News). That means things are now all set for - let's be honest - what we all want to see: the return of the now BR green 'Scot' to the main line.

As I write there's still a little way to go, for before that come what are expected to be 50mph trials, under derogation, on the SVR's Kidderminster-Bewdley stretch. The need for that process leads the Royal Scot Locomotive and General Trust's Peter Greenwood to "anticipate it'll still be there in October".

The plan - or at least 'Plan A' - "is that we can tick all the boxes, and the LMS Fowler/Stanier 4-6-0 can run back under its own power to Crewe - then run from there to Carnforth, to do a loaded trial around the usual circuit."

Backup plans are that if things aren't all ticked off, No. 46100 could go to Crewe behind a diesel, or even - and let's hope this isn't the case - by road. Assuming the trials at the 'Valley' do

go well, having two main line 'Scots' - as first mooted years ago - appears now to almost be reality. Something to look forward to, as the days of winter draw near...

■ Lest it go unmentioned, another former main liner from the Hosking stable is soon to drop its fire for the last time in this ticket. Having bowed out of hauling trains on the 'big railway' late last year, 'A4' No. 4464 *Bittern* has been running this season at the Mid-Hants. The engine that carried out the 90mph runs two years ago (doesn't time just fly?) can keep going into January, but its contract

with the 'Watercress Line' ends in December and, says Peter Greenwood: "It's not intended to run after the Mid-Hants gala [in October]. It could run a bit after that, but that's not the plan."

Once the Gresley 'Pacific' has finished its Home Counties stint, it'll head north to Crewe to await overhaul. With sister No. 60007 *Sir Nigel Gresley* having already bowed out (see separate story), it means we will very quickly have gone from three working 'A4s', to only having No. 60009 *Union of South Africa*. But, LNER fans, don't take that too hard, as at least a main line 'A3' should soon finally be on the agenda...

“ That means things are now all set for what we all want to see: the return of the now BR green 'Scot' to the main line ”

No. 46100 *Royal Scot* comes out of the mist at Foley Park on September 19 during the SVR's autumn gala.
MATTHEW TOMS



'DUKE' FOR TYSELEY... TO JOIN NRM LOANS?

Despite its potentially unnerving setback in August (SR445), *Duke of Gloucester's* overhaul can now continue "without missing a beat".

So says BR Class 8 Steam Locomotive Trust chairman Trevor Tuckley, planning now for the unique No. 71000 to be overhauled at Tyseley rather than Crewe. *Steam Railway* is pleased to have been associated with making the introductions.

"Our plan is still to have it back on the main line in 2018 - and Tyseley is very supportive of that," says Trevor, talking after laying the new plans, which could see the BR 'Pacific' arrive at '84E' in time for the latter's open weekend on October 24/25. It followed the surprise rethink on the part of London & North Western Railway Heritage regarding third-party overhauls, which potentially left the 'Duke' without a rebuild base.

"We hope this continues to give confidence to our present 231

members to encourage others to come and join us."

That, Trevor says, is the next challenge - to try to get each of the 'Duke's' current members and shareholders to bring a new member to the party. He also, by the way, heaps praise on LNWRH's Steve Latham and Mike Hart for helping facilitate the engine's move.

■ If No. 71000 does make it to Tyseley in time, it should add to an already impressive line-up, including *City of Truro* and *King George V* (SR445). Also expected to attend are '28XX' No. 2885, LNWR 'Coal Tank' No. 1054 and, of course, a bunch of 'home-based' engines, including currently resident Stanier 'Pacific' *Princess Elizabeth*. Last issue we reported that *City of Truro* was expected to make the move to Tyseley from Shildon - we now understand that as with 'KGV' the move is actually from York.

'BONGO' TAKES 'JOINT' ROUTE

October 18 marks a rare return of a 'BI' 4-6-0 to the Great Western/Great Central 'Joint', when No. 61306 hauls the latest Steam Dreams 'Sunday Luncheon' trip from Paddington to Stratford-upon-Avon.

'Mayflower' has been a staple on 'Cathedrals Express' tours this season, but the climb

over Saunderton through the Chilterns is now rare territory, unlike BR's regular 1980s Stratford trips from Marylebone.

GC-based 'BIs' were once a regular sight on both the 'Joint' lines - the route via Amersham shared with the Metropolitan, and that via High Wycombe run with the GWR.

SAT 21 'The Oxfordshire Explorer'

Tyseley-Evesham-Oxford and return by No. 4965 or No. 5043. Vintage Trains.

THU 26 'The Cathedrals Express'

London Victoria-Staines-Reading-Bishops Lydeard and return by No. 61306. Bishops Lydeard-Minehead and return by TBA. Steam Dreams.

THU 26 'The Bath Christmas Market'

Poole-Salisbury-Bristol and return by No. 34067. RTC.

SAT 28 'The Worcester Christmas Market'

London Paddington-Oxford-Worcester-Kemble-Swindon-Paddington by TBA. RTC.

SAT 28 'The Christmas Cheshireman'

Bristol-Hereford-Chester and return by No. 34067. RTC.

SUN 29 'The Cathedrals Express'

London Paddington-Reading-Bath and return by No. 70000. Steam Dreams.

DECEMBER

WED 2 'The Cathedrals Express'

Horsham-Leatherhead-West Brompton-Reading-Oxford and return by No. 61306. Steam Dreams.

THU 3 'Belmond British Pullman'

London Victoria-Staines-Shalford-Redhill-Victoria by No. 60163. Belmond.

SAT 5 'The Cathedrals Express' [postponed from May 16]

Carnforth-Shap-Carlisle, Carlisle-Settle-Blackburn by TBA. Steam Dreams.

SAT 5 'The Lindum Fayre'

London Kings Cross-Spalding-Lincoln-Newark-King's Cross by No. 46233. RTC.

SAT 5 'The Lindum Christmas Fayre'

Tyseley-Leicester-Lincoln and return by No. 4965. Vintage Trains.

SAT 5 'The Bath Christmas Market'

Three Bridges-Havant-Salisbury-Bristol and return by No. 34067. RTC.

TUE 8 'Belmond British Pullman'

London Victoria-Staines-Shalford-Redhill-Victoria by No. 60163. Belmond.

TUE 8 'The Christmas Sussex Belle'

London Victoria-Redhill-Eastbourne, Hastings-Sevenoaks-Victoria by No. 34067. RTC.

WED 9 'The Cathedrals Express'

London Victoria-Egham-Reading-Cheltenham-Worcester and return by No. 61306. Steam Dreams.

THU 10 'The York Yuletide Express'

Norwich-York-Norwich by No. 46233. RTC.

SAT 12 'Belmond British Pullman'

London Victoria-Staines-Shalford-Redhill-Victoria by No. 60163. Belmond.

BOOKING INFORMATION

Belmond: 0845 077 2222 or 020 7805 5099

Compass by West Coast: 0844 850 3137

Great Railway Journeys of Britain: 01305 832906

London Transport: 020 7565 7298

Pathfinder Tours: 01453 835414 or 01453 834477

PMR Tours: 01773 743986

RPSI: 028 9024 6609 (Belfast) or 00 353 148 00553 (Dublin)

Railway Touring Company (RTC): 01553 661500

ScotRail: 0344 811 0141

SRPS: 0131 202 1033

Statesman Rail: 0345 310 2458 or 0345 310 2489

Steam Dreams (SD): 01483 209888

Torbay Express: 01453 834477

UK Railtours: 01438 715050

Vintage Trains: 0121 708 4960

West Coast: 0844 850 4685

Note: All routes and motive power correct as this page went to press. However, tours are subject to alteration or cancellation at short notice.

BEST FORGOTTEN?

Summer's steam finale was a dud

Earl of Mount Edgecumbe's failure (see previous pages) might have been the biggest eyebrow raiser, given its rarity - but the 'Castle' certainly wasn't the only engine to sit down in September.

As steam's *annus horribilis* continued, both 'Battle of Britain' 4-6-2 No. 34067 *Tangmere* and Fowler/Stanier 4-6-0 No. 46115 *Scots Guardsman* added to steam's tally of breakdowns - the 'Rebuilt Scot' having failed at Rugby with an overheating axle on September 17, the 'Bulleid' at Reading on Saturday, September 26.

Added to headlines that included trains being cancelled through problems being thrown up by gauging (see separate story), as well as *Tangmere* hitting the buffers at Weymouth on September 5 - it was a month we can be glad to see the back of.

I understand it was a heating axle that stopped No. 46115 at Rugby as it returned the Steam Dreams 'Lakes Express' multi-day tour to London.

That trip, which as the name suggests took passengers to the North West's gorgeous Lake District, had also involved *Duchess of Sutherland*. Fortunately, a diesel on the back to drag the train out of Euston meant it could continue - but the loss of a tail engine meant it terminated at Watford Junction rather than the London terminus, with punters travelling the last 17 miles by service train.

Knock-on effect

In a sense, the greatest disruption wasn't on that day, but the following one. With the 'Scot' also planned to haul the Railway Touring Company's Ealing Broadway-York 'Yorkshireman' on September 18 - a trip that majored on having a 'Scot' on the Midland Main Line - the tour ended up being cancelled at the shortest notice it's possible to give.

It was the normal service that rescued passengers on September 26 too, when *Tangmere* was failed with the Railway Touring Company's 'Cotswold Venturer' that had taken it through Worcester and over

Sapperton earlier in the day; as a more light aside, the 'Battle of Britain' had passed 'Hall' 4-6-0 No. 4965 *Rood Ashton Hall* just outside Worcester Shrub Hill in what's still a pretty rare occurrence. That was a welcome bit of levity in a month inevitably dominated by the more negative headlines.

For with gauging as well, the number of trains not going close to plan reaches eight - or getting on for two a week.

The tally? By my reckoning with one day of September still to complete at the time of writing, it's three trains with engines that failed to finish their jobs (Nos. 46115, 5043 and 34067), one job cancelled due to the booked locomotive being unavailable (No. 46115), and four trips either cancelled or at least partially diesel-hauled due to gauging. That list doesn't include trains cancelled for other reasons, or the 'Jacobite'.

Better luck in October...?

“ It was a month we can be glad to see the back of ”

No. 34067 *Tangmere* crosses the River Avon at Eckington with the return 'Cotswold Venturer' on September 26.
RALPH WARD

WHAT'S THE PERFECT FIT?

GAUGING WORRIES MAY SUBSIDE

Network Rail has given hope that the gauging problems that stopped *Duchess of Sutherland* running along the Great Western Main Line on September 3 and 10 will not be a long term problem.

"Hopefully this is a short term issue and more checks are needed," NR said in response to questioning about the primary main line ban on the Stanier 4-6-2. Things became rather heated in early September just after the last *Steam Railway* went to press, when Steam Dreams announced it would have to diesel-haul its Rugby-Bristol train on the GWML section of its route; the following Victoria-Cardiff train on September 10 was cancelled. Final confirmation that the 'Duchess' would not be able to run came only on September 2 - the day before the first of the trips.

Said NR: "West Coast was informed on August 28 that there were gauging problems and further checks were needed. It was confirmed on the following Tuesday [August 2] that the train would definitely not be able to run all the way to Bristol with No. 46233 because the gauging check had highlighted a number of prohibitions. As a result, the

steam locomotive came off before the train proceeded down the Great Western main line under diesel power." According to Steam Dreams, No. 46233 threw up no fewer than 17 'prohibits' on the GWML. NR wouldn't confirm that figure, but did say there were "a number of locations where the gauging information suggested the steam locomotive wouldn't fit through platforms".

Under NR's rules, charter train bids are meant to be submitted 12 weeks beforehand - at what is known as 'T-12'. In its defence, the infrastructure company says this bid was received late - June 23 was slightly over ten weeks before the trip. However, Steam Dreams' Marcus Robertson is impatient with late bids being a reason for finding out at the last minute, because "we get the timings and gauging for everything really late at the moment anyway!"

But timing is one thing. The other is the perhaps more fundamental point of how big the railway should be - and why an engine such as No. 46233 should be prohibited in so many places. It's true of course that much of the Great Western Main Line is a building site right now, as the delayed project to deliver electrification continues.

The six-mile section through Bath and including Box Tunnel and Sydney Gardens only opened on September 1, two days before the first trip was due to run.

According to NR, 163,950 tons of spoil was removed, Bathampton Junction completely rebuilt, and nearly 23,000 sleepers replaced. However, it has been done to lower the track for electric wires. So in other words, if anything it's surely enhanced the gauge?

NR responds that it "must apply a certain standard very rigidly when assessing gauging data to ensure we protect our passengers and property. But we are, however, working closely with our partners to improve our cross-industry working practices to avoid this happening in future."

This, for sure, is a topic we'll return to.

■ Steam Dreams' proposed trips with 'Hall' No. 4936 *Kinlet Hall* (September 27 and 29, Westbury-Kingswear and back as far as Exeter/Taunton) were also to be stymied by gauging - the first went with a diesel, with the second to be rescheduled. 'Halls' are notoriously gauge unfriendly - being particularly wide across the cylinders - but No. 4936 did run from the Severn Valley to the West Somerset in May last year.

“Final confirmation that the ‘Duchess’ would not be able to run came only on the day before the first of the trips”

TopLink

MAIN LINE PERFORMANCE ANALYSIS



The opportunity to depart from Euston once again behind a 'Princess Coronation' was too enticing a prospect to ignore, so Steam Dreams' 'Lakes Express' on September 14, with No. 46233 *Duchess of Sutherland* at the head of an 11-coach rake, weighing 410 tons gross, was eagerly anticipated. The train was being run to commemorate the 50th anniversary of the final journey of BR's 'Lakes Express', which was one of the last regular 'Duchess' turns out of Euston. In BR days, the train ran through to Windermere and engines would have been changed at Crewe, since

'Duchesses' were too heavy for the branch. The Steam Dreams 'Lakes Express' was a multi-day tour departing on a Monday, when the intensity of ordinary weekday services on a busy main line makes pathing special trains a problem.

Although the train was scheduled to terminate at Penrith on the first day (Windermere not being practicable with steam any more) it was to attach a diesel locomotive *en route* at Carnforth to facilitate return of the empty stock to West Coast Railway's base at Carnforth. Unfortunately, it was not convenient for me to travel beyond Crewe on this occasion.

Revised schedule

The original schedule from Euston to Crewe, issued by Network Rail, including pick-up stops at Milton Keynes and Northampton and a 20-minute water stop at Rugby, was a dilatory 4hours 7mins. However, only three days before the tour was due to run, Network Rail issued a revised schedule, which meant leaving Euston 6mins earlier and arriving at Crewe 11mins later than previously shown, severely blunting my enthusiasm! The train was scheduled to use the slow speed Down Relief line in the Willesden/Wembley area, which entailed diving under the Main and Slow lines near the biscuit factory to

← No. 46233 *Duchess of Sutherland* makes a powerful presence in Carlisle station at 10.00pm on September 14 as it waits to depart with the empty stock of the 'Lakes Express' to Carnforth. HOWARD ROUTLEDGE

A stroll in the park for the 'Duchess'

emerge at the side of Wembley Yard (a route regularly covered by East Croydon to Watford and Milton Keynes services operated by Southern, which come off the West London line). The net effect of this altered routing was to extend an already over-generous 69min schedule for the 49.80 miles to Milton Keynes to 84mins, at an average of 35.5mph!

In these circumstances, all one can hope for is a very late start, or late running by service trains that may create a gap in the timetable for the steam special to exploit, if the signallers are on the ball, as it were.

Alas, there was no such serendipitous event; the train departed 1min late from

Platform 2, winding across the entire layout up the 1-in-70 gradient on wet rail in a series of ladder junctions to gain the Down Fast line at Camden as far as Willesden West London Junction. To rub salt into the wound, no sooner had we negotiated Lower Park Street Tunnel than the 'Duchess' was unable to keep her feet and slipped to a standstill for 2mins. West Coast Railways' Driver Ray Poole handled this brilliantly, setting back slightly before restarting slowly up the gradient. The Euston-Milton Keynes section was completed in 81mins 51secs but is not worthy of tabulation, so a description will suffice. →

TABLE 1

14/09/15

MILTON KEYNES - CREWE 'THE LAKES EXPRESS'

TRAIN 1Z33 09.51 Euston-Penrith

LOCOMOTIVE

'Princess Coronation' 4-6-2
No. 46233 *Duchess of Sutherland*

VEHICLES / TONS TARE / TONS GROSS

11 / 380 / 410

TRAIN CREW Driver Ray Poole, Fireman Simon Scott

CONDITIONS Intermittent light drizzle and rain

TIMED FROM 10th coach

DEPARTURE On time

| Dist. (miles) | Timing Point | Sched. mins | Actual mins. secs | Speed mph |
|------------------|-----------------------------------|----------------|-------------------------|----------------|
| 0.00 | MILTON KEYNES CENTRAL | 0 | 0.00 | - |
| 2.60 | Wolverton | | 4.30 | 57½ |
| 4.95 | Castlethorpe | | 6.51 | 61½ |
| 6.70 | Hanslope Junction South | 9 | 8.36 | 60 / 60½ |
| 10.10 | Roads | (#1) | 11.58 | 60 / 69 |
| 14.20 | Hunsbury Hill Tnl - S. end | | 5.44 | *59 |
| 14.85 | Hunsbury Hill Tnl - N. end | | 16.31 | *42 |
| 16.05 | NORTHAMPTON | 20 | 19.22 | - |
| 1.40 | Mill Lane Junction | | 4.06 | 45 |
| 3.95 | Church Brampton | | 7.15 | 52 |
| 6.15 | Althorp Park | | 9.43 | 54½ |
| 9.60 | Long Buckby | 13 | 13.29 | 56½ / 58½ |
| 11.90 | Milepost 77¼ (Summit) | | 15.52 | 56½ |
| 13.40 | Crick Tunnel - South end | (#1) | 17.20 | 65 |
| 15.05 | Kilsby & Crick | | 18.48 | 68½ |
| 17.90 | Hillmorton Junction | 24 | 22.04 | *38 |
| 19.05† | RUGBY | 27 | 24.22 | - |
| 2.45 | Newbold | | 4.30 | 48 / *45 |
| | | | sigs | *43 |
| 5.55 | Brinklow | 8 | 8.03 | 62½ / 65½ |
| 8.85 | Shilton | | 11.10 | *60 |
| | | | sigs | *45 |
| 10.90 | Bulkington | | 13.39 | 48 |
| 14.55 | Nuneaton | 19 | 17.32 | 65½ / 68½ |
| 19.75 | Atherstone | | 22.18 | *60½ |
| 23.95 | Polesworth | | 25.58 | 72 |
| 25.45 | Milepost 108 (Armington Junction) | 33½ | 27.15 | 71 |
| 27.45 | Tamworth | | 29.00 | 63½ / 66½ |
| 30.95 | Hademore | | 32.16 | 63 |
| | | | eased | 49 |
| 33.70 | Lichfield (Trent Valley) | 40½ | 35.20 | 50½ |
| 38.45 | Milepost 121 (Armitage) | | 40.16 | 67 / 70½ |
| 41.70 | Rugeley | 47½ | 43.09 | 67 |
| | | (#1) | | |
| 44.55 | Colwich | 51½ | 45.46 | 63 / 65 |
| | | | sigs | |
| 46.85 | Milford & Brocton | 54½ | 48.07 | *45 |
| | | (#10) | 57.29 65.55 | sig stop *0 |
| | | | pws | *18 |
| 51.00 | Stafford | 70½ | 72.04 | 22 |
| 54.25 | Great Bridgeford | | 76.29 | 56½ |
| 56.30 | Norton Bridge | 76½ | 78.39 | 58 |
| 58.70 | Badnall Wharf | | 81.06 | 60 |
| 60.80 | Standon Bridge | | 83.08 | 61½ |
| 63.30 | Stableford | | 85.36 | 62½ |
| 65.00 | Whitmore | | 87.16 | 59½ |
| 66.95 | Madeley Junction | 88½ | 89.12 | 63 |
| 70.65 | Betley Road | (#2) | 92.28 | 71½ |
| | | | sigs | *48 |
| 73.75 | Basford Hall Junction | 97½ | 95.45 | *34½ |
| | | (#4) | 98.44 104.48 | sig stop *0 |
| 75.20 | Crewe South Junction | | 107.32 | 18 / *6½ |
| 75.50 | CREWE | 106½ | 109.30 | - |

* Denotes speed restriction

(#) Recovery time (in minutes)

† Distance to 'new' platform 1 at

Rugby, 0.05 miles north of

station centre

Arrival 3mins late

Green lights

Despite the contretemps leaving Euston and a 1min signal stop on emerging from the underpass at Wembley, the train was ½min early passing Harrow & Wealdstone. Double yellows sighted at Bushey were the prelude to continuous checks until just before Tring, following the 10.04 Euston-Tring all-stations service that would have overtaken us while we were meandering round the Wembley area. At last green signals beckoned and the 'Duchess' accelerated down the tempting 1-in-333 gradient from Tring summit to attain a maximum of 71mph at Ledburn Junction before braking to 27mph for a clearance restriction through Linslade Tunnel. Recovering, Ray Poole worked No. 46233 up to 66½mph before Bletchley.

Table 1 shows the Milton Keynes-Crewe section of the journey. As far as Rugby we were mercifully free of signal checks. The 'Lakes Express' of the 1960s would, of course, have taken the direct line from Roade to Rugby via Weedon, but no paths have been available that way for 75mph steam for several years so routing via the slightly longer, though more steeply graded Northampton loop is the norm. From Castlethorpe there is a gentle rise at 1-in-376 and 1-in-410 to Hanslope, then at 1-in-330 to a minor summit at Roade where the Northampton line diverges from the main line. A drop in speed only from 61½mph at Castlethorpe to a minimum of 60mph at Roade was good, if unexceptional. In comparison, *Duke of Gloucester's* performance in 2011 shown

“ A ten-minute recovery time between locations 4.15 miles apart! ”

in SR445's 'Top Link' (Table 2) was in a different league, with a minimum of 67mph at Roade hauling almost 100 tons more.

The ensuing 1-in-200 down to Northampton produced a maximum of 69mph and we rolled in just inside the 20mins scheduled. From here the 19.05 miles to Rugby's 'new' Platform 1 (post-reconfiguration of the layout) was scheduled in an unambitious 27mins, which No. 46233 cut by 2¼mins. The main point of interest on the journey from the performance angle is the long climb at 1-in-230 from Northampton to Long Buckby, where there is a level half-mile before the gradient resumes to a summit at Milepost 77¾.

Poor coal

Looking back to the runs of *Clan Line* and *Duke of Gloucester* in SR445, where the minima were 44 and 67½mph respectively at the summit, No. 46233's speed of 56½mph was perfectly respectable with the train running on time. I ought to mention, in defence of *Clan Line*, that what I ascribed to easing in order not to run too far ahead of schedule (Northampton having been passed 6mins early) was, I have learned since, due to a patch of poor coal that caused pressure to drop to around 160lbs/sq in at that point.

After taking water at Rugby, No. 46233



set off on time for Crewe on a schedule of 106½mins for the 75.50 miles (an average of 42.5mph). This incorporated 17mins of recovery time including a ten-minute 'block' between Milford and Stafford, locations which are only 4.15 miles apart! It can be seen from Table 1 that signal checks intervened whenever the locomotive got into speed, yet by Tamworth we were 6mins ahead of time. The maximum on the entire journey was 72mph at Polesworth and this, together with a maximum of only 71½mph on the descent from Whitmore to Crewe, leads me to believe that the speedometer may have been reading high.

GAUGING SHOULDN'T BE A P

Network Rail is obviously under pressure for devising schedules for the plethora of advertised steam specials for which the operators have to give 12 weeks' notice of itinerary and motive power.

It is, unfortunately, often the case that final schedules are confirmed only days before the trains concerned are due to run, leaving inadequate time for charter operators to come back with any points of concern and perhaps allow for alternative solutions that better meet the customers' requirements. As a monopoly provider Network Rail is in a dominant position, but ought not exploit this unreasonably.

It appears that there are real issues too, over gauging, which has often delayed finalisation of schedules. There seems

to be considerable variation in applying standards between the various geographical sectors of Network Rail as the regional directors now have more autonomy.

I learn that the western division recently produced a list of over 70 restrictions and 17 prohibitions for *Duchess of Sutherland*. The Berks & Hants line was particularly affected and caused the steam section of a Rugby to Bristol train with No. 46233 on September 3 to be truncated to Southall, with the rest of the journey, all the way back to Rugby, diesel-hauled. The Victoria-Cardiff via Gloucester train with

the same engine, scheduled for September 10, had to be cancelled altogether for gauging reasons and because no alternative locomotive was available. It is unfair to expect charter operators to bear the costs of cancellation and consequent additional work notifying customers if the timescales for advising schedules are not being observed.

Gauge issue

As a former railway operator, I find it hard to understand why gauging is such an issue. Thankfully these days it can usually be done

“ A kinetic envelope needs to be developed for steam locomotives and these standards applied across the board ”



By the time we got to Milford Junction, the train was still running 6mins early and we had reached the point where the 10-minute lump of recovery allowance in the schedule referred to earlier came into play. We were stopped at signals for 8½mins and crawled towards Stafford where there was a 30mph permanent way slack, which we negotiated at 18mph. Thus we were actually 1½mins late passing Stafford but would easily have recorded a punctual arrival at Crewe had it not been for a 6-minute signal stop waiting to cross to Platform 12, where our eventual arrival was 3mins late - scant reward for Ray Poole and his Fireman Simon Scott's efforts.

↑ The 'Lakes Express' arriving at Oxenholme, though sadly not to be split into the Windermere, Penrith and Workington portions... Duchess of Sutherland looks the part at the head of the Steam Dreams tour on September 14.
EDDIE BOBROWSKI

TABLE 2

BELFAST CENTRAL - PORTRUSH 'THE PORTRUSH FLYER'

TRAIN T490 11.37 Belfast Central-Portrush

LOCOMOTIVE Class 'V' Compound 4-4-0 No. 85 Merlin

VEHICLES / TONS TARE / TONS GROSS 7 / 225 / 245

TRAIN CREW Driver Noel Playfair, Fireman Anto Dargan, Inspector M. Buchanan

TIMED BY Joe Cassells

DEPARTURE On time

| Dist. (miles) | Timing Point | Gradient 1-in-{n} | Sched. mins | Actual mins, secs | Speed mph |
|------------------|------------------------|----------------------|----------------|-------------------------|--------------|
| 0.00 | BELFAST CENTRAL | 50R | 0 | 0.00 | - |
| 1.20 | Yorkgate | L | 5 | 6.12 | 37 |
| 4.40 | Milepost 3 | L | | 9.41 | 60½ |
| 5.90 | Whiteabbey | 102R / 78½R | | 11.07 | 52 |
| 6.30 | Bleach Green | 78½R | 11½ | 11.37 | 48½ |
| 7.70 | Monkstown | 78½R | 15 | 13.29 | 35½ |
| 8.60 | Mossley | 78½R | | 15.20 | 26 |
| 9.00 | Mossley West | 78½R | | 16.16 | 24½ |
| 12.75 | Doagh | 169F | | 21.45 | 62 |
| 14.25 | Milepost 15 | 178F | | 23.11 | 63 |
| 15.80 | Templepatrick | 431F | 26½ | 24.40 | 61½ |
| 17.90 | Dunadry | 119F / 290F | | 26.44 | 63 / 59½ |
| 19.20 | Muckamore | 735F | | 28.06 | 52 |
| | | | | sigs | *35 |
| 21.85 | ANTRIM | 196F | 36½ | 34.09 | - |
| 3.40 | Cookstown Junction | 213R | | 5.40 | 49½ |
| 5.40 | Milepost 27 | 361F | | 7.54 | 59½ |
| 6.40 | Milepost 28 | 361F | | 8.58 | 57 |
| | | | | pws | |
| 11.65 | Ballymena | 119R | 17 | 15.33 | *43 |
| 13.40 | Milepost 35 | 101R | | 17.48 | 42 / 40 |
| 14.70 | Cullybackey | L / 158R | | 20.12 | *34 |
| 16.90 | Milepost 38½ | 150R | | 23.15 | 45½ |
| 19.35 | Glarryford | L | | 26.23 | 50 |
| | | | | sigs | |
| 21.55 | Killaglan | 141R | 30 | 32.21 | *5 |
| 24.30 | Dunloy | 168F / L | | 36.04 | 59½ / 63 |
| 28.75 | Ballyboyland | 139F | | 40.13 | 62 / 63 |
| 31.60 | Ballymoney | 114F / 379F | 42½ | 43.10 | *29 |
| 35.25 | Macfin | L / 109R | | 48.21 | 63 / 59½ |
| 36.40 | Milepost 58 | 142F | | 49.15 | 63 |
| | | | | sigs | *9 |
| 39.90 | COLERAINE | 418R | 55½ | 56.42 | - |
| 1.25 | University | 121R / 179R | | 3.19 | 32 |
| 3.25 | Portstewart | 202F / 187R | (#4) | 6.43 | 50 |
| 5.50 | Dhu Varren | 589F / 122F | | 10.20 | *13 |
| 6.00 | PORTRUSH | 76F / L | 17½ | 13.44 | - |

BIG ISSUE

using computerised data, without the need for measurement on the ground.

The dimensions of all main line certificated locomotives must already be held in Network Rail's database. Therefore it must be changes on the ground that cause potential problems. It seems to me that we need a kinetic envelope for steam locomotives (taking the widest and highest dimensions and those at cantrail and platform height) and these standards applied across the board, so when physical work on the track is done (tamping, and so on) the operatives on the ground have a template that cannot be compromised.

I cannot believe that whenever a freight train is run with a Class 68 or 70 diesel the route has to be gauged first.

'Portrush Flyer' a magic run

I devoted my 'Top Link' article in SR442 to Ireland and the RPSI's 'South Munster' railtour.

This time I want to look at the operation of the RPSI's 'Portrush Flyer' that ran on three Sundays this summer, all hauled by Glover Class 'V' compound 4-4-0 No. 85 *Merlin*, whose genesis and physical characteristics were given in SR442. As a GNR (I) engine, *Merlin* would have been a stranger to the lines of the former Northern Counties Committee (whose parent company was the LMS) and whose network covered the northern part of Ulster. I have received from my correspondent Joe Cassells details of some excellent running on this train and have

selected a run in the Down direction as set out in Table 2, on which the crew comprised the vastly experienced Noel Playfair with Anto Dargan firing and Inspector Buchanan keeping a watchful eye on things.

The 'Portrush Flyers' have been running for the past five summers after a gap of some years. Usual power has been the Class 'WT' 2-6-4T, better known as a 'Jeep', No. 4, but this was under overhaul. Apart from *Merlin*, the RPSI has two further 4-4-0s. Both inside cylinder machines, Class 'S' No. 171 *Slieve Gullion* and Class 'Q' No. 131 may take turns on the 'Portrush Flyer' in future.

Firstly it is appropriate to describe the line itself, which after sweeping along the shore of Belfast Lough to Whiteabbey →

turns west towards Antrim at the northeast corner of Lough Neagh. Then it goes practically due north to the Atlantic Coast at Portrush, a distance of 67¾ miles from Belfast Central. Stops are made at Antrim and Coleraine, where water is taken on. The line is single almost immediately over the Dargan Bridge across the River Lagan, followed by a loop at Donegall Quay. Double track then applies from Yorkgate only for the 6½ miles as far as Monkstown, then it's single for the rest of the way with crossing loops at Antrim, Ballymena, Killagan and Coleraine, where the line to Londonderry diverges to the west. Given that nowadays there is an hourly diesel multiple unit service between Belfast and Coleraine on Sundays, with an hourly frequency on the Portrush branch too, it is evident that slick operation of the 'Portrush Flyer' is required to avoid delays to service trains. The total scheduled running time is 109½mins, with the current steam speed limit on NIR of 60mph. This compares with 80mins in 1938 when the train was booked non-stop over the 62½ miles from Belfast York Road terminus to Portstewart in 74mins. In 1938, express trains on the route were worked by Class 'W' 2-6-0s, a tender version based on Fowler's 2-6-4T for the LMS, but with 6ft 0in driving wheels.

In the loop

The railway geography of Belfast was dramatically altered in 1976 with the opening of Belfast Central station and, in 1994, upon

completion of the cross-harbour link line, the diversion of trains formerly using the NCC terminus at York Road to Central. The site of York Road station is nowadays part of the NIR depot and workshops and a new through-station, Yorkgate, was opened in the vicinity.

The line is level for the first 3 miles. Then comes a 6-mile climb, mostly at 1-in-78½ to Mossley West. This is the Greenisland loop, a cut-off line opened in 1934 to avoid trains bound for Antrim and the north having to reverse at Greenisland itself. With its seven-coach train weighing 245 tons gross, *Merlin* achieved a creditable 60½mph before

“Slick operation of the ‘Portrush Flyer’ is required if delays to service trains are to be avoided”

encountering the steep gradients of the Greencastle loop but was not taken hard on the climb, falling to 24½mph at the summit. Distances on the line from Belfast are measured from a datum at the former York Road terminus and then via Greencastle, so the mileposts don't relate to the current route south of Mossley West. From the summit here the line falls to Antrim. I have indicated gradients in the log in Table 2. Speed had to be held back to respect the 60mph limit on the descent, but Antrim was still reached well inside schedule. From Antrim, the line follows the broad valley

of the River Main with a general uphill tendency as far as Dunloy.

It then descends to Ballymoney and soon joins the valley of the River Bann, followed down Windy Hall bank to Coleraine.

With the new hourly DMU service it is not possible to path a water stop at Ballymena. Despite its lower water capacity, the 'Jeep' 2-6-4T No. 4 has successfully run to Portrush without problems in the past. The heavy slack at Killagan loop was to cross the 11.33 Londonderry-Belfast and exchange tokens for the single line. A signal check coming into Coleraine prevented a punctual arrival there, but the 4mins recovery time in the onward schedule to Portrush enabled a punctual arrival at destination. **SR**

Correction

Regrettably, there were some errors in the final paragraph of 'Top Link' in SR445, describing *Galatea*'s performance between Appleby and Ais Gill, where I wrongly attributed the run to Gordon Hodgson and No. 45231. It was Mick Rawlings on *Galatea* who needs to be credited. The tabulations were, however, correct.

Acknowledgements

I am grateful to correspondents who have supplied details of recent runs - Alastair Wood, Sandy Smeaton, Joe Cassells, Ian Wilson, John Rule and Bill Long. I am always pleased to receive such details to consider for inclusion in 'Top Link' columns. They can be e-mailed to mthedderly@btinternet.com



GNR(I) 4-4-0 No. 85 *Merlin* climbs the 1-in-75 gradient at Mossley with the outward-bound 'Portrush Flyer' on August 9.
JOHN FRIEL

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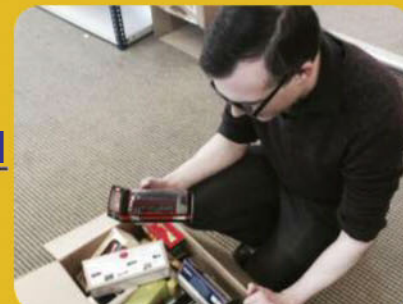
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Running Fire

STEAM'S INSIDE STORIES



Left on the SHELF

WHY YOUR RAILWAY BOOK COLLECTION
MAY BE NEXT TO WORTHLESS



Merged images showing Alnwick station's Platform 1 both as it was in 1960 (in black and white) and as it is today (in colour), the home of Barter Books, one of the largest second-hand bookshops in the country. The two-coach shuttles over the 2.75-mile branch from Alnmouth to Alnwick were dominated by Alnmouth-based 'K1' 2-6-0s until 1958, when two-car Metro-Cammell sets (Class 101) took up a share of the work. For best effect, try squinting through one eye. MONTAGE BASED ON A CONCEPT BY DAVID JONES

When it comes to selling a treasured railway book collection, the gulf between financial and sentimental value can come as a shock. *Steam Railway* investigates why sometimes you can't even give books away...

It may not be politically correct to say so, but the brutal truth is that the vast majority of people who buy *Steam Railway* and the other railway monthlies are now the 'wrong' side of 60 - and a good many are much older than that.

If it wasn't for the fact that 80 is the new 60, we'd all be in very serious trouble!

Our nucleus, of course, draws mainly from the national preoccupation for trainspotting in the post-war years and the post-Nationalisation era, and, to greater or lesser degrees, our habits in later life have followed a very similar pattern too.

We consider that steam is as much in our blood and our DNA as ever it was, and so, loyal to the cause, we cheerfully(?) pay our annual membership subs to the steam railway(s) we support, occasionally (though not often enough) put in a volunteering stint, indulge in the grand tour of Great British steam heritage lines and railway museums, take copious photographs and videos, ride the occasional main line steam charter, and demonstrate to our loved-ones that through it all our affections for them have never wavered - by taking them on railway-oriented holidays to other parts of the globe!

The rich kids among us also dabble a bit in railwayana, sometimes at £20,000, £30,000 or £40,000 a throw, while others have really gone over the edge in the hallucinatory belief that to own and run a steam locomotive or item(s) of rolling stock, is a smart and sensible thing to. And if you have a bottomless money pit, it absolutely is!

Gentlemen, we salute you, unconditionally. Where would we be without you?

The other thing that we do - all of us - is buy railway books. Millions of 'em.

The end of BR steam in the late 1960s may have signalled the end of trainspotting as we knew it, but it opened the door to a welter of nostalgia in all its published forms - from branch line studies to enginemen's reminiscences and picture albums, and even, as highlighted in 'Running Free' last month, reprints of the exalted Abes and Combined Volumes in which we fervently recorded our priceless 'cops'.

Boom... and bust

The railway publishing industry has boomed these past four or five decades, with the mainstream book publishers regularly and rapidly expanding their title lists, while many new small publishing houses have weighed in to secure their share of that buoyant and burgeoning market.

What does this all mean to you?

Well, if you're an average, middle-of-the-road enthusiast, it's probable that you're now the proud possessor of a substantial and weighty book collection, numbering from perhaps a few dozen titles, to as many as one or two thousand.

If you were to tot up the cover prices, you might be surprised to discover that over the years, in building up your personal railway library, you've spent substantially into four - and perhaps into five figures.

Somewhere in the back of your mind you've been incubating a comfortable feeling that you're nursing →



a valuable collection of railway literature - a nest egg that one day you or your dependents may look to cash in. Or perhaps you're wedded to your railway books and just want to slim down the collection for space and storage reasons. Or maybe you'll want to downsize your house or home, and recognise you can't take all your books with you.

You might, therefore, be shocked to learn that your 'priceless' book collection could actually be next to worthless, or that the second-hand railway bookseller who you imagined would smilingly hand you a nice cheque in return for a shed-load of railway titles, actually isn't interested in most of what you have to sell.

The penny drops

I suspected that all was far from well in the pre-loved railway books market when a few months ago I discovered I could buy a 1947 first edition of C. Hamilton Ellis' *The Trains We Loved*, online from Amazon, for just a penny, plus £2.80 postage.

Of the 36 railway books that Hamilton Ellis both wrote and illustrated with his own paintings, *The Trains We Loved* is widely held to be his *magnum opus*.

Yes, it's true that in 2015 there's limited interest in one man's recount of the trains that ran in the period leading up to World War One, more than a century ago. But the book is beautifully crafted by an articulate wordsmith, and as a young trainspotter in the 1950s, its superbly evocative title helped persuade me that it was perfectly acceptable and

↑ The perfect ambience for a second-hand bookshop selling railway titles. Through the doorway, the former waiting room on Alnwick's centre island platforms has been adapted by Stuart and Mary Manley as a snug, where the public can sit, read newspapers and drink coffee in front of an open fire. How very civilised.
BARTER BOOKS

healthy for people to love trains, and to admit to it. There was a lot more to Hamilton Ellis than most people knew. He wasn't just a talented writer for Charles Klapper's *Modern Transport* magazine. He also happened to be a British spy, who was sent to Switzerland in 1940 by 'D' Section of MI6 to develop a network of saboteurs who could see to it that traffic destined for Germany never reached the border with Hitler's 'Glorious Fatherland'.

With the fall of France in June 1940, Hamilton Ellis found his route back to Blighty blocked by the German occupying troops, but escaped from Switzerland on a 'borrowed' bicycle, or so the story goes.

I digress. Cuthbert Hamilton Ellis died in 1987 at the age of 78, and it seems a pretty poor legacy for the best work of one of our most dexterous and versatile railway authors to be remaindered for a sum as paltry as 1p (plus postage).

For a more definitive picture of the health of the second-hand railway books market, and the resale value of the titles in our collections, I talked to the country's biggest trader, Robert Humm who, with the impending expiry of his lease of Stamford station house, is now in the throes of moving his vast stock of books - tens of thousands of them - to new premises on the edge of the Lincolnshire town.

Robert's message to prospective sellers is: "Please contact us if you have a collection to sell" - but the statement is quickly qualified by what seems to be rather bad news for anyone looking to reduce or dispose of their private collection of railway titles for cash.



"At present we are no longer purchasing popular and mid-range books from publishers such as David & Charles, Ian Allan, Oxford Publishing Company (OPC), Bradford Barton, Silver Link, Countryside and George Allen & Unwin. Of those we have more than sufficient to meet demand," he says, starkly.

Most other material in the way of annuals and yearbooks, children's railway books, mass market coffee table books, paperback reprints, ex-public library copies, preservation guides and stocklists, is also firmly in the 'not wanted' category.

And with the exception of certain vintage copies of *Railway Gazette*, *Locomotive Magazine* and *Railway Engineer* needed to complete customers' sets, Robert isn't currently seeking to buy in railway periodicals or magazines either, even in bound volume form.

Specialist focus

So where is the market in second-hand railway books today - and why has the bottom dropped out of the popular and mid-range titles produced and sold so successfully by the household name railway publishers over the years?

For Robert Humm, the future lies in specialist books - rare and unusual titles including classic technical works

"A number of my own books are now in the virtually worthless category, too"

NIGEL BIRD, BOOK DEALER

on steam locomotives, railway engineering and signalling, books on military railways worldwide, the rarer books on overseas railways, both in English and other languages, Railway Clearing House maps and pre-war railway timetables, and professional quality photographs.

The emphasis is very much on quality, well-researched titles and documents - a far cry from the broad mass market books on which most of our collections are based.

Says Robert: "There used to be a huge generation of railway book collectors who would routinely buy certain types of book, on a weekly or monthly basis. They were very good business for the mainstream railway publishing companies like Ian Allan, OPC (Oxford Publishing Co.) and Bradford Barton because it allowed them to produce large print runs.

Balancing the books

"But these books were always going to be of diminished value in the future - and so it has proved. These old collectors are no longer there. They are dying, and now there are simply too many books on the second-hand market trying to find a home. It has become a waste disposal problem - and that's not my role in life!

"Most people will understand that any private collection of railway books will contain some titles that are desirable, and others that are not, but it's sad when the deceased has told his wife or family that his collection is very valuable - and it turns out not to be."

I spoke to a number of other second-hand railway book dealers in different parts of the country to get a broader idea of what our individual private book collections might be worth. It isn't a joyful picture.

Lifetime steam enthusiast Nigel Bird (left) quit a career in banking to set up his railway books business in partnership with his wife Sue, and has been buying and selling railway books from his farmhouse home in Tregaron, some 20 miles south of Aberystwyth, since 1985.

He assesses: "Quality" books still sell, especially those which had relatively small print runs of say 1,000 or 1,500 copies, and high production values.

"But the second-hand railway books market is awash with mainstream books from publishers such as Ian Allan, David & Charles, Oxford Publishing and so on, because so many older collectors have been downsizing, moving into retirement homes, or dying off.

"The volume of books we've been offered in the last five years has gone through the roof.

"I always feel a bit embarrassed when the widow or perhaps the daughter of an enthusiast who has passed on, comes to us with a book collection, believing it to be of significant value, and is shocked at how little she is offered. But we're all having to re-adjust our expectations as the balance between supply and demand changes.

"The majority of collections offered to us now include a large proportion of what I call 'run-of-the-mill' railway books that are simply unsaleable. When you've got three, four, five or six copies of a particular title, you really don't want any more. ➔

↑ After some 30 years in the second-hand railway books business, West Wales-based dealer Nigel Bird contends: "The majority of collections offered to us now include a large proportion of 'run-of-the-mill' railway books that are simply unsaleable."

"The days when we bought up entire collections are over. No book dealer likes to admit to cherry-picking the quality books or rare titles from someone's collection, but that's often what it comes down to now.

"If you're paying even a token sum - say £1 each - for unwanted books as a goodwill gesture to someone selling their collection, you can quickly run up a big outlay, with little or no chance of recovering that money. So 250 unsaleable books at £1 each is £250 wasted.

"We have between 5,000 and 6,000 stock items. As a railway enthusiast I also have my own personal collection of about 2,000 books, so I'm actually in the same boat as many of my prospective customers.

"I've been self-employed for the last 30 years, and only have the state pension to look forward to - so I have tended to regard my personal book collection as something of a financial nest egg. At one time, it might have been - but not any more. A substantial number of my own books are now in the virtually worthless category, too."

Net effect

There are many reasons why popular railway books don't sell in the numbers they once did, explains Nigel - and he says the internet has certainly played a part in that.

"Once upon a time, a book was your only reference source if you wanted information on a particular subject. Now you need only to type in a few keywords into Google, or go onto Wikipedia, and much of what you're looking for will appear on the monitor in front of you. I even do this myself!

"There's also a trend now for people to divest themselves of possessions. If they have a 42in flat-screen television, a computer, a tablet and a smartphone, why would they want shelves of railway books? The emerging generation doesn't buy railway books. I would estimate that probably 80 or 90% of our customer base is well into retirement.

"It's a situation that I see reflected in the membership of many of the country's long-established railway clubs, such



“A large number of books have nil value - because nobody wants to buy them”

LINDA TINKER, RAILWAY BOOKS

as the SLS (Stephenson Locomotive Society), the RCTS (Railway Correspondence & Travel Society), and the Gauge O Guild, where the majority of members are at retirement age or above.

"I wonder whether there can still be a railway enthusiast industry in the long term. In the next five to ten years, the steam generation - those who still remember steam in everyday service - will largely have passed on, and potentially the market will be even more awash with books than it is now. Goodness knows what will happen then. It's all rather sad, but nothing is forever."

Until about two years ago, Nigel used to take a stall or stand to railway open days, shows and exhibitions on a regular basis, but as book sales fell and stall rentals increased - sometimes to as much as £250 for a weekend, or in the case of the big Warley Model Railway Exhibition at the NEC, £600-£700 - he decided that a travelling stand was no longer viable.

He made a brief reappearance with the stand at a Welsh Highland Railway special event a few weeks ago, hoping for a lift in book sales - but the sales graph barely blipped, and now he says: "That will be my last show."

Linda Tinker and her husband Rob, a one-time

↑ **Barter Books at Alnwick regularly carries around 8,000-9,000 second-hand railway titles - but as an additional hook for enthusiasts, in 1992, owners Stuart and Mary Manley laid out this amazing 'Gauge 1' model railway, which runs as three separate circuits across the tops of the bookshelves in the former NER station, for 12 hours each day. The railway also helps to stabilise the book columns and prevents them from wobbling.**

trainspotter, are relative newcomers to the field of railway bookselling, having started their business, Linda Tinker Railway Books, five years ago from their home at Cubley, near Ashbourne in Derbyshire - but they're very clear about their market.

Linda pronounces: "We're always interested in buying quality books, and we can make an offer for an entire collection, valuing every book individually, but people have to be aware that a large number of books have nil value - because nobody wants to buy them."

"We don't generally buy books by Cecil J. Allen, Paul Atterbury, C. Hamilton Ellis, Robert Adley, Colin Garratt, O.S. Nock or Brian Haresnape, and a number of other authors. That's not a comment on the quality of their work, but simply on the saleability of their books on the second-hand market, and the fact that some internet sites are selling them for pennies, plus postage. We can't compete with that."

On the other hand, Linda and Rob declare that books produced by Irwell Press, Lightmoor Press, Rail Romances and Wild Swan - generally hallmarked by the use of expert, often ex-railwayman authors, are usually of interest, while they may entertain certain titles from Oakwood Press, OPC, Foxline, Plateway Press, Bellcode - and the very scholarly histories of locomotives and lines produced over many years by the RCTS.

Giving them away

One area that they're developing - and finding a surprisingly encouraging UK demand for, is North American railway books. Explains Rob: "Books on US railroading are quite difficult to get. Shipping from the States can be quite



expensive, and there's a risk that items may be damaged in transit across the Atlantic. We're moving towards specialising in US railway books, though we're not quite there yet."

What do they do with the nil-value non-sellers which are inherited when large collections are bought? "We're fortunate to have an Oxfam shop in Ashbourne," says Linda, and occasionally we'll take O.S. Nock and several others there in a carrier bag, and donate them to the charity.

"Sometimes we will pass them to the Great Central Railway. Second-hand books have been a good income stream for the railway in the past - but I believe they now have something like 4,000 railway books stored under the stairs at Loughborough, and are wondering themselves if they'll ever get rid of them."

Barter Books at Alnwick, Northumberland, is a parlour well known and frequented by railway enthusiasts, and not least because the business is housed in the stone-built train shed that, until its closure in 1968, was the terminus of the former North Eastern Railway branch from the East Coast Main Line at Alnmouth.

Owners Stuart and Mary Manley, who started the business in 1991, have been at pains to restore many of the original features of the old station, re-instating the cast-iron fireplaces, converting the original waiting room into a reading room for customers, and even setting out a model railway which runs along the top of the many columns of bookshelves.

It's actually a general bookshop, and not exclusively railway, but Stuart Manley knows his stuff. He was the founder and original chairman of the Aln Valley Railway project which, after many testing years, finally ran its first

↑ Top: Derbyshire based railway booksellers Linda and Rob Tinker regularly take O.S. Nock and other 'unwanted' authors to the charity shop in a carrier bag - or else donate such books to the Great Central Railway. But the GCR - like many other railways - has its own stockpile of books that move off the shelves very slowly.

↑ Above: Robert Humm, Britain's biggest and best-known seller of used railway books, pictured here with wife Clare, asserts: "The days of indiscriminate buying of whole book collections are gone - but I may buy a third of someone's collection if they are the right books. The last thing I need is another 500 books that won't sell."

shuttle trains from a new station at Lionheart, beside the A1, in 2013. Despite planning and construction difficulties, the hope remains that trains will one day return to Alnwick's NER station.

Stuart knows about books that won't sell. He has two commercial size skips that are sent away twice a week for pulping, though I hasten to add that few of these are railway books, and those that are fall into the heavily duplicated category.

"We try to find railway books a home," he says "usually by giving them away to steam heritage lines or charities - but it's quite usual to find that these sources have a surplus of items too.

"My best advice to anyone wanting to dispose of good quality general railway books is to box them up and put them into a reputable auction house sale. You can always put a reserve on them of, say, £20 or £30 a box, and I'd say that most of the time they will sell."

However, he isn't quite so enamoured by internet auction sites such as eBay as a route for the disposal of unwanted books. "eBay?" questions Stuart. "Get real! By the time you've taken photographs and written a description, it's an awful lot of bother," he ventures.

Despite the overload of mass market railway publications, the demand for quality, erudite and well-researched books he insists, remains quite strong. "Yes, our audience tends to be the older collectors - but not exclusively so. We have to thank the preservation movement for what it does to bring on younger enthusiasts, and thank *Thomas the Tank Engine* too. He plays a part too, and you know how it is once you get hooked on railways..." **SR**

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Is there proof the 'Scot' swap really happened?

◆ Can we be absolutely sure that the LMS 'Royal Scot' 4-6-0 identity swap that has filled our imaginations for half a century ever actually took place?

That the original No. 6100 *Royal Scot* actually ended its life as No. 46152 (SR444) is a well-known legend. However, I have never seen, or heard of the existence of, any official LMS document to support this claim.

The Irwell Press *Book of the Royal Scots* (ISBN: 9781871608991) was compiled with access to the official Engine History Cards, and there is no evidence in these cards to support such an exchange. The later exchange between Nos. 6220 and 6229 is recorded on the relevant cards and is beyond dispute.

While it is certain that a 'Royal Scot' went

to the USA in 1933, we cannot be absolutely certain it was No. 6152 in disguise. With the passing of time we will probably never know, unless documentary proof should turn up one day.

Bob Francis, Chelmsford

◆ What a huge relief that LMS 4-6-0 No. 46100 *Royal Scot* is being turned out in its proper colour of Brunswick Green, as most people alive remember it, not that awful 'Toytown' red.

We were spotting in the late '50s and early '60s when the engine was shedded at Nottingham (16A), and was a regular on the 'Robin Hood' to St Pancras. It and other 'Scots' were celebrities as we were normally used to 'Jubilees'. Of course, *Royal Scot* was

the star turn, and the depot kept it clean, along with Nos. 46112, 46118 and 46157. We didn't know then it was really No. 46152, but who cares?

What a shame for No. 46100, languishing in a siding at the back of Nottingham shed for several months in early 1961, with vintage 0-6-0s for company and a sack over its chimney, its shedplate hanging loose on one bolt. The 'Peak' diesels had taken over.

Great credit to the people who have restored No. 46100 and hopefully got everything right.

Tony Price, by email

◆ I saw the apparently triumphant words on the front cover of SR444 saying '*Royal Scot* returns in BR green', and my heart sank. Yet

↓ It's July 1 1964, and No. 46152 is at Bangor with a Holyhead service (see letter). JOHN HOBBS



↑ The end of the road for the real *Royal Scot*... or was it? Nameless No. 46152 stands out of use at Carlisle Kingmoor shed on May 1 1965, eight weeks before it was towed to Scotland for breaking up. BOB FRANCIS

visible as it was working the heavy overnight boat trains from Holyhead to Manchester, which were frequently extended to and from Leeds. The Holyhead 'Scots'/'Patriots' could often be found at Farnley Junction during the day. I caught it on the 5.02pm Llandudno Junction on to Holyhead on July 1 1964, getting back to base in time to work overnight to Crewe/Birmingham or Leeds.

I used to be a crane inspector and it was my job to inspect the device installed in Bangor shed after it was closed by the firm of steel stockholders; the roof is built of old rail, an excellent example of re-use of material.

Bangor was also the 'home' of J.M. Dunn, Bangor's famous shedmaster and author who would interrogate young spotters before making them sign a visitors' book with their names and addresses before letting them round his shed. He always gave permission. SR444 was a fabulous issue as ever; many thanks. **John Hobbs**, by email

◆ The picture of 'Royal Scot' No. 46100 on the cover of SR444 made me remember firing it along with most of Crewe (5A) shed's engines in the '40s and '50s. I left in 1955, when it became apparent that diesels were going to take over and I had no interest in them.

It was the best part of my life to travel to Glasgow, London and many other places, and I fired for Jack Mills before he was involved in the 1963 Great Train Robbery. You did have to work hard, coming down to Tebay flat out, and filling the troughs. I had a marvellous experience with a 'Patriot' from Crewe to Carlisle, which I think was No. 45502 *Royal Naval Division*.

I am now 83 and I would love to do it all again, even with the bad steamers. My father was a fireman and driver at Crewe for 49 years. The crews then were very experienced, but are now all gone. **Geoff Hillyard**, Sandbach, Cheshire

another locomotive in drab BR livery, GWR green but minus all that company's smart brass and copper.

It seems that all our preserved engines are adopting a uniform lake of BR colours. The oft-quoted reason is that it matches their final condition, but this needn't be the case. Of course, I understand that an owner can, in reality, paint his engine any colour he likes, but please may we have some balance and see a return to company liveries.

There are two 'Scots' in preservation, praise be. If neither of these qualifies for LMS livery due to post-1948 conversion, then let one of them carry the name and number of one of the many members of that class rebuilt earlier.

John Gilbert, Cradley, Herefordshire

◆ In SR444, you covered Bangor shed and No. 46152 *The King's Dragoon Guardsman* (aka 'Royal Scot') in separate articles. No. 46152 was resident in North Wales from 1961 until transferred away to Carlisle in January 1965.

It was a regular performer on the coast (I used to live in Prestatyn) but not always

FIRING, HIRING... AND LEAVING

My experience of being a volunteer on one of our larger steam railways has led me to believe that management, or indeed mismanagement, is often a problem.

I was an active volunteer for nine years, and was aiming to be appointed a steam driver, having previously been on the footplate in the '50s and '60s. At the time, I didn't realise what was in store.

As I approached the driver's examination date, an odd thing happened. I was summoned by the general manager, who gave me a dressing down in no uncertain terms. I was accused of not doing my duty correctly with a trainee fireman under my instruction and care. I checked my diary and realised that I wasn't even on duty on the day of this apparent misdemeanour. The GM went red in the face and an apology was offered. I thought no more about it at the time.

A few weeks later, I set about my driver's examination, passing the theory but not the practical. The reasons given to me did not make any sense to me at all, and I was knocked off my feet. I decided to take the exam again; this would take a further string of firing turns but I thought things would ultimately come right for me.

The second exam date came. I sat with a locomotive inspector in his office and proceeded with the written part of the exam. An hour or so into the exam the inspector said to me, "you do know that you don't fit in here, don't you?" I looked at him and asked him what he meant by that. The inspector would not say another word.

I left the railway there and then. If our preserved railways want to pick and choose their volunteers - and I agree that some may not be suitable for some roles - then what hope is there for the future?

Alan Mitchell, by email

PRICE PRESERVATION

Now I have heard it all - for organisations to be blaming laws introduced by former Education Minister Michael Gove for a drop in revenues is quite incredible (SR444).

If that is the case on the scale claimed, schools would be half empty most of the time during term. As a grandfather who treated his family to a day out on the Bodmin and Wenford Railway, I would suggest that not many can afford the high prices charged for travel on preserved railways.

Is that the real reason for declining revenues?

David Saint, Wimborne, Dorset

NORTH AND SOUTH

It was good to see Louth South getting the exposure it deserves in SR445. What a shame there was no North North.

D.A. Brown, Deeping St James, Lincolnshire →

THE LAST 'K3s'

Like Paul Davies (SR444), I also enjoyed the article on LNER 'K3s' because I saw many of them passing through Chelmsford on freights or passenger trains in the 1950s.

In order to clarify dates of when 2-6-0 No. 61835 left Peterborough New England, it must have been after April 19 1964 because I saw it there both then and on June 1 1963. On the first occasion, it did not have the chimney extension, so it was probably about to be replaced by No. 61912.

I also observed No. 61912 inside King's Cross Top Shed on March 31 1963, fully coaled up and in quite good condition. *Steam Railway* does bring back happy memories.
Philip Alexander, Wymondham

DIRECTORY ENQUIRIES

I was interested to read from Tony Streeter in SR444 that a directory of main line steam locomotives is to be compiled, recording the loads that they will be allowed to haul over the network.

Following my recent disappointment, I hope that Network Rail will also take the opportunity to include their route availability.

I received a short notice e-mail from the Railway Touring Company, announcing that 'A4' No. 60009 *Union of South Africa* would be hauling the 'Dorset Coast Express' on August 12. Great! I had long awaited a chance to travel behind this locomotive, and booked immediately. You can imagine my disappointment on arrival at Victoria to find 'B1' No. 61306 'Mayflower' on the front.

The reason? No. 60009 had made the journey down from Crewe to London, where it was discovered that it would be out of gauge at Weymouth. The locomotive had made a 300-mile round trip for nothing; I suspect the movement might have cost quite a lot, and I had paid £125 for an experience I did not get.

I know that locomotives cannot be guaranteed, but I would have thought that Network Rail should have known about the gauging issue before the 'A4' left Crewe,

not to discover it upon reaching London. The only consolation was that 'Mayflower' put up a spirited performance on the trip.

Alan Walters, by email

STRIKE REMINDER

On a visit to the Pontypool & Blaenavon Railway I saw a sign that said, "The nearby Big Pit museum is closed due to industrial action."

Is this taking the preservation movement a step too far? Have they conserved a miner's strike along with the mine? Hopefully there won't be a steam railway strike next.

Bob Mustow, Chippenham, Wiltshire

UPSIDE DOWN FLAG

On page 66 of issue 444 there is a photograph showing No. 43106 with two flags on the front. Once again, whoever dressed this locomotive has managed to get one of them upside down.

I notice this happens frequently - the broad, diagonal white stripe should be uppermost.

Boris Durham, by email

WAVERLEY HONOURS LIST

It was good to see the extensive coverage given to the Waverley Route in SR444, the partial reopening of which is eagerly anticipated here in the Scottish Borders.

Down Main makes a number of pertinent points regarding the infrastructure deficiencies of the new Borders Railway, none of which I would disagree with. However, I would just like to correct the impression given that the lengthening of the platform at Tweedbank was somehow thanks to former SNP leader Alex Salmond's fairly recent intervention.

In fact, this was wholly due to the lobbying by the Campaign for Borders Rail, with the crucial assistance of South of Scotland MSP Claudia Beamish, that resulted in the then Transport Minister Keith Brown announcing in Autumn 2012 that he was prepared to fund extension of the platform to accommodate charter trains of up to 12 coaches.

The Campaign for Borders Rail had long been concerned at the lack of official recognition of the line's potential to attract tourist traffic in general, and charters in particular. Having been extremely disappointed at the reduction in the amount of double track compared with the 2008 design, build, finance and maintenance (DBFM) proposals (in conjunction with additional signals, the latter would have allowed diesel-hauled charters to run without requiring any cancellations of service trains), my colleague David Spaven and I were determined to salvage something from

the situation and at least get a longer platform at Tweedbank. We realised that running any trains over and above the normal half-hourly service would be problematic - weekday evenings and Sundays excepted.

Accordingly, in August 2012, David and I, together with Claudia Beamish, led a delegation to Appleby where, thanks to West Coast Railway's James Shuttleworth (who gave an on-train presentation to our group) we were able to join the 'Fellsman' and travel into Carlisle behind *The Great Marquess*. This was an eye opener for some, who had no idea of the spending

GEORGE WAS A WINNER

Thank you for solving a 50-year-old mystery. In February 1966, one G. Kinghorn was runner-up in the Railway World photographic competition with a quite magnificent head-on telephoto shot of an 'A3' at Galashiels that featured as the frontispiece that month.

He beat the likes of W.J.V. Anderson, Ivo Peters and Malcolm Dunnett. I was expecting to see a whole host of further Kinghorn pictures, but, well, that was it - a one-hit wonder. Until issue 444 of *Steam Railway*. More please, and try and track down his masterpiece.

Ian Krause, Haywards Heath

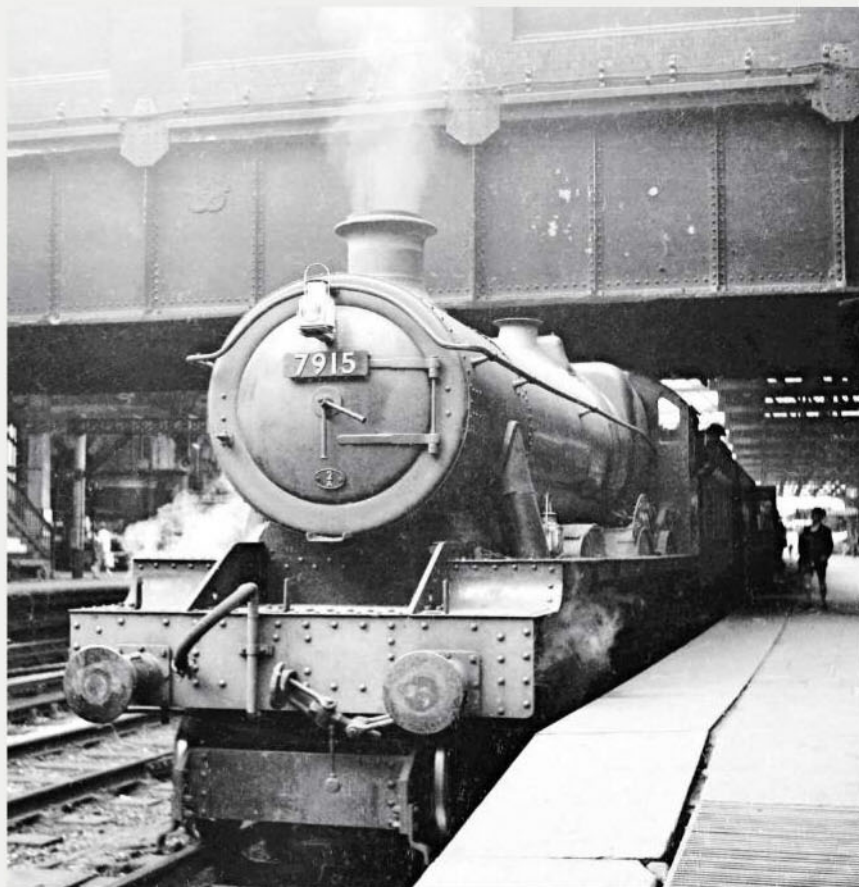
power that a charter train can bring!

On a more steam-related note, Gresley 'A4s' weren't quite as rare on the Waverley Route as Mr Streeter implies, at least once dieselisation of the East Coast Main Line really got under way in 1961 with the arrival of the 'Deltics'. Photographic evidence would suggest that through that year, and until most of the Haymarket contingent was drafted away to the Glasgow-Aberdeen line in the Spring of 1962, 'A4' appearances on Edinburgh-Carlisle passenger workings were quite frequent. On my only visit to Hawick in steam days (in August 1961) I happened to see one passing through - I think it was No. 60012 *Commonwealth of Australia*.

Between December 1963 and September 1965, when one or both of No. 60024 *Kingfisher* and No. 60027 *Merlin* (but not No. 60031 *Golden Plover*) were shedded at St Margarets, the sight of an 'A4' on Waverley freights was common - and not just on Millerhill to Carlisle wagonload freights. There is photographic evidence of their use (typically with a 'B1' or 'Black Five' pilot) on the heavy Ditton Junction to Bathgate car trains.

From speaking to Hawick enthusiasts recently, it seems that most of the 'A4s' nominally allocated to the Glasgow-Aberdeen service also turned up occasionally during this period, reflected by the fact that all but seven of the class (Nos. 60003/6/14/21/5/8/30) were seen in Hawick during BR days.

Bill Jamieson, Stow



GWR steam: run into the floor

The dreadful state of GWR-design 'Modified Hall' 4-6-0 No. 7915 *Mere Hall* (Peter Kerslake's photograph in SR444, below) illustrates the precipitate terminal decline of steam in the mid-1960s.

Just months earlier, through the summer of 1964, No. 7915 was quite smartly turned out for passenger workings out of Birmingham Snow Hill. With sister engines based at Tyseley, No. 7915 worked summer Saturday services to the South Coast and also (SX) rush-hour suburban trains from Snow Hill, of which many remained steam-hauled until September.

My photograph, taken on July 10 1964, shows No. 7915 at Snow Hill with the seven-coach 5.28pm to Knowle and Dorridge: the first stop was Acocks Green so there was a

chance for the crew to get speed up to around 50mph as they headed out through Tyseley.

Steam's sad decline was already well under way, but the photograph shows there is still a shine on No. 7915's lined green livery. The locomotive's previous 84E shed plate, denoting Tyseley, has been replaced by the LMR code of 2A, effective from 1963.

After September 1964, passenger steam out of Snow Hill was confined to a bare minimum until the final departure behind No. 6951 *Impney Hall* on December 31 1965 (No. 7915 was withdrawn in October and was broken up at Great Bridge).

Nos. 6951 and 6952 continued in use at Tyseley until December 1965, when all the 'Hall' class survivors were laid aside apart from No. 6998 at Oxford until January 3 1966.

I might also add that No. 7816 *Frilsham Manor*, shown on page 99 taking three BR 'Standard 5s' to their doom, still retained a tender clearly lettered 'GWR' when I saw it at Didcot earlier in 1965. Did any other pre-Nationalisation locomotive exhibit its original ownership at that time?

Robert Darlaston, Goostrey, Cheshire



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BOOK

A CONTEMPORARY PERSPECTIVE ON GWR SIGNALLING: Semaphore Swansong

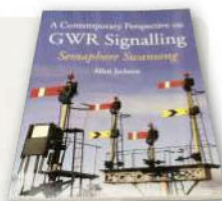
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W: www.crowood.com **FORMAT:** Softback, 7½in x 9¼in, 192pp. **PRICE:** £19.99.
ISBN: 9781847979490. **RATING:** ★★★★★

It's now 50 years since steam came to an undignified end on the Western Region, and yet the GWR refuses to die in many places - where the latest DMUs are still signalled by lower-quadrant semaphores, controlled from surviving Victorian and Edwardian 'boxes'.

The author has spent over a decade documenting the surviving enclaves of GWR

practice on Network Rail, and in addition to such well-known locations as Worcester and Shrewsbury, there are others that you might not be aware of, like Greenford East - still not modernised despite being deep in West London. All are well-illustrated, with pictures that look surprisingly good, despite the dreadful paper.

A must for signalling aficionados, though it might be of even more use to photographers, as a guide to where main line steam can still be captured with authentic trimmings. (TJ)



BOOK

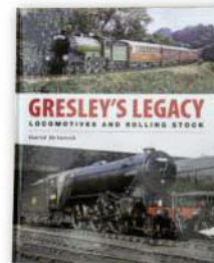
GRESLEY'S LEGACY

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FORMAT: Hardback, 10¼in x 8¼in, 160pp.
ISBN: 9780711034617.
PRICE: £25. **RATING:** ★★★★★

It may be well-trodden ground, but it's still good to have a decent compendium of the work of the CME of the Great Northern and LNER from 1911-41.

Gresley learned the ropes on the western side of the Pennines, and it is hard to imagine him either in a Horwich drawing office, or as summer running shed foreman at Blackpool. He succeeded Henry Ivatt at Doncaster on a starting salary of £1,800 (£190,000 today).

All of Gresley's 23 locomotive classes (1,536 engines) - plus another 445 in 13 classes of rebuilds - are discussed in some detail, especially the flagship 'Pacifics' and their performances. There is also good coverage of the fleet of 6,300 coaches and countless freight wagons. The unanswered question is: but for Gresley's sudden death, would we have had 410 'V4' 2-6-2s instead of Thompson 'B1s'? (HJ)



EBOOK

THE RAILWAYS OF ENGLAND

By W.M. Acworth. Published by Steemrok Publishing.
W: www.steemrok.com. E: editor@steemrok.com
FORMAT: Kindle edition, 420pp. **PRICE:** £4.95.
RATING: ★★★★★

TOP RATED ITEM

In 1890, economist William Acworth's *The Railways of England* was published to compare the incipient years of steam-powered railways during the first half of the century with the 'modern' English rail system. Today, in a digital format readable on everything from computer to tablet to mobile phone, Acworth's investigation has grown in value thanks to what it can reveal about attitudes towards rail travel at the end of the Victorian age. Little of the original text has been altered by Steemrok, but a new introduction

allows us to reflect from the not-entirely safe distance of austere 21st century Britain.

Acworth assesses the principal railways of his country - from Manchester, Sheffield and Lincolnshire to the North Eastern, Great Western and London, Brighton & South Coast - in concepts and language strange yet intelligible to the modern enthusiast. In our age of threatened agricultural productivity, when cows are herded through supermarkets in protest, it's sobering to hear of the benefits the railways brought to rural areas only just out of reach of living memory. A classic of railway social and technical history revived for this millennium. (CJW)



BOOK

RAILWAY ATLAS THEN & NOW

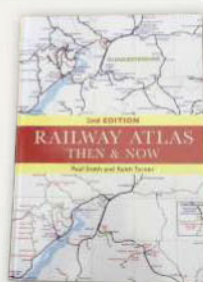
By Paul Smith and Keith Turner. Published by Ian Allan, Riverdene Business Park, Hersham, Surrey KT12 4RG. T: 0844 245 6944. W: www.ianallanpublishing.com
FORMAT: Hardback, 12in x 8in, 120pp. **ISBN:** 978 07110 38332. **PRICE:** £20. **RATING:** ★★★★★

When examining an atlas of the pre-1923 UK railway network, one often wonders what became of the routes that were closed, and what roles they still perform today.

This book has many of the answers. The original, complete network is on the left-hand page and what's still in operation on the right. We can then easily compare the old and new, and work out what redundant formations have

been converted into new roads, cyclepaths, or best of all, private steam lines. Some stations have been converted into museums or hotels, others empty spaces.

The first edition in 2012 was a runaway success; this one is 20% larger and easier to read, with better colour coding, all stations listed, and new lines under construction. This is a book to read and read and keep beside you - it's far too good to park on the bookshelf. (HJ)



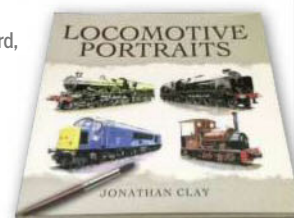
BOOK

LOCOMOTIVE PORTRAITS

By Jonathan Clay. Published by Pen & Sword, Church Street, Barnsley S70 2AS. T: 01226 734555. E: enquiries@pen-and-sword.co.uk
FORMAT: Hardback, 10in x 9¼in, 178pp.
PRICE: £25. **ISBN:** 9781783463886.
RATING: ★★★★★

This Guild of Railway Artists' member has a better claim than most to get locomotives to 'sit' for him. Well captured in a pleasantly hefty hardback that beckons to coffee tables, the unusual approach came about by accident when Mr Clay's paintings-in-progress of lone locomotives, sans background, sold so well he continued with commission after commission.

Also provided for budding Cuneos is some insight into the artistic process, showing early pencil sketches through to the finished article. The anecdotes never drag, and the odd diesel or electric don't detract from the colourful and detailed standard, narrow gauge and industrial steam locomotives from around Britain; nor do Continental, subcontinental or transatlantic contenders. SR's Peter Johnson provides the foreword. (CJW)



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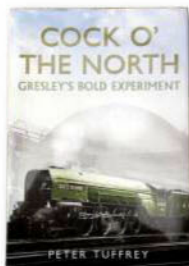
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BOOK

COCK O' THE NORTH Gresley's Bold Experiment

By **Peter Tuffrey**. Published by Fonthill Media, Millview, Toadsmoor Road, Stroud GL5 2TB. T: 01442 876334.
E: office@fonthillmedia.com **FORMAT:** Hardback, 12in x 8in, 144pp. **ISBN:** 9781781554364. **PRICE:** £25. **RATING:** ★★★★★



A chapter of images devoted to the construction of pioneer Gresley 'P2' No. 2001 *Cock O' The North* at Doncaster in 1933/34 could not be more relevant as exactly the same process is currently under way at Darlington on class member 'number seven'.

The story of the ill-fated 2-8-2s designed for the steeply graded Edinburgh-Inverness route remains an enigma, and there are very few people alive who can remember them before Thompson decided to convert them into 'Pacifics'.

Using collected research, the author has not left a stone unturned, with a detailed account of the No. 2001's trip to the SNCF Vitry testing plant in Paris, its design shortcomings, and a sad final photograph on the scrap road in February 1960.

Was the rebuilding a mistake? Could the 'P2' defects have been resolved? Whatever is true, the case against the rebuilds seems strong, and it would be interesting to know whether they would have survived longer in their original form. A really good read. **(HJ)**

BOOK

BRITISH TOY TRAINS: Book 1

By **Michael D. Foster**. Published at Manor Road, Ullesthorpe, Lutterworth, Leics LE17 5BN. T: 07979 241406.
E: mdfoster@hotmail.co.uk **FORMAT:** Paperback, 11¼in x 8¼in, 136pp. **ISBN:** 9780993204708. **PRICE:** £18+£3.50 P&P. **RATING:** ★★★★★



The author has been researching the lesser known makers of tinplate toy trains since 1985 and his book works on more than one level. For the dedicated enthusiast there is a host of written detail. For the casually interested reader, the images are sure to jog some memories.

The emphasis is definitely on toys, rather than scale model trains, although some of items are closer to the latter description and particularly impressive when their build dates are taken into account.

Tinplate toys is the primary subject, although the book also covers moulded and wooden items. Clockwork is the main propulsion method, but there were some early electric sets. We learn about the makers' buses, lorries and even a First World War tank.

The book is the first in a planned series on six manufacturers - Whitanco, Burnett, Chad Valley, Palitoy, Astra and DCMT (who would later produce Lone Star Locos and Trebl-O-Lectric). Book 2 will cover Betal, Mettoy and A. Wells, Book 3 the huge Brimtoy range and Book 4 Bowman, Bar Knight, Marx and various small companies.

It's an interesting and informative read, packed with detail and lavishly well - the story of the toy industry is fascinating by itself. **(SS)**

BOOK

WOLVERHAMPTON TO STAFFORD INCLUDING WALSALL

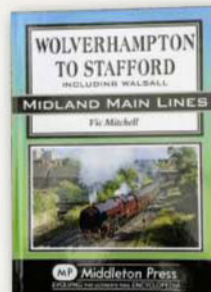
By **Vic Mitchell**. Published by Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ.
FORMAT: Hardback, 9½in x 6¾in, 120pp. **ISBN:** 9781908174796. **PRICE:** £18.95. **RATING:** ★★★★★

The complex routes that ran through Wolverhampton from the east are the latest to get the Vic Mitchell treatment, so factory scenes and freight feature as strongly as the usual review of the infrastructure.

It is helpful to start off with a thorough

explanation of the complex development of lines from the earliest days of the Grand Junction Railway at the end of the 1830s and through the decade of the Grouping, culminating in the mass cuts of the 1960s, and finally electrification and privatisation.

With one finger holding open this section, the non-local can



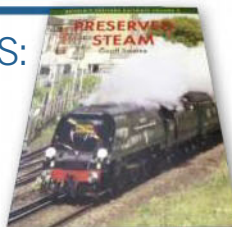
turn the pages to get a feel of how it all comes together.

Particularly interesting is the continuing story of the 1849 sandstone entrance to Wolverhampton station. As important as Euston's Doric arch, it was allowed to fall derelict before enjoying a lavish restoration in recent times. A good read for those who know the area. **(HJ)**

BOOK

BRITAIN'S HERITAGE RAILWAYS: Preserved Steam Volume 2

By **Geoff Swaine**. Amberley Publishing, The Hill, Merrywalks, Stroud GL5 4EP. T: 01453 847800. E: sales@amberley-books.com **FORMAT:** Paperback, 9¼in x 6½in, 96pp. **PRICE:** £14.99. **ISBN:** 9781445649467. **RATING:** ★★★★★



Let's get something out of the way - scolding the author for saying in his introduction: "all this has been re-created for us at the preserved railways that have become part of our heritage." Surely preserved railways were already part of our heritage? That was why they were 'preserved', to a greater or lesser extent.

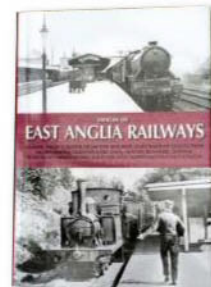
Many of us, hopefully, will still get what Mr Swaine means. Steam might run on the main line but its home is now mostly on private lines. The second volume is a dynamic presentation of well reproduced colour photography that captures today's steam locomotives in their element, an appreciation of the technology's development over 200 years. If steam is alive as some claim, this is a safari of endangered species.

Fans of Big Four and BR liveries, and streamliners, are well served. The photographic record here is chronological, beginning with replica locomotives from the early Victorian era and through both world wars to the end of BR steam. It's strange, then, to encounter a short section labelled 'Preservation', with shots mostly from the Swanage Railway. More diverse is a main line section. An appealing collection. **(CJW)**

BOOK

IMAGES OF EAST ANGLIA RAILWAYS

By **Maurice Dart**. Published by Halsgrove, Ryelands Business Park, Wellington, Somerset TA21 9PZ. T: 01823 653777. E: sales@halsgrove.com **FORMAT:** Hardback, 12in x 8½in, 160pp. **ISBN:** 9780857042583. **PRICE:** £19.95. **RATING:** ★★★★★



Since when was Berkhamsted in East Anglia? Or Kings Langley for that matter? Never mind, it's an excuse to include a few images of LMS 'Royal Scots' and 'Jubilees' that would not otherwise have made it into a book that is surely supposed to be about routes broadly radiating from the LNER's London termini, or bounded by the North Sea coastline.

This part-work follows the curious format of grouping locomotives by their wheel arrangements instead of their geographical location, which results in another motley collection of photographs with one or two-line captions that do little but state what we can see on the page.

To add to the disappointment, photographs listed as being from unknown sources are clearly the work of famous men such as H.C. Casserley. There are also some glaring caption errors; 2-6-0 No. 61863 is the Thompson 'K5' rebuild, not a 'K3/2', and Ivatt 2-6-0 No. 46467 is a '2MT' and not a '2P' with a Darlington, not Scottish pedigree. This is a book that truly looks as if it was thrown together. **(HJ)**

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A sincere 'thank you' for all donations received to date.

The statue will be cast in bronze, approximately 120% life size. A plaque on the adjacent wall will explain briefly about Sir Nigel. It will also carry a QR code, so that those with smartphones may get into immediate touch with our website to learn more about Sir Nigel, his works and achievements.

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| Track length | Museum | Driving course? | Min-Standard Gauge NG-Narrow Gauge BG-Broad Gauge t/t-timetable information number |
|--------------|--------|-----------------|---|
| 1½ | ✓ | ✓ | BARRY TOURIST RAILWAY , Barry. 01446 748816, www.barrytouristrailway.co.uk |
| 6½ | ✓ | | BODMIN & WENFORD RAILWAY , Bodmin. 01208 73666, www.bodminrailway.co.uk |
| 1 | ✓ | ✓ | CAMBRIAN HERITAGE RAILWAYS , Llynclys. 01691 688763 or 07527 107592, cambrianrailways.com |
| ½ | ✓ | | CAMBRIAN HERITAGE RAILWAYS , Oswestry. 01691 688763 or 07527 107592, cambrianrailways.com |
| 3½ | ✓ | ✓ | CHINNOR & PRINCES RISBOROUGH RAILWAY , Chinnor. 01844 354117, t/t 01844 353535, www.cprra.co.uk |
| 2½ | ✓ | ✓ | CHOLSEY & WALLINGFORD RAILWAY , Wallingford. t/t 01491 835067, www.cholsey-wallingford-railway.com |
| 7 | | | DARTMOUTH STEAM RAILWAY , Dartmouth. 01803 555872, www.dartmouthrailiver.co.uk |
| 4¼ | ✓ | ✓ | DEAN FOREST RAILWAY , Lydney. 01594 845840, t/t 01594 843423, www.deanforestrailway.co.uk |
| ¾ | ✓ | ✓ | DIDCOT RAILWAY CENTRE , Didcot. 01235 817200, www.didcotrailwaycentre.org.uk. SG/BG. |
| 2¾ | ✓ | | EAST SOMERSET RAILWAY , Cranmore. 01749 880417, www.eastsomersetrailway.com |
| 10 | ✓ | | GLOUCESTERSHIRE WARWICKSHIRE RAILWAY , Toddington. 01242 621405, www.gwscr.com |
| | ✓ | | GREAT WESTERN RAILWAY MUSEUM , Coleford. 01594 832032, t/t 01594 833569 |
| 2½ | ✓ | | GWILI RAILWAY , Carmarthen. 01267 238213 or 01267 230666, www.gwili-railway.co.uk |
| 1 | | | HELSTON RAILWAY , Prosdick. 07901 977597, www.helstonrailway.co.uk |
| 10 | ✓ | | LLANGOLLEN RAILWAY , Llangollen. 01978 860979, www.llangollen-railway.co.uk |
| 1½ | | | PLYM VALLEY RAILWAY , Plympton. 07580 689380, www.plymrail.co.uk |
| 2¼ | ✓ | | PONTYPOOL & BLAENAVON RAILWAY , Blaenavon. 01495 792263, www.pontypool-and-blaenavon.co.uk |
| 16 | ✓ | ✓ | SEVERN VALLEY RAILWAY , Kidderminster. 01562 757900, www.svr.co.uk |
| 7 | ✓ | ✓ | SOUTH DEVON RAILWAY , Buckfastleigh. 01364 642338, www.southdevonrailway.co.uk |
| | ✓ | | SOUTHALL RAILWAY CENTRE , Southall. 02085 741529, www.gwrpg.co.uk |
| | ✓ | | STEAM - MUSEUM OF THE GREAT WESTERN RAILWAY , Swindon. 01793 466646, www.steam-museum.org.uk. SG/BG. |
| 2½ | ✓ | | SWINDON & CRICKLADE RAILWAY , Blunsdon Station, Swindon. 01793 771615, www.swindon-cricklade-railway.org |
| 1 | ✓ | | TELFORD STEAM RAILWAY , Horsehay, Telford. 07765 858348, www.telfordsteamrailway.co.uk. SG/NG. |
| | ✓ | | TIVERTON MUSEUM , Tiverton. 01884 256295, www.tiverton-museum.org.uk |
| 23 | ✓ | ✓ | WEST SOMERSET RAILWAY , Minehead. 01643 704996, westsomersestrailway.vticticket.co.uk |
| | ✓ | | WINCHCOMBE RAILWAY MUSEUM & GARDEN , nr Cheltenham. 01242 609305. |

EASTERN REGION

| Track length | Museum | Driving course? | Min-Miniature t/t-timetable information number |
|--------------|--------|-----------------|---|
| ¼-5 | ✓ | ✓ | BRAMLEY LINE , Waldersea. 07591 769180, www.bramleyline.org.uk |
| | ✓ | ✓ | BRESSINGHAM STEAM MUSEUM , Bressingham, nr Diss. 01379 686900, www.bressingham.co.uk. SG/NG. |
| 1 | ✓ | ✓ | BUCKINGHAMSHIRE RAILWAY CENTRE , Quainton. t/t 01296 655720, www.bucksrailcentre.org.uk. SG & Min. |
| ¾ | ✓ | ✓ | COLNE VALLEY RAILWAY , Castle Hedingham. 01787 461174, www.colnevalleyrailway.co.uk |
| ½ | ✓ | ✓ | EAST ANGLIAN RAILWAY MUSEUM , Colchester. 01206 242524, www.earm.co.uk |
| 1½ | ✓ | ✓ | ELSECAR HERITAGE RAILWAY , Elsecar. 01226 746746, www.elsecarrailway.co.uk |
| 6½ | | | EPPING ONGAR RAILWAY , Ongar. 01277 365200, www.eorailway.co.uk. SG. |
| 10 | ✓ | | GREAT CENTRAL RAILWAY , (Nottingham), Ruddington. 01159 405705, www.gcrn.co.uk |
| 8 | ✓ | ✓ | GREAT CENTRAL RAILWAY , Loughborough. 01509 632323, www.gcrailway.co.uk |
| | ✓ | | HECKINGTON STATION MUSEUM , Sleaford. 01529 469393, www.heckington-village.co.uk |
| 1½ | | | LINCOLNSHIRE WOLDS RAILWAY , Ludborough. 01507 363881, www.lincolnshire-woldsrailway.co.uk |
| ¾ | ✓ | | MANGAPPS FARM RAILWAY , Burnham-on-Crouch, Essex. 01621 784898, www.mangapps.co.uk |
| 11 | ✓ | | MID-NORFOLK RAILWAY , Dereham. 01362 690633, www.mnr.org.uk |
| ¼ | ✓ | | MID-SUFFOLK LIGHT RAILWAY MUSEUM , Wetheringsett, nr Stowmarket. 01449 766899, www.msrl.org.uk |
| 5½ | ✓ | ✓ | NORTH NORFOLK RAILWAY , Sheringham. 01263 820800, www.nnrailway.co.uk |
| | ✓ | | RAILWORLD , Peterborough. 01733 344240, www.railworld.net |
| ½ | ✓ | ✓ | WHITWELL & REEPHAM STATION , Whitwell. 01603 871694, whitwellstation.com |

LONDON MIDLAND

| Track length | Museum | Driving course? | Min-Miniature t/t-timetable information number |
|--------------|--------|-----------------|--|
| 3 | ✓ | ✓ | AVON VALLEY RAILWAY , Bristol. 0117 932 5538, t/t 0117 932 7296, www.avonvalleyrailway.org |
| ¾ | ✓ | ✓ | BARROW HILL ROUNDHOUSE MUSEUM , Staveley. 01246 472450, www.barrowhill.org.uk |
| 5 | ✓ | ✓ | BATTLEFIELD LINE , Shackerstone. 01827 880754, www.battlefieldline.co.uk |
| | ✓ | | CARNFORTH STATION & VISITORS CENTRE , Carnforth. 01524 735165, www.carnforthstation.co.uk |
| 5¼ | ✓ | | CHURNET VALLEY RAILWAY , Cheddleton, nr Leek. 01538 750755, www.churnet-valley-railway.co.uk |
| 1 | ✓ | ✓ | CRICH TRAMWAY VILLAGE , Matlock. 01773 854321, www.tramway.co.uk |
| 12 | ✓ | ✓ | EAST LANCASHIRE RAILWAY , Bury. 0161 764 7790, www.eastlancsrailway.org.uk |
| 9 | ✓ | ✓ | ECCLESBOURNE VALLEY RAILWAY , Wirksworth. 01629 823076, www.e-v-r.com. SG. |

4½

EMBSAY & BOLTON ABBEY STEAM RAILWAY, nr Skipton. 01756 710614, t/t 01756 795189, www.embsayboltonabbeyrailway.org.uk

4¼

✓ **KEIGHLEY & WORTH VALLEY RAILWAY**, Keighley. 01535 645214, t/t 01535 647777, www.kwvr.co.uk

3½

LAKESIDE & HAVERTHWAITE RAILWAY, nr Ulverston. 01539 531594, www.lakesiderailway.co.uk

3½

✓ **MIDLAND RAILWAY**, Butterley. 01773 570140, www.midlandrailway-butterley.co.uk. SG/NG.

½

✓ **MUSEUM OF SCIENCE & INDUSTRY**, Manchester. 0161 832 2244, www.mosi.org.uk

7½

✓ **NENE VALLEY RAILWAY**, Stibington, Peterborough. 01780 784444, t/t 01780 784404, www.nvr.org.uk

1½

✓ **NORTHAMPTON & LAMPOR RAILWAY**, Chapel Brampton. 01604 820327, www.nlr.org.uk. SG.

4

✓ **PEAK RAIL**, Matlock. 01629 580381, www.peakrail.co.uk
✓ **RAILWAY AGE**, Crewe. 01270 212130, www.crewe-heritagecentre.co.uk

¼

✓ **RUSHDEN TRANSPORT MUSEUM**, Rushden. 01933 353111, www.rhts.co.uk

SOUTHERN REGION

| Track length | Museum | Driving course? | Min-Miniature t/t-timetable information number |
|--------------|--------|-----------------|--|
| 2 | | | ALDERNEY RAILWAY , Alderney, CI. 01491 822978, www.alderney-railway.com |
| 11 | ✓ | | BLUEBELL RAILWAY , nr Uckfield. 01825 720800, t/t 01825 722370, www.bluebell-railway.co.uk |
| 5½ | | | DARTMOOR RAILWAY , Okehampton. 01837 55164, www.dartmoorrailway.com |
| 2 | ✓ | | EAST KENT RAILWAY , Shepherdsweil. 01304 832042, www.eastkentrailway.co.uk |
| 5 | | | ISLE OF WIGHT STEAM RAILWAY , Havenstreet. 01983 882204, t/t 01983 884343, www.iwsteamrailway.co.uk |
| 10½ | ✓ | ✓ | KENT & EAST SUSSEX RAILWAY , Tenterden. 01580 765155, www.kest.org.uk |
| 1 | ✓ | ✓ | LAVENDER LINE , Isfield, near Uckfield. 01825 750515, www.lavender-line.co.uk |
| | ✓ | | LONDON TRANSPORT MUSEUM , Covent Garden, London. 02073 796344, www.ltmuseum.co.uk |
| 10 | ✓ | ✓ | MID-HANTS RAILWAY , Alresford. 01962 733810, www.watercress-line.co.uk |
| ⅓ | ✓ | | PALLOT STEAM, MOTOR & GENERAL MUSEUM , Trinity, Jersey. 01534 865307, www.pallotmuseum.co.uk |
| | ✓ | | SCIENCE MUSEUM , South Kensington, London SW7. 02079 424000, www.science-museum.org.uk |
| ½ | ✓ | | SHILLINGSTONE RAILWAY PROJECT , Shillingstone. 01258 860696, www.shillingstone-railway-project.org.uk |
| | ✓ | | SOMERSET & DORSET RAILWAY , Midsomer Norton Station. 01761 411221, www.sdrj.co.uk |
| | ✓ | | SOMERSET & DORSET RAILWAY TRUST , Washford Station. 01984 640869, www.sdrtr.org.uk |
| 5 | | | SPA VALLEY RAILWAY , Tunbridge Wells. 01892 537715, www.spavalleyrailway.co.uk |
| 6 | ✓ | ✓ | SWANAGE RAILWAY , Swanage. 01929 425800, www.swanage-railway.co.uk |
| ¼ | ✓ | ✓ | YEovil RAILWAY CENTRE , Stoford, nr Yeovil. 01935 410420, www.yeovilrailway.freeservers.com |

NORTH EASTERN

| Track length | Museum | Driving course? | Min-Miniature t/t-timetable information number |
|--------------|--------|-----------------|---|
| ¼ | ✓ | ✓ | ALN VALLEY RAILWAY , Alnwick. 0300 030 3311, www.alnvalley-railway.co.uk |
| | ✓ | | DARLINGTON 'HEAD OF STEAM' , Darlington. 01325 460532, www.darlington.gov.uk |
| ½ | | | DERWENT VALLEY LIGHT RAILWAY , Merton, York. 01904 489966, www.dvrlr.org.uk |
| 2/3 | ✓ | | LOCOMOTION: THE NATIONAL RAILWAY MUSEUM AT SHILDON , Shildon. 01388 777999, www.nrm.org.uk/PlanaVisit/VisitShildon |
| | ✓ | | MONKWEARMOUTH STATION MUSEUM , Sunderland. 01915 677075, www.twmuseums.org.uk |
| | ✓ | | NATIONAL RAILWAY MUSEUM , York. 0844 815 3139, t/t 01904 686286, www.nrm.org.uk |
| 18 | ✓ | | NORTH YORKSHIRE MOORS RAILWAY , Pickering. 01751 472508, www.nymr.co.uk |
| ½ | ✓ | | STAINMORE RAILWAY COMPANY , Kirkby Stephen East Station. www.kirkbystepheneast.co.uk |
| 2 | ✓ | | STEPHENSON RAILWAY MUSEUM & NORTH TYNESIDE RAILWAY , North Shields. 0191 200 7146, www.nrsra.org.uk |
| 16 | | | WEARDALE RAILWAY , Bishop Auckland. 01388 526203, www.weardale-railway.org.uk |
| 22 | ✓ | | WENSLEYDALE RAILWAY , Leeming Bar. 08454 505474, www.wensleydalealr.com |
| | | | YORKSHIRE WOLDS RAILWAY , Wetwang. 01377 338053, www.yorkshirewoldsrailway.org.uk |

SCOTLAND

| Track length | Museum | Driving course? | t/t-timetable information number |
|--------------|--------|-----------------|---|
| 5 | ✓ | ✓ | BO'NESS & KINNEIL RAILWAY , Bo'ness. t/t 01506 822298/825855, www.bkrailway.co.uk |
| | ✓ | | GLENFINNAN STATION MUSEUM , nr Fort William. 01397 722295. |
| | | | INVERGARRY STATION PROJECT , Invergarry, www.stationproject.org.uk |
| 10¼ | | | KEITH & DUFFTOWN RAILWAY , Dufftown. 01340 821181/01343 870429, www.keith-dufftown-railway.co.uk |
| 1 | | | ROYAL DEESIDE RAILWAY , nr. Banchoy. 01330 844416, www.deeside-railway.co.uk |
| 4 | | | CALEDONIAN RAILWAY , Brechin. 01356 622992, www.caledonianrailway.com |
| | ✓ | | GLASGOW RIVERSIDE , Glasgow. 0141 287 4350, www.glasgowliverie.org.uk/museums |
| 9½ | ✓ | | STRATHSPEY RAILWAY , Aviemore. 01479 810725, www.strathspeyrailway.co.uk |
| | ✓ | | WAYERLEY ROUTE HERITAGE ASSOCIATION , Whitrope, wrha.org.uk |

INDUSTRIAL

| Track length | Museum | Driving course? | t/t-timetable information number |
|--------------|--------|-----------------|---|
| 15 | ✓ | ✓ | APPLEBY-FRODINGHAM RAILWAY PRESERVATION SOCIETY , Scunthorpe Steelworks. 01652 657053, www.dfrps.co.uk |
| ¼ | ✓ | | BEAMISH OPEN AIR MUSEUM , Beamish. 0191 370 4000, www.beamish.org.uk |
| 2 | | | BOWES RAILWAY , Gateshead. 0191 4161847, bowesrailway.uk |

If your railway runs steam, but you cannot find it in the listings above, drop us a line and tell us about it. Contact us at steam.railway@bauermedia.co.uk

| | | |
|---------|---|--|
| 1½ | ✓ | BRISTOL HARBOUR RAILWAY , City Docks, bristol.gov.uk |
| 2 (std) | ✓ | CHASEWATER RAILWAY , Brownhills West, 01543 452623, www.chasewater railway.co.uk |
| ¼ (ng) | | CHATHAM HISTORIC DOCKYARD RAILWAY , Chatham, 01634 823800, www.dockyardrailway.co.uk |
| 2½ | ✓ | FOXFIELD STEAM RAILWAY , Stoke-on-Trent, 01782 396210, www.foxfieldrailway.co.uk |
| | ✓ | IRONBRIDGE GORGE MUSEUM , Telford, 01952 432166, www.ironbridge.org.uk . SG. |
| 1¼ | ✓ | MIDDLETON RAILWAY , Leeds, 0845 680 1758, www.middletonrailway.org.uk |
| 1½ | ✓ | NORTHAMPTONSHIRE IRONSTONE , Northampton, 01604 702031, www.nirt.co.uk |
| 1½ | ✓ | RIBBLE STEAM RAILWAY , Preston, 01772 728800, www.ribblesteam.org.uk |
| ¾ | ✓ | ROCKS BY RAIL , Cottesmore, 07873 721941, www.rocks-by-rail.org |
| ¼ | ✓ | SCOTTISH INDUSTRIAL RAILWAY CENTRE , Dunaskin, 01292 313579, www.sirpc.org.uk |
| ¾ | ✓ | SNIBSTON DISCOVERY MUSEUM , Coalville, 01530 278444, www.snibston.com |
| 3 | | TANFIELD RAILWAY , Gateshead, 0845 4634938, www.tanfield-railway.co.uk |

NARROW GAUGE

| Track length | Museum | Driving courses? | Min-Miniature t/t timetable information number |
|--------------|--------|------------------|--|
| ¼ | ✓ | ✓ | ABBEY PUMPING STATION MUSEUM , Leicester, 0116 299 5111, www.abbeypumpingstation.org |
| ½ | ✓ | ✓ | AMBERLEY MUSEUM , Amberley, nr Arundel, 01889 270294, www.amberleymuseum.co.uk |
| 1 | | | AMERTON RAILWAY , Stowe-by-Chartley, 01785 850965, www.amertonrailway.co.uk |
| ¼ | ✓ | | APEDALE VALLEY LIGHT RAILWAY , Newcastle-under-Lyme, 0845 094 1953, www.avlr.org.uk |
| 4½ | | | BALA LAKE RAILWAY , Llanuwchllyn, 01678 540666, www.bala-lake-railway.co.uk |
| 3½ | | | BRECON MOUNTAIN RAILWAY , Merthyr Tydfil, 01685 722988, www.breconmountainrailway.co.uk |
| ½ | | | BREDGAR & WORMSHILL LIGHT RAILWAY , Sittingbourne, 01622 884254, www.bwlrc.co.uk |
| 9 | ✓ | | BURE VALLEY RAILWAY , Aylsham, Norfolk, 01263 733858, www.bvrw.co.uk |
| ¼ | ✓ | | BURSLDON LIGHT RAILWAY , Southampton, 01489 576248, www.bursledonbrickworks.org.uk |
| 1¼ | ✓ | | CLEETHORPES COAST LIGHT RAILWAY , Cleethorpes, 01472 604657, www.cleethorpescoastlightrailway.co.uk |
| ¾ | ✓ | | CORRIS RAILWAY , Machynlleth, 01654 761303, www.corris.co.uk |
| ½ | ✓ | | DEVON RAILWAY CENTRE , Bickleigh, nr Tiverton, 01884 855671, www.devonrailwaycentre.co.uk |
| 1¼ | | | EVESHAM VALE LIGHT RAILWAY , Twyford, 01386 422282, www.evlr.co.uk |
| 2½ | ✓ | | FAIRBOURNE RAILWAY , Fairbourne, 01341 250362, www.fairbournerailway.com |
| 13½ | ✓ | | FFESTINIOG RAILWAY , Porthmadog, 01766 516000, www.festiniog.co.uk |

| | | |
|-----|---|---|
| 1 | | GARTELL LIGHT RAILWAY , Templecombe, 01963 370752, www.glr-online.co.uk |
| ¼ | | GREAT LAXEY MINE RAILWAY , Isle of Man, 01624 861706, www.laxeymineralway.im |
| 2 | | GREAT WHIPSNADE RAILWAY , Whipsnade Zoo, 0344 225 1826, www.zsl.org/zsl-whipsnade-zoo |
| ¾ | | GROUDLE GLEN RAILWAY , Groule, www.facebook.com/GGRailway |
| ¼ | ✓ | HAMPTON & KEMPTON WATERWORKS RAILWAY , Feltham, 01932 765328, www.hamptonkemptonrailway.org.uk |
| 1 | | HAYLING SEASIDE RAILWAY , Hayling Island, 02392 372427, www.haylingseasiderailway.com |
| 1¼ | ✓ | HEATHERSLAW LIGHT RAILWAY , Heatherslaw, 01890 820317, heatherslawlightrailway.co.uk |
| 1½ | | HOLLYCOMBE STEAM RAILWAY , and Steam Fairground, Liphook, Hampshire, 01428 724900, www.hollycombe.co.uk |
| ¾ | ✓ | IRCHESTER NARROW GAUGE RAILWAY MUSEUM , Irchester, 01604 675368, Metre gauge. |
| 15½ | | ISLE OF MAN STEAM RAILWAY , Douglas, 01624 662525, www.ioribusandrail.info |
| ¼ | ✓ | KEW BRIDGE STEAM MUSEUM , Brentford, 020 8568 4757, www.waterandsteam.org.uk |
| 4 | ✓ | KIRKLEES LIGHT RAILWAY , Huddersfield, 01484 865727, www.kirkleeslightrailway.com |
| 2 | | LAUNCESTON STEAM RAILWAY , Launceston, 01566 775665, www.launcestonr.co.uk |
| 2¼ | ✓ | LEIGHTON BUZZARD RAILWAY , Leighton Buzzard, 01525 373888, www.buzzrail.co.uk |
| | ✓ | LEEDS INDUSTRIAL MUSEUM , Armley Mills, 01132 637861, www.leeds.gov.uk/armleymills |
| 2½ | | LLANBERIS LAKE RAILWAY , Llanberis, 01286 870549, www.lake-railway.co.uk |
| 1 | | LYNTON & BARNSTAPLE RAILWAY , Martinhoe Cross, 01598 763487, www.lynton-rail.co.uk |
| ¾ | ✓ | NORTH GLOUCESTERSHIRE RAILWAY , Taddington, 01789 740722, www.taddington-narrow-gauge.co.uk |
| 1/3 | | NORTH INGS FARM RAILWAY , Dorrington, 01526 833100, www.northingsfarmmuseum.co.uk |
| ¾ | | OLD KILN LIGHT RAILWAY , Tifford, www.oldkilnlight railway.com |
| ¾ | | PERRYGROVE RAILWAY , Coleford, 01594 834991, www.perrygrove.co.uk |
| 7 | ✓ | RAVENGLASS & ESKDALE RAILWAY , Ravenglass, 01229 717171, www.ravenglass-railway.co.uk |
| 1 | | RHYL MINIATURE RAILWAY , Rhyll, 01352 759109, www.rhylminiaturerailway.co.uk |
| 13½ | ✓ | ROMNEY HYTHE & DYMCURCH RAILWAY , New Romney, 01797 362353, www.rhdr.org.uk |
| 1¼ | ✓ | SITTINGBOURNE & KEMSLEY LIGHT RAILWAY , Sittingbourne, 01795 424899, www.skrlr.net |
| 4½ | | SNOWDON MOUNTAIN RAILWAY , Llanberis, 0844 493 8120, www.snowdonrailway.co.uk |
| 2½ | | SOUTH TYNEDALE RAILWAY , Alston, 01434 381696, t/t 01434 382828, www.south-tynedale-railway.org |
| 7¼ | ✓ | TALYLLYN RAILWAY , Tywyn, 01654 710472, www.talyllyn.co.uk |
| 1¾ | ✓ | TEIFI VALLEY RAILWAY , Newcastle Emlyn, 01559 371077, www.teifivalleyrailway.org |
| 11¾ | | VALE OF RHEIDOL RAILWAY , Aberystwyth, 01970 625819, www.rheidolrailway.co.uk |

| | | |
|----|---|--|
| 25 | | WELSH HIGHLAND RAILWAY , Caernarfon, 01766 516000, 01286 677018, www.festrail.co.uk |
| ¾ | ✓ | WELSH HIGHLAND HERITAGE RAILWAY , Porthmadog, 01766 513402, www.whr.co.uk |
| 8 | ✓ | WELSHPOOL & LLANFAIR LIGHT RAILWAY , Llanfair Caereinion, 01938 810441, www.wlfr.org.uk |
| ¼ | ✓ | WEST LANCASHIRE LIGHT RAILWAY , Hesketh Bank, 01772 815881, www.wlfr.net |
| 1 | | WINDMILL FARM RAILWAY , Burscough, 01704 892282, www.miniaturerailwayworld.co.uk |

MINIATURE

| Track length | Museum | Driving courses? | t/t timetable information number |
|--------------|--------|------------------|--|
| 1½ | | | AUDLEY END MINIATURE RAILWAY , nr Saffron Walden, 01799 542134, www.audley-end-railway.co.uk , 10¼in. |
| ½ | ✓ | | BARLEYLANDS FARM MUSEUM , Billericay, 01268 532253, 7¼in. |
| ¼ | ✓ | | BARTON HOUSE RAILWAY , Wroxham, 01603 782470, 7¼in. |
| 1 | ✓ | | BEER HEIGHTS LIGHT RAILWAY , Beer, 01297 21542, www.pecorama.info , 7¼in. |
| 1 | ✓ | | BENTLEY MINIATURE RAILWAY , nr Uckfield, East Sussex, 0845 8672583, www.bentleyrailway.co.uk , 7¼in. |
| ½ | ✓ | | BERKELEY LIGHT RAILWAY , Berkeley, Glos, 01453 810510, 10¼in. |
| ½ | | | BROOKSIDE MINIATURE RAILWAY , Poynton, 01625 872919, www.brookside-miniaturerailway.co.uk , 7¼in. |
| ¼ | | | BRESSINGHAM GARDEN RAILWAY , Bressingham Museum, 01379 686900, www.bressingham.co.uk , 10¼in. |
| ¾ | | | BROOMY HILL MINIATURE RAILWAY , (next to Waterworks Museum), 01981 590259, www.hsme.co.uk , 7¼in. |
| ¼ | ✓ | | BURSLDON MINIATURE RAILWAY , Southampton, 01489 576248, www.bursledonbrickworks.org.uk |
| ½ | | | COATE WATER MINIATURE RAILWAY , Swindon, www.nwmes.info |
| | ✓ | | CONWY VALLEY RAILWAY MUSEUM , Conwy, 01690 710568, www.conwyvalleyrailwaymuseum.co.uk , 7¼in. |
| 1 | | | EASTBOURNE MINIATURE STEAM RAILWAY , Adventure Park, Eastbourne, 01323 520229, www.emsr.co.uk , 7¼in. |
| 1¼ | ✓ | | EASTLEIGH LAKESIDE RAILWAY , Eastleigh, 02380 612020, www.steamtrain.co.uk , 10¼in. |
| 1¼ | | | ECHILLS WOOD RAILWAY , Kingsbury Water Park, www.evr.org.uk , 7¼in. |
| 1¼ | ✓ | | EXBURY GARDENS STEAM RAILWAY , nr Beaulieu, 02380 891203, www.exbury.co.uk , 12½in. |
| ¼ | | | THE FANCOTT MINIATURE RAILWAY , nr M1 Jct 12 on B579, 07917756237, www.fancott-railway.co.uk , 7¼in. |
| 1¼ | | | FAVERSHAM MINIATURE RAILWAY , Faversham, 07938 119792, 9in. |
| ¾ | | | GOLDING SPRING MINIATURE RAILWAY , Bucks Railway Centre, 01296 623540, www.vames.co.uk , 7¼in, 5in, 3½in. |
| 2 | | | GREAT COCKCROW RAILWAY , Chertsey, 01932 565474, www.cockcrow.co.uk , 7¼in. |

| | | |
|-------|---|---|
| ¼ | | HOLLYCOMBE STEAM RAILWAY , and Steam Fairground, Liphook, Hampshire, 01428 724900, www.hollycombe.co.uk , 7¼in. |
| | | KERR'S MINIATURE RAILWAY , Arbroath, 01241 874074, www.kerrsmminiaturerailway.co.uk |
| 1 | | LAPPA VALLEY STEAM RAILWAY , Newquay, 01872 510317, www.lappavalley.co.uk |
| 1¼ | | LONGLEAT RAILWAY , Warminster, 01985 845408, www.longleat.co.uk |
| 1¼ | ✓ | MIZENS RAILWAY , Woking, 07718 385804, www.mizensrailway.co.uk , 7¼in. |
| 1 | ✓ | MOORS VALLEY RAILWAY , Ashley Heath, Ringwood, 01425 471415, www.moorsvalleyrailway.co.uk , 7¼in. |
| 400ft | | RILEY'S MINIATURE RAILWAY , Lavender Line, Isfield, 01825 750515, 5in. |
| 1 | ✓ | ROYAL VICTORIA RAILWAY , Southampton, 02380 456246, www.royalvictoriarailway.co.uk , 10¼in. |
| 1½ | ✓ | RUDYARD LAKE STEAM RAILWAY , nr Leek, 01995 672280, www.rlsr.org , 10¼in. |
| 1¼ | | RUISLIP LIDO RAILWAY , Ruislip, 01895 622595, www.ruisliplido-railway.org |
| ½ | | STANSTED PARK LIGHT RAILWAY , Rowlands Castle, 02392 413324, www.spr.info , 7¼in. |
| 1 | | SUMMERFIELDS MINIATURE RAILWAY , Bedford, 01234 743062, www.bedfordmcs.co.uk , 7¼in. |
| 1 | | SUTTON HALL RAILWAY , Southend on Sea, 01702 334337, 10¼in. |
| 4 | | WELLS & WALSINGHAM LIGHT RAILWAY , Wells-next-the-Sea, 01328 711630, t/t 01328 710631, www.wells-walsinghamrailway.co.uk , 10¼in. |

IRELAND

| Track length | Museum | Driving courses? | NG-Narrow Gauge ISG-Irish Standard Gauge Min-Miniature t/t timetable information number |
|--------------|--------|------------------|--|
| ½ | | ✓ | CAVAN & LEITRIM RAILWAY , Dromod, Co. Leitrim, (00) 353 78 38599, NG. |
| | | ✓ | DONEGAL RAILWAY HERITAGE CENTRE , Co. Donegal, (00) 353 7497 22655, NG. |
| 3½ | ✓ | ✓ | DOWNPATRICK & COUNTY DOWN RAILWAY , Downpatrick, Co. Down, 077 9080 2049, www.downrail.co.uk/visit.htm , ISG. |
| 3 | | | FINTOWN RAILWAY , Fintown, Co. Donegal, (00) 35374 9546280, NG. |
| 2 | | | GIANTS CAUSEWAY & BUSHMILLS RAILWAY , Bushmills, Co. Antrim, 02820 732844, www.freewebs.com/giantscausewayrailway , NG. |
| | | | RAILWAY PRESERVATION SOCIETY OF IRELAND , Whitehead, Co. Antrim, (028) 93373968, ISG. |
| ¾ | | | STRADBALLY NARROW GAUGE RAILWAY , Stradbally, Co. Laois, 00353 863890184, NG. |
| | | ✓ | ULSTER FOLK & TRANSPORT MUSEUM , Holywood, Co. Down, 028 9042 8428, Min. |
| 3½ | | | WATERFORD & SUIR VALLEY RAILWAY , Kilmeadan, Co. Waterford, (00) 353 51 384058, www.wsvrailway.ie , NG. |
| 2 | ✓ | | WEST CLARE RAILWAY , Kilrush, Co. Clare, (00) 353 65 9051284, www.westclarelrrailway.ie , NG. |



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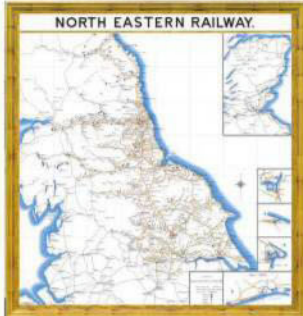
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STEAM FACT

Among the earliest inventions of Thomas Edmondson, originator of the familiar rail ticket, was a device that enabled housewives to rock a cradle and churn butter at the same time - thought up while Edmondson was still a young apprentice cabinet maker

Do you know any funny or interesting steam-related facts that you want to share?
Send them in to julie.cox@bauermedia.co.uk for checking and they could appear here for all to see



Back of the Shed

ITEMS THAT WON'T FIT IN ANYWHERE ELSE...



DEATH BY CHOCSMAN

You CAN have your 'Scotsman' and eat it. That's because this 'A3' is a 1:17 scale chocolate replica.

Numbered 4472 and iced in LNER apple green, the edible 4-6-2 was been created by Peebles-based company Cocoa Black. It's the result of 400 hours of intensive confection by three chocolatiers over four weeks, and contains more than 400,000 calories.

The Scottish Borders Council commissioned the cocoa-motive for the opening of the Borders Railway, sponsored by contractors Morrison Construction. It went on display before being auctioned for Bauer Radio's Cash for Kids charity network.

Manx-Siberian Railway special

Summer ended on a slightly chillier note than one might expect at the Isle of Man Steam Railway, thanks to its 'Dining Cars of the World' event themed around the Trans-Siberian Railway. Rather than linking the exotic capitals of Moscow and Beijing though, the service ran from Douglas to Castletown and return.

The Manx line - about 377 times shorter than the 5,772-mile Trans-Siberian line - ran its special train service on September 5. Next in the series of specials is a celebration on a smaller continental scale, for the Indian Festival of Light in November.

IT ALL ADDS UP TO A HEADACHE

Working as a BR freight clerk in 1958 was not the easiest of jobs, and it can hardly be imagined now just how much you had to have a head for figures compared with today's spreadsheet age.

How much did you charge your customer for sending a churn of milk to Barnoldswick, a motorbike to Felin Fach or 30 crates of seed potatoes to Ardlui? To do your job, you had to be capable of working it out down to the penny, and there would be no calculator or computer program to help you work out the answer.

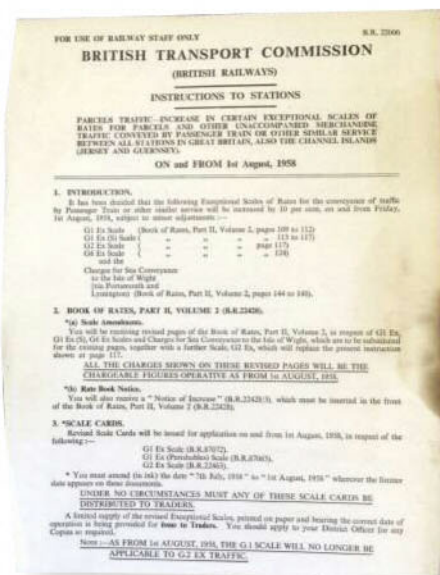
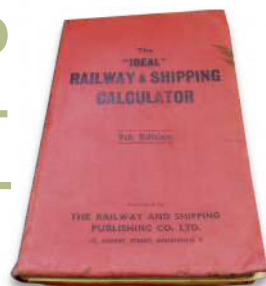
To complicate matters, every week, memos like the ones seen here might also land on your desk, requiring the intellect of someone like Alan Turing to decipher. Phew!

You would guard with your life an indispensable

reference book, the hefty annual *Railway & Shipping Calculator*. It worked out for every possible combination of numbers from one penny to 119 shillings for up to 100 items, for all weights between 14lbs and 100 tons, and sizes and weights from three inches to 4,000 cubic feet. (For post-decimal currency readers, remember that there were 12 pennies and 20 shillings to the pound).

Are you keeping up? Here's a teaser for those who can remember the pre-1971 days of £sd.

If I came to you and wanted a price to despatch 19 sacks of grain at 72s 7d each, what would you quote me? Answer at the foot of the page.



RIDING WITH DINOSAURS

A bikini-clad Raquel Welch was noticeably absent at the Churnet Valley Railway's 'Jurassic Park' weekend on August 22/23, when passengers had run-ins with *Tyrannosaurus rex* and hunted for fossils. Time flowed the other way at the Helston Railway over the bank holiday weekend when a cab became a starship bridge and a diesel shunter was renamed 'Enterprise'.

The two events were the most significant temporal anomalies yet to crop up around Britain's preserved railways in recent months, following the East Lancashire Railway's Medieval Murder Mystery at the end of July and the Ravenglass & Eskdale Railway's 'Romans are coming!' in April (complete with centurion selfies). Is there a doctor in the house?

Summer Santa Special

The Santa Specials were off to an early, clement start on August 10 when Father Christmas himself turned up for a ride at the Wells & Walsingham Light Railway organised by Visit North Norfolk. He does have a life outside of December, you know.



MURAL MEETS THE EYE

Hang on, is that a a...? Pedestrians wandering down New Street in Oswestry could be forgiven for doing a double take at the locomotive steaming right down the road. It's only a mural though, showing Cambrian Railways 4-4-0 No. 81 hauling four carriages. "A very lovely mural," says keen-eyed photographer Steve Ryszka, "and with NO graffiti!"

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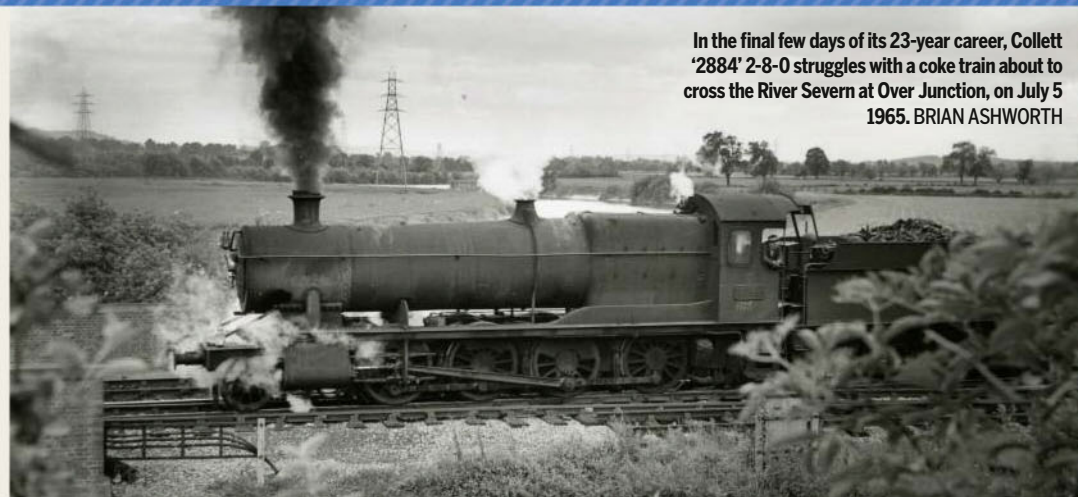
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COMPETITION



In the final few days of its 23-year career, Collett
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and Frederick Hawksworth between 1924-50,
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passenger duties as fast parcels and goods.

With support from a bevy of experts and
GWR sympathisers, author Laurence Waters has
enjoyed rare access to original archives to produce
a refreshing new insight into the class. His role as
the Great Western Society photographic archivist
has also ensured that the images are top quality.

■ *Great Western Eight Coupled Heavy Freight Locomotives* is by David Maidment, a former senior BR manager whose 'My Story' contribution is in this issue of *Steam Railway*.

This book covers the wider subject of locomotives,
primarily - but not entirely - designed for slogging
freight duties, starting with the 167 Churchward/Collett
tender engines in the 2800-3866 series, working
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**C. How many Hawksworth 'Modified Halls' were
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