

LAST-EVER STEAM IN UNDERGROUND TUNNELS IN 2018

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 236
December 15, 2017 –
January 11, 2018

TYSELEY £3M SHARE ISSUE FOR NEW TRAIN OPERATING COMPANY

■ **'STAGGERING'**
£43K RESPONSE TO
SWANAGE T3 APPEAL

■ **TOP AWARDS FOR NYMR,
WENSLEYDALE, BLUEBELL
AND KIRKBY STEPHEN EAST**



***THE FIRST ENGINE
SAVED FROM
BARRY SCRAPYARD***



■ **JEREMY HOSKING COMPANY BUYS TWO DELTICS**
■ **UNION OF SOUTH AFRICA RUNNING AGAIN AFTER MISHAP**

The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE



Through this appeal we are looking to raise £250,000 to complete the boiler construction, manufacture of the cladding and installation of the finished boiler into The Unknown Warrior's chassis.

Fantastic progress has been made so far, with your help we could soon be Raising the Pressure! on our boiler. Thanks to project members, readers of this magazine and railway enthusiasts we have now raised just over half of our target, we now need to raise the remaining £124,000 and the faster we can achieve our target the earlier we can complete the boiler.

CAN YOU HELP US RAISE THE FUNDS WE REQUIRE?

You can make a donation (which will attract 25% Gift Aid if you are a UK taxpayer) or you can sponsor a specific boiler part such as Steel Stays at £7 each up to Safety Valves at £5,000 each, see the full listing on our website – www.lms-patriot.org.uk/sponsorship

Please send your donation to: **Raising the Pressure!** The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ or to donate by card by call the office on **01785 244156**. You can also donate online, go to www.lms-patriot.org.uk and look for the **Raising the Pressure!** button on the home page.

There are other ways you can help, such as becoming a member and donating a regular amount on a monthly basis, see our website for details, you can also request a Boiler Loan brochure where your loan to us is repaid with interest.



LMS 8F 2-8-0 No. 48151 heads towards Settle Junction near Eldroth with West Coast Railways' Santa special from Carnforth to Hellifield and Blackburn on November 26.
CHRIS GEE

EDITORIAL

Editor Robin Jones
01507 529305
rjones@mortons.co.uk
Deputy editor Brian Sharpe
bsharpe@mortons.co.uk
Senior contributing writers
Geoff Courtney, Cedric Johns
Contributors Fred Kerr, Roger Melton
Designer Tim Pipes
Reprographics Paul Fincham, Jonathan Schofield
Production editor Sarah Wilkinson
Publisher Tim Hartley
Editorial address
Heritage Railway magazine, Mortons Media Ltd, PO Box 99, Horncastle, Lincs LN9 6LZ
Website
www.heritagerrailway.co.uk

ADVERTISING

Advertising representative
Andrew Bruce 01507 529310
abruce@mortons.co.uk
Divisional advertising manager
Sue Keily skeily@mortons.co.uk

CUSTOMER SERVICES

General Queries & Back Issues
01507 529529
Monday-Friday 8.30am-7pm
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DISTRIBUTION & PRINTING

Distribution
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5 Churchill Place, Canary Wharf
London, E14 5HU
0203 787 9001
Printing
William Gibbons & Sons,
Wolverhampton

MORTONS MEDIA GROUP LTD

Circulation manager
Steve O'Hara
Marketing manager
Charlotte Park
Subscription manager
Paul Deacon
Commercial director
Nigel Hole
Publishing director
Dan Savage

ARCHIVE

Enquiries Jane Skayman
01507 529423
jskayman@mortons.co.uk

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Will a new star be born at Swanage?

NEXT August, we will mark a half century since the end of British Railways standard gauge steam haulage. It would be easy to assume that the unswerving public passion for steam locomotives, particularly among the schoolboy trainspotters of the Fifties and Sixties, would have been quickly extinguished, as new hobbies were by necessity sought. Not so. The public clamour for steam is now arguably greater than at any time in the past 50 years. Look at the huge crowds that *Flying Scotsman* and *Tornado* attract wherever they go, in this age of celebrity culture.

Furthermore, despite the years of austerity and fears over the impending post-Brexit economy, there seems to be more people ready than ever before to finance worthwhile heritage sector projects.

In this issue we report on, for example, the Norfolk businessman who has bought shares in BR Standard 4MT No. 76084 to keep it in the county, and the anonymous donor who paid for the Fairbourne Railway's *Russell* to have a new firebox, not to mention the benefactor who has facilitated the move of the Swanage Railway's latest acquisition, LSWR Adams T3 4-4-0 No. 563, to the Flour Mill workshops at Bream in the Forest of Dean for an exploratory dismantling to see if it can be returned to steam nearly 75 years after withdrawal.

Here is a classic project which has not only caught the imagination of one individual sponsor but rail fans everywhere, especially those who adore all things Southern.

The Purbeck line launched a £50,000 appeal to fund the start of work on returning the T3 to steam, if the proven experts in 19th century locomotive restoration at the Flour Mill find that is feasible. And within just six weeks, nearly £43,000 had been donated, making it one of the fastest-growing appeals of its kind in the history of preservation, with cheques still coming in by the day.

Earlier this year there was controversy over whether the National Railway Museum should have 'gifted' No. 563, a National Collection locomotive, to Swanage, and as we reported in our last issue, questions were asked about it in the House of Commons.

However, subsequent events have shown that this may well have been the right move for the locomotive, its new home and the sector itself.

If anyone can restore the T3 to running order, it will be the Flour Mill, which performed 'Mission Impossible' repairs to the cylinder block of LSWR T9 No. 30120 to enable it to run again seven years ago, despite many saying it couldn't be done, and look at the performances of Metropolitan Railway E class No.1 on the London Underground after it too was overhauled at Bream, and which it will reprise in July.

A cursory glance at the T3 shows it has Victorian magnificence oozing from every bolt-hole. Fully restored and running in the shadow of medieval Corfe Castle, it will be a sight that even people who are not railway enthusiasts will want to come and see for themselves and ride behind – a major tourist attraction within a major tourist attraction.

If all goes well, the T3 will become a defining symbol of Purbeck heritage, and well worth every penny spent on it. Is that not better than seeing it tucked away in a corner of a museum far, far away from LSWR territory or, as has been the case in recent years, used as a novelty stage prop?

Of course, £50,000 won't be enough to get it running under its own power again, but the door is open for sizeable grant aid functions, if of course, it can be returned to steam.

The response to the appeal to date is the icing on the cake for the Swanage Railway, which this year began running regular timetabled public services to Wareham, and has been nominated for the Heritage Railway Association's Peter Manisty Award for Excellence. Fingers crossed, and it too will soon have its own celebrity locomotive, not only bolstering support for the line, a perfect microcosm of the Southern Railway / Region, but adding to the local economy.

Merry Christmas to all those who dip their hands in their pockets and to make projects like this happen, and keep the steel wheels of steam turning 50 years on.

Robin Jones Editor

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Britannia Pacific finale

Fifty years ago, the last Britannia Pacifics were concentrated at Carlisle Kingmoor, due for closure on December 31, 1967. Once the pride of Norwich and elsewhere, the Britannias were now filthy, had been stripped of nameplate and numberplates, but were still doing a day's work. Maurice Burns recalls the Britannias at work over the Northern Fells and the efforts of enthusiasts to see them go out with some pride as their days came to an end.



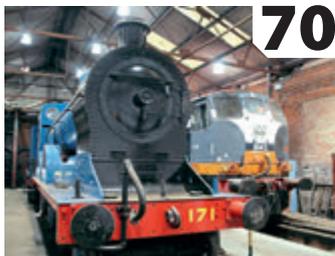
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The Railway Preservation Society of Ireland has been in business a long time. Hugh Dougherty visits its railway museum on the Antrim coast which has been more than 50 years in the making.



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Alexander Macdonald: From scrap to Swallows and Amazons. The 43924 story

It is nearly 50 years since the first steam locomotive was rescued from Barry scrapyard for preservation. Fiona Kennaugh tells the story of how her father was instrumental in saving this locomotive which was to open the door for a further 212 steam engines to leave the famous yard.

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God's Wonderful Railway
 TV dramas are not always noted for their historical accuracy, but one children's series in the 1980s was very different in this respect. Avril Rowlands who wrote the stories, recounts the efforts made to achieve authenticity while filming on the Severn Valley Railway.

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The Swanage T3 appeal hits £43K in just six weeks!

By Robin Jones

SWANAGE Railway Trust officials have been "staggered" by the overwhelming public response to their £50,000 appeal for money to return LSWRT 3 4-4-0 No. 563 to steam – after nearly £43,000 was raised within just six weeks.

As of December 3, the appeal fund stood at £42,397.22 – with more money coming in by the day.

The appeal is the start of public fundraising should a restoration to full working order be possible for No. 563. Long-term plans are to match the T3 with three historically-appropriate coaches currently on the Purbeck line, to create a heritage train.

On November 13, in a move

sponsored by an unnamed benefactor, No. 563 was taken by low-loader from the railway to Bill Parker's Flour Mill workshops at Bream in the Forest of Dean – accomplished experts in the restoration of Victorian locomotives including LSWRT 9 4-4-0 No. 30120 and the two surviving LSWR Beattie well tanks plus Metropolitan Railway E class 0-4-4T No. 1.

Fully examined

Next year the T3 will be stripped down in the workshop and fully examined to establish if restoring it to full working order is possible mechanically and financially. So far, the appeal, which has also been posted on our www.facebook.com/heritagerailway page,

has exceeded all expectations in the run-up to Christmas.

As widely reported, controversy surrounded the transfer of ownership of the locomotive from the National Railway Museum to the Purbeck line on March 30, on the basis that it was wrong to give away National Collection stock. However, the small print in the deal ruled that if the recipient at any time wishes to dispose of it, the locomotive must be offered back to the museum first of all – giving a form of "arm's length" National Collection protection.

During a House of Commons debate on October 25, about the disposal of National Collection items, John Glen, Under-Secretary of State for Digital, Culture, Media and Sport,

supported the museum's decision and spoke of the bid to restore the T3 to running order.

The day before it moved to the Flour Mill, T3 moved from its cattle dock stabling point on November 12, after spending seven months on display at Corfe Castle, where it attracted thousands more visitors to the railway and increased visitor numbers to the museum next door.

It had been arranged that a fundraising photographic charter for No. 563 would take place at short notice, at Corfe Castle on the evening of the 12th. Fears were expressed that the charter was taking place at too short notice – but Timeline Events sold the charter out in less than 48 hours!



T3 No. 563 being shunted at Corfe Castle on November 12, prior to its appearance in a sell-out photographic charter and departure to Gloucestershire the next day. ANDREW PM WRIGHT

On to its lorry

The following afternoon, the T3 was moved in daylight to Norden where it was split from its tender and the locomotive was loaded on to its lorry.

The tender had to remain outside for a further week due to staff sickness but was eventually shunted and now resides undercover with Maunsell U 2-6-0 No. 31625.

While the T3 is away in Gloucestershire, Swanage Railway officials will work on plans to provide it with permanent undercover storage.

If the survey of the locomotive, which was the last of the class of 20 to be withdrawn and in 1945 was set aside for preservation by the Southern Railway, shows that it can be restored, far more than £50,000 will of course be needed, and that is why the appeal will remain open. The trust will also be looking at sources of grant aid funding.

HRA needs a full-time senior executive

THE Heritage Railway Association wants to appoint a full-time senior executive to help the company handle its increasingly busy role.

The organisation is not only the voice of Britain's heritage rail industry, but provides support across every possible aspect of heritage rail ownership, management and operation. In addition, it stages events for training, development, knowledge-sharing and entertainment.

HRA chairman Brian Simpson said: "Until now, all our work has been shared across a core group of volunteers, from answering the telephone and handling emails, to keeping tabs on subscriptions and accounts. But the workload continues to increase, and we now need a capably-staffed full-time office in order to continue to serve our members well."

The HRA is inviting applicants from across business and industry, as well as from the heritage rail sector. The job will be home-based, anywhere in the UK.

Anyone interested is asked to contact Sally Lanji of Berry Recruitment by email to Sally.Lanji@berryrecruitment.co.uk

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Hero who 'saved' the Severn Valley dies

A BRITISH Rail civil engineering manager who made a snap decision to stop lifting tracks on the closed Severn Valley route, has died at the age of 83.

Phil Coutanche was a career railwayman who rose to be a senior member of the civil engineering dept of BR based at Paddington, Wolverhampton and latterly Birmingham.

Before retiring, he oversaw the replacement of the bridges south of New Street station at Proofhouse Junction and the reinstatement of Birmingham Snow Hill station.

However, he made a major contribution to the heritage sector when, in 1965, the first volunteers of the fledgling Severn Valley Railway visited Bridgnorth station. They were horrified to see contractors on site, about to rip up the track.

The revivalists made a frantic telephone call to BR, and Phil answered. He asked the contractors

to stop work – and thereby ensured that the track was left in situ. Without that decision, there may have been no SVR today.

This debt was repaid in the summer of 2017 when Phil was one of three specially invited guests of the railway to lay the first bricks of the new building work at Bridgnorth.

He was also a skilled modeller and had a particular interest in the pre-Grouping era.

Phil died on November 17, aged 83, following a short illness. He leaves a wife, Michelle, three daughters and a son.

Dave Fuszard, one of the team looking after GWR 4-6-0 No. 6024 *King Edward I*, said: "He will be missed very much by his friends and family. He was a gentleman of the old school and had a wonderful collection of tales to share about his railway career."

His funeral took place at Stourbridge Crematorium on November 27.



LSWR Adams T3 4-4-0 No. 563 arrives at the Flour Mill workshops on November 14, for exploratory work which will determine whether it can be returned to steam. BILL PARKER

A statement said: "The Swanage Railway Trust takes its ownership of T3 No. 563 and the duty of care placed upon it extremely seriously and is committed to securing a sustainable future for it.

"The trust feels it has a responsibility to know No. 563's mechanical state in order to prepare a plan for its future. The assessment by the Flour Mill is absolutely key to this

"We also feel that in sending the locomotive to the Flour Mill, we have taken immediate and necessary action to get it under cover, while providing the opportunity for its condition to be assessed so that we can decide the right way forward.

"It has been reported that No. 563 is fragile. We believe that statement is misleading: however the assessment will determine its condition. Our initial inspections tell us that like a lot of Victorian engineering it is very sturdily constructed.

"If it is decided that No. 563 is best left as it is, we will reassemble it, paint it and display it appropriately. In the short term this could be away from the railway if we don't have appropriate covered storage or a display centre at that time.

"The fundraising for the locomotive would then be refocused on a display and education facility. It is however, a

bit premature to plan for this in detail as we believe the best way to make the locomotive available for the public to enjoy is to return No. 563 to steam.

"Whatever the outcome, we intend to make sure its future and home on the Swanage Railway is secure for generations to come.

"We are absolutely delighted to announce that our fundraising efforts so far have raised a staggering £42,397.22! We think that demonstrates the level of interest in the locomotive after only six weeks of active fundraising."

→ **To make a donation to the T3 fund, send a cheque – made payable to the Swanage Railway Trust – to the T3 Fund, Swanage Railway Trust, Station House Swanage Dorset BH19 1HB.**

Gift Aid forms for donations are available at www.swanagerailwaytrust.org/giving – with the form being available in a link marked Single Donation Forms under the Appeals banner.

To discuss a potential donation towards the T3, contact Matt McManus at matt.mcmanus@swanagerailway.co.uk

Alternatively, a crowdfunding site has been set up with special No.563 calendars as a reward for £30 donations, which are invited at www.crowdfunder.co.uk/lswr-t3-no-563-return-to-steam-appeal



Robert Stephenson 0-6-0T No. 3 Twizell climbs out of East Tanfield with the second 'North Pole Express' on the Tanfield Railway on November 26, banked by RSH 0-4-0ST Sir Cecil A Cochrane. HENRY ELLIOTT

NYMR completes Farwath relay in four weeks

THE North Yorkshire Moors Railway permanent way team has completed its latest project – the replacement of around half a mile of track at Farwath, in the depths of Newtondale – in just four weeks, including ballasting and tamping the new track using the line's in-house tamper.

New rail and steel sleepers have been used, with the rail continuously welded in a move that should be far

kinder on locomotive and carriage springs than jointed rails, as well as reducing maintenance requirements, with no fishplates to grease or chocks to knock in.

Despite the railway being situated next to New Bridge quarry, the ballast used, ironically, had to be brought from Redmire in the Yorkshire Dales, as the quarry's stone is not suitable for use as ballast.

New head at La'al Ratty

THE Ravenglass and Eskdale Railway has appointed a new general manager to succeed Trevor Stockton who stepped down from his position in early December.

Lifelong enthusiast and businessman Peter Brendling has been working alongside Trevor, to ensure a smooth handover of responsibilities. Peter will be relocating his young family from Kendal and temporarily living in the line's

Dalegarth Cottages. He said: "I have been a rail enthusiast since childhood and have many happy memories of holidays spent visiting various narrow gauge railways, so I am naturally excited to be given the opportunity to combine my love of the Lake District with my passion for steam."

The railway will still be utilising Trevor's 44 years of experience, on a part-time basis, on the operational side of the business.

Last steam in Underground tunnels to run in July

By Robin Jones

STEAM haulage is to make a final return to the Underground tunnels beneath central London on July 28/29.

Metropolitan Railway E Class 0-4-4T No. 1 will haul three public round trips on the District Line between Ealing Broadway and High Street Kensington on each of the days, in between standard electric services. Each train will be assisted by Metropolitan Railway Bo-Bo electric No. 12 Sarah Siddons.

Coaching stock will be the Bluebell Railway's wooden-bodied Chesham set and restored Metropolitan Railway coach No. 353. To carry back-up equipment such as water supplies, a GWR Pooley van is being loaned by the Flour Mill workshops at Bream in the Forest of Dean.

No. 1's home, the Buckinghamshire Railway Centre, will provide the footplate crew.

Another steam locomotive may also be hired in for the occasion. However, Dennis Howell's WR pannier No. 9466, which has taken part in recent 'Steam Back on the Met' events, is too big for the tunnels, and Bill Parker's cut-down cab GWR prairie No. 5521, which has also partnered No. 1, is currently out of ticket

Each morning, the stock will be taken from Ruislip depot to Ealing Common depot, and will be reversed back to Ealing Broadway.

The weekend will be the last time that steam trains will be permitted to run through the tunnels, because of their incompatibility with new signalling systems.

However, they will be able to run

on the Metropolitan Line, probably between Wembley Park, Harrow-on-the-Hill, Chesham and Amersham, until the signalling on that route is upgraded in 2022. Also, No. 1's boiler ticket will have run out by then.

Running steam trains on the Underground has been one of the heritage era's big success stories of recent years.

It began early on the morning of Sunday, February 26, 2012, when LSWR Beattie well tank No. 30587 was brought from the Bodmin & Wenford Railway for a series of test runs through the tunnels from Lillie Bridge depot, to see if steam trains were compatible with modern systems.

The success of the test run led to the hugely-popular Metropolitan Railway 150 celebrations the following

year, and which earned organisers London Transport Museum, London Underground and their heritage steam partners the Peter Manisty Award for Excellence.

Since then, there have been annual steam events over parts of the Underground system.

As we closed for press, tickets had not yet gone on sale and prices had not been announced.

Another special event organised by the museum, on Sunday, April 29, will see a special trip involving the two Class 20s painted in LU livery and a Class 33 haul its 4TC set from Wembley Park, Amersham and Quainton Road for the Buckingham Railway Centre. The train will then run via Amersham and Harrow-on-the-Hill to Marylebone and then West Ruislip.

Tyseley launches £3m share offer to fund new TOC

By Robin Jones

WHAT is billed as the first publicly-owned British railway company to be created in a century has been launched by Tyseley-based Vintage Trains as a major and ambitious step in the expansion of its Vintage Trains railtour arm.

The public is being offered the chance to buy community shares – minimum subscription £500, maximum £100,000 – in the new company, Vintage Trains Community Benefit Society, which aims to raise £3 million from the share offer.

The first 2000 members who subscribe to the share offer, will be enrolled in the Founders Club, and given the unique opportunity to travel behind double-headed double-chimney Castles in the form of WR 4-6-0 No. 7029 *Clun Castle* and GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe*. Such a tour will not be repeated before 2021 and these tickets will not be available for individual sale to the public.

Vintage Trains has been running main line tours for more than three decades, but up to now it has had to use an outside Train Operating Company like West Coast Railways. The new company has applied to become a TOC in its own right, using the money subscribed via the share offer.

As such, not only will it have total control over its trains – it already supplies the locomotive and carriages for its tours – but will be able to act as TOC for other companies, and expand into freight haulage if required. It will also have the role of operating newly-restored Tyseley flagship *Clun Castle* on its eagerly-awaited first main line trips in 2018.

Vintage Trains Limited will be a trading subsidiary that will be owned by the society, and will operate its steam and diesel tours.

The company and share offer were

officially launched on December 6. It is hoped that the Office of Rail and Road will grant TOC status to the new company by April 2018.

The share prospectus states: “We will be the only publicly-owned main line railway company in Britain operating express steam trains.”

Vintage Trains chairman Michael Whitehouse said: “We are recreating the time when it was a pleasure to travel on a comfortable and fast train for a wonderful day out. Better still, not only is there a dining car with excellent food and traditional Pullman service, but the trains will be hauled by express steam locomotives.

“We know we can do this because we already run express steam trains and we have a great team in place and a well thought through financial plan. So, we will use money from the share issue to create a 21st century British publicly-owned railway company, specifically to run express steam trains regularly on the main line as a leisure and tourist business.

Employment benefits

“We have a fleet of accomplished, reliable and powerful fully-maintained and restored express steam locomotives. We have a train of comfortable carriages including luxury Pullman cars. With extra capital we shall offer to the public more comfortable, fast, restaurant express trains to interesting places: to the seaside; through the superb scenery of the Welsh Marches; to the Cotswolds, gliding past under a pennant of steam, whilst our patrons enjoy a delicious breakfast or a traditional Sunday lunch.

“We shall sustain local employment, encourage international tourism, and keep alive in immaculate working condition our beautifully-decorated steam greyhounds that effortlessly work.

“The neat part of this offer is that the money the public invests will allow



Vintage Trains chairman Michael Whitehouse will also head the new Community Benefit Society. ROBIN JONES

Right: Double Castles take centre stage on the cover of the Vintage Trains Community Benefit Society share prospectus which aims to raise £3 million. VT



us to expand. The increased profits generated will all be ploughed back into the business. Those who subscribe can expect to receive interest on their shares from year six and we will provide a fund for them to withdraw their money over time. This is additional to the benefits received as a shareholder.

“It is a bold proposal to offer the public a share in preserving express steam trains for all to enjoy, rather than imprisoning them in museums.”

As a community benefit society Vintage Trains CBS has a charitable asset lock, preventing members from making a capital gain by selling or closing the business for a profit.

Therefore, the society will never be able to become privately owned and taken out of community ownership.

Vintage Trains Charitable Trust will be the parent of the society, having powers to appoint the majority of the society board and have a majority vote on all matters.

Community shares are withdrawable shares that cannot be sold, traded or transferred between members, unlike shares in a typical company.

The share offer opened on December 6 with a closing date of May 31, but Vintage Trains CBS directors may choose to extend the period of the share offer by up to six months if they believe that by doing so they will increase the chances of reaching the maximum target of £3 million. The minimum target is £800,000.

The new company’s prospectus said that the trading subsidiary, Vintage Trains Limited, is expected to achieve a break-even position in the third year of operation (2020) and move into

positive net worth in 2023. Accordingly, it proposes to offer members non-compounding interest from 2024 at 2%.

The prospectus added: “Vintage Trains and our founders are world pioneers in promoting express steam trains and have been successful in doing so for over 50 years. We have our own express steam locomotives, our own train of carriages, a skilled workshop and running depot at Tyseley and a tour promotion business, but we do not have our own licence to operate on the national railway network, so we rely on others to help us out.

“We now want to take control of our own destiny and run express steam trains ourselves.

Sustainable running

“We have applied for an operating licence, and to get this we need to demonstrate that we have the people and systems in place to run a safe railway service – which we believe we do – and also that we have the financial resources to run our trains sustainably, and this is where this share offer comes in.

“Subscribing via this offer will allow us to create a TOC and to maintain our fleet of locomotives and coaches to national railway standards. By doing this we will build an exciting future, and act decisively to protect Britain’s main line railway heritage before the skills disappear forever.

“To support these core activities we will run training courses, undertake route conducting, trialling of new trains and provide spot driver hire.

“The city of Birmingham has embraced tourism in its strategic economic growth plans. Greater Birmingham is



Newly-restored No. 7029 *Clun Castle* passes sister No. 5080 *Defiant*, the restoration of which is subject to a £1 million appeal. ROBIN JONES



After the first snowfall of the season a few days earlier, BR Standard 4MT2-6-0 No. 76079 heads the delayed 'Moorlander' Pullman dining train from Grosmont to Pickering between Kingthorpe and New Bridge on the North Yorkshire Moors Railway on Sunday, December 3. DAVE RODGERS

experiencing a 15% increase in tourism per annum with 10.2 million trips to Shakespeare's England and 4.5 million visitors to Birmingham's Christmas market each year.

"As a licensed TOC, we will be up there at the top table with all the franchise and freight operating companies, able to have our say in how the railways in Britain are run.

"Our carriages will be branded in the famous chocolate and cream livery used by both the GWR and WR. We will run Pullman, restaurant car and family event trains, initially from the city of Birmingham. We will also continue and increase the popular 'Shakespeare Express' summer steam train from Birmingham to Stratford-upon-Avon.

Connections

"We will work closely with West Midlands Trains, the operator of the franchise services, which will provide connecting tickets from Midlands stations for all our trains.

"We need to satisfy the Office of Rail and Road that we have (a) the resources required to run trains reliably and safely; (b) the qualified staff we need; and (c) the working capital needed for a seasonal business.

"The primary use of the £800,000 is to provide cashflow support to the subsidiary Train Operating Company that will incur costs and liabilities from February 2018. This company will start to receive trading income later, when

we hold the licence to operate and start running services.

"Whilst £800,000 is enough to get us started so we can run trains next year, the real target we want to reach is £3 million, and the additional £2.2 million will be spent on capital expenditure."

Passenger facilities

The money from the share offer will also be used to improve coaching stock.

A new kitchen car to help serve more Pullman and first class meals to a much higher standard will be created.

Carriages will be upgraded to offer increased disabled facilities, and equipped with better safety and environmental systems over and above the current requirements. An on-train café bar and shop will also be created.

Other projects may include the creation of an observation and bar car and more Pullman cars. Further improvements to the Tyseley depot include creating a training, education and heritage centre.

Certain stations on the 'Shakespeare Express' route may be adopted for community benefit.

The new TOC will, said the prospectus, get off to a "gentle start" in 2018 and build up its activities from there. Next year it will run the existing 'Shakespeare Express' programme, a small number of charter trains and a programme of local Christmas trains, it said.

"2019 will see a return to our current level of operations with additional charter trains, and 2020 will see a further increase

in the number of trains to a level we perceive to be comfortably sustainable through to 2023 and beyond," it said.

"In parallel with this, additional non-passenger services will be offered to the railway industry, best utilising the additional staff resources the TOC will take on. Most of our passenger services run at weekends, so significant weekday resources will be available, allowing a small new operator to take on tasks deemed non-core by the bigger players focused on their volume operations, such as testing new trains before they are commissioned and can carry passengers.

"These activities will build at a sensible and manageable rate between 2018 and 2023. With developments planned for the main line railway network over coming years, we believe that our Train Operating Company will have an ample supply of profitable work."

Shakespeare's leading role

If the ORR grants the TOC licence in April, the first trains to be run under it will be next year's 'Shakespeare Express' programme.

There will be 33 passenger charter trains run in 2018, 58 in 2019 and 82 trains in 2020.

The carriage renovation plan will start immediately and finish by February 2020.

Members will be able to elect up to three members of the society's board, the first elections coming at its first annual general meeting in autumn 2019.

The initial society board will be chaired by Michael Whitehouse, and will include former Chiltern Railways chairman Adrian Shooter, who is currently chairman of Vivarail which is developing modern trains, chartered accountant Michael Gilbert, a director of Vintage Trains Charitable Trust and Tyseley Locomotive Works for more than 25 years, plus retired chartered architect and consultant Robin Coombes, who recently chaired the governance review of the West Somerset Railway Association.

Adrian will chair the board of Vintage Trains Limited, and an as yet unnamed "very senior manager with experience in British Rail, Network Rail and a TOC" will become its managing director.

Jim Kirkman, secretary and treasurer of the Vintage Trains Charitable Trust, will be company secretary, while Ben Mason, a familiar face at Tyseley for several years, will be the business and catering manager.

→ Shares in Vintage Trains BC can be bought at www.vintagetrains.co.uk/ Shares where you can use a credit or debit card to subscribe.

You can also subscribe by sending an electronic transfer or cheque drawn from any UK bank or building society with an application form available from the website.

Should the ORR not grant a TOC licence, all funds will be returned to members less any operating expenditure that had been incurred up to that date.

Top awards for Wensleydale, Bluebell, North Yorkshire Moors and Kirkby Stephen East

By Robin Jones

ONE of the smallest stations in the heritage sector has just scooped a second major award.

Earlier this year, the Wensleydale Railway's Scruton station, which reopened only three years ago following a £180,000 restoration, was named as joint winner of the British Museum Marsh Trust Volunteers in Learning Award, for the heritage education programme at its tiny railway museum.

Having secured funding from the Heritage Lottery Fund in 2015, local volunteers worked to research and redisplay the station as it was in 1916, creating an authentic First World War period setting for a programme of curriculum-linked school visits.

The station has now carried off the London Underground Operational Enhancement Award in the National Railway Heritage Awards, held at the Merchant Taylors' Hall in London's Threadneedle Street on December 6.



The award-winning water tank at Kirkby Stephen East station. NRHA



The superbly restored canopy at Wemyss Bay. BRIAN SHARPE

The latest award was made for the restoration of the station's NER platform extension.

The Stainmore Railway's World of Water project to provide a functioning

NER water tower, water crane and an educational area at Kirkby Stephen East station took the Contractors Restoration Award. The educational exhibits explain why engines need water and explains the technologies that delivered it.

The Siemens Signalling Award was shared between the Bluebell Railway and the North Yorkshire Moors Railway.

The Bluebell won the award for the restoration of Horsted Keynes signalbox, the last of the original signalboxes on the line, which was emptied of all equipment when BR closed the line and which has been painstakingly re-equipped to enable operation of the Ardingly branch. The NYMR shared the award for its modern token system between Goathland and New Bridge.

The Great Western Railway Craft Skills Award went to the King's Head in Huddersfield station, where owner Bruce Travis spent around £200,000 on restoring the real ale pub to

its 19th century glory.

The Railway Heritage Trust Conservation Award went to Network Rail for its restoration of Grade II listed Pantyffynnon station in Carmarthenshire.

Renovated with Carmarthenshire County Council support, Network Rail has recently completed extensive renovation works giving the station a new lease of life, with significant grant funding from the Railway Heritage Trust.

Network Rail asset engineer Darren McKenna said: "The station building is a rare example of a 'Brunel chalet' which was a standard design by the famous railway engineer Isambard Kingdom Brunel."

The Stagecoach Volunteers Award went to the Yarrows Heritage Trust for its restoration of Thrumster station on the Wick & Lybster Light Railway in Caithness, which was closed on April 3, 1944, as a wartime economy measure. British Railways continued to use the



Changing tokens at New Bridge signalbox on the North Yorkshire Moors Railway. NRHA

Anonymous donor funds Fairbourne Railway's new *Russell* firebox

THE Fairbourne Railway's £12,000 appeal to provide its 2-6-4T *Russell* with a new firebox has successfully reached its target with almost 12 months to go before work is due to start, thanks to two large donations from a single anonymous individual.

A very favourable quote has been received from one potential contractor but with plenty of time to make a decision others may be evaluated.

Recent work on the chassis has seen the locomotive, a 15in copy of its famous Welsh Highland Railway counterpart, transformed from a maintenance-hungry machine to a star performer, with the engineering plastic Vesconite being used extensively for bearing surfaces in the axleboxes and motion. This material is half the price of the bronze previously used for the bearings in question, which wore

away in a matter of weeks.

By contrast, when the Vesconite bearings were examined at the end of a season that had seen the locomotive used extensively there was found to be minimal wear, such that it could well see another two seasons of use before requiring further attention. In the light of these findings the next loco through the workshops, 2-6-2T *Yeo*, is expected to see similar widespread

application of Vesconite to its bearing surfaces.

Vesconite is a self-lubricating thermoplastic developed in South Africa for use in gold-mining equipment and is claimed to give up to 10 times the life of bronze bushes. It has very good dimensional stability, and displays negligible creep under high load. Unlike many synthetic alternatives, it retains its strength under wet conditions.



For long neglected, Scruton station on the Wensleydale Railway has now won two national awards in a year. NRHA



Restored Thrumster station, which last saw trains in 1944, looking northwards towards Wick. NRHA

station as a goods office for collections by road, and it also served as a post office. The building was acquired by the trust in 2002 and has now been completely renovated, with the goods section used as an exhibition space.

The Taylor Woodrow Partnership Award was won by the Station House Community Connection for the £300,000 restoration and refurbishment of the disused Victorian Wickham Market station house in Campsea Ashe as a community facility with meeting rooms. The restoration work included a new canopy over the platform and the reinstatement of 30 decorative lions along new traditional cast-iron guttering, once a feature of all the station houses on the line between Melton and Halesworth.

The MTR Crossrail Award for Urban Heritage went to Greater Anglia for Cambridge station for the cabling and college roundels restoration, while the

Supporters Award went to Euston Tap for the heritage windows at Euston East and West Lodge which are now pubs.

The award for best overall entry in this year's awards went to Network Rail Scotland for the regeneration of the station canopy at Wemyss Bay, the terminus of the Inverclyde Line, 26 miles west of Glasgow Central.

The station was designed by James Miller in 1903 for the Caledonian Railway and is remarkable in its use of glass and steel curves. While noted for its architectural qualities – it one of Scotland's finest railway buildings and Category A listed – it was for a long time neglected.

However, a major refurbishment scheme carried out jointly by Network Rail, Inverclyde Council and the Scottish Government from June 2014 to the spring of 2016 saw its superb buildings and adjacent ferry terminal fully restored.

IN BRIEF

→ SEVERN Valley Railway-based Port Talbot Railway/GWR 0-6-0ST No. 813 is to visit both the Kent and East Sussex and Bluebell railways. For nine days, No. 813 will assist the KESR's home fleet to operate Santa specials, and on May 19-20, will be a guest for the Bluebell's Branch Line Weekend.

→ KEIGHLEY & Worth Valley Railway-based 1899-built Taff Vale Railway 0-6-2T No. 85 has been loaned to neighbour the Embsay

& Bolton Abbey to assist its home fleet over the Christmas period, returning home at the end of the year.

→ STEPHEN Middleton's recently-restored Hudswell Clarke 0-6-0ST No. 1208 of 1916 Illingworth, which ran on Yorkshire's Nidd Valley Light Railway during its working life, will visit the Mid-Suffolk Light Railway for three weekends in June, including the line's gala.



New B17 No. 61662 Manchester United at the Mizens Railway. NBLPG

Two new B17s make progress

NEW-BUILD B17 'Footballer' 4-6-0 No. 61662 *Manchester United*, currently under construction at the Mizens Railway near Woking, by a group from within the NBL Preservation Group, is taking shape.

Recent work parties have focused on making the front end of the locomotive look as presentable as possible in readiness for the venue's Christmas season.

Recent work has focused on attaching the running board either side of the smokebox. The footplate framing has been extended along the base of the smokebox and new steelwork is on order to form the left side front end footplate section. The left side front footplate was securely fitted into place in November

and steel for the right side is now on order. The group currently has a tender top and frame, cab, smokebox and frame (mostly uncut).

Another new-build B17 project being undertaken by the unconnected B17 Steam Locomotive Trust sees the construction of No. 61673 *Spirit of Sandringham*. There is now enough money to buy the first driving wheel at a cost of £10,000, after 31 donations have been made. It will use the pattern from A1 Pacific No. 60163 *Tornado*'s wheels.

The frames have been erected at the Llangollen Railway, while other parts such as the dragbox have been manufactured and delivered to Llangollen.

NYMR winter maintenance promises more steam

AFTER a summer season of very reliable running, when diesel for steam substitutions fell from 26% in 2016 to 5% in 2017 despite the line having only four steam engines available for much of the season, the North Yorkshire Moors Railway's programme of winter locomotive maintenance has gone very well.

Most of the scheduled mechanical work was completed before the start of Santa services, despite some high mileages run in 2017.

Highest mileage

BR Standard 4MT 2-6-0 No. 76079 was the highest-mileage engine in 2017, covering almost 17,000 miles. Its wheels will be removed and sent away for tyre turning in the new year but the locomotive is otherwise in good fettle.

Another locomotive receiving attention is B1 4-6-0 No. 61264, which needs remedial work to its rear axleboxes before leaving the line for a short period around April, for railtour duties and a visit to the Severn Valley Railway 'spring gala.

BR Standard 2-6-4T No. 80136 has received new piston and valve rings together with attention to its valve gear and was run in by running up and down Grosmont headshunt in snowy conditions that precluded venturing out on to the main line.

Of the engines under overhaul, LMS 'Black Five' No. 5428 is awaiting delivery of new boiler tubes and is expected to have its boiler fitted early in the new year, when the opportunity will be taken to lift that from BR Standard 4MT 4-6-0 No. 75029, which has most of the material needing replacement cut away before the lift. In addition, NYMR shed staff have been undertaking contract repairs on the chassis of S15 No. 825, with all the wheelsets having been dropped for examination of the axleboxes and repairs as necessary, before being replaced.

New Year work

After Christmas, attention will focus on winterising the engines and carrying out whatever routine running boiler repairs are needed ahead of their annual insurance company inspections, with work also expected to progress on BR Standard 4MT No. 75029's boiler and Bulleid West Country light Pacific No. 34101 *Hartland*'s boiler due to return from the South Devon Railway where it has been having a new firebox fabricated and fitted.

There will still be much work required on its return, with all the stays to be made and fitted before it can be returned to the frames, which are more or less finished and awaiting its return for final assembly to start.

IN BRIEF

→ **PEPPERCORN A1 Pacific No. 60163 Tornado** will visit the Midland Railway-Butterley in the spring, and after arriving there in mid-April, will run special services on April 21-22.

→ **WESTON-super-Mare's** 1884-built station has been awarded Grade II listed status by Historic England, joining the resort's other buildings such as the town hall, the Grand Pier and the Royal Hotel.

→ **LMS 'Crab' 2-6-0 No. 13065** from the East Lancashire Railway and **LNER B12 4-6-0 No. 8572** from the North Norfolk Railway will visit the Great Central Railway for its January 26-28 winter gala.

→ **SWANAGE** Railway-based M7 0-4-4T No. 30053 has now been withdrawn with the boiler largely stripped down and ready for lifting. Its owners plan to send the boiler away for contract overhaul but further details of its overhaul are being formulated.

→ **DARJEELING Himalayan Railway Manchester-built Sharp Stewart B 0-4-0ST No. 794B** is to make a comeback on the Matheran Hill Railway where it made its debut in 1917. India's Central Railway has brought it in to run special trips beginning in March.

Single-chimney 9F boiler passes Crewe steam tests

By Robin Jones

BR STANDARD 9F 2-10-0 No. 92134 – the only surviving single-chimney example – has passed its steam tests.

The tests were undertaken at LNNR Heritage in Crewe on November 23, 51 years since the boiler last held pressure, and the locomotive, which last ran in December 1966 before being sent to Dai Woodham's scrapyard at Barry, is now on the final leg of its restoration. On November 15 it had passed its hydraulic examination.

Built at Crewe, it entered traffic on May 24, 1957 and was first allocated to Saltley, from where it worked heavy freight to Gloucester, Nuneaton and Derby, and on the Water Orton-Glasgow Class C freight, which it worked as far as Carlisle via Sheffield and Skipton.

However, it spent most of its working life at Wellingborough, to which it was transferred in December 1957. There, along with other 9Fs it was used on Toton to Brent coal trains, and also headed the weekday service to Rotherwood near Sheffield. No. 92134 also worked general traffic over



The boiler of 9F 2-10-0 No. 92134 passed its steam test on November 23. 92134

the Midland Main Line, including long-distance work from Carlisle to St Pancras.

It was allocated to Leicester Midland in February 1964, and in September that year went to Eastleigh Works for its last major overhaul. Back at Leicester, it headed goods working all over the Midlands and to south Yorkshire and was transferred to Birkenhead in April 1965 from where it was withdrawn.

A total of 251 9F 2-10-0s were built of which nine have survived into preservation with No. 92134 being the oldest-surviving class member. It

worked for BR for only nine years and six months, and arrived at the scrapyard in June 1967. No. 92134 was rescued from Barry in December 1980, taking five days to be taken to its first preservation base, the North Yorkshire Moors Railway, at a speed of 12mph. It became the 116th locomotive out of 213 to leave Barry for heritage purposes, after having been there for 13 years and six months.

In early 1984, it was taken to Shipyard Services Ltd's workshop at Brightlingsea in Essex. Bought by Churnet Valley Railway director Howard Self and his wife Heather, most of its restoration was carried out at Crewe Heritage Centre.

However, in February 2016, the chassis was moved to the East Lancashire Railway, where the restoration will be completed once the boiler arrives from Crewe. By early 2017 the bottom half of the locomotive had been restored.

It is intended that once complete and having undergone running-in tests, No. 92134 will become part of the ELR steam fleet for the foreseeable future.

It will use the tender from the Midland Railway Trust's BR Standard 5MT 4-6-0 No. 73129.

Henry Ellison heats NYMR stock

ANDREW Barclay 0-4-0ST *Henry Ellison*, hired from the Ecclesbourne Valley Railway for use as a mobile steam heating plant at Pickering, has been test steamed and found to be up to the job of heating the North Yorkshire Moors Railway's Santa special rake of coaches.

It is doing the same job as an industrial steam generator

previously hired in, but at half the cost, while at the same freeing up the Weltril wagon previously used to carry the steam generator for permanent way use.

Although the locomotive has not been hired in to work trains, rumours on the NYMR suggest that there is a good possibility it may work a special train of some sort to Levisham.

York date for Peake's Soyuz

FOLLOWING its visits to Science Museum in London, the National Science and Media Museum in Bradford and Locomotion in Shildon, the spacecraft that transported British astronaut Tim Peake to and from the International Space Station will make its way to York and will land at the National Railway Museum on Wednesday, January 17, 2018.

A landmark partnership between Samsung and the Science Museum Group to create a national tour of Tim Peake's spacecraft means the Soyuz TMA-19M capsule, complete with equipped interior and re-entry char marks on its outer body, will be

on public display along with its 25m diameter parachute for two months at the York museum.

Visitors can book an event that includes an exclusive viewing of the capsule, as well as an opportunity to learn about the spacecraft from one of the museum's explainers. They can also experience the Space Descent VR virtual reality experience, narrated by Tim Peake himself, which places the visitor inside the Soyuz TMA-19M to witness first-hand the incredible 250 mile journey back to earth.

The spaceship will visit the Museum of Science and Industry in Manchester in March.

Supporter's loan allows Fairbourne Railway to relay Penrhyn station track

FOR the first time in many years the Fairbourne Railway has been in a position to invest in the purchase of a large quantity of new S10 rail, rather than good second-hand material.

The purchase has been made possible by a generous loan from a supporter, with the railway opening an appeal to eventually repay it – donations should be sent to the Fairbourne Railway, Beach Road, Gwynedd, LL38 2EX.

The new rail is initially being used to relay the station at Porth Penrhyn, which is being simplified in the process down

to a run-round loop and a short layover siding for use on events that require an engine change.

Sufficient rail has been purchased to allow a large section of track between the passing loop and Porth Penrhyn in the winter of 2018-19, at which point almost three quarters of the railway will have been renewed in recent years.

All the old track has been stripped out at Porth Penrhyn and work has started on laying the new track with the aim of having it usable, if not finished, in time for Santa special services.



EX-BARRY scrapyard hulk GWR 2-8-0 No. 2859 left Llangollen on November 11 when Reid Transport took it to its new restoration base at Congleton. The locomotive had spent three decades in the sidings before being sold, as reported in our last issue, but Llangollen Railway officials hope to see it back once its new owner has restored it. GEORGE JONES



After a rapid turnround in Pickering, northbound-facing LMS 'Black Five' 4-6-0 No. 44806 took over the 'Moorlander' Pullman dining train returning to Grosmont, from BR Standard 4MT 2-6-0 No. 76079 and is seen between New Bridge and Kingthorpe on the North Yorkshire Moors Railway on December 3. DAVE RODGERS

Tribute paid to former Project 62 chairman as 'pirate copy' USA dock tank boiler overhaul starts

A FORMER chairman of Project 62 – the owning group for Yugoslavian-built 'pirate' copies of USA dock tanks Nos. 30075/6 – has lost his two-year battle against cancer.

Graham Kelsey, who passed away in Manchester on November 30, was one of only three chairmen of Project 62, which was established in 1990, and he was at the helm from 1998 to 2005.

During this time he oversaw the dismantling of No. 30075 (a mock BR number) at the Swanage Railway, where it had been based since its arrival from Store Steelworks in the former Yugoslavia in 1990 and the subsequent transfer as a 'kit of parts' to Cranmore on the East Somerset Railway.

No. 30075 was refurbished and reassembled there and saw service from 2004-09 at Cranmore, then more recently at the Mid Hants Railway before withdrawal again for heavy overhaul in 2011, which is currently underway at Shillingstone.

Keen and active supporter

Graham moved from Dorset back to his home city of Manchester several years ago to pursue his interest in family history, but always remained a keen and active supporter of Project 62 and the two locomotives.

Being from Manchester, Graham was also extremely knowledgeable regarding Beyer-Garratt locomotives and spent many happy holidays in Africa chasing them. He also had several

articles published on the subject of Garratts and was well respected in this field having been able to have access and study the Beyer Peacock official archives.

Graham was a member of the Swanage Railway and also the Wimborne Railway Society attending one of the latter's meetings fairly recently. He collected railwayana, particularly anything from the Somerset & Dorset Joint Railway, which he had a keen interest in, and he often provided memorabilia for exhibitions. He was well known at railway auctions and one item he purchased in February 2009

was a nameplate from Virgin Trains Voyager unit No. 220023, a nameplate that he just had to have! It was aptly named *Mancunian Voyager* and it also happened to be a regular visitor to Dorset on services to Bournemouth.

A pleasure to know

Project 62 press officer Bob Bunyar said: "Graham was always active and with something to say – usually with amazingly dry observational wit. He was a pleasure to know and contributed hugely to the progress that Project 62 has made over the years. He will be sorely missed."



The three chairmen of Project 62: Graham Kelsey on the left by 30075, Bill Trite in the centre and current chairman Richard White. PROJECT 62

Agreement has been reached for the boiler of No. 30075 to be taken the short distance from its base at Shillingstone station to Henstridge for overhaul.

The overhaul will be carried out by Vincent Engineering, which is based at Syles Farm Workshop, near Henstridge Airfield in Somerset.

Owner Richard Vincent is well respected primarily in the area of traction engines but has also supplied boiler fittings for steam locomotives such as Sentinel No. 7109 based at the Somerset & Dorset Railway Heritage Trust at Midsomer Norton.

The boiler from No. 30075 being a saturated steam boiler is typical of the type the Engineering facility commonly work with. In addition to repairs and refurbishments, Vincent Engineering manufactures boilers from new, including all-steel, welded types of similar construction to that of No. 30075. It is anticipated that the boiler will be lifted from its frames at Shillingstone and taken to Henstridge in January.

→ Half of the £50,000 anticipated to complete the overhaul of No. 30075 has so far been raised and an appeal has been made to raise the rest of the finance to return it to steam. Anyone who wishes to make a donation – which are currently being match funded by a heritage sponsor – is invited to send it to Project 62 (cheques payable 'Project 62') c/o 26 Calder Road, Poole, Dorset. BH17 8PG. More details can be found at www.project62.co.uk



The Grand Union Canal bridge in its current condition. STEVE HALLAM/GCR



A computer visualisation of the completed structure. GCR

GCR launches £475k appeal bid for canal bridge repairs

By Robin Jones

A £475,000 appeal to restore and repair a canal bridge as part of the Great Central Railway's Bridging the Gap project has been launched.

Following the installation of the long-awaited bridge over the Midland Main Line at Loughborough on September 3, attention has now turned to the bridge over the Grand Union Canal to the north of the locomotive shed.

GCR managing director Michael Gough said: "We have had people from around the world asking us about the new railway bridge. They're also asking which part of reunification we are tackling next!

"The answer is, we're going to restore the existing historic canal bridge at Loughborough so it is ready to carry trains again. The appeal is in part to

pay for the repairs and also to fund the ongoing design work for the rest of the reunification scheme."

The reunification project will connect the GCR to its northern 'twin' heritage line the GCR (Nottingham) and create an 18-mile steam highway.

The Loughborough canal bridge is the only surviving part of the original Victorian link between the two lines, and not demolished after the line was closed by BR.

However, the metal work is corroded and the brick work in a poor state and it requires substantial work before trains can use it again.

Using techniques developed for

the national rail network, the bridge is expected to be repaired without being lifted. To minimise disruption to the boats passing underneath the repairs are set to take place in a quieter time of the year for the canal.

If the funds can be raised in time, work will start on the bridge in autumn 2018.

Meanwhile, the new bridge over the MML is on track to be completed before Christmas.

Contractors have continued to install the decking and face the concrete parts of the structure with bricks.

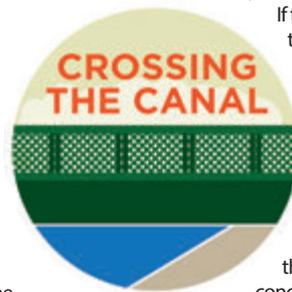
Michael said: "We have made a significant start on reunification. Far from being beyond our reach, the rail bridge

is the first part of the project to be completed.

"There is a long way to go before trains can run and a lot of work to do. However, the more people who can support our appeal, the sooner the canal bridge will be done and that's another part of the jigsaw in place.

"Reunification will bring economic benefit to the area, creating jobs and attracting more visitors. We're committed to making it happen and hope people will share the vision and make a donation."

→ Donations can be made online at www.gcrailway.co.uk/unify or by cheque (made payable to the David Clarke Railway Trust) and sent to: Canal Bridge Appeal, David Clarke Railway Trust, Lovatt House, 3 Wharcliffe Road, Loughborough, Leicestershire, LE11 1SL.



Pub next to world's first public steam railway goes to auction

A PUB on a site which played a pivotal role in world transport history has been placed on the market.

The Locomotion No 1 pub stands opposite Heighington station in Newton Aycliffe, where its namesake, the first steam locomotive to run on the Stockton & Darlington Railway, the world's first public steam railway, was assembled on the tracks in 1825. The pub and the former Heighington station were due to be auctioned at the Newcastle Marriott Hotel Gosforth Park on December 11 with a reserve price of £230,000 plus VAT.

The original part of the building, near the tracks, was completed in 1827 and opened as an inn two years later when it obtained a licence.

By 1848 it was no longer in use as a pub and the building eventually housed a

station master and his family.

The building comprises the pub and kitchen, a cellar, flat and upstairs bedrooms, the old ticket office and platform, a car park and land to the rear.

The current owner bought the property in 2011 and was set to reopen the pub until it was burgled in July.

A spokesman for Friends of the Stockton and Darlington Railway said: "The pub itself is one of the first lineside buildings, built in the days before anyone had developed the modern concept of a station, so the publican was expected to do everything: sell train tickets, receive parcels and sell coal while also serving beer and knocking up a quick snack for his customers. Its great boast may be about having the world's oldest railway platform."

Snowdon mountain line hits new heights with record film crew visits

A RECORD number of film crews have visited Snowdon Mountain Railway this year to capture its stunning views.

Teams from 11 production companies have made programmes featuring the railway, the summit building and station in Llanberis.

Highlights this season include comedian Joel Dommett's feature for ITV's This Morning and Ellis James and Miles Jupp's recent visit as part of a BBC series featuring their favourite places to visit in Wales.

A documentary crew from BBC Wales brought Welsh photographer David Hurn to Snowdon to discuss his life in photography; S4C filmed from the mountain to illustrate a story about Everest, while UKTV's Impossible Railways made a programme about the specific challenges of running a railway to the top of Wales' highest peak.

A different kind of film crew also

visited over the summer to record a 360-degree journey on Snowdon Mountain Railway to create a virtual reality experience.

The Capital VR experience will be available in Cardiff's St David's Shopping Centre, giving people a chance to take a virtual trip up Snowdon and experience the view from the iconic peak which was this year voted the best in the UK.

Railway general manager Alan Kendall said: "We're pleased we could welcome an array of film crews to the mountain this year, to capture its stunning scenery and the railway's unique way of experiencing the views.

"Our season highlight was the return of No. 5 after 17 years, and the railway's very first female fireman.

"Of course, a TV crew was on hand to film these stories too and we look forward to welcoming many more in 2018."

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LSWR T9 'Greyhound' 4-4-0 No. 30120 lets off steam at Corfe Castle during a test run on the Swanage Railway on November 23. Extensive repairs have been carried out at Swanage to one of the 1899-built National Collection locomotive's cylinders after fears were sounded that it might not steam again. For so long based on the Bodmin & Wenford Railway, its late July move to Swanage could now last much longer than expected and could even be made permanent. ANDREW PM WRIGHT

Network Rail helps new Cricklade push

REDUNDANT track materials lifted during Network Rail's electrification of the Great Western Main Line will be used in a new northern push by the Swindon & Cricklade Railway.

The heritage line's volunteers will be using sleepers to extend the line from its current railhead at South Meadow Lane half a mile to Fairfield Lane and then the remaining one-and-a-quarter miles to the site of Cricklade station.

The extension team face having to fell several mature trees on the Midland & South Western Junction Railway trackbed.

One major obstacle is the need for a new bridge at Fairfield Lane to replace the original which was blown up after the line closed in 1961. It is estimated that the extension will cost around £2 million.

Seven in steam for Belgian 'peace' gala

THE Belgium Steam Museum will commemorate 100 years since the end of the First World War at the Stoomcentrum Maldegem's steam festival on May 5/6.

The Apedale Valley Light Railway's Kerr Stuart Joffre 0-6-0T No. 3016 of 1916 and privately-owned Kerr Stuart 0-4-0ST Wren *Peter Pan* will both cross the North Sea for the event.

British-built Austerity 0-6-0ST No. WD196 *Errol Lonsdale*, a former South Devon Railway resident, and Avonside 0-4-0ST *Fred* will also be at the event, though these are now based in Belgium.

Completing the line-up will be 1906-built Hanomag 0-4-0WT *Yvonne* (believed to have been taken prisoner by the British during the war), the last surviving Prussian T7 0-6-0T from Train 1900 in Luxembourg (representing German designs during the conflict), and resident 1893-built St Leonard 0-4-0T *Yvonne*.

Transport from Hull is available on Zeebrugge P&O Ferries, and Bruges station is also nearby.

Richboro and Aln Valley head east

THE Aln Valley Railway's former Port of London Authority Hudswell Clarke 0-6-0T No. 1243 of 1917 *Richboro* passed its boiler test on November 24, allowing it to work the line's Mince Pie Specials between Christmas and the new year.

These will be the first public trains scheduled to travel on the railway's extended track as far as bridge 6.

On November 17, *Richboro*, coupled to a Shark brakevan, was used on a works train as far as the limit of completed track to deliver a bogie bolster wagon laden with rails for the next phase of tracklaying. This was the first steam-hauled freight on the original trackbed of the line for over 50 years.

The track has now been extended as far as the former bridge 5 (which linked fields on both sides of the track) and sleepers are in place, awaiting rails, on Cawledge Viaduct.

Richboro marks its 100th birthday by running over part of the original trackbed of the Alnwick branch on November 17. AVR



Saving the station that inspired creator of The Hobbit

A CAMPAIGN group wants to preserve Gedling & Carlton station in Nottinghamshire which they claim inspired JRR Tolkien to write his Lord of the Rings trilogy.

The Gedling Village Preservation Society wants to convert the GNR station, which closed on April 4, 1960, into a community centre preserving the heritage of the site and the district's mining heritage.

The society wants to buy the building, currently owned by a local youth group, with the aid of Heritage Lottery Fund grant aid.

Society secretary Francis Rodrigues said local legend has it that Tolkien had an aunt called Jane Neave who owned a farm in Gedling, and he visited the station in 1914.

Francis said: "It's documented that he wrote a poem called The Voyage of Éarendel the Evening Star. That was the poem that took him on to write the trilogy."

The station was opened by the GNR on its Derbyshire Extension in 1875-6. It currently does not have listed building status.

Boom year for four Manx lines

DESPITE the suspension of services on the Snaefell Mountain Railway for safety reasons, passenger numbers on the Isle of Man's heritage lines have soared by 13%.

Latest figures showed that between March and November this year, a total of 512,847 travelled on the Isle of Man Railway, Manx Electric Railway, Snaefell Mountain Railway and the Douglas Bay horse tram – a rise of 65,949 customers over the same period in 2016.

Despite it running an enforced shorter season after a tramcar ran out of control, the mountain railway had the biggest increase in 2017 with an additional 16,770 customers – a rise of 27%.

The Isle of Man Railway was boosted by an extra 32,355 passengers – a 22% increase, while the Manx Electric Railway saw the most customers with 227,826 using the service.

The Manx government stated that a growing market in coach trips and cruises played a major role in the increase.

Ivatt boiler's steam tested in readiness for Worth Valley 50

By Paul Appleton

THE contract overhaul of the boiler from the Keighley & Worth Valley Railway's Ivatt 2-6-2T No. 41241 has been completed at the Severn Valley Railway – paving the way for the locomotive to restage its role in the Yorkshire line's opening celebrations 50 years ago.

The boiler is soon to be delivered to Haworth so that reassembly can get underway in the new year.

Having passed its hydraulic test, a fire was lit and the boiler steam tested in the first week of December in the yard at Bridgnorth, with the overhauled boiler mounted on the SVR's 'boiler test' well wagon.

The locomotive is needed for the KWVR's big 50th anniversary season and is set to star in a special eight-day gala marking the major milestone at the Yorkshire line between June 24 and July 1, where it will appear in the non-authentic LMS (KWVR) red livery it carried when hauling the reopening train on June 29, 1968,

along with SR USA 0-6-0T No. 72.

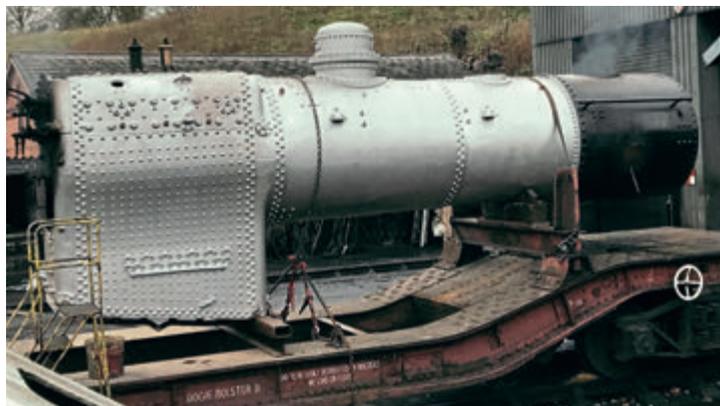
Work on the 'Mickey Mouse' has been a priority in the SVR's boiler shop over recent months meaning that work on completing the boiler for the railway's own BR Standard 4MT 4-6-0 No. 75069 has been further delayed.

Stay holes are currently being drilled as firebox reassembly has resumed, and the tube plate and door plate have been trial fitted and will shortly be riveted and screwed into place.

Llangollen substitute

The main workshop is completing brass fittings so that when the boiler is complete, final assembly can take place. It is now thought unlikely that the locomotive will be ready in time for the SVR's March 16-18 spring steam gala, although it now looks likely that Llangollen's BR 4MT 2-6-4T No. 80072, which has been at the railway helping with the busy Santa train schedule, will stay until early April and may take the place of No. 75069.

Churchward 2-8-0 No. 2857's winter



The smoke and steam emitting from the boiler of No. 41241 in the yard at Bridgnorth on December 3 are a sure sign that it is close to being ready for return to Haworth and reuniting with its bottom half, so it can be completed in time for it to take its place in the 50th anniversary events in June. PAUL APPLETON

maintenance programme continues, with the cylinders rebored and awaiting new liners. Bulleid Battle of Britain light Pacific No. 34053 *Sir Keith Park* is being thoroughly cleaned and having running repairs carried out ready for return to its

owners at Swanage in the New Year.

It is still planned to bring in another locomotive for the SVR's main running season, and discussions are underway with a number of owning parties, but nothing has yet been agreed.

'Consolidation' ahead for NYMR despite a good 2017

THE North Yorkshire Moors Railway showed a 2½% increase in cash taken in the 2017 season, and outperformed many of its rival attractions, many of whom saw a fall in numbers.

While the number of bed-nights spent in Yorkshire increased in 2017, visitors are not spending as freely as previous years.

This trend is expected to continue in 2018, with the railway's management expecting a flat year, although one encouraging sign is that ticket sales for the visit of A1 No. 60163 *Tornado* from March 3-11 are already well ahead of those for the same event featuring LMS 4-6-0 *Royal Scot* in 2017. With both the timetable and fares to be maintained at 2017 levels, 2018 is expected to be a year of consolidation.

Bressingham trials for WD Austerity

HUNSLET Austerity 0-6-0ST No. 3193 of 1944 *Norfolk Regiment* has been moved by road transport from boilermaker Mervyn Mayes's premises at the Old Goods Yard, Yaxham to Bressingham Steam Museum for trials.

No. 3193, which was built for the War Department where it was numbered WD140, later 75142, was rebuilt by Hunslet in 1962 as No. 3887.

Bought for preservation by Phil Wainwright, it later went to the Great Central Railway and then the Midland Railway-Butterley.

From 1995 until 2003 it was the principal workhorse of the Lavender Line, but eventually required extensive work on its boiler, firebox and bunker.

It had been at the Yaxham premises next to the Mid-Norfolk Railway since it was purchased by registered charity Norfolk Heritage Steam Railway Ltd from the Lavender Line in 2009.

Following more detail work, extra checks as well as work specified by the boiler inspector during his last visit to Yaxham, the locomotive will then be tested and trialled over the several hundred yards of standard gauge track available at Bressingham, where the NHSR intends to use the covered



Hunslet Austerity 0-6-0ST No. 3193 *Norfolk Regiment* being loaded onto the Reid Freight Services Ltd trailer on November 28. NHSR

facilities and inspection pit on site.

The paintwork will be completed there to replicate that carried by No. 3193 when active at the Cairnryan Military Railway near Stranraer in 1952. NHSR has already received a number

of expressions of interest from heritage railways for 2018 which are being carefully considered by its directors.

It is expected that No. 3193 will enter revenue earning service during the early months of 2018.

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Taking shape – the new refreshment room on Platform 1 at Bridgnorth, seen on December 3. But the slate roof will have to wait. PAUL APPLETON

Penrhyn Quarry delays Severn Valley plans

By Paul Appleton

WHAT was described as 'unprecedented local demand' for roofing slates means that the Severn Valley Railway's new refreshment room at Bridgnorth will not receive the order for its new roof until 'sometime in March'.

Project managers are determined to remain true to the original design spec and use traditional Welsh slate for the main roof of its new building, which is based on genuine GWR buildings of the type from the early 1900s. Their policy is that it is better to wait a few months more than to use alternative materials and regret it for years to come.

Welsh slate production is a shadow of what it was even in the mid-20th century and with most slate now imported from Spain, China and the US, Penrhyn Quarry at Bethesda in North Wales is one of the few remaining suppliers – today employing just 200 people, whereas in

its heyday at the end of the 19th century, there were almost 3000 quarrymen employed there. It's now part of Welsh Slate Ltd, which as well as Penrhyn, owns quarries at Pen-Yr-Orsedd, Cwt-Y-Bugail and Oakeley Quarry at Blaenau Ffestiniog, the latter once served by the Ffestiniog Railway.

All the roof trusses for the new building's roof are now in place, with the dummy GWR style chimneys complete and just awaiting their heavy capping stones, which will need to be craned into position. It has been decided to waterproof the building with a temporary alternative material, while the delivery of slate is awaited, so that subcontractors can get on with the task of completing the internal services.

It is still planned to move the Railwayman's Arms public bar into the new structure as soon as the building is functional in order that work can get underway without further delay.

Second major conference on early railways for York

A SECOND International Early Main Line Railways Conference is to be held at the National Railway Museum in York from June 21-24.

Following the success of the first conference in 2014, the organising committee has arranged a second conference to explore further the origin and development of mainline railways between 1830-70.

This second conference has attracted papers from authors studying subjects in several parts of the world, in addition to the United Kingdom. They cover subjects related to economic and political progress and business incentive and practice, as well as developments

in structural, architectural and building techniques and practice and advancements in materials.

It will commence on the evening of June 21, with a public lecture by Andrew Savage, executive director of the Railway Heritage Trust.

Arrangements are being made for a chartered trip on the North Yorkshire Moors Railway, with supper, on the Friday evening. On the Saturday evening a formal conference dinner will take place in the NRM's Station Hall.

Visit earlymainlinerailways.org.uk for details. Enquiries or queries specific to booking and payment should be sent to emlc2bookings@rchs.org.uk

Grosmont test for overhead cable

NO, the North Yorkshire Moors Railway is not expecting its first electric locomotive!

The line received a contract to test a short length of a new design of overhead power cable for use in tunnels, which involved having a steam

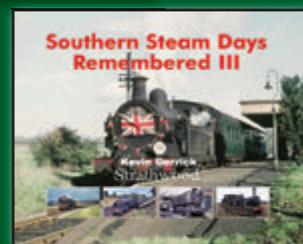
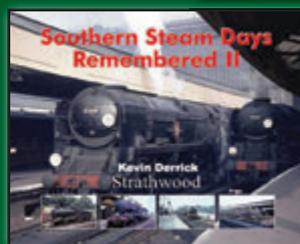
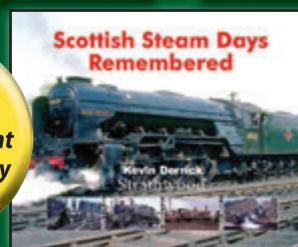
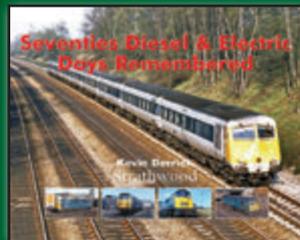
locomotive under it with its blower full on and continuously blowing off steam from its safety valves.

The cable was suspended from Grosmont coaling tower and the 'Black Five' No. 44806 was parked beneath it, to the surprise of onlookers.

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Official silence over new owner after 'I've bought Garratt' social media post

EXCLUSIVE

By Geoff Courtney

AUSTRALIAN officials are refusing to confirm the identity of the purchaser of UK-built Garratt No. 6029, one of the world's largest preserved steam locomotives, despite a social media post from an individual saying that he and a colleague now owned the engine.

The giant Beyer-Garratt has been mired in controversy and became the centre of lineside rumours, claims and counter-claims after its owner, a division of the Australian Railway Historical Society, collapsed into administration a year ago with debts of £425,000 and its Canberra Railway Museum home closed with immediate effect.

Built by Beyer Peacock in Manchester in 1953 for New South Wales Government Railways, the 4-8-4+4-8-4 and another Beyer Peacock locomotive, 1903-built 4-6-0 No. 3016, were relocated within days of the museum's closure to another railway museum 150 miles away at Thirlmere, south-west of Sydney.

Enthusiasts feared the newly restored Garratt could end up being sold overseas, with some reports saying that it had attracted the interest of the National Railway Museum, a claim denied by the NRM.

Assets sold

Global accountancy firm Deloitte was appointed administrator to oversee affairs, and on August 2 the company held an auction of some of the society's assets, including two steam locomotives, a main line diesel, carriages, and other items such as track. The sale, which was opposed by some enthusiasts and preservationists, raised nearly £250,000 which, after costs, was to be used to partly settle creditor claims and other liabilities.

No. 6029 was not included in the auction as Deloitte had said two months earlier that it was not for sale, but this was reversed on August 28 when the company announced that offers were being invited. The Deloitte team, headed by lead liquidator Eddie Senatore, imposed a number of conditions, two of which were that offers had to be received by September 15 – fewer than three weeks after the announcement that the giant engine was for sale – and that it had to be removed from the museum where it was stored just two weeks later, by September 29.

The tight timetable was met with incredulity by enthusiasts, who insisted that it would be impossible to adhere to, and this indeed proved to be the



Turning heads: UK-built Garratt No. 6029 on the turntable at NSW Rail Museum in Thirlmere, south-west of Sydney, in February 2015, shortly after its return to service following a widely acclaimed restoration. The giant 4-8-4+4-8-4, built by Beyer Peacock in Manchester in 1953, is currently in storage at the museum after being relocated there following the collapse a year ago of its owner, a division of the Australian Railway Historical Society, and the unexpected closure of its Canberra Railway Museum home. On November 10 it was revealed that the locomotive had been sold.

case, as the two September deadlines passed without any news of a sale or the locomotive's removal to a new home.

With no official announcement forthcoming, rumours about its fate inevitably reverberated around the preservation movement, and even Transport Heritage New South Wales, which runs the NSW Rail Museum where No. 6029 has been stored for the past year and had put in a bid ahead of the September 15 deadline, was in the dark well into November.

However, the lack of information was pierced on November 10 when a message was posted on social media by Phil Davis, who said: "I wish to inform that myself and a colleague have been successful in purchasing locomotive 6029. We have purchased the locomotive to help ensure its long-term future and preservation as an operational locomotive. All involved have experience in this field.

"This is not a loco we expect will be operated often, but carefully to help ensure the objective of longevity and preservation. We will shortly begin negotiations with a heritage operator to help achieve these goals."

It is not known what the new owners paid for No. 6029, although at the time its sale was announced, estimates put its value at about £250,000.

Despite the posting by Phil Davis,

who it is understood lives in Sydney and has fired and driven the locomotive, Transport Heritage NSW had still not been told officially by Deloitte four days later that its bid was unsuccessful, while Deloitte itself remained tight-lipped about the situation.

Anonymity

Simon Rushton, Deloitte Australia's corporate affairs and communications national manager, said on November 14: "The liquidator is not currently able to disclose details of this asset sale, but should be able to do so later this month." A further statement issued to *Heritage Railway* by Simon on December 1 said: "The sale has now been completed, but the buyer wishes to remain anonymous – afraid I can't reveal anything."

One source said No. 6029 would return to Canberra from its temporary home in Thirlmere and be operated in a new venture separate from the now-closed Canberra museum, but another source said he did not expect to see the Garratt return to Canberra for a long time as it needed work carried out and the facilities there no longer existed.

Of the Canberra museum itself, which remains closed, the second source said it had been subject to vandalism, graffiti attacks and squatting, and added: "It is one big mess, which will be fixed with a lot of energy. Once the fences

are repaired, the grass cut and some paint applied, we might see some activity again."

On a positive note, he continued: "Once it is known when 3016 (the other loco moved with the Garratt to Thirlmere after the museum's closure a year ago) can return and, more importantly, be permitted to operate out of Canberra, we will see a future for the museum again."

One enthusiast who has followed the saga from the day the society went into administration and Nos. 6029 and 3016 were relocated to Thirlmere, said: "Creditors have to be paid if possible, and Deloitte did the right thing holding the auction in August, but other actions have baffled me.

"One minute 6029 wasn't for sale, then it was, and why on earth did the liquidator impose such a tight schedule on submitting bids and the removal of the Garratt? It would have been impossible to find a new home and relocate it within 14 days of being told you were the successful bidder – moving a 250 ton locomotive isn't like buying a tin of baked beans from a store.

"Now there's a social media post from Phil Davis for everyone to read saying that he and a colleague have bought the loco, but Deloitte is saying the new owner wishes to remain anonymous. How odd is that?"



An artist's impression of the planned replica Midland Railway station now being built at Wirksworth. EVR

Help Wirksworth get a new Midland terminus!

THE Ecclesbourne Valley Railway has launched an appeal to raise £500,000 to construct a new Midland Railway-style station building at Wirksworth.

The new station is intended to replace the original portable buildings, which have served the railway since trains first started running on the short quarter-mile section to Gorsey Bank in 2004. While the opening in 2016 of a new booking office in the adjacent former tannery building has been a major boost, it is clear that the other facilities are now inadequate.

Passenger numbers are growing on the line and ticket revenues are 40% up on 2016, which has been helped by the operation of steam in the summer, as well as a growing reputation for quality diesel events. The line is home to one of the largest collection of first-generation DMUs and recently constructed an

extension to its maintenance facility to service and restore them.

The boom in passenger numbers has forced the issue of replacement of the existing facilities with regular large queues at the toilets. The condition and size of the buffet inside an old EMU car has become prohibitive and the shop and model railway are becoming unsightly and tatty.

The new building, for which work on the foundations is now underway, will feature a replacement booking office, shops, a 60-seater cafeteria, museum, model railway and toilet facilities. It will be constructed on the site of the former Midland Railway station building, which was demolished in the late 1960s, when the line was solely used for freight traffic. ***Anyone who would like to donate to the project is invited to visit at www.evr.com/stationbuilding**

Holiday camp star makes Manx debut after Scarborough overhaul

A STEAM outline locomotive, which featured on the closing credits of the Eighties TV holiday camp comedy series *Hi de Hi*, has returned to running order on the Groudle Glen Railway in time for Santa specials.

Baguley diesel No. 3232 of 1947 once worked at Butlin's Clacton holiday camp. Previously named *Parracombe*, it arrived on the Isle of Man in 2007 from the Lynton and Barnstaple Railway in Devon, after seeing service on the Lynbarn Railway at the Milky Way theme park in Clovelly.

It has been overhauled at NBR Engineering at Scarborough, which stripped the locomotive back to the frames and completely rebuilt the engine and gearbox.

The frames, wheels and large numbers of components have been shot blasted, painted or powder coated and the locomotive is now in the process of being reconstructed.

It has been renamed *Maltby* after Richard Maltby Broadbent, who created the glen, zoo and the 2ft gauge railway on the Isle of Man in the 1890s.



Former TV situation comedy star *Maltby* in service on the Groudle Glen Railway. RICHARD BOOTH

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Collett auto tank No. 1450 on display. SARAH PALMER



Britain's latest new-build, Decauville 0-4-0T *Edgar*, which was built by the engineering arm of Scarborough's North Bay Railway. WMRC

Big engines steal limelight at Warley national model show

By Robin Jones

FOUR full-size steam locomotives took centre stage as the Warley National Model Railway Exhibition celebrated its 50th birthday.

The Sandwell-based Warley Model Railway Club was founded in 1966, and held its first exhibition the following year.

Around 15,000 people attended the event this year, in Hall 5 of the National Exhibition Centre in Birmingham. Music mogul and model rail fan Pete Waterman presented prizes at the show.

On display were GWR 0-4-2T No. 1450 from the Severn Valley Railway, 2ft gauge Hudswell Clarke 0-6-0 No. 972 of 1912 No. 11 *Fiji* from the private Statfold Barn Railway near Tamworth, new-build Decauville 0-4-0T *Edgar* built by NBR Engineering Services Limited at Scarborough and SECR H 0-4-4T No. 263 from the Bluebell Railway.

No. 263 was displayed on the Hornby stand to promote the

firm's new model of the Wainwright locomotive. The model is being produced in both pre-Grouping livery as No. 308 and late BR livery, and the latter comes as part of a train pack with a pair of Southern Region green coaches.

The final member of the class in service, No. 263 was withdrawn from Three Bridges on January 4, 1964. That November, it was purchased by the H Class Trust and moved to Robertsbridge, later being transferred to the South Eastern Steam Centre at Ashford.

More scope for running

In 1975 the trustees decided that the locomotive would have more scope for running if based on the Bluebell and in 2008 ownership was transferred to the Bluebell Railway Trust. Following an overhaul, it returned to service on July 28, 2012.

Edgar represents a French industrial type far better known

for the late Sixties Playcraft 009 model named *Steatite*. Both NBR Engineering Services managing director David Humphreys and *Heritage Railway* editor Robin Jones bought one of the models at the time.

A second Decauville locomotive has since been commissioned and the firm is now in a position to offer them at a discounted price through batch building.

Fiji was supplied new for use on the extensive 2ft gauge system used by the Colonial Sugar Refining Company on the island of Viti Levu. It was converted to diesel power in 1995 for use on a tourist railway, parts of the firebox and boiler being cut away. Bought by Statfold supremo Graham Lee, it was repatriated in October 2012. Despite the many challenges involved in the project, it was returned to steam and began running-in during February 2014.

One of the stands at the show featured a recreated 1967 model railway shop to

show visitors the state of the hobby half a century ago.

Club spokesman David Moorhouse said: "This year's show went really well – we had a lot of people saying it was the best show ever. We also had lots of families and children there which is good for the future of the hobby!"

Garden Rail Show

Meanwhile, 2018 marks the 17th year of the Midlands Garden Rail Show – Large Scale Model Rail, which is regarded as one of the leading exhibitions of its kind in the UK.

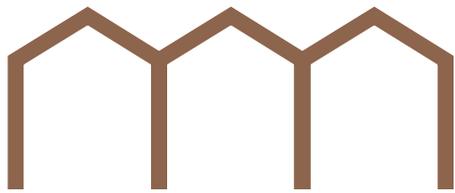
The exhibition, which will take place at the Warwickshire Event Centre near Leamington Spa on March 17/18, attracts over 2000 enthusiasts from all over the UK and Europe.

This exhibition is well supported and organisers are expecting 32 leading suppliers and 15 layouts and displays covering many gauges, including live steam. Visit largescalemodelrail.co.uk.



Above: Hudswell Clarke 0-6-0 No. 11 *Fiji* made the short journey from its home near Tamworth to attend the big show. SARAH PALMER

Left: SECR Wainwright H 0-4-4T No. 263 on the Hornby stand. SIMON POOLE



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Building on the future of the Gwili Railway's Heritage

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With the opening of the new Abergwili Junction extension, the Gwili Railway is now embarking on the next exciting phase of development.

Like many heritage lines, the Gwili Railway makes use of the standard British Railways Mark 1 carriages. A storage facility is badly needed to protect them from the worst of the Welsh weather. The new shed will be capable of holding the equivalent of four Mark 1 carriages on each road.

We have several historic items of stock which relate to Wales. The public display of such vehicles and artefacts is seen as essential in informing and educating our visitors.

We therefore want to build the carriage facility to not only cover our Mark 1 carriages, but also items such as Taff Vale Railway No.28, the last surviving Welsh-built steam engine, on loan from the National Railway Museum. In our collection we also have the Taff Vale Carriage

No. 220 of 1891. This once carried South Wales' miners to work and is currently under repair. It is the only railway carriage to hold a "Blue Peter Badge!" Equally fascinating is the Great Western Railway carriage No.216 of 1888.

This was used for many years as a dwelling in Carmarthenshire and is now being returned to its former glory.

The carriage shed will allow us to obtain further historic Welsh carriages for display and create

a educational classroom facility. Potential funding partners are fully supportive of a building with an emphasis on display, education and storage.

The full cost of the proposed building will be £300,000 and we have informal pledges of over half this amount provided we can raise the remainder. We are therefore looking to raise a further £150,000 to complete the funding package and to allow construction to begin.

Help us unlock the funding pledges by donating to the project. You can do this by...

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No. 8 climbs steadily through the Vale of Rheidol. ROBERT FALCONER

Back to the future on the Vale of Rheidol

By Martin Creese

WITH the steam era becoming a distant memory and the increasing commercial realities of running a heritage railway coming to the fore, it is rather nice to see that in a corner of Wales a quiet but very welcome revolution is taking place, with a line emerging into the limelight and presenting itself in the 21st century just as it was 80 years earlier.

The railway in question is the Vale of Rheidol Railway which is being rolled back to the halcyon days of the Great Western Railway. The carriages are resplendent in chocolate and cream, the engines in Great Western green, and as each is overhauled, the air pumps that were positioned so prominently on the front of the side tanks after the introduction of air brakes are being hidden inside the side tank.

On the railway itself, modern signage is being removed and period pieces

installed and the intermediate stations returned to their GWR condition. Credit for bringing this vision to life sits with the railway's owners the Phyllis Rampton Narrow Gauge Railway Trust. The railway has also enjoyed growing passenger numbers over the last few years with around 60,000 now carried annually.

Regauged again

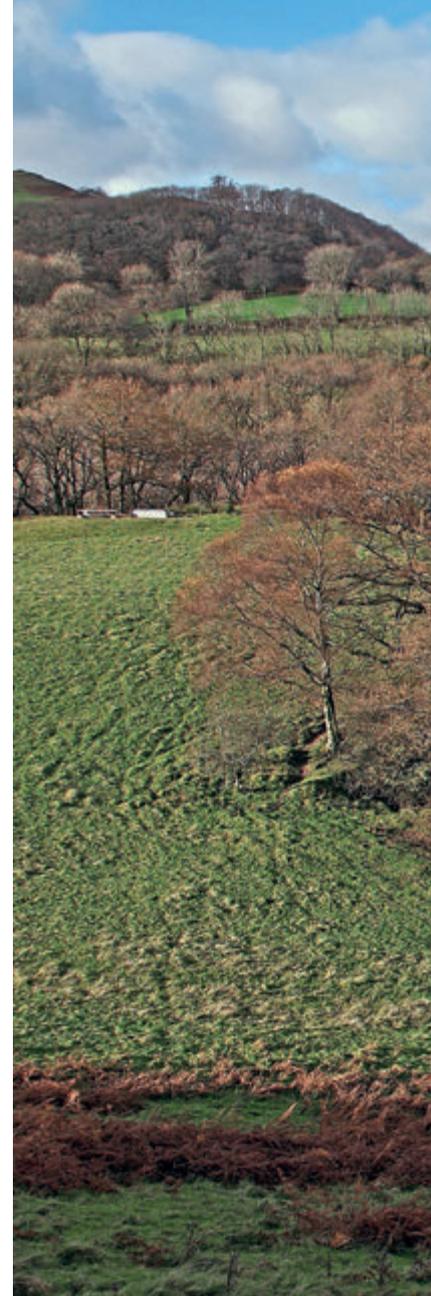
The most recent example of this approach is the restoration of cattle wagon No. 38088. Built by the GWR in 1923 it was sold with sister vehicle No. 38089 to the Welshpool and Llanfair Railway where it was regauged to 2ft 6ins. In 1959 it was acquired by the Ffestiniog Railway, regauged again and converted to a covered wagon and used as a stores wagon, generator van and bicycle van before being reacquired by the Vale of Rheidol in 2014. The restoration was completed in time for it to debut on a 30742

Charters photographic day in November resplendent again in GWR livery. Sister vehicle No. 38088 also is still in existence at Welshpool where it runs as part of that line's vintage goods train.

The Vale of Rheidol Railway was authorised by an Act of Parliament in 1897 with construction commencing in 1901 and opening on the December 22 1902. The line became part of Cambrian Railways in 1912 and then the Great Western Railway in 1923, finally becoming part of British Railways at Nationalisation in 1948. The line went on to outlive all the other narrow gauge absorbed lines and remained the last British Railways' steam-worked line until its privatisation in 1989. It was originally built to serve the agriculture and lead mines of the Rheidol valley and provide an outlet at Aberystwyth harbour. As the lead mines declined it was tourism that began to sustain the Vale of Rheidol.

The Vale of Rheidol is also a reminder of a much more illustrious time at Aberystwyth. The terminus of the Cambrian Railways' main line from Whitchurch in Shropshire, the station once had through trains to London, the most famous being the Cambrian Coast Express. From Aberystwyth the Manchester and Milford Railway line ran south to Carmarthen, the southern section of which is now the Gwili Railway which opened its extension to Abergwili Junction this year.

The impressive GWR station building dating from 1923 still stands but is now a Wetherspoons pub and the booking office windows where I recall as a child queuing to try to get tickets to ride on the Vale of Rheidol (I didn't succeed) on my one and only previous visit, now provide a view on to the concourse for diners. The Vale of Rheidol has occupied the old platforms 4 and 5, the former Manchester and Milford Railway line to Carmarthen since 1968, the third station it has had in Aberystwyth.



On a brighter note Aberystwyth shed, the former 89C and once home to engines such as *Erlstoke Manor* and *Bradley Manor*, now of course resident on the Severn Valley Railway, still stands and is now the Vale of Rheidol's rolling stock shed. On the closure of the shed, the Vale of Rheidol Railway route out of the station was realigned through the yard and the section across Park Avenue and under the Carmarthen line was abandoned.

New restoration shed

Where the coaling stage once stood is a new restoration shed where 2-6-2T No. 7 *Owain Gwynndwr* is nearing the end of its overhaul and work progresses on former Corris and now Tallylyn Railway No. 3 *Sir Haydn*, along with Baldwin No. 590 for the Welsh Highland Heritage Railway. Newly arrived SAR NG13 2-8-2 No. 60, which was acquired in working order from a preserved railway in Switzerland, awaits attention before it too joins the line's working fleet.

Once clear of Aberystwyth the narrow gauge charm of the railway comes to the fore. Crossing the Afon Rheidol on the trestle bridge at Llanbadarn, the railway runs through farmland and the flood plain of the Afon Rheidol to Capel Bangor. From here the climbing really commences, much of it at 1-in-50 as the



VoR 2-6-2T No. 8 *Llywelyn* passes Llanbadarn on November 10. MARTIN CREESE



railway gains 600ft over seven miles. Through wooded sections the line opens up at Troed-rhiw-felen where we were a little late in the year for the sun to get on to the line although a couple of runpasts were enjoyed.

Water is taken at Nantyrnon and above Aberffrwdd the reservoir of the Rheidol hydro-electric scheme becomes visible. The final section of the railway clings to the hillside with a drama similar to that of the Durango and Silverton in North America. The views on a sunny day are quite breathtaking of the Rheidol Valley below.

The 30742 Charters day featured 2-6-2T No. 8 *Llywelyn*, on a mixed train featuring two GWR closed carriages, and the aforementioned cattle wagon making possibly its first trip up the line since the mid-1930s. Despite a forecast to the contrary, the sun shone showing this line at its best as the photographs show.

My thanks to Will Smith, driver and fireman (also father and son) Peter and Jac Smith and guard Rob 'Batty' Williams for looking after us so well. For more information and timetables please see www.rheidolrailway.co.uk/ and if you would like to join a future photographic event please visit www.facebook.com/30742charters



No. 8 steams past Troed-rhiw-felen. MARTIN CREESE

Wickham enthusiasts plan trolley good show at new home

By Geoff Courtney

THEY were ubiquitous on tracks throughout the BR network, but generally ignored by passengers and trainspotters alike. They provided an essential service, but were accorded no accolades or recognition. They ground out the miles on the national network carrying personnel, but didn't figure in the Ian Allan ABCs and were rarely photographed. They were an essential part of the British railway system, but seemed to play no part at all. Everywhere yet nowhere, ubiquitous but esoteric.

In preservation the twilight world of Wickham trolleys continues, with few paying them any heed or giving them a second glance. Beside the giants of steam they are minor attractions in both size and the public's perception, bit part actors which rarely make it onto the cast list.

But bit part players provide an essential role in many theatrical productions, and in railway preservation too. Just ask Jonathan Flood, co-founder of the Rail Trolley Trust, which has this month announced plans for a permanent base on the Chasewater Railway in Staffordshire that will include a three-road running shed.

"I have always been interested in railways, and in 2005 I decided to look for a suitable small vehicle to purchase and restore," he said. "I started looking at small narrow gauge diesels, but soon decided against this option and so started researching Wickham trolleys."

Suitable examples

With the help of the Industrial Railway Society he found suitable examples, but says that every time he spoke to the owners they said they had plans for them. "Eventually I found one looking rather forlorn at Laxey on the Isle of Man, and ascertained it was owned by the island's Government. After 10 months of correspondence it was agreed I could purchase it."



Wartime survivor: Amberley Museum in West Sussex is home to Wickham trolley WD 904, built in 1943 (works No. 3403) for the Ministry of Defence. The Rail Trolley Trust has announced plans to create a permanent home for such vehicles on the Chasewater Railway in Staffordshire. AMBERLEY MUSEUM



Power point: Robert Stephenson & Hawthorns 0-6-0T Nechells No. 4, built in 1951 (works No. 7684), withdrawn in 1972, and named after the Birmingham power station at which it worked, waits for the off at Chasewater Heaths station on the Chasewater Railway in March 2012. The station is to become the home of the Rail Trolley Trust, which owns a number of Wickham and other trolleys and has ambitious plans that include a three-road running shed and registration as a charity. BRIAN SHARPE

The trolley was built in 1951 for the Air Ministry (Wickham works No. 5864) for use on the 3ft 6in gauge Snaefell Mountain Railway, and in June 2007 Jonathan, a project manager in the defence electronics industry, collected it from the island. Realising from conversations with owners and enthusiasts that there was significant interest in Wickham trolleys, he launched a Yahoo group on the subject in 2007, a Facebook group in 2010, and a Flickr group the following year.

"As I uncovered more and more information about Wickham and other makes of trolleys, I, along with some like-minded friends founded the Rail Trolley Trust in 2014, with an aim of purchasing, restoring and demonstrating a collection, and also to house a display of associated equipment and paperwork."

The trust now owns a collection of 20

Wickham trolleys and trailers ranging from works Nos. 413 to 10850, plus seven made by other manufacturers, including Geismar and BR itself, while trust directors also own a number, all of which are stored at various sites around the country. "It is hoped that all will eventually be restored to working order," said Jonathan, whose fellow trust directors are Mark Hambly, Mark Sealey, James West and Brendan Lawrick.

Permanent home

One of the trust's long-term aims, in addition to having the collection on public display and in use, was to find a permanent home, and that ambition has been fulfilled with the announcement of the new base at the Chasewater Railway, where a 40ft container will be located in the yard of Chasewater Heaths station.

"Once the container is on site we will move a number of our vehicles from long-term store," said Jonathan. "We will also be looking for volunteers and at fundraising and grants, and plan to register for charitable status within the next 12 months."

"In the longer term we plan to have a three-road running shed and, due to our growing fleet, perhaps a second base on another railway."

Jonathan's ex-Isle of Man Wickham is in storage at the Statfold Barn Railway about 15 miles from the trust's new home, awaiting restoration. "It's on the back-burner for now, but

definitely not forgotten."

Jonathan said the trust had loaned out a number of vehicles to preserved lines, some of which were undergoing restoration while others were now back in regular use.

He acknowledged the support of the Statfold Barn Railway, saying: "Thanks are due to Graham Lee and his team, because without them offering the IoM Wickham a home, the whole idea may never have got started."

Wickham and other rail trolleys have appeared on the large and small screen over the years, including in Dad's Army, The Titfield Thunderbolt (1953), Runaway Railway (1965), and The Great St Trinian's Train Robbery (1966).

The history of the Wickham trolley goes back to 1882, when William Wickham, a member of a brewing family, formed a company in the Hertfordshire town of Ware to manufacture equipment for the brewing industry. Operating as D Wickham & Co, it built its first railcar in April 1922, and subsequently developed a range of specialist rail vehicles for both home and overseas.

The company ceased trading in 1991, by which time nearly 12,000 vehicles of different varieties, including more than 600 of the gang and inspection trolleys with which it became synonymous, had been built. Early models were powered by a two-cylinder JAP engine, and later by such standard four-cylinder motor car engines as a Ford 100E unit.



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An artist's impression of the planned new Bala terminus. BLR

Left: The planned route of the extension which will cross the River Dee using one carriage way of an existing road bridge. BLR

Incentive-backed nationwide Bala Town appeal launched

By Robin Jones

THE Bala Lake Railway has launched a nationwide incentive-backed appeal to fund its £2.5 million extension into Bala's town centre.

As reported last month, the 2ft gauge railway now needs to acquire only another 80 yards to secure the trackbed needed to lay the extension into a prime town centre location.

The proposed route will take the railway across the River Dee on the existing B4403 road bridge and then on a new trackbed to the planned Bala Town station. The extension and station will bring huge economic benefits to Bala, revitalising the town and the railway.

The line's Red Dragon Appeal has been launched to help raise funds for

the construction of the extension. The appeal operates in two ways, by general donations or on a subscription basis.

In return for a regular monthly donation, subscribers will receive a range of benefits as a 'thank you' for supporting the line's vision. The benefits are accrued as donations are made, but participants may choose to make the full subscription amount as a one-off payment.

Additional benefits

There are three subscription packages.

The Bronze Package costs £20 per month for five years or a one-off payment of £1200.

In return, you get five years' membership of the Bala Lake Railway Society, a round trip ticket for a family of two adults and two children on the

first public passenger train to run over the extension, and a round trip on the locomotive footplate of a service train for the subscriber.

The Silver Package costs £50 per month for five years or a one-off £3000.

The additional benefits here are a standard footplate experience course and a photographic A4 print of the first train to run over the extension.

The Gold Package costs £100 per month for five years or a one-off £6000.

Additional benefits here include a premium footplate experience course and a photographic A3 framed print of the first train to run over the extension, plus either a one-hour private flight over the railway in a light aircraft or a private evening charter train on the railway with a locomotive of your choice and using the railway's heritage rolling stock.

In addition, all subscribers will have their names inscribed on a plaque to be erected in the new Bala Town station.

One-off donations

To become a subscriber you can download the application form from www.balalakerailwaytrust.org.uk

Further details are available by mailing appeal@balalakerailwaytrust.org.uk

For supporters who do not wish to subscribe, the railway is appealing for one-off donations to buy track components.

Eight track spikes can be bought for £10, four fishplates and matching bolts cost £20, three sleepers £50, a length of rail £100 and a complete track panel £500.

Donors may also have their name on the plaque in the new station.

Stanier mogul to return in LMS livery

THE overhaul of the sole-surviving Stanier mogul No. 42968 has taken a major step forward as it takes up residence on the lifting jacks at Severn Valley Railway's Bridgnorth Works.

The move allows for the mechanical aspects of the overhaul to progress apace and has already facilitated the removal of the driving wheels for tyre-reprofiling.

Since withdrawal from SVR traffic in January 2013, the Stanier Mogul Fund's dedicated working parties have dismantled components and cleaned down and repainted the main frame structure.

Progress has included the replacement of corroded sections of running plate, repairs to the cab floor structure, cleaning and painting of the pony truck, and renewal of lubrication pipe runs.

Furthermore, the locomotive's rear dragbox has been entirely replaced, with much of the rear frame structure also renewed, while at the front end the cylinders have been rebored, with valve liners machined and ready to be fitted.

The locomotive will likely return to steam in late 2018 in its original 1934 guise, never before seen in

preservation, LMS No 13268. As a taste of what is to come, the Fowler tender, which saw a major overhaul in 2012 and so requires little attention, is already looking resplendent in LMS livery as its cosmetic restoration nears completion.

Behind the scenes, the fund goes from strength to strength, enjoying a greatly bolstered membership, owing to a Young Members' Scheme launched earlier this year.

Right: The tender of the Severn Valley Railway-based Stanier mogul No. 13268 repainted in LMS livery. SMF



Methil group embarks on 'Dubbie Pug' restoration as Forth nears restoration

THE Fife Heritage Railway aims to restore a Barclay 0-4-0ST at a cost of up to £80,000.

The locomotive is No. 2292 of 1951, nicknamed the 'Dubbie Pug', which was owned by the NCB and worked at Francis Colliery in Dysart.

Liaison officer Jim Rankin said: "It has good Fife heritage and has a bit of history

behind it. It's also big enough to do what we want but small enough not to eat up lots of coal!"

The Kingdom of Fife Railway Preservation Society, which is based at Kirkland Sidings in Methil, was founded in 1992 after John Cameron closed his Lochty Private Railway due to falling visitor numbers and increased public

liability premiums. In 1994, the last of the fleet which included the 'Dubbie Pug' was moved from Lochty to the now-defunct Methil power station until the society could find a permanent home for its collection.

The group's sole operational steam locomotive, former Granton gasworks Barclay 0-4-0ST No. 1890 of 1926 Forth is

due for overhaul in 2019, and could be out of action for six months.

It is hoped that the 'Dubbie Pug', currently a kit of parts, would be restored by then, so it can take over from Forth in pulling the group's carriages on its open days, which generate much-needed funding. The group has appealed for donations to aid the restoration.



BR Standard 4MT 2-6-0 No. 76084 heads away from Sheringham with a dining train from Cromer to Holt in July 2016. BRIAN SHARPE

Benefactor keeps Standard 4 in Norfolk

By Robin Jones

A LOCAL businessman has bought a key shareholding in BR Standard 4MT 2-6-0 No. 76084 to ensure the locomotive stays on the North Norfolk Railway for the foreseeable future.

As previously reported, 31% stakeholder John Oldcorn advertised his shares for sale in September, leading to speculation that the locomotive could be moved to another line.

Although not a majority controlling stake, the 247,532 shares are enough to exercise an influence on the management of No. 76084.

The Riddles mogul has been based in Norfolk since moving there for the completion of its restoration from Barry scrapyards condition in 2013, initially on a steaming agreement that repaid the loans made by NNR for the restoration.

NNR officials declined to name the

supporter who bought the shares for an undisclosed sum. The 70-year-old, who holds other company directorships and lives near Norwich, is not known in railway circles.

In the background

NNR managing director Hugh Harkett was named as a director of the 76084 Locomotive Company Ltd, and will be the new shareholder's representative on the board.

A statement from the railway said that the benefactor wishes to remain in the background.

"The engine stays here and we have lots of plans for it," said Hugh. The first of those includes a retube with the aim of extending its main line boiler certification from seven to 10 years before embarking on a third consecutive summer season of dining trains over the Bittern Line between Sheringham and Cromer.

Hugh added: "The other shareholders in the Standard 4 have received the news very well and while we're not putting a block on it to stop it going elsewhere, it will be based here.

"Nevertheless the loco will probably be visiting other railways and will likely be running on the main line and we will not want to stop that happening unless we have work for No. 76084.

"The North Norfolk Railway has a long term agreement with 76084, and that would have been the case anyway. The 76084 Company Ltd will still pay for any work carried out on its engine."

Eric Bond, the publicity officer for 76084 Locomotive Company Ltd said: "We were concerned that a heritage railway line could buy half the shares and left others out in the cold... but they (the NNR) look after the shareholders really well, so it's a win-win all round."

No. 76084 is now available for the

'North Norfolkman' dining trains between Holt, Sheringham and Cromer and for the Santa Pullman Lunch trains in December.

The locomotive cost £750,000 and took 16 years to restore, largely at Ian Storey's workshops near Morpeth. It gained its main line certification in September, 2016.

Main line action

On February 25, it returned to the main line for the first time in half a century, running a circular tour from Preston, via Wigan, Manchester Victoria, Stockport, Buxton and Sheffield before returning via Blackburn.

NNR officials have been talking to Network Rail about moving the crossovers at Cromer station to make it easier to run trains to it from Sheringham. The proximity of a modern supermarket makes it impossible to install a traditional run-round loop.



New Tyseley volunteer coordinator Tim Evans. VT

Kew Bridge driver becomes Tyseley volunteers supremo

TYSELEY-BASED Vintage Trains has announced the appointment of Tim Evans as volunteer coordinator.

This new role is funded by part of a £90,000 grant from the Heritage Lottery Fund under its Resilient Heritage programme for Tyseley Locomotive Works Engineering the Future project.

Tim will manage the recruitment and support of volunteers across Vintage Trains and will be working with the existing team to develop and implement a new volunteering strategy in the light of the ongoing development of Vintage Trains to achieve its long-

term vision – 'Express steam trains engineering a future for everyone.'

Tim has been working as an events manager for the Compass Group across a number of high profile venues such as Twickenham Stadium, Chelsea FC, the Oval, the Lawn Tennis Association at Wimbledon plus Sandown and Epsom raccourses.

He has also worked as a volunteer duty manager, locomotive driver and trainee stationery engine driver at the London Museum of Water and Steam, Kew Bridge.

Tim said: "My time as a volunteer

at London Museum of Water and Steam has given me a wealth of experience in a heavily volunteer dependant organisation, which will stand me in good stead in this new role as I will be able to see every task from both the management and the volunteer perspective.'

Vintage Trains chairman, Michael Whitehouse said: "Tim's role will be to ensure that everyone gets the right support in whatever role they play, be they long-standing Vintage Trains Society volunteers or new members of the team."

Designs for history-making city tunnel signed by Brunel father and son bought for £160,000

By Geoff Courtney

DESIGNS for a tunnel under the Thames that were drawn up by two of the greatest railway engineers, Marc Isambard Brunel and his son Isambard Kingdom Brunel and personally signed by both, sold for £160,000 at an auction in central London on November 15.

The Thames Tunnel was the world's first successful underwater tunnel and remains in use to the present day, nearly two centuries after its construction began. Described in its early days as 'The eighth wonder of the world', it connects Wapping in London's docklands on the north bank of the Thames with Rotherhithe in the south-east of the capital.

It was conceived as a pedestrian and horse-drawn carriage thoroughfare by Marc Brunel after two earlier tunnel projects under the river, by engineer Ralph Dodd in 1799 and a group including Richard Trevithick in 1805, both failed. Brunel patented a tunnelling shield in 1818 that was to prove to be a major factor in the success of his scheme and, with financing from private investors secured, work started in February 1825.

With 12 frames that each weighed more than seven tons, the shield supported the unlined ground in front and around it to reduce the risk of collapse, although the conditions for the labourers were still dire due to filthy water seeping through from the river above. This water contained sewage, which gave off methane gas that could be ignited by the workmen's oil lamps.

In April 1826 the project's resident engineer, John Armstrong, became ill and Marc's son Isambard, who was only 20, took control. Work advanced at no

more than 12ft a week, but it showing an entrepreneurial spirit that would be applauded today, the directors of the Thames Tunnel Co, which had been formed to handle the project, allowed members of the public to view the work in progress, and this was so popular that every day up to 800 sightseers paid one shilling (5p) each to see the marvel of engineering.

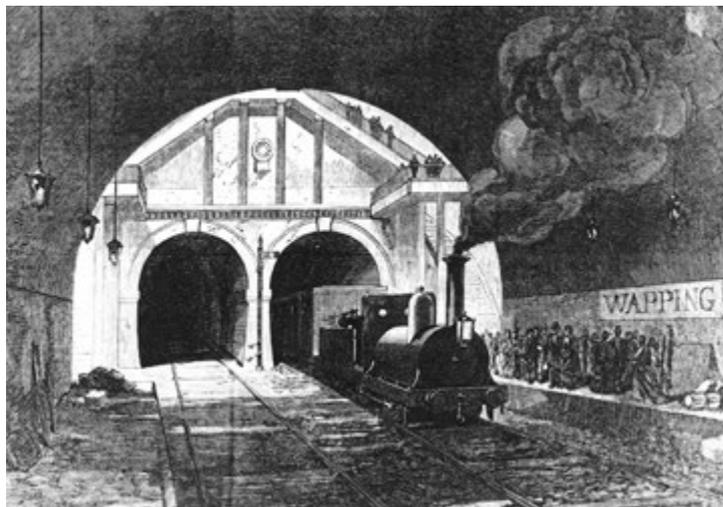
After the tunnel was flooded unexpectedly in May 1827 and January 1828 – the latter leading to the deaths of six men – financial problems that summer forced the abandonment of the work and the tunnel was walled off behind the shield, in which state it remained for seven years.

However, Marc Brunel was undeterred, and at the end of 1834 he secured funding, including a £247,000 loan from the Treasury, that enabled work to restart in August 1835, when the original rusting shield was dismantled and replaced by an improved version.

Again progress was slow, due in part to four more floods, methane leaks and fires, but the remainder of the tunnel was completed in November 1841, followed by the fitting of lighting, roadways and staircases. An engine house, now home to the Brunel Museum, was constructed at Rotherhithe for draining the tunnel, and on March 25, 1843, the tunnel was opened to pedestrians, 18 years after the project had started.

Reality hits home

The euphoria, however, soon gave way to reality, for despite it being a world-beating engineering triumph that attracted millions of tourists a year, each paying 1d to walk through, the tunnel was not a financial success. The total



Breaking news Victorian-style: A train exits the Thames Tunnel and pulls into Wapping station in an illustration published in *The Illustrated London News* on January 1, 1870, less than a month after the first train travelled through. The absence of smoke drifting out of the tunnel from the 0-4-0 that headed the train is noticeable and artist's licence also appears to have been used on the station name board, for the station was called Wapping and Shadwell until being renamed Wapping in April 1876.

construction cost had been £634,000, far more than initially estimated, resulting in the dropping of proposals to enlarge the entrances to permit horse-drawn carriages to travel through.

A saviour appeared in 1865, in the shape of the East London Railway Company. This was a consortium of six main line operators – the GER, LBSCR, LCDR, SER, Metropolitan Railway and District Railway – who saw the tunnel, which by then had become seriously run down, as a ready-made cross-Thames link for both passenger and freight trains.

The company took ownership in September that year for £800,000 and adapted it for rail use, work that was helped by the fact that it had generous headroom due to the initial, but abandoned, plans for it to accommodate horse-drawn carriages.

Stations were built at Wapping, north of the Thames and Rotherhithe to the south, with the former being a temporary northern terminus, and the first train ran through the tunnel on December 7, 1869. Wapping station was opened as Wapping and Shadwell, but was renamed Wapping in April 1876, when the line was extended northwards to Liverpool Street via a new station at Shadwell.

In January 1925 the East London Railway was absorbed into the Southern Railway, and in 1933 the line became part of the London Underground network, making the tunnel the Underground's oldest piece of infrastructure. Despite it being primarily for passenger traffic, it

continued to be used by goods trains until 1962.

In 1995, the same year the tunnel was given Grade II* listing, it was temporarily closed due to work on an extension to the Jubilee Line, so providing an opportunity for long-term maintenance to be carried out, and the route was reopened in 1998.

There was another closure in 2007 for tracklaying and resignalling, and when it reopened in April 2010 it became part of the London Overground network, thus opening a new chapter in a tunnel that is still an essential part of the capital's railway system almost exactly 200 years after the visionary Marc Isambard Brunel patented a tunnelling invention that was to enable its construction.

The Brunel-signed design drawings went under the hammer at a fine books and manuscripts sale held in Knightsbridge by auction house Bonhams. They were part of an archive that included a Brunel family album in which they were originally kept, and they were accompanied by watercolours of the tunnel.

Matthew Haley, head of books and manuscripts at Bonhams, said: "This was a very important archive of what was described at the time as 'the eighth wonder of the world' and is still regarded as one of the greatest engineering feats of the 19th century. The high price paid reflects its huge significance."

The price quoted excludes buyer's premium of 25% (+ VAT).



Tunnel vision: This 1889 map of part of London clearly shows the Thames Tunnel, which was built to the design of Marc Isambard Brunel, opened in 1843 and is today an essential component of the capital's rail system. Original designs for the tunnel, personally signed by both Marc Brunel and his son Isambard, who headed the project from the age of 20, were sold at auction by Bonhams on November 15 for £160,000.



BR Standard 4MT 2-6-0 No. 76017 heads away from Ropley on the Mid-Hants Railway with a photographic charter van train on November 25. PETER HOLLANDS

Museum sparks interest in electric traction pioneer

By Hugh Dougherty

A Scottish museum wants enthusiasts and historians to provide more details of a Victorian inventor who built the world's first model electric railway locomotive in 1837 and went on to test a full-scale electric locomotive on the Edinburgh to Glasgow Railway in 1842.

Grampian Transport Museum curator Mike Ward wants to find out as much as possible about Aberdeen's Robert Davidson, who lived from 1804 to 1894.

Davidson studied at the city's Marischal College between 1818 and 1821, and became fascinated by the possibility of developing electric traction rivaling steam, typically, building the world's first electric car in 1839 and producing zinc-acid batteries.

"Davidson's electric railway locomotive of 1842 is particularly fascinating," said Mike. "It was called 'Galvani' in homage to another early electrical pioneer, ran successfully, but, it is said, was smashed up by steam apprentices, who, perhaps, feared for their future.

"We're keen to gain as much information about Robert Davidson as possible and to mount an exhibition on him as one of the almost-forgotten pioneers of electric traction on both rail and road."

The Grampian Museum already displays an example of early electric traction in the shape of its restored Great North of Scotland Railway Cruden Bay Tramway car No. 2 of 1899, which, says Mike, is directly descended from Davidson's pioneering railway



Inventor and electric traction pioneer Robert Davidson. GRAMPIAN TRANSPORT MUSEUM

locomotive. The tram was built at the company's works at Kittybrewster and ran until 1940, when the 3ft 6in-gauge tramway that linked Cruden Bay station with Cruden Bay Hotel, was closed.

Anyone who can help Mike 'plug into' any information on Robert Davidson can contact him at info@gtm.org.uk or by phone on 01975 562292.



Above: Davidson's electric locomotive of 1842 pulling a coach is featured on this handbill. GRAMPIAN MUSEUM OF TRANSPORT

New carriage shed for Pontypool & Blaenavon

THE Pontypool & Blaenavon Railway has instructed contractors to build a new carriage shed after receiving a windfall by way of a bequest from a supporter.

The shed will be located on the site of the former Down exchange sidings at Furnace Sidings, originally used to assemble the rakes of loaded wagons from Big Pit Colliery for collection by main line trains.

The construction work will start in January, and when it is complete there will be a 300ft-long, three-road shed, able to house the equivalent of 12 Mk.1 carriages.

It will provide a new operations base for the railway's rolling stock. There will be roller shutter doors at both ends with the

sidings continuing to the buffer stops at the rear. This shed will be predominantly for storage and servicing only and all restoration will remain in the other sheds.

Alex Hinshelwood, the railway's traffic manager, said: "This is exciting news for the railway. The Blaenavon weather takes its toll on the rolling stock and this will enable us to protect our assets for the future, free up space in our yard and reduce the workload on the volunteers.

"It's part of our plan to ensure we have the best facilities available and it has been made possible due to a bequest from a former volunteer and our good friend Eric Edwards, who sadly passed away a couple of years ago. Hopefully it will be a building he would be proud of."

Swindon Works Chain Test House no longer on endangered list

A KEY part of the heritage of Brunel's GWR Swindon Works has been removed from an endangered buildings list.

Built in 1873, the Chain Test House was at the heart of the works. Inside it workers checked the strength of thick steel chains. It fell into disrepair when British Rail Engineering Limited closed the works in 1986, and English Heritage

placed it on the Heritage at Risk register in 1999. The building is now at the centre of a residential development of 56 flats.

The Chain Test House had been restored by developer Thomas Homes as a "museum piece", according to Chris Brotherton, one of the directors of the company.

It will be opened four times a year by the nearby STEAM Museum.

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Robin Jones, Editor

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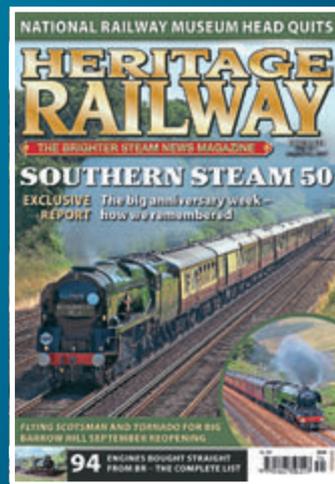
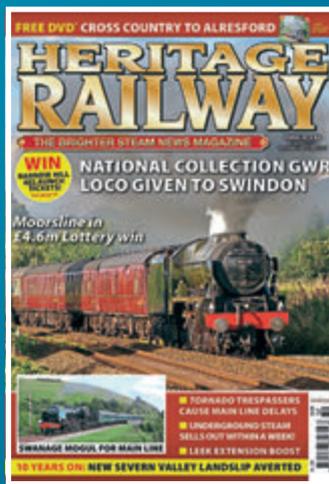
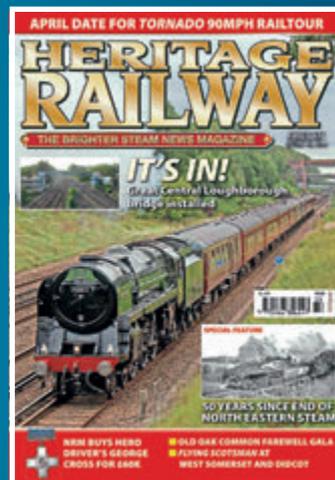
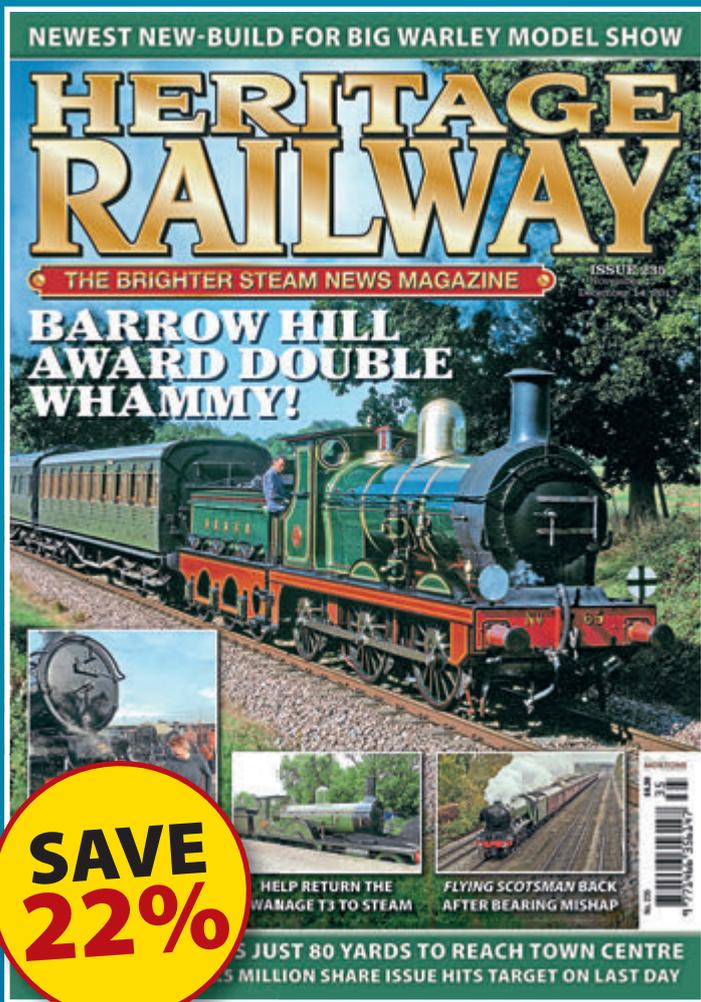
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Hurrah for the Austerity!

By Brian Sharpe

MID-NOVEMBER traditionally sees most heritage lines running a minimum service, if at all, as they prepare for the intensive but profitable festive season. The Great Central Railway though ends the season with a bang, by staging a Last Hurrah of the Season enthusiasts' gala with an intensive service running on double track that only the GC can stage.

2017 saw the event take an unusual turn with the debut of two bits of railway hardware that were a bit different to the usual fare at gala weekends.

It is easy to forget, that the GCR, like most heritage lines did rely on industrial tank engines in its early days and the ubiquitous Hunslet Austerity 0-6-0ST played a part in getting what is now Britain's only double-track main line

heritage railway off the ground.

Roger Hibbert has restored a GWR 2-8-0T, an LMS 8F 2-8-0 and a 3F 'Jinty' 0-6-0T from Barry condition in a timescale few others have ever matched. His latest acquisition was a Bagnall Austerity 0-6-0ST, which was

named *Robert* in later years; one of the last to run in commercial service for the NCB and a star of the 1980 Rocket 150 cavalcade at Rainhill.

Roger has put Bagnall No. 1752 of 1943 back in steam at Loughborough after many years of inactivity at Crewe,

and it emerged resplendent in BR livery as No. 68067. Its debut in GCR service was at the November 18/19 gala weekend working a variety of passenger and freight trains.

In complete contrast, Railway Vehicle Preservations, normally noted for its



English-Electric Type 1 Bo-Bo D8098 with diesel brake tender No. B964122 built by a group of engineers from Railway Vehicle Preservations, is seen at Woodthorpe on November 19. PAUL BIGGS



After a complete overhaul at the GCR, Bagnall Austerity 0-6-0ST No. 68067 passes Woodthorpe on November 19 with a mixed freight train. PAUL BIGGS



LMS 3F 'Jinty' 0-6-0T No. 47406 turns off the main line into the loop at Swithland and passes the Mountsorrel branch junction with a local train. MALCOLM RANIERI



GWR Modified Hall 4-6-0 No. 6990 Witherslack Hall passes Rabbit Bridge with a train of recently repainted BR box vans. PAUL BIGGS

restoration and operation of Travelling Post Office stock, unveiled an item of rolling stock, ignored by enthusiasts at the time and now virtually forgotten; a diesel brake tender.

A problem with first-generation BR diesels was that they simply had insufficient weight in themselves to be able to effectively bring a heavy unfitted freight train to a stand, assisted only by the guard's handbrake. A solution was a short but heavy vehicle carried on two bogies and was attached to the locomotive to give an extra eight wheels of braking force.

The new DBT has been built by RVP with a new steel bodyshell carried on two Mk.1 coach bogies. Coupled to Peak D123 or Class 20 D8098 on selected freight workings, it was a reminder of the early days of dieselisation before fully fitted goods trains became universal and the DBTs were no longer required.



No. 6990 Witherslack Hall and BR Standard 9F 2-10-0 No. 92214 double-head an evening goods train towards Quorn & Woodhouse. ALAN WEAVER

Record year as Gloucs Warks steams into Broadway station

By Robin Jones

THE Gloucestershire Warwickshire Railway is on course for a passenger numbers record with more than 100,000 carried for the second year in succession.

The figure is expected to soar next year following the opening of Broadway station on March 30.

As we closed for press, the track on the northern extension from Laverton had reached a point opposite the former Broadway goods shed, now part of an adjacent caravan park. The track was less than 100 yards from the rails laid in the 'new' Broadway station – and the railway was on target to make the connection by the end of the year, giving it a new total running length of 15 miles.

Broadway station itself is nearly complete, with double track running through the platforms and a completed canopy covering both the building, built as closely as possible to the original design, and the platform.

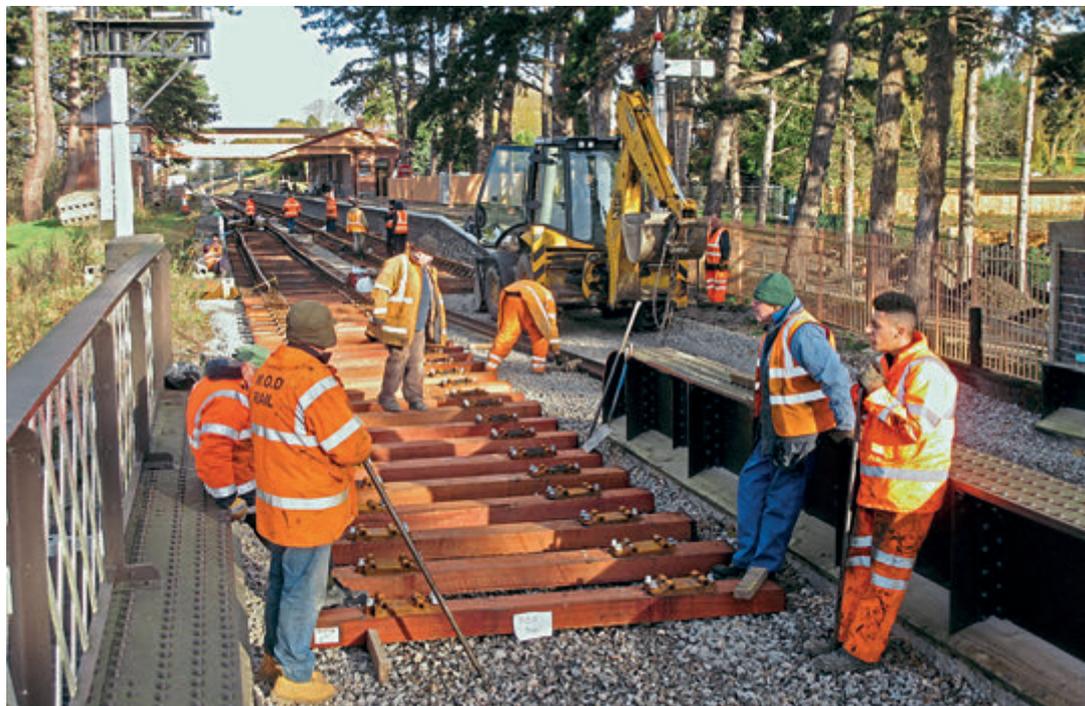
The track within the platforms is bullhead rail on wooden sleepers, keeping it in tune with the historic ambience of the station, whereas the extension uses continuous welded rail on concrete sleepers. The track now runs south from the station across Station Road bridge.

Copy of Shirley 'box

On platform two stands a signalbox, a copy of the one that once stood at Shirley – while the former Henley-in-Arden footbridge spans the platforms, although the steps still need to be built.

The pair are a reminder of the GWR Stratford-upon-Avon to Cheltenham route's northern connection with the North Warwickshire Line.

GWR spokesman Ian Crowder said: "The station does indeed look magnificent and ready to receive its first trains. However, there remains an awful lot of work still to do and the extraordinarily capable Broadway Area Group volunteers are now concentrating on the finishing touches – not least of



Track now laid in the platforms at Broadway. JO ROSEN

which is finishing the inside of the main station building.

"On the March 30 opening day visitors can expect too see the booking office and toilets completed at the very least. And, when the locomotive runs round its first train, visitors might wonder why the fireman descends from the locomotive to change the points at each end. That's because to start with, movements will be controlled by ground frame, as there remains a huge amount of work to do to connect the signalling and pointwork to the interlocking room.

"This is an extraordinary achievement and a testament to the power of volunteer determination.

"The line north of Laverton (previously the northern-most extent of the line) required considerable work to the bridges, extensive drainage repairs, restoration of minor landslips and stabilisation of the high embankment

just south of Broadway station, which was in a poorer state than first realised.

"This has been a multi-million pound project and it is only the huge success of the Broadway: The Last Mile share offer that sailed past its £1.25 million target weeks before the offer closed that has enabled all of this work to be completed without the railway incurring debts."

The railway will take a breathing space before looking at further extensions north to Honeybourne or south into Cheltenham.

Ian said: "There remains much to do at Broadway, of course, including completing the footbridge, connecting the signalbox, building the waiting shelter on platform 2 and extending the station canopy to the footbridge on platform 1 – just as the original and there is the vexed issue of car parking. There is space for a car park between Station Road and Childswickham Road at the foot of the embankment and negotiations are underway with the local authority to see this realised – but it is going to be a while before there is adequate parking at the station."

Tourist honeypot

The railway will be urging travellers to start at either Cheltenham Racecourse or at the railway's headquarters station at Toddington and then take the gentle walk to Broadway (or catch a bus) to enjoy all that the tourist honeypot Cotswolds village has to offer.

Meanwhile, the railway's board has authorised expenditure that concentrates

on consolidating the existing infrastructure. This includes significant improvement to the locomotive staff facilities at Toddington. Still located in a Mk 1 carriage, new provisions will include new changing rooms, toilets and showers, as well as classrooms and improvements to the workshops.

At Winchcombe, it is planned to provide additional covered accommodation for heritage wagons, a two-road carriage shed and improvements to the surroundings of the existing carriage and wagon facilities – including a concrete road, secure storage for permanent way stores and vehicles, improved security including CCTV at vulnerable locations and improved facilities for the signalling and telegraph department are also on the list.

Ian added: "It was once a double track main line and a section of double track could be reinstated in the future. A northwards extension poses considerable challenges as the trackbed and bridges have seriously deteriorated.

"While such a project isn't ruled out, that's likely to be a decision reached sometime in the future unless someone suddenly bestows £10 million for the purpose. And as for a southwards extension, that in theory is again possible but it depends on the goodwill of Cheltenham Borough Council even though the railway owns about three-quarters of a mile through Hunting Butts Tunnel to the outskirts of the town."

The 2018 timetable is now on the railway's website at www.gwsr.com

Corrugated steel being installed on Broadway station's riveted roof and the canopy frame, manufactured by the steam locomotive department. This work is now completed and the scaffolding has come down.
IAN CROWDER



Buy a P2 part for Christmas

By Robin Jones

MEMBERS of the public are invited to sponsor a component for the world's market-leading standard gauge new-build steam project.

For a limited time only, parts for giant new Gresley class P2 No. 2007 *Prince of Wales* will be available for sponsorship to people who are not members of the A1 Steam Locomotive Trust's The Founders Club, or monthly covenanters for its 'P2 for the price of a pint' scheme.

Components sponsored through the Dedicated Donations Scheme range in price from one of more than 1000 driven bolts and nuts for £25 to the complete exhaust steam injector for £15,000.

People who subscribe to the Dedicated Donations Scheme will have their names (or that of the gift's recipient) inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and a copy of the drawing of the component. New components for sponsorship will become available as construction progresses.

Most powerful express engines

The six Gresley P2 2-8-2 Mikados were the most powerful express passenger locomotives to operate in the UK, designed by Sir Nigel Gresley in the 1930s to haul 600-ton trains on the arduous Edinburgh to Aberdeen route.

P2 project director Mark Allatt said: "This Christmas you can buy a part of giant new steam locomotive No. 2007 *Prince of Wales* for the railway enthusiast in your family before it is completed; what could be a more appropriate present than helping to recreate the lost days of the steam age?"

"One of the key ways in which we are raising funds for the new locomotive is through supporters sponsoring particular components either on their own behalf, or as a gift for others."

The recipient of a gift will receive an



Prince of Wales – A Giant Resurrected. A1SLT



A4 copy drawing of the component sponsored and a certificate recognising the sponsorship with the dedication worded however the giver wishes.

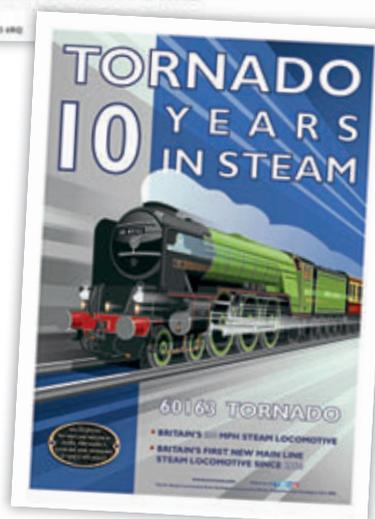
For details of how to sponsor a component, visit www.p2steam.com, email enquiries@p2steam.com or telephone 01325 460163.

Meanwhile, the trust is offering two new posters by renowned railway artist Stephen Millership featuring its locomotives. The designs of the posters

were inspired by the iconic posters of the LNER from the 1930s and 1940s.

Tornado 10 Years in Steam has been produced to celebrate the 10th anniversary of the completion of new Peppercorn A1 Pacific No. 60163 *Tornado* at Darlington in 2008 and was inspired by the iconic Silver Jubilee poster by Frank Newbould, published by the LNER to mark the entry into service of Britain's first streamlined train in 1935.

A Giant Resurrected has been



The new *Tornado* 10 Years in Steam poster now on sale. A1SLT

produced to promote the construction of No. 2007 *Prince of Wales* and was inspired by the Giants Refreshed poster by Terence Cuneo published by the LNER to mark the restoration of its locomotives from wartime black liveries to apple green and garter blue in 1947.

Both posters have been produced on A1 size 200gsm paper and are available for £15 (including postage & packing) from www.a1steam.com with all profits going towards the featured locomotive.

GNR N2 makes permanent move to Sheringham

GREAT Northern Railway N2 0-6-2T No. 1744 is to relocate to the North Norfolk Railway after four decades at the Great Central Railway.

Cordial discussions between its owner, the Gresley Society Trust, and the two heritage lines led to an agreement that the Poppy Line will be the most suitable operational base for the locomotive.

No. 1744, currently on hire to the Epping Ongar Railway, will change its operational base to the North Norfolk Railway as from January. There, it will continue to have the benefit of regular

steamings, and may be used on Bittern Line dining trains to Cromer, once TPWS and OTMR equipment is fitted.

The last surviving N2, it was built by North British in 1921 and spent much of its working life at Hornsey shed. When it was withdrawn in 1962 as BR No. 69523, it was bought by the Gresley Society.

Back in the Sixties it was loaned to the Keighley & Worth Valley Railway. However, it has been closely associated with the GCR for over 40 years.

It was agreed by all parties that future short-term visits back to the GCR would

take place after the locomotive's next general overhaul, which is due in 2019.

Society chairman Philip Benham said: "We are delighted to have reached agreement for the North Norfolk Railway to become the future home for the N2. At the same time we are very conscious of the great debt of gratitude we owe to the Great Central for the care and attention they have bestowed on our unique locomotive over such a long period. I hope that once the forthcoming overhaul is complete it won't be long before the loco visits Loughborough again.

"Meanwhile we look forward to working with the North Norfolk Railway, and to an exciting future for the oldest Gresley locomotive in existence – including, of course, being reunited with NNR's resident Gresley Quad Art set and the centenary year in 2021."

GCR chief executive Richard Patching said: "The prospect of being able to see it here again in the future, that it remains in good hands, and that it will continue as a working loco beyond its centenary, are all reasons why the three parties readily agreed to this proposal."



On November 9, Manchester's three main stations, Piccadilly, Victoria and Oxford Road, were connected for the first time by the Ordsall Chord bridge – which has cut the city off from part of its railway heritage. The chord has cut through the main line connection to the Manchester Museum of Science & Industry, which includes the Liverpool Road eastern terminus of George Stephenson's Liverpool and Manchester Railway, the world's first inter-city line. Accordingly, the station can no longer accept incoming railtours. Rail Minister Paul Maynard installed the final rail clip on to the chord, ceremoniously marking completion of the Network Rail scheme. What is the world's first asymmetric rail bridge will facilitate speedy direct services to Manchester Airport from as far afield as Newcastle. NETWORK RAIL



The boiler for new GWR Saint 4-6-0 No. 2999 *Lady of Legend*, from donor locomotive No. 4942 *Maindy Hall*, has been steamed for the first time in more than half a century at Didcot Railway Centre. The boiler hydraulic test for the insurance inspector was passed on October 2. That was followed by full steam tests on November 6 to warm it to a maximum of 160psi, followed by a full pressure test at 225psi on November 8. Official steam tests will follow for the insurance inspector, initially out of the frames without smokebox, then in the frames with smokebox refitted. FRANK DUMBLETON

Dartmoor Railway route could lead to new Beeching reversal

By Robin Jones

THE Southern Railway main line between Exeter and Plymouth may be reopened as part of radical Government plans to expand Britain's rail network, reversing Beeching cuts to increase network capacity and to boost housing opportunities.

On November 29, Transport Secretary Chris Grayling announced a new and far-reaching rail strategy to boost the economy, and which, among several other measures including a new way of operating train and track and changes to the franchising system, would look at reopening lost lines.

Part of the Exeter-Plymouth line, the Coleford Junction to Okehampton and Meldon Quarry section, is in private ownership as the Dartmoor Railway.

The section between Bere Alston and Tavistock has been lined up for reopening as part of major new housing developments, while the stretch between Tavistock and Meldon runs across low-quality farmland with very few obstructions.

Speaking at Exeter St David station on November 29, after the publication of Mr Grayling's Department of Transport report, *Connecting people: a strategic vision for rail*, Transport Minister Jesse Norman said that reopening the line that runs between Exeter and Plymouth via Okehampton and Tavistock is a "very important potential idea."

He said: "It is something that the Secretary of State has taken a personal interest in." He also gave assurances that Brunel's Dawlish sea wall route would

remain open and a 'new' Okehampton route would complement rather than threaten it.

"It would obviously have the strategic advantage of removing the reliance on the Dawlish line and therefore the natural elements that we have at the moment," he said. Devon and Cornwall were cut off from the rest of the country's rail network in February 2014 when storm damage caused a section of the sea wall to collapse, leaving the tracks suspended in mid-air.

A 300-strong Network Rail team rebuilt the track in two months at a cost of £35 million. However, it was estimated that the local economy lost as much as £1.2 billion.

Development programme

Other proposals that are in discussion as part of the new development programme and mentioned in the Department of Transport report include suburban lines around Bristol, namely the Portishead branch and the Henbury loop, a freight route through central Birmingham, and the line from Blyth to Ashington in County Durham, along with four new stations in the West Yorkshire area (Elland, Thorpe Park, White Rose and Leeds Bradford Airport). These and all other proposals will need to demonstrate a strong business case where they are seeking Government funding.

The Department for Transport also pledged to 'accelerate' the already-planned reinstatement Oxford-Cambridge link. A document published by the Treasury as part of

the November budget confirmed funding for the second phase of the western section of East West Rail, from Bicester to Bedford and Milton Keynes to Princes Risborough, with the first passenger services running in 2023. An independent East West Rail Company will be set up to deliver the central section between Bedford and Cambridge, scheduled to open in the mid-2020s.

The strategy document will also boost the hopes of campaigners who want to see the Waverley route between Tweedbank and Carlisle rebuilt, to provide another route from England to Edinburgh, and to boost tourism.

They point to the better-than-expected success of the Borders Railway following its official opening on September 9, 2015.

"Rail services have the potential to unlock housing growth, as part of a wider transport network," the report said. "New connections and stations can support locally-led development and help deliver more housing."

The Independent listed its own top six routes described as 'ripe for reincarnation' with marks given out of 10 for the likelihood of each happening.

They were the Carlisle-Tweedbank (7/10), Carmarthen-Aberystwyth (including the Gwili Railway) and a very short length of the Vale of Rheidol Railway (3/10), Malton-Pickering (to link with the North Yorkshire Moors Railway) (3/10), Rugby-Leicester (old Great Central route) (3/10), Okehampton-Tavistock-Bere Alston (3/10) and Lostwithiel-Fowey (6/10).

The closed lines to Ventnor and Newport on the Isle of Wight could also be reopened.

Speaking in the Commons on November 29, Isle of Wight MP Bob Seely asked if Island Line services could be extended from Shanklin to Ventnor, and from Ryde to Newport.

Strong case

Mr Grayling agreed to work with him on the project, and said: "We'll be publishing in the new year a new process for evaluating and moving into development of new projects, and I'll be very happy to talk to my honourable friend about the Isle of Wight and how that process will work and how he can get his projects into consideration."

Mr Seely said: "I believe there is potentially a strong case to extend the railway to Newport, to link the Island's two biggest towns and help ease traffic congestion, and also to link Ryde with Ventnor, supporting Ventnor's regeneration."

"The route to Newport would require greater integration with the Isle of Wight Steam Railway, and I recognise their principal objective is to maintain a popular heritage route for visitors. However, the steam railway has long-term aspirations to extend both into Ryde St Johns and closer to Newport, so there is certainly the potential for closer working and the extension of existing lines."

Cyclepaths along the routes of disused lines considered for reopening should be protected, cycling charity Sustrans said.

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Standard 'Green Five' returns to 'spiritual home' after sale

By Robin Jones

BR Standard 5MT 4-6-0 No. 73096 is back on the Mid Hants Railway after the Watercress Line bought it from previous owner John Bunch for its "operational value".

The purchase apparently brings to an end an acrimonious dispute that saw John, who once ran the line's locomotive department, banned from the railway 18 years ago, despite a police investigation clearing him of any wrongdoing.

No. 73096 was built at Derby in November 1955 and saw service on the LMR and WR before being withdrawn from service in November 1967 and sent to Barry scrapyard.

Bought by John from Dai Woodham in July 1985, No. 73096 was returned to service on the MHR in October 1993, having undergone a major boiler overhaul. A new tender based on the chassis from an LMS Jubilee tender was built to BR1G style.

'Green Train' stalwart

It became a stalwart of the 'Green Train', the MHR's former main line tour operation and hauled the debut train to Salisbury on February 15, 1998.

No. 73096 has also been temporarily disguised as No. 73080 *Merlin*, No. 73054 and the Thomas the Tank Engine character Henry the Green Engine for special events.

On March 20, 2000, the 4-6-0 made heritage railway history by heading the 'Quantock Flyer' from Alton to West Somerset Railway's Bishops Lydeard,



BR Standard 4MT 4-6-0 No. 73096 at Alresford station on November 17 following delivery from storage at Southall. KEN LIVERMORE

being the first train to run from and to another preserved line.

That year, five of John's locomotives, No. 73096, U class 2-6-0s Nos. 31625 and 31806, N class 2-6-0 No. 31874, BR

Standard 5MT No. 73096 and Bulleid Pacific No. 34016 *Bodmin* were tied to the line by a 15-year agreement signed in 2000.

Shortly afterwards, fraud allegations concerning John relating to his former part-ownership of Ivatt 2-6-2T No. 41312 were made to police by a group of directors following a major board reshuffle that summer.

John protested his innocence from the start, and 16 months later the police dropped the case, as we reported in issue 33. The railway then began a High Court civil action against John, seeking to reclaim a six-figure sum from him. In turn, John began industrial tribunal proceedings, claiming unfair dismissal.

Out of court

As reported in issue 68, the High Court case was settled out of court in November 2004, with John agreeing to also drop his tribunal case – but with his dismissal still standing. In a statement, the railway accepted that John was not guilty of any fraudulent activity.

The case ended with the railway having to pay tens of thousands of pounds in legal costs for its fees and those of John. However, the railway also banned him from its premises, but it is understood that the ban was subsequently lifted.

Mid Hants Railway plc chairman David Snow, who had been at the centre of the case against John, resigned shortly afterwards.

The locomotive sustained more than £200,000 worth of damage on March 14, 2009, during the line's spring steam gala. Hauling the first Alresford to Alton service of the day, it suffered major damage to its left-hand cylinder at Wander's Curve. It was thought that a piston core plug worked loose, causing much damage to the cylinder covers, the cylinder, the piston and the piston-rod. A replacement cylinder casting was required.

No. 73096 was withdrawn from heritage railway service over the weekend of September 10/11, 2011 when its boiler certificate expired.

It has not run since, but made a public appearance as a static exhibit at the Great Dorset Steam Fair in August 2013. Until its recent sale for an undisclosed sum, No. 73096 had been in storage at Southall for three years.

No. 73096 will now take its place in the Ropley restoration queue, and no date has been set for its return to steam.

As previously reported, John's U class pair and his N are now based on the Swanage Railway, while *Bodmin* is awaiting restoration at West Coast Railway's Carnforth base.



Celebrity Class 47 No 47579 *James Nightall GC* arrived at Alresford station on the Mid Hants Railway by low loader on November 23, on a three-year loan. The unloading was assisted by Class 33 No. 33202, which then shunted it into the station. The locomotive, which has been based at Mangapps Railway Museum, was named on September 28, 1981 in honour of 22-year-old railwayman James William Nightall, who was posthumously awarded the George Cross for the gallantry he showed during the Soham rail disaster on June 2, 1944. Nightall was an LNER fireman on a 51-wagon ammunition train and was killed instantly while uncoupling a burning wagon. Soham station was destroyed in the blast. KEN LIVERMORE

Whillan Beck set for May Lakeland debut

THE Ravenglass & Eskdale Railway Preservation Society's Train From Spain is to make its debut on the Lakeland line in the spring.

The engine, to be named *Whillan Beck*, has been painted in Caledonian Railway blue livery following its overhaul at Old Hall Engineering in Bouth, South Lakeland, and delivered to the 15in-gauge line on November 20.

Last year it was trialled at Ravenglass following initial works undertaken at Old Hall. Still missing equipment such as the all-important sanding gear for handling inclement conditions and a 'bad rail', the Krauss 4-6-2 nevertheless coped with even the eight of 12 coaches in tow. Now it will undergo a similar process of testing before being accepted into traffic for the 2018 season.

Recent works include fitting the sanders, remachining the interior of the cylinders and improvements to the wheel profile, which will make it fully compatible with the Ravenglass & Eskdale Railway track. The single biggest new item has been a tender to carry the water, coal and driver, built according to the design of volunteer Stuart Marsh.

Following any further engineering tweaks it will be ready for work proper on the Eskdale line – running for the first time since it was in Spain in the early 1930s.

Tom Whitbread, the project's fundraising coordinator, said: "It's fantastic to see *Whillan Beck* almost ready to enter traffic, and a testament to everyone who has contributed expertise, time and money to it. Without our many supporters, we would not have got this far.

"The completed locomotive will be an asset to the Ravenglass & Eskdale Railway and a credit to its preservation society. However, there is still work to be undertaken before the Train From Spain starts running, so any support you can offer us will still be gratefully received."

People wishing to sponsor the restoration are invited to visit trainfromspain.org to find out more. A seat on the inaugural passenger run in May could be obtained for a donation of just £200!

Whillan Beck newly arrived at Ravenglass on November 20 following its overhaul. KEITH HERBERT



Royal British Legion 'disowns' new Patriot *The Unknown Warrior*

IN a move that has caused "extreme disappointment", the Royal British Legion has distanced itself from the LMS-Patriot Project, which aims to build a new example of the class as a National Memorial Engine.

Eight years after the project team was led to believe that the new-build, No. 5551 *The Unknown Warrior*, had British Legion endorsement, Legion officials have told it otherwise.

The project has now been told to stop claiming that it has British Legion endorsement and to stop using its crest on the nameplates.

The "misunderstanding" made in good faith by the project stemmed from a 2009 meeting between company secretary Richard Sant, marketing and publicity director Stuart Gendall and the British Legion's then director of corporate communications, Stuart Gendall.

Took him at his word

A statement posted on the project's www.lms-patriot.org.uk website said: "He told them that the Legion could not support the project financially, but endorsed our aims and said that we could use the Legion crest. We took him at his word and promoted the project accordingly, including the use of the crest.

"We wrote to the Legion earlier this year in order to reaffirm our relationship with them in light of the

potential for our involvement in their Armistice Centenary events next year.

"In response, Terry Whittles, head of the Legion's board of trustees, wrote to say that they had been unaware of the decisions taken by Mr Gendall, that he was not authorised to make them without consulting his board and he had not made the board aware of what he had done. Mr Whittles asked that we no longer claim the Legion's endorsement and stop using the crest.

"The project board was shocked and surprised by this reaction and suggested a meeting with Mr Whittles at the Legion's head office to explore ways of reaching a mutually acceptable solution.

"The meeting took place last month. Mr Whittles made it clear that there was no possibility of our being permitted to use the endorsement and crest because doing so would, in the Legion's view, imply that we had received financial support from the Legion.

"In using the endorsement and crest since 2009, the project board has acted in good faith and has never suggested that we have had any financial support from the Legion. We are extremely disappointed, but have no choice other than to comply with the Legion's wishes.

"We will produce a new crest that will be mounted above the

nameplate and we will continue to foster good relationships with the Legion's local branches in pursuit of our common aim – the promotion of remembrance."

As reported in our last issue, the boiler for the new Patriot will be completed at the Midland Railway-Butterley, in the wake of the decision by L&NWR heritage to cease contract work.

Heritage Boiler Steam Services is a new company set up by Andrew Wilcock and Robert Adamson, which will operate from part of the West Shed at Butterley. The firm has signed up as the project's new boiler contractors.

Patriot boiler work restarts

Both left the employment of LNWR Heritage on November and began work on the boiler in the first week of December with a target completion date of January 2019 or earlier. The partners, who are apprentice served, have more than 30 years' experience in boiler repair and construction between them, Andy having also worked for Ian Riley.

A project spokesman said: "Both worked on the Patriot boiler during its construction and it was LNWR Heritage's decision to get out of contract work that triggered them to approach us about completing our boiler.

"They tell me that they have been discussing the possibility of launching their own business for the last five years but held off until a first class opportunity came along. Well, they have certainly achieved this with what will be the first large traditional boiler to be built for a British operator since 1962.

"As a new company they face a number of hazards as they build up their business and we are conscious of these and we will be supporting them all the way, even to the extent of providing them with a mobile crane, (now registered as an asset on our books) which they will buy from us at the original purchase price when the boiler is complete, and buying the expensive components (the stays and tubes) direct from the manufacturers and then supplying them free of charge to assist their cashflow.

"We have every confidence they can do the job to the highest standards and we are going to do all we can to help.

"The industry needs extra capacity if it is going to prosper and this is our contribution to helping fill that gap.

"We have also introduced them to what we hope will be their next contract, the converted 8F boiler for GWR 4-6-0 No. 1014 *County of Glamorgan*, so their future looks bright."

Armed police rescue Chinnor volunteers from a 'terrorist'

EXCLUSIVE

By Phil Marsh

THAMES Valley Police firearms officers identified a gap in their training needs earlier in 2017 after being called to a Chiltern Railways train at High Wycombe following reports of an armed passenger on board.

As a result, in late summer a confidential meeting was held at Chinnor station on the Chinnor & Princes Risborough Railway with Chiltern Railways and the police force to see if a railway training package could be set up.

The purpose was to train armed response non-British Transport Police teams in railway safety and to develop tactics to tackle various dangerous on-train life-threatening scenarios if the BTP were not close to the incident. A railway safety briefing including three sorts of electrification in the TVP area which includes Reading, Amersham and Milton Keynes was delivered by CPRR volunteers.

All four Fridays in November were agreed when nominally the heritage line was not operating trains. All information was embargoed until the last day's training had been completed on November 24.

Chiltern Railways provided a three-car Class 165 train each day between the morning and evening peaks with the CPRR providing a four-carriage Mk.1 set for the first two hours for briefing, railway familiarisation and practice boarding from the cess using ladders.

It was agreed that CPRR's neighbours should be leafleted beforehand to avoid panic over volleys of gunshots at the station – and within an hour it was on



Above: Thames Valley police storm the Mk.1 set at Chinnor. PHIL MARSH
Right: Chinnor volunteers about to be rescued by armed police on the Chiltern Railways train. PHIL MARSH



social media!

The Class 165 ran empty from Marylebone, picking up a CPRR pilotman and travelling crossing keeper at 10.25am, with the train arriving at Chinnor for 11am.

Chiltern's traincrew held driving cab, control and carriage layout familiarisation sessions for the police. Then each of the four police teams each day carried out various scenarios using Chiltern staff and CPRR volunteers as passengers.

They were rescued variously from a terrorist wielding a hunting knife, gunmen, serious crime suspects and unruly passengers with armed police entering the Class 165 from carriage doors and driving cabs. They warned and then overpowered or shot the villains accompanied by very realistic screaming and shouting with bodies

ending up on the train and platform at regular intervals.

One item of pre-planning was overlooked. The train had to be cleared of spent cartridges before returning to service for the evening peak for obvious reasons.

TVP training officer PC Liam Busby of the Tactical Firearms Group said: "TVP firearms officers have been conducting training at Chinnor railway station with the support of Chiltern Railways during the month of November. This has been in order to better prepare our firearms officers to deal with incidents that might occur on our rail network."

"This training has been crucial in developing officers' understanding of being able to operate in and around the rail network. This will enable officers to be better able to respond to any high threat situations on our rail network."

"We would not have been able to carry out this training without the assistance and support from the volunteers at Chinnor railway and members of staff from Chiltern Railways."

CPRR chairman Danny Woodward said: "We managed to keep these training days a secret as planned with the TVP and Chiltern Railways. We are delighted to have delivered our part in helping the rail industry and the police in their training and awareness of the regrettable situations that can occur in today's society. We look forward to repeating this training with any police force as required."

All parties agreed that the training days were invaluable for the rail industry and yet again demonstrates that the heritage railways can deliver vital training facilities not available on the national network.

Gwili Railway launches appeal for new carriage shed

THE newly extended Gwili Railway has launched a £150,000 national appeal to build a shed for its heritage carriages.

In 2003 the heritage line obtained planning permission for a two-road carriage shed at Abergwili Junction. This shed is capable of holding the equivalent of four Mk.1 carriages on each road.

As previously reported, the extension reached its target of Abergwili Junction in 2017, and so the next stage is to build the shed.

A spokesman said: "This appeal is for a project which combines practicality with preservation, an ideal balance of objectives to move the railway forward. Like many heritage lines, the Gwili Railway makes use of the standard BR Mk.1 carriages.

"Keeping these carriages in working

condition in the open is a difficult task. A storage facility is badly needed to protect them from the worst of the Welsh weather.

"Some of these carriages have been in service on the Gwili Railway longer than with their previous owner. To allow them to continue to operate they need protecting from the elements."

The shed will also house the National Collection's Taff Vale Railway O1 0-6-2T No.28, the last surviving Welsh-built steam locomotive, on loan from the National Railway Museum.

Furthermore, the shed will also provide protection for the line's growing collection of pre-Grouping vehicles, including Taff Vale carriage No. 220 of 1891. This coach once carried South Wales miners to work and is currently under repair. It is also the only railway

carriage to hold a BBC Blue Peter Badge.

GWR carriage No.216 of 1888 was used for many years as a dwelling in Carmarthenshire and is now being returned to its former glory. With the carriage shed completed, the line will also have a chance to obtain further historic Welsh carriages for display.

"Our potential funding partners are fully supportive of a building with a part emphasis on display and a part on storage," the spokesman added.

The cost of the proposed building is £300,000 and the railway also has informal pledges of more than half this amount provided it can raise the remainder. With additional grant applications being completed, the line needs a further £150,000 to complete the funding package. The railway is also looking to develop educational



An artist's impression of the proposed £300,000 carriage shed. GR

packages for schools.

→ Anyone who would like further details about the project is invited to email Matt Bowen on matt78204566@gmail.com Donations may be made at www.justgiving.com/crowdfunding/gwili-shedappeal

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Steam returns to Essex town 52 years after line closure

By Geoff Courtney

A PASSENGER steam train has returned to the Essex town of Halstead 52 years after its line was closed and the track was lifted.

There was, though, no fanfare, no gathering of preservationists and enthusiasts, and very few cameras clicking, for the train is but an image, albeit an innovative one that has attracted considerable interest and favourable comments from residents and visitors alike.

It is the creation of supermarket group Lidl, which recently opened a store on the former site of the station and hit upon the idea of linking the location with Halstead's railway history.

The tile mosaic features a 2-4-2T, believed to be No. 2 *Halstead*, which was built for the line by Hawthorn Leslie & Co in 1887 and withdrawn by the LNER as No. 8312 in June 1924.

Malcolm Root, president of the Halstead & District Local History Society who has lived in the town all his life, said: "The mosaic has been very well received – I think Lidl has done a remarkable job."

Malcolm is a fellow of the Guild of Railway Artists, and has frequently painted scenes of the line in his work as a full-time transport artist. One of those depicts J15 0-6-0 No. 65465 passing Halstead FC's ground as the town's team plays Stowmarket, and another is of the station showing the general layout, including a goods shed on the part of the site that is now occupied by the new store.

This painting also features a J15, No. 5451 travelling through light engine, while another member of



Halstead heyday: In a post-Second World War pre-Nationalisation scene painted by Guild of Railway Artists fellow Malcolm Root, LNER J15 0-6-0 No. 5451 approaches Halstead station light engine while another member of the class waits in the station with a passenger train. The red-bricked building on the right is the former offices of the Colne Valley & Halstead Railway, and beyond them are the original stables, water tower, and – to the right of the J15's smoke – the stationmaster's office beside a water softener. A railway official on the left is standing on what is now the location of a newly-opened Lidl store that features a wall mosaic of an early-20th century scene of the station.

the once 289-strong class waits at the station with a passenger train.

Lidl press officer Oliver Thomas said that the company's planning application for the new store included an element of public art. "Once the application was approved, we chose the image from a selection of historical

photographs provided by the local history society.

"A contractor created the tiles and installed the mosaic, which we are pleased to say has generated a lot of local interest, and the feedback from residents has been overwhelmingly positive."

The 19-mile line through Halstead depicted on the mosaic was opened by the Colne Valley & Halstead Railway in April 1860 and ran from Chappel & Wakes Colne to Haverhill. It remained independent until becoming part of the LNER in the 1923 Grouping, and was closed to passengers in January 1962.



Train of thought: Meryl Root, wife of leading railway artist and local resident Malcolm Root, admires the wall mosaic at the newly-opened Lidl store in Halstead, Essex, that has attracted considerable interest and many favourable comments. It depicts an early-20th century scene at the town's station, on which site the supermarket has been built. MALCOLM ROOT



The end is near: D8227 passes the closed Halstead station in 1965, shortly before freight traffic ceased and the track was lifted. The Class 15 Bo-Bo was designed by British Thomson-Houston and built by Clayton Equipment Co in May 1960 and withdrawn in September 1968. The photographer was standing on what is now the location of the new Lidl store. The diesel is seen passing the original offices of the Colne Valley & Halstead Railway, and in the background is the chimney of a Courtauld's mill, a grain silo, and a footbridge crossing over the tracks, all now gone. R HUTLEY

Phil gives his 60th birthday gifts to Severn Valley Trust

LONG-STANDING Severn Valley Railway member and locomotive owner Phil Swallow wanted just one thing for his 60th birthday – to raise money for the future of the railway he loves so much. He asked friends and family not to buy him birthday presents, but instead to donate to the SVR Charitable Trust's endowment Future Fund.

The response has so far raised more than £5,000.

Phil, who has been a member of the SVR for more than 40 years, said: "What I didn't expect was the overwhelming generosity of my friends and family. It really has been awe inspiring!"

"The fact that the Charitable Trust is building up this long-term investment fund for the SVR is what differentiates it from most other heritage railways.



Phil Swallow on his 60th birthday with LMS 'Black Five' No. 45110 at the Engine House, Highley, SVR

It's a game-changer and a genuine investment in the future."

The trust was able to claim an extra 25% Gift Aid on most of the donations, and this helped boost the total amount. Trust director Shelagh Paterson said: "We're delighted at the way in which Phil has galvanised support from his friends and family to boost our endowment fund. The fund balance is now nearly £1.2 million, and it is professionally invested to generate further income. Our aim, over time, is to build up the fund to £10 million. This will generate enough income, year on year, to make a significant impact on the SVR's future sustainability."

Phil celebrated his 60th birthday by welcoming 140 guests for a special charter trip along the line, followed by a

party at the Engine House at Highley.

Meanwhile, leading Worcestershire law firm mfg Solicitors has given its seal of approval to the trust. As a newly-enrolled gold member of the railway's Corporate Partnership Club, the firm has opened up a host of business experience and entertainment opportunities.

Maynard Burton, chairman and partner at mfg Solicitors said: "Being corporate partners allows us, and our staff, to play a part in the railway's future so it can be enjoyed and admired for many generations to come."

The trust has 30 companies in its Corporate Partnership Club.

→ If you would like to donate to the SVR Charitable Trust, visit www.svrtrust.org.uk

Bluebell to mark 60th end of line anniversary

THE Bluebell Railway is planning a year of celebrations to mark the 60th anniversary of the closure of its line by British Railways.

The name 'Sulky Service' was given to the last train service operated by British Railways in 1958 between Lewes and East Grinstead, after local protester Madge Bessemer won a stay of execution on legal grounds.

The 'Sulky' trains ran at times that were inconvenient to those wishing to travel on the line or connect with onward services.

Two years afterwards, the ground-breaking volunteer-led Bluebell Railway became the first former BR standard gauge railway to run passenger trains.

A special 'Sulky Service' timetable will run for part of February and March, culminating in line closure-themed events over the weekend of March 17/18.

Historic journey

On March 16, the heritage line will commemorate the 60th anniversary of the last train service from East Grinstead to Lewes. The railway will be working with schools on a local history project and re-creating the historic journey of that last train.

This journey will be for invited guests only and these will include people who travelled on that final train 60 years ago or were connected with the line during that period.

On March 17/18, the public will be invited to experience elements of 1958. There will be opportunities to take tea in 1950s style, take mini guided tours in areas that are not usually open to the public, and, for those who were born in 1958, travel at 1958 prices – equivalent to 20p per ticket.

The railway has appealed for people who travelled on the last trains from Lewes to East Grinstead to get in touch and share their memories. They are invited to contact Ruth Rowatt, the interpretation and education development manager, at ruth.rowatt@bluebell-railway.co.uk

Jools Holland returns to Barrow Hill

JOOLS Holland & his Rhythm & Blues Orchestra are to return to the multiple award-winning Barrow Hill roundhouse on May 26.

The orchestra will feature Gilson Lavis, guest vocalists Ruby Turner and Louise Marshall and a special guest star to be announced later.

On his last visit in September 2014, the concert was a sell-out.

Tickets are now on sale through www.seetickets.com priced at £39 plus a booking fee.

The previous week sees the venue's Rail Ale 2018 run from March 17-19.

Real ales

There will be over 350 real ales from around the country including many brewed locally in Derbyshire and South Yorkshire, with live music in the marquee and on the main stage from jazz and brass through acoustic, funk and soul to rock and roll.

Advance tickets have now gone on sale priced at £5 for the Thursday and £7 for Friday and Saturday, and are available through the same website.

LNER theme shaping up for Severn Valley gala

THE Severn Valley Railway's March 16-18 spring steam gala is taking on an LNER flavour with the announcement that B1 4-6-0 No. 61264 will now be joining B12 4-6-0 No. 8572 and A1 Pacific No. 60163 *Tornado*, as well as unique Haydock Foundry 0-6-0WT *Bellerophon*.

The 1947-built No. 61264 is appearing courtesy of the Thompson B1 Locomotive Trust and its home the North Yorkshire Moors Railway, where it operates trains along the Network Rail-owned sections between Grosmont and Whitby and to Battersby Junction, as well as the 18-mile heritage line to Pickering.

Joined by a fifth

The four official guest locomotives now look as though they will be joined by a fifth, with Llangollen Railway-based BR Standard 4MT 2-6-4T No. 80072 set to stay at the SVR until April having started on its Santa train operations

throughout December. One locomotive not now likely to make the gala line up is SVR-based BR Standard 4MT 4-6-0 No. 75069 as its boiler overhaul has been delayed due to other work taking priority at Bridgnorth workshops (see separate story, page 16), but other locomotives from the home fleet should be available from a seven-strong pool including GWR 4-6-0 No. 7802 *Bradley Manor*, Collett 0-6-0PT No. 7714, GWR 0-4-2T No. 1450, Hawksworth 0-6-0PT No. 1501, Port Talbot Railway/GWR 0-6-0ST No. 813, LMS Ivatt 2-6-0 No. 43106 and SR Bulleid light Pacific No. 34027 *Taw Valley*.

Up to 10 locomotives are expected to be in operation each day with an intensive timetable including 'local' trains between intermediate stations, along with other gala attractions.

→ For full details and to book tickets visit www.svr.co.uk

Major Cuneo exhibition in Hull, 2017 City of Culture

THE Science Museum Group's contribution to Hull UK City of Culture 2017 will be a major celebration of the work of railway painter Terence Cuneo.

Painting Power: The Art of Terence Cuneo, will be held at the University

of Hull's Brynmor Jones Library from December 13 until April 15.

On display will be a unique collection of Cuneo's work from across his varied subjects, including military, railways, drawings, political figures and royalty.

Arguably the world's most famous railway painter, Cuneo was also the official artist for the coronation of Queen Elizabeth II in 1953, and painted the Queen's visit to Hull in 1957.

90 years on, Correspondence Society celebrates milestone

By Robin Jones

JANUARY marks the 90th anniversary of the founding of the Railway Correspondence and Travel Society, which plans to hold special events throughout 2018.

The society began when a small group of enthusiasts, meeting in a garden shed at Cheltenham in September 1927, formed themselves into the Cheltenham Spa Railway Club with Aubrey Broad as secretary and Leslie Lapper as treasurer. Later that year operations moved to a 'club room' in a member's house.

Various forms of publicity were tried to make the existence of the club better known such as newspaper advertisements, distributing leaflets on a Swindon educational excursion and even a dance in Cheltenham.

In January 1928, Derek Barrie came on the scene and the breakthrough to national status came. It was agreed that as a title 'Cheltenham Spa Railway Club' lacked national appeal and 'The Railway Correspondence and Travel Society' came about. The choice of this name apparently stemmed from an early scheme, which never came to anything, where there were to be 'full' members and 'corresponding' members which, nevertheless, left its mark on the title. Advertisements were placed in the March and April issues of *The Railway Magazine* inviting membership enquiries. At the same time as this advertising campaign was running the society's magazine was launched under the title of *The Railway News*.

At the end of 1930 membership stood at about 350.

October 1931 saw the replacement of the Cheltenham-based management committee by one based in London under the chairmanship of John Kite.

First overseas tour

In the 1930s affiliations were made with various overseas railway societies, the first being the Railroad Enthusiasts of America in 1936, followed by French and Dutch societies in 1938.

The first overseas tour took place in July 1937 to Nord sheds in Calais and Boulogne and the first ever main line railtour on September 11, 1938 when GNR Stirling Single No.1 worked from King's Cross to Peterborough. The first provincial industrial railtour quickly followed with the Manchester Ship Canal tour on November 19.

A London Social Section was formed in 1931, followed by Birmingham and by 1936 branch meeting programmes were published for Lancashire, North Eastern, Scottish, South of England, Stoke and West of England areas. The Second



Princess Coronation Pacific No. 46251 *City of Nottingham* at Swindon shed after bringing an RCTS special from Nottingham on May 9, 1964. POLYRUS/CREATIVE COMMONS

World War saw the establishment of two further branches – these being the Middle East branch with meetings in Cairo, plus a 'Far Eastern' branch, which held meetings in a Prisoner of War camp in Thailand.

Visits to railway installations have always played a part in society activities; the first of these seems to have been made to Gloucester on June 24, 1928. Industrial concerns operating railways were not ignored, the first such visit being to Beckton gasworks on July 21, 1928.

Shed and works visits continued well into the 1970s and 1980s but gradually it became more and more difficult to obtain permits. At the same time industrial systems were closing, road transport proving to be a cheaper alternative. Tighter health and safety legislation sounded the death knell of the traditional shed visits, with in latter days parties being required to be escorted.

From 1950 to 1969, RCTS railtours were the public face of the society, and during that period 300 special trains carried the RCTS headboard. Given that most tours involved more than one locomotive and some as many as five or six, the total number of locomotives used is likely to have exceeded 1000.

With the cessation of BR steam, British enthusiasts cast their gaze further afield and in September 1968 45 members left on a tour of South Africa, jointly organised with Ian Allan. For the society's golden jubilee in 1978 a small group toured South Africa by minibus. In

1990, the collapse of a number of travel companies resulted in regulations being brought in concerning requirements for those organising 'package holidays'. This made it very difficult for the society to run its own tours and subsequent foreign tours were run with the help of Macs Tours which later became Great Rail Journeys. Despite the regulations, small groups continued to travel abroad under the RCTS banner.

The Railway News

The first issue of the society's magazine, then called *The Railway News* came out in May 1928.

Then, as now, the content was based on members' observations supplemented by articles and society news. Due to copyright issues, the title was changed to *The Railway Observer* in March 1929. November 1993 saw the first use of a colour picture on the front cover.

The society has had a website for over 10 years and it is now undergoing its third rejuvenation. As well as carrying details of the various society events there are features such as the under development modern traction liveries library where it is hoped eventually there will be a picture of every livery variant carried by all modern traction types since the 1950s. The image count currently exceeds 1200.

March 1935 saw the first society publication being titled as the Locomotive Stock Book, this being the first up-to-date list of all locomotives on the main line in Britain. It predated the

Ian Allan ABC books by nearly 10 years.

The society library was founded between 1932-35 and was initially housed at the Railway Clearing House, later the London Midland Region headquarters, near Euston station. The library has grown to be one of the most comprehensive collections of railway books in the country, purely by donation from members and friends. It moved to a house in Uxbridge in 1980.

Like the library, the photographic archive has come about by members donating their photographic collections to the society.

Southern Railway Schools 4-4-0 No. 30925 *Cheltenham* was for a long time the society mascot and first appeared on the cover of *The Railway Observer* in 1936 where it remained until 1972. Withdrawn in December 1962, as the society president was on the consultative panel for the Preservation of British Transport Relics he was able to influence the choice of No. 30925 for the National Collection over the likely choice of No. 30900.

The society also owns a number of nameplates and in recent years has sought to put them on public display. Several can be seen at the Severn Valley Railway, Bluebell Railway and the Isle of Wight Steam Railway.

→ Annual membership for 2018 costs £29, with a new members' offer of £15 for digital membership (with a digital copy of *The Railway Observer*) and £20 for full membership (hard copy of the magazine). More details can be found at www.rcts.org.uk



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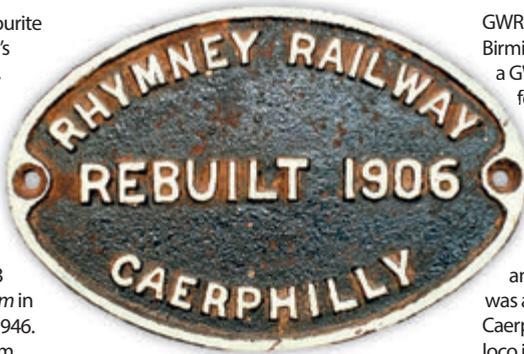
For details go to our website www.gnrauctions.co.uk or email davidrobinson17@btconnect.com or David on 0161 487 2702, 07802 553880

Plymouth outclasses School to justify favourite status

IT WAS by far the odds-on favourite for a victory at GW Railwayana's November 18 sale at Pershore, and GWR combined name, number and worksplate 3353 *Plymouth* didn't let the punters down, selling for £15,000. This 'ringer' came from a Bulldog 4-4-0 built at Swindon in November 1900 as No. 3365, renumbered 3353 in 1912, renamed *Pershore Plum* in May 1927, and withdrawn in 1946.

At £9400 came *Blundell's* from SR Schools class No. 30932, built at Eastleigh in 1935 and withdrawn from Ashford (73F) in January 1961, while a GNR (Ireland) pair weighed in at £2000 apiece. These were *Errigal* (Class S 4-4-0 No. 170) and *Antrim* (Class U 4-4-0 No. 204), both built by Beyer Peacock, the former in 1913 and the latter in 1948. A worksplate from No. 170 sold immediately after its nameplate, going to the same bidder for £220.

A non-seller was *Tortworth Court* carried by GWR Saint class No. 2955, although the 4-6-0's cabside numberplate did sell, for £1500. Another cabside, from GWR 0-6-0PT No. 2069, achieved the same price, but these two were beaten in the category by a



more modern upstart, E3038, whose numberplate went for £1700. This Class 84 electric was built by North British Loco Co in June 1960 and withdrawn as No. 84003 in November 1980, the last of the class to be taken out of WCML service.

A Maryport & Carlisle Railway 14in clock from Brayton station signalbox, acquired when the box closed in 1967, was the best of the rest at £3300, and continuing the signalling theme, a



GWR Tyer's train describer from the Birmingham area went for £1500 and a GWR Towyn signalbox nameboard for £1200.

Streamlined LMS Princess Coronation No. 6223 *Princess Alice* climbing Shap with the Down 'Coronation Scot' was the subject of a 1975 Don Breckon painting that sold for £2700, and another category winner was a Rhymney Railway rebuilt 1906 Caerphilly 'worksplate' that carried no loco identification but would have come from one of only about 10 rebuilt there that year (£1800). Top diesel example was from English Electric 1966-built Class 20 D8192/20192 (£1150).

At £1650, totem sign from Tiverton Junction headed its class, and for the same price a Clapham Junction direction sign went to a new home, while top shedplate was 32G Melton Constable (£740).

The prices quoted exclude buyer's premium of 10% (+ VAT). Auctioneer and director Simon Turner said post-sale: "Worksplates did well, as did clocks and watches.

Items also, and I see that trend continuing. We had only 20 unsold out of 550 lots, which we were pleased with."



Are you Master I Ritchie, formerly of Ilford, England?

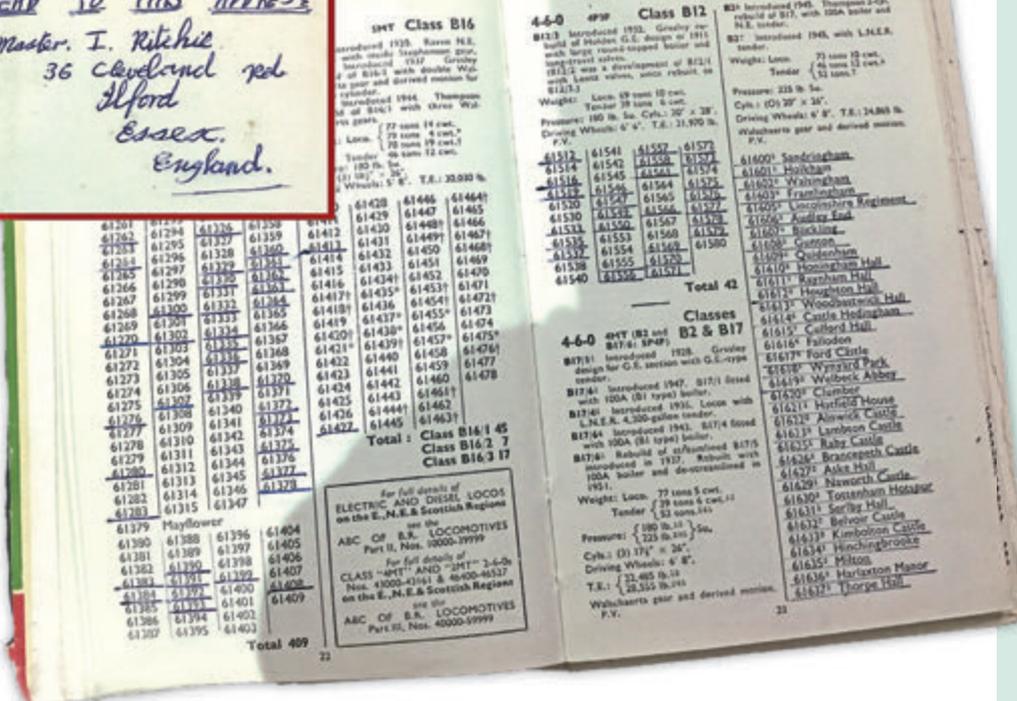
RAILWAYANA collector and *Heritage Railway* reader Richard Wadeson has a 62-year-old Ian Allan ABC Combined Volume in his book collection which he would love to return to its original owner, trainspotter Master I Ritchie... if he could only find him.

Richard, a railway enthusiast since the mid-1950s, was given a copy of a winter 1955/56 Combined Volume in about 1961, and has cherished it ever since even though its original owner underlined all the locos he had 'copped' in true trainspotter tradition.

Now aged 72, Richard, who lives in the Essex village of Blackmore End, has decided to downsize his extensive collection of railway books, and one of these is the Combined Volume which on its flyleaf has the first owner's name and address: Master I Ritchie, 36 Cleveland Road, Ilford, Essex, England (I love the England bit).

Not surprisingly, most of the underlinings are of Eastern Region engines, especially those that ran on the former Great Eastern line, and living where he did – just the other side of the tracks to my then-Ilford home – he was doubtless a regular at Stratford (30A) shed and works. Master Ritchie, however, may have travelled far further afield, for the list of B1s includes several underlined North Eastern and Scottish regions-based members of the class, and he saw a couple of NE Region B16s too.

"It would be great to reunite this volume with the original owner," said Richard.



Poetic justice as station totem sign sells for £2700

A TOTEM sign from a station immortalised in a poem by the late Poet Laureate and railway enthusiast Sir John Betjeman was the top seller in a one-off railwayana sale held by Chippenham Auction Rooms on November 10.

The BR(S) sign, which went under the hammer for £2700, was from Dilton Marsh Halt, opened by the GWR in 1937 on the Bristol-Salisbury line, renamed without the 'Halt' in 1969, and still open today, as a request stop.

Betjeman wrote the poem as part of a successful campaign to save the station when it was threatened with closure in the 1960s, and its last two lines read: "Here to the Halt from Salisbury and from Bristol, Steam trains will return."

Behind this price came a Southern Railway target sign from the Kent station Greatstone-on-Sea and a Southern Region totem sign from West Weybridge, each at £2400, and at £2300 came another SR target sign, from North Tawton in Devon.

Three other SR targets were Bere Alston (£1800), Callington (£1700), and Lydd-on-Sea (£1600), further totems included BR(S)

Newport (£1750) and Western Region Castle Cary (£1600), while a third £1600 realisation was for a London Underground platform roundel sign from Bank station dating from about 1908.

Other four-figure successes included BR(W) totem Bradford-on-Avon (£1500) and BR(M) Appleby East (£1300), and a BR(W) direction sign to Tucker Street station in Wells (£1400). Prices exclude buyer's premium of 20% (inc VAT).

The auction comprised mainly items collected over six decades by a Wiltshire railwayman whose widow did not realise what the collection included. The auction house's principal auctioneer Richard Edmonds said: "The late collector's wife had no idea what he was doing. She called us in to review the small part of the collection kept in the house, and it wasn't until we looked in their garage that we realised what she'd seen was just the tip of a railway iceberg."

Also among the 471 lots were posters, handlamps, docks, maps, cap badges, signalling equipment, literature, hats and other clothing, and train destination signs.



California dreaming as models fight their corner

ALTHOUGH a £5 million racing car was the shining star, model trains made their mark at a prestigious sale held by UK auction house Bonhams in California on November 11.

Going under the hammer was a collection of vintage motor cars, automotive memorabilia and railway models amassed over many years by the late Lindley Bothwell, who made his fortune growing oranges.

Top of the models was a 'standard' (2 $\frac{1}{2}$ in) gauge Baltimore & Ohio Railroad 4-4-0 made by the US model-maker Voltamp which, with wagons and caboose, sold for \$6000 (£4550), followed by two \$4000 (£3000) models, a Lionel Trains 'standard' gauge 4-4-4 *Blue Comet* with 12-wheeled tender and carriages,

and a 3 $\frac{1}{2}$ in gauge 4-6-2 by Buddy L with wagons, mobile crane and caboose.

It wasn't only miniature locomotives that attracted enthusiasts, for selling beside a selection of 19th century railway company streetcars was a 3ft gauge 0-4-2 steam locomotive built by Baldwin Locomotive Works in 1879 for a sugar cane plantation on the Hawaiian island of Maui. Named *Kalakaua*, this engine, which went under the hammer for \$150,000 (£114,550), became part of the collection in 1964, and was nicknamed 'Little Toot' by Bothwell.

That price was eclipsed by some of the vintage cars however, headed by a 1914 Peugeot grand prix two-seater that went for £6,600,000 (£5,004,000). Prices exclude buyer's premium of 25%.

→ A GAUGE one two-rail electric model of LMS Jubilee No. 45695 *Minotaur* made by San Cheng of China topped the charts at a Vectis model train and railwayana sale at Thornaby on October 20 with a realisation of £1200, ahead of another gauge one example, of a North British Railway 4-4-2 by Marklin (£800).

Below this pair came a DJH O-gauge LNER A1 Pacific No. 60116 *Hal of the Wynd* at £750, a Hornby O-gauge LMS Princess Royal No. 6201 *Princess Elizabeth* (£700), a Sunset Models SNCF 2-8-2 No. 141R1 also in O-gauge at £620, and an Aristocrat Trains G-gauge Rio Grande 2-8-2 No. 1204 that went for £500. Prices exclude



Victorian railway has London mapped out

A MAP of London's railways issued by the District Railway in 1874, went under the hammer for £1300 at a Transport Auctions of London sale in Croydon on October 28.

The railway opened in 1868 between South Kensington and Westminster Bridge underground stations operating steam-hauled trains consisting of gas-lit wooden carriages, and the map was the second edition of the first-ever map of the London Underground.

Another four-figure realisation was £1100 for a 1933 special edition of the Harry Beck London Underground diagrammatic card map, while two Southern Railway posters went for £850 and £800, the former being a 1924 issue featuring a painting by an unknown artist of London from Westminster bridge to St Paul's Cathedral, and the latter a 1938 'London Town' example by Kerry Lee (1902-88).

Two further Harry Beck 1933 first

edition London Underground pocket maps sold for £800 and £600, a Waterloo station Underground roundel enamel sign for £500, and a 1930 LMS panel poster by Dutch-born Pieter Brown (1903-88) promoting London, for £480. Prices exclude buyer's premium of 15%.

A disappointment for the auction house's director Michael Wickham was the non-sale of nameplate *Sir Ralph Verney* from Metropolitan Railway 1922-built Bo-Bo electric locomotive No. 3.

However, Michael was able to mitigate that disappointment by reporting a record total hammer price at the auction, leading him to say: "It does seem word is getting around that we are doing a good job."

"We had more than 70 people in the room and 150 following online, which may not be quite at the level of the major railwayana auctions, but not bad for a small house!"

buyer's premium of 20% (+ VAT).

→ TOP of the tree at a Lacy Scott & Knight railwayana and models auction at Bury St Edmunds on November 18 was a 3 $\frac{1}{2}$ in gauge live steam 0-4-0T numbered 004 and named *Lady Jessie* (£820), followed at £750 by an Ace Trains O-gauge three-rail electric LMS Princess

Coronation No. 6233 *Duchess of Sutherland*.

A second live steam model, of Vale of Rheidol 2-6-2T No. 7 *Owain Glyndwr* in O-gauge, went for £680, and a live steam model in the same gauge, of an 0-4-2ST, for £630. Prices exclude buyer's premium of 20% (+ VAT).

BRITANNIA PACIFIC FINALE

Fifty years ago the last Britannia Pacifics were concentrated at Carlisle Kingmoor shed, which was due for closure on December 31, 1967. Once the pride of Norwich and elsewhere, the Britannias were now filthy and had been stripped of nameplates and numberplates... but were still doing a day's work.

Maurice Burns recalls the Britannias at work over the Northern Fells and the efforts of enthusiasts to see them go out with pride as their days came to an end.

In August 1967, Britannia No. 70004 William Shakespeare makes a violent slip as it restarts the 8am Carlisle to Birmingham express from Penrith.
All pictures – MAURICE BURNS





A platform packed with Lakeland holidaymakers sees the arrival of Britannia No. 70003 *John Bunyan* with the 8am Carlisle to Birmingham express in August 1966.



In August 1966, the rare sight of double-headed Britannias is seen near Shap summit with No. 70013 *Oliver Cromwell* leading on a northbound express. ALL PICTURES – MAURICE BURNS



Britannia Pacific No. 70014 *Iron Duke*, once the pride of the Southern Region when working the 'Golden Arrow', is once again looking immaculate having been cleaned overnight on Carlisle Kingmoor by enthusiasts. Viewed from Thrimby Grange signalbox as it climbs Shap. *Iron Duke* was working the 8am Carlisle to Birmingham on August 28 1967.



Britannia No. 70028 stripped of its once proud *Royal Star* nameplates, heads a northbound express over Tebay troughs before tackling the climb of Shap in August 1967.

As December 1967 approached there was really only one place for enthusiasts to go – Carlisle.

The border town was a fascinating place to go in the early 1960s to see LMS and LNER engines at the same station. It once had four locomotive sheds: Upperby; Canal (for the Waverley route); Durran Hill (on the Midland line) and Kingmoor to the north. Durran Hill closed on November 2, 1959, Canal on June 7, 1963 and Upperby on December 12, 1966, leaving Kingmoor with just days to go before it also closed to steam on December 31, 1967, exactly 50 years ago.

The Britannias were the last Pacific express engines still at work in Britain but had less and less to do, and if any suffered a major problem it was quickly withdrawn.

No less than 40 of the 55 Standard Pacifics remained in service at the start of 1967, all but one by then allocated to Kingmoor. The first of the class, No. 70000 *Britannia*, had been an early casualty, withdrawn from Newton Heath shed in Manchester in May 1966 and moved into storage at Stratford, its original home shed, earmarked for the National Collection.

January 1967 saw No. 70026 *Polar Star* withdrawn from Stockport Edgeley shed, leaving the entire class concentrated at Kingmoor. At this time there were still express passenger workings for them, mainly between Carlisle and Crewe but also on trains

from Barrow to the south, occasional Settle and Carlisle services and even north from Carlisle over the Waverley route covering for diesel failures, although once rid of its own steam allocation, the Scottish Region was not keen on entertaining steam engines from the London Midland Region.

Nos. 70008, 70009 and 70020 were withdrawn from Kingmoor in January 1967 but in February, one of Kingmoor's Britannias, No. 70013 *Oliver Cromwell*, emerged from an overhaul at Crewe works.

Despite this the engines were being withdrawn at an alarming rate – see the accompanying chart for details – and on the final day of 1967 11 of the last 12 of the class were withdrawn from Kingmoor.

The engines which survived to the last day included three which started their careers in East Anglia; Nos. 70011 *Hotspur*, 70012 *John of Gaunt* and 70035 *Rudyard Kipling*; both the ones which once worked the 'Golden Arrow' on the SR; Nos. 70004 *William Shakespeare* and 70014 *Iron Duke*; five of the one-time Western Region engines; Nos. 70021 *Morning Star*, 70022 *Tornado*, 70023 *Venus*, 70024 *Vulcan* and 70025 *Western Star*; two Scottish ones; Nos. 70049 *Solway Firth* and 70051 *Firth of Forth*; and just one which had spent most of its life on the LMR; No. 70045 *Lord Rowallan*.

With Holbeck in Leeds closed; the Settle and Carlisle saw little steam activity in the

last months of 1967. The only route with any regular steam traffic was south to Crewe.

The engines were in a filthy condition with front numberplates and all name plates removed, almost on notice that they were soon going to be scrapped. The fitters at Kingmoor had all but given up, with some perhaps leaving for new jobs. Steam leaks from cylinder glands – never a problem in the past – were at times excessive... as some the pictures on these pages show.

It was against this background that I, and countless other enthusiasts at the end of BR steam, headed for Carlisle and the northern fells to capture the last Britannia Pacifics in action. This was easier said than done and in the days before the internet and mobile phones one had to go to Kingmoor to see the roster board, although in time some obtained the running foreman's phone number and enquired: "Are there any Brits over Shap today?"

Having seen the roster board we would often clean the Britannias at Kingmoor. No one ever objected or commented on enthusiasts dressed in everyday clothes, perhaps because it was the middle of the night. We just found the oil, paraffin, rags and ladders and got started. It was so rewarding finding Brunswick green under the grime. The numbers were often painted on the smokeboxes or replica numberplates made

Approaching Shap summit cutting, Britannia No. 70012 *John of Gaunt*, banked by Standard 4MT 4-6-0 No. 75032 takes a heavy northbound freight towards Carlisle in September 1967.



from wood found in the shed. Names were carefully painted on the smoke deflectors too.

The first engine for the treatment was No. 70014 *Iron Duke* rostered to work the 8am Carlisle to Birmingham passenger. Next were Nos. 70045 *Lord Rowallan*, 70022 *Tornado* and 70011 *Hotspur* all of which were rostered for the 8.05 Red Bank parcels – a regular Britannia working until the end.

The weather on Shap on Saturdays in December 1967 was a mixed bag – typical Shap weather, from sleet and snow and driving rain to a clear sky. The last Britannia on the Red Bank parcels was No. 70011 *Hotspur* which had a large steam leak at the front end obliterating the train in the picture.

That would have been the last Britannia working over Shap but for news of a football

excursion from Carlisle to Blackpool and return on Boxing Day 1967 that travelled on the grapevine. We even knew the booked engine; No. 70013 *Oliver Cromwell* with timings – leaving Carlisle about 10am and returning after dark at about 9pm.

On Christmas Day evening six photographers descended on Kingmoor shed to find No. 70013 and give her a thorough clean with oil and paraffin. It would be her last Kingmoor working prior to movement to Carnforth to work out its last days on railtour duties before the end of steam on BR on August 11, 1968 and ultimately preservation for the National Collection.

Boxing day morning was a photographers' dream with a clear blue sky and a frost. Most photographers opted for curves at Strickland

woods, south of Penrith, and with a super shine finish *Oliver Cromwell* looked superb – could this really be the last BR steam working ever, over Shap from Carlisle?

With the pictures in the bag and no other steam trains to photograph all went home happy. We had seen what was likely to be the last steam over Shap, in perfect conditions.

That should be the end of this story... but not quite. While sat at home having my tea on Teesside the thought went through my mind that *Oliver Cromwell* would be on the return working in just four hours' time and really I should be on Shap to make a tape recording of it climbing towards the summit. Should I go all the way back to Shap? – that was the question! It would be far easier to take the easy option and stay at home.



Britannia No. 70035 *Rudyard Kipling* makes a fine sight crossing Ais Gill viaduct on a southbound extra in the summer of 1967.



Britannia No. 70039 *Sir Christopher Wren* hauling the LCGB 'Thames- Tyne Limited' railtour climbs through Horton-in-Ribblesdale on June 3, 1967. The tour was planned to be double-headed by Nos. 70023 *Venus* and 70013 *Oliver Cromwell* but they became derailed in a siding at Horton-in-Ribblesdale when moving south to Hellfield to work the train.



Britannia No. 70038 *Robin Hood* climbs through Strickland on the way to Shap summit with a southbound express in July 1967.



Above: On December 2 1967, Britannia No 70045 *Lord Rowallan* climbs towards Shap summit at Thrimby Grange with the 8.05am Carlisle - Manchester Red Bank parcels.

Left: With just days to go before withdrawal for scrap, overnight cleaning by enthusiasts saw immaculate Britannia No. 70045 *Lord Rowallan* speed through the Lune Gorge with the 8.05am Carlisle - Manchester Red Bank parcels.



With heavy steam leaks from the front end, Britannia No. 70022 *Tornado* hauling the 8.05am Red Bank parcels, nears Shap summit in blizzard conditions on December 9, 1967. Three weeks later No. 70022 along with 12 other members of the class were withdrawn from Carlisle Kingmoor and scrapped.

Well I did travel all the way back to Shap, witnessing what turned out to be a memorable spectacle.

In darkness I arrived at lonely Scout Green signalbox and the friendly signalman appreciated the company. There was little traffic on the evening of Boxing Day and the signalman offered to let me know when the return football excursion was due.

Eventually I got the word that No. 70013 was passing Grayrigg signalbox so I walked up the line beyond Scout Green box with my Phillips reel-to-reel tape recorder and torch.

The evening for such an occasion was magical. While it was dark there was no wind

but a clear sky, stars above and a heavy frost. It was so quiet you could hear a pin drop.

I listened for the sound of a train in the distance expecting to hear the distant roar of *Oliver Cromwell* in the Lune Gorge as it gathered speed to charge the bank of Shap. What I heard though was just a faint rumble in the distance then... total silence.

Standing start

This silence lasted for a whole eight minutes as the crew looked on Tebay shed for a banking engine to assist in getting the 451 ton train over Shap summit. The banking engines were still there but their fires had

been thrown out. *Oliver Cromwell* would now have to tackle Shap from a standing start.

While I was the only enthusiast on the bank, many had joined the football supporters on board the train to witness the last BR passenger train over Shap.

I heard the chime whistle faintly in the distance then the first beat of the exhaust but soon No. 70013 was accelerating up to 30mph by Greenholme – the noise so loud in the still night air. After Greenholme cutting she came into view with the glow of the firebox reflecting in the exhaust and the illuminated carriage lights in the distance. She was certainly going well as she approached Scout Green box with occasional sparks going skyward from the chimney.

Just as she had passed me, she went into a slight wheelspin, which was quickly brought under control by the driver, before eventually regaining her feet and plodding over the summit at 15mph.

Fifty years on

AAs the train passed over the summit and accelerated towards Penrith it eventually went totally silent again.

December 31, 1967 marked not only the end of BR steam over Shap Fell but the end of Britannias in everyday British Railways service.

From January 1, 1968 no steam should ever have passed over Shap... but there was one very special exception even with a ban on private steam locomotives operating on BR lines.

Alan Pegler had, in his *Flying Scotsman* contract, that he could indeed still operate over the BR network... and this included Shap. The engine worked 'The Moorlander' tour on October 26, 1968 and the NELPG

Britannia withdrawals 1967

January 1967

70002 *Geoffrey Chaucer*
70008 *Black Prince*
70009 *Alfred the Great*
70020 *Mercury*
70026 *Polar Star*

March 1967

70003 *John Bunyan*
70052 *Firth of Tay*

April 1967

70040 *Clive of India*
70041 *Sir John Moore*
70053 *Moray Firth*

May 1867

70006 *Robert Burns*
70034 *Thomas Hardy*
70042 *Lord Roberts*
70048 *The Territorial Army 1908-1958*

June 1967

70027 *Rising Star*

July 1967

70005 *John Milton*
70033 *Charles Dickens*
70046 *Anzac*
70047 (unnamed)

August 1967

70015 *Apollo*
70016 *Ariel*
70038 *Robin Hood*

September 1967

70010 *Owen Glendower*
70028 *Royal Star*
70032 *Tennyson*
70039 *Sir Christopher Wren*

October 1967

70029 *Shooting Star*

November 1967

70031 *Byron*

December 1967

70004 *William Shakespeare*
70011 *Hotspur*
70012 *John of Gaunt*
70014 *Iron Duke*
70021 *Morning Star*
70022 *Tornado*
70023 *Venus*
70024 *Vulcan*
70025 *Western Star*
70035 *Rudyard Kipling*
70045 *Lord Rowallan*
70049 *Solway Firth*
70051 *Firth of Forth*



On the morning of Boxing Day 1967 and the football excursion, the results of overnight cleaning at Carlisle Kingmoor can be seen to good effect.



Immaculate No. 70013 *Oliver Cromwell* catches the early morning sun as it climbs towards Shap with the excursion to Blackpool on December 26, 1967.



The last BR steam passenger train over Shap – a football excursion from Carlisle to Blackpool – was hauled by No. 70013 *Oliver Cromwell* and it is seen climbing towards Shap at Strickland on December 26, 1967.

'North Eastern Railtour' on June 29, 1969 – shortly before the engine travelled to the US.

In 1970 the M6 motorway was carved through the beautiful Lune Gorge and Tebay, then parallel to the line over Shap. This was followed by the electrification of the West Coast Main Line in 1974.

For a period of 25 years no steam railtours operated over Shap. This changed in 1994 when a new rail tour operator called Days Out Ltd, run by Mel Chamberlain, successfully organised the return of steam over Shap.

The first tours were called the Shap trials.

The first was A4 No. 60007 *Sir Nigel Gresley* on September 30 followed by No. 71000 *Duke of Gloucester* and finally No. 46229 *Duchess of Hamilton* on October 2 and 3, 1994.

This has led to today the challenge of steam over Shap being a regular occurrence... but with today's noise from the M6 motorway the quiet of that very still night of 50 years ago will never be repeated.

Only No. 70013 *Oliver Cromwell* survived from Carlisle Kingmoor. It was transferred to Carnforth for railtour duty until August 11, 1968 then it moved to Diss and preservation

as part of the National Collection.

With the authorities switching the preserved example of the class for the National Collection from No. 70000 *Britannia* to 70013 *Oliver Cromwell*, No. 70000 could so easily have been scrapped like the remainder of the class. Fortunately it was saved for preservation by the Britannia Locomotive Society Ltd for use on the Severn Valley Railway.

The unfolding events resulted in two Britannias being preserved when it was likely there would only be one.



HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

LMS Jubilee No. 45699 *Galatea* passes Halifax with a West Coast Railways' private charter from Carnforth to Royston on November 11, commemorating the 50th anniversary of the end of steam on the former North Eastern Region. DAVE RODGERS







LMS 'Black Five' 4-6-0 No. 45231 returned to the main line on November 15 after repairs at Carnforth. On a test run round the Hellifield-Blackburn circuit, *The Sherwood Forester* is seen near Eldroth. New owner Locomotive Services Ltd has no main line bookings for the engine as yet and it has been hired to the Mid Hants Railway.
BRIAN DOBBS

Hosking adds Deltics to his fleet

By Cedric Johns

JEREMY Hosking has bought two Deltic diesels to add to his growing steam and diesel fleet based at Crewe.

Purchased under the name of Diesel Locomotives Limited, a division of Locomotive Services Limited, the Class 55s are D9016 *Gordon Highlander* and No. 55022 *Royal Scots Grey*, both previously owned by Beaver Sports businessman Martin Walker of Huddersfield.

Both 55s are expected to be moved shortly, D9016 from Washwood Heath in Birmingham and No. 55022 from the North Yorkshire Moors Railway.

Martin said that *Gordon Highlander* would travel by road, *Royal Scots Grey* by rail, once a minor repair job on one of the Napier engines had been completed.

Explaining his decision to sell, he said: "The past few years have not been easy for myself and the small team maintaining

No. 55022 and restoring D9016. Since leaving the East Lancashire Railway I've not been in a position to make the most of many offers of assistance. It got to the point where I was prepared to listen to anyone with the resources and passion who was interested in taking over.

"Discussions have taken place over the last few weeks – with Locomotive Services – and what I believe is a fantastic opportunity in the interest of both parties has arisen involving Crewe, myself and my small band of highly experienced support crew who will work alongside the people at Crewe in restoring D9016 and maintaining No. 55022 to main line running standards.

"A figure has been agreed which I consider is a realistic sum reflecting the historical value of both locomotives and which includes all spare parts, components and consumables. This will see both 55s move to Crewe diesel depot over the next few weeks in the ownership

of Diesel Locomotives Limited!"

Martin added: "The owner of Locomotive Services – Jeremy Hosking – is renowned for his love of steam locomotives and I think it is fair to suggest that his passion extends to all historic and iconic railway vehicles – including diesels.

Interesting combination

Because of the inclusion of the Deltics in his fleet, it guarantees that in future these great locomotives will be operated alongside steam giants such as LNER A2 4-6-2 No. 60532 *Blue Peter*, BR Standard Pacific No. 70000 *Britannia* and GWR 4-6-0 No. 5029 *Nunney Castle*. *Royal Scots Grey* united with *Royal Scot* promises a particularly interesting combination.

Martin said: "The new owner has a desire to ensure that both 55s are returned to full operation as soon as possible and that they are maintained and run in the best possible condition."

A statement from Diesel Locomotives

Limited said that the development of a diesel fleet to supplement the steam fleet is important. In terms of logistics, diesel power can be more convenient when route, mileage and loadings are considered. For Jeremy's operation, the Deltics will usher a new era of charter train operations in the 21st century.

At present the Crewe-based diesel fleet consists of a DMU purchased recently from Chiltern Railways, several Class 47s and now two Deltics.

When introduced on the East Coast Main Line in the summer of 1961, the English Electric Deltics soon proved to be capable of working two turns per day, cruising at speeds in the 80-90mph range sometimes topping the 100mph mark.

The 22 locomotives were developed from English Electric's prototype which ran trials on BR from 1955. All 22 were withdrawn from service by the end of 1981 but six have been preserved, plus the prototype DP1.

Red Duchess will run mainly in the south

CURRENTLY stabled at Butterley, after being 'stopped' suffering with cracked flues, Stanier 4-6-2 No. 46233 *Duchess of Sutherland* has been withdrawn from traffic for winter maintenance.

As part of the engine's fettling process, the 4-6-2's chief mechanical engineer, Simon Scott, confirmed that the *Duchess* will be returned to main line duties repainted in LMS maroon, for long its trademark livery in the heritage era.

Target date for the engine's return is March 3, when the 4-6-2 is booked to move south to Southall in readiness to work a 'Cathedrals Express' from west London to Salisbury, Sherborne and Yeovil Junction on Thursday, March 8.

The train starts diesel-hauled from Horsham, calling at Holmwood, Dorking, Leatherhead, Cheam and Salisbury.

This will be the first time in many years that the *Duchess* will have visited the Southern's West Country

main line to Yeovil Junction and be turned on the Yeovil Railway Centre's 70ft turntable.

It will also be the first of 15 trips earmarked for 'Cathedrals Express' excursions.

According to Simon Scott, the *Duchess's* return south to Southall will be almost a permanent fixture. He said that 95% of the engine's main line commitments will be centred on running trains in the south.

Asked why, he replied: "There's little or no money in the north".

In the same context, he also confirmed that PMR Tours, the railtour arm of the Princess Margaret Class Locomotive Trust, has ceased to run excursions.

That said, PMR will probably be involved in plans to run a *Duchess's* 80th anniversary special from Euston to Perth, provisionally set for July 14.

In addition to main line, the 4-6-2 is booked to visit the Severn Valley Railway's gala in September and the East Lancashire Railway's gala in October.



West Coast Railway Company Class 37, 37669 tows LMS Princess Coronation 4-6-2 No. 46233 *Duchess of Sutherland* through Rugeley Trent Valley working from Crewe Heritage Centre to the Midland Railway – Butterley on November 27, for repairs and a repaint into LMS livery. SIMON POOLE

So, despite the lack of financial rewards to be gained north of Watford, it appears that the red engine will be in constant action south of the M4.

Oliver Cromwell's main line finale

By Cedric Johns

AUGUST 11 next year is a very big date for all fans of steam, marking the 50th anniversary of the last steam-hauled services by BR and in particular the feat of Britannia 4-6-2 No. 70013 *Oliver Cromwell* when it worked the legendary '15 Guinea Special' over the Settle and Carlisle line.

Following that memorable trip the 4-6-2 ran light to Norwich, the final steam movement approved by BR, and spent a quarter of a century in Bressingham Steam Museum.

Sadly, any plans to involve *Cromwell* on the main line on August 11 have been laid to rest a long time ago as its main line ticket expires in March.

Before that however, the 7P has been booked to work four trips with the 'Cathedrals Express', the first of the four being on Thursday, February 14, a Valentine's Day special.

Routed out of London Victoria, the 4-6-2 will take one of Steam Dreams' favourite itineraries for Valentine's Day,

a trip through Kent to Dover thence skirting the English Channel and the white cliffs.

The Valentine's special includes most of the route taken by the 'Golden Arrow' in days long before the Channel Tunnel but nevertheless passengers will be able to enjoy the throaty sound of *Cromwell's* exhaust tackling gradients en route, more especially the task of mounting Martin Mill bank before dropping down into Dover.

That same evening, the 4-6-2 is booked to head a second Valentine's Day special of a different variety, from Victoria to Windsor. On arrival, passengers can choose the option of wandering around the 'royal' town – the true home of the Queen – or alternatively, enjoying a private viewing of the romantic film *Casablanca* in historic Eton College.

Eight days later, on Thursday, February 22, *Cromwell* will be back on classic 'Brit' turf, working a one-off special from Liverpool Street over the Great Eastern main line to Norwich. It

should bring back many memories for the engine's support team, recalling days when the 7Ps ruled the roost before dieselisation and the eventual electrification of the route.

Note: this train departs Liverpool Street only, there are no pick up points en route. This trip has been planned at the request of *Oliver Cromwell's* support team with help and encouragement from across the industry and in particular Network Rail and Greater Anglia.

Finally, on what looks to be fast timings, No. 70013 takes a 'Cathedrals Express' over the border to Wales, on St David's Day, March 1.

Stream Dreams has made this trip several times in the past but this is the first time that the honour has fallen to *Cromwell*. It should be the last time that the engine has a chance to show its paces before its main line ticket runs out.

After departing Paddington, the train calls at Slough, Reading and Swindon which suggests the 'Express' will travel via the Badminton line to Bristol.



LMS Jubilee 4-6-0 No. 45699 *Galatea* stands by the site of Royston shed, once on the Midland main line to Leeds but what is now the Monk Bretton branch, with a three-coach West Coast Railways' private charter from Carnforth on November 11. JAMES SHUTTLEWORTH

A shed bash – by steam train!

LONG gone, but remembered, a shed bash was often a heart-thumping event, trespassing on railway property in an effort to capture elusive 'cops' hidden amongst rows of slumbering engines...

Remember? Creeping through a hole in the perimeter fence or slipping through that seldom used side door, the entrance to the seemingly secret world of steam, oil and coal - and shed foremen.

If you think that those days have gone, think again. Imagine a three-coach train slipping out of Carnforth just before nine o'clock in the morning with Jubilee 4-6-0 No. 45699 *Galatea* at its head, destined for a tour of the West Riding of Yorkshire.

Only three coaches? Obviously not your usual railtour, so what was it all about...

As it happened, the coaches carried West Coast Railways' support crews and friends who had set out to mark the 50th anniversary of the withdrawal of steam and the closure of sheds in November 1967.

Numerous shed sites

Planned for what was a private circular tour of the West Riding, the shed bashing special passed numerous shed sites including Preston, Lostock Hall, Rose Grove, Low Moor, Holbeck, Normanton, Royston, Wakefield, Mirfield and more.

To reach the shed sites the special was routed by way of Lancaster, Preston, Blackburn, Burnley, Bradford Interchange – where the train paused for 40 minutes and reversed – Whitehall Junction, Calder Bridge Junction, Monk Bretton loop where the train paused by the site of Royston shed, Wakefield Kirkgate, Hebden Bridge, Blackburn and Preston.

From reports, a good nostalgic day was enjoyed by all those who travelled on the special. Perhaps it will set other groups thinking of their yesteryears.

Now 'Number Nine' gets a lift from two cranes

FOLLOWING a lengthy bottom end overhaul by Riley Engineering, A4 No. 60009 *Union of South Africa* has enjoyed a good season running down south until recent weeks.

The A4, accompanied by Merchant Navy 4-6-2 No. 35018 *British India Line*, travelled from York to Carnforth on October 12 and on to the East Lancashire Railway for its gala weekend. However, it was afterwards found to be suffering from a cracked right-hand cylinder block.

Before attempting a repair, the A4 needed two cranes – rather like the recent lift of *Flying Scotsman* on the Nene Valley Railway – to release the bottom end for access.

Commenting on the situation, the A4's owner, John Cameron, said that the crack

was quickly repaired using an 'electro-lite' technique. This was followed by an hydraulic test and given a thumbs-up, the 4-6-2 was further tested, working 'Santa Specials' on the East Lancashire Railway on December 2/3.

Major reworking

With both the A4 and LMS Pacific No. 46233 *Duchess of Sutherland* out of action, there had to be a major reworking of the motive power arrangements for the Railway Touring Company's Christmas railtour programme with No. 46100 *Royal Scot* standing in for the *Duchess* on ECML trips and No. 45231 working the A4's turn from Poole to Bristol on November 30. However, the A4's southbound run

from York to King's Cross on November 23 was handled by a West Coast Railways' diesel.

On December 5, No. 60009 ran light to York and the next day continued to Norwich in readiness to resume its railtour programme by working the RTC's 'York Yuletide Express' from Norwich to York via Peterborough on December 7.

Union of South Africa makes its final run of the year on December 22, heading another RTC excursion, the 'Christmas White Rose' from Cambridge to York, the return journey being handled by *Royal Scot*.

Following this trip, the A4 is scheduled to return to Ian Riley's workshops for winter maintenance.



LMS 4-6-0 No. 46100 *Royal Scot*, substituting for *Duchess of Sutherland* accelerates away from Claypole loop with the RTC's 'Christmas White Rose' from Ealing Broadway to York on November 23. BRIAN SHARPE

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.

Late night repair for *Scotsman*

UNBEKNOWN to the vast majority, *Flying Scotsman* was in danger of being declared a failure for the second time, 24 hours after having its re-metalled centre driving wheels returned from Riley Engineering and refitted at Wansford on the Nene Valley Railway.

Having arrived at Norwich on the evening of November 10 the A3's footplate crew reported that an injector feed pipe had fractured, rendering the 4-6-2 a non-starter for the following day's roster.

Quick action was needed. *Scotsman's* support crew stepped in by releasing

the pipe ready for repairing while Steam Dreams' operations director Steve Newall got things underway by phoning traction engine enthusiast – and *Mayflower's* support crew leader Trevor Wrench – for help in the specialist skill of copper welding. Although he wasn't equipped to carry out the task, he knew a man who could.

As Steve recalled the incident, a car was despatched with the pipe into rural Suffolk at around 8pm, taking an hour to reach its destination.

The welding was successfully completed in an hour or so, the car

returning to Norwich, where the pipe was fitted in place. From all accounts the overall operation was finished around midnight and the A3 was cleared to make two trips the following day.

On the morning of November 18 the 4-6-2 made the short run to Ipswich and return and was prepared for working a 'Cathedrals Express' to King's Cross, the train returning from London diesel-hauled. The trips were re-dated from October 28. *Flying Scotsman* was taken off its train from York at Peterborough on October 21 and sidelined onto the Nene Valley Railway for repairs.

Did the change of dates affect the loadings? "Yes," Steve said. "About 100 passengers couldn't make the revised timings but such was local interest that both trains left Norwich full!"

Since the A3 has now completed all of its main line commitments, it is currently on display in the National Railway Museum, where it is likely to stay over the Christmas holidays before entering the museum's workshops for winter maintenance.

However, an announcement regarding who will operate the engine next year was still awaited.



LNER A3 Pacific No. 60103 *Flying Scotsman* swings off the Liverpool Street main line and takes the Ely line at Trowse with Steam Dreams' afternoon dining train from Norwich to King's Cross on November 11. MIKE PAGE

West Highland 'Jacobite' takes centre stage on TV

By Cedric Johns

WEST Coast Railway's Jacobite' Fort William-Mallaig tourist trains took centre stage for the first of Channel 4's new four-part series *Coastal Railways*, a programme first screened on Sunday, November 26.

Seen it all before? Not quite – instead of coverage eternally presented by Michael

Portillo or Chris Tarrant or even Paul Merton, the programme's producer had the refreshing idea of choosing a woman as the travelling commentator.

He chose the talented, versatile and oft-humorous Julie Walters for the leading role and it worked.

Dubbed the 'Walters Express' by at least one television critic, the programme, filmed back in the summer of 2017,

featured the Jacobite's long-serving, flag-waving, whistle-blowing guard, Florence Maclean, shiny 'LMS Black Five' No. 45212 and, of course, Julie.

Using time trusted on-board train and lineside camera techniques – including an eye-catching high-level shot of the 4-6-0 steaming across Glenfinnan viaduct – the 30-minute programme followed the train's 42-mile journey showing the

'Black Five' to advantage, Julie lifting the entertainment with herself admitting to taking a 'fizzy' approach to the train's progress along the scenic West Highland Extension.

Julie's other journeys in the series include a cab ride between Edinburgh and Newcastle, visits to the Talylyn Railway and the Aln Valley Railway and a trip along the St Ives branch.

Mayflower owner Buck becomes the new chairman of Steam Dreams

By Cedric Johns

IN a surprise announcement dated November 14, Marcus Robertson, the majority shareholder of Steam Dreams Rail Co, an operation he started in 1999, has announced that he has stepped down from the position of chairman with immediate effect, while retaining his directorship.

The new man in the chair is David Buck, the owner of LNER B1 4-6-0 No. 61306 *Mayflower*.

Stating his reasons for vacating the chair, Mr Robertson said: "I got to know David extremely well while we were running with his engine in 2015 and I was aware that he had recently retired following the sale of his business.

"As a result of the two of us working closely together running trains, he has naturally grasped both the operating and customer side of the business of operating with steam on the main line".

"I have been chairman for nearly 19 years and have thought for some time that it might be good to have a fresh pair of eyes at the top of Steam Dreams and this will free up some of my time to get

the creative juices flowing, leaving David with the challenge of taking us forward as we move into our 20th year of operation.

"For David this is a return to the corporate arena and we agreed we would review how it is going in a few months' time when *Mayflower* returns to action."

Exciting opportunity

David Buck said that he was excited with the opportunity to get really involved in shaping the future of steam.

"Before I bought *Mayflower* and took it out on the main line I hadn't realised how complex actually promoting and running charters is and being in business all my life, I find it all absolutely fascinating!

"Steam Dreams always made myself, my family and our support crew feel very welcome and we really enjoyed the on-train experience they have provided.

"Marcus and I have discussed myself getting involved for a while but my recent energies have focused on bringing *Mayflower* back to health.

"When he rang me and offered me the chairmanship position I was both surprised and honoured.

"I am really looking forward to getting stuck in!"

From a practical point of view, the fact that David Buck's B1 will come as part of his new involvement in Steam Dreams puts the company in the position of having a locomotive at its disposal.

Capabilities

Before being withdrawn for heavy overhaul the B1 had proved its capabilities by working 'Cathedrals Express' trains, bearing in mind the limitations imposed by its class 5 status relative to route, mileage and loading restrictions.

Nevertheless, the availability of the 4-6-0 will simplify route-destination planning taking into consideration the needs of an engine operating on the main line.

As it is, Steam Dreams has already booked BR 7P 4-6-2 No. 70013 *Oliver Cromwell* to head the first four 'Cathedrals Express' trips next year. When larger engines are required, such as *Duchess of Sutherland* – booked for 15 trips in 2018 – it is possible that the B1 could be offered for hire by another tour promoter.

Lost canoe back with stranded family

A STRANDED family of six who were given a lift in the West Highlands by a West Coast Railways 'Jacobite' service after they lost their canoe in floods have been reunited with their vessel.

As reported in our last issue, Jon and Helen Cluett and their four children aged six, eight, 10 and 12 were staying at a remote bothy at Essan on the south shore of Loch Eilt in Lochaber on October 12 during the half-term holidays when the canoe, which had been tied to rocks as mooring, was swept away by a swollen river, and they faced a three-mile walk back to their car across difficult boggy land. The bothy is accessible either by a long walk or by canoe.

Police arranged for the next train to stop at Lochailort station to pick them up.

The train was headed by LMS 'Black Five' 4-6-0 No. 45407 *The Lancashire Fusilier*.

The canoe has now been returned to the family after being spotted on the north edge of the loch by a passing driver. It was largely undamaged.

Mr Cluett said: "It's great to have it back. It's one of those things – I didn't realise how much I wanted a canoe until it was taken away from me."

It's an Irish Christmas trains sell-out!

LAST month we reported that many of the Railway Preservation Society of Ireland's December main line Santa trains had sold out by mid-October and a month later its officials were able to declare that all trains starting from Belfast and Dublin were fully booked.

In addition to a total of 12 trains working between Belfast to Whitehead, Saturdays and Sundays, December 2-23, another 17 are booked to depart from Dublin during the same period.

In total, 29 Santa specials – the number perhaps the envy of many heritage lines – will be run in the build-up to the Christmas holidays.

All trains from Belfast are routed to Whitehead, those from Dublin travel to Maynooth (12) with two from Portadown to Lisburn on December 10.

Two locomotives are booked to share the load. Whitehead's compound 4-4-0 No. 85 *Merlin* works out of Belfast, while former Northern Counties Committee 2-6-4T No. 4 heads trains out of Dublin.

Fingers will doubtless be crossed that the Derby-built 'tankie' will be in top form over each weekend.

The society winds up the festive season with a one off 'Mince Pie Special' on Sunday, December 31 from Belfast to Dublin and return with No. 85.

In addition to the trains, the recently opened multi-million pound Whitehead museum will be open to the public over the festive season.

Visitors will be able learn how a steam locomotive works, see restoration work in progress, view the refurbished station and platforms, period-style signalbox and visit the tea room.

The museum is open from 10am-4pm on Thursdays, Fridays and Saturdays.

Visitors are usually taken around in conducted groups.

The society is advertising an 'Easter Eggspress' departure from Belfast to Whitehead on Easter Monday, April 2.



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Network Rail enforces 'no-fly drones' over photos taken of Tornado

A PHOTOGRAPHER who snapped Peppercorn A1 Pacific No. 60163 *Tornado* using a drone has been given a community resolution by police.

Essex Police said the unnamed 28-year-old man from Kirby Cross had breached the Air Navigation Order 2016 by flying his drone too close to one of the Liverpool Street-Walton-on-the-Naze-Colchester shuttles on August 12.

He was also found to be selling his pictures of the train in a local shop, in contravention of Civil Aviation Authority rules, which stipulate that a drone operator must take a course

and pass an examination to become a qualified drone operator before using it commercially.

Network Rail reported the drone flight to police five days after the incident near Kirby Cross.

Investigating officer PC Paul Lindup said: "This is the first drone incident Essex Police has dealt with and we, along with the British Transport Police, are clamping down on illegal use of drones and will be prosecuting more infringements. The BTP carried out a similar process on Thursday, September 28, with a second operator reported to court."

Wendy Welsh, head of air

operations at Network Rail, said:

"Only our team of highly trained authorised pilots and specialist approved contractors are permitted to fly drones near the railway. It's just too dangerous for anyone else to fly a drone near the railway and you could face a penalty of up to £2500."

Restorative justice

A community resolution can involve restorative justice techniques, as opposed to a prosecution, such as the offender apologising to the victim, paying compensation or repairing any damage that they may have caused. Unlike a caution, a

community resolution does not lead to a criminal record.

On March 12, 2016, at the start of A3 Pacific No. 60103 *Flying Scotsman's* hugely successful visit to the North Yorkshire Moors Railway, a drone camera struck a carriage. Passengers on the eight-coach train described seeing the drone flying alongside as it headed from Grosmont to Pickering at 25mph.

The drone collided with a tree, but its camera was dislodged and struck a carriage roof with a loud bang.

The incident re-triggered the nationwide debate about the use of drones and the safety implications.

‘Friday Night Diner’ cancelled

By Cedric Johns

BOOKED to make a rare appearance on the main line because of gauging issues, Tyseley’s Great Western 4-6-0 No. 4965 *Rood Ashton Hall* failed to make an entrance on Friday, November 17 when its train, the ‘Friday Night Diner’, was cancelled a week before the event.

At first glance it was assumed that the train was a late entry into Vintage Trains’ tour programme but no, unusually, it was a corporate special.

Will it be re-dated? “I am waiting guidance from my client,” replied Vintage Trains’ Ben Mason.

Interestingly, he went on to say that Network Rail is proactively running a gauging model for *Rood Ashton Hall*, *Earl of Mount Edgcumbe* and *Clun Castle* based on Vintage Trains’ published

tour programme through to April 2018 and a provisional programme for later next year.

He added that Network Rail is committed to fixing platforms at Cheltenham and Leominster enabling the Hall to run to Cardiff via Worcester and over the Welsh Marches routes.

Crews

“The Leicester circular route is clear for both the Hall and Castle, as is the route through Nottingham previously declared out of gauge,” he said.

That aside, Vintage Trains has a major problem resulting from West Coast Railways’ announcement that the Carnforth-based Train Operating Company is no longer in a position to supply footplate crews for Tyseley’s engines as from January next year – as

reported last month. As matters stand Vintage Trains was able to run two ‘White Rose’ trips to York on the Saturdays of December 9 and 16 with No. 5043 *Earl of Mount Edgcumbe* the booked engine.

Unless West Coast is able to change its current stance, Vintage Trains will be forced to look elsewhere for experienced main line footplaters.

Looking ahead, Vintage Trains’ 2018 programme opens on Saturday, February 17 with a ‘Valentine’s Express’ special taking in Leicester, Burton-on-Trent and Tamworth, probably worked by *Rood Ashton Hall*.

Clun Castle

Providing the footplate situation has been resolved, Saturday, March 31 is the day that *Clun Castle* is booked to make its main line debut heading Vintage

Trains’ ‘Shropshire Express’. Starting out of Warwick Road, the train stops at New Street, Tame Bridge Parkway, Wolverhampton and Crewe before making for Chester.

For its second trip, No. 7029 heads the ‘Cotswold Express’ over former Great Western territory on Saturday, April 21.

After departing Warwick Road, *Clun Castle* calls at Snow Hill, Stourbridge Junction and Worcester Shrub Hill and then proceeds by way of Cheltenham, the Golden Valley, Sapperton and Kemble.

From Swindon the 4-6-0 will be given its head along the Vale of White Horse for Didcot where, swinging left, the train will head for Oxford.

On the return journey, the ‘Express’ travels via the Cotswold Line, Moreton-in-Marsh and Evesham.



'Pivotal year' for Borders Railway

THE Scottish Railway Preservation Society and other railtour promoters will no doubt be keeping a close eye on the outcome of a study backed by the Scottish government examining a proposal to extend the Borders Railway.

Popularly known as the 'Waverley Route' the line, partly reopened by Network Rail in association with ScotRail and the Scottish Assembly two years ago on September 6, 2015, currently terminates at Tweedbank, some 35 miles from Edinburgh.

Due to be published early next year, the study was set out to assess the viability of extending the railway beyond Hawick and Newcastleton, rejoining the West Coast Main Line for Carlisle.

Using the existing Borders Railway as an indication of traffic potential since the line was reopened to Tweedbank, ScotRail managing director Alex Haynes has reported that in the two years of

operation, some two million passenger movements have been recorded, showing that the public were quick to take advantage of the newly introduced train services.

He said that longer service trains were being planned to increase capacity and that he would be involved in planning services if the line was extended.

On four Sundays in August, the Scottish Railway Preservation Society's programme of steam trains from Linlithgow along the Borders route via Edinburgh, worked by 'Black Five' 4-6-0 No. 45407, carried more than 1600 passengers – mostly locals.

Speaking at a recent general meeting of the Campaign for Borders Rail, long-time lobbyists for the reopening of the Waverley Line, chairman Simon Walton said that 2018 would be a pivotal year for the government backed campaign and its outcome.

Duke to be rolling chassis again

UNIQUE BR Pacific No. 71000 *Duke of Gloucester* will be a rolling chassis by Christmas.

Currently undergoing a rebuild at Tyseley Locomotive Works, the chassis has been completely overhauled, with its bogie, trailing truck and driving wheels all back in the frames.

Meanwhile, the 71000 Duke of Gloucester Steam Locomotive Trust has clarified the latest administrative move to safeguard the locomotive's future.

Four years after the very successful launch of a new supporting charity, the BR Class 8 Steam Locomotive Trust, the two organisations have created a 50-year agreement, placing the locomotive on loan to the trust.

It has taken most of 2017 to create the legal agreement, which carries binding responsibilities on both parties that are suitable to the Charity Commission. Unlike a very poor 1978 loan agreement

to the previous charity, which caused untold difficulties, the current one includes explicit duties of care that provide security for the locomotive throughout the term.

Being more "people and skills" than simply a locomotive preservation charity, BR Class 8 has already been very successful in attracting volunteers from all walks of life, keen to learn new skills that they practice in regular working parties.

While Tyseley is carrying out the locomotive's heavy general overhaul, what may not be apparent is that the trust's volunteers are putting in thousands of hours of work on a very wide range of tasks, all under the watchful eye of TLW. This relationship has been very beneficial to both parties – indeed, TLW has appointed an apprentice to work with No. 71000 – and will continue right through the locomotive's main line operations.

Northern Belle sold

BELMOND Limited has confirmed that it has sold its shares in the 'Northern Belle' Pullman train operation to a joint venture company, a move in line with Belmond's long-term strategic plan, designed to support the company's future growth and brand alignment.

The joint venture company Belmond referred to has been formed by Huddersfield businessman David Pitts and West Coast Railways' David Smith.

Marketing specialist Mr Pitts – and not, as he remarked, "a railway buff" – said: "The popularity of rail travel, particularly in vintage carriages – is amazing.

"The Northern Belle is essentially a fine dining restaurant on wheels and it is not so much the journey and destination as to what happens inside the carriages that counts."

Perfect fit

"The Northern Belle is a perfect fit with West Coast Railways' business.

"Between us we have a full complement of specialist (railway) engineers, so bringing maintenance in-house will reduce operating costs, strengthen the finances of the business and allow further investment in the carriages".

"We will also embrace a comprehensive marketing strategy, which will fall under the remit of my company, Wakefield based DP Publicity.

"We have run a charter train operation with Mr Smith for the past seven years, operating about 150 trips annually.

"DP Publicity handles the marketing, Mr Smith deals with the rolling stock and, where need be, the motive power.

"West Coast is best known for operating the world famous 'Jacobite' steam service between Fort William and Mallaig on the West Highland line, the 'Dalesman' on the Settle & Carlisle

line and for owning its own fleet of steam locomotives".

Winter maintenance

"Once the Christmas and New Year programme is completed, the rolling stock will spend time inside Carnforth's works for maintenance and kitchen car refurbishment over the winter ready for the 2018 season," Mr Pitts said.

Northern Belle general manager, Jeanette Snap, commented: "The theme going forward can be summed up as business as usual – but even better!"

She said the company would retain the train's existing staff and add new destinations and departure stations to its itinerary, plus exciting new menus.

"The Northern Belle is a great British train and we are really looking forward to taking it into a new era."

Back when the train was operated from VSOE's Manchester office, steam in the shape of a Duchess was used for occasional trips but more recently diesel power is the order of the day. Perhaps now that the train is under new ownership, steam will become a regular part of the operation.

It goes without saying – almost – that Carnforth's Merchant Navy 4-6-2 No. 35018 *British India Line* would be the ideal form of motive power up front.

What of the British Pullman? When asked the question, Belmond's corporate communications director, Jocelyn Betts, replied: "I can categorically assure you we are fully committed to our portfolio of iconic trains, including the much-loved Belmond British Pullman, which has a unique and remarkable history and plays an integral part in our VSOE journeys.

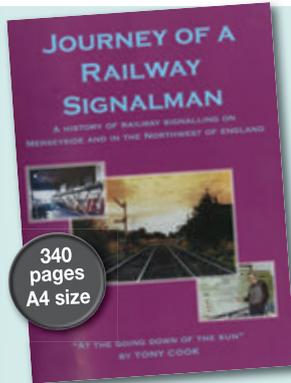
"The sale of the Northern Belle has no implications for the British Pullman."



LNER A1 Pacific No. 60163 *Tornado* runs alongside the Grand Union Canal at Ansty with UK Railtours' 'Chester Christmas Cracker' from Euston on November 25. NEIL WHITAKER / A1 TRUST

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WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

AS a change from the usual full day out with steam, and in response to demand, UK Railtours and the Merchant Navy Locomotive Preservation Society decided to try a short day circular trip on Saturday, November 18. The itinerary was different from the usual Belmond Surrey Hills circuit and embraced lines where good spells of fast running could be enjoyed, which together with a couple of station stops for water offered an attractive proposition for those of us used to the mega early starts and 20 hour plus days, which in the winter months especially are somewhat daunting.

It seemed strange to be at Southampton Airport Parkway in daylight and with the station fully open and quite busy but that was fine for an arrival at London Victoria in good time to meet Wayne Thompson as he arrived with Class 67 No. 67005 on the empty stock from Eastleigh. After some banter and ensuring the diesel had been uncoupled, plus a few photos of *Clan Line* at the front end, I joined the rest of my group of 'old timers' in the front passenger coach where we occupied seats in good positions as arranged with the very helpful staff in the UK Railtours' office.

The load was a substantial 13 coaches for 468 tons tare or about 510 tons full and this would prove to be a challenge for No. 35028 at times as it was a cold day of drizzle and light rain for the most part, producing far from easy rail conditions. It seems that unassisted steam taking heavy loads is not an issue for DBC as on the following Saturday, November 25, *Tornado* took

14 coaches unaided out of Euston. The trust which DBC and UK Railtours have in both these top notch Class 8 Pacifics is great and is rewarded by locomotive performance of the highest order and has the full support from the train timing and loco performance fraternity. It seems to have become very difficult to book on other trips with any certainty of pure steam, as demonstrated in my column last time.

Our itinerary on November 18 was a trundle to the SW main line at Byfleet Jct via Richmond and Staines and then more slow running to Basingstoke followed by a water stop at Grateley and then return via the Laverstock loop, Romsey, Southampton, Basingstoke, Woking and as outward back to Victoria.

Progression system

For the first leg to Grateley, Wayne Thompson had Jim Clarke on the shovel and Don Clarke as traction inspector. It's good to see the progression system in place at DBC to ensure continuity of steam crews for the future and maybe with the reduction of steam work announced by West Coast, DBC will be in a position to expand its involvement with steam trips.

The 'Wessex Explorer' set off on time and after picking up more passengers at Clapham Junction ran easily round the Richmond, Feltham and Staines circuit suffering checks from a late running SWR train to Windsor in the early stages. The performance from *Clan Line* was fairly subdued and so just over a minute was lost to the Woking stop, and on to Basingstoke on the slow line we continued in similar fashion, barely

reaching 50mph after Fleet. In truth there wasn't any need for fireworks as the weather conditions were poor and we had a tight path through Basingstoke and over to the Salisbury line at Worting Junction right up behind the 11.20am Waterloo to Exeter and a Cross Country service but ahead of the 11.35 Waterloo to Weymouth.

Once clear of Worting, *Clan Line* was allowed to run but without being pushed and touched 76mph before Andover and continued to do well up the climb to Grateley before stopping there for water in 68 minutes four seconds for the 42.06 miles from Woking, a loss of five minutes on the booking. As I approached Wayne for a chat he said to me 'very poor railhead conditions'. He hadn't been able to use any more than 130lbs of steam anywhere, and mainly 100lbs to avoid slipping at speed with the 510 ton load and potentially causing damage to the engine.

We left the water stop three minutes late, now with Rob Binstead firing and Geoff Ewans as T1 and although it was still damp, Wayne used the sanders and so made a sure-footed start with the engine being worked very hard to achieve an excellent 28½mph up the 0.64 mile stretch of 1-in-165 to the summit at Milepost 73¼. After running up to 73½mph down Porton bank we ran round the Laverstock loop to join the Salisbury to Southampton line.

What followed was probably the best piece of work of the day as in drier conditions No. 35028 produced a superb effort up the 1-in-150 climb from Milton Junction (as was) to the summit at Milepost 93 topped at 40mph from only 30 at Milford with lots of deep



SR Merchant Navy Pacific No. 35028 *Clan Line* passes Eastleigh with UKRT's 'Wessex Explorer' on November 18. ALAN HOLDING

Merchant Navy noise from up front. It was difficult to believe that we had 510 tons in tow as *Clan Line* streaked away down the 1-in-220 through Dean and then level and 1-in-236 down past Dunbridge until eased for the restriction through Romsey three minutes early and nearly seven minutes inside schedule in 32 minutes 28 seconds for the 25.04 miles from Grateley.

Best steam run

Speed had twice touched 78mph and this was my best steam run over this lovely section of route in 55 years of timing. The detail is shown in Table One and alongside is a very rare main line run with a BR Standard 4MT 2-6-4T in 1988 also on a heavy load in the halcyon days of Chris Green's Network SE when all manner of special events were held. The tank did very well indeed with its load of 345 tons and after starting from Andover reached 40mph in the dip after Red Post Jct before sustaining 32mph over the final section of Grateley bank. The climb from Milford was also top class and No. 80080 gained no less than seven minutes on the schedule to Romsey.

Back with *Clan Line*, we paid the price for running early and were stopped outside Southampton Central waiting for a Cross Country service to clear and then suffered a long temporary speed restriction to 20mph at Eastleigh before hitting the 1-in-252 climb to Roundwood. Speed was just beginning to recover when we caught adverse signals at Shawford as the signallers had seen fit to put an engineers' train in front of us which we followed until it was looped at Wallers Ash. ➔



Rob Binstead gets the right away from Woking with *Clan Line* on November 18. DON BENN

TABLE ONE

	November 18, 2017					September 25, 1988			
	miles	sched	mins	secs	speed	sched	mins	secs	speed
Date	November 18, 2017					September 25, 1988			
Train	1256 Grateley to Victoria					0943 Spl Andover to Romsey			
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>					BR Standard class 4-2-6-4 tank No. 80080			
Load	13 coaches, 468 tons tare 510 tons gross					9 coaches, 328½ tons tare 345 tons gross			
Crew	Wayne Thompson and Rob Binstead, TI Geoff Ewans					Not recorded			
Weather	Damp at start then dry					drizzle			
Recorder	DB					DB			
Grateley	0.00	0.00	00	00		00	00	00	32
MP 73¼	0.64		04	33	28½	01	14		32
Allington	2.89		07	27	53½	04	20		48
MP 77	4.39		08	57	65	06	05		56½
Porton	5.39		09	50	70½	07	08		62
MP 80	7.39		11	31	73½	08	53		69
Laverstock N Jct	9.45	12.00	14	42	22*	12	02		28*
Laverstock S Jct	9.88	14.00	15	25	30	12	45		30
Milford Jct	10.67		16	45	38½	14	15		39½
MP 94	11.60		18	42	39½	15	42		37
MP 93	12.60		19	45	40	17	20		36
Alderbury	13.63		21	05	54½	18	42		50
MP 91	14.60		22	05	63½	19	48		56½
East Grimstead	15.25		22	52	68	20	28		60
MP 89	16.60		23	50	74	21	43		64
Dean	17.46	26.00	24	30	78	22	28		68½
MP 87	18.60		25	24	76	23	30		65
MP 86	19.60		26	12	74	24	25		66½
MP 85	20.60		27	00	76½	25	19		67
Dunbridge	21.33		27	32	78	25	53		68
Kimbridge Xing	22.08		28	07	75½	26	33		67
Romsey	25.04	39.00	32	28	21*	30	06		

Times and speeds to pass Romsey
* brakes or speed restriction

Times and speeds from passing Grateley
* brakes or speed restriction

TABLE TWO

Date	December 5, 1964					November 18, 2017				
	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Southampton	0.00	0.00	00	00		0.00	00	00	21½/28½	
Northam Jct	1.05	3.30	04	45	8* tsr	3.00	02	23	21*	
St Denys	2.11		06	46	41	5.00	04	22	39½	
Swaythling	3.45		08	53	45		06	27	41/42	
Eastleigh	5.80	10.00	11	42	51	9.30	10	30	20* tsr	
Allbrook	6.66		12	47	51½		12	55	27/32½	
Shawford	9.61		16	16	51		18	43	29* sigs	
Winchester City	12.70		19	57	50	21.30	23	46	45	
Winchester Jct	14.80		21	30	51		26	33	49	
Walters Ash	17.55		25	46	50	28.30	29	42	44* sigs	
Micheldever	21.20		30	02	51		34	26	48½	
Roundwood	23.05		32	13	51		36	42	49	
Wootton	26.75		35	59	64/69		40	39	65½/69	
Worting Jct	28.98	37.00	38	07	62*	39.00	42	37	68/70½	
Basingstoke	31.50		40	15	76	44.30	47	08		

single line working Southampton to Northam Jct
Times and speeds to pass Basingstoke
* brakes or speed restriction

Times and speeds from passing Southampton
* brakes or speed restriction

Once again now rail conditions were very poor as it was drizzling and damp and so No. 35028 was working on the limit of adhesion, keeping speed to the 48-49mph range. Table Two sets out the detail of the Southampton to Basingstoke section alongside a run with a Bulleid light Pacific, No. 34018 *Axminster* from 1964 also with a heavy load and an Eastleigh crew, just as in 2017. No. 35028 stopped at Basingstoke four minutes late but No. 34018 sped past at 76mph and reached 90 after Winchfield.

The stop on the 'Wessex Explorer' allowed sufficient time for some chat with the engine crews and an amble over to the middle platform to photograph and admire the immaculate *Clan Line* being watered and prepared for its final leg back to London. The engine crew were now Paul Major and Rob Binstead, the latter being on his last steam turn for DBC before moving on to another

operator. He was firmly in the driving seat when I talked to him before departure, joking that with the planned fast line path to Woking he should have no trouble getting *Clan Line* up to 85mph (the old Southern Region line limit)!

Quite fantastic

However, a late running service train (SWR from Weymouth) once again foiled the best-laid plans and so we left two minutes late up the slow line to allow the service train unhindered use of the fast line. Table Three shows the detail of the run to Woking. I hadn't expected anything special as we were bound to catch the 2.54pm stopper at some point but the start with 13 on was quite fantastic and comparable with the best from the days of steam. After some caution at the immediate start to avoid slipping in the still damp conditions, Rob

TABLE THREE

Date	November 18, 2017				
Date	miles	sched	mins	secs	speed
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>				
Load	13 coaches, 468 tons tare 510 tons gross				
Crew	Wayne Thompson and Rob Binstead, TI Geoff Ewans				
Weather	Drizzle, poor rail head conditions				
Timed by	DB				
Basingstoke	0.00	0.00	00	00	
MP 46	1.75		03	53	56½
MP 45	2.75		04	54	63½
MP 44	3.75		05	48	67½
Newnham Siding	4.05		06	03	68
MP 43	4.75		06	41	67½
Hook	5.59		07	21	71
MP 41	6.75		08	22	73
Winchfield	7.92		09	20	75½
MP 39	8.75		09	58	78
MP 38	9.75		10	43	79
MP 37	10.75		11	29	78½
Fleet	11.27		11	51	78
MP 35	12.75		13	01	75
Farnborough	14.55	16.00	14	29	70
Sturt Lane Jct	15.60		15	25	71½
MP 31	16.75		16	26	70½
Pirbright Jct	18.26		17	52	37* sigs
Brookwood	19.76		20	10	52½
MP 26½	21.25		21	34	59
Woking Jct	23.00		25	38	17* sigs/24
Woking	23.46	30.00	27	52	

net time 23 minutes
* brakes or speed restriction

opened *Clan Line* up to some effect and we were up to 56½ by Milepost 46 just 1.75 miles from the start and through Hook in 7 minutes 21 seconds before speed peaked at 79 at the foot of the 1-in-337 down after Winchfield.

For a while I wondered if Rob had taken up my Southern speed challenge, but no he hadn't and nor could he have been expected to. After easing down to 70mph for Farnborough, speed rose again to 71½ at Sturt Lane before topping the mini summit at Milepost 31 at just over 70. Maybe the MNLPS will consider a 90mph limit for No. 35028 although there are of course many things to be taken into account before embarking on this course of action.

500 ton loads in the later days of Southern steam were rare events but I have set out in Table Four a magnificent effort by unconverted light Pacific No. 34019 *Bideford* working a late running Sunday train from Weymouth to Waterloo. With Nine Elms crew Jim Sullivan and Alan Roe in charge and 13 coaches and a van for 500 tons full in tow and in very good conditions the light Pacific actually made the faster start from Basingstoke passing Hook in 7 minutes 14 seconds.

From there *Clan Line* caught up and was in the lead by six seconds at Milepost 31 until checked by the aforementioned stopping train and ran into Woking in 23 minutes net for the 23.46 miles. No. 34019 ran to a signal stop outside Woking in even time, very good indeed with its big load. The section from Winchester up the 1-in-252 with its heavy load was also noteworthy for the 54½mph attained by Roundwood summit. Conditions were very different from those encountered by *Clan Line* on November 18 though.

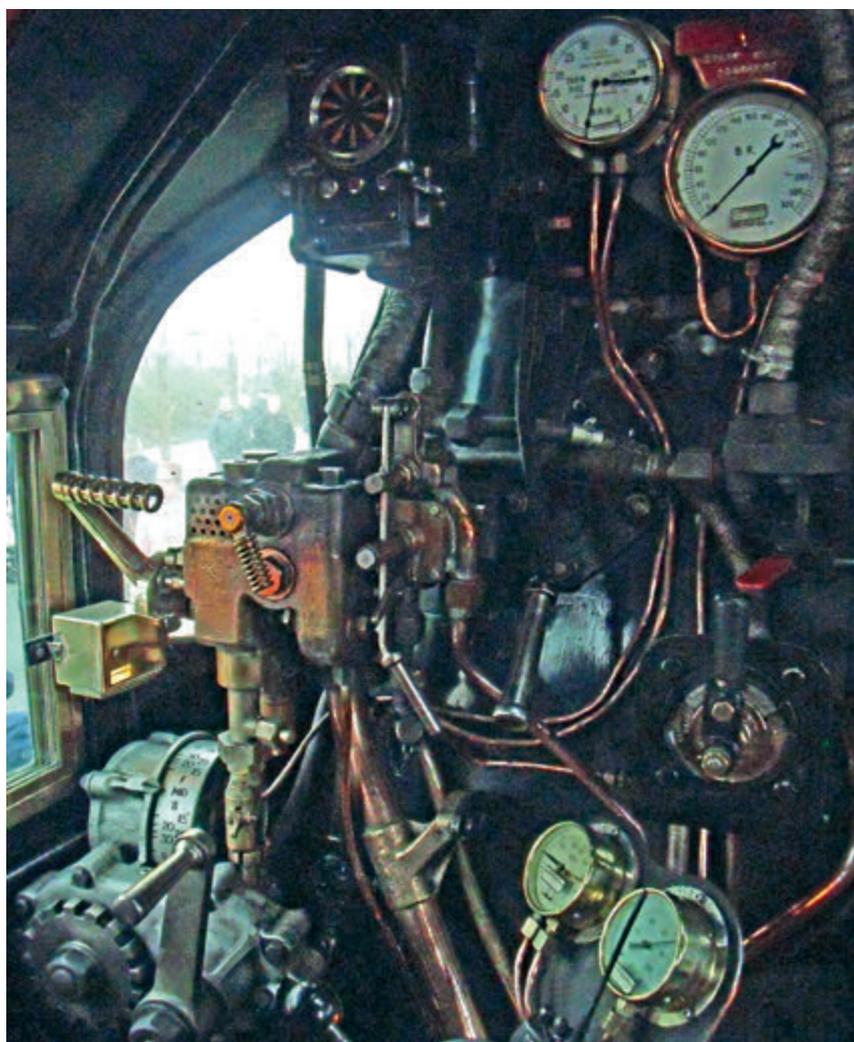
The 'Wessex Explorer' ran into Woking nearly a minute early and there I alighted to watch the big Bulleid storm away up the slow line to make my way back to Southampton in daylight for once. It had been another good day with No. 35028 in challenging conditions and it appears that UKRT is sufficiently encouraged by the results to offer two more short day trips next year, the first being on February 10. They will certainly get my support.



Fireman Jim Clarke on *Clan Line* at Victoria. DON BENN



No. 35028 Clan Line on arrival at Victoria with the 'Wessex Explorer'. MIKE HODGES



The driver's side controls on Clan Line at Basingstoke. DON BENN

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.

TABLE FOUR

Date Sunday, June 20, 1965
 Train 9.49am Weymouth to Waterloo
 Loco West Country class 4-6-2 No. 34019 *Bideford*
 Load 13 coaches and one van, 458 tons tare, 500 tons gross
 Crew Jim Sullivan and Alan Roe, Nine Elms MPD
 Weather Fine
 Recorder DB

	miles	sched	mins	secs	speed	notes
Winchester City	0.00	0.00	00	00		19 mins late
Winchester Jct.	2.10	5.30	05	51	37½	
MP 63	3.55		07	49	43½	
Wallers Ash Box	4.85		09	39	46	
Weston Box	6.35		11	29	48½	
MP 59	7.55		12	57	50	slipping
Micheldever	8.50		14	01	53½	
Roundwood Box	10.35		16	05	54½	
Waltham Box	11.45		17	19	61	
Steventon Box	12.60		18	25	63	
Wootton Box	14.05		19	46	63½/65	
Worting Jct.	16.28	24.30	21	54	61½/64	
MP 49	17.55		23	28	14*	sigs
Basingstoke	18.80	28.30	26	19		
	0.00	0.00	00	00		17½ mins late
Newnham Siding	4.10		05	54	64½	slow line
Hook	5.59		07	14	68½	
Winchfield	7.92		09	17	73	
Fleet	11.27		11	57	76/77	
Farnborough	14.55		14	34	70*	
Sturt Lane Jct.	15.60		15	28	68½	
MP 31	16.75		16	32	66½	
Pirbright Jct.	18.26		17	44	71½	
Brookwood	19.76		19	03	74½	
Woking Jct.	23.00		22	23	*	
						sigs stop
MP 24½	23.25		22	35	0*	sigs stop
			23	15		
Woking	23.46	35.00	25	05		7½ mins late

net times. Winchester to Basingstoke: 24¾ mins. Basingstoke to Woking: 22¾ mins start to stop average Basingstoke to the signal stop : 61.8 mph



BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* arrives at Shrewsbury with the Railway Touring Company's 'Christmas Cheshireman' from Bristol to Chester on November 25. DAVE GIDDINS

December

FRI 15: 'Cathedrals Express'

Ashford, Salisbury and return.
Steam hauled: Ashford, Salisbury, Willesden.

Loco: No. 45212. SD

SAT 16: 'York Yuletide Express'

Ealing Broadway, Peterborough, York and return.

Steam hauled throughout.

Locos: No. 46100 *Royal Scot* (out), No. 60009 *Union of South Africa* (return). RTC

SAT 16: 'Christmas White Rose'

Tyseley, Derby, York and return.

Steam hauled throughout.

Loco: No. 5043 *Earl of Mount Edgumbe*. VT

SUN 17: 'Santa Special'

Carnforth, Hellifield, Blackburn, Carnforth. Steam hauled throughout.

Loco: No. 45699 *Galatea*. WCR

TUES 19: 'Cathedrals Express'

Paddington, Bristol and return.
Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

TUES 19: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

WED 20: 'Christmas White Rose'

Cambridge, Peterborough, York and return.

Steam hauled: Cambridge, York, Peterborough.

Locos: No. 60009 *Union of South Africa* (out), No. 46100 *Royal Scot* (return). RTC

FRI 22: 'Cathedrals Express'

Victoria, Dover and return.

Steam hauled throughout.

Loco: No. 45212. SD

January

SAT 27: 'Winter Cumbrian Mountain Express'

Manchester Victoria, Shap, Carlisle and return via Settle

Steam hauled throughout.

Loco: No. 45690 *Leander*. RTC

February

SAT 10: 'Cotswold Venturer'

Paddington, Evesham, Worcester and return via Stroud.

Steam hauled: Norwich, York, Peterborough.

Loco: TBA. RTC

SAT 10: 'King Alfred'

Victoria, Eastleigh, Haslemere, Woking, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

WED 14: 'Cathedrals Express'

Victoria, Dover and return and Victoria, Windsor and return.

Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

SAT 17: 'Valentines Express'

Tyseley, Burton-on-Trent, Trent Jct and return via Leicester.

Steam hauled throughout.

Loco: No. 4965 *Road Ashton Hall*. VT

THUR 22: 'Cathedrals Express'

Liverpool St, Norwich and return.
Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

SAT 24: 'North Briton'

Cambridge, Settle, Carlisle and return via York.

Steam hauled: Doncaster, Carlisle, Tyne Yard.

Loco: No. 60163 *Tornado*. UKRT

Regular Steam

Dec 18-22, 27-29: 'Festive Jacobite'

Fort William, Mallaig and return.
Steam hauled throughout.

Loco: No. 45407. WCR

SATS Feb 3, 17, 24: 'Winter Cumbrian Mountain Express'

Euston, Shap, Carlisle and return via Settle
Steam hauled: Carnforth, Carlisle, Hellifield, Farington Jct.

Loco: TBA. RTC

Tour Promoters

BEL Belmond Pullman
0845 077 2222

RTC Railway Touring Company
01553 661500

SD Steam Dreams
01483 209888

UKRT UK Railtours
01438 715050

VT Vintage Trains
0121 708 4960

WCR West Coast Railways
01524 737751

The information in this list was correct at the time of going to press.

We strongly advise you confirm details of a particular trip with the promoter concerned.

RAILWAY HOLIDAYS

Inside Track Holidays all involve travelling as part of an accompanied group and suit people interested in nostalgic transport and particularly travel by rail. We stay in 3-4 star hotels and each day is organised to include visits to museums and scenic attractions linked by travel by coach, train, tram, boat and anything else that moves – it's all great fun!

HERE ARE A FEW OF THE PLACES WE ARE GOING IN 2018



Our Irish Craic

5th May – 11 days

A fun filled journey around the whole of Eire unfolds. Bray, Kilkenny, Tralee and Athlone provide our springboards for the best of the Emerald Isle on a not to be missed "craic" – to be sure!



Highland Island Fling

9th May – 8 days

Join the most comprehensive Highlands adventure there is. From hotels in Inverness and Thurso we include the best rail lines, wildlife, scenery, cruises, the Jacobite Steam Train and the islands of Skye and Orkney.



A Steamy Affair

24th May – 6 days

Here is a truly inventive holiday to the Netherlands staying in Tilburg. Lots of steamy attractions to include and a literal overdose in store at the largest steam power event in Europe – Dorpt in Stoom.



Snowdonia

4th June – 5 days

A Welsh narrow gauge bonanza amid the finest scenery in the land. From our lovely hotel in Porthmadog this is five days of transport nostalgia full of highlights – Snowdon summit for one!

Many more holidays to a wide variety of exciting destinations are featured in our 2018 catalogue.



ENGLAND



SCOTLAND



WALES



ISLE OF MAN



NORTHERN IRELAND



GERMANY



HOLLAND



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FRANCE



EIRE



LUXEMBOURG



TALL SHIPS

RPSI blazes new trail with **WHITEHEAD** RAILWAY MUSEUM

Hugh Dougherty visits the Railway Preservation Society of Ireland's museum on the Antrim coast, which has now been nominated for a Heritage Railway Association Peter Manisty Award for excellence.

When the first RPSI members moved their embryonic Irish railway heritage collection to the old Whitehead Excursion Station at Whitehead in County Antrim in 1966, they could never have envisaged that, 51 years on, the site would have developed into a working locomotive depot, an engineering centre of excellence and a first class railway museum.

Yet, that's exactly what you'll find at the Whitehead Railway Museum, which, thanks to £3.1m in funding from a range of bodies, including the Heritage Lottery Fund, Generating Rural Opportunities Within South Antrim (GROW), the European Union and Tourism Ireland, plans to attract 15,000 visitors in its first full year of operation.

Although the official opening of the museum took place on October 25, the museum had, in fact, opened its doors to the public at the end of March this year, and it was open to the public for guided tours every Thursday, Friday and Saturday.

Knowledge and experience

My guide, the knowledgeable and experienced Charles Friel BEM, a long-time RPSI stalwart, photographer, archivist and activist, was proud to show me just what has been achieved, building firmly on the facilities that had evolved over half a century to produce an attractive, well-laid out and accessible museum site, which tells its story very visually to general visitors and railway fans alike.

"We've striven to tell the story behind the site and the exhibits," said Charles, "so that visitors

can learn about the railways and the impact they had on society, see historic engineering practices underway, and appreciate that we also run steam and diesel trains across the Irish railway network, an activity that we've branded 'Museum on the Move', to ensure that everything comes together."

Society members have been trained as guides, and, eventually, there will be self-guided tours using apps, which will expand on the existing



Sweet memories of 'The Enterprise'. The GNR(I) chocolate box with the train, pulled by a compound, on its lid.

and informative information boards around the site, with historic journey apps being developed for use on mainline trains, too.

Tours start at the replica of Whiteabbey Station, which has been fitted out with a First World War tearoom, all dark woodwork, mirrors and vintage railway posters, and is open to the public, who can use it without paying to tour the museum. The building also



Whitehead the railway town: Berkeley Deane Wise remembered on the prom.

houses the museum's full-time administrative and catering staff, led by manager Ruther Harper, and it may be extended as the museum develops.

Full signalling system

"We have room on the platform, which also houses our replica London Midland & Scottish Railway Northern Counties Committee (NCC) signal cabin, and we will operate our points and control a full signalling system. We also tell the visitors about the excursion traffic that gave our station its name, and, in fact, developed Whitehead as a seaside resort," explained Charles.

The theme of railway excursions plays a central part in the museum's story, for the excursion station was built, originally with two platform faces, to cope with the very heavy Edwardian excursion traffic from Belfast, actively promoted by the Belfast & Northern Counties Railway, which also paid for the town's promenade, and even railed in sand from Portrush to create a sandy beach.

Railway stables housed a fleet of jaunting cars and their equine motive power, which took the excursionists round the delights of the seashore, including the Blackhead Path and out to the Gobbins Path, both the work of enterprising B&NCR engineer, Berkeley Deane Wise, who is still recalled in Whitehead today, with a memorial stone at the end of the promenade, erected by a grateful local community.

"Whitehead was a railway town, and there were also villa tickets to Belfast for the men of



The period cafe and tearoom in the replica station building.



The RPSI presents itself professionally as part of the museum signage and branding.



Ian Sinclair tells his tour members about the Stables block and the exhibits now housed in it.



GNR(I) 4-4-0 No. 171 *Slieve Gullion*, the basis of the museum branding, and CIE diesel B142 loom large above visitors to the locomotive buildings.

the households of most of the houses today,” explained Charles. “That’s why we tell the town’s story, and we lead visitors into the stables, which now house displays and our education and school room. Excursions were very important to Irish Railways, whether it was day-trippers, church or marching orders, such as the Orangemen or the Ancient Order of Hibernians. There’s a real story to tell.”

The stables house a superb display on the Great Northern Railway of Ireland’s ‘Enterprise’ express, which linked Dublin and Belfast, and the GNR(I)’s attention to public relations is exemplified by a box of Fuller’s chocolates, dating from 1948, specially made to promote the new express train service. “Sadly,” smiled Charles, “there are no chocolates left inside!”

From the stables the tour passes the newly installed turntable, rescued from the former Belfast Central Services railcar depot on the site of the old Queen’s Quay Station, and it allows operational locomotives to be turned. Between turnings, the table, which isn’t balanced, and presents loco crews with quite a challenge, is home to the society’s former GNR(I), self-propelled steam crane and its match truck, the intention being in the long-term to restore it to full working order.

Visitors follow a green-painted path that is clearly marked and fenced off from the operational loco yard and workshops, while everything has been made disability compliant and friendly, to reach the locomotive buildings, foundry and workshops, the heart of the RPSI’s Museum on the Move activities.

Here, you’ll find clear displays explaining

how both steam and diesel-electric locomotives work, view locomotive components, such as a mechanical lubricator and vacuum exhaust, from the former GNR(I)’s instructional, six-wheeler coach, which toured the system to educate loco crews, and then be admitted to view the superb collection of motive power.

Fully operational workshops

Well-lit and displayed, with viewing through specially angled windows, visitors are struck by the sheer scale of the main line locomotives. GNR(I), 4-4-0 No. 171 *Slieve Gullion* and CIE B142 steal the show, with smaller members of the collection, such as 0-4-0ST *Guinness*, or Avonside 0-6-0ST, *R H Smyth*, also on show.

“We’re not out to try to rival the Ulster Folk and Transport Museum at Cultra,” said Charles Friel. “Rather, it’s about complementing what the museum does there with its Irish railway collection. We enjoy an excellent relationship with UFTM and also with the Downpatrick and County Down Railway.”

Visitors are left in no doubt that the locomotive workshops are fully operational as they view them from a gallery, for this is where Heritage Engineering Ireland (HIE) operates, keeping the wheels of the RPSI’s trains turning, as well as doing work for heritage railway lines in England and Scotland, using the considerable skills of volunteers and full-time staff under the expert guidance of the society’s locomotive officer, Peter Scott MBE.

“We’re determined that heavy engineering skills, such as boiler making, foundry work and metal working, once common in Northern Ireland, but now extinct, will remain alive



Traditional engineering skills are presented above the workshops using pictures of RPSI volunteers to explain them.



Guide Ian Sinclair takes a tour on the platform beside the canopy of the replica station building.



A working locomotive and carriage depot as much as a museum: GNR(I) compound 4-4-0 No. 85 Merlin gets ready for the road in the yard.

here,” explained Charles. “We need to keep the skills alive so that our fleet of locomotives and coaches can continue to run on the mainline, and we also owe it to the engineering heritage of the country to keep the skills alive. HIE now has apprentice posts so that the skills won’t be lost, but will be passed on to new generations.”

Working foundry

Society members had the foresight to buy up vintage machinery from railway and engineering works over the years, and the operational workshops boast a locomotive wheel lathe from the LMS NCC’s Belfast York Road works and an overhead crane from the former Queen’s Quay works of the Belfast & County Down Railway, as well as lathes – “all imperial!” says Charles with a smile – and a whole variety of machine tools from two previous centuries, needed to keep steam on the rails in the 21st.

The society is especially proud of its working foundry, bought intact, when the last foundry in Northern Ireland closed at Edenderry, outside Belfast, in 1986. Since then it’s been used to cast everything from brake shoes, through the blastpipe for County Donegal Railways 2-6-4T No. 5 *Drumboe*, to signal finials and even decorative B&NCR monograms for the canopy of the museum’s replica Whiteabbey station building. Visitors can view the foundry from a gallery above and a film explains the various processes in action.

The last parts of the museum are the carriage sheds, which include a workshop with an extensive range of woodworking machinery, as well as carriages both restored and in various stages of restoration. One of Charles’s favourite exhibits is diner No. 87, built by the Ulster Transport Authority to a LMS NCC design in 1950 at Dunmurry,

which used to run on RPSI mainline tours, but which, with new safety regulations, is now better displayed as a historic coach containing displays of railway company table settings.

The dining car was used on the Royal Train in 1953, when the then newly-crowned Queen Elizabeth II and the Duke of Edinburgh came to Northern Ireland. Famously, the monarch and her entourage enjoyed lunch in it as her train was stopped between the tunnels beyond Castlerock on the Coleraine-Derry section, affording the party a fine view across the beach and the north Atlantic to Inishowen Head in County Donegal, while lesser mortals had to wait for the Royal Train to clear the single track



All exhibits, indoor and out, are explained to visitors via clear information boards.

after the leisurely lunch, for their own trains!

The carriage shed houses Great Southern and Western Railway J15 0-6-0 No. 186, which is now off ticket and unlikely to run again on the main line as RPSI Museum on the Move trains are now heavier and need to run more quickly to keep pace with modern trains on NIR and Iarnród Éireann, than in the earlier days of the society. Sligo Leitrim and Northern Counties Railway 0-6-4T *Lough Erne*, is on long-term storage and the Irish Presidential Saloon is also to be found in the carriage sheds.

“We always show visitors what’s known

as the ‘honeymoon compartment’ in our LMS NCC coach, which was sent over from England to replace coaches lost in the Belfast Blitz,” said Charles. “It’s a single-seater and staff always put honeymoon couples in it on the boat train for Larne. As the old joke among the railwaymen went: ‘We’ll give them privacy as they’re going to Larne!’ (learn in Belfast patois).

The carriage shed also includes dressing-up clothes for children, a rubbing station for the elements of the GNR(I) crest, and mobile displays that are used for the many school groups that visit the museum – links with local schools and further education colleges being carefully nurtured.

Social and industrial history is at the very heart of the Whitehead Railway Museum, as well as a genuine pride in the heritage and achievement of Irish railways, and in everything that the RPSI has achieved over the last half-century.

Further development

There are plans aplenty for further developments and a real desire to establish the museum as a ‘must-see’ tourist attraction, all of which has meant an enormous change in outlook for a railway society that was founded to save what was left of Irish steam before it disappeared for good.

It’s a step change that the RPSI has made very effectively, and Charles Friel and all those who volunteer or work at Whitehead have put in an enormous amount of work to make it all happen against tight financial deadlines.

It’s also an object lesson for all heritage railway lines and organisations, for what the RPSI has done is to make all that it does accessible on several different levels of understanding and need, while continuing to



On display in the carriage sheds is GS&WR J15 0-6-0 No. 186, an early RPSI railtours stalwart.



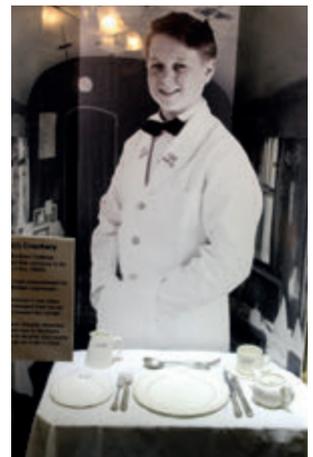
Looking along the platform in the carriage sheds, with the museum's branding above.



The new turntable with the GNR(I) steam crane awaiting restoration to working order.



Above: Charles Friel with a loco lubricator and vacuum exhauster on display telling the story of how steam locomotives work.



Right: Time for dinner? A 3D display of GNR(I) catering using official company photographs.

act as an efficient operational locomotive and carriage depot.

Recently delivered to the car park, courtesy of NIR, is one of the LMS NCC somersault signals, which did duty at Castlerock until November 2016, as the last semaphores in everyday, mainline use in Northern Ireland.

"We have an excellent relationship with Northern Ireland Railways and Iarnród Éireann," said Charles. "Donations, such as this signal, show that and the railways know that it will be put into full use and working order as part of our signalling developments, just as much as they know that the locomotives and rolling stock maintained here will be fully fit for mainline operations."

And, as if to prove the point, GNR(I), compound 4-4-0 No. 85 *Merlin*, all shining blue paintwork, had been moved out into the yard to ready it for use that coming weekend, while work went on in the workshops to put the finishing touches to the new tender and train protection equipment for GNR(I) Q class 4-4-0 No. 131, to allow it to return to the main line.

Whitehead Railway Museum is very much a living museum, celebrating Irish railways in what started life as a railway town, and that is now, as much as ever, still one, thanks to the

vision and drive of the men and women of the Railway Preservation Society of Ireland, who have had the vision to establish one of the finest museums within the heritage railway movement. As reported in our last issue, it has been nominated for one of two Heritage Railway Association Peter Manisty awards for excellence this year, the other nominee being the Swanage Railway for reintroducing public services to Wareham.

New breed of excursionist

Berkeley Deane Wise would surely have approved of the new breed of railway excursionist now coming to Whitehead to learn about Irish railway history. Make sure you join them, and best of all, travel up by train from Belfast, before steeping yourself in the story of the life and times of the railway, those who built and ran it and, especially, those who keep it running today, thanks to the RPSI, its Museum on the Move and the new Whitehead Railway Museum itself. 

→ For full details of opening times and admission charges, as well as information on RPSI steam trains and events, visit steamtrainsireland.com

Right: The 'honeymoon' compartment, with its single seat, took newly-wed couples to 'Larne'.



Below: The newly-arrived somersault signal from Castlerock waits to be moved to the excursion platform.



GOD'S WONDERFUL

TV dramas are not always noted for their historical accuracy, but one children's series in the 1980s was very different in this respect. **Avril Rowlands**, who wrote the stories, recounts the efforts made to achieve authenticity while filming on the Severn Valley Railway.

At 5.15 on eight consecutive Wednesday evenings in 1980 more than five million people – adults and children alike – tuned in to BBC1 to watch a children's drama series called *God's Wonderful Railway*. You might have been one of them!

The series caused something of a stir for three reasons. Firstly, it attracted the highest viewing figures recorded for a children's drama. Secondly, in an era in which home video recording was in its infancy, many adults left work early in order to watch it, and thirdly, the stars of the series were the locomotives and rolling stock of the Severn Valley Railway.

I should know. I wrote the series.

Thirty-seven years later I'm delighted to say the series is about to be released on DVD to the enjoyment, I hope, of those who watched it when it first went out in 1980 and was repeated in 1982, and those of you who were too young to have seen it.

Heritage steam railways have been a godsend to film and television companies when making period drama. We've all seen and winced at sequences such as a Great Western engine pulling chocolate and cream BR Mk.1s departing ostensibly from a station in Yorkshire en route to London.

God's Wonderful Railway was different.

The BBC and I took enormous pains to ensure everything shown on the screen was as



accurate to the period as possible or, at best, an acceptable compromise.

As I began researching and writing, what started as a simple three-part story quickly expanded to 13, 25-minute episodes, covering more than 100 years, as seen through five different generations of the same railway family – the line being built in the 1860s, the Edwardian heyday at the turn of the century, the railway at war in 1940, closure under Beeching in the 1960s, and reopening as a preserved steam railway in the late 1970s.

Last stories never made

Sadly, the last two stories were never made because of financial restraints. The scripts still exist, adding to the insulation in my loft!

The early stories posed some interesting problems. Permanent Way told the story of Robbie Grant and his father John, who worked

as navvies at Arley on the construction of the Severn Valley Railway. The obvious place to film this would have been in one of the many abandoned railway cuttings. However, this wouldn't work as the cutting had to look 'new'. Where, the producer asked, was a new railway being built? The answer was nowhere – in the late 1970s lines were still being closed across the country.

The problem was solved by filming most of these sequences in a quarry – apart from one scene where the contractor's works locomotive had to be seen arriving on the temporary way in time to stop a fight between the villagers and the navvies. Nature took a hand here, for there was a landslip on the Severn Valley at Sterns that provided good shots of newly laid track against a background of freshly dug earth.

A much bigger problem was finding a pre-1860s locomotive and carriage to form the opening train. Permission was given to use the replica of *Locomotion*, which had the attraction of being able to move under its own power, but it was finally rejected as being 'too old and too north-eastern'. In the end the Great Western Society's locomotive *Shannon*, the 0-4-0 well tank once used on the Wantage Tramway, was agreed on, despite its non-period cab. The only difficulty was that *Shannon* had no boiler certificate and couldn't be steamed.

This difficulty was, however, overcome. The

King Edward VII on Highley station from *Clear Ahead*.



RAILWAY



locomotive makes two appearances. First as the contractor's engine and later, in the final scene of the story, when it pulls the opening train across Victoria Bridge. In the first scene, *Shannon* was given a hefty shove by *Hinton Manor*, to which it wasn't coupled. The 4-6-0's driver accelerated hard and then slammed on his brakes. No. 7819 remained concealed in a bank of trees while *Shannon* glided gracefully and unaided around a corner and into shot.

In the final scene, the LMS 'Black Five' 4-6-0, No. 5000, on loan to the Severn Valley at the time from the National Railway Museum, towed *Shannon* plus train across the bridge by means of a 200ft steel cable. By the time *Shannon* appears, No. 5000 was well out of shot in some more trees on the far side. By filming from the riverbank the cable was neatly hidden by the bridge railings. To keep the cable taut, the train had its brakes pinned down. The BBC's design department constructed the four-wheeled coaches on three flat wagons. Only one side was of the coaches was lovingly reconstructed – away from the camera the extras were prevented from falling out of the train and into the river by means of chicken wire!

No digital effects

Don't forget that when the series was made, shot, edited and transmitted on film, there was no such thing as CGI or any of the amazing digital effects that can be made now. I was tempted to write about an accident on Victoria Bridge involving a train crashing into the River Severn, but other than sacrificing a real train, it was just not possible, so I had to make do with... you'll have to see the series to find out!

The second story in the series, *Clear Ahead*, centred round Robbie's grandson, George Grant, who started work as a lad porter at Highley station in 1906. I had to set this story in the railway's Edwardian heyday, rather than in Victorian times, as I had to write around what was available in terms of locomotives and rolling stock. The branch engine in the story is the 2-6-2T No. 4566, renumbered as 4506. This was actually built in 1924 but the 4500 class was introduced by Churchward in 1906. The only other locomotive to appear is the 0-6-0ST No. 813, originally owned by the Port Talbot Railway.

The Severn Valley Railway's opening train crosses the Victoria Bridge at Arley, headed by Wantage Tramway 0-4-0WT No. 5 Shannon.

There were two possibilities for coaches for *Clear Ahead*. The obvious choice was a pair of GWR Churchward 'Toplight' vehicles that were from the right railway company but date from 1908. Unfortunately, at that time they were awaiting extensive restoration. The other possibility was two turn-of-the-century coaches on loan to the SVR at the time having previously been used on the Longmoor Military Railway. Permission was given from the Transport Trust, who owned them, to use the coaches and repaint them in chocolate and cream. Although they originated from the London and South Western and South Eastern and Chatham railways, they made a very attractive compromise behind No. 4566.

As a writer, I'm always happy to weave stories around what is available and when Anna Home, the executive producer of the series, saw and fell in love with the LNWR director's saloon, then on the SVR, I wrote a whole storyline based on George having to find a train for King Edward VII at very short notice.

By the time we came to the third story, *Fire on the Line*, locomotives and rolling stock ceased to be a problem. George, the lad porter in the previous story, is now stationmaster at Arley station and his son, Andy, can't wait to grow up and become an engine driver. However, the onset of war changes everything and the railway, which Andy has always thought of as his own personal fiefdom, is now out-of-bounds. Even his room, with his model railway, gets taken over by an evacuee. His world falls apart.

The branch engine in this story was the 0-6-0PT No. 5764. The freight train was pulled by No. 4566 and for the climax of the story, involving a double-headed 14-coach troop train, 4-6-0s Nos. 6960 *Raveningham Hall* and 7819 *Hinton Manor* were used. There was also a 'foreign' engine to be seen on the line, hauling

a mysterious object covered in tarpaulins and guarded by armed soldiers. The 'Black Five' No. 5000 was cast in this role – incidentally the mysterious object was a collection of spares for a Western class diesel! The carriages for the wartime story presented no problem, being the GWR Collett coaches of the 1930s.

Irate viewer

Although the BBC did try to get it right, a few irate letters did arrive once the series was transmitted. One viewer wrote to say that while he had enjoyed the series, he had to point out that Andy's (*Fire on the Line*) '0' gauge Hornby model railway showed a GWR banana wagon, and while the GWR did have banana wagons of that type before the war, Hornby did not bring out a model until 1948, so his belief in the series had been seriously jeopardised.

After the series went out I was asked to speak at very many railway societies. I am delighted that I am still asked, even after all this time! When I gave a talk to the esteemed Bath Railway Society, I recounted the story of the irate viewer, whereupon a bishop in the audience put up his hand. I'm sorry I don't have his name. He claimed to be the acknowledged expert on Hornby models and told the meeting that Hornby did, in fact, bring out a model of the banana wagon before the war! One up, I felt, both to the BBC and the church!

The series excited not only its many viewers. Blue Peter ran a competition and made an item about the making of God's Wonderful Railway and BBC Manchester made a documentary in a series called *On Location* about it. Both items are additional material on the DVDs.

To say that I'm delighted that the series is finally to be out on DVD this month is an understatement. Chris, my husband, who was the editor of the series, and I have spent many, many years trying to get the series released, first on VHS and then on DVD, in response to the letters and emails I still get asking to see it again. I'm glad their wishes can now be realised.

The DVDs have been released by Dazzler, on licence from the BBC. They should be available from heritage railway shops but can obviously be obtained from Amazon.

There is to be an illustrated talk about the series on Saturday, January 27, 2018, at 7.30pm at Kidderminster Railway Museum, SVR Kidderminster station. Anyone wishing to attend should phone David Postle, 01562 825316.

I have a small quantity of the books I wrote to coincide with the original transmission of the series. If you would like to purchase either of those, or have difficulty in getting the DVD, please contact me at avriltrain@hotmail.com.

Enjoy!



1. In the *Fire on the Line*, mum was played by June Brown, better known as Dot Cotton in *EastEnders*.

2. The Highley stationmaster and King from the episode *Clear Ahead*.

3. Martha and Robbie in the *Permanent Way* episode.

4. An SVR guard in costume from *Clear Ahead*.



5. The arrival of the pick-up goods train at Highley on George's first day at work from *Clear Ahead*.



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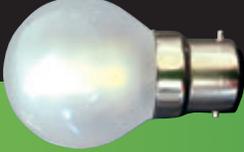
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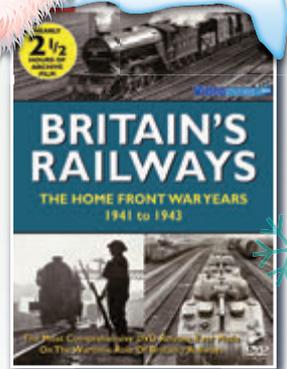


Railway DVDs for Christmas

Britain's Railways - The Home Front War Years 1941 to 1943

This is a definitive archive led long-form documentary celebrating the railway's vital role in the nation's war effort. This 100% archive film programme is made from significant amounts of previously unseen film footage from the vaults of the Imperial War Museum in combination with genuine wartime newsreel footage. It evidences the great diversity of steam locomotive types brought to bear on the transportation of all kinds of wartime goods and passengers. This is the second part of the most comprehensive trilogy ever made on Britain's railways during the war years; it covers the events from the cessation of 'The Blitz' in May 1941 to the end of 1943 when the armed forces were training and beginning to stockpile equipment for a future invasion of mainland Europe.

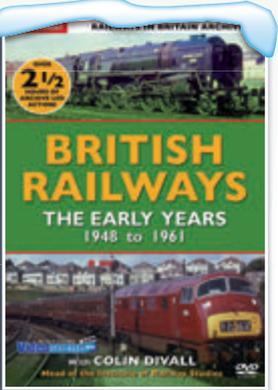
Original Price: ~~£19.95~~ **New Price:** ~~£14.95~~ **Special Relaunch Price:** £12.95
Duration: 142 minutes **Code:** SE031



British Railways - The Early Years: 1948 to 1961

Post-War, the 'Big Four' Railway companies struggled with a backlog of maintenance of permanent way, engines and rolling stock borne of the under-investment and acute demands made on them during the Second World War. Nationalisation as 'British Railways' came in 1948 and brought with it steam locomotive standardisation and the beginnings of the wholesale transition to diesel and electric traction as outlined in the 1955 Modernisation Plan. The story of this time of intense and controversial change is told in definitive detail with archive film, period newsreels and testimony and interviews with both railwaymen and railway historians. Among the locomotives featured are the A4 Pacific Class, the First diesel-electric loco no. 10000, the BR standard Britannia class, 9F class 'Evening Star' and the Deltic prototype.

Original Price: ~~£19.95~~ **New Price:** ~~£14.95~~ **Special Relaunch Price:** £12.95
Duration: 163 minutes **Code:** SE001

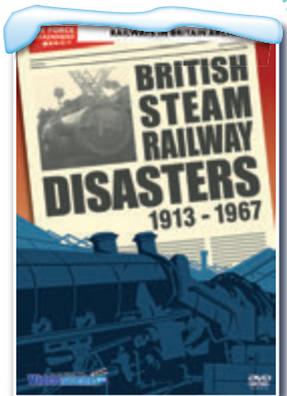


British Steam Railway Disasters 1913 - 1967

British Steam Railway Disasters is the definitive DVD collection of newsreel reports covering no fewer than 55 incidents from the steam era between 1913 and 1967 including among them the most notorious at Bourne End (1945), Lewisham (1957), South Croydon (1947), Goswick (1947), Hither Green (1967), Castlecary (1937) and Darlington (1928). Also included is a specially made 15 minute analysis of the greatest tragedy of all - the multiple crash at Harrow And Wealdstone in 1952 which features much rare footage including previously unseen film rushes. Throughout, British Steam Railway Disasters investigates the common causes of railway accidents with a view to the lessons learnt from:

Driver Error, Excessive Speed, Poor Visibility In Fog and Signals Passed At Danger.

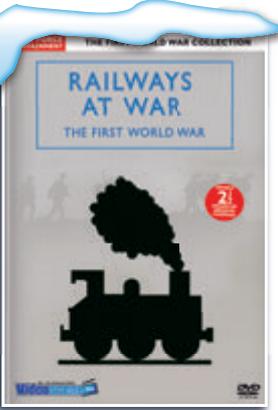
Duration: 79 minutes **Original Price:** ~~£14.95~~ **New Price:** £12.95 **Code:** SE009



Railways at War - The First World War

For the first time ever, a comprehensive presentation of nearly 2½ hours of archive film footage evidencing the central role played by the railways in meeting the logistical challenges of supplying the battlefronts of the First World War with the requisite troops, munitions, machinery and stores. Celebrated military historian Major Tonie Holt provides a commentary throughout on sequences of railway footage from the Somme, Mesopotamia, the Palestinian Front and Siberia. In many ways tactical success in the First World War depended on the defence of the railheads and the narrow gauge railway supply routes, from them to the battlefronts. There are views of the enormous BEF locomotive works at St. Etienne-du-Rouvry and a fascinating sequence on the preparation and firing of British and American railway artillery armoured trains.

Duration: 144 minutes **Original Price:** ~~£19.95~~ **New Price:** £14.95 **Code:** SE025



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Alexander Macdonald FROM SCRAP TO SWALLOWS AND AMAZONS

The 43924 story

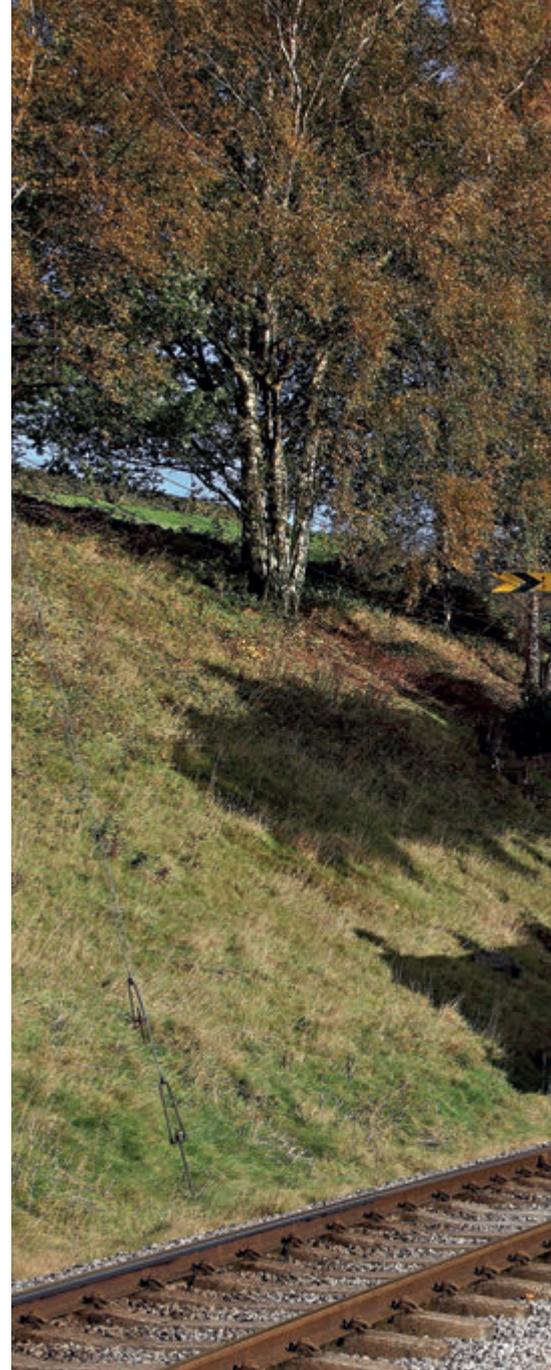
It is nearly 50 years since the first steam locomotive was rescued from Barry scrapyard for preservation. **Fiona Kennaugh** tells the story of how her father, Alexander Macdonald, was instrumental in saving this locomotive, a move which was to open the door for a further 212 steam engines to leave the famous yard.

The only surviving Midland 4F 0-6-0 No. 43924 was built at Derby works in 1920 – for a cost of £5094 for the engine and £1454 for the tender. Its planned running life was to be a standard 45 years.

The Fowler 4F 0-6-0 is a class of locomotive designed by Henry Fowler who was the chief mechanical engineer of the Midland Railway, which then in turn became part of the London Midland and Scottish Railway in 1923. They were nicknamed 'Duck Sixes' due to the wheel arrangement. No. 3924 was renumbered 43924 by BR on February 5, 1949 after Nationalisation in 1948.

The engine spent most of its working life hauling coal and soda ash and relaying empty ICI tanks on the return journeys. Bristol Barrow Road, Gloucester, Leeds, Bridgwater, Chester and Temple Meads are mentioned frequently in its time line. Its last day's service was at St Phillips Marsh yard on May 15, 1965, and it was withdrawn in June of that year and sold to Woodham Brothers' scrapyard at Barry, South Wales on July 26, 1965.

Over 200 engines and many more wagons were lined up in this scrapyard, owned and run by Woodham Brothers, one of them being David Lloyd Victor Woodham (aka Dai) a man



eventually responsible for saving many steam engines from the cutters' torch. He realised astutely what the enthusiasts wanted and aided and abetted them as much as he could. He had clearly seen the light himself as in a letter to Captain Peter Manisty dated April 21, 1976 Dai wrote: "I can truthfully say I now know the meaning of enthusiasm – may I take this opportunity of wishing you many happy and successful years ahead for steam preservation."

First to leave

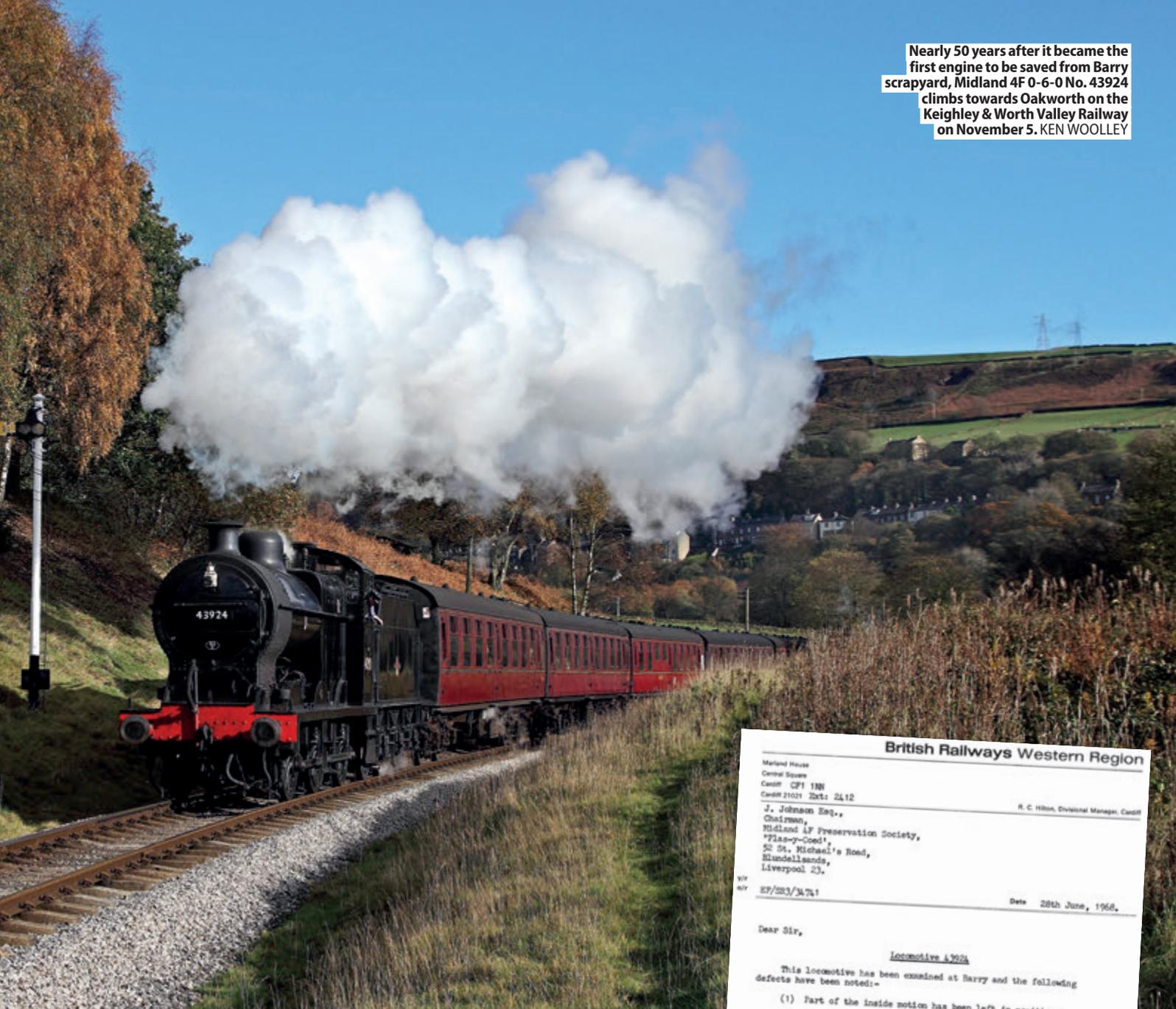
Dai broke up the wagons first while leaving the engines until later, and as a result, out of a total of 297 engines purchased, no less than 213 eventually left his yard either by road or rail rather than being scrapped.

The first to leave for a life in preservation was No. 43924, the only Midland 4F in the yard, which brings into the story my father, Alexander Macdonald. His involvement in railways and steam started early. Known as Alec or Alex, at the age of 16 he started his long career on BR at Bank Hall shed on Merseyside as a fitter. He worked in cramped filthy smokeboxes and lost the ends of two of his fingers on a lathe. Alec was offered a job for life or a cash payout in compensation. He did believe steam would last his career out but steam was replaced earlier than he imagined.



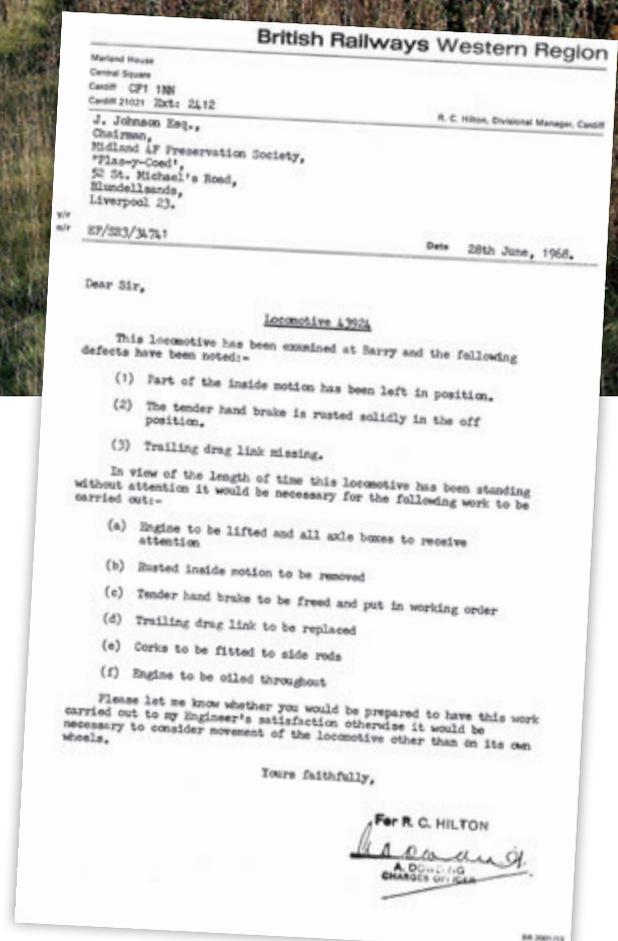
No. 43924 on a local goods train working near Gloucester in June 1962. COLOUR-RAIL.COM / W POTTER BRM366

Nearly 50 years after it became the first engine to be saved from Barry scrapyard, Midland 4F 0-6-0 No. 43924 climbs towards Oakworth on the Keighley & Worth Valley Railway on November 5. KEN WOOLLEY



Left: No. 43924 at Barry scrapyard on August 25, 1968 a couple of weeks before it left the scrapyard. COLOUR-RAIL. COM 71480

Right: The list of requirements by BR for the movement of No. 43924 from Barry.



Alec worked at Bank Hall until 1956 and then moved on to be chargehand fitter at Walton on the Hill, then back to Bank Hall before moving on to be shedmaster at Rhyl in 1959. Alec deputised at Bangor, then Lees – on to Brunswick and ended up as the last shedmaster at Southport for the last six years of steam from 1960 to 1966.

I used to visit my father at Mollington

Street in Birkenhead – he was a train crew's inspector, a job which included attending inquests on behalf of BR, and he worked at Lime Street, Liverpool. He also covered Speke Junction, Carnforth and Wigan as relief / temporary cover.

For Alec, steam and engines were his passion and in his life he had many friends in the world of steam because of his knowledge and

expertise in that field. This is what led to Alec being introduced to the newly formed Midland 4F Preservation Society.

Chaired by its founder Ian Johnson, the other members were his brother Alan Johnson, Alan Fleetwood, John Atherton (who exited in 1971), John Collingwood, George Sarsen, Mark Leather and William Cashen. In the mid-1960s this group of steam locomotive enthusiasts

got together and formed the Midland 4F Preservation Society with a view to restoring a Midland 4F 0-6-0. For many years this had been the flagship design of the old Midland Railway, and were so successful in goods and passenger hauling that the LMS continued to build them after Grouping. The members of the society felt that such a gem deserved to be saved for posterity.

The Midland Railway built 197 4Fs before the Grouping in 1923 but the LMS continued to build them. However, by 1965 there were only three genuine Midland 4Fs working for BR: No. 43953 at Workington, No. 43967 at Buxton and No. 43924 at Bristol Barrow Road.

Negotiations started with BR with the help of Ernest Lawton—who worked for BR at Lime Street Liverpool. Lawton was most valuable to the new society and he made requests to BR for quotes for the three MR 4Fs. He even researched premises with rail access should the locomotive they hoped to procure need to be stored.

BR moved slowly and by the time the society's request was dealt with all three 4Fs had been sold. All BR offered were Nos. 44377 and 44525; two LMS-built locomotives from Crewe. The deal was £2000 each and it was a seven day offer only. The 4F Society could not raise that amount of money in that time.

After further talks with Lawton it transpired that Nos. 43953 and 43967 had been cut up and the only remaining Midland 4F No. 43924 had also been sold for scrap but was still at Woodham Bros' yard at Barry. By this point Lawton had introduced the society to former Southport shedmaster Alec Macdonald, with many years of expertise on steam engines, and mechanical engineering. I am certain my father did not need to be asked twice and with the knowledge Alec brought, it was decided to apply to Dai Woodham for permission to inspect the locomotive with a view to possible preservation.

John remembered that Alec picked No. 43924 and said: "It's a good robust locomotive with a good set of tyres." Alec had many contacts and could secure any needed parts and what

Left: The quotation from BR for moving the locomotive from Barry to Keighley.

Right: The receipt from Hughes Bolckow Ltd for payment by NELPG for NER Q6 0-8-0 No. 63395, the first BR steam locomotive resold by a scrap merchant for preservation, effectively paving the way for No. 43924 and another 212 locomotives to eventually be rescued from Barry scrapyards.

he could not secure he could acquire from other locomotives about to be scrapped. An agreement was made with Dai to put a deposit on the engine, although he could not sell it outright as BR had stipulated there were to be no resales of any of the stock.

Most influential

Captain Peter Manisty MBE, DSN, RN was one of the most influential men in the British railway preservation movement and long-time chairman of the Association of Railway Preservation Societies, and was instrumental in overturning this BR stipulation. There was even a Class 47 diesel named in his honour.

On December 5, 1967, the North Eastern Locomotive Preservation Group (NELPG) was notified by BR that NER Q6 0-8-0 No. 63395, which had been retained in store at Tyne Dock

for purchase by the group, had been disposed of for scrap and was no longer available. Urgent enquiries established the locomotive had not moved to the scrapyards, but although willing, the company concerned was unable to resell to NELPG because of the clause in the BR contract banning resale.

NELPG approached Peter Manisty at the ARPS to try to get this clause in the contract changed. He felt it was better that a representative of all interested preservation societies made an approach to the British Railways Board rather than the individual group itself. He therefore arranged a meeting with BRB in mid-December 1967, which resulted in agreement to a change to the standard terms and conditions of the BRB sales contract to allow resales – not just of the Q6, but across the board which effectively cleared

The Midland 4F after restoration to LMS livery as No. 3924 in the yard at Haworth on the Keighley & Worth Valley Railway. COLOUR-RAIL.COM 122618



the way for the purchase by preservationists of the locomotives at Dai Woodham's.

Previously the 4F Society had approached Mr Cheetham, a BR scrap controller, as he could sanction the sale, but he had declined. Cheetham told Ian: "BR policy was not to sell these scrapped engines." Woodham Brothers were not allowed to sell due to the clause from BR because BR did not want to set a precedent. The clause stipulated that the scrap dealer could only sell the locomotives on in pieces – this is where the prospective owners put money down on parts to secure the engine for future purchase. Dai was very understanding and this aided other societies to secure their engines for preservation and raise the cash slowly.

The 4F Society had affiliations with the ARPS and had previously engaged the assistance of the ARPS and with similar requests from many other groups, this helped in tackling the decision of the BR scrap sales controller but it was Captain Peter Manisty working with NELPG that did persuade them to overturn the decision.

After the sale of No. 43924 for £2000 the society was looking to move it out of the Welsh scrapyards in September 1968, as it took time and a lot of work to ready the rusting, stripped-down locomotive for its journey and get paperwork to be signed by BR to allow movement on the main line.

Never gave up

After No. 43924 went north, two more engines left Barry scrapyards in early 1969. SR Maunsell U class 2-6-0 No. 31618 moved in January of that year to a site in Kent, and eventually to the Bluebell Railway. GWR 2-6-0 No. 5322 left in March 1969 for Caerphilly, and later the Great Western Society's Didcot Railway Centre. These were followed by many others to heritage railway sites all over the country.

The total number of engines that have been preserved from Woodham's yard is now 213, a large proportion of which have been returned to steam.

Without the assistance of men like Captain Peter Manisty and Dai Woodham, plus enthusiasts' preservation groups and societies like NELPG (Q6, J72, K1, J27) and the 4F Society (43924), who never gave up and thought outside the box, would we have heritage railways today?

Captain Manisty's ground-breaking achievement in December 1967 meant that for the first time, steam locomotives could be resold to preservation groups, making him a real contender for the man who saved steam – for us all to enjoy today, from small children entranced by the sounds and smoke to the elder generation with steam-filled memories, and photographers perched waiting for the smoke plume.

But how had this situation arisen?

With the Modernisation Plan published in December 1954 and Dr Richard Beeching's report in 1963, the decision was made by the BR Board to accelerate the move from steam to diesel and electric powered trains, which led to the scrapping of 16,000 steam locomotives and the reduction of the wagon fleet from 125,000,000 to 600,000.

Due to the amount of storage needed and scrapping capabilities the BR workshops were stretched, BR decided to out-source via tender the job of scrapping many steam locomotives. Dai Woodham negotiated a contract to scrap engines mainly from the Western Region plus rolling stock. The more complex locomotives continued to be handled by Swindon works. ➔



Above: The author and her father Alexander Macdonald on the footplate of No. 43924 in 2011.
P WALKER



Left: 2011 and the first time out for No. 43924 in 25 years. At the time the surviving members of the Midland 4F Preservation Society were: Mark Leather, Alan Johnson, Ian Johnson, John Collingwood and Alec Macdonald.
FIONA KENNAUGH

Below: In 2014 Ian Johnson organised a memorial train day with No. 43924 as a tribute to Alexander Macdonald.





Testament of Youth is the First World War memoir of Vera Brittain. The film was made by Heyday Films, and directed by James Kent. The railway sequences were filmed at Keighley station on March 25 – 27, 2014. The 4F was used alongside LNWR Coal Tank 0-6-2T No. 1054 and carriages from Vintage Carriage Trust and the Lancashire & Yorkshire Trust. The 4F was largely for general 'set dressing' and only really appeared in a sequence meant to be Charing Cross station. ROGER FRANCE



The BBC Holiday of my Lifetime programme featuring Lisa Riley with Len Goodman was filmed in August 2015 when the 4F was the service locomotive that day. ROGER FRANCE



No. 43924 and crew at Minehead on the West Somerset Railway. Alan Dorrington in denim. ALAN DORRINGTON

Woodham Bros won the tender and in 1959 Dai went to Swindon works to learn how to scrap steam locomotives. In 1964 further contracts were won for the Southern Region and the total purchases by 1968 were 297, of which 219 remained at Barry Island. Further engines arrived from the London Midland Region during 1968.

Steam enthusiasts and preservation groups, including the Midland 4F group, made pilgrimages and holidaymakers were all fascinated by the rows of sad, forlorn – but not forgotten – locomotives. GWR mogul No. 5322 was the first rescue appeal for a Woodhams locomotive but MR No. 43924 was the first to be bought and moved out.

BR initially allowed the locomotives to be towed behind a diesel 'dead on its own wheels' with a brakevan at the rear, but after a few instances of overheated axleboxes due to lack of lubrication, by 1976 BR had banned all rail movement for these saved locomotives and they went by road via the M4.

The new home selected for No. 43924 was Haworth on the Keighley & Worth Valley Railway, which in June 1968 had reopened as the second operating standard gauge preserved steam railway. No. 43924 had to be prepared for the trip up to Haworth, which is where Alec called the shots. He went to Barry with Ian and John C in John's minivan. They stayed three days in a local guest house working all day with No. 43924, jacking it up on each axle and lubricating and using packing, otherwise it would run hot and seize. Cardiff Canton diesel locomotive traction maintenance depot (shedcode 86A) contacted the guys and asked if they needed jacks, John replied: "Yes please, three jacks and a couple of fitters." John went to collect them in his van and with the jacks and fitters, the minivan was a faster ride down Wenvoe Hill (between Barry and Cardiff) because the extra weight made them joke about "getting the boots out if you want to stop at the bottom".

Meticulous job

The journey began on September 10, 1968; a meticulous job was done preparing No. 43924 as BR stated that if it seized on the main line, it would be cut up there and then. Alec came up with the compromise of a 15mph speed limit to reduce the probability of running hot while being towed along the main lines by a diesel overnight, changing the lead diesel at each BR boundary.

John remembers being told of a driver at one changeover saying: "I'm late and want to get back." Fortunately Alec had done a very good job preparing No. 43924 and at 50mph it did not overheat. The route from Barry was via Cardiff, Newport, Hereford, Shrewsbury, Crewe, Stockport, Edgeley, Stalybridge, Huddersfield and Shipley.

No. 43924 arrived on platform 3 at Keighley facing the wrong way at 5.25am on September 11, 1968 and it was turned on the Shipley triangle before making its way behind a Hudswell Clarke 0-6-0T No. 31 to the yard at Haworth. John recalls a bitter, cold, snowy first winter working on the locomotive outside as the sheds were full at that time.

No. 43924 steamed again in its second life in 1970 and from speaking to Ian, Alan my father and John it was obviously a special proud moment never to be forgotten. In LMS black livery, No. 43924 ran for the public on the Keighley and Worth Valley Railway for many years and became a solid workhorse and a popular sight.



No. 43924 doubleheading with LMS 4F 0-6-0 No. 44422 on the West Somerset Railway in 2017. FOTOPHILE 69

In 1987 it became apparent that the engine needed a complete overhaul; not just routine repair; something that the 4F Society could not afford. Sets of tubes and superheater flues are not in the same league as a new boiler but it would cost £85,000 or more to get it back in steam.

In 1979 the Barry Steam Locomotive Action Group was formed with the aim of putting potential preservation groups, Woodhams, funders and financial contributors together to 'grease the wheels'. As the number of locomotives at Barry dropped near to 100 it was apparent that Woodhams would begin again scrapping the engines, but fortunately only two were dealt with and BR Standard 9F 2-10-0 No. 92085 and GWR 2-6-2T No. 4156 were the last to be broken up at Barry.

The 4F Society paved the way for the flood gates to open and we all now enjoy visits to preserved railways all over the country, with trains often being handled by locomotives rescued from Woodhams' yard at Barry.

The KWVR is still the home of No. 43924 and it has worked reliably and consistently since its arrival in September 1968, its first steaming in 1970 being the proudest moment for the society members.

A complex machine, well made and looked after; No. 43924 has lasted double its proposed life and this is where I applaud the hard work and care of the shed crew at Haworth. Their knowledge and love of this engine is apparent.

It has now clocked up over 1.5 million miles and is 98 years old. This is thanks to the men who saved it from scrap and the men who have kept it going at Haworth. No. 43924 has many hits on YouTube and more magazine covers than a top model. TV star Lisa Riley chose Haworth as her Holiday of a Lifetime with Len Goodman and of course No. 43924 was featured.

In Testament of Youth, the 4F has a starring

role on the platform, and in 2016 was in the opening sequence of the film Swallows and Amazons. There have been events such as Bristol Barrow Road 82E shed mens' day out. The locomotive spent most of its working life around the Midlands and the Gloucester area, mainly pulling coal. There was also a visit to Bombardier Transportation on May 12, 2014 for the 175th anniversary celebration of train building at Crewe and another road trip to the Severn Valley Railway for the autumn gala in 2014. More recently the engine made a road trip to the West Somerset Railway in spring 2017, where No. 43924 joined LMS 4F No. 44422 as well as S&D 7F 2-8-0 No. 53808, both ex-Barry scrapyards, with some double heading during the event.

Best interests

The decision was made by the 4F Society to sell No. 43924 to the KWVR after 1987 as it was beyond the resources of the society to continue to maintain the engine. I know my father did not want to let it go but in the best interests of the locomotive the members all agreed and a sum of £33,000 for the sale was reached, each society member receiving a cheque for £4125.

On January 3, 1990 there was a written agreement between the KWVR and the society which outlined that a plaque would be fitted on the cab to mark the preservation society's achievements and the best bit; the members of the society were allowed to use the locomotive for a day or two each year. I personally called it 'Train Day' and loved it. I got to see my dad at his happiest, clipboard in hand organising footplate riders. Sadly we did not see No. 43924 running again until 2011, after 25 years in many pieces in the sheds while its boiler was sent away to Crewe for overhaul.

Money was the main delay but then when it was the 4F's turn, the stricken BR Standard 4MT 2-6-4T No. 80002 jumped the queue. The

end result was that the overhaul eventually cost about £250,000, substantially more than the £50,000 originally quoted on the donation box.

But 'Train Day' 2011 was a great celebration. It was fantastic. My dad was 81 by then and he was very happy and proud of the great achievement and his part of saving the locomotive.

The five surviving members were there; Ian, Alan, John, Mark and Alec. However, my father started to decline in 2012. He had a series of strokes and these stripped away the vital man he used to be. He died in July 2013 aged 82 having had vascular dementia in the later stages of his life.

In 2014 Ian Johnson, who was a good kind friend to my father, organised a memorial train day which was another wonderful day to remember at the KWVR. My father's ashes went into the firebox as per his request – into the locomotive he loved and helped to save. John also attended – he had been a great supportive friend to my father. My father was proud of what he did with the society and I am proud of him, and thank him for the early introduction to Haworth and steam engines.

I would not say it is easy being female and enjoying being around steam and diesel locomotives. I have encountered the 'old boys network' and lost a few times, but I have also met some wonderful chaps who are delighted to see a female and her camera at various steam events.

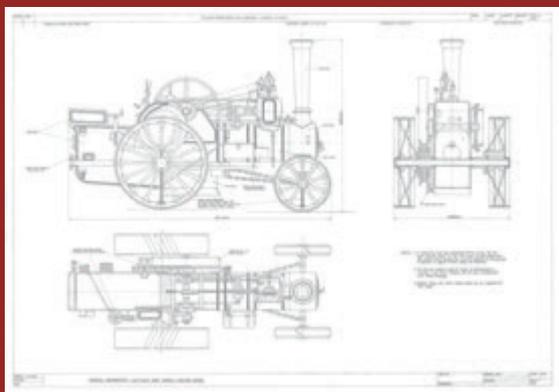
For the future, June 2018 sees the 50th anniversary of the reopening of the KWVR, while September brings the 50th anniversary of No. 43924's escape from Barry.

2020 will bring No. 43924's 100th year since being built in Crewe. No. 43924 has much more to offer and so do many other fabulous engines on preserved heritage railways around the UK.

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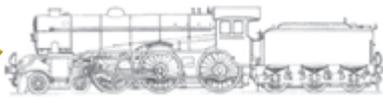


Season's greetings and sincere thanks to all members, supporters and friends whose valued contributions have maintained steady progress to the NEW B17. Looking forward to your continued support next year, from Trustees/Directors



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STAR LETTER

Mallard should have been restored ahead of *Flying Scotsman*

ISSUE 233 of *Heritage Railway* was a real treat – and not least the Platform section.

Three very noticeable aspects of railway preservation became very obvious from the letters.

First was the issue regarding the lengthening of heritage lines so that they do, indeed go, as Clive Thompson so eloquently put it, from “somewhere to somewhere”.

While I have no doubt that parents will happily take their youngsters to ride a steam train on a truncated length of track from nowhere to nowhere, genuine railway enthusiasts will undoubtedly far more appreciate going by train on Network Rail to a junction like Wareham or Taunton where they can then change to a true service train that takes them to a genuine destination – as opposed to a buffer stop in the middle of nowhere.

Wonderful achievements

Second was the subject of the National Railway Museum donating historic locomotives to working steam railways, highlighted by David Trout. At risk of appearing to diminish the wonderful achievements of the NRM (which I don't intend to do), steam locomotives only evoke nostalgia and make the pulse race when they are doing what they were built to do – operating trains on a railway line!

Someone, in their wisdom, determined that it was worth spending the better part of £5 million placing *Flying Scotsman* at the head of strings of carriages on main lines all over Britain but I would like to ask a question: If you had the opportunity to ride behind the fastest steam locomotive in the world or the engine that may have been the first to exceed 100mph, which would you choose? This, of course, raises the question of why *Flying Scotsman* was favoured over *Mallard*. Expense can't possibly be the answer – just look what was achieved with *Duke of Gloucester*.

The A4 is, without doubt, the more iconic-looking locomotive (they were, after all, popularly known as 'Streaks'). Yes, there are other A4s that are in steam but they aren't *Mallard* (and it would seem that John Cameron now



World steam railway record holder A4 Pacific No. 4468 *Mallard* on static display outside Barrow Hill roundhouse on August 10, 2009. Might it be restored to running order for the centenary of its 126mph run in 1938, many wonder. ROBIN JONES

plans to stuff-and-mount *Union of South Africa*!) The same could be said for *Duchess of Hamilton*.

What was the point of restoring it to as-built streamlined condition just to sit in a museum rather than finishing the job and putting it at the head of trains where it could be seen far and wide sounding and smelling like a steam locomotive should? A life-sized photograph of it at speed would probably evoke as much enthusiasm as an immaculate, shining, silent hulk! Even better a video!

The NRM depends on public funding to maintain its exhibits while heritage railways earn the money to get as close as possible to re-creating what was decimated by Richard Beeching's short-sighted antics. So it can't be condemned for the strategies it follows.

Hopefully this relatively new strategy of farming out locomotives to heritage railways (especially ones in the areas where they traditionally worked) has to be commended. Those who have watched *Heartbeat* will, I have no doubt, like me, have cringed at seeing *Schools class Repton* and S15 No. 825 working in Yorkshire. But,

while I was cringing, at the same time, I was eternally grateful that they were possible at all due only to the hard work of the preservationists who saved them.

Thrilling news

The reinstatement of the Bridge to the Future at Loughborough was thrilling news. This will enable what is needed much, much more – an inter-city railway truly going from somewhere to somewhere – and those somewheres aren't just little villages but major cities. I sincerely hope that the Great Central Railway will establish a working timetable that enables people to use it purely for transport and, to that end, I also hope that the Office of Rail & Road will seriously consider raising the speed limit to enable the GCR to offer a service that adequately competes with all the alternatives.

The same could be very realistically justified elsewhere where heritage railways could be able to offer truly realistic transport links.

Perhaps the most unfortunate railways are those where the opportunity to reinstate tracks due

to total obstruction of trackbeds that would provide restored links with Network Rail by subsequent building works, because they will never be able to go somewhere! Just imagine riding by express train from London to Cheltenham and being able to just walk across a platform to board a steam train to Broadway!

Finally, on the matter of vandalism of heritage railways, I am in total agreement with Martyn McGinty, except that I would take the matter a lot further. If the same vandals walked into the National Gallery and vandalised Renoir's *Bather* or Picasso's *Fruit Dish* or Vermeer's *Young Woman Seated* at a Virginal, (all worth millions of pounds) would they be treated as lightly as they are when they do the same to what could fairly be described as irreplaceable British transport artefacts? And if not, why not? Volunteers give many hours of dedication lovingly restoring the history of the railways that made Britain what it is and surely their work deserves just as much recognition as a few paintings!

David Holt,
Queensland, Australia

Britain's celebrity culture and the price of fame

THE celebrity worship culture that has saturated the pages of tabloids and TV programming too has recently spread to the heritage railway scene. Enthusiasts have now to contend with 'celebrity locomotives' and all that entails.

No. 60103 became the first such celebrity locomotive sorry, need to dumb that down a bit for the mobile phone wielding masses..... the locomotive *Flying Scotsman* became a 'celebrity train', with a resultant hike in hysteria, quickly followed wherever it

went and continues to go by a drastic hike in prices for train and gala tickets.

I seem to remember something about it being 'saved for the nation' and becoming 'the people's engine', but alas my memory dims.

Since reaching the ton, *Tornado* too is

being heralded as a celebrity.

It seems that *Royal Scot* may get in on the act as well. What next, an announcement that the new-build P2 *Prince of Wales* is to be renamed the Golden Goose?

Dick Bodily, Bucks

Head of Steam 'better than Shildon'

IN your report about the handover of the T3 to Swanage Railway, there was mention of a suggestion by MP Helen Goodman that *Locomotion No. 1* should go to Locomotion at Shildon.

I have been to Shildon and the Head of Steam museum twice. I find Locomotion gives a very cold feeling. Being in a new polytunnel-type building it has no walls to hang anything on, and therefore has very few items apart from the trains.

Head of Steam on the other hand is in a real railway building. It has walls covered with ephemera, including stories about the railways and the



On display inside Darlington's Head of Steam museum is Timothy Hackworth's 0-6-0 *Derwent*, built for the Stockton & Darlington Railway in 1845 by the local firm of W&A Kitching. It is now part of the National Collection.

people involved. The locomotives are in reasonably realistic situations and I found the whole experience delightful – much better than Shildon.

Sans Pareil is housed at Shildon, but just stuck on its own to one side. It

would be such a shame if *Locomotion No. 1* was treated thus.

If anything, Head of Steam needs to be advertised and supported by Shildon.

Ian Wills, Chippenham, Wiltshire

The shining steam-hauled 'Golden Arrow'

I READ with great interest and excitement Geoff Courtney's "London trains and buses" in issue 235. As a child I spent a lot of time at Tonbridge close to the railway line and station. The greatest thrill was when the steam 'Golden Arrow' was due and stormed past looking immaculate. I couldn't understand why the engine was so clean but the other engines I saw around Tonbridge were so dirty. Obviously I was not aware of the electrification programme.

Years later the only two 'GA' engines I could remember seeing were *William Shakespeare* and *Iron Duke*.

I did wonder whether this was pure fancy on my part but the article confirms that I was correct! I also remember seeing the 'Night Ferry' pass over a bridge close to my infant school in Beckenham. I was less impressed.

My grandfather, Cyril Higgins (known as Charlie), was a driver based at Stewart's Lane. He drove both services in his time there.

We have two photographs of him speeding through Chelsfield station, one on an unidentifiable steam engine and the other on the 'GA' electric soon after steam 'GA' services had ceased in 1961. I can recall being taken by my father to see Charlie set off from Victoria aboard an electric 'GA'.

I am astonished to find both *William Shakespeare* and *Iron Duke* had left the Southern in 1958.

As I was born in 1951 these steam 'GA' memories were before I was eight years old!

Recently I decided to repeat my GA experiences and had the privilege of seeing the magnificent *Clan Line* storm through Hilldenborough station on an authentic 'GA' in September. This was my first authentic steam 'GA' for 56 years. I wonder if Don Benn has logs of my grandfather from the steam era?

Robert Higgins, Heathfield, East Sussex

Can Severn Valley's *Warwickshire* return to steam be justified?

I FEEL that the points made by Mr Moule's letter 'Why restore *Warwickshire*?' require further consideration. Whilst a locomotive's current or potential 'fit' into operational strategy of a preserved railway may be a consideration in deciding whether to restore it to static or working condition, this should never be the sole consideration.

If it were, then we would be left on our standard gauge railways with a plethora of inter-war or post-Second World War vintage fairly standard operational locomotives of power groups 3, 4 and 5 and everything else static.

By the same argument, why restore to working order that lovely Adams 4-4-0 No. 563 currently at Swanage, as is being mooted? Why keep *Bellerophon* in working order, given its peculiar non-standard valve gear arrangements? And you could certainly forget about any more GWR broad gauge replicas, or replicas of the historic 18in gauge 19th century designs, given their limited operational appeal (there are also important limitations on the operational range of the P2 replica when it enters service).

The title of this publication is

Heritage Railway and the heritage function of our preserved railways remains an important one. If the operational versatility consideration is to be regarded as the only criterion in deciding whether a locomotive should be returned to working order, then we are, I believe, on very dangerous ground. And on the facts, given *Warwickshire*'s historical importance as the last locomotive constructed at Boyne Engine Works, I am in no doubt that its return to operational condition is fully justified.

Coming on to the design of *Charwelton*, both this locomotive and *Warwickshire* illustrate well an important dichotomy that opened up in the design of standard and quasi-standard six-coupled Manning Wardle saddle tanks in the 1890s, namely short versus long wheelbase (and inclined versus horizontal foundation rings). They are both examples of the short wheelbase, inclined foundation ring school of design, but whereas *Warwickshire* is a 14in engine utilising Q class components, *Charwelton* is descended from No. 1577 of 1902 *Vulcan*, a mutation of the O class built for Ackton Hall Colliery.

Mark Smithers, email

Princess Coronations out of scale

IT was very interesting to see the LMS illustration Building Coronation Class Engines on page 44 of issue 235.

The view of two streamlined Pacifics under construction reminded me of the last time I saw this illustration. It was in a National Railway Museum calendar of over a decade ago.

It struck me then, and does so even

more now, how ridiculously out of scale it is.

As you say in the accompanying article, the illustrator moved to the US soon after painting the poster.

I am not surprised, I would have gone and hidden somewhere too.

Tony Cashmore, Hartshill, Nuneaton, Warwickshire

TRACK TALK

→ West but not Central

ISSUE 235 was another great edition of *Heritage Railway*, full of news and features as ever, well done.

However, I must take up on Geoff Courtney's bit about London trains and buses (page 39). Like Geoff, having been a lifelong enthusiast for railways, back in the 1950s I did take up an additional interest in buses in my area (Kent), and sadly that waned when the National Bus Company took over our reliable Maidstone & District and East Kent bus systems with their distinctive liveries and range of interesting vehicles.

Sadly, whoever researched the lovely picture of the 'Golden Arrow' in Geoff's article was wrong about the location. The train is seen passing Shorecliffe, later named Folkestone West and still in use today. At that period, 1952, Folkestone Central looked nothing like that and was rebuilt with two island platforms for the Kent Coast electrification in 1959/61.

The remark about the H class 0-4-4T is also wide of the mark as firstly, Folkestone Harbour was accessed from Folkestone Junction and not Central, and secondly that class of loco never worked the Harbour branch which was normally worked at that period by SER R1 Class 0-6-0Ts. The H Class was probably on a local train to Ashford.

Doug Lindsay, email

→ Not the youngest

IN issue 235 you have a piece about the Bodmin & Wenford fielding its youngest ever footplate crew with a combined age of 43. It asks whether it was a record for the heritage sector.

In 2016, the Vale of Rheidol fielded a footplate crew with a combined age of 40. At the time it was 21-year-old driver Ifan Burrell and 19-year-old fireman Jac Smith (now aged 21 and also a driver).

The guard on the train was 17-year-old Caleb-Lewis Price giving a combined age of the three of 57!

The Vale of Rheidol regularly fields young crews.

Will Smith, Vale of Rheidol Railway

→ Metropolitan electric nameplates

LIKE reader Paul Tilley, I would be interested to know if any nameplate for Metropolitan Railway No. 18 *Michael Faraday* still exists.

Until recently I owned a 7½in gauge Metropolitan locomotive. Being an electrical engineer, *Michael Faraday* was the obvious choice. It is now owned by the Friends of London Transport Museum and runs on the Acton Miniature Railway at London Transport Museum's Acton depot.

Mike Hanscomb, Bishops Lydeard, Somerset



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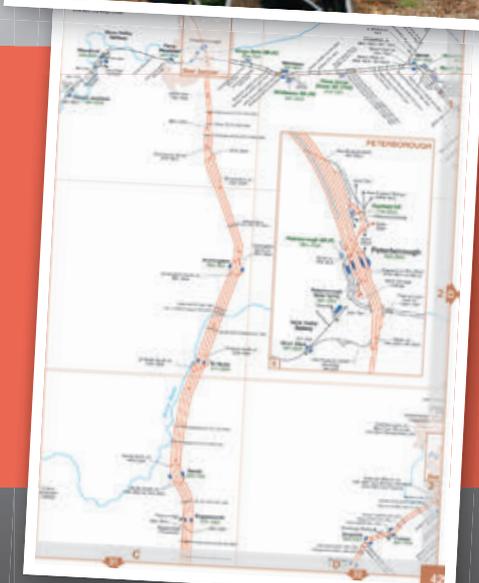
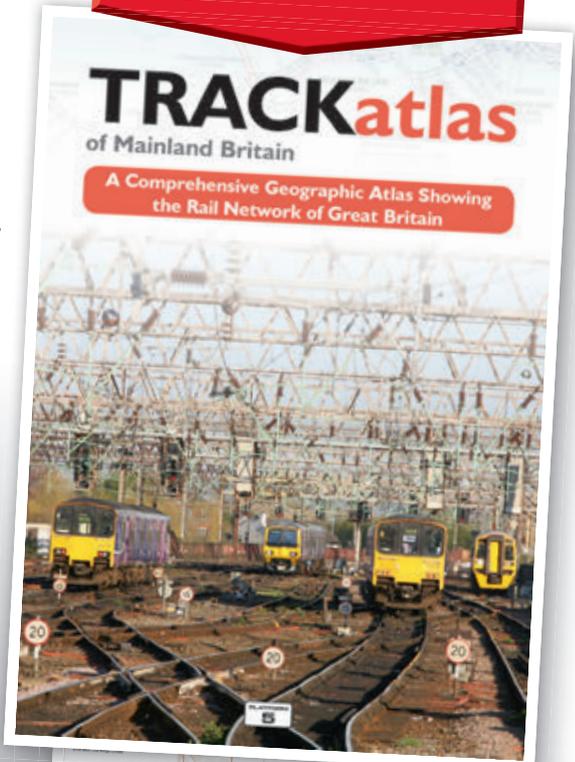
of Mainland Britain 3rd edition

The new edition of Britain's most detailed railway atlas, showing the entire national railway network with track level detail. As well as being completely revised and updated, this keenly awaited volume has been further enhanced by the inclusion of nine major light rail & metro systems, and a further seven heritage railways; all major standard gauge heritage lines over 3 miles in length are now included, together with several narrow gauge lines.

Other enhancements include new lines (the Borders Railway and Crossrail), new stations (too many to list here), re-modelling (Reading and London Bridge) and electrification (the North West and, slowly, the Great Western Main Line) as well as many other local developments including new depots and traincare facilities.

Some major changes due to come into effect between the date of publication and the end of 2017 have been included. For other significant works on Thameslink and Crossrail which do not come into service until 2018, the final layouts, as presently anticipated, have been mapped.

A greater number of locations now benefit from inset maps. 16 pages have been added and the total number of map pages is now 159. The index now extends to over 10,000 locations.



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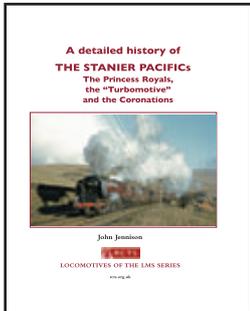


PUBLICATIONS

Reviewed in this Issue

THE STANIER PACIFICS

The Princess Royals, The 'Turbomotive' and the Coronations



This book covers the detailed history of the Stanier Pacifics. The author, John Jennison, examines all aspects of their development beginning with the LMS desire to catch up with its rival, the LNER, in the race for speed and the Scottish business. The author describes the evolution of the Pacifics from the first Princess Royals through to the final Coronations and also includes a detailed account of the "Turbomotive" project. This book is a must for all those with an interest in the history of LMS locomotives and all devotees of these magnificent machines.

214 x 297 mm, casebound, 264 pages, 177 b+w and 48 colour illustrations.

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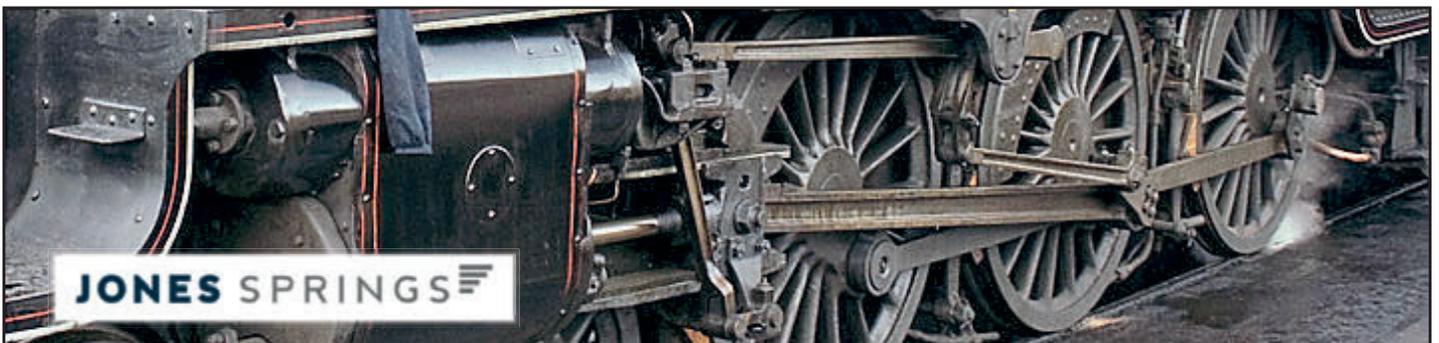
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Peppercorn's Pacifics

By Peter Tuffrey (hardback, Great Northern Books, 208pp, ISBN 978 1 912101 70 2)

PEPPERCORN'S A1 Pacific will be to the 21st century what *Flying Scotsman* was to the 20th.

Earlier this year, *Tornado* broke new heritage era ground by hitting 101mph on its 90mph certification run down the East Coast Main Line, and next year will head a 12-day marathon luxury tour, the tickets for which, as reported in our last issue, will start at a tad short of £30,000.

This new album looks at the Arthur H Peppercorn Pacific legacy. Sadly, no A1 survived, hence the desire to build a new and 50th member of the class, and only one A2 is still with us in the form of No. 60532 *Blue Peter*.

Following an introduction by Mark Allatt of The A1 Steam Locomotive Trust, this volume begins with a potted history of the subject and the building of *Tornado*, leading into a collection of superb colour and black-and-white pictures of all 50 A1s and 15 A2s in action. Much of the history of the class is expanded through extended captions.

In short, it is a celebration of what we once had and all but lost, but now have with us again, and which will delight and inspire generations to come.

WHERE THE PAST MEETS THE PRESENT AND FUTURE

The Book of the Crab 2-6-0s, part one: 42700-42809

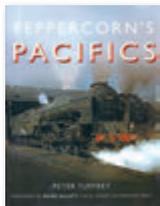
by Ian Sixsmith, Irwell Press, (hardback, 280pp, £28.95, ISBN 978 1 911262 114)

THE LMS Hughes-Fowler 2-6-0s designed jointly by Hughes and Fowler and nicknamed 'Crabs' became well known across the LMS system and lasted on BR into 1967. The latest in the long-running 'Book of' series, this is part one as two parts will be required to adequately cover the 245 locomotives involved.

The story begins with the 'Crabs' as a new concept at the time of the Grouping; a powerful, modern, mixed traffic locomotive intended to be the precursor of a standard range and how the concept turned to dust in early LMS internal machinations.

All the usual works histories and allocations are here for every locomotive, together with detail down to the merest rivet, from liveries and tender varieties, brakes and lubrication, to experimental valve gear and every other facet of these impressive moguls.

Illustrated with several black and white pictures of each locomotive, this book will tell you everything you need to know



The First Railways

By Derek Hayes (hardback, The Times/Harper Collins, 272pp, £30, ISBN 978 0 00 824948 9)

WHILE Britain did not invent the railway concept – that has been attributed to ancient Greek drama, when grooves were cut into stage floors to facilitate the moving of scenery on wheels – it gave the world the self-propelled railway locomotive and so changed it forever.

Before Richard Trevithick gave the first public demonstration of a steam locomotive, railways in a comparatively-primitive form were to be found in abundance across the UK, primarily horse-drawn affairs linking coal miners, quarries and other industrial concerns to the nearest transshipment point on a river, canal or sea harbour.

The study of early railways has long remained firmly in the field of archaeology, with the enthusiast sector confining itself to the later locomotive eras.

This magnificent volume brings the best of Britain's early railways together,

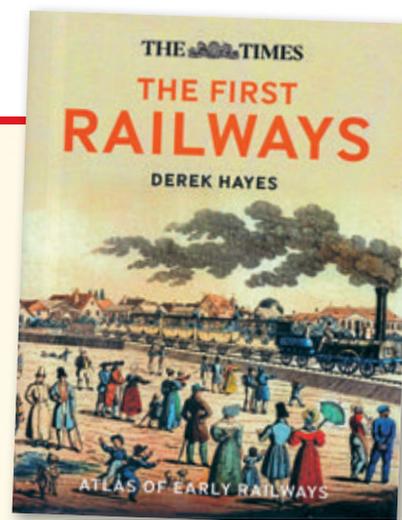
affording a comprehensive view of the whole subject.

It looks at early railways on the continent, the evolution from wooden to iron rails and even those which use sculptured stone blocks like the Haytor Granite Tramway.

The evolution of the steam engine is discussed along with its use to power early cable-hauled tramways.

The narrative takes us into the steam railway era through the inventions of Trevithick, George Stephenson and others to the seminal watershed of the opening of the Stockton & Darlington Railway and then the Liverpool & Manchester, described as the first modern railway. The beginnings of the UK network and its first commuter railway – the London & Greenwich – lift the curtain on modern times.

The story does not stop there, for closing chapters deal with the transfer of railway technology from the UK to



EDITOR'S CHOICE

the USA and continental Europe.

This a superbly-designed and presented volume, drawing together much local history and placing it into a cohesive whole that deals with its place in the development of world transport communications. Lavishly and inspirationally illustrated, it draws on contemporary plans and drawings along with modern photographs of what has been rediscovered or what still exists on site.

There is much for the reader to discover on these pages, and the volume will delight both the casual browser and the history student alike.

WONDERFUL, ABSORBING AND ENLIGHTENING NARRATIVE

about these popular engines.

DETAILED LOCOMOTIVE HISTORY

The Midland & South Western Junction Railway Part 1: From opening to decline

By Kevin Robertson (softback, Crecy, 120pp, £14.95, ISBN 978 1 90932 871 6).

PART of the expanding Impermanent Ways series which looks at Britain's closed railways, this volume, packed with archive black-and-white and colour photographs, many of which have never been published before, tells the story of the 'line that dared' to run through Swindon, the heart of GWR territory.

At the Grouping of 1923, the MSWJR – which linked Andoversford to its near-namesake Andover, was forced to become part of the GWR empire, and less than profitable beforehand, was relegated to use for primarily local traffic between communities that often bore scant reliance on each other.

In 1961, it became the first major closure by the Western Region, pre-empting the Beeching Report.

While subsequent development saw much of the route disappear from view in the decades that

followed, a section has been reborn as the Swindon & Cricklade Railway.

This is not the first book on the MSWJR, but succeeds in making its history fully accessible in an entertaining and informative read.

There is to be a Part 2 covering the years from closure to abandonment. **FORGOTTEN CROSS COUNTRY LINE REMEMBERED**

Hereford Locomotive Shed: Engines & Train workings

By Steve Bartlett (Hardback, Pen & Sword, 226pp, £25, ISBN 1473875552)

WE can't recall another volume specially devoted to the twilight years of steam at Hereford, but this one goes a long, long way to filling the gap.

The volume is based around the author's observations of Hereford's steam shed from 1958-64, with a variety of sources providing more than 200 black and white photographs, many previously unpublished. The A4 format brings out the best in the marvellous array of portraits of GWR/WR steam at this border counties mixed traffic outpost, located on the strategic route between the south west and north west.

The author visited the shed several times a week and kept detailed notes of what he saw, and while researching material for this book, compared them with official records from the National

Archives and other sources.

The book also covers Hereford's sub sheds of Craven Arms, Ledbury, Leominster and Ross-on-Wye, and workings over the branch lines to Brecon, Monmouth and Gloucester.

Appendices deal with locomotive allocations to Hereford shed. **SUPERB CELEBRATION OF AN OVERLOOKED OUTPOST**

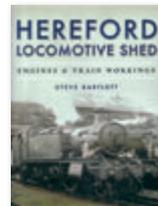
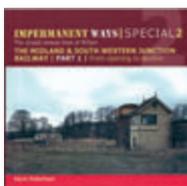
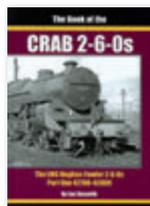
The Wensleydale Branch: A New History

By Stanley C Jenkins (softback, Oakwood Press, 196pp, £18.95, ISBN 978-0853614371).

HERE is the third and updated edition of a volume which first appeared in 1993, and which is probably the best volume covering this partly-preserved partially-lost trans-Pennine route.

The history of what appears at first glance to be a straightforward linear cross-country route is highly complex, beginning in 1845 when a company was formed with the aim of constructing it.

Well illustrated with archive black and white pictures, building plans and large-scale diagrams, like all volumes in the Oakwood Library of Railway History series, this volume contains an encyclopedic amount of data presented

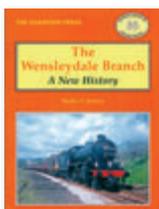


in a readable and accessible format.

Chapter Six, which covers the period from nationalisation until the present day, has been rewritten and expanded by David Haxby to include the story of the line's final closure to limestone traffic and its rebirth as the Wensleydale Railway.

The inclusion of an appendix listing all the key historical dates is of particular benefit.

SPLENDID DEFINITIVE VOLUME



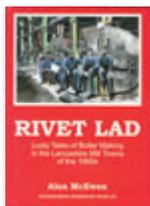
Rivet Lad – Lusty Tales of Boiler Making in the Lancashire Mill Towns

by Alan McEwen, Sledgehammer Engineering Press Ltd, (hardback, 185pp, £35 plus £3 p&p to UK addresses or directly from www.sledgehammerengineeringpress.co.uk and also Amazon or order by telephone 01535 637153).

MASTER

boilermaker Alan McEwen is a throw-back from the age of steam. This new book is chock full of how Carrot Crampthorn, together with Reuben Ramsbottom, Teddy Tulip, Paddy O'Boyle and the author – all rough-tough, hard-as-nails boiler makers, carried out major, high-skilled repairs to Lancashire and Cornish boilers, Cochran vertical, economic boilers and a Ruston Proctor stationary locomotive boiler.

The characters, apart from the author, are fictitious, but this style of writing brings the age of steam to life. The contents are factual but seen through the eyes of the



Marvellous Days Out

By John Hulme (softback, The Mid Cheshire Community Rail Partnership, 36pp booklet free, boxed set of 12 postcards £5 plus £1.50 p&p from www.marvellousdaysout.org.uk, or Chester Visitor Information Centre on 01244 405342.

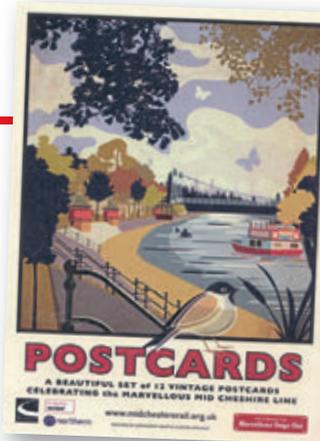
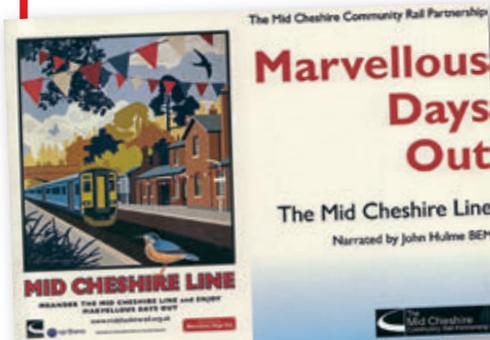
This 36-page booklet – featuring the Mid Cheshire Line – is about a railway route connecting places in the midst of this county's 'waterway country'. John Hulme BEM is not only a railway enthusiast and involved in other heritage projects, but a trustee of the canalside Lion Salt Works Trust

and an officer of the River Weaver Navigation Society.

The Mid Cheshire Line connects Manchester and Chester, via Stockport, Altrincham, Knutsford and other intermediate villages. Most with a waterway interest being also on the Manchester Ship, Bridgewater,

Shropshire Union, or Trent & Mersey canals and the rivers Mersey, Dee and Weaver. It is no surprise then that waterway scenes and locations – such as the Anderton Boat Lift – feature in the many illustrations.

These are a mix of re-created Cheshire Lines' style posters by Liverpool College of Art-trained



artist Nicky Thompson and water colourists Diana Bernice Tackley and Gordon Wilkinson.

The text describing each location contains, in short punchy paragraphs, what to see and do hints, tips and instructions and recommendations for walks, a number by the water.

The design and layout of this booklet is, in my opinion, a superb example of a type that should be emulated by other publications encouraging tourism, accompanied by a pack of 12 high-quality postcards of the Nick Thompson illustrations.

FOR RAILWAY AND CANAL ENTHUSIASTS ALIKE

characters who worked in the industry.
GOOD ENTERTAINING READ

Branch Lines North of Grimsby including Immingham

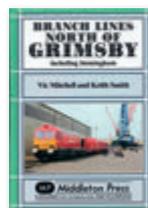
By Vic Mitchell & Keith Smith (hardback, Middleton Press, 96pp, £18.95, ISBN 978-1910356098)

This latest MP offering from Middleton Press is very much a detailed local affair, and unfolds the intricacies of the branch lines built to serve Britain's busiest dockland.

Sections deal with Grimsby to Barton-on-Humber via Barrow Haven and New Holland, which is still very much with us

today in passenger use, the Barton & Immingham Light Railway, part of which was never built, the sprawling labyrinth of lines that served the Great Central Railway's Immingham Dock, the Grimsby District Light Railway and the Grimsby & Immingham Electric Light Railway.

The book follows the standard MP format of archive pictures from early steam days through to the modern diesel era augmented by large-scale OS maps and track diagrams and vintage timetables.
ESSENTIAL LOCAL HISTORY



A Detailed History of The Stanier Pacifics: The Princess Royals, The 'Turbomotive' and the Coronations

By John Jennison (RCTS, 264pp hardback, colour/black & white, £27.50.)

MUCH has been written about Stanier's Pacifics but this superb new volume provides a definitive history of the two classes, not to mention the unique 'Turbomotive' No. 6202.

Informative text is supported by dozens of high-quality contemporary images.

The published records give details of when and where locomotives were allocated, any physical changes made, and at what point they were repainted.

The section on the 'Turbomotive', in original and rebuilt guise as No. 46202 *Princess Anne*, is particularly interesting, and offers insight into the design, performance and operation of Stanier's experimental steam turbine machine.

Chapters cover various aspects of the locomotives, including boilers, tenders, operations and allocations, repairs, the many differences between the various batches of Princess Coronations, accidents, withdrawals, disposals and preservation.

The book is produced to a high standard by an acknowledged expert on the subject.

A MUST FOR LMS FANS



God's Wonderful Railway

(DVD, 4 hours, £10.64, Dazzler on licence from BBC)

This is a two-disc set showing all eight episodes of the BBC TV children's drama series first shown on the BBC at 5.15pm on eight consecutive Wednesday evenings in 1980 and watched by over five million people – adults and children alike; the highest viewing figures recorded for a children's drama. As well as well known names such as Gordon Kaye and June Brown, the stars of the series were the locomotives and rolling stock of the Severn Valley Railway.

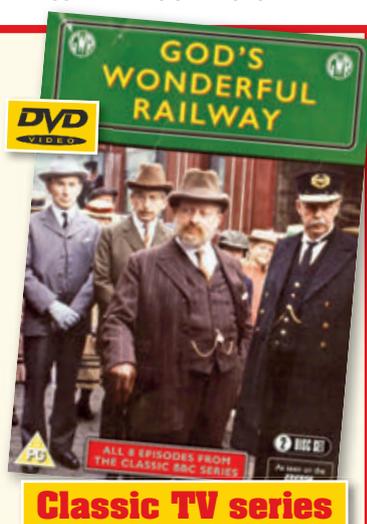
The series focuses on three generations of the Grant family working on an unnamed Great Western Railway branch line. The first section, entitled Permanent Way,

depicts the construction of the line in the reign of Queen Victoria, the second, entitled Clear Ahead, showed the line in operation during Edwardian times, and the third, Fire on the Line, was set during the Second World War.

The series was written by Avril Rowlands with episodes directed by Fiona Cumming and John Prowse. The story of the writing and filming is told by the author on pages 74/75 of this issue.

The series has finally been made available on DVD in response to many letters and emails from viewers asking to see it again.

The DVDs have been released by Dazzler, on licence from the BBC, and



Classic TV series

will be available from heritage railway shops and from Amazon.

ISBN 978-0-9571456-4-1

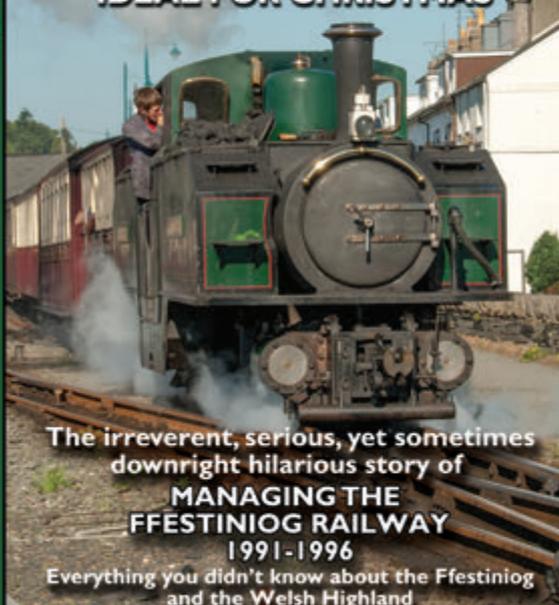
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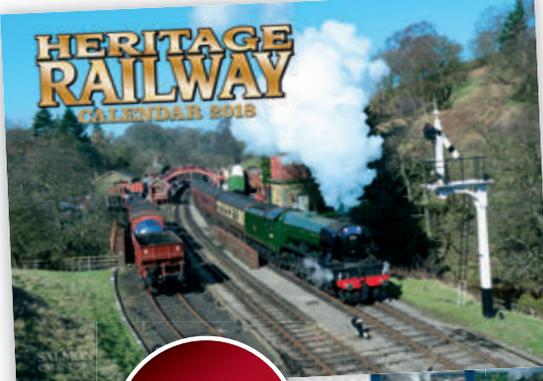
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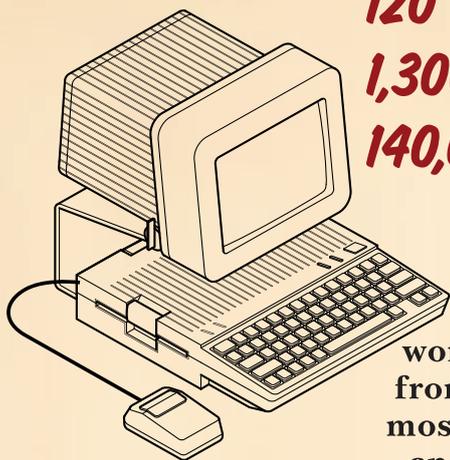
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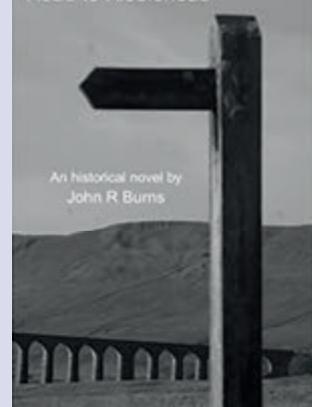
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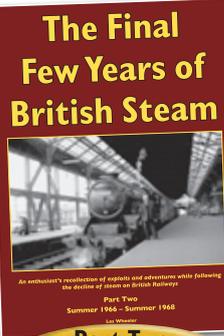
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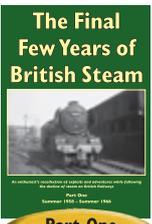


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Port Talbot Railway 0-6-0ST GWR No. 813 accelerates away from Bewdley towards Northwood with a driver experience working. The engine has now been preserved on the SVR for 50 years. MALCOLM RANIERI



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Amberley Museum & Heritage Centre

Narrow gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Running: Dec 16, 17, 21.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.

Engines: 178, 323, 592, 65, 847, 30541, 73082.

Running: Dec 16, 17, 22-24, 26 - Jan 1.

East Kent Railway

Standard gauge, two miles, Shepherdswell, Dover.
Tel: 01304 832042.

Running: Dec 16, 17, 22-24.

Eastleigh Lakeside Railway

Narrow gauge, 1¼ miles, footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

Narrow gauge, 600 yards, Rock-a-Nore Road, Hastings, East Sussex.

Running: W/Es + sch hols.

Hayling Railway

Narrow gauge, one mile.
Hayling Island, Hants.

Running: Dec 16, 17, 22-24.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.

Tel: 01983 882204.

Engines: 8, 11, 24, 41298, 41313.

Running: Dec 16, 17, 21-24.

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Kempton Steam Railway

Narrow gauge, ½ mile, Hanworth.
Tel: 01932 765328.

Running: April.

Kent & East Sussex Railway

Standard gauge, 10½ miles, footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Engines: 32670, 30065, 1638.

Running: Dec 16, 17, 22-24, 30 - Jan 1.

Lavender Line

Standard gauge, one mile, footplate experience, wine and dine. Isfield, East Sussex. Tel: 01825 750515.

Running: Dec 17.

Mid Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Engines: 45379, 92212, 41312, 925, 45231.

Running: Dec 15-17, 21-24, 26 - Jan 1

Romney, Hythe & Dymchurch Railway

Narrow gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353.

Running: Dec 16, 17, 19-24, 30 - Jan 1.

Royal Victoria Railway

Narrow gauge, one mile.
Netley, Southampton.

Tel: 02380 456246.

Running: Dec 16, 17.

Sittingbourne & Kemsley Railway

Narrow gauge, 1¾ miles. Sittingbourne, Kent. Tel: 01795 424899.

Running: Dec 16, 17, 23.

Spa Valley Railway

Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.

Tel: 01892 537715.

Running: Dec 16, 17, 21-24.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine.
Bitton, Bristol.

Tel: 0117 932 7296.

Running: Dec 16, 17, 21-24.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.

Tel: 01208 736666.

Engines: 4612, 4247, 30587.

Running: Dec 16, 17, 21-24, 27, 28, 30 - Jan 1.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.

Tel: 01837 55164.

Running: Dec 16-23.

Dartmouth Steam Railway

Standard gauge, seven miles, wine and dine. Paignton, Devon.

Tel: 01803 555872.

Engines: 7827, 75014.

Running: Dec 16, 17, 21-24, 27-31.

Devon Railway Centre

Narrow gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: April.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Engines: 46447, 5637.

Running: Dec 16, 17, 22-24.

Gartell Light Railway

Narrow gauge, ½ mile. Common Lane, Yenston, Templecombe, Somerset BA8 0NB.

Tel: 01963 370752

www.newglr.weebly.com

Running: April.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Thurs, Suns.

Lynton & Barnstaple Railway

Narrow gauge, one mile.
Woody Bay, north Devon.

Tel: 01598 763487. Engine: 762

Running: Dec 16, 17, 22-24, 29 - Jan 1.

Moors Valley Railway

Narrow gauge, one mile.
Ringwood, Hants. Tel: 01425 471415.

Running: W/Es + sch hols.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Dec 16-18, 20.

Seaton Tramway

Narrow gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.

Running: Dec 15-24, 27 - Jan 1.

Somerset & Dorset Railway

Standard gauge, ½ mile, Midsomer Norton station, Silver Street BA3 2EY. Tel: 01761 411221 (Sun, Mon). Open Sun, Mon.

Running: Dec 17

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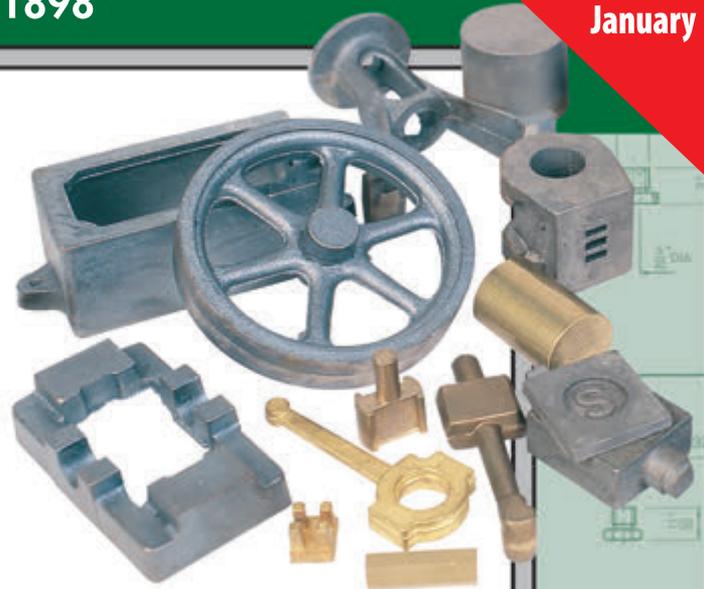
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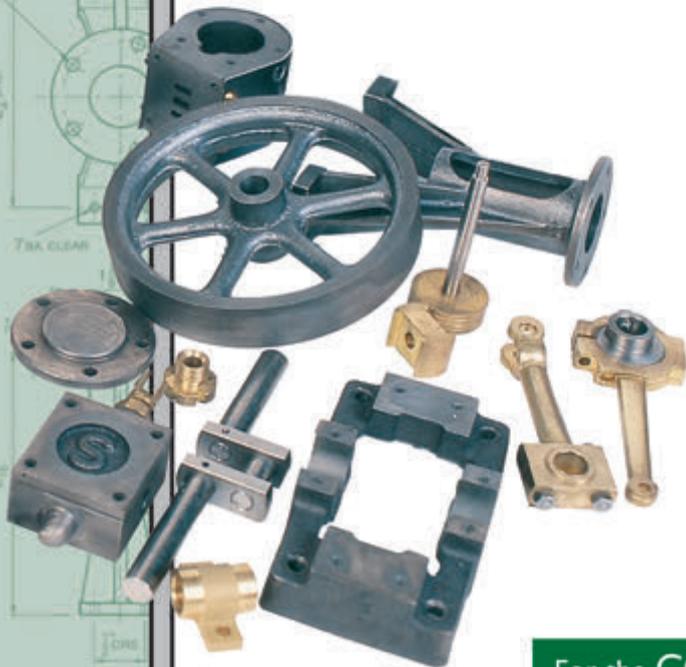
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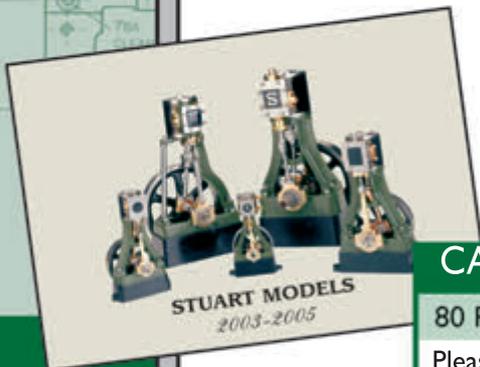
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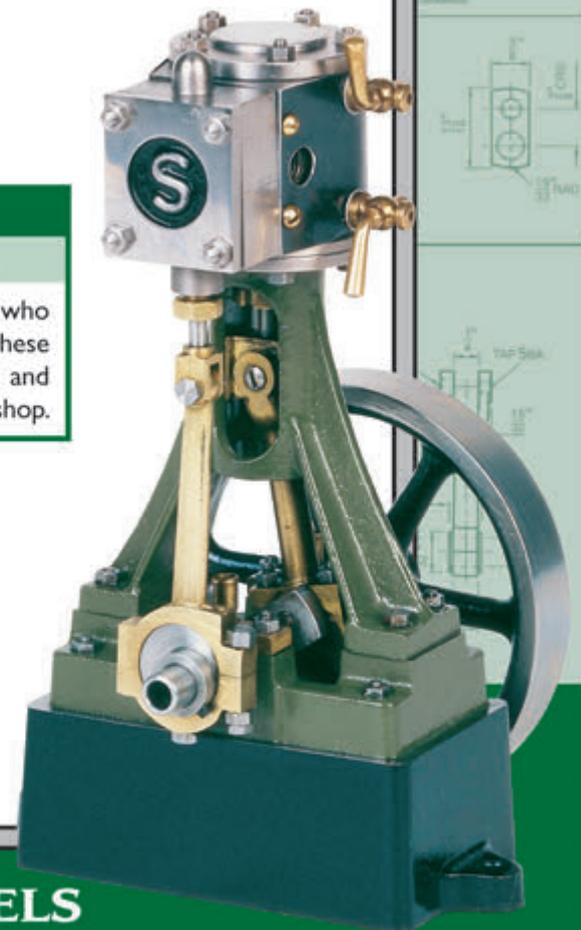


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South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine. Buckfastleigh, Devon. Tel: 01364 644370.

Engines: 5542, 5526.

Running: Dec 16-24, 26 - Jan 1.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.

Swanage, Dorset. Tel: 01929 425800.

Engines: 34070, 80104, 31806, 30120.

Running: Dec 17-22, 26 - Jan 1.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.

Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: Dec 16, 17.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine.

Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

Engines: 44422, 53808, 53809, 6960, 7822, 7820.

Running: Dec 16, 17, 19, 20, 22-24, 27 - Jan 1.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.

Tel: 01379 686900. Engine: 662

Running: Dec 16, 17, 21-24.

Bure Valley Railway

Narrow gauge, nine miles, footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: Dec 16, 17, 20-24, 27 - Jan 3.

Jan W/Es.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine.

Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Dec 16, 17, 20.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Running: Dec 16, 17, 23.

Mangapps Railway

Standard gauge, one mile, near Burnham-on-Crouch, Essex.

Tel: 01621 784898. Engine: 80078

Running: Dec 16, 17, 23, 24.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.

Tel: 01362 690633. Engine: 9466.

Running: Dec 15-17, 19-23, 29, 30.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.

Brockford, Suffolk.

Running: Dec 16, 17

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford,

Peterborough, Cambs.

Tel: 01780 784444. Engines: 34081, 78019.

Running: Dec 16, 17, 20, 22-24, 30 - Jan 1.

Jan Suns.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience. Sheringham, Norfolk

NR26 8RA. Tel: 01263 820800.

Engines: 564, 8572, 92203, 76084, 1744.

Running: Dec 16, 17, 20-24, 26 - Jan 1.

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On its last working before overhaul, Peckett 0-4-0ST No. 2012 *Teddy* heads a one-coach train on the Chasewater Railway. ALISTAIR GRIEVE

Wells & Walsingham Railway

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Tel: 01328 711630

Running: April.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk. Tel: 01603 871694.

Running: Dec 15-22.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience. Quainton Road, Bucks.

Tel: 01296 655720.

Engine: 30585.

Running: Dec 16, 17, 20, 22, 23.

Chinnor & Princes

Risborough Railway

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 01844 353535. Engine: 6412.

Running: Dec 16, 17, 21, 23, 24, 28, 30

- Jan 1.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067.

Running: Dec 16, 17, 23.

Didcot Railway Centre

Standard gauge, footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 6023, 4144.

Open: Dec 27-31, Jan W/Es.

Running: Dec 16, 17, 22, 23, Jan 1.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200. Engines: Met 1, 1744.

Running: Dec 16, 17, 21-24, 27, 28, 30 -

Jan 1.

Leighton Buzzard Railway

Narrow gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Dec 16, 17, 19-24, 28, 29.

MIDLANDS

Amerton Railway

Narrow gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: Dec 16, 17, 23, 24.

Apedale Valley Railway

Narrow gauge, ½ mile. Apedale, Newcastle-

under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: Dec 16, 17, 23.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield,

Derbyshire. Tel: 01246 472450.

Open: W/Es.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754

Running: Dec 16, 17, 22-24, 28 - Jan 1.

Chasewater Railway

Standard gauge, two miles. Walsall,

West Midlands. Tel: 01543 452623.

Running: Dec 17, 23, 24, Jan 1.

Churnet Valley Railway

Standard gauge, 5¼ miles,

footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755. Engines: 4277, 5197.

Running: Dec 16, 17, 20-24, 27, 30 - Jan 1.

Crich Tramway Village

Standard gauge, one mile.

Crich, Derbyshire. Tel: 01773 854321.

Running: March.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate

experience, wine and dine.

Norchard, Lydney, Glos.

Tel: 01594 845840. Engine: 5541.

Running: Dec 16, 17, 20-24, 27 - Jan 1.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: Dec 16, 17, 19-24, 30 - Jan 1.

Evesham Vale Railway

Narrow gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: Dec 16, 17, 20-24, 27 - Jan 1.

Jan W/Es.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Dec 16, 17, 23, 24.

Gloucestershire

Warwickshire Railway

Standard gauge, 12 miles, footplate

experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903.

Running: Dec 16, 17, 20-24, 26 - Jan 1.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

Engines: 47406, 48624, 92214, 6990,

73156.

Running: Dec 16, 17, 20, 23, 24, 25 -

Jan 1. Jan W/Es.

Great Central Railway

Nottingham

Standard gauge, four miles.

Ruddington, Notts.

Tel: 0115 940 570. Engine: 46521

Running: Dec 16, 17, 23, 24, 27-29.

Midland Railway – Butterley

Standard gauge, 3½ miles,

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Ripley, Derbyshire.

Tel: 01773 570140.

Engine: 5619.

Running: Dec 16, 17, 20-24.

Northampton & Lamport

Railway

Standard gauge, two miles.

Pitsford, Northants.

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Running: Dec 16, 17, 23, 24.

Peak Rail

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Tel: 01629 580381.

Running: Dec 16, 17, 20-24.

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Tel: 01594 834991.

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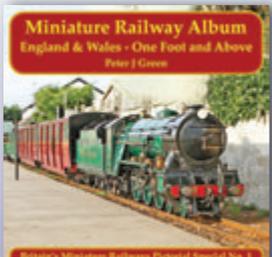
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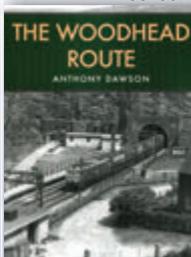
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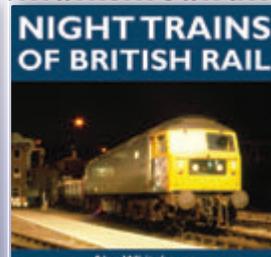
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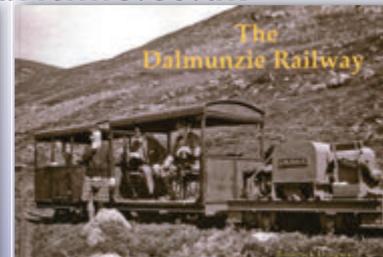
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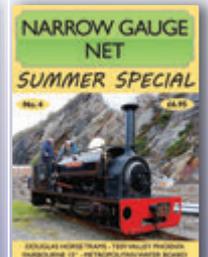
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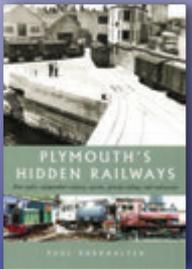
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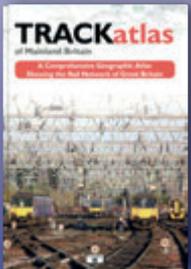
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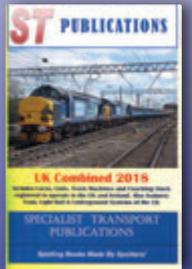
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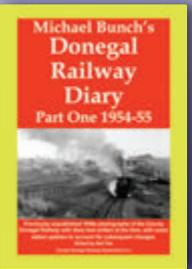
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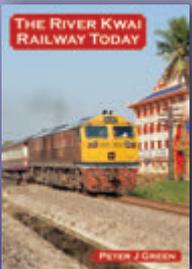
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Rudyard Lake Railway

Narrow gauge, 1½ miles.
Leek, Staffs. Tel: 01995 672280.

Running: Dec 16, 17.

Rushden Transport Museum

Standard gauge, ¼ mile.
Open: W/Es. Running: Dec 9, 16, 28.

Severn Valley Railway

Standard gauge, 16 miles,
footplate experience.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.

Engines: 1501, 7812, 2857, 43106, 1450,
34027, 7802, 813, 7714, 34053, 80072.

Running: Dec 16, 17, 19-24, 26 - Jan 2.

Steeple Grange Light Railway

Narrow gauge, ½ mile, footplate
experience.

Wirksworth, Derbyshire.

Running: April.

Telford Steam Railway

Standard gauge, one mile, footplate
experience. Telford, Shropshire.
Email: sec@telfordsteamrailway.co.uk
Tel: 01952 503880.

Running: Dec 16-23.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.
near Ulverston, Cumbria.
Tel: 01539 531594.

Engines: 42073, 42085.

Running: Dec 16, 17.

Ravenglass & Eskdale Railway

Narrow gauge, seven miles.
Ravenglass, Cumbria.
Tel: 01229 717171.

Running: Dec 16-23, 26 - Jan 2.

Ribble Steam Railway

Standard gauge, one mile.
Preston, Lancs.
Tel: 01772 728800.

Running: Dec 16, 17, 22, 23.

Stainmore Railway

Standard gauge, ½ mile.
Kirkby Stephen East Station,
Kirkby Stephen, Cumbria CA17 4LA.

Open: W/Es.

Running: April.

West Lancashire Light Railway

Narrow gauge. Heskest Bank, Lancs.
Tel: 01772 815881.

Running: Dec 16, 17, 23, 24.

Cleethorpes Coast Light Railway

Narrow gauge, two miles.
Cleethorpes, North East Lincolnshire.
Tel: 01472 604657.

Running: Dec 16, 17, 20-24.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,
Laythorpe, York.
Tel: 01904 489966.

Running: Dec 16, 17, 23, 24.

Elsecar Railway

Standard gauge, one mile. Footplate
experience. Elsecar, South Yorks.
Tel: 01226 746746.

Open: Daily.

Running: Dec 16, 17, 22, 23.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.
Embsay, North Yorks.
Engine: 85.

Running: Dec 16, 17, 22-24, 26, 31.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate
experience, wine and dine.
Keighley, West Yorks BD22 8NJ.
Tel: 01535 645214.

Engines: 43924, 1054, 5820, 75078, 85,
90733, 44871.

Running: Dec 16, 17, 23, 24, 26 - Jan 1.
Jan W/Es.

Kirklees Light Railway

Narrow gauge, four miles. Huddersfield,
West Yorks. Tel: 01484 865727.

Running: Dec 15-17, 20-24.

Lincolnshire Coast Light Railway

Narrow gauge, ½ mile.
Water Leisure Park, Walls Lane,
Skegness, Lincolnshire.

Running: April.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.

Running: Dec 16, 17, Jan 1.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.
Engine: 1310.

Running: Dec 17, 17, 23, 24.

North Tyneside Railway

Standard gauge, two miles.
North Shields.
Tel: 0191 200 7106

Running: Dec 16, 17, 23.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.
Grosmont, North Yorks.
Tel: 01751 472508.

Engines: 76079, 80136, 44806, 61264, 926.
Running: Dec 16, 17, 19, 20, 26 - Jan 1.

South Tynedale Railway

Narrow gauge, 3½ miles. Alston, Cumbria.
Tel: 01434 382828/381696.

Running: Dec 16-19.

Tanfield Railway

Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.

Running: Dec 16, 17, 22-24, 26, 31.

Weardale Railway

Standard gauge, five miles.
Stanhope, Bishop Auckland, Co Durham.
Tel: 01388 526203.

Running: Dec 16-23.

Wensleydale Railway

Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.

Engine: 69023.

Running: Dec 16, 17, 21-24, 26-28, 30,
Jan 1.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate
experience. Bury, Lancs.
Tel: 01617 647790.

Engines: 13065, 52322, 34092.

Running: Dec 16, 17, 21-24, 26, 30 - Jan
1. Jan W/Es.

Eden Valley Railway

Standard gauge, two miles.
Warcop, off A66, Cumbria CA16 6PR
01768 342309. www.evr-cumbria.org.uk

Running: April.

Heaton Park Tramway

Standard gauge, ½ mile. Manchester.

Running: Suns pm.

Isle of Man Steam Railway

Narrow gauge, 15½ miles.
Douglas, Isle of Man. Tel: 01624 662525.

Running: TBA.

98 Heritagerrailway.co.uk

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.
Lionheart station, Alnwick,
Northumberland.

Running: Dec 16, 17.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.

Running: TBA.

Bowes Railway

Standard gauge, one mile.
Springwell, Tyne & Wear.
Tel: 01914 161847.

Open: TBA.

WALES

Bala Lake Railway

Narrow gauge, 4½ miles.
Llanuwchllyn, Gwynedd.
Tel: 01678 540666.

Running: Easter.

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UP & RUNNING

Barry Tourist Railway

Standard gauge, two miles.
Barry Island, Glamorgan.
Tel: 01446 748816.

Running: TBA.

Brecon Mountain Railway

Narrow gauge, 3½ miles.
Merthyr Tydfil, Glamorgan.
Tel: 01685 722988.

Running: Dec 16, 17, 19-23.

Cambrian Heritage Railways

Standard gauge, ¾ mile. Llyncllys station & Oswestry station (museum open Tues-Sun). Tel: 01691 728131.

Running: Dec 17 (Lynclys) 16, 23 (Oswestry).

Corris Railway

Narrow gauge, ¾ mile.
Corris, Machynlleth. Tel: 01654 761303.

Running: April.

Fairbourne Railway

Narrow gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: Dec 16, 17.

Ffestiniog Railway

Narrow gauge, 15 miles, Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Dec 16, 17, 22, 23, 26 - Jan 1.

Gwili Railway

Standard gauge, 2.5 miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: Dec 16, 17, 22-24.

Llanberis Lake Railway

Narrow gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Dec 16, 17.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.

Engines: 5199, 45337, 6430, 2807.

Running: Dec 16, 17, 22-24, 26 - Jan 1.

Pontypool & Blaenavon Railway

Standard gauge, two miles.
Blaenavon, Torfaen. Tel: 01495 792263.

Running: Dec 16, 17, 23.

Rhyl Miniature Railway

Narrow gauge. Rhyl, North Wales.
Running: Dec 16, 17, 23, 24.

Snowdon Mountain Railway

Narrow gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
Running: March.



During an early morning shunt Cockerill 0-4-0VBWT tram engine No. 2525 is seen shortly after leaving Dovebrook Halt with a wagon containing the boiler for Hudswell, Clarke 0-6-0ST No. 1604. The boiler was being taken to the restoration shed, signifying the start of work on the boiler which is one of the last major steps in the overhaul of No. 1604. JAMES KINDRED

Tallylyn Railway

Narrow gauge, 7½ miles, footplate experience. Tywyn, Gwynedd.
Tel: 01654 710472.

Running: Dec 16, 17, 23, 24, 26 - Jan 1.

Teifi Valley Railway

Narrow gauge, ½ mile. Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077. Running: TBA.

Vale of Rheidol Railway

Narrow gauge, 11¾ miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819. Engines: 8, 9.

Running: Dec 16, 17, 20-23

Welsh Highland Heritage Railway

Narrow gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 513402.

Running: April.

Welsh Highland Railway

Narrow gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Dec 16, 17, 22, 23, 27 - Jan 1.

Welshpool & Llanfair Light Railway

Narrow gauge, eight miles.
Llanfair Caereinion, Mid-Wales.
Tel: 01938 810441.

Engines: 822, 823.

Running: Dec 16-18.

SCOTLAND

Almond Valley Railway

Narrow gauge, ¼ mile. Livingston, West Lothian.
Tel: 01506 414957.

Running: W/Es + sch hols.

Bo'ness & Kinneil Railway

Standard gauge, five miles.
Bo'ness, West Lothian. Engine: 5643
Tel: 01506 822298.

Running: Dec 16, 17, 23, 29-31.

Caledonian Railway

Standard gauge, four miles.
Brechin, Angus.
Tel: 01356 622992.
Running: Dec 16, 17, 23.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire.

Running: April.

Leadhills & Wanlockhead Railway

Narrow gauge, one mile. Leadhills, South Lanarkshire.
Tel: 0141 556 1061.

Running: April.

Royal Deeside Railway

Standard gauge, one mile.
Milton of Crathes, Kincardineshire.
Running: Dec 16, 17, 22-24, 30, 31.

Ayrshire Railway Centre

Standard gauge, ½ mile.
Dunaskin, Dalmellington Road (A713), Waterside, Ayrshire.

Running: TBA.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire.
Tel: 01479 810725.
Engines: 828, 46512.
Running: Dec 16, 17, 22, 23, 27 - Jan 3.

Many Santa Special and Polar Express services are fully booked well in advance. The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

Railway Museums

Beamish

County Durham. The Living Museum of the North. Open: Daily except Dec 25, 26, Jan 1, 8-12.

Col Stephens Railway Museum

Tenterden Station, Kent. Open: W/Es.
Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy. Open: Daily.
Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe. Open: W/Es + B/H.
Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.
Open: Wed-Sun. Tel: 01325 460532.

Museum Of Scottish Railways

Bo'ness. Open: April. Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants.
Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. Open: SVR operating days. Tel: 01562 825316.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Daily except Dec 24-26, Jan 1.
Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza.
Open: Daily.
Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Daily. Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. Open: Daily except Dec 24-26.
Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily except Dec 25.

Rail Story

Ingrow, West Yorkshire. Open: Daily except Dec 25.
Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset. Open: Sat, Sun and Wed. Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends.
Tel: 01984 640869.

STEAM - Museum of the GWR

Swindon, Wilts. Open: Daily except Dec 24-26, Jan 1.
Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly, dates as per Facebook entry or email petergrooke@btinternet.com

Yeovil Railway Centre

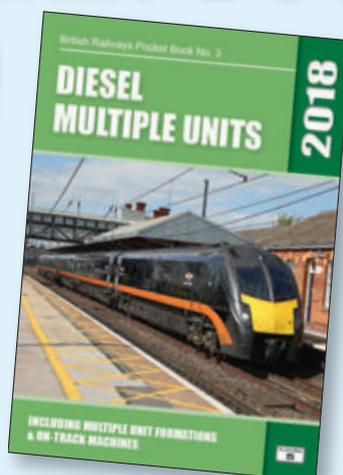
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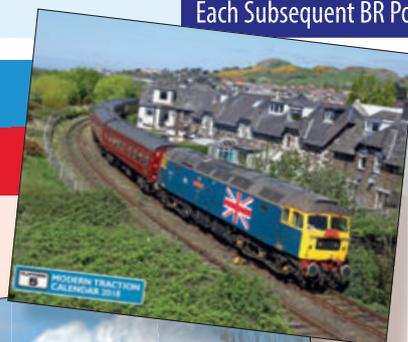
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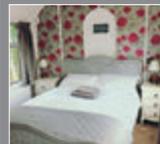
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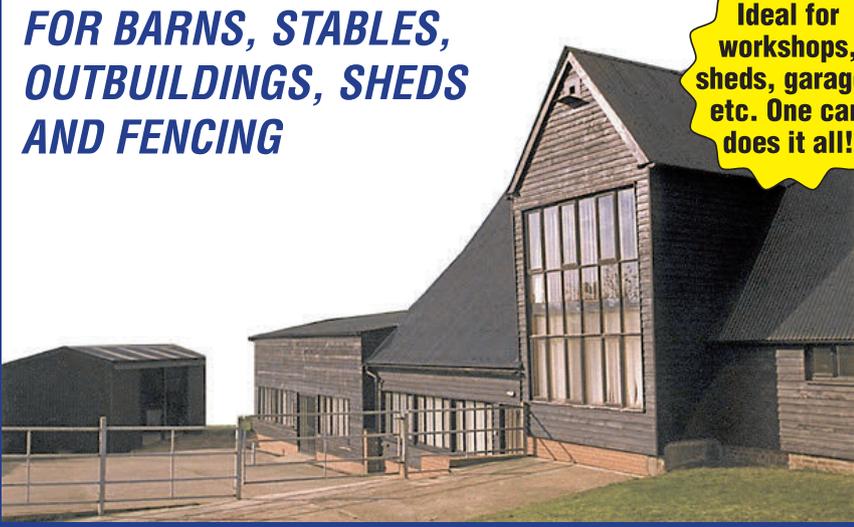
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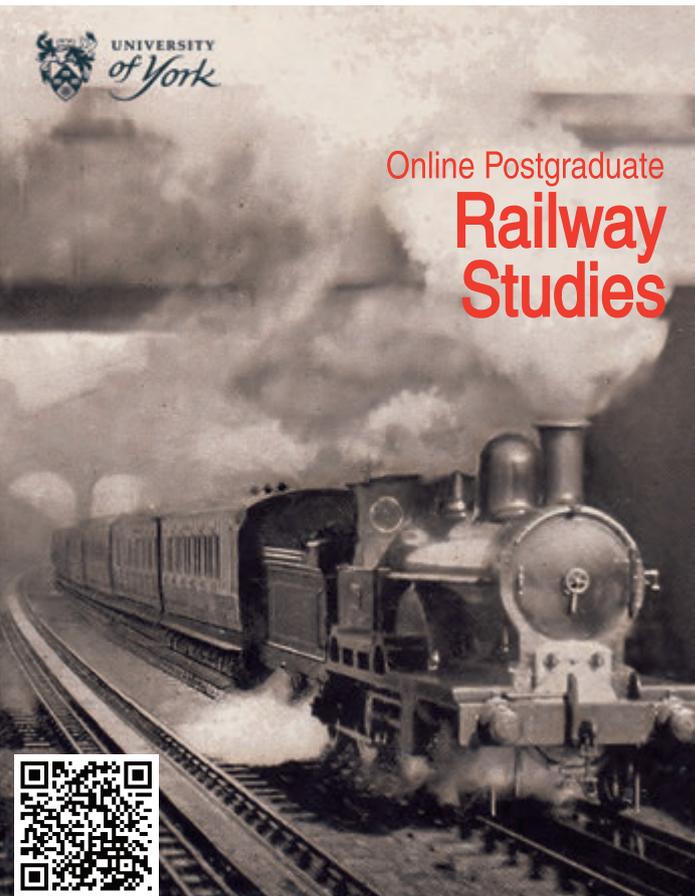
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RECALLING THE GREAT DAYS OF STEAM
Vol 213 **WELSH STEAM MISCELLANY**
Welsh Steam Miscellany features much previously unseen film from our vast archive collection and is assembled in the order the film runs off the cine reels. We begin at Llangollen and other locations along this route include Berwyn (with Duke dogs, and even a Bulldog), Glyndyfrdwy, Llandierfel, Bala Junction, Bala, and the loop at Garneddwen. The line from Pontypool Road to Neath cut across the valleys of South Wales, thus a steeply graded route was inevitable with tunnels and viaducts. The most famous of all these viaducts, the highest in the country, was Crumlin Viaduct and there is plenty of film here for us to admire this structure. Hengoed Viaduct is seen together with both the high & low level stations here. Then Nelson & Llancaich, the branch to Cwmbargeod, and Dowlais Cae Harris; then time is spent watching the activity at Quakers yard High Level, before a visit Aberdare High Level with its staggered platforms. There is film at Bangor, plus also Anglessey at Llanfair PG, Gaerwen, and Amlwch. The central Wales line is seen on the descent from Sugar Loaf Summit and at Llandovery. The line from Shrewsbury to Chester forms the eastern border of this video with film at Chirk, Cefn Viaduct, Ruabon, Croes Newydd, and Gresford Bank, plus there is film in the snow on Brymbo branch. On the Cambrian main line, Welshpool is seen, plus time spent on Talerddig Bank, Machynlleth, Dovey Junction, Borth, and Aberystwyth; the coastal route includes visits to Gogarth Halt, Towyn, Fairbourne and Barmouth. Enjoy watching the steam action at Cardiff, Newport (that includes a visit to Cashmore's scrapyard), Severn Tunnel Junction, and Torpantau. Then there is a journey down Rhonda Fach from Maerdy, plus a look at freight trains labouring up Llanvihangel Bank complete with banking assistance. A real miscellany of Welsh steam! Motive power includes: 94xx, 74xx, 16xx, 57xx, 56xx, 2251, 43xx, 28xx, Dukedog, Bulldog, Castle, Hall, Grange & Manor, 412xx, Black 5, 4F 0-6 0, 8F, Coronation & 465xx, 70xxx, 73xxx, 75xxx, 80xxx & 82xxx. Filmed in colour and black & white, a commentary plus sound track complement this nostalgic look at the last years of Welsh steam!
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Caledonian Railway 0-6-0 No. 828 runs through a snowy highland landscape near Tullochgorum with a Strathspey Railway Santa special on November 26.
JONATHON GOURLAY

The festive season is upon us

IN mid-December, the festive season is in full swing and our heritage railways are enjoying one of their busiest periods.

When Christmas Day comes though, it's all over for many lines, with just the Great Central Railway running its traditional Christmas dining train

on December 25. From Boxing Day onwards, many lines will be operating mince pie trains to take advantage of potential passengers looking for entertainment in the post-Christmas period.

Several railways traditionally hold a mini steam or, in some cases

diesel gala event, with a rather more intensive service and a selection of motive power.

Once we are all back to work and getting used to 2018 though, many railways have their quietest period with an increasing number not running any trains until February half-

term week. This is nevertheless a useful period for carrying out maintenance work or new construction without the interruption of train services.

There will still be plenty of action right across the country and *Heritage Railway* will be covering these and other events over the coming month.

HERITAGE RAILWAY

Issue 237 is out on January 12, 2018.

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SPECIAL EVENTS

December

26, 27: Mid Hants Railway: 40s Christmas Leave

28: Swanage Railway: Winter Warm-Up

29: Bo'ness & Kinneil Railway: Winter Diesel Gala ■

29, 30: Gloucestershire Warwickshire Railway: Christmas Cracker

29, 30: West Somerset Railway:

KEY ■ Major or featured galas

Winter Steam Festival

30: Bodmin & Wenford Railway: Winter Steam Up

30, 31: Llangollen Railway: Winter Warmer

30, 31: Mid-Norfolk Railway: Winter Warmer Diesel Gala ■

January

26-28: Great Central Railway: Winter Steam Gala

■ Diesel and/or electric galas



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■ Thomas or family events

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- Station Direction Signs
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- Wagonplates, Loco Whistles
- Station Lamps (wall or post mounted)
- Signalbox Instruments (blocks, bells, repeaters, train describers token/tablet instruments, others)
- Signalbox Diagrams (framed/unframed)
- Signal Lever Description Plates (naming locations or with unusual wordings)
- Description Plates from block shelves or instruments with locations
- Staffs (brass, steel, wooden)
- Platform Ticket Machines
- Clocks and Watches
- Carriage Prints (landscapes & advertising)

- Railway Office Equipment (inc. brass handstamps, paperweights)
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- Loco Headboards from Named Trains and Carriageboards
- Signal Post Finials
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