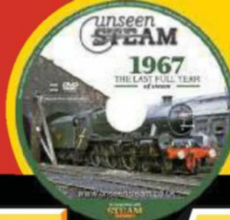


'T3' TAKE AWAY
YORK GIVES LSWR 4-4-0 TO SWANAGE



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STEAM

No. 466
April 21-
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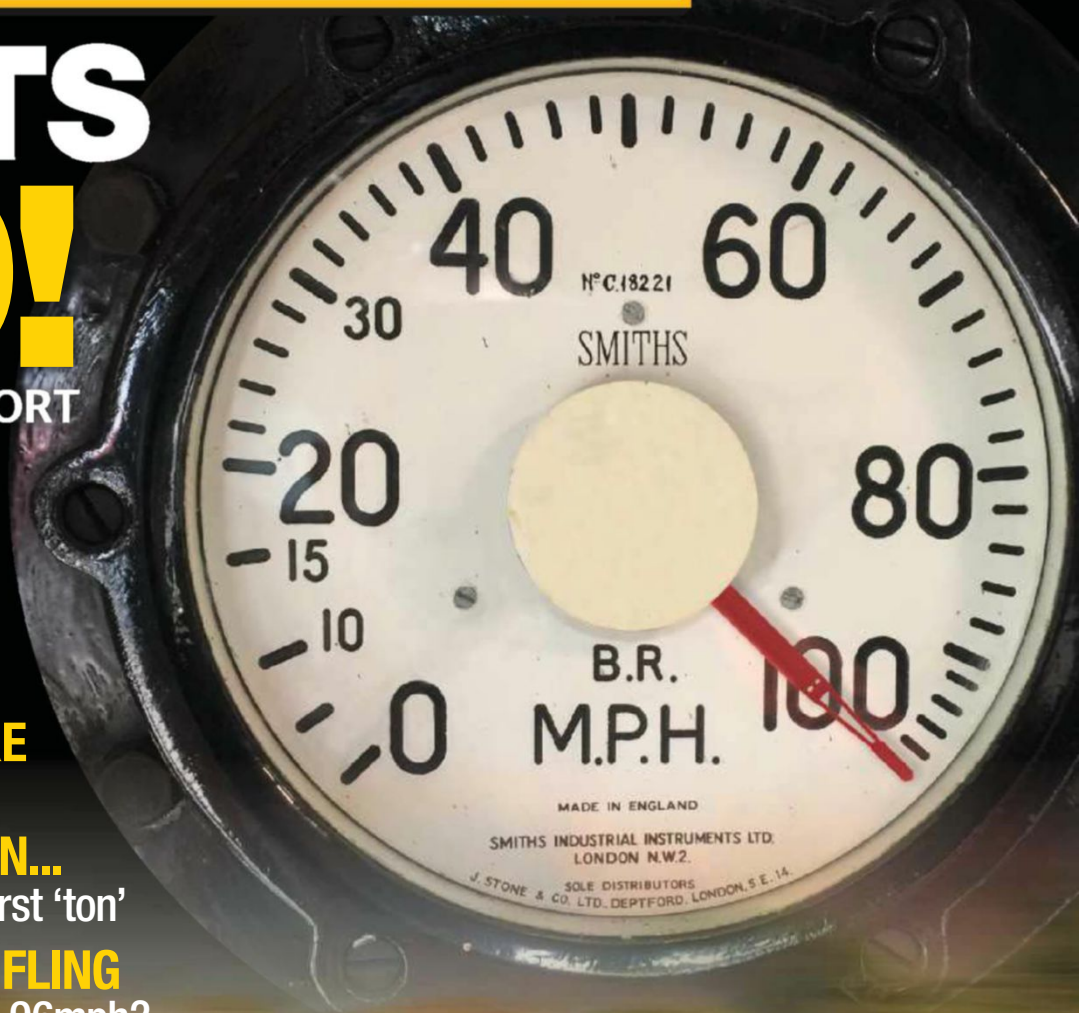
Tornado's next steps

- **AMERICA vs BRITAIN...**

The USA's claims to the first 'ton'

- **A 'FIVE'S' FASTEST FLING**

Did a Stanier 4-6-0 reach 96mph?



NINE BULLEIDS FOR JULY 9...
WHERE YOU CAN RIDE BEHIND THEM





Yorkshire By Steam

Discover glorious Yorkshire, from the edge of the rugged Dales to its spectacular coastline, via its majestic moorland. Take in ancient York, discover delightful Brontë country and embark on scenic heritage railway journeys.

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

Day 1 Meet in Harrogate

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

Day 2 Historic York

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

Day 3 The North Yorkshire Moors Railway

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

Day 4 Worth Valley and the Brontës

Enjoy a nostalgic journey on the heritage Keighley & Worth Valley Railway. From Keighley, the steam-hauled* trip takes you up the Worth Valley to Oxenhope, passing the rugged hills, rustic stone cottages and wild farmland immortalised in the 1970 film 'The Railway Children', which was filmed here. There is also a chance to visit the Vintage Carriage Museum in Ingrow and the goods shed in Oxenhope. Later, continue to the picturesque village

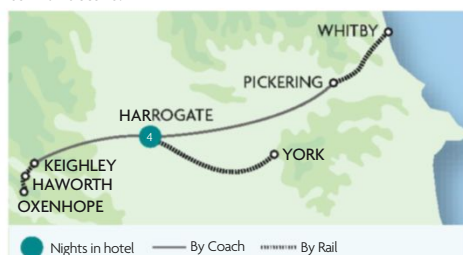
of Haworth stopping at the Brontë Parsonage, home to the famous literary sisters. It was here, amid the wonderfully dramatic landscape, that the Brontës were inspired to write novels such as Wuthering Heights and Jane Eyre.

Day 5 Homeward bound

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

**Steam-hauled where possible*

Please note: on selected departures, you can experience this tour whilst based in York, at the 4* Novotel. Please call for details.



Harrogate departures	Price	Harrogate departures	Price
1 Jun 17	£445	28 Sep 17	£445
15, 22 Jun 17	£435	1 Oct 17	£435
29 Jun 17	£415	5 Oct 17	£415
3, 6 Jul 17	£415	9 Oct 17	£415
24, 27, 30 Jul 17	£415	10 Oct 17	£395
3 Aug 17	£415	15 Oct 17	£415
7 Aug 17	£395	19 Oct 17	£415
10 Aug 17	£415		
14 Aug 17	£415	York departures	Price
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17 Aug 17	£415	21 May 17	£445
28 Aug 17	£395	11 Jun 17	£455
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Visiting Ivatt '2MT' No. 41312 evokes a Severn Valley branch line scene with a two-coach train at Hampton Loade, during a Steam Recreations charter on March 22. DON BISHOP

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TURN TO PAGE 53
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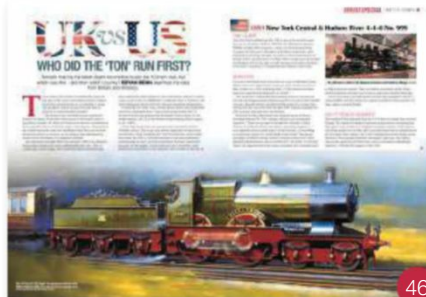


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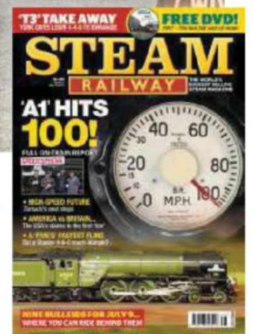
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Five Bulleids, three days, one railway. The event of the year so far?



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Top: HUW PARKER
Inset: NICK BRODRICK/SR
Bottom: JACK BOSKETT



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COMMENT

In writing this leader column just hours after British steam rocketed to the magic 100mph for the first time in half a century, one might have imagined I'd be taking the opportunity to wax lyrical about this momentous preservation achievement.

Sadly not.

For there is something far more profound and which has potentially far-reaching consequences for the movement.

It surrounds the disposal of a British main line steam locomotive from the National Collection for only the second time in the institution's history. Indeed, it's the second time in less than a year.

The locomotive in question is a unique survivor: William Adams' elegant 'T3' 4-4-0 No. 563, which has been gifted to the Swanage Railway.

It has been a nationally owned treasure ever since 1948. On March 30, we found out that it no longer was.

Few people, if anybody, knew of the NRM's intentions for the 'T3' outside of the Science Museum Group and the Swanage Railway. That was until a news release, issued by the Swanage Railway, that revealed its new addition.

That No. 563 has been presented to Swanage isn't the issue at hand. The 'Purbeck Line' is a truly fitting venue for the 1893-built machine and it has pledged to treasure it with the care and attention that this unique survivor deserves.

What is an issue, however, is the manner in which ownership of this national asset was transferred to an outside organisation.

The issue of transparency in object disposal from national museums is steered by established procedure, which the NRM explicitly signs up to.

The SMG states that its disposals are "guided by the Museums Association's Code of Ethics and Disposal Toolkit."

This toolkit, a 31-page set of guidelines, is publicly accessible.

It states that: "Museums should adopt an open and honest approach that explains the context and potential benefit of the planned course of action. It is important to set out publicly the museum's overall policy on disposal against which individual cases can be explained."

Note two of the key words in that statement: 'planned' and 'potential'. Neither are applicable to a public asset that has already been given away.

It goes on...

"Base decisions to dispose on clear, published criteria as part of the institution's long-term collections policy, approved by the governing body. Ensure transparency and carry out

any disposal openly, according to unambiguous, generally accepted procedures. Manage the process with care and sensitivity to public perceptions...

"Museums are trusted institutions and it is important that this legacy is not damaged. They must ensure transparency and openness around the disposal of items from collections."

It adds: "It is important to keep the public informed of plans relating to the disposal of items through press and media. Good proactive communication can do much to increase the public's understanding and awareness of this area of museum practice."

So why did the NRM conduct the disposal of No. 563 - and the 'North Staffs' 0-6-2T in 2016 - without informing the public beforehand?

Steam Railway has asked why this wasn't done, but York's response didn't clarify why the gifting of the 'T3' seemingly didn't follow the museum's own guidelines or, alternatively, present a counter-argument to the effect that it did.

This is important stuff: while you may or may not feel positive towards the 'T3's' disposal, what might go next? The 'V2', 'Stanier tank', 'KGV' or the Midland 'Compound'? The 'Duchess'?

Impossible? You might think so, but the NRM has not commented on whether or not there will be any more giveaways.

In our opinion, this raises the spectre of a significant reduction of NRM-owned locomotives - unless two in the last year was mere coincidence.

The disposals of the nation's 'Knotty tank' and the 'T3' set a concerning precedent. And if there are to be more in the future, wouldn't you like to have your say first?

The NRM can do much to reassure the public that a clear-out of classics isn't on the cards if it takes a more open approach. Even if there is, it's our view that the museum should be confident enough to open its plans to public scrutiny.

The collection, built up by the nation over decades, deserves no less.



Nick Brodrick, Editor

→ The National Collection's Midland 'Compound' 4-4-0 No. 1000 was brought to life at Barrow Hill Roundhouse on March 22 using smoke generators and lights. Britain is lucky to have such a collection of unique and classic gems.

PETER ZABEK

“FEW PEOPLE
KNEW OF THE
NRM'S INTENTIONS
FOR THE 'T3'”





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TURN TO PAGE 44



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SEE PAGE 111

STEAM RAILWAY IN PICTURES

'T3' 4-4-0 No. 563 no longer belongs to you, after the NRM gifted it to the Swanage Railway. See pages 12-13.
ANDREW P.M. WRIGHT



◀ Primed for an historic moment... during its secret test trip, 'A1' *Tornado* waits to leave Newcastle in the early hours of April 12. Before reaching Doncaster, the new-build Peppercorn 'Pacific' would add 100mph running to its many achievements (see pages 8-11).
NICK BRODRICK

✦ Barrow Hill's Lottery-funded restoration has started. The major rebuild will include a new roof for the historic Staveley roundhouse.
PETER ZABEK

↓ No skating around the subject: at Ian Riley's workshops in Bury, Lancashire, 'Black Five' No. 44871 can be transported within the building on trolleys. The new headquarters for the Riley engineering business is not rail-connected. IAN RILEY





↑ Surprise... the last of the North American 'Quarry Hunslets' has returned home. *Gertrude* met visitors to Statfold's open day (see page 22). PETER JOHNSON

◀ Going undercover: a new carriage shed is now taking shape at LSL's Crewe Diesel Depot, home base to the Jeremy Hosking fleet. PETER GREENWOOD

↓ China's last big steam spectacle has been reprieved - at least until next year. A 'JS' 2-8-2 creates a spectacular display during a FarRail tour to Sandaoling in February. BERND SEILER



IN THIS ISSUE

Other things exciting us in this *Steam Railway*...



SPEED TO THE FUTURE

Tornado has made preservation history - and we bring you full coverage of the remarkable event. But what happens next for 90mph running on today's main line? And what about the Americans who believe they reached the 'ton' first? Or the 96mph 'Black Five'?

PAGES • 8-11, 46-52, 62-67, 70-75



SUMMER CAME SOONEST

Swanage has just held a record-breaking event based on Bulleid 'Pacifics' - and there's more to come. For this year's 50th anniversary of the end of SR steam, no fewer than nine of the maverick designer's creations should be in steam.

PAGES • 20, 76-82, 94-98



CLOSING CORWEN'S GAP

You can see it from the current railhead - but realising the Llangollen Railway's ultimate goal of reaching Corwen is a major challenge. Those on the ground explain why - and why they need your help.

PAGES • 84-88

TORNADO MAKES 100MPH HISTORY

2008 'Pacific' fulfils long-held aim to run at high speed in secret test.

STEAM RAILWAY SPECIAL REPORT

Reaching 100mph is the "culmination" of the project to build *Tornado*, the A1 Steam Locomotive Trust's Mark Allatt has told *Steam Railway*.

The new-build Peppercorn 'Pacific' officially became the first British steam engine to achieve the symbolic figure since 1967, during a night-time trial in the early hours of April 12. The speed was reached on the return leg of a trip from Doncaster to Newcastle and back.

Tornado undertook the unannounced trial run as part of progress towards the A1 Trust's long-held ambition to haul passenger trains at 90mph, rather than the current 75mph limit. It is hoped that this will be achieved this year, making the 4-6-2 the first steam locomotive allowed to run regularly at 90mph on the main line. Previously, only 'A4' *Bittern* has had permission to run that quickly - but only for a trio of special trips in 2013 (SR417).

For the trial run, *Tornado* was rigged up with electronic measuring gear, including accelerometers and a Doppler radar 'speed gun'. At the time 100mph was reached, the locomotive was hauling two Mk 1 and seven Mk 2 coaches; a

Class 67 that had been on the rear for the northbound run had been detached at Newcastle before the return trip.

The process of gaining acceptance of a higher maximum speed for *Tornado* is being undertaken by the A1 Trust, in conjunction with No. 60163's operating company DB Cargo, and in partnership with Network Rail. Assistance was also received from Ricardo Rail, Resonate Ltd, DATS, Electromotive, Cass Heywood and Riviera Trains, the trust has said.

Official timer for the trial run was *Steam Railway's* performance correspondent Mike Hedderly; the magazine's Editor Nick Brodrick was also on board.

Trust Operations Director Graeme Bunker said: "We are delighted to have completed the test runs that move us one step closer to 90mph operations with *Tornado*. This will allow us to ensure that the locomotive continues to haul trains on the busiest parts of the UK network, allowing as many people as possible to enjoy travelling with *Tornado*. As part of these tests, the locomotive operated at 90mph for a sustained period

and also achieved 100mph under these special conditions and running with clear signals. I would like to thank all of our industry partners for their support in making these trials a success. We now have to analyse the results from the tests and then complete the necessary certification processes before the first 90mph public operations can be undertaken. We hope to conclude this before the end of 2017."

“THIS IS THE CULMINATION OF THE PROJECT THAT WE LAUNCHED IN 1990”

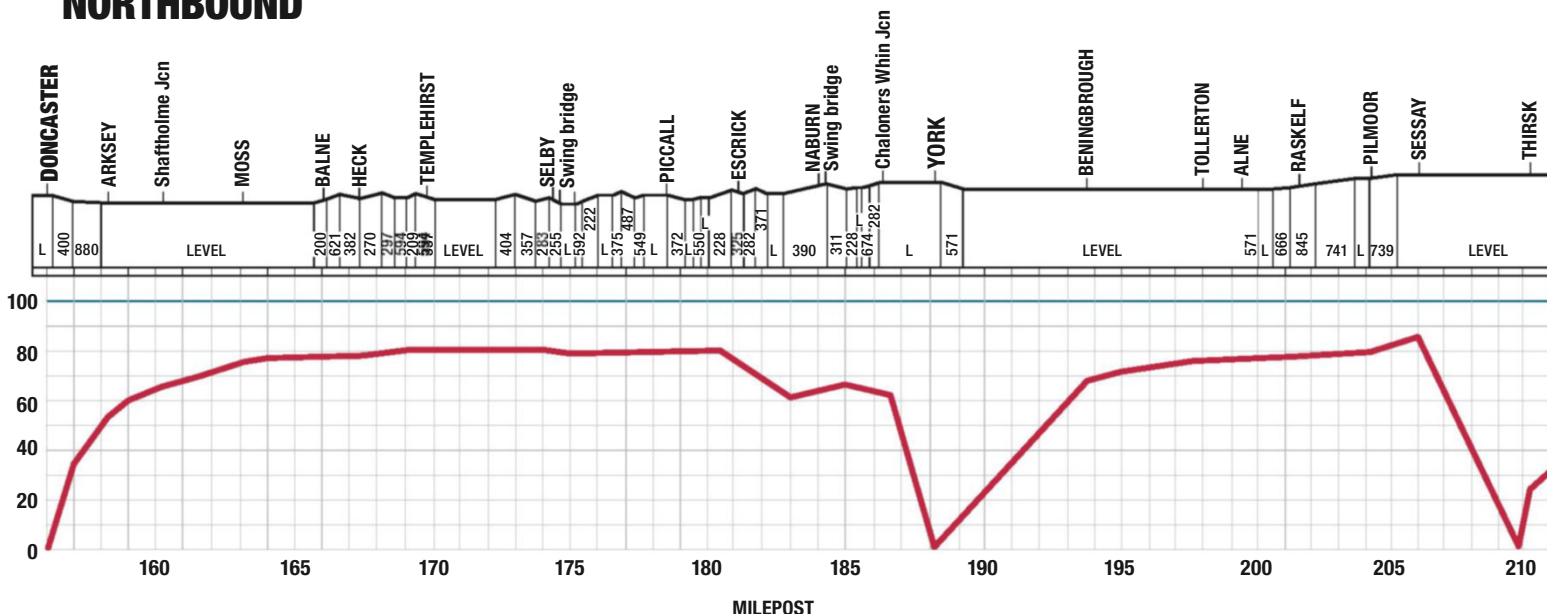
MARK ALLATT

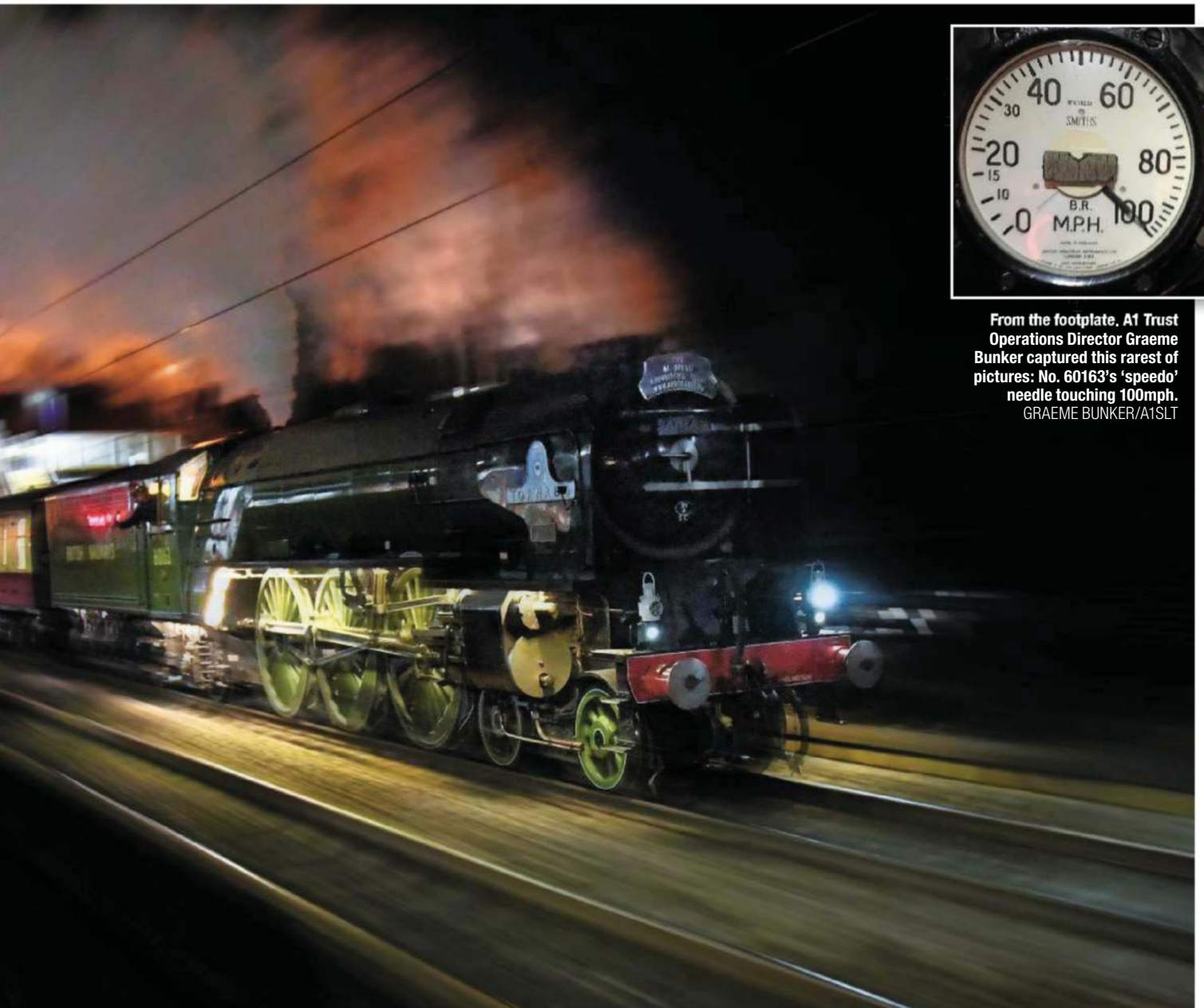
Former chairman and long-term trustee Mark Allatt said: "This is the culmination of the project that we launched in 1990."

"We said we were going to build a Peppercorn Class 'A1', we said we were going to run her on the main line and on preserved lines, and we said we were going to run her at express passenger speeds - and that was 90 - and we've done it. And, in fact, we've gone a little bit faster than that!"

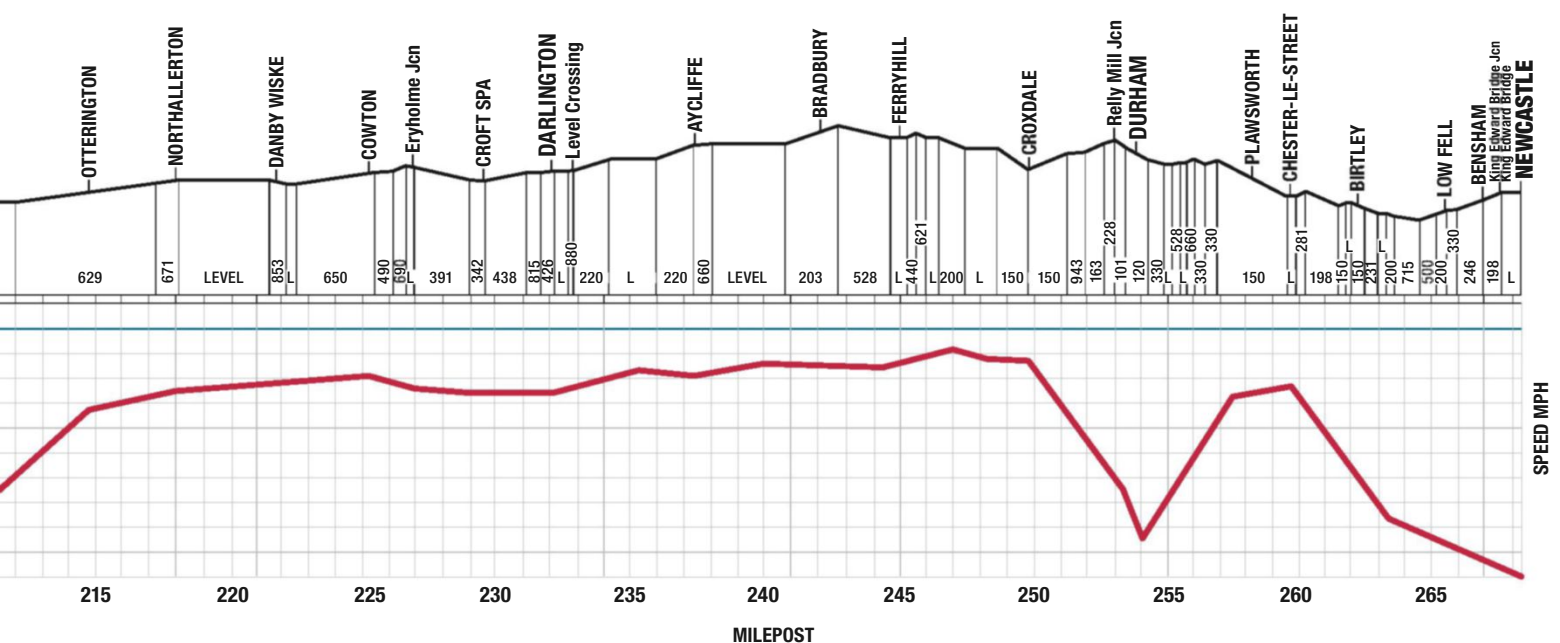
Primed for speed: *Tornado* powers north at Thirsk with what would become the first 100mph steam run in Britain since the end of Southern steam in 1967.
ROBIN COOMBS

NORTHBOUND





From the footplate, A1 Trust Operations Director Graeme Bunker captured this rarest of pictures: No. 60163's 'speedo' needle touching 100mph.
GRAEME BUNKER/A1SLT



TORNADO'S 'TON': THE REPORT FROM THE TRAIN

FROM OFFICIAL TIMER
MIKE HEDDERLY

A 1 Steam Locomotive Trust Operations Director Graeme Bunker had laid down a detailed plan for the speeds *Tornado* was intended to achieve on different sections of its run. As far as York, speed was to be built up gradually to 83mph, to warm up the locomotive; the run was achieved inside 'even time' to York, despite a slow finish.

The outward run forward to Tyne Yard was to include an emergency stop from 90mph at Longlands Junction, but this was switched when it became known that a 50mph temporary speed restriction had been imposed on all trains at Thirsk, where track re-laying was taking place.

The decision was taken for the emergency braking to start at the warning board for this restriction. The result was braking from 84½mph to zero in under

a minute, to stop at Green Lane Jcn just south of Thirsk. Another 'even time' run was achieved, with the 21.90 miles being covered in 20 mins 42 secs to the stop.

The civil engineer had imposed four 75mph limits in each direction, specifically for No. 60163. The first was at Northallerton, the next was on the Tees Viaduct. There was another 75mph limit at Darlington, but Driver Hanczar attacked the ensuing rise through Aycliffe to Bradbury (at gradients of 1-in-200/203, interspersed with level sections) in the 80s and, on the favourable gradient down to the Wear Valley, achieved 91mph.

On the return run, the aim was to achieve the full 100mph; special dispensation had been arranged to upgrade the locomotive's speed limit. With an ostensibly clear road ahead, Control allowed departure 7½ mins early.

To pass Durham in 15 mins 15 secs, despite the 75mph restriction over Plawsworth Viaduct

and achieve 'even time' by Hett Mill is unheard of with steam. The minimum on the 1-in-150 climb to Tursdale Jcn from the Wear Viaduct was a creditable 81½mph. Then, full advantage was taken of the descent past Bradbury, with a maximum of 97mph before braking for the permanent restriction to 85mph on the curves below Aycliffe.

A brisk recovery was made from Darlington, but the 75mph restriction over the Wear Viaduct hindered high speed, and no sooner had No. 60163 reached 83½mph before Danby Wiske than speed had to be reduced for Northallerton.

With a 50mph restriction at Thirsk to come, we were running out of options for the hoped-for 'ton', but once past the North Riding's County Town, our crew opened up to maximum effect and speed soon began to rise quickly on the very slight down gradients from Sessay (1-in-739) and Pilmoor (1-in-741). At Raskelf, the gradient changes from 1-in-845 to 1-in-666,

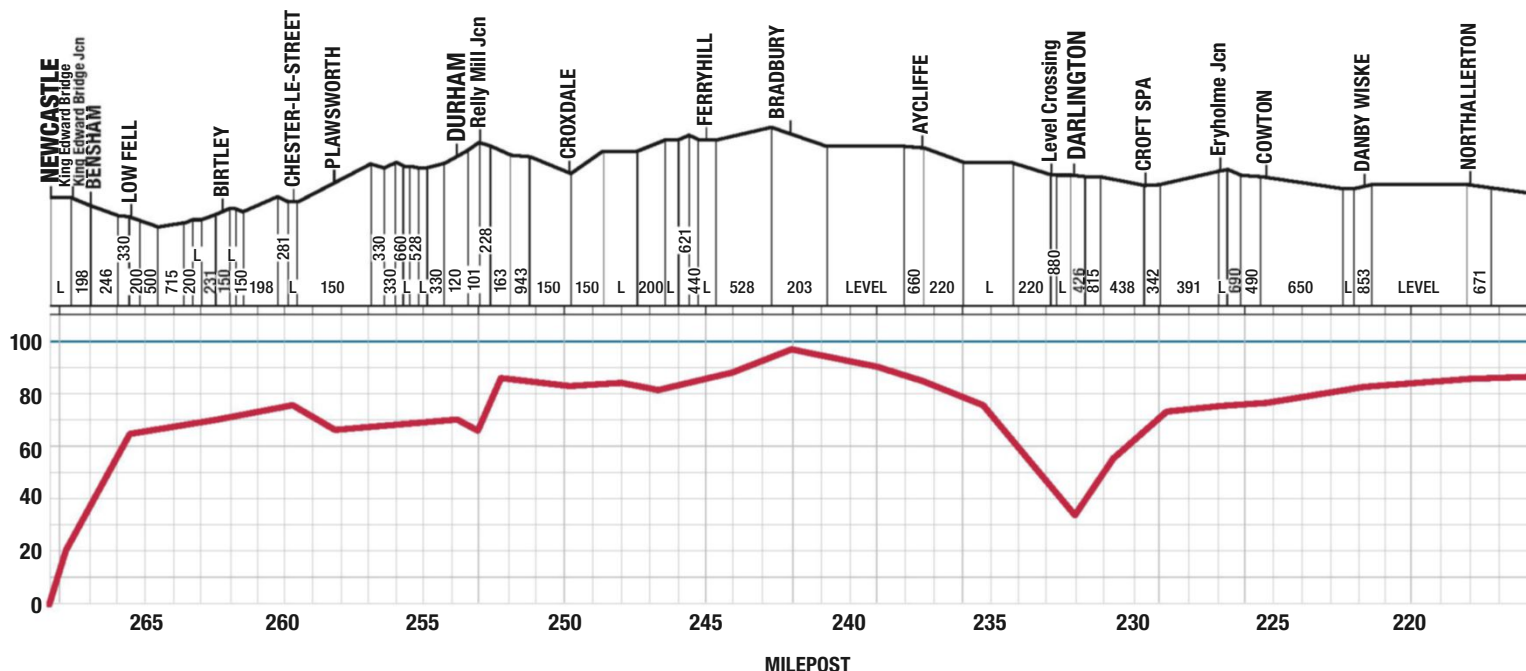
and this is nearly always the fastest point for southbound steam. It was enough for No. 60163 to achieve the magic 'ton' and to maintain it for a mile on the level through Alne. *Tornado* was being worked extremely hard to achieve this, with up to 45% cut-off. At Beningbrough Crossing, speed was still 95½mph.

The remainder of the run to York was heavily checked, due to single-line working being in effect in the Skelton Junction area, and there was a signal stop opposite the Siemens depot before we drew to a stand with the locomotive at the north end of Platform 11 (80.06 miles from Newcastle) exactly on time.

The continuation of the run to Doncaster (not tabulated) was naturally something of an anticlimax. It was decided to carry out a further emergency stop from a higher speed and this was performed at 88mph on the Selby diversion 'new line'. Doncaster was reached in 38 mins 33 secs after a heavy signal check outside.



The A1SLT's Mark Allatt reacts to the build-up of speed... (the BBC is producing a programme of such scenes on the 100mph run).
TOM INGALL



From the footplate: the A1 Trust's Graeme Bunker

"The build-up to the run on April 11 had involved a lot of work and money. After all the committees, paperwork and other similarly critical activities, the time was upon us to test *Tornado*. The support of DB Cargo UK and Network Rail had been essential.

"From the footplate it was a rare pleasure to have a light load, and *Tornado* set off from Newcastle in fine style, and was well on top of the job. Beyond Durham, speed was allowed to rise and the locomotive climbed to 90mph in confident fashion. In general, there wasn't much difference to 75mph, although there was a little more dust and the demands from the boiler were beyond a normal run. What was noticeable is how quickly key landmarks passed by and the miles flew under the locomotive's wheels.

"After not quite hitting 100mph before Aycliffe, speed checks near

Thirst for a TSR (50mph) and a bridge (75mph), the locomotive was opened out. Gradients were helpful, if not especially so, and *Tornado* was soon passing 90mph. But to get to 100mph on nominally level track takes a supreme effort. The endeavour by Fireman Dave Proctor was unrelenting. It was a constant demand at the limit of one man. The locomotive rode well, but at 100mph things aren't as smooth as at 90mph. The non-stop effort to get the result from everyone on the footplate makes you wonder what Driver Duddington and Fireman Bray faced in 1938.

"On arrival at York, to many congratulations, it was an honour to stand with the rest of the footplate crew who had done the 'hard yards' with such professionalism and delivered an historic outcome. Under the supervision of Traction Inspector

Jim Smith, Steve Hanczar and Dave Proctor had performed superbly.

"We now have a lot of data to crunch, and then a round of more submissions and reviews. Even then, we are one big step closer to passenger operations above 75mph."

→ Graeme Bunker, Dave Proctor, Steve Hanczar and Jim Smith.



TABLE 1

FROM THE TOC: DB'S RICHARD CORSER

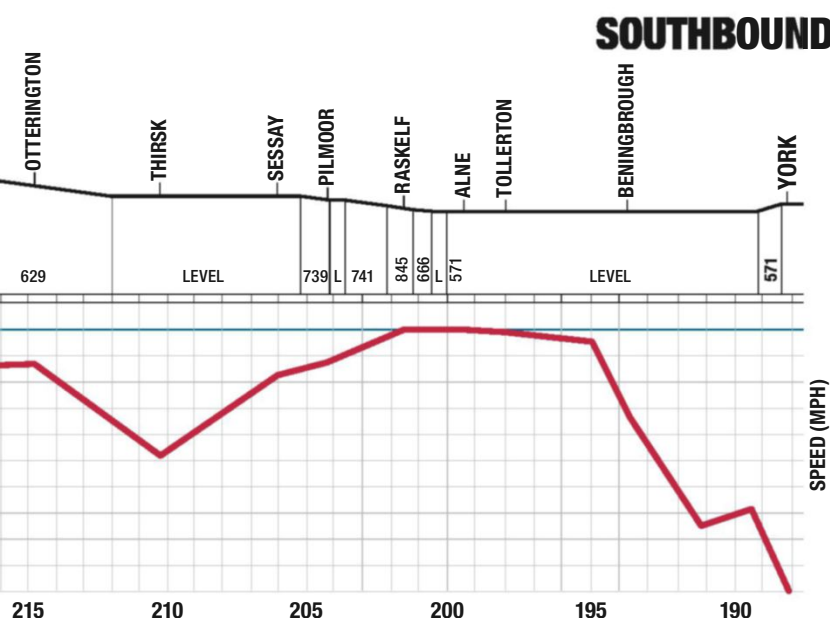
"DB Cargo UK Ltd is proud to have supported the A1 Steam Locomotive Trust in its ambition to run *Tornado* at 90mph. We look forward to working with the trust in its future aspirations to run the locomotive at higher speed on passenger trains, and will be part of the next stage in that process.

"We'd like to thank all our staff and train crew for everything that happened this evening, which was highly successful."

"It represents a significant

milestone and achievement, both for DB Cargo and the A1 Steam Locomotive Trust, after many months of planning - and following process with the Rail Safety and Standards Board, Network Rail and other affected stakeholders. It's been a collaboration across the railway; this is an example of how the railway can work together.

"It's also a step in the right direction in ensuring that steam can continue to operate on an increasingly busy modern railway."



12/04/17	NEWCASTLE-YORK			
	TORNADO'S 100MPH RUN			
LOCOMOTIVE		Class 'A1' 4-6-2 No. 60163 <i>Tornado</i>		
TRAIN		596S 02.50 Newcastle-Doncaster		
VEHICLES / TONS TARE / TONS GROSS		9/309/315		
DRIVER		Steve Hanczar		
FIREMAN		Dave Proctor		
TRACTION INSPECTOR		Jim Smith		
TIMED FROM		Second coach		
WEATHER CONDITIONS		Moderate WNW wind		
DEPARTURE		7½ mins early		
Dist. (miles)	Timing Point	Sched. mins	Actual mins. secs	Speed mph
0.00	NEWCASTLE	0	0.00	-
1.65	King Edward Bridge South Jcn	3	3.02	*20
2.70	Low Fell Jcn		5.39	64½
4.85	Birtley Jcn	8	7.37	70
8.30	Chester-le-Street	(*2)	10.29	76
10.55	Plawsworth (75mph restriction as outward)		12.17	¶ 68½ / 67
14.05	Durham	18	15.15	73½ / 70
-	Relly Mill summit (Top of 1-in-100)		-	66
15.70	Langley Moor Viaduct - North end		16.43	72 / 86
18.25	Croxdale		18.34	83½
20.00	Hett Mill LC		19.50	81 / 84
21.20	Tursdale Jcn	24	20.42	81½
24.00	Ferryhill South Jcn	26	22.42	89
25.95	Bradbury		23.59	94 / 97
29.05	A1(M) bridge		25.58	*90
30.65	Aycliffe		-	*84
32.90	River Skerne Viaduct		28.44 sigs	76½ *65
36.10	Darlington	35	31.54	*32
37.30	Croft Jcn		33.32	55
39.20	Tees Viaduct (75mph restriction as outward)		35.26	¶ 72
41.25	Eryholme Jcn		37.07	75
43.00	Cowton		38.31	76
46.45	Danby Wiske		41.06	83½ / 82
50.25	Northallerton (75mph restriction as outward)	47	44.01	74 / ¶ 75
53.70	Otterington (50 mph tsr)		46.46 pws	76 *48½
58.00	Thirsk	52½	50.37	52½
-	Bridge ECM5-36 (18m 76ch) - 75 mph		-	¶ 75
62.20	Sessay		54.18	82
64.15	Pilmoor		55.40	88
66.85	Raskelf		57.24	98½ / 100
69.00	Aine		58.41	100
70.60	Tollerton Jcn	61½	59.39	99
73.20	Beningbrough LC		61.15 sigs	95½
74.65	Beningbrough	(#1)	62.19 sigs & SLW	*68
76.90	Skelton Bridge Jcn		65.40	*24
78.55	Skelton Jcn	68½	69.14	31
79.57	Opposite Siemens depot		73.42 75.12	sig stop *0
80.20	YORK	71	78.32	-
ARRIVAL		On time		

* = Speed restriction # = Recovery time **LC** = Level crossing **¶** = Special 75mph restriction for 60163 **tsr** = temporary speed restriction **SLW** = single line working

FORMER NRM HEAD CALLS FOR

'T3' becomes the second main line steam locomotive to be disposed of in less than 12 months.

SPECIAL REPORT
BY STEAM RAILWAY STAFF

THE NATIONAL Railway Museum has disposed of another unique locomotive from the National Collection, gifting LSWR 'T3' 4-4-0 No. 563 to the Swanage Railway.

A classic express passenger engine of the late Victorian era, the William Adams-designed 4-4-0 of 1893 is the second pre-Grouping locomotive to be given away by the museum in the past 11 months, following the 'gifting' of North Staffordshire Railway 0-6-2T No. 2 to the Foxfield Railway in April 2016 (SR459).

The museum has declined to say whether there are other locomotive disposals pending, and has not addressed questions about a change in its collection/retention policy, causing concern among enthusiasts for the future security and shape of the National Collection.

The first news of the transfer of ownership of No. 563 came in a Swanage Railway press statement on March 30, in which an unnamed NRM spokesperson is quoted as saying: "We are delighted... to have found such a suitable home for this locomotive", but offered no explanation as to why the locomotive was being discarded from the National Collection.

Guidance from the Museums Association on object disposal asks member museums - including the NRM - to "ensure transparency, carry out any disposal openly, and keep the public informed of plans relating to the disposal of items through press and media." In its Code of Ethics, it says: "Museums should adopt an open and honest approach that explains the context and potential benefit of the planned course of action. Museums are trusted institutions, and it is important that this legacy is not damaged."

Steam Railway has learned, however, that the NRM approached the Swanage Railway to take permanent custody of the 'T3' early last year.

It emerges that the dialogue over the 'T3' was taking place as the NRM was preparing to hand over North Staffordshire Railway 0-6-2T No. 2 to the Foxfield Railway - a



change of hands which attracted controversy, because the original announcement - again issued in the form of a press statement from the receiving railway - did not make clear that the locomotive had been 'gifted' by the NRM.

It was only when enthusiasts asked about the duration of the 'loan', that the NRM revealed the NSR engine had in fact been 'de-accessioned' from the National Collection, and that Foxfield was the new owner.

Former NRM Director Steve

Davies MBE has urged the museum to make a statement in order to confirm or dispel speculation of a locomotive and rolling stock 'clear-out'; meanwhile, on social media websites, the museum is facing intense criticism for giving away stock, instead of pursuing the established practice of long-term loans to heritage lines.

Mr Davies, now head of an international railway heritage consultancy, told *Steam Railway*: "I'm hugely surprised that this engine, which only survived by

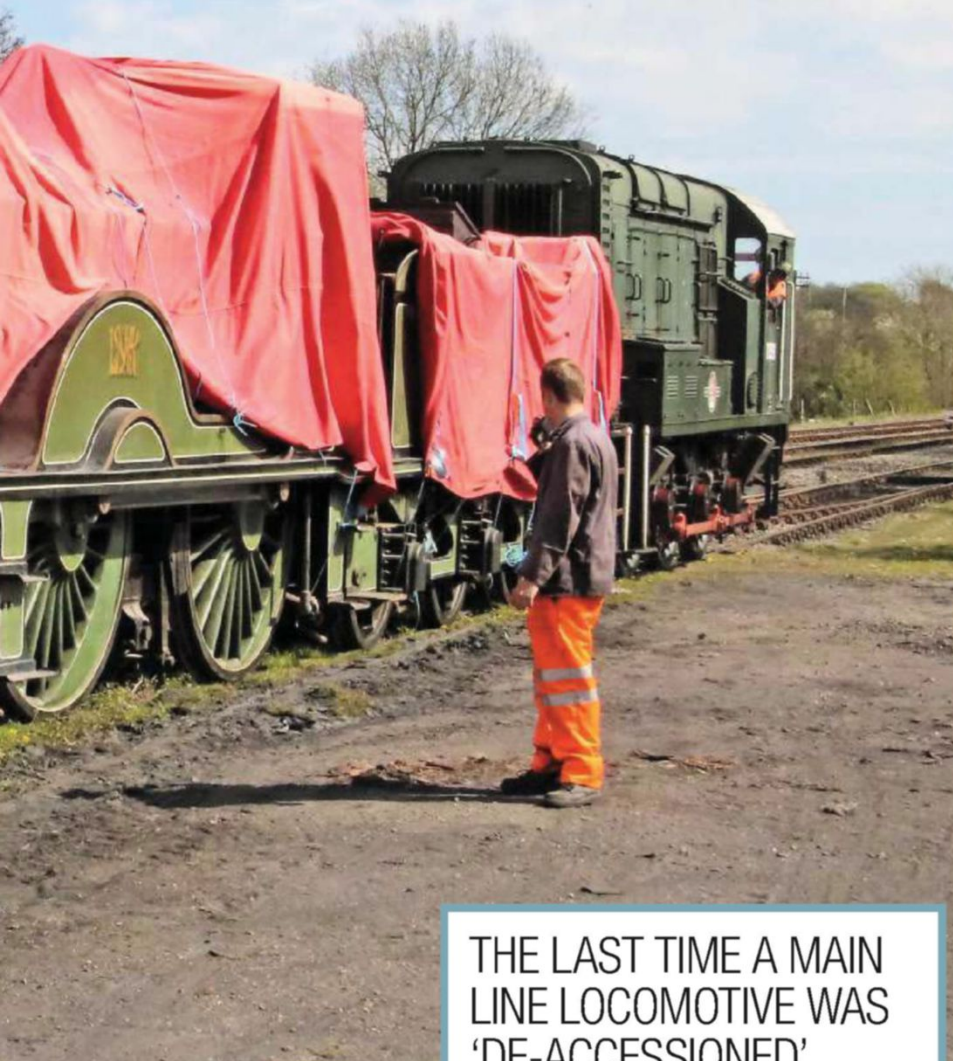
the skin of its teeth and surely in the view of many is the most aesthetically beautiful and graceful locomotive in the collection - has been given away.

"This has been quite a subject of discussion between myself and my colleagues, and have to admit I raised my eyebrows when I learned of it. The 'T3' is a particularly precious locomotive.

"If the preservation world thinks there's a clear-out going on, it might be wise for the NRM to make a statement as to whether this

CLARITY AFTER 'T3' GIVEAWAY

A 69-year thread of national ownership of 'T3' No. 563 symbolically ended on April 12 with its arrival at its new home, the Swanage Railway. The locomotive became the first of its class to roll its wheels over the former LSWR branch line since the 1930s. ANDREW P.M. WRIGHT



THE LAST TIME A MAIN LINE LOCOMOTIVE WAS 'DE-ACCESSIONED'

Prior to the gifting of LSWR 'T3' No. 563 to the Swanage Railway in March, and the gifting of NSR No. 2 to the Foxfield Railway in April 2016, the National Railway Museum had not 'de-accessioned' any main line steam locomotive from the National Collection for 22 years.

The last such disposal was the French 'Nord' Compound 4-6-0 No. 3.628, which was sold to a private individual in June 1994, after lying out of use in sidings at the Nene Valley Railway for several years. The locomotive returned to France in 2008, and having been cosmetically restored can now be seen at the AJECTA roundhouse at Longueville, some 60 miles south-east of Paris.

is a limited disposal, or whether it presages a more expanded disposal programme.

"I'm not privy to the financial pressures or policies under which the NRM is working, but it suggests that the NRM is running out of space. If it had to prioritise locomotives for disposal though, surely there were lesser candidates that could have gone to create space?"

● What we asked, and how the NRM responded - see panel on the far right.

WHAT WE ASKED

These were the questions that we put to the NRM:

- Is the NRM seeking to further reduce the number of locomotives in the National Collection and, if so, why?
- Are there discussions in progress now or proposed for the near future with other preservation interests, on transferring ownership of other locomotives and items of rolling stock from the National Collection?
- Which locomotives in the National Collection are under consideration for disposal?
- Are any large exhibits or locomotives in the National Collection available for sale?
- Did an approach for the 'T3' come from the Swanage Railway, or did the NRM make the first move to offer it for potential disposal?
- What assurances did the NRM seek from the Swanage Railway regarding its future management of the 'T3'?
- If you haven't previously valued the locomotive, what is the NRM's insurance value of the 'T3'?
- Why was the disposal of the 'T3' not carried out in accordance with the [Museums Association's] advice to "carry out disposal openly" and "keep the public informed of plans relating to the disposal of items through the press and media"?
- Will plans for any future disposal of locomotives from the National Collection be carried out in a public and transparent manner, as the toolkit advises?

...and how the NRM replied

"The National Railway Museum take our public responsibility to preserve and protect our railway heritage and the National Collection very seriously. Increasing public access to our collection is one of our key priorities. As such, we carefully follow rigorous procedure as part of our approach to maintain, update and increase access to the National Collection. The decision to gift the T3 locomotive to Swanage Railway followed the Science Museum Group's policy for disposals (available on our website) and it received approval from the Board of Survey and our Trustees after extensive review. In line with legislation including the National Heritage Act 1983, we have a duty to ensure that we do not keep items that are no longer relevant to or suitable for our collection.

We recognised we have a number of 4-4-0 type locomotives in the collection, mostly from the Victorian-Edwardian era, which had resulted in an imbalance in the collection of steam locomotives from this period. In observing due process, we concluded gifting the T3 class No. 563 locomotive to a well-respected heritage railway line and one with a rich historical connection, would enable it to be enjoyed by the public for future generations. With Swanage, the T3 locomotive has a history of working in this area and the Swanage Railway has an outstanding track record for preserving and displaying items, something which is paramount to the National Railway Museum. We are delighted that the engine will remain accessible to the public at the Swanage Railway and will be well looked after.

We understand and appreciate that this may disappoint some people, however the decision was made following due process and was very carefully considered, with the best interests of maintaining and improving the overall collection and to ensure that as many people as possible across the UK can continue to enjoy and share the rich history of our railways.

Guided by the 'Museum Association Code of Ethics and Disposal Toolkit' we work to keep the public informed through press and media. With the T3, we worked in partnership with the Swanage Railway to pro-actively promote the gifting and to make people aware through our respective communication channels."

SWANAGE HOPES TO RETURN ITS 'NEW' 4-4-0 TO STEAM

Railway is quick to put minds at rest over future of locomotive acquired from the National Collection.

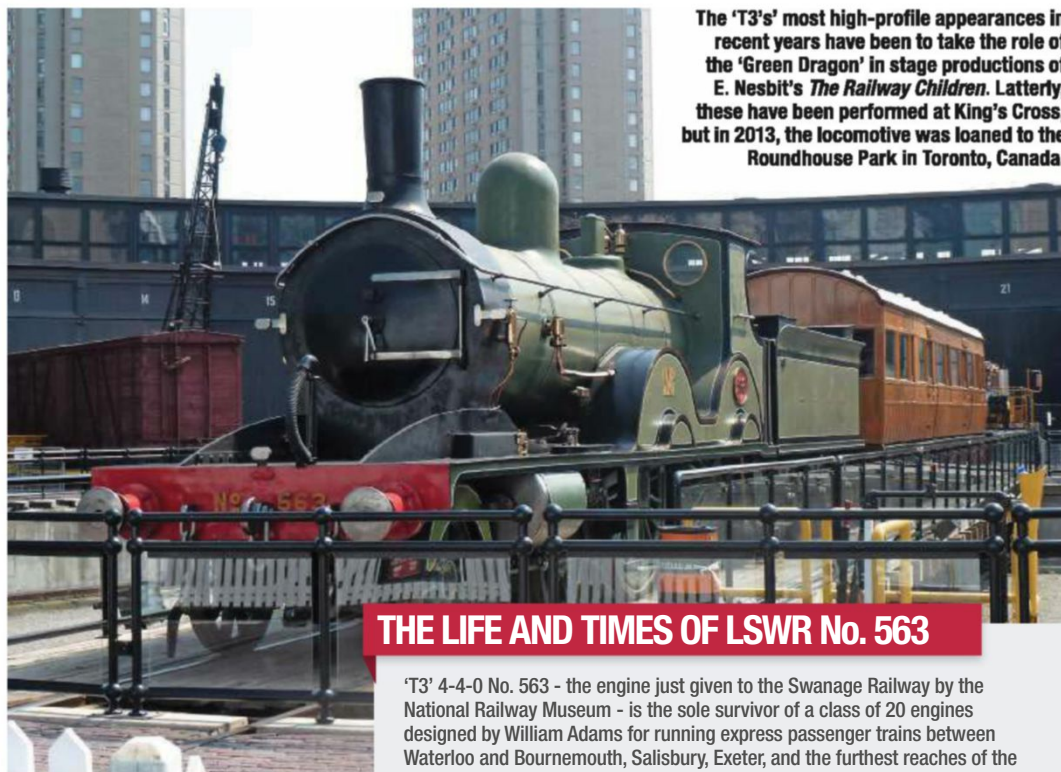
SWANAGE Railway jubilation at being handed the 124-year 'T3' 4-4-0 by the NRM, has been blemished by public controversy over the giveaway, concerns over where and how the 'Purbeck Line' (which has no museum facility or covered visitor centre) will display the locomotive - and inevitably, the question of whether No. 563 will or won't be restored to working order.

But Swanage Railway Chairman Trevor Parsons moved quickly in early April to give assurances to the railway's many supporters and well-wishers - and hope to those who want to see the veteran LSWR engine back in steam again, after the passage of almost 70 years.

An upbeat Mr Parsons told *Steam Railway* on April 12 - the day of the locomotive's arrival by low loader from King's Cross: "We are exploring the possibility of returning the 'T3' to steam. Initially, it will go on display in the goods yard at Corfe Castle station, but it will be kept under wraps until the official handover ceremony, which is expected to take place next month.

"We'll then move it to the railway's works at Herston, where our engineers will undertake a thorough mechanical and boiler inspection to determine its suitability for restoration to working order.

↓ **Swanage Railway Chairman Trevor Parsons.** ANDREW P.M. WRIGHT



THE LIFE AND TIMES OF LSWR No. 563

'T3' 4-4-0 No. 563 - the engine just given to the Swanage Railway by the National Railway Museum - is the sole survivor of a class of 20 engines designed by William Adams for running express passenger trains between Waterloo and Bournemouth, Salisbury, Exeter, and the furthest reaches of the LSWR network, including the 'Withered Arm' routes to Bude and Padstow. It almost certainly reached Swanage too in its service days.

Built at the LSWR's Nine Elms works in Battersea and commissioned to traffic in March 1893, it remained in service long after being displaced from front-line passenger work by more modern locomotive types, including the 'T9' 4-4-0 of Adams' successor as LSWR Chief Mechanical Engineer, Dugald Drummond.

All 20 engines were taken into Southern Railway stock at the Grouping in 1923, but after a cull in the period from 1930 to 1933, just three engines were left, and by the 1940s, only No. 563 and sister engine No. 571 remained.

No. 563 was the last to be withdrawn, in August 1945, having run more than 1½ million miles, but it survived in a scrap line of engines at Kilbridge Junction, on the Andover-Romsey 'Sprat & Winkle line'. Still intact in 1948, it was chosen to represent classic LSWR locomotive design at the Waterloo station centenary exhibition that same year, going first to Eastleigh Works for restoration.

Along with other locomotives destined for the National Collection, including SECR 'D' 4-4-0 No. 737 and LBSCR 'A1' class 'Terrier' 0-6-0T No. 82 *Boxhill*, it was stored at BR Southern Region's electric depot at Farnham, Surrey, and spent around a year in Tweedmouth roundhouse in 1958-59, prior to the opening of the British Transport Commission's new museum at Clapham.

Following closure of Clapham Transport Museum in 1972, No. 563 was moved to York and was integral to the locomotive display at the new National Railway Museum when it opened at the former York North locomotive depot in Leeman Road, in 1975.

In the intervening years, No. 563 has lived a mostly static museum existence, but in 2011 it was awoken from its slumbers and sent to Toronto's Roundhouse Park Railway Museum, to take part in a dramatisation of Edith Nesbit's classic adventure novel *The Railway Children*, which ran for six months.

The engine reprised a similar role when, in November 2014, it was dispatched from display at Locomotion, Shildon, to become a 'working prop' in another 'Railway Children' production, in a tented theatre on the site of 'Bottom Shed' - the former locomotive servicing point at King's Cross.

Propelled by a battery-electric locomotive, it covered 96 miles on its short stub of track, during a total of 771 performances between December 2014 and January 8 this year.

The locomotive remained at King's Cross while the 'pop-up' theatre was dismantled, and was moved to Swanage on April 12.

The 'T3's' most high-profile appearances in recent years have been to take the role of the 'Green Dragon' in stage productions of E. Nesbit's *The Railway Children*. Latterly, these have been performed at King's Cross, but in 2013, the locomotive was loaned to the Roundhouse Park in Toronto, Canada.

CHRIS LEIGH

CORWEN

THE BIG PUSH



Painting by Eric Bottomley
Photos: Dewi Davies and George Jones

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FLYING SCOTSMAN REWRITES THE RULE BOOK AT KEIGHLEY

Unprecedented event meant regulations had to be altered so WD 2-8-0 could bank celebrity 'A3'.

It entailed rewriting part of the rule book - but *Flying Scotsman's* visit to the Keighley & Worth Valley Railway was worth the effort.

For the seven April operating days of its nine-day visit, the National Collection 'A3' was assisted at the rear of its train by WD 2-8-0 No. 90733 - something not previously permitted in the Yorkshire line's regulations.

Provision had only previously been made for diesels to bank trains - itself a relatively recent change, in response to heavy snow during 'Santa Special' operations - or for steam locomotives to be 'dragged' at the rear.

"As one of the earliest preserved railways, we had to do everything as simply as possible," commented KWVR Chairman Matt Stroh. "Our

founding fathers would never have dreamed that we'd need to assist a 'Pacific' on eight coaches!"

It was the first time that No. 60103 had hauled passengers over the Oxenhope branch. Its only previous visit - on February 20 1980 - was for a filming assignment at Keighley, during which it also travelled up the branch to Haworth for coaling.

This time, it was displayed at Ingrow West for April 1/2, before working trains between April 3-9 - with other services hauled by '4F' 0-6-0 No. 43924 and '4MT' 4-6-0 No. 75078.

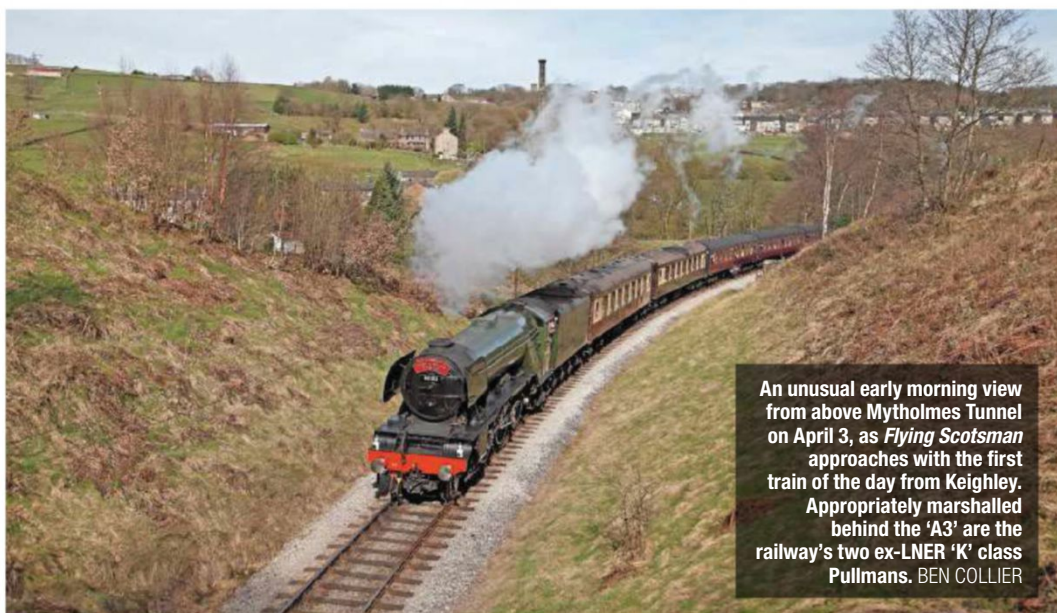
Total visitor numbers were over 17,000, of whom 12,500 travelled on *Flying Scotsman's* sell-out trains and a further 2,200 on the other services. On the weekend of the Ingrow display, 1,080 bought tickets for the 'Scotsman footplate tour' and there were a further 2,200 paying visitors to the railway.

A KWVR-promoted railtour from Oxenhope to Carlisle behind the 'A3' on March 31 (see story below) was also fully booked, with all 540 seats sold.

This is a record for the line "in terms of consecutive days," confirmed Mr Stroh - 'Santa Special' numbers are within 10-20% of such figures, but are spread across four weekends.

"To put it into context, the previous two weekends had around 1,000 passengers each."

He summed up: "The atmosphere on the railway was great, with local people coming to see 'Scotsman' in their valley," and paid tribute to the "incredible" efforts of 75-100 volunteers who turned out each day to help.



An unusual early morning view from above Mytholmes Tunnel on April 3, as *Flying Scotsman* approaches with the first train of the day from Keighley. Appropriately marshalled behind the 'A3' are the railway's two ex-LNER 'K' class Pullmans. BEN COLLIER

60103 for Virgin parallel running

Flying Scotsman is to take part in a parallel run of four trains on the East Coast Main Line.

The Gresley 'A3' will be joined on April 23 by a High Speed Train, a Class 91 set, and a Class 800 Azuma, due to enter service in 2018. A 'Deltic' will also take part, being on the rear of No. 60103's train to haul it into position.

All four trains will line up at Tollerton Junction before running around six miles to York in staggered formation at roughly 20-25mph.

The event is being organised by ECML operator Virgin Trains, Welcome to Yorkshire, Network Rail and the National Railway Museum.

BELLS AND WHISTLES FOR S&C 'SCOTSMAN' OPENING

Church bells rang out for *Flying Scotsman's* Settle-Carlisle line reopening special on March 31 - just as they had for the line's original completion in the 1870s.

The National Collection 'A3'

hauled a commemorative train from Oxenhope to Carlisle, and return, to mark the completion of Network Rail's £23 million repair project, following the ½-million ton landslip at Eden Brows. The

former Midland Railway main line had been shut as a through route since February 2016.

Eden Brows now has a new 500ft concrete deck carrying the railway, supported on piling. The special train, which was promoted by the Keighley and Worth Valley Railway, was completely sold out. The actual 'first train' was the more prosaic 5.50am Northern service from Carlisle to Leeds.

Reopening of the S&C came six weeks after the groundbreaking 'I LOVE S&C' 'Plandamp' held over February half term (SR464).



← Open! *Flying Scotsman's* special rolls along the rebuilt section of the S&C, at Eden Brows on March 31. STEAM RAILWAY

YORKSHIRE 'PULLMAN'...

→ Memories of BR are awoken by a Brunswick green 'A3' on Pullmans - the curving loop is a giveaway that this is not the East Coast but a branch line. During its KWVR visit, *Flying Scotsman* runs through Haworth loop on April 8. Invisible but for its exhaust at the rear of the train is the banker, No. 90733. JOHN COOPER-SMITH

No autumn gala for Worth Valley

There will be no Keighley & Worth Valley Railway steam gala this autumn. The KWVR is concerned that with the 'Beer & Music Festival' on October 19-22 falling close to half-term, plus 'Santa Specials' preparation, a steam gala would have been too much work for volunteers.

Partially making up for the loss is a new 'Small Engines Gala' on July 7-9; the autumn gala may return in the future.

● 'Scotsman's visit meant the KWVR was unable to arrange a celebration of 150 years since the Oxenhope branch opened on April 13 1867. An event will instead be held later.



WEST SOMERSET PREPARES FOR 'A3' VISIT

A review of the West Somerset Railway's infrastructure is taking place ahead of visits by *Flying Scotsman* this year.

At 154 tons (including tender) and with a 22-ton axle loading, No. 60103 is one of the largest locomotives to appear on the 20-mile Minehead line in recent years. As well as gauging the route for the locomotive, a survey is being undertaken to ascertain the condition of its steel-decked bridges, and ensure the bullhead

rail conforms to Network Rail's minimum standard depth of 133mm (5.24in).

General Manager Paul Conibear explained: "Our infrastructure manager is happy to run engines up to RA6 - which includes 'Halls' - on a regular basis, but for anything above that, we need to do these checks."

With the inspection costing £50,000, any rail replacement or other repairs that arise will be funded from the profits

of No. 60103's appearance. *Flying Scotsman* will first appear on the line on May 23, at the head of a Steam Dreams 'Cathedrals Express' from Bristol, and then spend two days on display at Minehead, before hauling two more 'Cathedrals Express' trips to Bristol and Westbury on May 26.

Its main visit takes place between September 5-12, when it will operate two return trips each day, except on September 8.

IN BRIEF

● **WSR TO STOP PHOTO PASSES?** Lineside photographic passes at the West Somerset Railway could be permanently revoked from next year. The WSR plc board has announced its "intention to cease the issue of lineside passes from January 1 2018, on the grounds of safety to the pass holder and railway staff." Pass renewals and new applications will be honoured this year - but all will currently expire on December 31.

4253'S CENTENARY MARKED WITH REWHEELING

A century after it left Swindon Works, '42XX' 2-8-0T No. 4253 is a 'rolling chassis' once again.

This milestone in the restoration of the ex-Barry locomotive was reached at the Kent & East Sussex Railway on March 26, when all four driving wheelsets and the pony truck were placed under the frames, using the line's 36-ton Ransomes & Rapier steam crane.

The Churchward 2-8-0T emerged from Swindon Works on March 5 1917. In this sixth year of its restoration, since purchasing the locomotive from former owner

Terry Rippingale in 2011, the 4253 Locomotive Company has also completed the new tanks, while the boiler overhaul is under way.

Work is currently focused on refurbishing the firebox foundation ring, with preparations being made for the replacement of the firebox backhead, throatplate and lower sides, as well as a new front tubeplate - these components having already been acquired. A complete set of boiler ancillaries and backhead fittings are either already in store or on order.

Remaining motion parts are

being sourced, with the eccentric sheaves refitted to the driving axle and new piston valves procured, with quotations to hand for new piston rods and heads. Most of the missing large side rods have been acquired and are awaiting refurbishment.

"No target date has been set for completion," says 4253 Chairman Charlie Masterson. "Another year will give us a much better idea - but to this end we are making excellent progress."



↑ The newly wheeled frames of '42XX' No. 4253 at Rolvenden on March 31. CHARLIE MASTERSON

For details of the project, contact the 4253 Locomotive Company Ltd, 25 Winsor Road, Rolvenden Layne, Tenterden, Kent TN17 4HL or visit www.4253.co.uk

PIT STOP FOR TWO IVATTS AS IoWSR BREAKS RECORDS

New inspection pit will allow simultaneous servicing of Havenstreet's '2MT' duo.

Another record-breaking year has allowed the Isle of Wight Steam Railway to progress several projects - including an inspection pit for its two Ivatt 2-6-2Ts.

Already-operational '2MT' No. 41298 is to be joined later this year by No. 41313, whose contract restoration from Barry condition is nearing completion at the East Somerset Railway (see 'The Roster', pages 32-35).

Following a ten-week period of running-in trials at Cranmore, No. 41313 is expected to arrive on the island in late August or early September. In anticipation, a new inspection pit is nearing completion at Havenstreet, long enough for both Ivatt tanks to be serviced simultaneously - the previous pit having only been able



to accommodate one locomotive at a time.

It is one of a long list of small projects, costing £158,700 in total, that the railway has been able to fund thanks to a successful 2016.

Others include reverse osmosis water treatment; renewal of Havenstreet's Down loop points; resurfacing of Havenstreet station yard; period-style lighting on the approach road; a new porch for the

← The boiler of the Isle of Wight Steam Railway's Ivatt '2MT' 2-6-2T No. 41313 is lowered back into the frames at the East Somerset Railway on April 10. P. WILSON

'Train Story' stock shed, and a new seasonal catering outlet nearby.

With a passenger count of 115,305 and fares increased by 8%, income in 2016 was 14% up on 2015 - which was itself a record year with 107,586 visitors.

IoWSR General Manager Peter Vail attributes the growing business to 'Visit Isle of Wight', an organisation formed four years ago to promote the island's tourist attractions; and to 'Train Story', which he says has "increased visitors' enjoyment of the railway and transformed us from simply an hour's round trip."



ISLE OF WIGHT COAL TRAIN RECREATED

A world away from the Great Central 'Windcutters', but no less authentic, is the Isle of Wight Steam Railway's recreated 1930s coal train. It consists of four ex-LBSCR wagons transferred to the island for this traffic by the SR, two of which have just been completed with the assistance of a grant from the Arts Council PRISM fund. During its first day in traffic, on April 9, the rake leaves Smallbrook Junction behind 'Terrier' 0-6-0T No. W8 *Freshwater*; in the future, it will also be paired with the 'E1' 0-6-0T, the last survivor of a class used on the island primarily for coal trains. JOHN FAULKNER

DOUBLE FOUR-WHEEL SETS FOR ISLE OF WIGHT GALA IN MAY

Two sets of four-wheeled carriages will be in operation on the Isle of Wight in May - for the first time in 80 years.

As the highlight of the Isle of Wight Steam Railway's gala on May 27-29, 'Terrier' 0-6-0T No. W11 is to operate the former Ventnor West push-pull set (London, Chatham & Dover Railway Saloon Composite No. 6369 and Saloon Brake Composite No. 4112) for one return trip each afternoon, while fellow 'A1X' No. W8 *Freshwater* is paired with the rake of four-wheelers on the other service train. Both sets will then be

combined for a run behind the double-headed 'Terriers'.

It is, however, dependent upon the completion of LB&SCR Brake Third No. 4115, which is expected to make its debut following a four-year restoration. In an extended timetable, with early and late trains, 'O2' 0-4-4T No. W24 *Calbourne* and Ivatt '2MT' 2-6-2T No. 41298 will run with the bogie carriages.

This rake is expected to be strengthened to five vehicles in time for the gala, with the return of LB&SCR Composite No. 6349 following re-varnishing and fitting of a new roof canvas.



Almost complete LB&SCR Brake Third No. 4115 on March 16. JOHN FAULKNER

Offside! Railway museum shuts as football display takes over station

Monkwearmouth Station Museum in Sunderland closed its doors for the last time on March 31 - to become a football museum.

It will now house a private collection of memorabilia from Sunderland Football Club, while all railway artefacts will be returned to

source. However, it is understood that the ticket office will remain.

With falling visitor numbers in recent years, the museum had reduced its opening hours, and Sunderland City Council had been seeking an alternative use for the listed building.



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Days 4-5. Washington DC. On Day 4 we take the train to Washington for a guided tour, passing many famous landmarks including the White House and Capitol Hill. Day 5 is free; why not visit the world's largest art, science and history museum complex - the Smithsonian?

Days 6-8. Overnight to Chicago and the Great Plains. We leave Washington on the Capitol Limited, arriving into Chicago on Day 7. From Union Station we board a coach for a tour that revisits the 'dry and lawless years' of the 1920s and '30s. Your afternoon is at leisure. We board the California Zephyr on Day 8 for an overnight journey to Denver.

Days 9-10. Denver and Rocky Mountain National Park. On arrival in Denver, we enjoy a guided orientation drive. The rest of your day is free. On Day 10 we enjoy a full-day excursion to explore Rocky Mountain National Park and Estes Park.

Days 11-13. The Rocky Mountains by heritage rail. Today we take one of the USA's most scenic rail journeys, the Denver & Rio Grande Railroad. We travel into the Rocky Mountains to Grand Junction for an overnight stay. On Day 12 a coach takes us to the old mining town of Silverton. Here we board the Durango & Silverton Railroad for a journey to the Wild West town

of Durango. A journey through Navajo country on Day 13 takes us to Flagstaff for two nights.

Days 14-15. Flagstaff & the Grand Canyon. Enjoy a day at leisure before we take Route 66 to Williams on Day 15 to join the Grand Canyon Railway. We travel to the South Rim of the Canyon. Later we join the Southwest Chief for an overnight journey to Los Angeles.

Days 16-19. Los Angeles & San Francisco. Enjoy some free time in Hollywood this morning - perhaps see the footprints of the stars or to take a stroll down Hollywood Boulevard. We then travel to Long Beach for one night on board RMS Queen Mary. We join Amtrak's Coast Starlight for a daytime journey on Day 17, travelling to San Francisco. Sightseeing on Day 18 includes the Golden Gate Bridge and Fisherman's Wharf. Day 19 is at leisure; during your free time you may wish to visit Alcatraz.

Days 20-21. The journey home. We transfer to the airport for our overnight flight to London, arriving on Day 21.



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IN BRIEF

• AMERICAN FOOTBALL

An 'S160' 2-8-0 worked a football special for the first time in the class' history on March 25. No. 5820 'Big Jim' was hauling members of the Keighley & Worth Valley Railway's Bradford City supporters club, the first such group to be formed on a preserved railway.

• ROYAL REBUILD

Work has commenced on the £3 million rebuild of Ballater's Old Royal station building in Aberdeenshire, destroyed by fire in May 2015 (SR441). The Great North of Scotland Railway station, once regularly used by the Royal Family on visits to Balmoral Castle, will receive a new library and additional exhibition space. A replica royal carriage survived the blaze.

• MOUNT EDGCUMBE MINIATURE

Mount Edgcombe House & Country Park near Plymouth is planning to lay a 5in gauge miniature railway in its grounds. Previously sited on a farm near Morville, the railway is being rebuilt and the aim is to launch it in late May, if sufficient volunteer help is forthcoming.

• RED ARROWS TO BARRY

A Red Arrows display will be the highlight of the Barry Tourist Railway's 'Barry at War' museum open day and Toy & Train Fair on August 6. Steam-hauled brake van rides will be in operation.

• HLF BID FOR 'WORM'

Heritage Lottery Fund money is being sought to reopen a pedestrian tunnel at Great Malvern, known as 'The Worm', built in 1862 to link the station to the Imperial Hotel. The Friends of Malvern Railways have also approached the Railway Heritage Trust for funding.

• MELTON CONSTABLE WIN

The Melton Constable Trust, the charity seeking to rebuild the line to Fakenham, has received a £59,800 grant from the Heritage Lottery Fund. The money will pay for the repair of two bridges that the trust already owns, and provide safe access to its section of the dismantled line.

• S&C SHELTERS

Construction of a new platform shelter at Settle has commenced, while the Friends of the Settle-Carlisle Line have applied for planning permission to build two more, on each platform at Appleby. A planned refurbishment of the shelter at Ribbleshead has been put back to July, due to lack of available personnel.

NINE BULLEIDS TO BE IN STEAM ON JULY 9!

... and the biggest SR 'Pacific' tally for 50 years could increase to TEN.

EXCLUSIVE BY THOMAS BRIGHT

A total of nine Bulleid 'Pacifics' will be in steam on July 9 2017 - the largest number to steam on the same day since the curtain came down on Southern Region steam, half a century ago.

Fifty years to the day after the CME's 'Merchant Navy', 'West Country' and 'Battle of Britain' class 4-6-2s marked the end of Southern Region steam, nine preserved examples will be in operation across the country in commemoration of BR steam's finale in the south.

It comes just after the Swanage Railway's record-breaking Bulleid festival on March 31-April 2 (see page 94 for the full report).

'Merchant Navy' No. 35028 *Clan Line* will be hauling the 'Waterloo Sunset' on behalf of UK Railtours. The '8P' 4-6-2 will travel from London Waterloo to Sherbourne and Yeovil, returning to the capital via the Portsmouth Direct line.

No. 35028 won't be the only 'Merchant Navy' in steam on the day, as classmate No. 35006 *Peninsular & Oriental S. N. Co.* will be attending the Mid-Hants Railway's 'Summer Steam Gala' on July 1/2 and 7-9. 'P&O' will be joined by three 'Light Pacifics' at the event - 'Battle

of Britain' Nos. 34053 *Sir Keith Park* and 34081 *92 Squadron*, and 'West Country' No. 34046 *Braunton*, which will remain in its current guise as 'BB' No. 34052 *Lord Dowding*.

The 'Watercress Line' isn't the only preserved railway commemorating the anniversary, as the Swanage Railway will have both its resident Bulleid 'Pacifics' in steam - original 'BBs' Nos. 34070 *Manston* and 34072 *257 Squadron*. The latter is nearing the end of its overhaul, with only the 'Spam Can' casing left to be fitted and paintwork completed before the 'Battle of Britain' returns to traffic (see 'Roster', page 32).

Joining in the celebrations is the Bluebell Railway, which is hosting air-smoothed 'West Country' No. 34092 *City of Wells*. It will be only the second time the

Giesl ejector-fitted 'Volcano' has run on its former home region since 1988, the first having been at the Swanage Railway's 'Strictly Bulleid' gala.

The Severn Valley Railway is also planning to host a "low-key" celebration, and plans to have rebuilt 'WC' No. 34027 *Taw Valley* in steam - the only one to be steaming on that date away from the Southern Region.

David Smith's 'MN' No. 35018 *British India Line* is also in with a shout of making the date, and would therefore bring the tally to ten, although it has yet to be finally commissioned at Carnforth following its restoration from Barry condition. No specific main line charters have been publicly announced for the engine.

● See 'Myriad Merchants' on page 76.

WHERE TO SEE BULLEIDS ON JULY 9

Locomotive	Where
'WC' No. 34027 <i>Taw Valley</i>	Severn Valley Railway
'BB' No. 34052 <i>Lord Dowding</i> (No. 34046)	Mid-Hants Railway
'BB' No. 34053 <i>Sir Keith Park</i>	Mid-Hants Railway
'BB' No. 34070 <i>Manston</i>	Swanage Railway
'BB' No. 34072 <i>257 Squadron</i>	Swanage Railway
'BB' No. 34081 <i>92 Squadron</i>	Mid-Hants Railway
'WC' No. 34092 <i>City of Wells</i>	Bluebell Railway
'MN' No. 35006 <i>Peninsular & Oriental S. N. Co.</i>	Mid-Hants Railway
'MN' No. 35028 <i>Clan Line</i>	'Waterloo Sunset' railtour



92 Squadron recreates an exchange working frequently seen on South Devon metals in the 1940s, as it crosses Oldbury Viaduct on the Severn Valley Railway, on March 20. DAVE BOWLES



A computer-generated image of how Cadishead Viaduct could look following restoration, with a footpath and cycleway alongside the preserved railway. Restoration of this structure is key to the success of the proposals.
HAMILTON DAVIES TRUST

A NEW SIX-MILE STEAM LINE FOR MANCHESTER?

BY ANDY COWARD

A proposal to restore a six-mile section of derelict railway line between Irlam and West Timperley, closed to passengers in 1964, could pave the way for the establishment of a new preserved railway.

The project was launched on March 28 by businessman and telecom company TalkTalk founder Neil McArthur, alongside former Minister of State for Transport and television presenter Michael Portillo, at the community facility that has been established in the restored Irlam station building.

The scheme is being spearheaded by Mr McArthur through his Hamilton Davies Trust, which aims to support communities in the area. Meanwhile, a Cheshire Lines Railway Trust is to be established to oversee the restoration of the line.

Key to the proposals is the restoration of the imposing

Cadishead Viaduct, which spans the Manchester Ship Canal but is in poor condition, having been out of use since the line was closed to freight traffic in 1984. It is anticipated that without restoration, the main span of the viaduct will need to be removed in the next decade and, if that happens, it would make the cost of restoring the line prohibitive.

Furthermore, Network Rail is believed to be unwilling to sell the trackbed of the route, even though it does not feature in any of their plans for reopening in the future.

Mr McArthur believes that a medium to long-term lease could be secured to allow the line to be restored, at a cost of around £25 million to £30 million. He did accept that there would be a risk, if NR eventually took back control of

the line in the future, but he stated that there could still be scope for preservation operations.

He told *Steam Railway* that between his organisation and its partnerships with other parties, the necessary funding to restore the line could be secured.

A report outlining the plan has been produced and this is being studied by Trafford and Salford councils, who both understand the potential for bringing tourists into the area, along with Transport for Greater Manchester and NR. The project would also involve the national cycling charity Sustrans, and the trackbed is wide enough to allow cycle paths and walking routes to be accommodated alongside a rebuilt railway.



↑ Television presenter and former politician Michael Portillo and Neil McArthur stand outside the restored Irlam station building at the launch of the project on March 28 2017.
ANDY COWARD

Mr McArthur has observed the success of the nearby East Lancashire Railway. He believes there is sufficient demand for another preserved line in the North West and partnerships have been formed between his organisation and the ELR.

At the launch event, Michael Portillo said: "I look forward to the day when I can return here and walk, or travel behind a steam locomotive over the Cadishead Viaduct, and I wish the project every success."

“A CHESHIRE LINES RAILWAY TRUST IS TO BE FORMED”

LOTTERY GRANT TO EXTEND BALA LAKE RAILWAY CARRIAGE SHED

The Heritage Lottery Fund has made a £38,500 award to the Bala Lake Railway to extend its Llanuwchllyn carriage shed.

The award is linked to the railway's 'Red Dragon' scheme to extend the line into Bala.

The extension will allow all the railway's operational carriages to be stored under cover, with rail access from both ends increasing

operational flexibility. It will also allow the BLR's collection of historic vehicles and out-of-service locomotives to be displayed to the public for the first time, with bi-lingual panels and access for disabled visitors. The ability to store locomotives away from the motive power shed and workshop will release the pressure on space in that area.

Subject to awarding contracts, the BLR hopes that the extension will be constructed during the summer.

More good fortune came to the BLR in March, following the announcement that the first plot of land required for its proposed Bala station had been bought (SR465) A supporter got in touch and offered an £85,000 donation

to enable the second plot to be acquired.

The *Maid Marian* locomotive fund will celebrate the 50th anniversary of the handover of its locomotive at Dinorwic quarry on May 6. The locomotive has been based at the BLR since 1975. With its ten-year overhaul nearly complete, *Maid Marian* will run without its cab for 2017.

GERTRUDE COMES HOME: STATFOLD'S BIG SURPRISE

52 years after it left for preservation in Canada, sectioned 'Quarry Hunslet' is back in the UK.

BY PETER JOHNSON

Statfold Barn Railway open days are known for surprises, but arguably their greatest appeared on March 25: the return of an historic Penrhyn 'Quarry Hunslet'.

Hunslet 0-4-0ST *Gertrude*, the last of the Welsh quarry locomotives exported to the USA and Canada in the 1950s and '60s to remain overseas, was on display in Statfold's grain store - to the amazement of unsuspecting visitors.

The 1ft 11in gauge locomotive was one of four quarry engines bought by Charles Matthews, and one of two that were sold to the Toronto government in 1965. From 1967, it was sectioned for display at Toronto's Centennial Centre for Science & Technology, now the Ontario Science Centre.

Its repatriation was fortuitous. While David Lee, son of Statfold entrepreneur Graham Lee, was attending Charles Matthews' funeral (SR465), he visited the



↑ Another new acquisition at the Statfold Barn Railway is Cameroon Development Corporation Hunslet 0-4-2T No. 3756. The locomotive has a 'colonial' cab, which will be re-attached.



↑ Newly restored Peckett 0-6-0ST *Liassic* and Hudswell Clarke 'P' class 0-6-0T *Alpha* await the passing of Hudswell Clarke 0-6-0 *Fiji* on the Statfold Barn Railway's balloon loop. ALL: PETER JOHNSON

museum to see *Gertrude*. Not finding it on display, he made enquiries and was told that not only had it been taken off display, but there were no plans to exhibit it in the future. "Could it, therefore, be acquired for the Statfold collection?" he asked.

Gertrude is on display, complete with the motors that move its wheels and motion.

The open day itself may never be surpassed, with 20 locomotives in steam. With a tinge of sadness, it featured two of Charles Matthews' locomotives: Imperial Smelting Company Kerr Stuart 'Wren' 0-4-0ST *Roger* on the garden railway and newly restored Peckett 0-6-0ST *Liassic* on the main line.

Other attractions were Kerr

Stuart 0-4-0T *Diana*; the launch of a 3ft gauge tramway with the restored Burton & Ashby Light Railway tramcar (repatriated from Detroit), running on batteries; and Hunslet 0-4-2T No. 3756, recently imported from Cameroon.

Built to the Kerr Stuart 'Tamar' design for Robert Hudson and exported to the Cameroon Development Corporation's Molyko banana plantation in 1952, No. 3756 was used until the late 1970s.

The Leighton Buzzard Railway's Orenstein & Koppel 0-6-0WT *Elf* also once worked with the CDC.

● £450 raised from tram rides was donated to the appeal for the family of Keith Palmer, the policeman killed in the March 22 terrorist attack outside the Houses of Parliament.

PETER WESTMACOTT

Enthusiast and engineer Peter Westmacott, who started the restoration of another locomotive named *Gertrude* (a Barclay 0-6-0T) at his Warwickshire home, died on March 7. He was a Welsh slate quarry enthusiast, making his own flash equipment to take photographs underground.

His close connections with the Leighton Buzzard Railway led to several LBR carriage bogies being repaired in his workshop, and he was involved with installing the railway's air brakes.

He bought *Gertrude* in 1965 and Exmoor Transport completed its restoration in 2009, launching it into service with an event at the LBR, which owns classmate *Doll*. By that time ownership had been transferred to his daughter, Sarah. It has been on hire to the Welsh Highland Heritage Railway since 2010.

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Artist's impression of the proposed refreshment room building

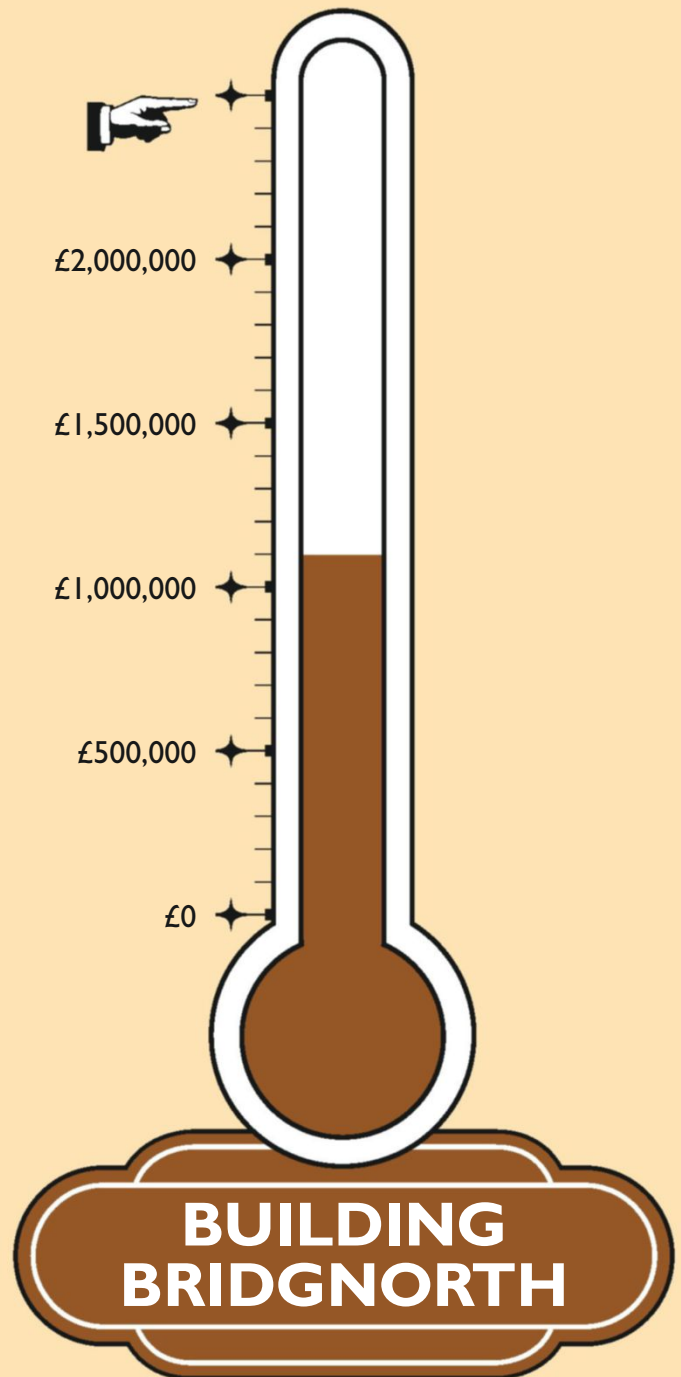


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ROYAL SCOT DELIVERS THE GOODS AT NYMR

Crowd-pulling celebrity locomotives are the way forward, says NYMR.

Season-opening events with big name locomotives are likely to become the norm, the North Yorkshire Moors Railway has said. It follows a successful 2017 curtain-raiser with *Royal Scot*.

The LMS '7P' 4-6-0 was the second celebrity guest engine to be hired by the 'Moors' for a spring event, following the visit of 'A3' No. 60103 *Flying Scotsman* last March - which brought in an estimated gross income of £½ million.

Although the operation of No. 46100, on March 25/26, 28-30 and April 1/2, was not such a huge money-spinner, NYMR General Manager Chris Price declared it "a happy event all round".

"We didn't expect it to be the same as *Flying Scotsman* by any means," he elaborated, "but we still netted a considerable profit."

"It was about one third of what we made from 'Scotsman' - but we were charging less for tickets."

"We've also found that it's a very popular event for the group bookings and coach parties market - which made up about 60% of the numbers - and there is some discount on those."

Mr Price said enquiries have been made regarding the guest engine for 2018.

"It's a format that works for us, and it's a good fillip for the locomotive owners as well," he commented.

"At the end of the day, these events are supporting preservation - by making the money that allows us to keep steam engines on the front of trains."

However, he confirmed that a traditional steam gala will remain in the diary during the autumn (to be held this year on September 29-October 1): "There will be no change to this - in fact, we want to make it a high-quality must-see event for the enthusiast every year."

→ **'Royal Scots' were often demoted to freight work in their final years of BR service, but this charter on March 27 - pictured at Goathland - is believed to have been the first time this has occurred since 1965.** PHILIP BENHAM



SWANAGE MAUNSELL 'U-BOAT' COULD GO MAIN LINE INSTEAD OF 'N'

Maunsell 'U' 2-6-0 No. 31806 could return to the main line - instead of the unique surviving 'N' class 'Mogul'.

In preparation for extension of its services into Wareham, the Swanage Railway is fitting out the 'U-boat' to potentially take the

main line electronic apparatus intended for the 'N', No. 31874.

A £75,000 Department for Transport grant last year was sufficient to pay for one set of TPWS, AWS, GSM-R and OTM-R equipment for No. 31874 (SR455). But with the overhaul of the

'Woolworth's' boiler at Adam Dalglish Engineering in Stockton - and No. 31806 currently in Herston works for winter maintenance - the railway is taking the chance to fit the latter engine with the necessary wiring conduit and battery boxes, so it could be given the equipment instead if required.

No. 31806's previous overhaul, and its current bottom end work (see 'The Roster' pages 32-35), have all been carried out to main line standard. However, Swanage

Railway General Manager Matt Green said no decision has yet been taken as to which will receive the electronic gear first.

It is the railway's ultimate intention to certify all three of its Southern 'Moguls' for main line use, Mr Green confirmed; the third is 'U' No. 31625, currently in store at Furzebrook. That engine is the only member of the trio to have run on the 'big railway' since BR days, having been used on Mid-Hants Railway main line charters in the 1990s and 2000s.

No. 31806 last worked on the national network in January 1964, when it was withdrawn from Guildford; while No. 31874 last did so in March of the same year, from Exmouth Junction.

All three are owned by John Bunch, and on a 25-year loan to the Swanage Railway.



← **The bottom end of 'N' 2-6-0 No. 31874 under overhaul (left) and 'U' 2-6-0 No. 31806 receiving winter maintenance, in Herston works on April 1. In between are almost-complete 'Battle of Britain' No. 34072 257 Squadron, and Southern Locomotives Ltd's April Fool 'Leader' cab front.**

'DUB DEE' 90775 TO DEBUT AT 'POPPY LINE' GALA?

WD 2-10-0 No. 90775 should be in steam for the North Norfolk Railway's Spring Steam Gala on April 21-23 - and could haul its first train since 2009.

In mid-April, only adjustment to the tender buffer springs, fitting of its water pipes, and weighing were still required before the ex-Greek State Railways engine could be lit up for an in-frames steam test.

Provided this is successful, it will

be displayed in light steam in the bay platform at Weybourne during the gala - and may be used for a passenger working.

"There is a path reserved for it in the timetable with a local train," said Neil Sharpe, Chairman of its owning Midland & Great Northern Joint Railway Society, but he warned: "If it isn't ready to go out, another locomotive will take the train - possibly the 'Y14' No. 564."

The society's 'Iron War Horse' appeal for No. 90775 exceeded its £50,000 target by £850, although it will remain open "until the engine is back on the road," said Mr Sharpe. After that, fans can support the WD through the society's 'Loco Club': see www.mandgn.co.uk

→ **WD 2-10-0 No. 90775 with numbers and BR crests applied on April 10.** NEIL SHARPE





TYSELEY VISION INCLUDES NEW SHED

A new two-road locomotive shed is to be built at Tyseley as part of Vintage Trains' vision for its future. VT Chairman Michael Whitehouse says Tyseley is close to securing European Regional Development Funding for the shed, which will be able to house up to six 4-6-0s.

Under the vision, all of VT's "core services must have 'Castles'," says Mr Whitehouse.

The shed will free up space in the locomotive workshops, allowing Tyseley to focus on overhauls, construction and maintenance.

In addition, the organisation has plans to build a new ten-carriage shed and carriage and wagon workshop which, eventually, could form part of a new Moor Street-style terminus for VT charter trains.

Although it does not form an immediate part of the vision, Tyseley has said there is still the potential to rebuild the former

roundhouse, a project estimated at £5.5 million if a backer comes forward.

Other aspects of Tyseley's strategic vision include the overhaul and of Avonside 0-4-0T *Cadbury* No. 1, as well as return of 'Castle' No. 5080 *Defiant* to the main line.

It is reported that £70,000 has already been pledged towards the estimated £1 million cost of overhauling *Defiant*; the first stage of returning the Swindon 4-6-0 to steam is building a new 4,000-gallon Collett-pattern tender. ● Tyseley's new-build LNWR 2-2-2 'Bloomer' needs £150,000 to see it to completion.

Further money could put the 'Single Driver' onto the main line, complete with an LNWR-specification vintage train, running between Tyseley and Birmingham Moor Street on the empty coaching stock line.

L&B secures more trackbed

Almost all the trackbed from Woody Bay to Blackmoor Gate has been secured for the Lynton & Barnstaple Railway.

The sale of a house in Parracombe, purchased last year to secure the trackbed on its land, has provided funds to buy a cottage with grounds that include almost half of Parracombe station.

Contracts have also been exchanged for roughly 30 acres of farmland, including almost half a mile of trackbed.

In Essex, the L&BR Trust's carriage workshop is on the move from an industrial estate near Great Yeldham, which is to be redeveloped. A new 3,000 sq ft workshop is being leased near Colchester.

RAILWAYANA ROUND-UP

by David Brown

SOLD

GW Railwayana Auctions, Pershore, Saturday April 1, www.gwra.co.uk

LOT 20 BR(S) enamel station totem Faversham. **SOLD FOR £1,700**
LOT 26 GWR brass cabside No. 7777 from Collett 0-6-0PT, built by Armstrong Whitworth, 1930. **SOLD FOR £1,600**
LOT 52 GWR brass cabside No. 4932 from *Hatherden Hall*, built at Swindon 1929. **SOLD FOR £1,950**
LOT 60 Western Region enamel station totem Swindon. **SOLD FOR £900**
LOT 85 GWR smokebox numberplate 1471 from 0-4-2T built at Swindon 1936 (originally No. 4871 until 1946). **SOLD FOR £600**
LOT 110 BR(Sc) enamel station totem Largo. **SOLD FOR £1,300**
LOT 130 BR(W) enamel station totem Oxford. **SOLD FOR £1,200**
LOT 139 GWR brass cabside No. 1449 from Collett 0-4-2T, built Swindon 1935 (originally 4849). **SOLD FOR £4,600**
LOT 160 Western Region gunmetal cabside numberplate 3404, from 0-6-0PT built by Yorkshire Engine Co. in 1956. **SOLD FOR £720**
LOT 165 Smokebox numberplate 62029 ex-Peppercorn 'K1' 2-6-0. **SOLD FOR £440**
LOT 200 GWR brass nameplate *Heatherden Hall* from 4-6-0 No. 6946, built Swindon 1942. **SOLD FOR £7,000**

LOT 201 GWR brass cabside numberplate from *Heatherden Hall*. **SOLD FOR £3,100**
LOT 205 Smokebox numberplate 43097 from Ivatt 4MT 2-6-0, built Darlington 1951. **SOLD FOR £340**
LOT 263 Oval cast brass worksplate LNER built 1944 SR ex-Stanier LMS '8F' 2-8-0. **SOLD FOR £600**
LOT 270 BR(W) enamel station totem Calne. **SOLD FOR £1,600**
LOT 275 BR(E) enamel running-in board White Hart Lane. **SOLD FOR £1,050**
LOT 284 Smokebox numberplate 60146 ex-Peppercorn 'A1' 4-6-2 *Peregrine*. **SOLD FOR £2,200**
LOT 298 GWR brass cabside GWR No. 3020 ex-Robinson ROD 2-8-0. **SOLD FOR £2,200**
LOT 319 Smokebox numberplate 75062 from BR Standard Class 4 4-6-0. **SOLD FOR £600**
LOT 358 GWR brass cabside No. 2123 ex-Dean 0-6-0PT built Wolverhampton Works in 1903. **SOLD FOR £2,000**
LOT 375A *Duchess of Kent* nameplate from LMS Stanier 'Princess Royal' class 4-6-2 No. (4)6212, built at Crewe 1935. **SOLD FOR £11,200**
LOT 399 Smokebox numberplate 1368 ex-GWR 0-6-0PT built at Swindon in 1934. **SOLD FOR £3,100**

SOLD

GNR Auctions, Poynton, Saturday, April 8, gnrauctions.co.uk

LOT 1 LNER brass worksplate Darlington Works 1989 1946 ex-Stanier 8F 2-8-0 No.3147/3547, LMS 8752, BR 48752. **SOLD FOR £1200**
LOT 10 Crosby three-note brass 'A4' whistle, reportedly carried by No. 60015 *Quicksilver*. **SOLD FOR £3,300**
LOT 34 'A4' regulator left-hand driver's side, stamped '2' as fitted to No. 60002 *Sir Murrrough Wilson*. **SOLD FOR £550**
LOT 50 GWR nameplate *County of Bucks* ex-No. 3811, built Swindon Works in 1906. **SOLD FOR £9,700**
LOT 74 Lancashire & Yorkshire Railway locomotive whistle stamped 'H17'. **SOLD FOR £920**
LOT 100 Nameplate *Thornycroft Hall*, ex-'Modified Hall' No. 7924, built Swindon Works 1950. **SOLD FOR £7,000**
LOT 164 BR(E) enamel station totem Dodworth. **SOLD FOR £1,500**
LOT 200 Southern Railway nameplate *Sir Sagamore* 'King Arthur' class No. 771/30771, built North British Locomotive Limited, Glasgow, 1925. **SOLD FOR £9,000**
LOT 226 BR(E) enamel station totem

Summer Lane. **SOLD FOR £2,500**
LOT 250 GWR nameplate *Merevale Hall*, ex-Collett 4-6-0 No. 5971, built Swindon 1937. **SOLD FOR £6,000**
LOT 263 Flamecut number 45664 ex-Stanier 'Jubilee' *Nelson*. **SOLD FOR £480**
LOT 286 ABC British Railways Locomotives Combined Volume 1950, Ian Allan. **SOLD FOR £360**
LOT 297 Brass worksplate Beyer Peacock & Co. Ltd. Beyer Garratt locomotive 7575 carried by New South Wales Railways No. 6003. **SOLD FOR £980**
LOT 300 Nameplate *The Queen* Crewe Works 1872, stamped rebuilt 1892, carried by LNWR 'Precedent' 2-4-0 No. 1213, LMS 5032. **SOLD FOR £12,500**
LOT 350 Nameplate *Monmouthshire* LNWR Co. Dec 1909 Crewe Works 'Experiment' 4-6-0 No. 1689, LMS 5547. **SOLD FOR £7,000**
LOT 413 BR(M) enamel station totem Farnworth & Halshaw Moor. **SOLD FOR £1,000**
LOT 418 Smokebox numberplate 80009 Riddles BR 2-6-4T built Brighton Works, 1955. **SOLD FOR £460**

FOR SALE

Dreweatts & Bloomsbury, The Transport Sale, Donnington Priory, Wednesday April 26, www.dreweatts.com

LOT 15 3½-inch gauge BR '9F' 2-10-0 built by W. Wilks, with replacement Western Steam silver soldered boiler in 2007. **Estimate £2,000-3,000**
LOT 23 5-inch gauge exhibition quality LSWR Adams Radial 4-4-2T built by P.R. Cottrell. **Estimate: £5,000-6,000**
LOT 24 5-inch gauge 'Merchant Navy' 4-6-2 No. 35005 *Canadian Pacific* built by W. Wilks. **Estimate £5,000-7,000**
LOT 27 5-inch gauge GCR Robinson Class 11F 'Director' No. 505 *Ypres* built by Steam Age in 1973. **Estimate: £10,000-15,000**
LOT 30 7¼-inch gauge LB&SCR Stroudley

'G' class 2-2-2 No. 334 *Petworth* built by John P. Dean of Chichester in 2010. **Estimate: £8,000-10,000**
LOT 31 7¼-inch gauge LSWR Beyer Peacock 2-4-0 Joseph Beattie Standard Well Tank Locomotive No. 257, built by John P. Dean of Chichester in 2005, gold award winning model. **Estimate: £20,000-25,000**
LOT 32 7¼-inch gauge live steam coal-fired exhibition standard model of Manx Northern Railway 0-6-0T No. 15 *Caledonia*, built in 1996/97 by Great Northern Steam Company as one of a pair. **Estimate: £15,000-£20,000**

4555 COULD VISIT OTHER RAILWAYS AS DARTMOUTH SEEKS MORE STOCK

Plans to expand DSR's locomotive fleet mean 'Small Prairie' will have time to spare.

GWR 'Small Prairie' No. 4555 could make its first visits to other preserved lines once its overhaul at the Dartmouth Steam Railway is complete.

Since entering preservation at the Dart Valley Railway in 1965, the Churchward 2-6-2T has only ever operated on the Buckfastleigh-Totnes and Paignton-Kingswear lines - its sole forays elsewhere being for open days at BR depots, such as Laira in Plymouth.

But with business increasing, the DSR is now looking to expand its locomotive fleet - meaning that No. 4555, which is expected to return to steam by the end of this year, could be released for hire.

It would become available after one of the railway's GWR 2-8-0Ts, '42XX' No. 4277 'Hercules' (now in its last season before overhaul) and '5205' No. 5239 'Goliath' (awaiting overhaul at Churston) has been returned to steam.

In a reversal of the normal situation for such small locomotives, No. 4555 is needed for the DSR's peak summer timetable, when two seven-coach trains are in operation - but will be of less use during the off-peak period, when only one train is

running, but can be strengthened to ten or 11 vehicles to cater for party bookings.

Says DSR boilermaster Rory Edwards: "Traffic has grown in the last few years, and the increased length of our summer two-train service means we need four operational engines."

With plans to expand the railway's engineering department (see story below) he adds: "Our aim in a few years is to have a much larger pool of engines that we can rotate on hire to other railways. The number of more high-profile locomotives that are out of ticket,



4555's ORIGINAL BOILER 'COULD BE SOLD'

A piece of early preservation history could be available to purchase from the Dartmouth Steam Railway - the original boiler from 'Small Prairie' No. 4555.

Currently in store at Churston, it is the item that was fitted to the locomotive when it was purchased from BR in 1965; the boiler now being overhauled for the engine at Tyseley Locomotive Works is a spare, acquired at the same time from Wolverhampton, that has since been used on both No. 4555 and '4575' No. 4588.

Now, says DSR boilermaster Rory Edwards, the railway is looking instead for a GWR Standard No. 4 boiler as a spare for its two GWR 2-8-0Ts, '42XX' No. 4277 and '5205' No. 5239.

He said: "The boiler being rebuilt for No. 4555 at Tyseley is having such a huge amount of work done that, coupled with the fact that we now use reverse osmosis-treated water, we expect it to need minimal work for 20 years - so we would like to sell the spare in the hope of finding a boiler that fits the 2-8-0Ts."

or have almost certain futures in museums, is of great interest to us, and either to buy outright, or make agreements to fund their overhauls, are the lines we want to head down."

To supplement the current operational stud of No. 4277 and 'Manor' No. 7827 *Lytham Manor* - plus newly overhauled BR '4MT' 4-6-0 No. 75014 'Braveheart' - a series of guest locomotives have been hired in recent years,

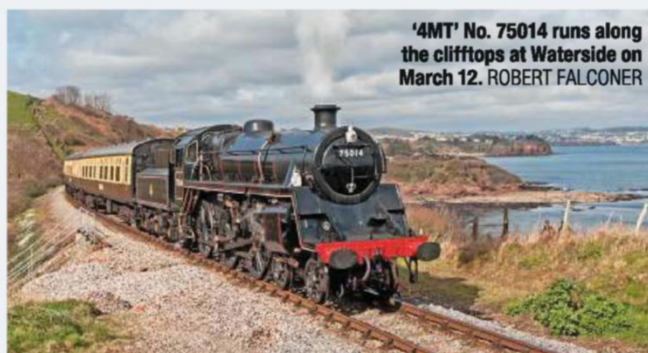
STANDARD SPARKS PAIGNTON APPRENTICESHIP PROPOSAL

The return of '4MT' No. 75014 has inspired the Dartmouth Steam Railway to plan for engineering apprenticeships.

Officially launched on March 22, the Riddles 4-6-0 returned to steam last year, after an overhaul that took 12 years - which meant, in the

words of DSR General Manager Andrew Pooley, "the team who put it back together weren't those who took it apart."

It forms part of a wider strategy by the DSR to expand both its steam locomotive fleet (see above) and the engineering capacity to maintain them.



Dartmouth Steam Railway builds 'sub

A 'subterranean viaduct' is being constructed at the Dartmouth Steam Railway.

Similar to the repair carried out by Network Rail at Eden Brows on the Settle & Carlisle line, the structure just north of Britannia Crossing consists of piles driven into each side of the embankment, topped by concrete decks carrying the track.

It will be approximately 200 feet long in total, of which one-third was installed during a six-week closure of the line from January 1. This initial repair was carried out on the part with the worst settlement, with the remaining two-thirds to follow next January.

Once complete, it is expected to have cost around £150,000 - but by using in-house labour for most of the work, the DSR will have made a considerable saving on initial estimates of £250,000-500,000, had contractors been employed.

DSR General Manager Andrew

No. 7827 *Lytham Manor* approaches Britannia Crossing on November 3 2014, on the section of embankment now being repaired with a 'subterranean viaduct'. ROBERT FALCONER



Pooley attributes the settlement of the formation to the "complicated hydrology" of its location - with the River Dart estuary on one side and a lagoon on the other.

"We've always known about the problem, and have been monitoring

AYS EAM

'Small Prairie' No. 4555 leaves Goodrington with the 3.15pm Kingswear-Paignton train on May 23 1998. R.K. BARNES



including No. 7820 *Dinmore Manor* and '4575' 2-6-2T No. 5542.

Lined up for a ten-year stint on the DSR is Peter Best's USA Transportation Corps 'S160' 2-8-0 No. 2253 (SR447), which will now take up its duties for the 2018 season, because its overhaul will not be completed this year as was originally hoped.

● For the latest progress on No. 4555, see 'The Roster', pages 32-35.

terranean viaduct'



it for ten years," he said, "but last year we were having to re-pack the ballast on a regular basis.

"It is one of the most difficult places to build on, with the only point of access being the road to the ferry crossing."

LR CORWEN PUSH HINGES ON 'UNSOLD' SHARES

BY DAVID WILCOCK

In a bid to fund completion of its new Corwen Central station and connect the terminus to the existing running line by 2018, the Llangollen Railway formally announced its 'Big Push' share appeal on April 7.

The North Wales line is urging new and existing supporters to buy up the 375,000 £1 shares which remain unsold from the second of the railway's two £500,000 share launches more than a decade ago. Shares are being sold in minimum blocks of 50, with a range of travel concessions being offered.

In line with other steam railway share appeals, the LR shares will have no market value or pay dividends, but simply signify support for the railway.

The money is needed to finance the completion of major embankment earthworks at Corwen, the purchase of rail, the

construction and installation of a new water tower, the recommissioning of the former Weston Rhyn signal box, and completion of the island platform and its facilities.

"We can't be precise about a finishing date, because everything hangs on how much money we can raise, and how quickly we can raise it," said Corwen extension project manager Richard Dixon-Gough.

On April 7, the railway opened its doors to the media to show the progress made at Corwen Central so far, which includes substantial embankment widening, construction of the subway which will give passenger access to the island platform, construction of the eight-coach Down platform face, installation of 14 track panels and run-round point at the west end of the station, and digging of foundations for the re-sited Weston Rhyn signal box.



The new island platform and track layout at Corwen Central, looking east. DAVID WILCOCK

Corwen Central station site lies 150 yards west of the railway's temporary terminus station at Corwen East, which opened in 2014.

● Share appeal brochures and share application forms are available directly from the railway, via email at admin@llangollen-railway.co.uk, or by calling 01978 860979.

● 'Closing the gap at Corwen': read the full story on page 84.

ROTHER VALLEY PLANNING APPLICATION APPROVED

Local councillors have unanimously approved the Rother Valley Railway's plans to reconnect the Kent & East Sussex Railway to the main line at Robertsbridge.

At a meeting on March 16, all 15 members of the Rother District Council (RDC) Planning Committee voted for the RVR's application to reinstate the missing two miles of the railway, between Northbridge Street and Junction Road.

This will fill the gap between the two sections already laid eastwards from Robertsbridge and west from Bodiam. When complete, the line will be operated by the KESR - which will then be 13½ miles long in total, from Tenterden to Robertsbridge.

Planning approval allows the RVR to apply to Parliament for a Transport & Works Act Order (TWAO), giving statutory powers to rebuild the line.

RVR Press Officer Mark Yonge commented: "The unanimous approval shows the strength of support for the project."

Some locals have expressed concerns regarding the planned level crossing over the A21 bypass, and increased parking in Robertsbridge itself. RVR Chairman Gardner Crawley said: "Their fears will be addressed as



↑ Visiting from the Kent & East Sussex Railway, 'Terrier' 0-6-0T No. 32670 completes the scene at the Rother Valley Railway's new Robertsbridge Junction station on September 20 2013. TOBY JENNINGS

the scheme progresses and it is to be hoped that the economic benefits of the scheme will become apparent.

"The remaining landowners have additionally expressed concern, and the RVR fully appreciates that a railway crossing their farms represents some disruption. The RVR has met with the three landowners and will continue to engage with them with a view to acquiring the original trackbed by agreement.

"All of this work is financed by private benefactors, without recourse to public funds.

Independent studies have shown that the reinstatement of the RVR will bring economic benefits in excess of £2 million a year to the area.

"To date, the RVR has spent over £3m in implementing the criteria of Rother District Council's Policy EM8 and looks forward to the council's continuing support to complete the project."

The main line connection at Robertsbridge was officially opened by Network Rail Chairman Sir Peter Hendy on December 6 2016 (SR462).

MEN OF STEEL: 'P2' HAS ALL ITS CASTINGS ON THE WAY

Half the steel castings for *Prince of Wales* are made, and the remainder are now all on order.

All of the steel castings for 'P2' No. 2007 *Prince of Wales* have now been ordered - with almost half coming in one batch.

A total of 127 castings are needed to build the LNER 2-8-2, at a cost of £220,750 plus VAT, of which 66 have already been cast and machined in three batches - with most already fitted, apart from the wheels.

The fourth and final consignment - ordered from William Cook Group of Sheffield - consists of 61 pieces at £33,200 plus VAT. Apart from the three crossheads, the rest are for the tender, including the axleboxes, horn blocks and buffer casings.

William Cook Group has been a principal sponsor to the A1 Steam Locomotive Trust since 1994, providing all the steel castings for 'A1' No. 60163 *Tornado* and *Prince of Wales* - including the wheels - at preferential rates. WCG also owns *Tornado's* tender, which is leased until 2021, when it will be bought outright by the trust.

Offsetting the snag with the plain driving axles (SR465), the finished pony and Cartazzi truck axles were both delivered to Darlington in early April while, at the same time, work was due to begin on the assembly of the crank axle at the South Devon Railway.

Ian Howitt, who carried out extensive work on *Tornado*, has been contracted to produce parts



'P2' No. 2007 *Prince of Wales* at Darlington Locomotive Works on March 18. MIKE WETTON

for the brake gear, starting with the hangers, while the 'P2's' running plates and footplate are being permanently attached.

Other recent progress has included the assembly of the leading sandboxes, and the

completion of the 3D CAD design for the combined frame stay and four-spring hanger bracket.

Just 30 places remain in the 'Mikado Club' fund for the wheeling, with 130 supporters pledging £1,000 each plus Gift

Aid, of the 160 needed to raise the required £200,000. For details of this, the 'Boiler Club' and 'Dedicated Donations' sponsorship schemes, visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.

'HALL' GETS CLOSER TO SAINTHOOD WITH NEW INSIDE STEAM PIPES

An important technical milestone has been reached on 'Saint' No. 2999 *Lady of Legend* at Didcot, with the production of the inside steam pipes.

These fittings are one of the modifications needed to 'back-convert' donor 'Hall' No. 4942

Maindy Hall into its predecessor design, the inside steam pipes of the Churchward 'Saints' having been replaced by outside pipes on the Collett 'Halls' and other later GWR engines.

Newly manufactured pipes have been trial-fitted in the boiler from Churchward '28XX' 2-8-0 No. 2861, which is currently in No. 2999's frames as a template for such work.

← A view inside the smokebox of '28XX' No. 2861's boiler on March 6, showing the inside steam pipes to convert *Maindy Hall* to 'Saint' specification. ALASDAIR MATTHEWS



Another more visible job to ensure authenticity has been the replacement of the snap-head rivets on the 'Hall's' smokebox with the countersunk type used on the Churchward locomotives.

Boiler cladding sheets are on site and the boiler lagging material is on order, while the locomotive itself is to be lifted and the bogie run out, allowing access for the fitting of the exhaust steam injector pipes and newly manufactured cylinder cock operating mechanism.

Regarding recent reports that the 'Saint' is 'unlikely to run on the main line', Project Engineer Peter Chatman said: "Throughout the rebuild, construction of

No. 2999 has been to main line standard, but no decision on main line running has been made, nor is it likely to be for the time being, until two conditions can be satisfied.

"Firstly, that we are confident that the locomotive is in a fit condition - obviously we would need to get a good amount of running-in over an adequate period - and secondly that we have the finance, labour and expertise to support it.

"Being a voluntary organisation, there are limitations to what can be achieved and we are pretty busy with No. 6023, both this and No. 4079 being in the frame for main line running."

THE UNKNOWN WARRIOR IS ADVANCING ON THREE FRONTS AT ONCE

All three work streams on 'Patriot' No. 5551 *The Unknown Warrior* - the boiler, chassis and tender - have made significant steps forward.

At LNWR Crewe, the four sections of the firebox throatplate are being welded together, with the assembly of the boiler expected to begin imminently. At Llangollen, the '5XP' is now a 4-6-0 again, with the

leading wheelset back under the frames after having the eccentric keyway re-machined, while the brake gear has been fitted. The latter is to the Stanier 'Jubilee' pattern, as no drawings for the 'Patriot' brake gear survived.

Smaller parts about to be fitted are the trailing sandboxes and the right-hand lubricator (which feeds

the axleboxes) while the new brake cylinder, and all 126 components for the lubricator drive and cylinder drain cock operating gear, have been made and are awaiting delivery. Fitting of the lubrication pipework is also under way.

The tender chassis has had replacement outer frame plates fitted and both dragboxes riveted.

Drawings for the new tank can now be produced, with outline Vehicle Acceptance Body approval obtained for the modifications to increase water capacity.

For details of sponsorship schemes or to donate, contact the LMS Patriot Company Ltd, The Hub, 17 Eastgate Street, Stafford ST16 2LZ or at www.lms-patriot.org.uk

SMOKEBOX AND TANKS COMING TOGETHER FOR '3MT'

BR '3MT' 2-6-2T No. 82045 has its 'face' with the completion of the smokebox door - and the tanks are to follow.

Both the door and its inner liner have been produced, along with the securing 'dart', and adorned with an 83C (Exeter) shedplate owned by Peter Line, the project's Deputy Engineer - although none of the original 45 '3MTs' were allocated here.

Construction of the

locomotive's distinctive tanks has also commenced at the Dinas workshops of the Welsh Highland Railway, with the platework being



prepared for the initial stages of assembly.

Machining of the axlebox horn faces is in progress, and the front steam chest cover has been fitted to the right-hand cylinder. The rear covers are being made by the Boro Foundry, along with the pivot slide and top frame for the front pony truck.

← The smokebox door of BR '3MT' 2-6-2T No. 82045 taking shape.
TONY MASSAU

BROWN BEAR'S BOILER BEGINS

Construction of the £23,000 boiler for the Groudle Glen Railway's new 2-4-0T *Brown Bear* is about to start at Bennett Boilers of Highbridge.

GGR Charity Secretary Alex Brindley told *Steam Railway* in early April: "Andy Bennett has made the drawings which are with British Engineering Services (our boiler insurers) for approval.

"We have paid the 25% deposit to order the materials and construction will now proceed with delivery due for August or September this year. The boiler received a further generous donation in December." Both injectors were donated to the project by David Humphreys, owner of the North Bay Railway, where the brake gear was also produced by North Bay Engineering.

Thanks to a conversation in a pub at the Ravenglass & Eskdale Railway, Jack Dibnah -

son of steeplejack Fred Dibnah - has machined the coupling and connecting rods.

A similar chance meeting has resulted in the production of the engine's distinctive brass dome cover. Said Mr Brindley: "We tried several firms of metal spinners,

“ CONSTRUCTION
WILL PROCEED WITH
DELIVERY FOR AUGUST
OR SEPTEMBER ”

and all declined such a one-off job - but the group restoring Peckett 0-6-0ST *Triassic* at the Lincolnshire Coast Light Railway, have just had a similar, slightly smaller cover made. The gentleman who produced it has now almost completed ours, all beaten by hand from sheet brass.”

'F5' WILL STILL BE BUILT AT TYSELEY

Tyseley Locomotive Works is still expected to erect the frames of GER 2-4-2T No. 789, the Holden F5 Locomotive Trust has clarified.

Although the group is discussing a possible move to the North Norfolk Railway (SR465), this will take place once the frames are erected at the Birmingham works.

With all CAD work for the frames complete, it is hoped that they can be completed by the end of the year

- but they must then be moved, to make space for Tyseley's increasing contract work.

Elliot Powick, the group's Chief Mechanical Engineer, has almost completed the CAD drawings for the Stephenson valve gear, and quotes are expected imminently for the wheels, tyres, axles and axleboxes, allowing detailed costings to be finalised for the bottom end.



'T1' gets its 'shark nose'

Metal is being cut for the new \$10m Pennsylvania Railroad 'T1' 4-4-4-4 No. 5550 in the United States, with the construction of its prow.

Using original drawings, the frame of its front end - dubbed the 'shark's nose' - has been cut from aircraft-grade aluminium with a water jet machine, while the first cab sections have been produced using the same method.

The T1 Trust has ordered the second Boxpok driving wheel and expects to have it cast in early March. Its website is at prtt1steamlocomotivetrust.org

IN BRIEF

• **567:** Two more frame components - the motion girder and middle stretcher - have been produced for the Manchester, Sheffield & Lincolnshire Railway 4-4-0, and the slidebar support brackets are being machined.

• **2013:** A presentation on the LNWR 'George V' 4-4-0 project is to be held at Kidderminster Railway Museum on July 29.

• **4709:** Members of the 47XX Project are meeting at the Kent & East Sussex Railway on May 6, with a coach reserved behind visiting 'Manor' No. 7822 *Foxcote Manor*, and all are welcome to attend. Steel for No. 4709's cab and running plates has been ordered, and the frames are being painted at Llangollen, with the wheelsets expected from the South Devon Railway after Easter.

• **6880:** Work has commenced on the overhaul of *Betton Grange's* boiler (originally from No. 7927 *Willington Hall*) at Tyseley, with the manufacture of a replacement front tubeplate and firebox backplate. The boiler appeal now stands at £184,000, just over £40,000 short of its £225,000 target, while 48 of the 80 class members have been taken up in the 'Adopt a Grange' sponsorship scheme (www.6880.co.uk).

• **61673:** Patterns for the frame stays and spring hanger brackets of 'B17' *Spirit of Sandringham* were completed, and the first pair of the latter cast, by William Cook of Sheffield during early April. All the castings are expected to be produced by early May (along with the fabricated frame stay at North View Engineering Solutions) and following stress relieving and machining, will be delivered to Llangollen for fitting to the frames in the second half of the year.

• **72010:** *Hengist's* front firebox support and trailing truck pivot has been completed by CTL Seal of Sheffield. Machining of the 'Clan' 4-6-2's rear dragbox was also expected to be complete as this issue went to press.

• **84030:** An order has been placed for the front running plates of the BR '2MT' 2-6-2T at the Bluebell Railway, while work continues on fitting its vacuum pipework.

'GLOSWARKS' NEEDS ANOTHER £320K TO FIX EMBANKMENT

Share issue exceeds target - but now railway must go an extra mile to stabilise 150-yard stretch.

With over £1.25 million raised by early April, the Gloucestershire Warwickshire Railway's 'Broadway: The Last Mile' share issue has exceeded its target.

Just under a year since its launch by Pete Waterman on April 6 last year, the figure reached £1,251,253 on April 4, thanks to a share purchase by Neil and Vicky Davidson, from Stratton, near Swindon.

But more funds are still needed, with the discovery that the unstable embankment between the current railhead and Broadway station will cost significantly more to repair than expected.

Contractors George Law Ltd have begun work to re-profile the 150-yard stretch of embankment to its natural shape, and stabilise it with soil nails - a permanent repair for an earthwork that received only a 'sticking plaster' remedy to landslips in BR days - ash, believed to have come from Gloucester

shed. Spoil and ash removed from the embankment will find a new use at Broadway, as the sub-surface for the station car park.

But with all of the results now obtained from a geological survey, it has been confirmed that the repairs will cost £400,000, instead of the £80,000 originally anticipated.

It means that the railway cannot be complacent, says Press Officer Ian Crowder: "The job will get done - but the money must keep coming in. Taking it from elsewhere could delay other things."

Steam reached the railhead at Peasebrook Farm Bridge, about half a mile from Broadway, on March 31, when 'Manor' No. 7820 *Dinmore Manor* - on 'driver experience' duties for members of its owning group Dinmore Manor Locomotive Ltd - was used for an engineering train. Since then, 'Modified Hall' No. 7903 *Foremarke Hall* has followed in its footsteps.

At Broadway, the walls of the station building have reached eaves level, and ballast has been laid north of the station to the boundary with the section of trackbed owned

by Sustrans. The first sections of rail have been delivered, and track will be laid in Broadway station once road access to the site is no longer required.

● As this edition of SR goes on sale, there will be just nine days left before the share issue closes on April 30. For details, contact the Finance Director, Gloucestershire Warwickshire Railway, The Railway Station, Toddington, Gloucestershire GL54 5DT, email finance.director@gwsr.com or call 01242 621405.

After the 'Last Mile' issue closes, shares in the GWSR can still be purchased, and donations with Gift Aid can be made to the Gloucestershire Warwickshire Railway Trust at www.gwrt.org.uk/ Make_a_Donation



Broadway's replica GWR signal box, pictured on March 3. JACK BOSKETT

NEW GWSR BUILDINGS WILL HAVE AUTHENTIC LOOK

A new visitor centre on the Gloucestershire Warwickshire Railway will be designed to blend in with Winchcombe station.

Though of steel-framed construction, the two-storey building is to be clad in stone to give it an authentic railway 'look'.

It will provide a reception centre for special occasions such as 'Santa Specials'.

Costing £300,000 in total, it was supported by a £25,000 grant from the Aviva Community Fund.

Similarly, a new messroom

and training classroom for the locomotive department at Toddington, forming an extension to the goods shed, will be designed in harmony with the original GWR building. It replaces the existing messroom in a Mk 1 coach.

'Railmotor' for Chinnor & Princes Risborough's 60th

In a change of plan, the Great Western Society's 'Railmotor' will visit the Chinnor & Princes Risborough Railway this summer.

As reported in SR462, 5542 Ltd's Hawksworth autococh No. 233 was to be hired to run with the line's

summer guest, the South Devon Railway's '64XX' 0-6-0PT No. 6412, to mark the 60th anniversary of the line's closure in June 1957.

Instead, GWR steam railcar No. 93 and trailer coach No. 92 will operate from Chinnor on June 29

(marking the closure anniversary) followed by July 1/2, 8/9 and 15/16. Subject to Network Rail gauging approval, it will run into the bay platform at Princes Risborough, although passengers are not yet able to alight here.



HAYLES ABBEY HALT NEARS COMPLETION

While Broadway station takes shape, another new station has sprung up on the Gloucestershire Warwickshire Railway with the rebuilding of Hayles Abbey Halt, using this original shelter from Usk. The station will have an official opening on June 5, performed by local landowner Lord Neidpath, Earl of Wemyss. '14XX' No. 1450 and autococh No. W238W will stay on after the 'Cotswold Festival of Steam' to take part in the ceremony. CHRIS BRISTOW

2807 AND PORT TALBOT 813 FOR DIDCOT'S 50TH ANNIVERSARY GALA

Two of the oldest working GWR locomotives in preservation are to help Didcot Railway Centre mark its 50th anniversary.

1905-built '28XX' 2-8-0 No. 2807, from the Gloucestershire Warwickshire Railway, and

1901-built Port Talbot Railway 0-6-0ST No. 813, from the Severn Valley Railway, are the star guests at the '50 Years of Didcot Railway Centre Gala'.

It marks five decades since the former 81E shed became the base

of the Great Western Society, whose bases had previously included Taplow and the Totnes Quay branch.

Steaming days are April 22/23 and 29-May 1, with resident 'King' No. 6023 *King Edward II*

and 'Railmotor' No. 93 also in operation, along with 'Large Prairie' No. 4144 returning to service after firebox repairs. A third visitor is Barclay 0-4-0ST No. 11 from the East Anglian Railway Museum.

40th ANNIVERSARY CELEBRATION EVENTS



SMALL LOCO FEST 13TH 14TH MAY

Jinty 47406 plus Sentinel 0-6-0 DL83

Hudswell Clarke 0-6-0 '1800'

Hunslet austerity 0-6-0 75008 'Swiftsure'

Class 14 D9520/Corby Quarries 45

Adults £16 Senior £13 Child £8 Family £40



ROYAL SCOT 2ND 3RD 4TH JUNE

34081 92 Squadron

Hudswell Clarke No 1800 Thomas

Class 31 No 31271

Deltic No '55 022 'Royal Scots Grey',
currently running as 55 018.

Brake van rides

Adults £25 Senior £20 Child £12 Family £62



AUTUMN STEAM GALA

9TH 10TH SEPTEMBER

Guest to be advised

Full home fleet.

Adults £21 Senior £18 Child £10 Family £50



UNION OF SOUTH AFRICA

16TH 17TH SEPTEMBER

Running with Bulleid Light Pacific

Battle of Britain Class No 34081 92 Squadron

Adults £21 Senior £18 Child £10 Family £50



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Fax 01780 784440

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THE ROSTER

LOCOMOTIVES IN FOCUS

Dunrobin: Undergoing a contract overhaul at the Severn Valley Railway, the boiler of the Duke of Sutherland's 0-4-4T is to be reassembled this year, with the locomotive to follow suit during late 2017 and early 2018. Repatriated from Canada in 2011, the 1895-built Sharp Stewart locomotive is to be based at Beamish.

8 (Llywelyn): This Vale of Rheidol Railway 2-6-2T returned to steam alongside No. 9 on April 5 (see Narrow Gauge News, pages 38-39).

752: A crack in the fireman's side frame (the right-hand side) of the Lancashire & Yorkshire Railway '23' 0-6-0ST was successfully repaired at the East Lancashire Railway during the week ending March 24. The horn guide will be refitted shortly, enabling the crank axle to be installed.

4150: On March 29, the boiler of this 'Large Prairie' - the last Barry restoration still to be completed at the Severn Valley Railway - was lifted onto a well wagon to be moved to Bridgnorth for overhaul. The road crane was then used to fit the tanks, bunker and cab.

4253: This ex-Barry 2-8-0T has been re-wheeled at the Kent & East Sussex Railway (see News).

4277: This is the last season for the Dartmouth Steam Railway's '42XX' 2-8-0T before overhaul. Its boiler certificate expires in April 2018, but it will be withdrawn from service at the end of this year.

4930: Restoration of GWR 'Hall' 4-6-0 No. 4930 *Hagley Hall* is to begin in earnest at the Severn Valley Railway this summer. Its

↓ **'5101' 2-6-2T No. 4150 with its tanks and bunker in place at Bewdley on March 29.** BOB SWEET

GET YOUR LOCOMOTIVE 'ROSTERED'

Would you like to see your engine featured here? Send your reports and pictures to steam.railway@bauermedia.co.uk or the editorial address in 'Mailbag', page 103, marked for 'The Roster'.

support group, the Friends of Locomotive 4930 Hagley Hall, has drawn up a programme for the overhaul with Severn Valley Engineering Services.

During late February and early March, contractors removed the asbestos lagging from No. 4930's old cylinder block, in preparation for splitting its two halves. With the cylinders confirmed as life-expired, CAD work has begun for a new casting. Costs won't be confirmed until the design is completed and the method of construction approved, but donations can be sent to Friends of 4930 Hagley Hall, Severn Valley Railway, Bridgnorth Station, Hollybush Road, Bridgnorth, Shropshire WV16 5DT, via www.4930hagleyhall.org.uk or by texting HALL29 plus £amount to 70070.

Volunteers from the Friends group are overhauling the Collett tender, previously with 'Modified Hall' No. 6990 *Witherslack Hall*.

Due to the cylinder replacement, the originally hoped-for steaming date of 2019 - for the Collett 4-6-0's 90th birthday - has been revised to 2020.

5239: Withdrawn from service at the Dartmouth Steam Railway at the end of the 2015 season, '5205' 2-8-0T 'Goliath' is currently stored in Churston works, but is next in line for overhaul after No. 4555 is completed (see separate story).



No. 5239 has already received some firebox repairs during 2012/13, after unsuitable water supplies prompted the railway to invest in a reverse osmosis treatment plant. Thanks to that boiler lift, says workshop foreman Julian Kerven: "We know the outside of the barrel is OK, so the first step will be to take the tubes out of it *in situ* and assess the inside of it - but we already know that the firebox crown stays are knackered."

Ironically, he adds: "Reverse osmosis has a habit of stripping scale from boilers, so it's ideal for those that you've just rebuilt, but on engines that are already running it can cause them to start leaking!"

5552: Withdrawn for its 'ten-yearly' overhaul in 2012, the

Bodmin & Wenford Railway's '4575' 2-6-2T has had its frames lifted from the wheels for attention to the axleboxes.

7200: While new pipework is being fitted to the prototype GWR '72XX' 2-8-2T at the Buckinghamshire Railway Centre, the old smokebox has been removed from the boiler; the material to build a new smokebox and taper barrel section has already been purchased. The next stage of boiler work - removing the rivets securing the foundation ring - has commenced.

Donations to the £120,000 boiler appeal can be sent to the 7200 Trust at 33 Douglas Road, Aylesbury, Bucks HP20 1ES, or made online via www.7200trust.org.uk

7229: Years of outdoor storage meant that the ex-Barry '72XX' could not be towed to Bury Bolton Street station for display at the East Lancashire Railway's March 10-12 steam gala, as planned.

ELR Financial Director David Layland said that it "needs more lubrication" but will be on show at the line's October 14/15 enthusiast event instead. It is also planned to give the big tank a trial run around Bury South curve onto the Heywood line, to ensure that its 35ft 3in wheelbase can negotiate this section. The railway does not anticipate a problem, however, as '9F' 2-10-0s are able to use the curve.

7827: Winter maintenance on *Lydham Manor* at the Dartmouth Steam Railway has included repairs



57566 (828): Sidelined since July 2013 for repairs to cracks in its frames and axlebox horns, and subsequently delayed further by the fitting of new tender tyres, the Strathspey Railway's flagship Caledonian Railway 0-6-0 returned to service on March 25/26. This picture was taken near the line's northern terminus of Broomhill on March 26. JONATHAN GOURLAY



to a firebox lap seam with patch screws. Its boiler certificate runs until 2021.

31806: The 'U' 2-6-0 is in Herston works for a bottom end overhaul, including a new ashpan and re-bushing of the motion, while Southern Locomotives Ltd has been contracted to carry out an overhaul of its tender frames - including modifications to the pipework - to bring it in line with the original drawings. It is being fitted out for main line electronic equipment (see News).

34059: Sir Archibald Sinclair's boiler is expected to receive its new inner firebox at South Devon Railway Engineering in late May, after which it will be returned to the Bluebell Railway for stays to be fitted.

41241: With the arrival of the new firebox throatplate (produced by South Devon Railway Engineering) and the completion of a new backplate in-house, the full kit of parts for the Ivatt '2MT' 2-6-2T's boiler is now to hand at Bridgnorth, and assembly is under way. The boiler is being rebuilt under contract by the Severn Valley Railway, while the locomotive is overhauled at its Keighley & Worth Valley Railway base, with the aim of returning it to steam in 2018 to mark 50 years since it hauled the KWVR's first train.

45170: Just over two years after launching its 'Bringing Her Home' appeal, the Scottish Railway Preservation Society has secured the ex-Turkish Stanier 2-8-0.



↑ An ex-Barry GWR heavy freight pairing inside Baron Street shed at the East Lancashire Railway on March 4, with '72XX' 2-8-2T No. 7229 temporarily reassembled, and Andy Booth's '2884' 2-8-0 No. 3855 awaiting restoration. Just visible behind the '2884' is Lancashire & Yorkshire Railway 0-6-0ST No. 752. JOHN SAGAR

With a grant from the Hugh Fraser Foundation topping up the £117,000 raised by the society, the total of £122,000 for the purchase of the locomotive from John Oldcorn, and its transport to Bo'ness, was reached.

Although No. 45170 has been on site at Bo'ness since November 13 2014 (SR435), it received an official 'welcome' event on April 1, when it was displayed in the Museum of Scottish Railways for an open day. With an estimated £250,000-300,000 required for its restoration to main line standard, a component sponsorship scheme is to be launched.

Cosmetic restoration of the 1942-built North British engine has been ongoing, and it is planned to bring the tender into the workshops for attention once the overhauls of Neilson Reid 0-6-0T No. 1 Lord Roberts and Caledonian Railway 0-4-4T No. 419 are completed later this year.

42968: Parts of the rear of the frame plates are being replaced on the Stanier 'Mogul' at Bridgnorth, during the rebuilding of the rear dragbox.

46428: Volunteers of the Bury Standard 4 Group have finished dismantling the pony truck of the ex-Barry Ivatt '2MT' 2-6-0, with the parts being cleaned and painted in primer ready for storage. The original front bufferbeam is being used as a template for a new item.

47357: A new chimney has been cast for the Midland Railway - Butterley's LMS 'Jinty' 0-6-0T by the Manor Foundry in nearby Ilkeston, to replace the corroded original.

47406: Roger Hibbert's Great Central-based 'Jinty' is to visit the Nene Valley Railway for its 'Small Loco Fest' on May 13-15, alongside

Hudswell Clarke 0-6-0T Works No. 1800 Thomas and Hunslet 'Austerity' 0-6-0ST No. 75008 Swiftsure.

71000: A painting of BR 'Pacific' No. 71000 Duke of Gloucester - signed by the engine's namesake - is being sold to raise funds for the engine's overhaul. Prints signed by HRH Prince Richard, Duke of Gloucester, are limited to members of the BR Class 8 Steam Locomotive Trust, while unsigned copies are available on a first come, first served basis from www.theduke.uk.com

73129: Currently out of ticket and awaiting overhaul, the unique surviving Caprotti 'Standard Five' has been placed on display in the Midland Railway - Butterley's museum at Swanwick Junction, along with SDJR Prussian blue 'Jinty' No. 23 (47327).

ON THE WAY BACK...

VoR No. 7 (Owain Glyndŵr): A new inner firebox is being fitted to the Vale of Rheidol Railway 2-6-2T.

4555: Destined for a possible role as a hire engine (see News), the Dartmouth Steam Railway's 'Small Prairie' is expected to return to steam by the end of the year, following its fourth heavy overhaul in preservation.

Its driving wheels have been fitted with new tyres at the locomotive's first preservation home of Buckfastleigh, by South Devon Railway Engineering, while its pony trucks and most other fittings have been overhauled and are ready for reassembly. The driving wheels still need to have their balance weights re-riveted, as some of the rivets have worked loose due to the movement of the lead inside.

Work on the frames has included repairing cracks between the bolt holes for the axlebox horns, caused by over-tightened fitted bolts from BR days; while Tyseley Locomotive Works has rebored the valve chests. Tyseley is also overhauling the boiler (see News), which has had both barrel sections, the firebox sides, backplate, throatplate, and the main steam pipe replaced.

New side rod and big end bearings are being made from vesconite, a modern alternative to the original phosphor bronze and whitmetal bearings, which is cheaper and quicker to machine. If successful, this modification will be extended to the rest of the DSR fleet.

Both the tanks and bunker were already renewed at a previous overhaul, but are of welded construction; if time and funds permit, says workshop foreman Julian Kerven, consideration is being given to fitting them with dummy rivets for a more authentic look.

"But it will cost a lot extra," he warns: "It could have cost four times more to build them from scratch by riveting than welding

↓ 'Small Prairie' No. 4555 under overhaul in Churston workshops on March 22, with '5205' 2-8-0T No. 5239 'Goliath' awaiting its turn behind.



- and we've got to consider the time it'll take, because this is a business and the engine needs to be running."

5526: Following its out-of-frames steam test on March 1 (SR465), the boiler of the South Devon Railway's 'Small Prairie' has been returned to the frames and is having pipework fitted. Two more tests in the frames are required: a cold examination, which officially starts the clock ticking on its certificate, and a steam test 30 days afterwards.

↓ **Team Riley! 'A4' No. 60009 *Union of South Africa* steams on April 13. A main line test run is due for April 27.**
RILEY & SON (E) LTD



6989: *Wightwick Hall*'s boiler cladding is almost complete at Quanton Road, with only the front firebox corners left to fit, while the cylinder covers are also finished. Also ticked off the list of remaining jobs on the ex-Barry 'Modified Hall' are the driver's side injector steam feed, cab window fittings, brake linkages and replacement of the ejector studs, while the steam heating valves have been passed as fit for use.

30926 (926): Firebox stays are being fitted to the boiler of 'Schools' 4-4-0 *Repton* at the North Yorkshire Moors Railway, and the tubeplate holes countersunk to allow the tubes to be fitted.

31065 (65): Fabrication of the smokebox for the Bluebell-based 'O1' 0-6-0 is complete and lubrication pipework is being fitted. The locomotive is being painted and only required its final topcoat before lining-out as this issue was going to press.

34028: *Eddystone*'s boiler has had the firebox corners cut out for replacement at South Devon Railway Engineering, and the replacement front tubeplate is nearly ready to fit. Southern Locomotives Ltd expects the bottom end of the rebuilt 'West Country' to return to Herston works by mid-July, following overhaul at Tyseley. It will take the space vacated by 'Battle of Britain' 257 *Squadron* in May (see below), and in the intervening period, SLL plans to restore the bogie and delta truck of rebuilt 'West Country'

No. 34010 *Sidmouth*, in order to make that engine's frames mobile when it enters the works for its restoration from Barry condition. *Sidmouth*'s bogie, delta truck, and leading and trailing driving wheels have all been re-tyred at Buckfastleigh.

34072: 257 *Squadron* had its last sections of air-smoothed casing fitted on April 4, allowing painting to commence, and leaving only final detail jobs such as the cab windows and conduit for the electric lighting. A return to steam in May is expected.

35028: *Clan Line*'s boiler was returned to the frames at LNWR Crewe in late March, with the lagging and cladding in place, and the superheater header refitted in the smokebox.

41313: Having successfully passed its hydraulic test during the previous week, the boiler of the ex-Barry Ivatt '2MT' 2-6-2T was lit up at the East Somerset Railway on March 25 - its first fire since the locomotive was withdrawn from Eastleigh in November 1965.

Having passed its official insurance hydraulic and steam tests out of the frames on April 3, the boiler was lifted back into the frames on April 10. It is hoped that the engine will be able to commence running-in trials in late May or early June, and an official launch has been provisionally set for June 24, when Ivatt '2MT' 2-6-0 No. 46447 will also be in steam.

45428: 1930s LMS livery is to be applied to the North Yorkshire Moors Railway's 'Black Five' when it emerges from its current overhaul, in place of the previous BR lined black.

45596: A new middle union link is to be made for the Stanier 'Jubilee' after testing of the motion revealed cracks in the original item, believed to be the result of a big end failure in LMS days. At Tyseley,



↑ **'Schools' No. 926 *Repton* at Grosmont with its nameplates fitted and SR olive green livery applied.**
ADRIAN DENNIS

the replacement firebox throatplate has been riveted in place and the foundation ring fitted.

60009: John Cameron's 'A4' *Union of South Africa* was steamed again on April 13, following major axlebox repairs by Riley & Son (E) Ltd. The locomotive was re-wheeled at Bury Baron Street works on April 6.

60532: A symbolic moment in the overhaul of *Blue Peter* at Crewe has been reached with the removal of the life-expired middle cylinder. A new one for the Royal Scot Locomotive and General Trust-owned 'A2' is expected to be supplied by the A1 Steam Locomotive Trust; the designs on the two closely related Peppercorn 4-6-2s are almost the same.

Extraction of the inside cylinder was achieved without having to remove either of *Blue Peter*'s outside versions. The locomotive's bogie, driving and Cartazzi truck wheelsets are at South Devon Railway Engineering for the fitting of new tyres.

62005: West Coast Railways has replaced the left-hand outer firebox wrapper on the North Eastern Locomotive Preservation Group's 'K1' 2-6-0, the repair being hydraulic and steam-tested on March 28 and April 3, respectively. Following other winter maintenance, including examination of the axleboxes, pistons and valves, the locomotive was due to undergo a loaded test run from Carnforth to Hellifield on April 17, in readiness for its appearances on the 'Great Britain X'. After that, it is rostered for the morning 'Jacobite' on the weeks commencing May 15 and 29, June 12 and 25, July 9 and 23, August 6 and 20, September 17, and October 2 and 16.

63395: All the superheater elements and flue tubes have been removed from the 'Q6' by North Yorkshire Moors Railway boilermaker Mark O'Brien, assisted by NELPG volunteers. This allowed NELPG Chief Mechanical Engineer John Graham to assess the inside of the boiler and agree the extent of work required with the insurance company, permitting the

INDUSTRIAL ROUND-UP

Robert Stephenson & Hawthorns 'Austerity' 0-6-0-OST National Coal Board No. 49: Removal of the firebox is almost complete at Israel Newton's workshop. At the 1943-built machine's home base, Tanfield, a new blastpipe is being fabricated by volunteers.

Bagnall 0-6-0-OST *Vulcan*: Wheelsets have been removed at the North Tyneside Steam Railway and dispatched to the South Devon Railway for replacement tyres. The boiler of the ex-Austin Motors, Longbridge, locomotive is also approaching completion at the North Norfolk Railway.

Hunslet 0-6-0-OST *Brookes No. 1*: The Middleton Railway saddle tank steamed for the first time since overhaul on April 3. The initial trial steaming revealed some tweaks left to do before final boiler certification, but the line is hopeful that the locomotive will re-enter traffic by June, following the completion of its Heritage Lottery Fund-backed overhaul.

Robert Stephenson & Hawthorns 0-4-OST *Agecroft No. 1*: Steam operations at the National Railway Museum's York site are now in the hands of the 1948-built locomotive, normally based at the Museum of Science and Industry in Manchester. It replaces Grant Ritchie 0-4-OST *Kinglassie Colliery No. 21*, which has returned to the Ribblesdale Steam Railway.

Andrew Barclay 0-4-OF *Boots No. 1*: Restoration of this 1930-built fireless locomotive (Works No. 1984) will be tackled by the same group who undertook the return to steam of Andrew Barclay 10in-cylindered 0-4-OST Works No. 1259, based at the West Somerset Railway. *Boots No. 1* left the Foxfield Railway by road in late March.

Manning Wardle 0-6-0-OST Works No. 2047 'Warwickshire': Two new cylinders have been cast for this locomotive by Timsons Engineering of Kettering, the right-hand cylinder being produced on March 10 and the left-hand casting on March 22. After machining, both will be delivered to the Severn Valley Railway, where it is hoped to have the locomotive back on its wheels at Bridgnorth Works by the end of the year. Its owners - the Warwickshire Industrial Locomotive Trust - will then continue its restoration at Bewdley.

locomotive to run until 2024. The opportunity is being taken to rectify wear in the axleboxes, remove the piston valves for examination and refurbish the brake ejector, hopefully allowing the Raven 0-8-0 to return to service this season.

65894: A hydraulic test took place on the 'J27's boiler at LNWR Crewe on March 28, followed by a steam test on April 6. A new smokebox and door have been made, and the boiler was expected to return to NELPG's Darlington Hopetown Works at Easter, following the fitting of the ashpan. The new tender tank, fabricated by Adam Dalgleish Engineering, has been fitted to the tender frames at Hopetown. NELPG Chairman John Hunt said: "No date has been set for a return to steam, but it is hoped that the 'J27' can be seen in steam this year, possibly to coincide with the anniversary of the end of steam in the North East on September 9 1967. No promises, but fingers crossed!"

69023: Examination of NELPG's 'J72' 0-6-0T at Hopetown has

revealed the cause of a recurring knocking sound to be the right-hand piston touching the cylinder end cover, due to wear in the axleboxes and big end.

The axleboxes have been sent to Ian Storey's Hepscott workshop for refurbishment and the big end bearing remetalled. Other maintenance has included an overhaul of the safety valves, replacement of piston and valve packings, refurbishment of the steam brake and cab fittings, and re-grinding of the regulator valve. Following re-wheeling, the locomotive will return to the Wensleydale Railway for another season.

75069: Expected to be outshopped at the Severn Valley Railway by the end of the year, the Riddles '4MT' 4-6-0 is around two months from being re-wheeled.

80097: Small tubes are being fitted to the boiler of the Bury Standard 4 Group's 2-6-4T at Adam Dalgleish Engineering, while the firebox crown stay nuts have been replaced and the firebox tubeplate riveted.



Evoking memories of nearby North Road Works, 'J27' No. 65894 awaits the return of its boiler at NELPG's Darlington Hopetown Works, while 'J72' No. 69023 is lifted for attention to its axleboxes. MICHAEL DENHOLM

80151: Templates for the '4MT's new firebox platework have been produced and the washout plugs are being fitted to the replacement throatplate. Other work is focused on the overhaul of the rear bogie.

90775: The Midland & Great

Northern Joint Railway Society's WD 2-10-0 is expected to be in light steam at Weybourne during the North Norfolk Railway gala on April 21-23, and may be ready to haul its first passenger train since 2009 (see News).

1369 GETS A FAREWELL FIT FOR A 'CASTLE'

Retiring pannier tank No. 1369 is to have its own farewell mini-gala at the South Devon Railway on May 9.

With this final day of its 'ten-year' boiler certificate falling on the anniversary of the famous Ian Allan 'Great Western Railtour' in 1964, the '1366' 0-6-0PT will carry the illustrious 'Z48' reporting number on its smokebox.

Subject to availability, two more locomotives will be in steam, working the normal timetable. Although no 'Castle' will be present, Collett '2251' 0-6-0 No. 3205 - a design nicknamed

the 'Baby Castle' - will be rostered, along with 'Small Prairie' No. 5542, working in push-pull mode with recently restored autococh No. 233.

To eke out the final hours of No. 1369's 'ticket', which expires at 11.59pm, extra trains will run late into the

evening. SDR engineer Ray Lee said: "We're just having some fun - that's what preservation's all about."

BOILER CERTIFICATES ENDING THIS YEAR

Locomotive	Railway	Ticket expires
1369	South Devon	May 9 (see above)
4277 'Hercules'	Dartmouth	April 2018 - to be withdrawn at end of 2017
7812 <i>Erlestoke Manor</i>	Severn Valley	December 31
30053	Swanage	October 31
30777 <i>Sir Lamiel (777)</i>	Great Central	October
31592	Bluebell	Last days in traffic to be 'Branch Line Weekend', May 13/14
34070 <i>Manston</i>	Swanage	End of year
44806	North Yorkshire Moors	After Christmas - date of withdrawal TBC



Two veterans of Wadebridge shed, reunited on the South Devon Railway, with Collett '1366' 0-6-0PT No. 1369 and Beattie 2-4-0WT No. 30587 on February 23. PETER ZABEK



UP TO THREE BACK IN STEAM FOR FOXFIELD HALF-CENTURY

Hawthorn and 'Austerity' could be back in action in time for railway's 50th anniversary.

The debut of ex-National Railway Museum Robert Stephenson & Hawthorns 0-4-0ST 'Eustace Forth' at the Foxfield Railway took a leap closer in March. The locomotive's boiler has now passed a steam test and has been returned to the frames of the ex-CEGB machine.

A former Dunston Power Station (Gateshead) engine, 'Eustace Forth' last steamed almost a decade ago after many years as a regular performer at both the York and Shildon NRM sites. The 1942-built locomotive moved to Foxfield in 2013 for overhaul by the team who restored Bagnall 0-4-0ST *Kent Electric Power Co. No. 2*.

'Eustace Forth' is expected to take part in the Foxfield Railway's 50th anniversary celebrations in July, alongside at least one other locomotive returning to steam after overhaul: Hunslet 'Austerity' 0-6-0ST *Wimblebury*. The National Coal Board locomotive also received a steam test at the same time as 'Eustace Forth', and has had its boiler refitted to the frames.

There is also a chance that a third Foxfield locomotive, Beyer

Peacock 0-4-0ST Works No. 1827 of 1879, will also return to steam in time for the celebratory events after a period of time out of action for firebox repairs. However, Bagnall 0-4-0ST *Hawarden* will miss the event, as its boiler work is unlikely to be completed in time.

Up to eight locomotives, including a guest, could still take part in the railway's 50th anniversary gala weekend on July 15/16.

● Away from the locomotive fleet, work is also under way with renewed vigour on completing trackwork at Foxfield Colliery to allow passenger trains to finally operate between Dilhorne Park and the colliery, including the famous stretch of 1-in-19 gradient.

In addition to work on signalling and interlocking, a significant amount of paperwork and training will be needed before passenger trains return to the original base of the Foxfield's preservation efforts. Foxfield Director Dave Scragg told *Steam Railway* that it was "too soon" to say when the return might take place.

“UP TO EIGHT LOCOMOTIVES COULD TAKE PART”



William debuts in Sentinel homage

A Sentinel 0-4-0VBT named by, and after, LMS CME Sir William Stanier has been launched into traffic at a celebratory gala at the Elsecar Heritage Railway.

Built in 1956 for Courtaulds Fibres Great Coates factory in Grimsby, *William* (Works No. 9959) was officially re-launched into traffic on March 26 when a re-enactment of the naming took place at Elsecar.

During the event, *William* worked with fellow Sentinel 0-4-0VBT *Gervase*, a 1928 vertical boiler conversion of an earlier Manning Wardle 'H' class 0-4-0ST.

Another Sentinel 0-4-0VBT, Works No. 9376 of 1947, which is currently awaiting restoration, made a rare appearance for photography.

↑ TOP: *William* and *Gervase* double-head a train during Elsecar's Sentinel gala.
LAWRIE ROSE

BARCLAY *BON ACCORD* BASKS ON THE COBBLES AGAIN

A rare chance to recreate scenes of a tramway skirt-fitted locomotive shunting amid a large area of cobbles took place at Beamish on March 17. As part of a 30742 Charters event, Andrew Barclay 0-4-0ST *Bon Accord* was posed with an appropriate tank wagon on the cobbles at the County Durham open air museum's recreated North Eastern Railway station.

The event allowed a glimpse of how *Bon Accord* and its colleagues might have looked during their years of street running while serving Aberdeen Gas Works. It was the first such opportunity since the 1897-built machine was returned to steam.

Bon Accord was granted an extension to its boiler certification in March, and is



↑ *Bon Accord* poses on the cobbles beside the Beamish station goods shed on March 17. ALISTAIR GRIEVE

due to operate at Beamish until September before returning to Scotland, where it will spend the rest of the year at its home base of the Royal Deeside Railway.

Bon Accord will be working alongside former Yates Duxbury

paper mill Peckett 0-4-0ST Works No. 1370 for the rest of the season at Beamish. The locomotive has been undergoing axle box repairs and has also had a wheelset journal machined at the nearby Tanfield Railway.



BOWES STEAM RETURNS

The Bowes Railway marked the start of its opening season on April 2 with a return to action for long-term resident Andrew Barclay 0-4-0ST No. 22. The 1949-built locomotive has been laid up over the winter period and was test-steamed on March 21 (pictured). The locomotive was in action at Springwell Yard on demonstration shunting duties. The North East line has not yet returned to passenger-carrying operation after a number of difficult years.
NEVILLE WHALER



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18 March - 4 April 2018

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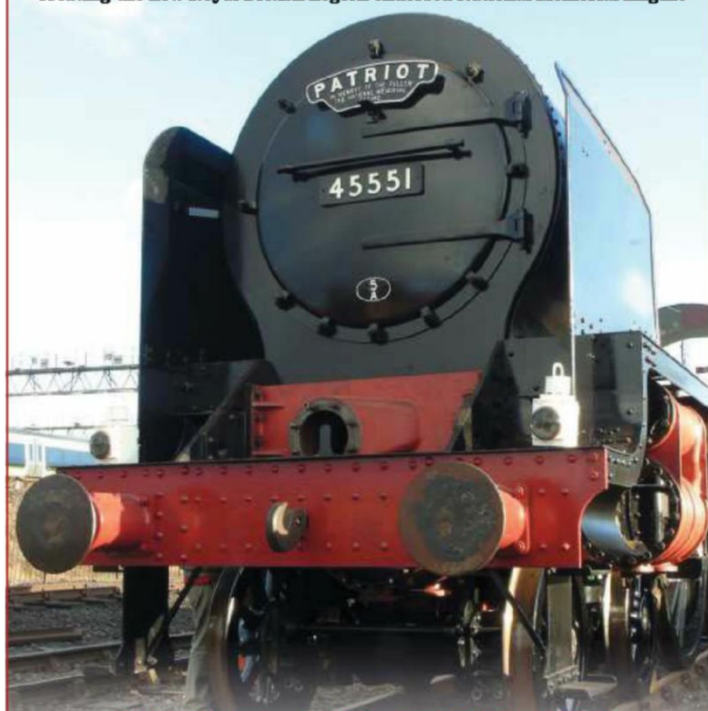


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The Hub, 17 Eastgate Street, Stafford ST16 2LZ
to which donations can also be sent.



Ref: 55/466

WELSHPOOL'S 'AFRICAN TRAIN' WINS HERITAGE LOTTERY GRANT

Cash will fund nationwide tour of former Sierra Leone Government Railways Hunslet.

A Heritage Lottery Fund grant of £22,800 has been awarded to support the development of the Welshpool & Llanfair Light Railway's 'African train' and its links with the Sierra Leone National Railway Museum.

The WLLR's 1954-built ex-Sierra Leone Government Railways Hunslet 2-6-2T No. 85 was repatriated in 1975 and has been out of service since 2010, in need of a new boiler. Since 2012, it has been displayed at the National Railway Museum's Shildon outpost, Locomotion.

The grant enables No. 85 to go on tour this summer, during which it will visit the Leeds Industrial Museum at Armley Mills, on April 22; Hull (European City of Culture and twinned with Freetown, Sierra Leone's capital), April 23-May 7; London Museum of Water & Steam, Kew Bridge, May 27-June 5; Tyseley Locomotive Works, June 23-25; and the Shrewsbury Steam Rally, August 27/28.

It will then return to Llanfair Caereinion for the railway's annual steam gala on September 1-3. Other visits are being planned.

The railway has two restored ex-Sierra Leone carriages, which it uses for its successful 'afternoon tea' trains.

With an unofficial fund established to pay for the construction of the new boiler, and already having raised £25,000, it has been announced that No. 85 will be the first locomotive to be overhauled in its planned new workshop.



The Welshpool & Llanfair Light Railway's 'African Train' at Llanfair Caereinion on September 5 2009. The railway will send Hunslet 2-6-2T No. 85 on tour with the aid of a £22,800 Heritage Lottery Fund grant.
PETER JOHNSON

The current recipient of workshop attention, Franco-Belge 0-8-0T *Sir Drefaldwyn*, is expected to return to service in 2018.

WELSH HIGHLAND RAILWAY HAS EVERYTHING COVERED

Three years after it launched a fundraising scheme to provide volunteer accommodation near the Welsh Highland Railway's Dinas depot, the WHR Society

has bought Station View, the bungalow located by the station's entrance. While the society makes plans for the building, it will be let out.



Volunteers aren't the only 'members' of the Ffestiniog & Welsh Highland Railway that will benefit from covered accommodation. This new heritage carriage shed at Boston Lodge, photographed on March 18, is now in use.
PETER JOHNSON

Steam hiatus for Golden Valley

The Butterley-based Golden Valley Light Railway faces a period of operation without a steam locomotive, following the withdrawal of 0-4-2IST (inverted saddle tank) *Joan* for its ten-year boiler exam in April.

Rather than dismantle *Joan*, the 2ft gauge line has decided to concentrate its efforts on the restoration of its 1914-built Orenstein & Koppel 0-4-0WT No. 7529. Working in a French sand quarry until the 1960s, John Butler bought it for preservation in 1967 and in 1973

sold it to Colin Pealling, who moved it to the Cadeby Light Railway, where, he claimed, it was steamed once.

It was moved to Butterley in 1995 and restoration was started in 2007. It was recently re-wheeled.

The GVLRL's second former Ffestiniog Railway-owned carriage, No. 118, was delivered in December, joining No. 119. No. 118 was transported on the GVLRL's South African bogies, to save having to return the FR's own bogies to Wales.



SITE FOR SOUTHWOLD STEAM WORKS MUSEUM PURCHASED

The Southwold Railway Trust completed the purchase of the former gas works site on Blythe Road, Southwold, in March. It is located alongside the former 3ft gauge railway's trackbed, 500 yards from its terminus.

In February 2016, Waveney District Council gave the trust planning permission to develop it as a steam museum, which the trust intends to call 'Steam Works'. Features on the one-acre site will include a 3ft gauge demonstration line, a 7¼in gauge miniature railway and a two-road engine shed and visitor centre. The development must be started within three years of the award of planning consent. Access via

an unadopted, unmade road, registered as a footpath, has led to a restriction being placed on when it may open, to 200 days a year.

The trust wishes to use the development to raise funds in pursuit of its ambitions, to reinstate all or part of the Southwold Railway. At present, motive power for the 3ft gauge demonstration line comprises former Staveley Minerals Peckett 0-6-0ST *Scaldwell*, obtained from Amberley Museum and Heritage Centre last year, which the trust aims to restore to working order. The trust also hopes to complete the construction of two 3ft gauge goods vehicles, a wagon and a van.



40 YEAR FIRST FOR RHEIDOL'S MATCHING PAIR

The Vale of Rheidol Railway turned out its first pair of matching liveried 2-6-2Ts for 40 years on April 5. No. 8, fresh from winter maintenance (which included the concealment of its air pump - SR462) ran in tandem with classmate No. 1213 (No. 9). The railway's third 'Prairie', No. 7, is currently under overhaul. VOR

Kerr Stuarts for Stanhope gala

Stoke-on-Trent manufacturer Kerr Stuart will be the theme of the Moseley Railway Trust's gala at the Apedale Valley Light Railway on May 13/14, with resident Kerr Stuart 'Tattoo' 0-4-0ST *Stanhope* celebrating its centenary. It will be joined by fellow centenarian Kerr Stuart 0-4-0T *Diana*, and 'Wren' 0-4-0STs *Jennie* and *Works* No. 3128. The trust's latest publication, a history of *Stanhope* and its preservation, will be launched at the event.

STATFOLD ENGINEERING IS A 'TATTOO' FIXER

Corris Railway Kerr Stuart 'Tattoo' 0-4-2ST No. 7 returned home in time for Easter after a few weeks at Statfold Engineering, where it was repainted and received attention

to its valve gear to improve its operating performance. The locomotive was last painted when it was completed in 2007.

On April 2, Welsh Highland

Heritage Railway's Bagnall 0-4-2T *Gelert* was transported to Statfold for its motion to be overhauled. It was withdrawn from service in 2013, and a new boiler built.

Wroxham Broad lends a hand at Ravenglass

Still struggling to keep its steam operation running four years after an arson attack destroyed its workshop, the Ravenglass & Eskdale Railway hired in Bure Valley Railway 2-6-2T *Wroxham Broad* for several weeks in March.

2-8-2 *River Esk* is expected to return to traffic during the season, and the RER Preservation Society's Krauss 4-6-2 No. 8457 is also expected to join the fleet.

RER general manager Trevor Stockton has announced

that he will retire in October. After several years of working as a volunteer, he joined the railway as a guard in 1973, later becoming a driver and then maintenance foreman. He took over from Steve Wood as general manager in 2000.

NEW STEAM RAILWAY FOR LONDON

London looks set to have a new preserved railway with planning permission granted for a line at Crossness Pumping Station.

A half-mile railway, to 18in gauge, is proposed to transport visitors from the entrance and car park to the restored Victorian industrial building in Thamesmead.

It would be operated by a locomotive that once worked in the area - Avonside oil-fired 0-4-0T *Woolwich*, which ran at Woolwich Arsenal and was later preserved at the Bicton Woodland Railway. Now owned by the Royal Gunpowder Mills, it was loaned to Crossness for restoration in 2011.

LYN PASSES HYDRAULIC TEST

The Lynton & Barnstaple Railway's new Baldwin 2-4-2T No. 762 *Lyn* made another significant step on the road to completion on March 23, when its boiler passed a hydraulic test.

To pass, it had to contain 1½ times its 250lb/sq in working

pressure (375lb/sq in) for 30 minutes without any leaks. The first steam test is expected to take place at the end of May or early in June.

In March, *Lyn*'s timber cab was sent to a contractor who will make its steel roof and hatch.



RIVER MITE: BACK ON THE ROAD

Ravenglass & Eskdale 2-8-2 *River Mite* recreated an unusual piece of early railway preservation history in April, being towed by a Fowler traction engine. Road engine *Providence* reprised its role in delivering the 1966-built 'Mikado' from York to the 'Ratty' during an unusual demonstration at Beamish Open Air Museum's 'Great North Steam Fair', on April 6-9.

GRAHAM NUTTALL



US TAXMAN WANTS A CUT OF LADY EDITH'S REPATRIATION

Authorities try to add VAT to transaction, as West Clare Railway owner lobbies for exemption.

Plans to repatriate former Cavan & Leitrim Railway 4-4-0T No. 3 *Lady Edith* from the United States have suffered a setback.

West Clare Railway owner Jackie Whelan said that revenue authorities in the US were attempting to apply VAT to the transaction.

But he added that his own accountants had engaged the services of experts in America, who were lobbying for an exemption.

He said: "We are optimistic that we will be able to resolve this problem. There is no problem with the heritage people, it's the tax authorities who have raised the question of VAT."

So far, it is not clear how much VAT would be payable but, as a contingency, Mr Whelan is launching an appeal fund for €300,000 (£255,000) to cover the possible cost of VAT and shipment.

The 3ft gauge locomotive, built

by Robert Stephenson & Co. in 1887, was shipped to the US in 1959 and is currently in store at the New Jersey Museum of Transportation requiring a new boiler. Mr Whelan purchased *Lady Edith* in 2015 (SR446), to bring the engine to his line at Moyasta Junction, near Kilrush.

Plans are also in hand to have former West Clare Railway 0-6-2T No. 5 *Slieve Callan* back in operation at Moyasta Junction

by the start of May. Built by Dubs & Co. in Glasgow in 1892, it has received a number of new firebars during the winter.

Mr Whelan said: "We anticipate using the steam engine a couple of times a month, depending on bookings. We like to use her on days that we know will be busy."

The railway opened for business this year on April 4 - but the opening of a two-storey, 36,000 sq ft transport museum at Moyasta (SR460) has now been put back to 2018. Work on the foundations, which require 5,000 tonnes of fill on the boggy site, was delayed by bad weather in spring.

In the longer term, Mr Whelan has plans to re-lay a two-mile section of the Kilkee branch and possibly extend to Doonbeg Golf Club, owned by US President Donald Trump.

◀ Former Cavan & Leitrim Railway 4-4-0T No. 3 *Lady Edith* in action at New Jersey's Allaire State Park in 1980. On the left is Baldwin 2-6-0 No. 26, which is working train rides on the Pine Creek Railroad, and on the right is No. 9, a two-truck Shay dating from 1927. CHARLES FRIEL



Downpatrick duo for December

Work is set to start on the restoration of the Downpatrick and Co. Down Railway's Orenstein & Koppel No. 3.

The target is to get the 0-4-0T running by December, so that No. 3 and sister engine No. 1 will be in traffic to mark 30 years since their arrival at Downpatrick.

No. 1 passed its boiler test in the spring, ready for an intensive three-day 'Easter Eggspress' operation.

Downpatrick's locomotive squad is now able to focus on reinstating the motion and connecting up pipework on No. 3. Its boiler underwent a heavy overhaul at Whitehead last year, and is now back in the frames.

The DCDR track gang have relocated the North Junction to its original location, at the town end of Downpatrick platform.

'JEEP' TO STAY IN THE NORTH UNTIL NEW RADIO IS TUNED

Stalwart 'WT' 2-6-4T No. 4 was set to return to service at Easter - but from Whitehead, rather than its usual base of Dublin Connolly.

The RPSI's former LMS-NCC 'Jeep' has been out of action since Christmas, but was due to work 'Easter Bunny' trains from Belfast to Whitehead on April 17/18.

This was to be followed by a one-way evening excursion from Whitehead to Newry on April 22, for the Old Newry Society.

Before it can resume operations in the Republic, No. 4 needs to have a new Irish Rail cab radio commissioned. It was fitted at Whitehead, but final tests must take place in Dublin.

Uncertainty as to when these will be completed has forced the RPSI to shelve plans for a trip on April 30 with No. 4 to Tullamore and

Athlone. It is considered beyond the capability of Dublin & South Eastern Railway 2-6-0 No. 461, which has been holding the fort in Dublin.

No. 461 opened the season with two round trips from Dublin to Maynooth on March 19, and was due to operate Easter Monday specials to Greystones on April 17.

Peter Scott of the RPSI's locomotive department said No. 461, which has been troubled by poor steaming in recent years, performed well following "minor repairs" to the boiler and a slack eccentric sheave in late March and

early April. Special attention has also been paid to leaking tubes on Nos. 4 and 461.

Compound No. 85 *Merlin* has been receiving attention to pistons, rings and glands and came through its annual boiler test successfully in March. It is booked for a 'Portrush Flyer' excursion on April 30.

Eagerly awaited by the enthusiast fraternity is GNR(I) 'Q' No. 131, which has not operated on the main line since 1963. Mr Scott said that the tender was almost complete, with pipework and AWS/TPWS safety equipment being fitted.



→ No. 4 awaits a return to main line operation at RPSI Whitehead, alongside No. 3BG *Guinness*, which is in traffic and being used for shunting and train rides. SEAN CONLON

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EVERY DARK CLOUD...

PHIL JONES WAS IN THE RIGHT PLACE AT THE RIGHT TIME.

At 5.30, on the morning of October 14 2014, I set off from home in complete darkness heading for a photo charter at the East Lancashire Railway.

As active working members of the 3P20 Parcels Group, we had spent the week beforehand cutting back the east side of Burrs, armed with nothing but strimmers, loppers and bow saws, in anticipation of this special event. For the first time since

1966, an 'A4' streamlined 'Pacific' would be seen at the head of a van train; re-creating the days when these fine express passenger locomotives were demoted to working the Aberdeen to Perth parcels service.

In this case, the locomotive was 'A4' No. 60009 Union of South Africa, paired with the 3P20 Group's recently restored parcels set. This comprised four 12-ton bauxite box vans, GUV, SR Ferry Van, LMS

Stove R Brake and the newly repainted CCT van.

Unfortunately, the forecast suggested that we would get nothing but dark clouds and heavy showers, and it looked like it would be absolutely right. Standing in the pouring rain, our hopes of getting a decent shot of this ultra-rare working were diminishing quickly.

But then, at 8.26, out of nowhere, a shaft of sunlight suddenly appeared, illuminating



the train against the dark stormy skies to the rapture of the dozen or so photographers who had bothered to turn up. And that was it - a single brilliant moment in two days of gloom.

At the time I had a couple of photographer friends in Scotland chasing the 'Jacobite' who were enjoying a lucky run of about five consecutive sunny days. Every evening they'd been sending me their

enviable results, but now I was able to send something worthwhile back!

It's not very often I've had the chance to photograph a single shaft of light in the pouring rain with black clouds as a backdrop, so adding to that the first and, so far, only parcels train hauled by an 'A4' since 1966 makes it one of the rarest pictures I have ever taken. A real once-in-a-lifetime shot. **SR**

HOW PHIL TOOK IT

"In order to correctly expose for the strong glint of the train against the dark black sky, I shot this on manual, exposing for the highlights of the glint/sunlight."

Camera: Nikon D300
Lens: 24:70mm F2.8
Focal length: 35mm
Exposure: 1/500, F/10, ISO200

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UK vs US

WHO DID THE 'TON' RUN FIRST?

Tornado may be the latest steam locomotive to join the 100mph club, but which was first - and from which country? **BRYAN BENN** examines the data from Britain and America.

This article is the result of considerable research into one of the most controversial areas of steam locomotive performance, in an attempt to settle one question: which country was the first to achieve an authenticated 100mph?

My studies have covered Europe and North America in detail. From both those parts of the world came a significant number of claims for steam locomotives considered to have been the first to reach the magic three figures. Some claims are wildly inaccurate and not considered here. But one of those erroneous claims is covered, as the engine was subsequently preserved on the basis of its apparent exploits.

One key point emerged from this analysis: little to no detailed timing data remains for some undoubtedly fast runs. This is a great pity, as the magic 100 could have been reached many

years before the dates shown in my conclusions. Indeed, in some cases, such as the incredibly fast 'Lindbergh Run' in America, the only timings are those from the railroad company's dispatchers.

Thankfully, for some runs, certain details have been published, and most contenders that I have come across within the UK do have full documentation still available. This is down to one simple reason: the UK is the home of train timing, which began in the 1880s.

I have kept away from the emotion that surrounds certain 100mph claims. That is an area where supporters of particular locomotives, cling to beliefs that 'their locomotives' must surely have been the first to 100mph because it has been published (erroneously) as such, and the locomotive has been preserved because of that exploit. I have come across at least four such preserved locomotives in my research, two of them in the UK. SR





1893 New York Central & Hudson River 4-4-0 No. 999

THE CLAIM

New York Central Railroad No. 999 is one of the world's most famous locomotives. Built in 1893 for the Manhattan-Albany-Buffalo 'Empire State Express', it was one of 62 locomotives to appear at that year's Chicago's Columbian Exposition after reputedly exceeding 100mph. Its claim to fame (and reason for preservation), was because of a May 1893 run between Rochester and Buffalo, NY. It was said to have become the fastest machine of the time, reaching 112.5mph between Batavia and Corfu.

ANALYSIS

It is over a hundred years since this run and no detailed timing details have ever been found. However, such details must have been made, as a 1976 article by John F. Clay states that there were two experienced observers on board.

The practice of taking detailed passing times to the nearest second and stopwatching between quarter-mile posts had started around a decade earlier, and formed the basis of accurate train timing that has survived from the late 19th century, through the 20th century, and into the 21st century.

But back in May 1893 there was another group of timers travelling behind No. 999: railway officials and newspaper reporters. These two groups of people are unlikely to have studied or understood the mechanics of putting together a very detailed and accurate log of a train journey, or recording its maximum speed. It is most likely to have been this group of people, probably taking random timings without any other detailed substantiation, who recorded the 112.5mph. It certainly wasn't the experienced train timers on board who recorded such



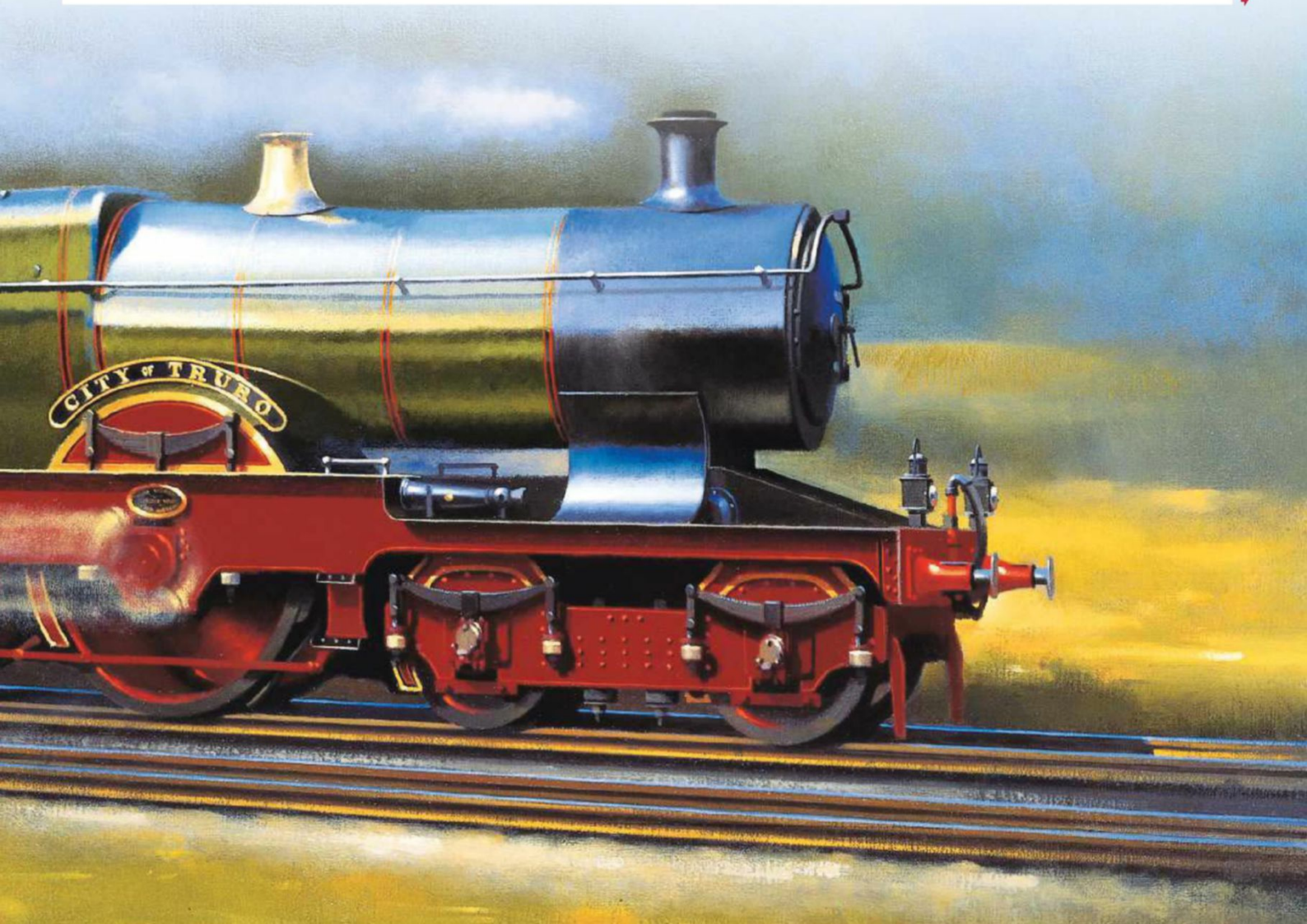
↑ No. 999 now on show in the Museum of Science and Industry, Chicago. ALAMY

a high maximum speed. They recorded a maximum of 81.5mph, which is almost certainly very close to what was reached that day.

Some time later, the high-speed attempt was repeated to prove it was possible, and the maximum speed recorded on this second run was, again, around 81mph.

DID IT REACH 100MPH?

The reality of that day was that the 4-4-0 went no faster than around 82mph. No expert on steam locomotive performance recording has ever given any credence to a higher maximum speed. Only massive errors by people on the day, who may well have had no experience at all of proper train timing, led to the 100mph-plus claim being made. Because those people included newspaper reporters, the highly inaccurate speed would have been given immediate widespread publicity, creating the 'legend' of No. 999.





1904 GWR 4-4-0 No. 3440 *City of Truro*

THE CLAIM

City of Truro is perhaps at the centre of the longest running controversy surrounding the performance of any locomotive.

That debate originates from May 9 1904, when No. 3440, with Driver Moses Clements at the controls, hauled the mail from a transatlantic steamer over the 128.1 miles from Millbay Crossing, Plymouth, to Pylle Hill Junction, Bristol, in 123 minutes and 19 seconds. The run was timed by Charles Rous-Marten, and on the descent from Whiteball to Wellington he claimed to have recorded a maximum speed of 102.3mph immediately before a sharp brake application was made. This was because it is said there were platelayers on the track ahead who were slow to move to one side.

ANALYSIS

Timing details are available for this run, but they have long been the subject of endless debate by interested parties. Also subjected to much debate has been the manner in which Rous-Marten recorded the times, and whether he was a reliable and accurate timer. Cecil J. Allen once went on record commenting that Rous-Marten's figures for this run were "few and contradictory". He also suggested that a milepost may have been misread.

The critical part of this run is the steep climb to the summit at Whiteball, where Rous-Marten claimed the train was travelling at

62mph, followed by an astonishing acceleration down the average 1-in-96 grade, (maximum 1-in-80, easiest 1-in-127), towards Wellington that culminated in the claimed 102.3mph under 3½ miles from the summit, before the brakes were applied, reducing the speed to around 80mph.

Over such a relatively short distance, where high speed was certainly reached followed by sharp braking, debates on what maximum speed could have been reached would be endless, and show no sign of stopping! I do not propose to cover those debates here, as I believe that there is a much simpler way of determining the most likely maximum speed achieved by 'Truro' - by reference to the required horsepower.

City of Truro has a saturated (non-superheated) boiler, with a maximum indicated horsepower similar to other contemporary 4-4-0s: approaching 1,000ihp. That maximum is known to be in the lower speed ranges, (less than 50mph), for this 4-4-0.

As a steam locomotive's speed increases past its peak power output, the maximum indicated horsepower falls. For *City of Truro*, that's around 700ihp at 90mph, falling more at higher speeds.

There is some debate about the actual weight of the train, with estimates ranging from 118 tons to 148 tons. But even if we assume the lowest weight, the figures don't corroborate the 100mph claim. With a speed of 62mph at Whiteball, the average indicated horsepower to accelerate a 118-ton train to over 100mph in less

than three and a half miles would be around 1,400ihp; quite a lot more than *City of Truro's* absolute maximum.

If the weight of the train was 148 tons, the required horsepower rises even more above that impossible 1,400ihp level. And it rises yet again if the starting speed of 62mph is discounted, and was the 52mph that Messrs Allen, Nock and others viewed as the maximum, as supported by the timings.

“TO CONTINUE ACCELERATING THROUGH THE 100mph MARK ON THE BASIS CLAIMED BY ROUS-MARTEN WOULD HAVE NEEDED A FINAL IHP OF NEARLY 3,000!”



1927 Pennsylvania Railroad 'E6s' 4-4-2 No. 460

THE CLAIM

The Pennsylvania 'E6s' class 'Atlantics' were very powerful machines, sometimes called a "product of the test bed" by English mechanical engineers because of the amount of experiments carried out on the class. The peak indicated horsepower recorded on test for one of these locomotives was 2,520; a very high figure for a locomotive built in the early 20th century.

On June 11 1927, Charles Lindbergh returned to the US after his momentous flight across the Atlantic. He returned to a hero's welcome. Meanwhile, at Washington Union Station, Pennsylvania

'E6s' class 'Atlantic' No. 460 waited with a two-coach train for the newsreels of Lindbergh's triumphant return. The short train had been chartered by the International Newsreel Company to take the film to New York, and the driver had orders to run fast all the way.

What followed was an astonishingly fast run over the 216 miles to Manhattan Transfer on the outskirts of New York, where an electric locomotive was to take over for the last few miles to Penn Station.

The 100-ton train ran the 216 miles behind No. 460 in 175 minutes, an average of 74mph, inclusive of stops and other slowings. The run led to claims that over 100mph was reached several times, with a maximum of 115mph.

ANALYSIS

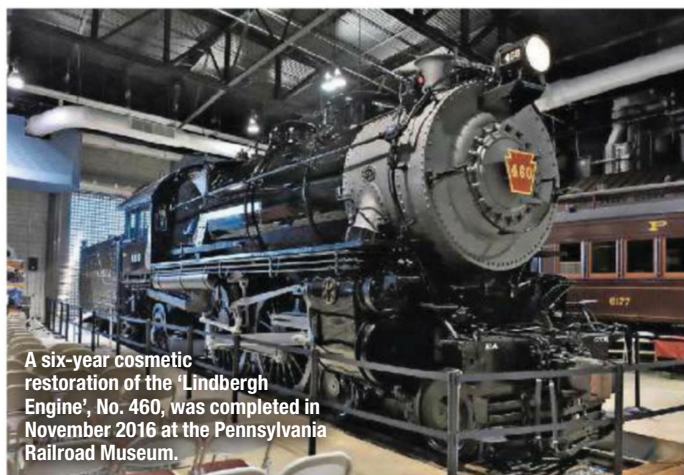
How were these speeds calculated?

It is the dispatchers' times that remain from that run: railway staff at stations and signal boxes telegraphed the train's passing time to a central point, using their local clocks.

That leaves two very large areas of doubt. Were the clocks all synchronised? And were the methods used to take the times at each point the same? It's unlikely in both cases, even though efforts were made to keep all the clocks at the same time throughout.

Over very long distances, errors within that system of time recording are small when translated into average speeds. But over short distances, even an error of a few seconds can give a large variation in average speed.

I have used a computer spreadsheet to view the run as it could have happened, with smoother accelerations and slowings, and without wild swings in average speeds unless influenced by known



A six-year cosmetic restoration of the 'Lindbergh Engine', No. 460, was completed in November 2016 at the Pennsylvania Railroad Museum.

MEL HOLLEY/SR



To continue accelerating through the 100mph mark on the basis claimed by Rous-Marten would have needed a final ihp of nearly 3,000! Detailed, sensible calculations show that *City of Truro* with a 118-ton train could have developed sufficient horsepower to have just got into the low 90s, maybe a 92mph maximum.

With a 148-ton train, the maximum may not even have reached 90mph. A 'City' would need to produce horsepower so far above its maximum that any consideration of higher speeds unrealistic.

Determining the maximum likely speed achieved by horsepower calculations uses a factual approach, where the only conclusions I have ever seen is that *City of Truro* did not reach 100mph.

Contrary to that is the 'emotional approach', followed by many who look at the claimed maximum speed as what they would like to be true, not what was possible.

DID IT REACH 100MPH?

City of Truro's likely maximum hauling a 118-ton train was 92mph. 90mph if the train weighed 148 tons. *City of Truro* is therefore no different from NYC No. 999 - preserved because of an inaccurate speed claim, albeit claims that have at least ensured they were saved from scrap, allowing them to remain as fine reminders of early 20th century steam locomotive technology.

speed restrictions or stops. This is done without the benefit of a gradient profile and without full knowledge of the route. So they are only rough calculations, and should be analysed as such.

I have added extra timing points on the computer spreadsheet to help calculate smoother accelerations and slowings, but the times to consider are estimates at the same places where dispatchers' times were shown. Many of my times are the same, at the most they vary by only 40 seconds. Yet some of the average speeds change dramatically.

For instance, there is a 144mph dispatcher average speed at Lamokin Street, but that is just a product of what can happen with approximate times and exact distances. But then there are also wild variations in speed arising from the dispatchers' times from SV Tower onwards. A 108mph average, then 57mph! This is followed by 76mph and then the claimed 115mph, followed by 84mph and more variations. Steam locomotives don't run like that, and on this run it is fair to assume a consistent high speed was maintained wherever possible. My estimated times next to these dispatcher times and average speeds give a far more consistent and possible record of the progress of the train, with the fastest average being under 90mph after SV Tower.

DID IT REACH 100MPH?

My estimates give a 96mph average from Bowie to Severn, a 10.5-mile stretch, easily long enough to include a 100mph maximum. But my estimates are just that; not enough to say with certainty that 100mph was reached, even though No. 460 had the capability and opportunity to do so. With more route knowledge, including gradients, I could refine my estimates, but maybe not to the extent needed to prove the 100mph claim.



1907 Philadelphia & Reading Railroad 'Camelback' 4-4-2 No. 343

THE CLAIM

The Philadelphia & Reading Railroad's route from Camden to Atlantic City was 55½ miles and was in competition with the Baltimore & Ohio Railroad.

This led to fast 50-minute schedules in the early 20th century, and locomotives such as the ungainly looking 'Camelbacks' were designed to keep to them. The fast running attracted British train timers, and in May 1905, Sir William Ackroyd recorded 42 minutes 33 seconds for the distance behind a slightly smaller 'P4' class 'Camelback': a 78.3mph average later considered a world record for some time by C.J. Allen.

An earlier 46-minute run, timed by Norman McDonald, had recorded 35 miles covered at an average of 83mph. That indicates Sir William Ackroyd's much quicker run could easily have involved speeds well into the 90s.

In 1926, Baron Gerard Vuillet visited the head offices of the P&R and found details of other fast runs, including one on June 14 1907 in which 'P5' No. 343 had run the distance in 41 minutes exactly, covering one mile in 36 seconds; an average speed of 100mph.

ANALYSIS

John F. Clay's 1976 article in *Railway World* gave more details of the June 14 1907 run. It shows that No. 343 was hauling 260 tons and completed the run in 41 minutes at an average of 81.2mph, with Driver M.J. Rattigan. The "mile in 36 seconds" is amplified as being down a 1-in-167 grade, but no other details are given, and it is not known if this run was timed by a British observer, or recorded more casually.

Both Baron Vuillet and John F. Clay expressed the view that these locomotives were capable of 100mph, and their vital statistics tend to confirm that.

However, that does not prove the specific 100mph claim on June 14 1907. If the time was faster than Sir William's epic 42 mins 33 seconds, then certainly some very high speeds must have been reached to achieve what could have been steam's first 80mph start to stop run. But I doubt we will ever find out the true maximum.

DID IT REACH 100MPH?

'Camelback' No. 343 could well have reached 100mph on that down grade on that June day during an extremely fast journey. However, without the backing of sufficient documentation it cannot claim to have been the world's first authentic 100mph steam locomotive. But it is the first serious contender for the title that has emerged so far.

The ungainly looking 'Camelback'
4-4-2 No. 343. SR COLLECTION





1934 Milwaukee Road 'F6' 4-6-4 No. 6402

THE CLAIM

On July 20 1934, hauling a normal service train, No. 6402 was on a special timing to Milwaukee to prove the feasibility of a new high-speed service. The run was an outstanding success and was directly responsible for the introduction, less than a year later, of what were to become the fastest scheduled steam-hauled train services the world has ever seen: the 'Hiawathas'.

The 'Hudson', with a load of 375 imperial tons behind the tender, ran the 85 miles from Chicago to Milwaukee in 67 minutes 35 seconds, from start to stop. This was well inside the eventual 'Hiawatha' schedule of 75 minutes, that regularly featured running at over 100mph.

ANALYSIS

No. 6402's run on July 20 1934 had a slow start and finish. In between, it ran the 68.74 miles between Mayfair and Lake in 45 minutes and 53 seconds, an average pass-to-pass speed of 89.89mph. Times were made at each station to the nearest second, and the recording speedometer chart showed a maximum of 103.5mph.

But did the detailed station times support that maximum?

The most important of those was the 3 minutes and 12 seconds for the 5.1 miles between Oakwood and Lake: an average of 95.6mph. This time was reported by the late Brian Reed in his booklet, *Loco Profile 26, The Hiawathas*. Within the publication, there is a short section of a speed recorder speedroll from a later run by an 'A' class 'Atlantic'. On that reproduced speedroll, someone has recorded the gradient. It starts at 1-in-386 downhill through Oakwood, which becomes 1-in-185 to 1-in-154 uphill through Lake.

For a significant part of the time that No. 6402 was averaging 95.6mph, it was climbing steeply on a grade where speed must have fallen off quickly. In all probability, the maximum would have been at the bottom of the grade through Oakwood, which was at a point just over halfway between Oakwood and Lake.

I have experimented with a computer spreadsheet model for this distance in an attempt to estimate what could have happened. The 'best fit' is that No. 6402 passed Oakwood in the low 90s and, on the steep climb through Lake, it was running in the high 80s. That model suggests a maximum speed of at least 101mph at the bottom of the dip, just as the 1-in-185 uphill grade started. But my estimates are just that. No other data is available.

And what did renowned steam expert Brian Reed, who mentioned some of the timing data in his book, say about this run? "This was the first North American high-speed steam run to have timing and running data sufficient to support most of the speeds claimed... This must be taken as the first time a US steam locomotive topped 'the hundred'."

DID IT REACH 100MPH?

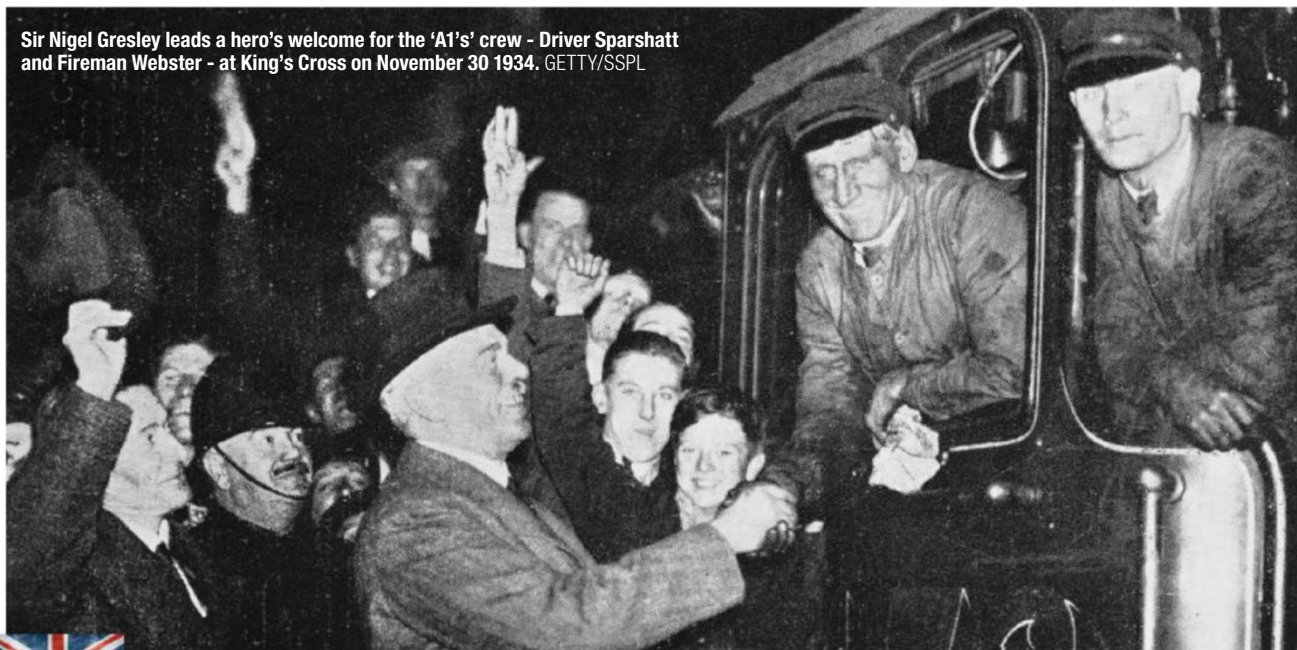
In all probability, Milwaukee 4-6-4 No. 6402 slightly exceeded 100mph. But neither the full timing log or any other details remain available to support this conclusion with 100% documentary evidence. However, such a run as that of July 20 1934 cannot be ignored.

“THE 'HUDSON' RAN THE 85 MILES FROM CHICAGO TO MILWAUKEE IN 67 MINUTES 35 SECONDS, FROM START TO STOP”

Three years after its purported 'ton' run, Milwaukee 'Hudson' No. 6402 idles on shed in Chicago on August 6 1937.
PERRY OTTO/DENVER PUBLIC LIBRARY



Sir Nigel Gresley leads a hero's welcome for the 'A1's' crew - Driver Sparshatt and Fireman Webster - at King's Cross on November 30 1934. GETTY/SSPL



1934 LNER 'A1' 4-6-2 No. 4472 *Flying Scotsman*

THE CLAIM

Between 1935 and 1939, the LNER set standards of scheduled high-speed steam operation that were never equalled in the UK.

Those speeds were not on a par with those achieved in the USA by the 'Atlantics' and 'Hudsons', or the 'Hiawathas' during the same years, but there is a lot of similarity in the origins of both. One was the use of a less powerful and non-streamlined steam locomotive to test the feasibility of operating daily high-speed passenger train services. So the run by *Flying Scotsman* on November 30 1934 mirrored the Milwaukee Road's trial in the same year.

Both trains ran faster than any other steam locomotive had ever run before over long distances in their respective continents, and both reached a maximum speed that made them candidates for the title of the first steam locomotive to run at 100mph.

Indeed, for many years before I started my research into this subject, I was convinced that the claimed 'ton' by No. 4472 was the first fully documented 100mph by a steam locomotive. But was it?

ANALYSIS

With just a four-coach train and with famed driver William Sparshatt at the controls, the Gresley 'Pacific' ran the 185.8 miles from King's Cross to Leeds in 151 minutes and 6 seconds.

The load was increased to six coaches for the return, and it was on the descent of Stoke Bank, between Little Bytham and Essendine, that the dynamometer car recorded a momentary 100mph. That claim remained largely undisturbed, (although not by O.S. Nock in his book *Speed Records on Britain's Railways*), until a 2003 *Steam Railway* article (SR286), published evidence that to me, and other exponents of timing locomotive performance, completely undermined the claim.

Two key facts emerge from the article. Referring to the timings of C.J. Allen, who was on board with his stopwatch that day, O.S. Nock says: "C.J. Allen clocked two alternative quarter-mile speeds of 97.3mph, whereas the dynamometer car chart

showed a marked but rather unnatural peak of exactly 100mph. Allen himself... quoted 98mph in his log."

The second fact was the reproduction in *Steam Railway* of the dynamometer car chart over the stretch where the claimed 100mph was reached. This shows a steady and slow build-up of speed through the 90s, as one would expect. Then there is a sudden jump in the chart to 100mph and a jump back down again to a speed in the 90s, as if the recording pen had been jolted. Indeed, it must have been moved by a force other than the speed of the train because the sudden acceleration indicated by the chart would be impossible.

Putting the sight of that reproduced chart and the comments of the timings together leaves no doubt in my mind that

No. 4472 reached 98mph as a maximum.

Even though the above invalidates the claim, I have taken the matter further by modelling the descent between Little Bytham and Essendine, where the 'ton' was claimed, on a computer spreadsheet.

Taking into account the grades, I have assumed the maximum would have occurred just south of Little Bytham, which was passed at 95.5mph. The 1-in-200 downhill grade ends just south of the village, where the dynamometer car chart shows the claimed 100mph.

It is unrealistic to assume the 'A1'

could have accelerated up to 100mph on the subsequent easier grades, including some level and some slightly uphill track. From my calculations, it is likely that to have attained 100mph, No. 4472 would have had to travel between Little Bytham and Essendine nearly 2 seconds faster than the 2 minutes 13 seconds recorded by C.J. Allen, which corroborates a maximum of around 98mph.

DID IT REACH 100MPH?

Flying Scotsman ran superbly on November 30 1934, averaging high speeds and setting journey times never before seen in the UK, but it did not reach 100mph on that day. The maximum speed was 98mph, as recorded and reported by C.J. Allen at the time, and as subsequently endorsed by O.S. Nock.

“THERE IS A SUDDEN JUMP IN THE CHART TO 100mph AND A JUMP BACK DOWN AGAIN TO A SPEED IN THE 90s, AS IF THE RECORDING PEN HAD BEEN JOLTED”



1935 LNER 'A3' 4-6-2 No. 2750 *Papyrus*

THE CLAIM

The high-speed testing on the LNER did not end with the November 30 1934 run with No. 4472.

On March 5 1935, a further test run was made which preceded the introduction of the 'Silver Jubilee' express. As in the previous November, it was an LNER 'Pacific' that was to head the six-coach train; but a more powerful engine than 'A1' No. 4472, in the guise of an 'A3'. The route was King's Cross to Newcastle and return, and the driver was, again, William Sparshatt.

For the first time in my search for the first validated 100mph steam locomotive, the facts are clear, straightforward and undisputable!

ANALYSIS

On March 5 1935 the 'A3', with a train weighing 217 tons gross, covered 500 miles in 423 minutes and 23 seconds; an average speed of 72.7mph. That included all normal speed restrictions, plus ten and a half minutes of out-of-course checks. 300 miles of the day's running was completed at an average of 80mph.

On the return descent of Stoke Bank, *Papyrus* passed Little Bytham at 106mph, reached a maximum of 108mph soon afterwards and was still travelling at 102mph through Essendine. The times taken by C.J. Allen give an average of 100.6mph, over the fastest stretch, for 12.25 miles. Between Little Bytham and Essendine, the 3.6 miles were covered in 2 minutes and 3 seconds: an average speed of 105.3mph.

So for the first time anywhere in the world, full documentation was taken - and preserved - of sufficient timing details to demonstrate that, without a shadow of doubt, a steam locomotive had reached 100mph. In a twist of irony, and due to all the confusion and irregularities over the previous claims for UK steam locomotives to have reached this benchmark speed (i.e. *City of Truro* and *Flying Scotsman*) No. 2750 (BR No. 60096) was scrapped after being withdrawn from service in 1963 as the end of steam in the UK approached.

DID IT REACH 100MPH?

Yes! Without any doubt.

“IN A TWIST OF IRONY, NO. 2750 WAS SCRAPPED AFTER BEING WITHDRAWN FROM SERVICE IN 1963”



'A3' No. 2750 *Papyrus* is posed on the date of its certified 100mph run on March 5 1935, with the now-preserved dynamometer car No. 902502 sandwiched between the locomotive and five Gresley coaches. SSPL



BRITAIN OR AMERICA?

The only steam locomotive featured in this research that has left 100% conclusive documentary evidence, sufficient to satisfy the most demanding of train timers, is the LNER's 'A3' No. 2750 *Papyrus*, on March 5 1935. But I consider that there are three other serious contenders, all from the USA.

First comes Philadelphia & Reading Railroad 'Camelback' No. 343 on June 14 1907 - a locomotive with 7ft 2in driving wheels that was considered by performance experts Baron Vuillet and John F. Clay to have the capability of reaching 100mph. The journey on that day was very fast indeed and, if the timing

data is broadly accurate, it is likely that No. 343 got very close to 100mph, and may even have touched that magic figure. But there is no certainty that it did.

Second is Pennsylvania Railroad 'E6s' No. 460 on the 'Lindbergh' train of June 11 1927. This was another truly fast journey where speed was of the utmost priority, behind a locomotive capable of very high power outputs. I believe there is a very good chance that a speed close to 100mph was reached: maybe even touching the magic three digits. But again there is no certainty.

The third and final American contender

is Milwaukee Road's 4-6-4 No. 6402, with its documented pass-to-pass average speed of just under 90mph over nearly 69 miles on July 20 1934. I believe that No. 6402 did reach 100mph on that day, and the only reason my research looked at subsequent dates was the fact that undisputable documentary evidence, in the form of the detailed timings and the locomotive's speedroll for that journey, is no longer available.

For honour to be satisfied, I believe the accolade of the first steam locomotive to reach 100mph should be shared between Milwaukee Road's No. 6402 and *Papyrus*.

WHAT'S ON YOUR FREE 1967 ANNIVERSARY DVD...

Steam Railway has again teamed up with Unseen Steam - the online and DVD home of rare and captivating railway footage - to present a half-hour, action-packed programme, FREE with this issue.

We've selected an eclectic mix of sequences from 1967; steam's last full year on British Rail.

Highlights of the all-colour material include melancholy footage from the very last day of Southern steam on July 9 and, in the same month, the last of the region's suburban steam-hauled passenger services traversing the Thames.

The year was also renowned for its eclectic mix of railtours, which is epitomised by the double-headed brake van tour of the severely graded Cromford & High Peak, juxtaposed with preserved Garter blue 'A4' No. 4498 *Sir Nigel Gresley* romping along the East Coast Main Line at Little Bytham.

Space here precludes including details of every sequence included in this action-filled programme; suffice to say that you'll see double-headed Bulleid 4-6-2s; banking over Shap; '9F' No. 92203 ('Black Prince') at Shotton steelworks immediately before preservation; and Britain's last working pre-Grouping engines on coal duty in the North East.

However, my particular favourite reel is taken from the footplate of 'Jubilee' No. 45593 *Kolhapur* on railtour duty over the Settle & Carlisle line - charging through Garsdale. The same engine is then seen again moving gingerly on Carlisle Kingmoor shed, with a small child leaning from the driver's cab window!

We hope that you enjoy your free, exclusive gift.



Nick Brodrick

Nick Brodrick, Editor, *Steam Railway*



PETER ZABEK

AND THERE'S MORE

As an added extra, I've selected three evocative bonus clips from the end of steam for you to view at www.unseensteam.co.uk/steamrailwayfeature

This shows a number of rebuilt Bulleid 'Pacifics' working express trains at Raynes Park on the South Western Main Line;

a curious double-header on Western metals over the Devon Banks; and Britannia 'Pacifics' - including celebrity *Steam Railway* appeal engine No. 70013 *Oliver Cromwell* - working freights on the West Coast Main Line.

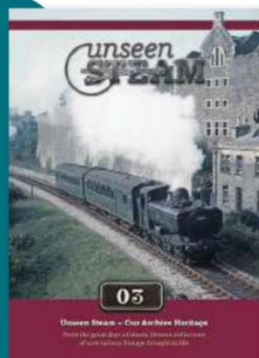
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Twilight of the LNER 'Pacifics'

Thompson's last stand

The emergence of 15 'A2/3' class 'Pacifics' from Doncaster works in 1946 and 1947 signalled the end of a brief but controversial era for the LNER.

Edward Thompson was determined to make his mark on the company's motive power fleet, and some of the well established practices championed by Sir Nigel Gresley were marginalised.

Gone were the striking 'P2' 2-8-2s and in came a raft of new 'A1' and 'A2'-classified 'Pacifics'. Some were new and some were rebuilds, including the plundering of 'A1' No. 4470 *Great Northern* for component parts.

In May 1946, the first of Thompson's last design of 'Pacific' emerged; appropriately, No. 500 was named after him to mark his retirement.

However, with the chief mechanical engineer's pen now resting in the hand of Arthur Peppercorn, it was swiftly decreed that only half of the intended 30 'A2/3s' should be constructed, and that there would be significant alterations to any future builds. The remaining 15 locomotives eventually emerged as the Peppercorn 'A2' class.

One of those that made it through was No. 520 *Owen Tudor* (named after the six-time winning racehorse). The three-cylinder engine is pictured on one of the Up through roads of Doncaster station - just a spanner's throw from the place of its construction: the 'Plant'.


Its newness explains its splendid external condition, which was a rare sight in the 1940s. Indeed, the seven-week-old 'A2/3' still looks fresh off the production line, and it may be that it was being held back from front-line service when this scene was recorded on May 17 (can any reader corroborate this?).

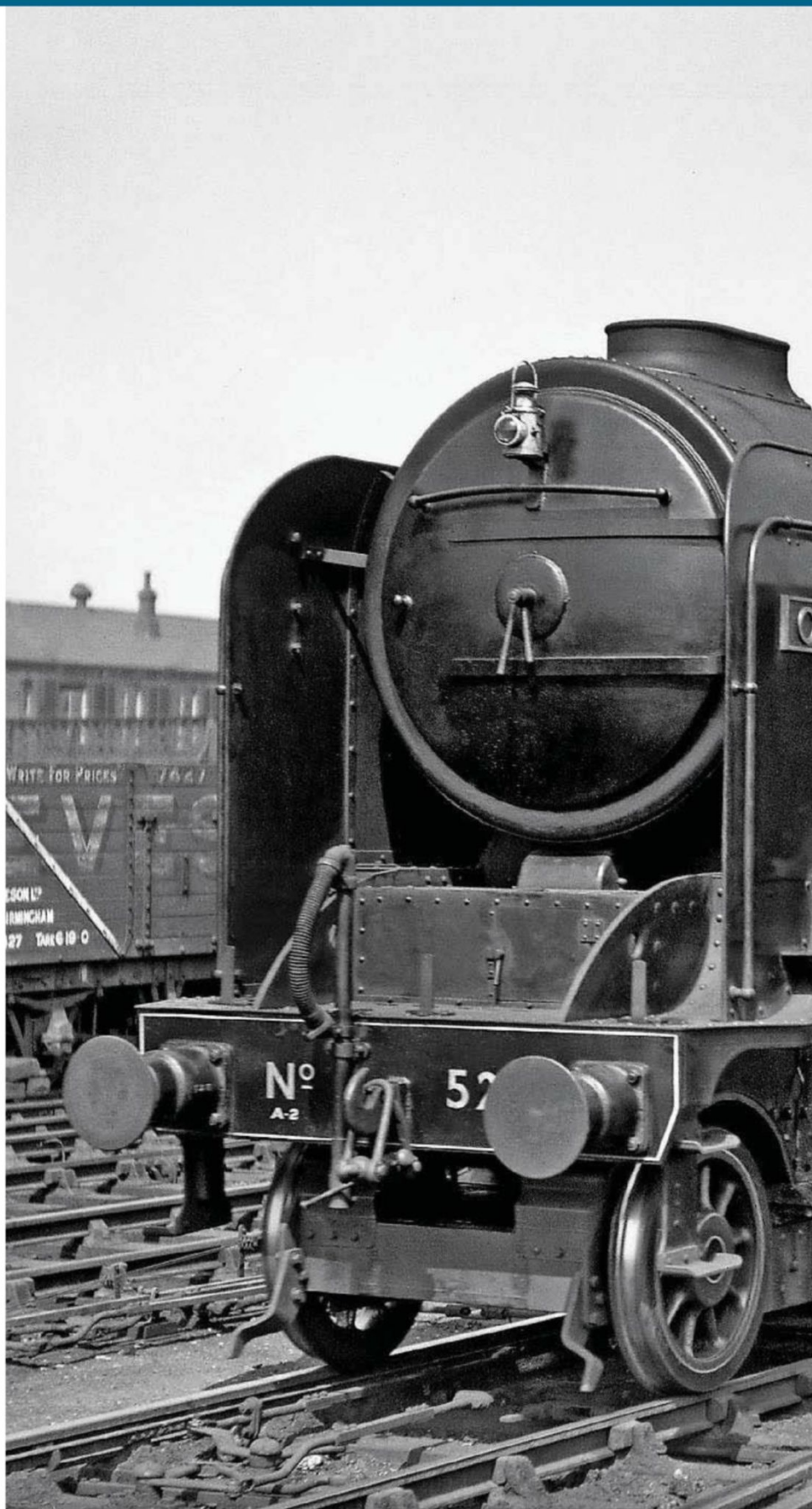
The presence of a solitary lamp on the top smokebox iron backs up that theory, denoting a stopping passenger train, which No. 520 may have been entrusted with until being let loose on the expresses for which it was intended.

At this time, the class was still suffering teething troubles - chiefly regular water carry-over into the steam pipe that supplied pressure to the injectors and ejectors.

More numerous, and undoubtedly more successful, were Thompson's rugged and reliable 'B1' 4-6-0s, which continued to be built throughout 1947, even after production of his 'Pacifics' was curtailed. The class totalled 410 by the time the last was turned out in 1951.

This particular engine (inset), York-allocated No. 1018 *Gnu*, was similarly new to the LNER and, with three letters, sported one of the shortest names of any standard gauge British main line steam locomotive ever built.

There is no such suggestion of running-in turns here however, as February 1947-built *Gnu* powers through 'Donny' with a southbound express on the same sunny day that *Owen Tudor* was recorded. 





MAY 1947

Former and future Prime Minister Winston Churchill champions the concept of a union of European nations during a speech at the Royal Albert Hall, before the German population "turn their thoughts to revolt and revenge".

He adds that Britain and France should take a lead role, and that the former would "have to play her full part as a member of the European family".

BOTH: T.G. HEPBURN/RAIL ARCHIVE STEPHENSON

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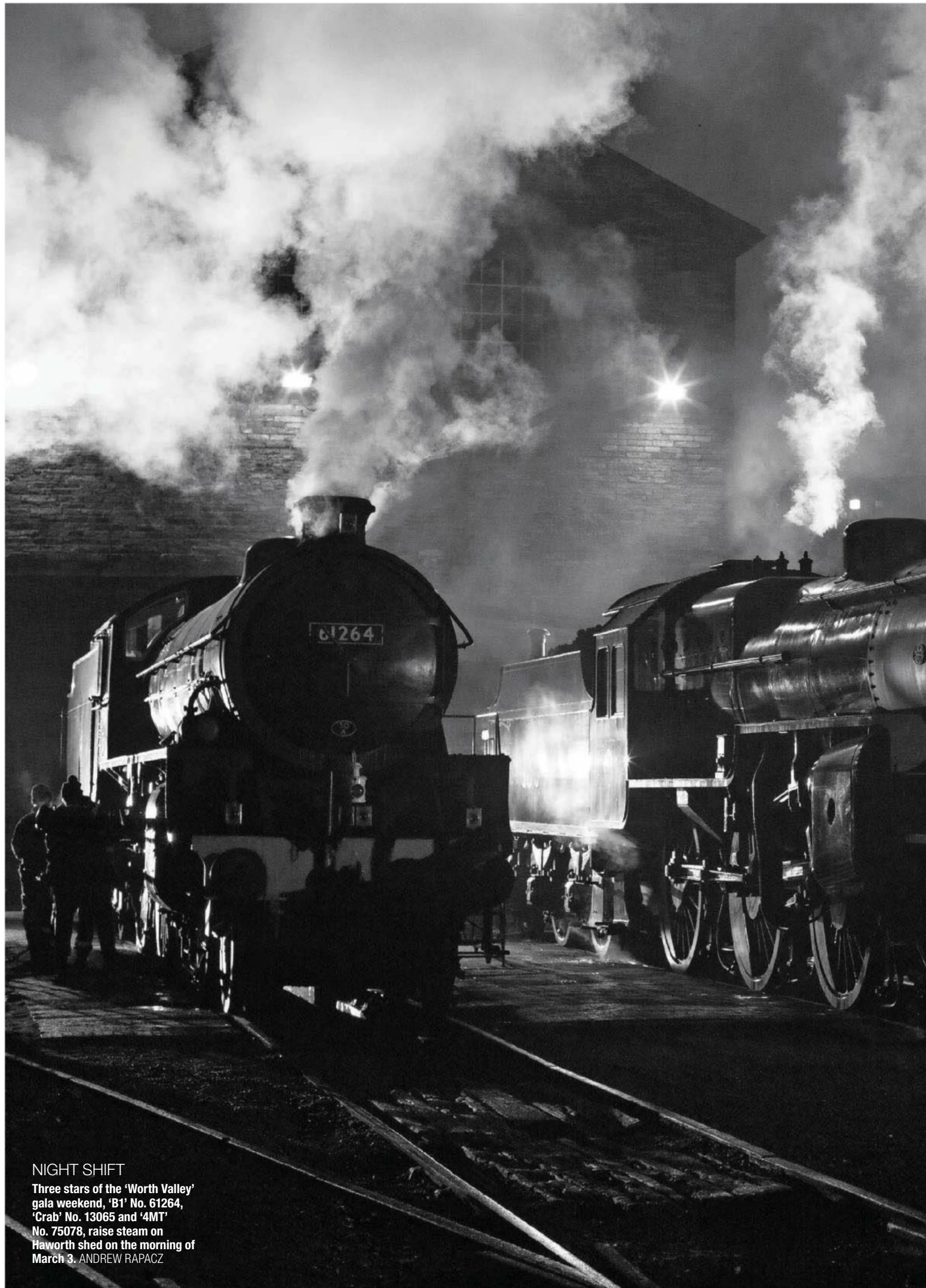
Gallery

The best in steam photography



BLUEBELL LINE

Bluebells abound in the woods of the Isle of Wight Steam Railway, as veteran Stroudley 'Terrier' No. W11 saunters away from Smallbrook in spring 2016. ROGER MILLWARD



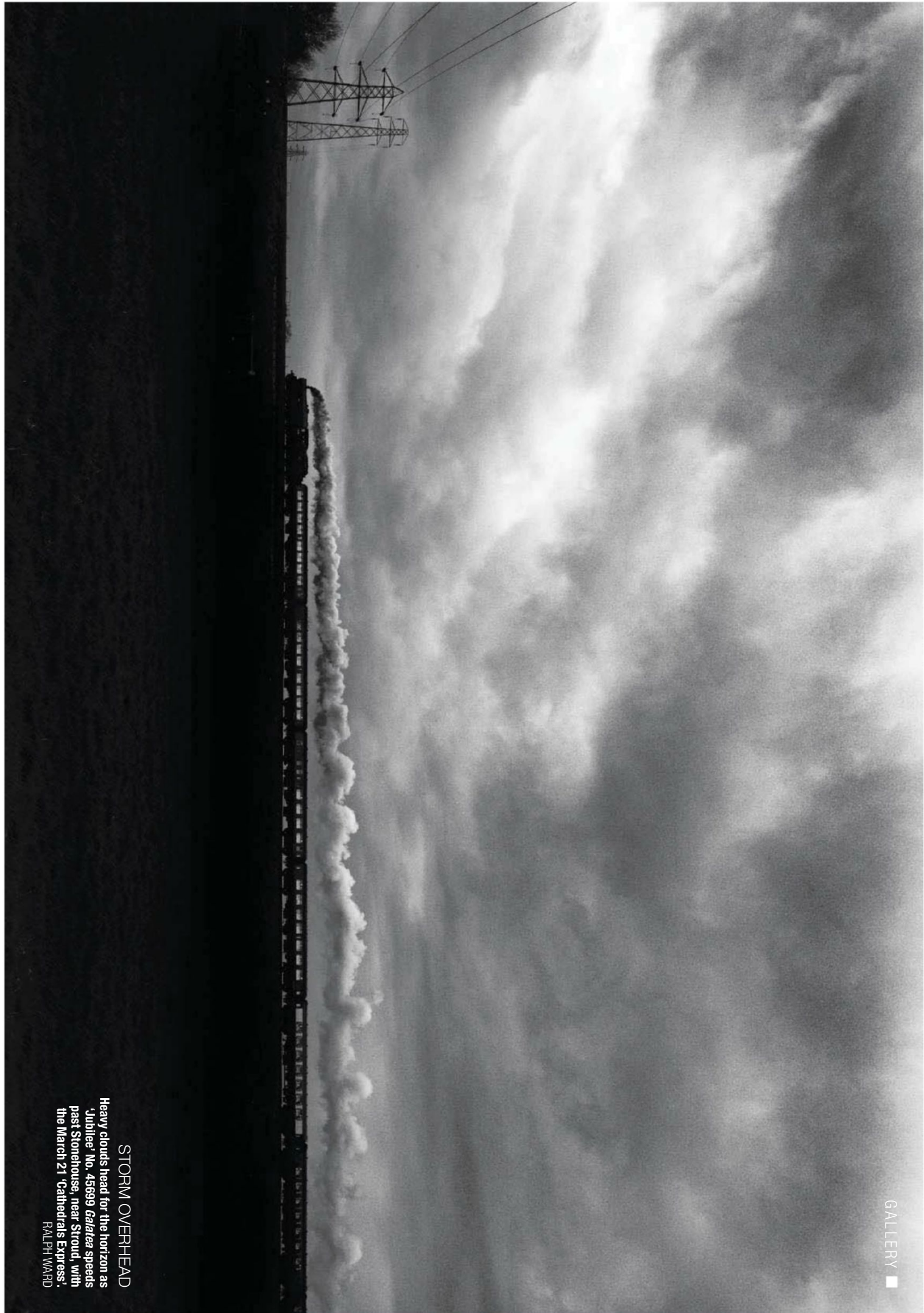
NIGHT SHIFT

Three stars of the 'Worth Valley' gala weekend, 'B1' No. 61264, 'Crab' No. 13065 and '4MT' No. 75078, raise steam on Haworth shed on the morning of March 3. ANDREW RAPACZ



STORM OVERHEAD

Heavy clouds head for the horizon as Jubilee No. 45699 *Galatea* speeds past Stonehouse, near Stroud, with the March 21 'Cathedral's Express'.
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TORNADO JOINS 'TON UP' CLUB -

April 12 2017 - preservation's July 3 - was a significant step towards regular high-speed steam.

One hundred miles per hour. The 'ton'. The big one... officially reached for the first time since 1967 in the early hours of April 12.

While Britain slept, preservation history was made; something seldom achieved even in steam days returned - just for a moment.

Spectacular as the 100mph headline is, this was actually about something more serious. For rather than being a sell-out, very special tour, it was a test trip, run as a key part of demonstrating that *Tornado* can run not at 100mph *per se*, but robustly at 90mph.

Yet in the pursuit of the '10% over-speed' to demonstrate that, the new-build 'Pacific' was permitted to run up to the symbolic 'three figures' - and so it did.

It was a 'hush-hush' affair, carried out while the railway was at its quietest. As a result, instead of being greeted to a hero's welcome as it returned to a darkened Doncaster following its southbound run over the racing track from Newcastle, the 'A1' was met by virtually deserted platforms.

Probably no steam locomotive has ever been so closely measured and analysed using quite such sophisticated technology; an electronic display on the running board transmitted the temperature of the inside 'big end' through the darkness, and like an athlete on a running machine, No. 60163

was wired up - with accelerometers, and with a Doppler radar to measure speed. The new-build 'Pacific' was hung about with mini cameras too - though they were there for the BBC, which was out to film the momentous event.

TENSION MOUNTS

That there was a serious purpose to the run was obvious. That there was a sense of anticipation among those who were there was also clear. The theory was known, but how would this new steam locomotive - less than a decade old - actually behave in practice?

Fuelled by coffee, people from the A1 Trust, from train operator DB Cargo, from elsewhere in the railway family and from the press were aboard and waiting to find out.

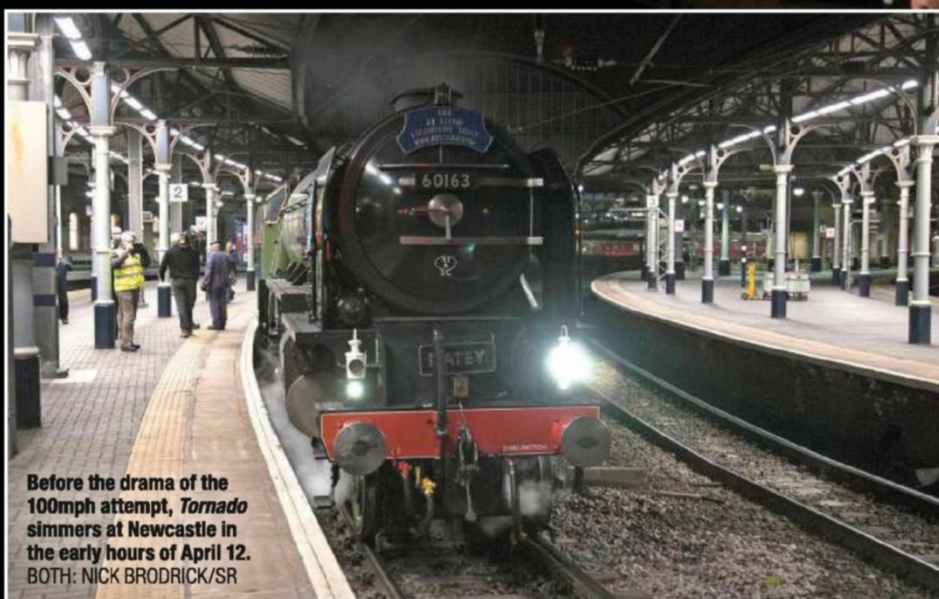
Answers came gradually. Like that athlete, the 'A1' was warmed up slowly. North from Doncaster, the engine ran in the 80s and up to 90mph; it was only after the entire train of *Tornado*, nine coaches and a Class 67 were turned using the triangle alongside Newcastle's King Edward Bridge, ready to set off for the return 80 miles, that the real high points came; high speed was aided too by the decision to take the '67' off the train and instead have it 'shadow' the return run, dropping the weight the 'Pacific' had to heft from 405 to 315 tons. What followed

was progress up into the mid-90s before the speed was brought down for signals then restrictions, then even higher after that on the 18-mile section south of Sessay.

The symbolic moment, when the GPS recorders aboard a train identified only by its reporting number '596S' flicked from 99mph to 100, came around Raskelf; the banks of GPS devices on board the train, including on the 'A1' itself, showed at least the 'ton'. As for the needle on the engine's own Smiths speedometer - that was up against the stop.

SUSTAINED PERFORMANCE

Neither was this just a fleeting, momentary affair; on board, eyes were fixed on the



Before the drama of the 100mph attempt, *Tornado* simmers at Newcastle in the early hours of April 12. BOTH: NICK BRODRICK/SR

Some of the 100mph team: (back row) Huw Parker, Graeme Bunker, Dave Proctor (fireman), Steve Hanczar (driver) Jim Smith (traction inspector), Richard Corser, Quentin Hedderly (DB Cargo train crew strategy manager), Sean Levell, (traction inspector) Rob Morland; (middle row) Nic Edwards (Operations Standards Manager DB Cargo), Nick Gibbons (National Planning Manager, DB Cargo), Lyndsay Patterson (guard); (front row) Andy Meredith (Duty Engineer), Tom Blight (Assistant Duty Engineer) and Graham Nicholas.



BUT IT'S ALL FOR 90

readings as they continued to hover around the 100mph mark before the speed dropped away. Was there perhaps a nod of approval from the resting shapes of *Mallard* and *Duchess of Hamilton* at York, as a more recently built 'Pacific' slipped past all-but unnoticed in the darkness? Either way, it was the smiles later at Doncaster that really told the story.

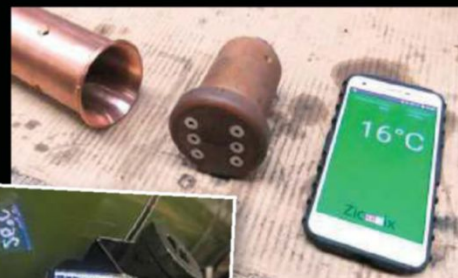
The events of April 12 do not mean the 'A1' is yet passed for 90mph passenger operation: that is hoped to follow in the next stage, once the data from the run is analysed. Nevertheless, it represents a key step on the road for what has long been an ambition for the A1 Trust. It is also the reward for months of planning across the railway, with organisations involved including not only *Tornado's* owner and its train operator DB Cargo but also, in

particular, Network Rail and the Rail Safety and Standards Board.

Long-serving chairman of the A1 Trust Mark Allatt, who recently stepped down but who remains a trustee (SR464), said the night was the "culmination of the project that we launched in 1990."

"We said we were going to build a Peppercorn Class 'A1', we said we were going to run her on the main line and on preserved lines, and we said we were going to run her at express passenger speeds - and that was 90 - and we've done it. And in fact we've gone a bit faster than that!"

"I'm grinning from ear to ear... it's fantastic. It's just nice to do yet another first with *Tornado*; we're just going to have to keep thinking about what we do next."



The 'big end' sensor mounting tube, based on the original 'stink bomb' assembly carried by three-cylinder LNER locomotives, plug containing the electronics assembly and mobile handset running the receiver application. The middle 'big end' temperature sensor was custom-designed and built by Rob Morland and David Elliott of the A1 Steam Locomotive Trust, working with Steve Sims of specialist Cambridge sensor company Ziconix. The whole assembly is designed to cope with the challenging environment of the middle 'big end', which rotates at 400rpm when the locomotive reaches 100mph, generating a centrifugal force of 67g... Inset: And this is the temperature display, running on a mobile phone, mounted on the running board. A1SLT/NICK BRODRICK



“THE THEORY WAS KNOWN, BUT HOW WOULD THIS NEW STEAM LOCOMOTIVE - LESS THAN A DECADE OLD - ACTUALLY BEHAVE IN PRACTICE?”

HIGH SPEED 2: WHAT NOW FOR

Tornado tore over the East Coast Main Line at high speed in April - but what does it mean for the future of railtours?

Why do 90mph? The primary reason is to improve pathing and make railtours commercially viable that otherwise wouldn't be on today's network."

For something that stands to be one of steam's greatest achievements to date, Graeme Bunker manages to make the reasoning sound pretty prosaic. That's because it is.

Forget thoughts of Bill Hoole-esque glory. The justification for this is delivering passengers somewhere in a reasonable time, instead of sitting in sidings while the world - and trains - go by. In fact, in the estimation of the A1 Trust's operations director, it's about whether our trains are even there at all - especially with the new Intercity Express Programme trains now just months away from carrying passengers.

Key to this is the East Coast Main Line, which figures highly in the trust's mindset.

"When we first started with the 'A1' you could get to York from London in four hours. Now it's over five - even with *Tornado's* water capacity - for some railtours it's six. And now we've got IEP coming along and more trains," Graeme explained in late March.

"If we want to carry on running on the main lines we have to change. Historically, steam ran, quite often, in 75mph freight paths. What's causing steam to be slower now is not just more expresses, but more freight."

One option would be - just like some of those rumbling goods trains - to seek a slower

route; for King's Cross-York that could be the GN/GE line that loops out from just north of Peterborough via Spalding and Lincoln to Doncaster, and which has now been upgraded especially to add freight capacity. However, says Graeme, although it adds maybe less than ten miles to the length, the extra time it would take to travel over the 'Joint' means that "for a steam charter the day is arguably too long."

"So you either go elsewhere or you do something different. We're doing something different."

GAINING PATHS

However, 'something different' does not mean continuous running at 90mph, says Graeme - rather doing more than the currently permitted 75mph, as needed.

"There's no doubt that 'A1s' could run in the 80s - this is not about blazing away at 90 with the regulator stuck in the roof everywhere - but you might want to run up to that, as we do now up to 75mph.

"In some places you only need to be a couple of minutes faster over a section to make the difference - for example, making the Fast line at Fletton [Peterborough] rather than not making it and having a 20-minute pathing stop. Sometimes you can make those stops into ones where you take water - but not always - and it lengthens the day.

"Yet even if you didn't have to take water at all and had 90mph running, you'd still have

to stop for pathing - because you're still not quite at three-quarters of the speed of the fastest trains!"

What being able to 'get a lick on' does mean is that you have a better chance of synchronising the pathing and the water stops - especially, as in *Tornado's* case, if the tender is 'topped off' at King's Cross, it can next stop for water "anywhere between Holme Junction and Newark."

That section is more than 50 miles.

Says Graeme: "We still don't have the final timetable for when the IEPs come in, but 90mph should allow us to get back down to the four-hour timing - though probably only with stops at Potters Bar and Peterborough, not Stevenage.

"That is a compromise, but there's a good service between Stevenage and Potters Bar, and if we get later starts we might even persuade people to do the whole thing from King's Cross.

"I am an enthusiast, but I'm an enthusiastic railwayman. The point is not to thrash the engine; it's to be able to run as much as commercially possible on places like the East

“THE POINT IS... TO BE ABLE TO RUN AS MUCH AS COMMERCIALY POSSIBLE ON PLACES LIKE THE EAST COAST MAIN LINE”

GRAEME BUNKER

Pioneering preservation speed machine No. 4464 *Bittern* is wound up to 90mph between Twyford and Maidenhead, on the Great Western Main Line, during its high-speed test run on the morning of May 29 2013. PETER ZABEK



SECOND 90MPH 'PACIFIC'?

Coast Main Line. It's about a train leaving at a sensible time, rather than before you normally get up for work."

Graeme argues that not enough potential passengers are even interested in faster running for the sake of making it work: "90mph as a figure is not what it's about - there are very few people who want to ride on a steam train at 90 - and once they've done it a few times there will be even fewer. So we must build our case around pathways.

"If we get to Peterborough, having run at 90mph, or in the 80s, and then have a choice of heading off steadily on the 'Slows' at 60 or 70, or waiting 20 minutes then running up Stoke on the Fast, we'll go with the fastest path north. It's about the overall journey time, not going hell for leather for the sake of it, so **whichever path gets us where we want to be fastest is the correct one to choose.**"

ELECTRONIC 'STINK BOMB'

So much for the 'why'. What about the 'how'? Part of the answer comes in this having been a long-term goal - it was taken into account even as No. 60163 was being built: "It's been an ambition for as long as I can remember - certainly before I became involved with the trust. So that's 17 years, and I believe it was an aspiration from near the beginning."

"The engine is fitted with roller bearings all round, and very great care was taken over the balancing. That's not a criticism of the guys in steam days - they didn't have balancing rigs used for jet engines and power station turbines. We did."

Graeme also notes that the engine was

built with single-piece frame plates (unlike the originals), that it has manganese axlebox liners, and is a three-cylinder design. All these help when it comes to high-speed, he says - not least by minimising the forces the engine puts down on the track: "So the 'A1' at 90mph produces slightly less vertical force ('hammer blow') than an 'A4' at 75mph."

"The lights on the 'A1' are compliant with 90mph running - and one of the reasons for the chime whistle is because it's on the front, and it's loud!"

Other work has also been done recently, with speed specifically in mind; East Coast 'Pacifics' famously had a 'stink bomb' fitted to the inside big end - it was this that warned *Mallard's* crew during its record run that the engine was starting to run hot. However, rather than relying on the crew's ability to detect a stench, the trust has developed a 21st century upgrade of the concept. It has, Graeme says, "fitted an 'electronic stink bomb' to the inside 'big end'."

This uses Bluetooth technology to send a signal to a mobile phone mounted on the running plate... "So we'll know when we're starting to 'push it'."

As many will know, one of the obstacles raised in the past against 90mph running has been the effect of 'hammer blow' on a railway no longer designed to cope with it; without the masses of rods flying round, neither diesel nor electric trains produce such forces. Perhaps not so readily recognised is the impact of locomotives of up to 170 tons running at higher speed. So part of persuading the 'big railway' has been checking the effects on the infrastructure. ▶

THE OPERATOR'S VIEW

What next, from the train operator's point of view?

"DB Cargo has submitted the application to the RSSB, so it's a DBC application and the permission will be granted to DBC as it was with *Bittern*," explains the company's account manager for special trains, Richard Corser.

"Doing *Bittern* has helped, because it has given us some experience to go on.

"It's gone through without any showstoppers. I think the way we've approached it is right; we've gone for the test run to start with, to see how the engine behaves, before we go back for permission to do passenger carrying. We need to do this in two stages.

"It's specifically DBC and *Tornado* and, at this stage at least, one piece of railway."

Speaking shortly before the night-time proving run, Richard said: "The A1 Trust needs to be sure, firstly that the engine is going to be capable of this, and secondly that it's not going to damage the infrastructure.

"It'll have quite a workout to see how it's going to perform - and how it performs is pertinent, particularly for the ECML south of Peterborough."

DB's man agrees with Graeme Bunker too that this isn't a fast process - and that passenger running is still a little way away. Richard says you have to "do the test run, look at the reports, get the data; it's then going back to the RSSB with a follow-up application... and then of course we've got a 12-week planning deadline.

"You'll be doing well to get it in the autumn in my view."

What about the prospects of other engines following No. 60163's lead?

"I think it comes down to the owning group being comfortable with the engine operating at that higher speed on a routine basis. Even though *Tornado* is a 'new' engine, it'll still demand more maintenance.

"Wear and tear will go up significantly. I think that if we do other engines it'll be for special events or anniversaries - but I may be wrong."



"Through the consultants Cass Hayward, we've carried out a significant study on 'families' of bridges. That was requested by Network Rail, because since the 1960s nobody's designed bridges for steam running at high speed. It doesn't mean anything's wrong - just that nobody's looked.

"That report is all about *Tornado* - it's bespoke - but someone else could commission a report on their locomotive using the same template.

"NR does have some structures they rightly have concerns over - which doesn't mean it's the end of the journey, because maintenance takes place. It's a movable feast.

"We also did work, when the engine

was new, to generate a 'Vampire' [computer simulation] model of *Tornado* - calibrated off accelerometers both on the Great Central and the trial run to Newcastle. Without that level of data about how the locomotive rides, we couldn't have done this.

"On certain track forces, the 'A1' is better than a Class 67, but a '67' weighs 90 tons and the 'A1' 170 tons... So you're comparing apples and oranges. You've got to look at it on its own merits."

PAPERWORK, MEETINGS...

What else has been needed to reach this point? "Paperwork!"

Graeme says the process has involved persuading "NR, the Rail Safety and Standards Board and, actually, the whole of the rest of the industry. We would be foolish not to have the support of the industry.

"It required attendance at three committee meetings. You basically go into a room of 25 people - and they ask questions. You go in together - you and the train operator, in our case DB. We have been very fortunate that we've had superb support from the NR engineering teams in York, but also from senior people in the organisation. We've had great support from NR."

Of course, *Tornado* won't be the first steam locomotive to officially haul passengers at 90mph since 1971's 'Return to Steam'. That honour went to Jeremy Hosking's 'A4' *Bittern* back in 2013 - in a trio of runs backed by SR.

The difference - and this is a true milestone - is that for No. 60163 it will be permanent rather than a special, limited dispensation. Arguably it's the biggest step since BR raised the limit for some engines from 60mph to 75mph. That was in the 1990s.

Graeme describes the process of getting the 'A1' to this point as "similar, but not the same" as that for *Bittern* four years ago.

"They went for 'temporary non-compliance'. The testing phase is very similar; the difference will be when we go for passenger operation, because *Bittern* was only ever going to do three trains, whereas

Tornado will be certified, where necessary, to run at 90mph.

"There's not a limit to what we can do, other than the limitations on geography and market. We will only run at 90 a few times a year, and where the trains make money.

"We're looking at the Fast lines on the East Coast, West Coast and the Mains [Fast lines] on the Great Western. We've now got to do all the submissions we've just done, again, for passenger running, in partnership with DB and NR. We can then look at additional routes."

That shouldn't be so far off now - but equally, don't expect it to happen overnight:

"It will take several months to complete the process, so it would be wrong to make a

promise I can't keep. I'd like to think we'll have run a public 90mph train by the end of 2017, but it'll be 2018 by the time we're able to give the public a long lead-in."

"So to those people who reckon we'll do it on May 29's train to Penzance - we won't."

As for whether the 'ton' of the trial could ever be repeated with a passenger train, the 'A1' ops director seems to suggest it's unlikely: "There are no plans to run publicly at 100mph."

“WE WILL ONLY RUN AT 90 A FEW TIMES A YEAR, AND WHERE THE TRAINS MAKE MONEY”

GRAEME BUNKER

WELL OVER £100K

How much has all this cost?

"It's worth recognising that some of the stuff was done as part of building the engine - and so that didn't cost anything; we just did it differently.

"But well over £100,000 has gone into this - and then there's the volunteer time. If we use the Heritage Lottery Fund model of measuring that we're at well over £¼ million."

Finally, there has been talk of other engines also running at 90mph, so what is the advice to anyone else who might want to follow *Tornado*'s lead?

"Firstly, do you want to do it? It should not be mandatory! Secondly, make sure you have the money. It's expensive - arguably a six-figure sum up-front to do it regularly. Thirdly, you need to be aware of the fatigue life of components - how do you manage the risk, given the age of some of the parts on your locomotive? Fourthly, make sure you have a locomotive that can meet the specifications on forces for today's railway. And finally, ask yourself whether you can maintain and service an engine that's doing high speeds.

"Everybody should make up their own mind. It's very expensive, and the business case is marginal. This only worked because we've always said we would do it and the covenants, by and large, want to - and because of the benefits on the East Coast. Yes the maintenance will cost a bit more, but we'll be able to do things we couldn't do before - and so we can put that back."



GUARANTEED PATHS -

Right now, preservation's hippest refreshment room is the main line - and as tasty courses pile atop each other, it's time to digest 90mph. Pudding after 'Plandampf', with barely a burp in between.

Which is both great... and a cause of indigestion. For squeezing this all in is like fitting a dining day cruise into a 'Bristolian' schedule - and that's despite that nice editor again giving us extra space. (Top bloke, that Nick Brodrick, eh?)

You see, by now I really wanted to be well through our 'Top Table' responses on what you want from main line tours - only some of which we've dealt with. Trouble is, after careful thought, the editor reckons

A sight for sore eyes! The matched BR set of *Flying Scotsman* and maroon Mk 1s labours to Ais Gill summit with the returning Keighley & Worth Valley, Settle-Carlisle line re-opening special on March 31.
JOHN COOPER-SMITH



- HAS THE TIME NOW COME?

that with everything else we'll bust even our expanded waistband if we do much on it now. (Pah. What does he know?)

So, I just want to mention one aspect right at this point, because it's so pertinent to the arguments on the rest of these pages: pathing, itineraries, and the length of time spent in loops. A number of you raised longer days as a turn-off - and in particular with regards to slower timings on the East Coast Main Line. How's that for serendipity?

As for what can be done if you don't have 90mph running though, or what you do elsewhere on the network - well, while the outlook might seem bleak, there are some cautiously optimistic signs...

You may recall that back in 2014 - when we first warned of an impending timetable apocalypse for steam on core main line routes in 2018 - 'Down Main' called for the idea of fixed, guaranteed paths to ensure at least some presence (SR432). Well, the signs are that just this idea is now gaining ground, not least with Network Rail.

Done right, rather than relying on ever-thinning 'white space' gaps in the timetable, guaranteed paths could be a big win for everyone - the modern railway included.

We'll come back to all this, so keep reading... but don't we live in interesting times?

● In the meantime, here's an opposing take on the 'kick in the vestibules' call

from readers to be allowed to stand around windows (SR464) because - yes - we have now received a reader's counter-argument. So, I was delighted to hear from John Dinning of Worthing who "long ago" gave up travelling even on preserved lines (though the point is the same) after a trip "was totally spoilt".

"Instead of seeing the scenery we just saw that part of the gentleman's anatomy that best describes him," he says.

John says he's reminded of the 'Gents' at a Chinese zoo he once visited "where you could just see this line of heads looking out from the cubicles". So, he concludes, "I am all for making 'em sit".

‘HOSKING TOC’: LAUNCHING THIS YEAR WITH *ROYAL SCOT*?

Some time later in 2017, *Royal Scot* should ease out of Crewe for a spin along the North Wales Coast. Not so amazing?

Well, it should be the first public run under an all-new train operator: Locomotive Services (TOC) Ltd. The company already exists, with Jeremy Hosking as director. If all goes well and things comes to pass as just outlined, it will give the Hosking group the ‘full set’: locomotives, carriages, maintenance facility (LNWR Heritage at Crewe Diesel Depot), a promoter (Statesman) - and now the ability to run its own steam-hauled passenger trains, for itself. Currently, only West Coast Railway Company can do all those things.

It is a pretty swift rise, given that only two years ago LNWRH was just moving into its newly rebuilt Crewe depot, at around the same time as coaches were being collected to start making up sets. It also further reinforces - if indeed any such reinforcement were needed - that collectively this grouping is now a major player.

“We’re aiming to be running something in the last quarter of the year,” confirms Royal

Scot Locomotive and General Trust trustee and Hosking spokesman Peter Greenwood. Since the preferred motive power is RSLGT flagship 4-6-0 No. 46100, he says “we’re not taking bookings for the engine at that time.”

SAFETY ‘CERT’ FIRST

Peter reports that the vital Safety Certificate for the new operator has now been granted and the remainder of the process is now being worked through; this, he reckons, is “not as arduous” as what’s already been done.

So things are clearly moving forward. However, let’s not get too far ahead of ourselves just yet. For Peter remains cautious about how much LS (TOC) will do, and where; the organisation’s application is for the

North Wales Coast “and routes and branches thereof”, as well as Crewe-Shrewsbury. Both of those are clearly easily accessed from the outfit’s Crewe base - but it’s a long way from the ability to roam nationwide enjoyed by the current steam passenger TOCs, West Coast and DB Cargo. In Peter’s words, “we don’t want to run before we can walk.”

As for those initial steps and the North Wales Coast, he says: “We’ll be looking to market it. I don’t think the market will stand a massive amount, but we’re looking to run a few.”

● If you were on the right bit of the West Coast Main Line on April 2 you would have seen ‘Black Five’ No. 45231 scurrying ‘engine and van’ from Carnforth to its new home at Crewe. Jeremy Hosking bought the engine after the death of former owner Bert Hitchen in 2015; a decision will now be made on whether to fit air-braking straight away to match the rest of the Hosking main line fleet, or to use the Stanier engine ‘as is’ in the first instance, either on the national network or preserved lines.

“WE DON’T WANT TO RUN BEFORE WE CAN WALK”

PETER GREENWOOD

VINTAGE TRAINS EYES TIE-UP FOR NEW WEST MIDLANDS FRANCHISE

Tyseley chairman Michael Whitehouse is looking forward to the next West Midlands franchise (October) - because it includes the possibility of a heritage tie-up.

The Government’s Invitation to Tender to run passenger trains in the area says that ways in which requirements for bidders “may be exceeded” include: “Proposals for occasional use on the national network of heritage traction and rolling stock, for example to augment capacity to serve special events, to provide a special standard of customer experience, or to commemorate significant events”.

On the shortlist are Abellio (which runs ScotRail and has promoted steam), and Govia (operator of London Midland).

Says Michael: “London Midland has already agreed that we can re-time the ‘Shakespeare Express’ to leave before the local train so we don’t get held up at Shirley. We’ve signed a letter of intent to cover the points in the Invitation to Tender, but we can’t say more at the moment because it’s subject to confidentiality clauses.

“This is very interesting because it’s the very first ITT by the Department for Transport to include a heritage element.”

Tyseley has now announced a programme which runs to the end of September, and Michael has said that any trains in 2017 will be with its existing train operator, West Coast Railway Company.

That effectively rules out hopes that Vintage Trains might run under its own



‘Castle’ No. 5043 *Earl of Mount Edgcumbe* roars into Harbury Tunnel at the business end of Vintage Trains’ April 8 ‘Moonraker’ to Salisbury. ANDREW BELL

licence this year (SR461). “It’s going to take longer, because these things always do - we have engaged with the ORR. Tyseley Locomotive Works has to become an entity in charge of

maintenance - which it is doing, but it’s about paperwork.

“So, I’m afraid it’s going to take longer. We’re definitely running every single train with West Coast this year.”

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INTERESTED IN SIGNAL BOXES ? (OR KNOW ANYONE WHO IS) ?



Why not take a look at a new website dedicated to working and preserved boxes.

On the site will be found a short video clip of each box, and full details of how to find each one. Over 700 are featured with over 500 NETWORK RAIL boxes due for demolition some time in the future. Time is running out to see them.

However, there are still gaps in the list and we need your help to find the missing ones, so please contact the website:

www.signalboxesonvideo.info
(via the link supplied) with details of any missing ones you or your friends know about. Also please can you suggest any improvements to the site.

STOP PRESS:- BANBURY NORTH DEMOLISHED SUNDAY 26th MARCH



One could view it either as an irony of railway history, or as a fitting tribute, that the peak of LMS 'Black Five' performance appears to have taken place on a former Great Western main line. But it's surely the latter; after all, every one of Sir William Stanier's free-steaming and free-running designs, that belatedly gave the LMS an up-to-date motive power fleet, can find its true roots in Swindon Works - arguably the birthplace of modern steam design under Churchward, and where the bloodline of the mixed-traffic 4-6-0 began with the 'Saint'.

Whether or not you believe *City of Truro's* claim of 102.3mph, or the dubious legend that a 'Saint' ran at 120mph straight out of the shops, the fact remains that GWR locomotives were reaching speeds undreamt of by most railways in the early 20th century. Further proof of this came between Chester and Shrewsbury, where in 1924, Dr W.A. Tuplin timed 'Star' 4-6-0 No. 4067 *Tintern Abbey* at 95mph, with a "probable peak" of

"at least 96mph" - a figure made all the more remarkable by coming a full decade before *Flying Scotsman's* pioneering (but still hotly disputed) 100mph run.

Over 40 years later, the same stretch of railway was the scene of similar epic dashes by the Stanier 4-6-0s that owed their development to that early GWR expertise - bringing down the curtain on a chapter of the steam era in style.

But did one match the 'Star's' performance - and touch 96mph?

MILE A MINUTE

Rural Shropshire and the Welsh Borders might seem an unlikely candidate for one of steam's last racing grounds - but in early 1967, while the Southern Region's Bulleid 'Pacifics' were limbering up for their last flings at 90mph-plus, the Chester-Shrewsbury line was another 'hot spot' for enthusiasts seeking high-speed thrills.

For the southern half, between Gobowen and Shrewsbury,

96mph WITH A 'BLACK FIVE'?

Did a Stanier '5MT' crown the class' career 50 years ago by getting close to the magic 'ton'?

TOBY JENNINGS considers the evidence.



Known for its sprightly performances in preservation, 'Black Five' No. 45305 passes Woodthorpe (at 25mph) on the Great Central Railway on November 19 2016. ROBERT FALCONER

boasted the last 'even time' booking for steam haulage in Britain, Up trains being timed to sprint the 18 miles in 18 minutes - a slick assignment to which the 'Black Fives' were applied with gusto. With light loads of six or seven coaches, and the gradients mostly in their favour, they would be whipped up to speeds in the 80s - and, with a band of train timers egging the footplate crews on, sometimes more.

Among those chasing the '5MTs' armed with stopwatch and notebook was Chris Magner - or, as he was known among the enthusiast fraternity of the time, 'Trolleyman', having worked for BR as a tea trolley attendant between 1962 and 1965 in order to maximise his steam haulage. Filling tea cans for the footplate crews, at his own expense, would bring its rewards in spirited running...

By early 1967, he was well known to the Shrewsbury drivers who had to push their engines - and their all-too-often unacknowledged firemen - to the limit in order to produce such performances.

A typical scene on the Chester-Shrewsbury line, with No. 45353 - remembered by Chris Magner as "one of the best" - heading a lightweight express at Gobowen on May 3 1966. G. PARRY COLLECTION/COLOUR RAIL





On Tuesday February 28, and again on Wednesday March 1, he remembers: "A stern and angry Driver Reg Cattle got off his engine and demanded I join him on the footplate, saying: 'I want you to know how rough it is for us footplatemen when you make us travel at high speed. You have no idea what it is like and what effort is needed to maintain these schedules. Come here, get on this engine and find out what it is all about!'"

Chris took up this 'invitation' on March 2 1967, as Driver Cattle made his last express run with steam, on the 9.33am Chester-Shrewsbury. "In real fear and trepidation (it was not possible to get off halfway if there was a bad atmosphere on the footplate!) I climbed on board No. 44917 at Gobowen. 'Sit over there', I was told, so I perched on the fireman's seat with stopwatch in one hand and notebook in the other, and clung on as best I could.

"However, such was the smoothness of the ride at over 90mph, I only fell off twice. Driver Cattle, an LMS man, was a true professional and I had no reason to be disappointed as we went for the record of records, set by ex-GWR Driver Walter Bernard with the same engine a week before. It was the footplate trip of a lifetime, and we rolled into Shrewsbury in 16 minutes 23 seconds; a good friend, Eric Berry, who was a careful recorder, having timed us from the train at 91mph."

Only years later did Chris discover that it had all been meant in the best of spirits: "After Reg Cattle's passing, his son Gerald told me 'he wasn't really angry, just winding you up!' and that his father had a great regard for No. 44917, which he said was an exceptional locomotive - 'an absolute flyer' that stood out from the others, many of which were run-down, rough and not fit for purpose."

“‘SIT OVER
THERE’, I WAS TOLD,
SO I PERCHED ON
THE FIREMAN’S
SEAT AND CLUNG
ON AS BEST
I COULD”

RECORD RUN

Just how exceptional had already been proved - with the aforementioned 'record of records'.

On February 23 1967, Driver Walter Bernard was in charge of No. 44917 on the same working, covering Gobowen to Shrewsbury in 16 minutes 15 seconds - hard on the heels of the timing for a Brush Type 4 (Class 47) diesel, of 16 minutes. In so doing, as shown in Table 1, the '5MT' reputedly hit the top speed for its class, of 96mph.

But, admits Chris: "With the benefit of hindsight, I did not have a 100% accurate timing apparatus (like a GPS) 50 years ago, and therefore could not say definitively that No. 44917 reached such a speed. What I can say is that my point-to-point timings with my stopwatch were accurate.

"It is perfectly feasible that No. 4067 was timed at 96mph in 1924,



↑ No. 44917 at Crewe with a Euston-Blackpool relief on Saturday September 2 1967, having just taken over from an electric locomotive. This was the last day of significant steam working on the West Coast Main Line.
JOHN HOBBS

← No. 44917 at Oxley South Junction with a Paddington-Birkenhead train in 1965.
BRIAN ROBBINS/
RAIL PHOTOPRINTS

as Shrewsbury men told me that 'Castles' were known to have done the 'ton' by Leaton, and both O.S. Nock and Cecil J. Allen said that the running on this line was some of the very best on the system - a tradition that the Chester and Shrewsbury men kept up to the end, despite the run-down locomotives.

"The 'Star' averaged 85mph from Gobowen to Leaton, having passed Gobowen at around 75mph. Driver Bernard averaged 85mph from Rednal to Leaton, from a standing start at Gobowen.

"This does not mean he did what the 'Star' did, but something exceptional took place. For a short while between Rednal and Leaton we had a burst of speed, and to achieve the time he did - including the restricted last mile and a quarter into Shrewsbury, over which he finished carefully - he was well over 90mph."

But just how far over? At least one writer - former London Midland Region footplate inspector A.J. Powell - was sceptical about the 96mph figure. In his book *Stanier 4-6-0s at Work*, he wrote: "This is unsubstantiated by the passing times, and analysis of theoretical performance at brief, very high steaming rates suggests that the engine could not have reached more than 93mph."

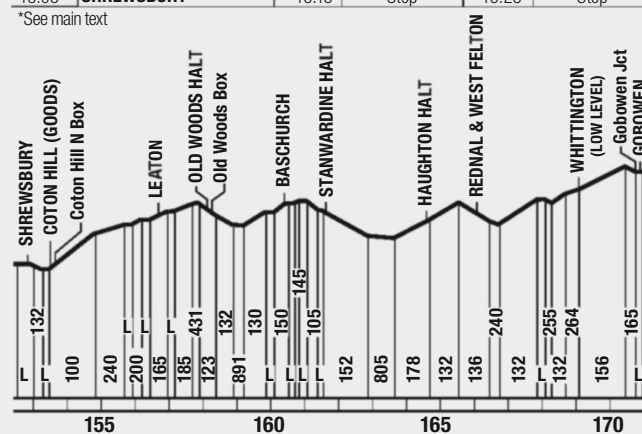
'TOP LINK' VIEW

To try and clear up the mystery 50 years on, *Steam Railway* asked resident timer Mike Hedderly to analyse the log. He concludes: "The point-to-point averages work out as follows:

TABLE 1

GOBOWEN-SHREWSBURY					
DATE		23/2/67		2/3/67	
TRAIN		8.55am Birkenhead-Paddington		8.55am Birkenhead-Paddington	
LOCOMOTIVE		'Black Five' No. 44917		'Black Five' No. 44917	
COACHES/TONS TARE/GROSS		6/204(215)		6/204(220)	
DRIVER		Walter Bernard		Reg Cattle	
Dist (miles)	Timing point	Actual m. s.	Speed mph	Actual m. s.	Speed mph
0.00	GOBOWEN	0.00		0.00	
1.80	Whittington	3.03	66	3.06	
4.85	Rednal	5.29	82/84	5.44	
6.35	Haughton Siding Box	6.36	84/96*	6.55	78/80/91 max
10.50	Baschurch	9.30	92/88	9.56	
12.625	Old Woods Halt	10.57	88	11.27	
14.20	Leaton	12.01	90	12.32	90
17.25	Coton Hill N. Jct.	14.36		14.46	
17.60	Coton Hill S. Jct.	15.00	20	15.11	
18.05	SHREWSBURY	16.15	Stop	16.23	Stop

*See main text



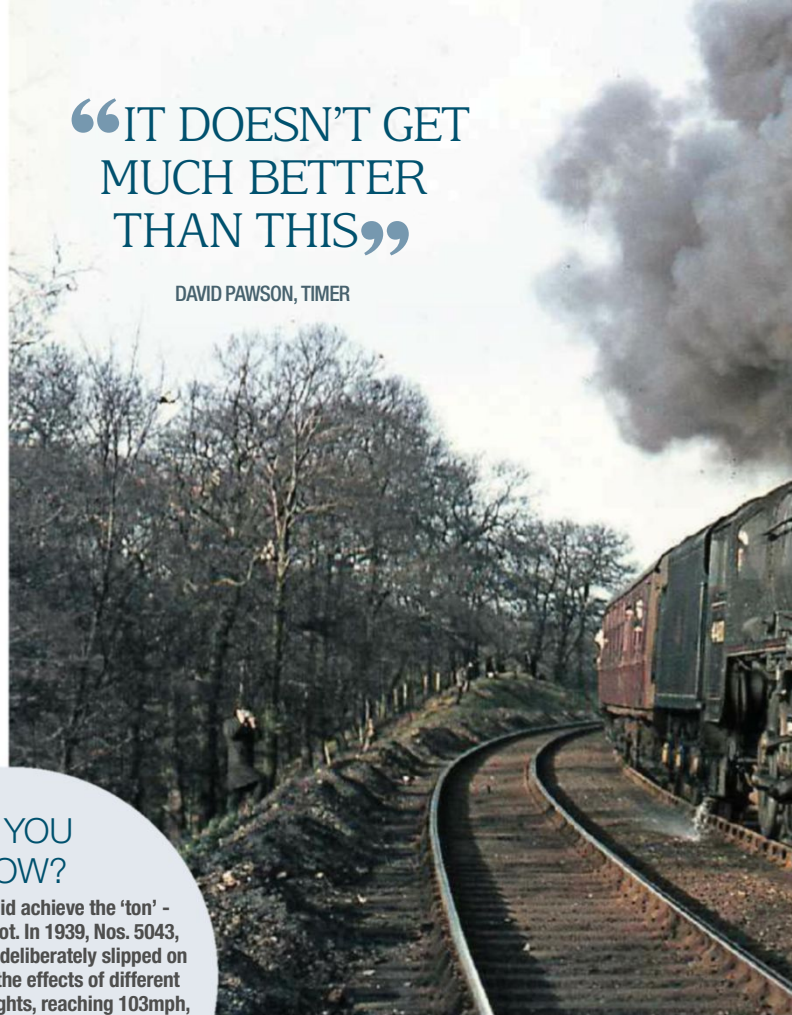
- Whittington-Rednal: 75.2mph
- Rednal-Haughton: 80.5mph
- Haughton-Baschurch: 85.9mph
- Baschurch-Old Woods: 87.9mph
- Old Woods-Leaton: 88.6mph
- Leaton-Coton Hill North: 70.8mph

"On the basis of the averages, I cannot disagree with Powell's conclusion that the times do not support the claimed 96mph.

"I think the maximum before Rednal was about 82mph, falling to 78mph on the 1-in-136 beyond Rednal, rising to 83mph through Haughton to a maximum of 92mph on the downgrade beyond.

“IT DOESN'T GET MUCH BETTER THAN THIS,”

DAVID PAWSON, TIMER



“This would have carried the rise to beyond Stanwardine at a minimum of 84mph, increasing to 87mph through Baschurch and a maximum of 92mph in the dip before Old Woods, where the likely minimum would have been around 86mph, and reaching the claimed 90mph again at Leaton on favourable gradients.

“With such an undulating line over short sections, a stopwatch would be unable to record true minima and maxima, only averages over quarter miles. A time at Stanwardine would also be instructive.”

Another experienced timer, David Pawson, has simulated the run, and concurs that the 96mph claim “cannot stand - from the time course in the log, any speed much over 90mph beyond Haughton can be categorically ruled out.”

He explains: “I created the simulation by ‘driving’ the Class 5 along the road using an equation that calculates the power being developed from the cut-off and speed, then did my best to get a fit to the reported times and speeds.

“The ‘story’ is that the driver accelerated reasonably hard at 23% cut-off (all assuming full regulator) then advanced the cut-off to 30%, to climb the 1-in-136 through Rednal at very high power. He then eased back to 25% down the other side, with a maximum of 90mph at the foot of the gradient beyond Haughton. Once the grade turned up at 1-in-152, it was back to 30% which sustained very high power (for a ‘Black Five’) for about three minutes on to Old Woods, before easing back before Leaton.

“The powers developed are within the known envelope of an LMS Class 5. It would certainly have been a stellar effort at c1,670ihp [indicated horsepower] for five minutes from Rednal to Old Woods, and maybe 24,000lbs/hr boiler evaporation - of that we can be reasonably sure. It doesn't get much better than this.”

DID YOU KNOW?

Two ‘Black Fives’ did achieve the ‘ton’ - without moving a foot. In 1939, Nos. 5043, 5406 and 5464 were deliberately slipped on greased rail to test the effects of different wheel balancing weights, reaching 103mph, 99mph and 104mph respectively. Footage from a high-speed cine camera showed that at 103mph, No. 5043's driving wheels were lifting off the rail by 2.4 inches.

LIVELY PERFORMERS

The evidence suggests, therefore, that No. 44917 did not reach 96mph - but is that to say it wasn't capable of it?

If our conclusions of a 90-92mph maximum are correct, then it may not be the holder of the ‘Black Five’ speed record after all - for there are reports that others went faster. In *The Stanier Black Fives*, John F. Clay wrote: “A maximum of 95mph descending towards Nottingham past Widmerpool has been claimed, but the relevant station-to-station times which could confirm the speed are not available. The claim is not impossible.”

Chris adds: “There have been two descriptions in *Steam World* magazine of ‘Black Fives’ running in the mid-90s, one of which was between Bristol and Gloucester with a Barrow Road crew.”



↑ No. 44917 at Bangor, having arrived with an ADEX (Advertised Day Excursion) - once a regular feature of railway operations - from Manchester on Easter Monday, March 27 1967. This turned out to be the last day of regular steam working between Manchester and Bangor, all booked services on the North Wales Coast line being diesel or DMU-worked by this time. No. 44917 had come onto this train at Chester to replace another ‘Black Five’ which had failed with its whistle stuck open! PAUL H. BOOT

But the strongest evidence comes from David, who offers a (sadly undated) log from a Stephenson Locomotive Society journal, showing No. 44966 flying down a long gradient of mainly 1-in-200 from Leagrave through Flitwick and Amptill on the Midland Main Line, reaching a claimed 95mph at the foot of the bank through Elstow (though David's analysis gives an “absolute maximum” of 94mph). It is of note here that, according to Chris: “Certain Scottish footplate crews thought the 449XX batch of ‘Black Fives’ were the best of the class.”

Returning to No. 44917, says David: “I don't think that Powell's boiler argument is relevant - you can easily run in excess of the boiler output for short periods. Bearing this in mind, could a ‘Black Five’ reach 96mph with this load beyond Haughton?”

“Well, it is just about conceivable with some boiler brinkmanship delivering close to 2,000ihp. I don't believe it in this case - the log would then be completely different on to Leaton - but with short-term high outputs from steam, you can never say never.”

It is true that steam locomotives can defy theory. In a stirring account of a similar high-speed thrash with a ‘Black Five’, titled ‘My Best Steam Locomotive Race’ (www.antiquesteam.com) former Aston driver Graham Jones tells of finding one of the 842-strong class that “would run like a ‘Duchess’,” and caught up a sister engine in a parallel run on the West Coast Main Line, with ten coaches on the drawbar, while holding its full boiler pressure of 225lbs/sq in with both injectors on. Theoretically, that shouldn't be possible either.

Chris offers an interesting comparison with a BR Standard ‘5MT’ - a design directly derived from the ‘Black Five’, except with 6ft 2in driving wheels to the 6ft of the Stanier engine: “I recently spoke to retired Driver Arnold Jones, formerly of Shrewsbury and Wellington MPDs, who recalled that when he was firing a ‘Standard Five’ on the Chester-Shrewsbury line his driver, Ken Williams, said to him at Gobowen: ‘This locomotive has a speedometer - do you mind if we see what it can do?’ The result was 95mph below Baschurch.”

Chris contends: “There were exceptional runs with steam in 1966-68, particularly on the Southern, that in the light of today's technology do not stack up in present-day eyes - but they did take place, because the crews knew it was the end, and it was their last



CROSSING THE BOUNDARIES

No. 44917 was an exceptional 'Black Five' in another respect - having unusually been on the books of the Southern and Western Regions, as well as its native London Midland Region, in its 22-year career.

This was the result of staying on the Somerset & Dorset for six years, becoming Southern stock in 1952 at Bath Green Park (shedcode 71G), which was transferred to the Western Region (shedcode 82F) on February 23 1958. Responsibility for its workshop maintenance remained with the LMR.

- **To traffic:** December 13 1945, Leicester
- **Week ending October 12 1946:** Kentish Town
- **W/e March 20 1948:** Grimesthorpe (loan)
- **W/e January 15 1949:** Kentish Town
- **W/e January 7 1950:** Derby
- **W/e December 8 1951:** Leicester (loan)
- **W/e January 5 1952:** Derby
- **W/e February 2 1952:** Bath
- **W/e June 14 1958:** Birkenhead (loan)
- **On June 15 1958:** Birkenhead (permanent)
- **W/e July 26 1958:** Blackpool Central (loan)
- **W/e October 4 1958:** Birkenhead
- **W/e June 20 1959:** Mold Junction
- **On April 17 1966:** Chester LM
- **January 17-July 18 1966:** Stored at Chester
- **On June 4 1967:** Crewe South
- **On November 5 1967:** Withdrawn
- **Stored at Speke Junction**
- **Sold to Cashmore's, Great Bridge on January 1 1968**
- **Taken into breaker's yard on February 14 1968**

With thanks to Richard Strange

← To mark the last weekend of the Paddington-Birkenhead expresses, the Stephenson Locomotive Society's Midland Area organised two railtours from Tyseley to Birkenhead on Sunday March 5 1967, featuring No. 7029 *Clun Castle*, '9Fs' Nos. 92203 and 92234 and 'Black Five' No. 44680. Suitably spruced up for the occasion, the latter storms up Gresford Bank on its return trip. COLOUR RAIL

chance to 'have a go' and find out just what their locomotives were made of. It was not only Reg Cattle who said that No. 44917 had something more than most 'Black Fives'."

As anyone who has worked on steam locomotives will know, these machines are not just inanimate objects. They are beautiful, living, breathing creatures, each one with its own individual personality; some slightly stronger or weaker, some better or worse steamers, some liking all their fire up the front of the grate when every other example is fired normally with a thick back end.

So if, in the eyes of those who worked with it every day and knew it best, No. 44917 "had something more than most 'Black Fives'," is it possible that it did have that extra 4-6mph in it?

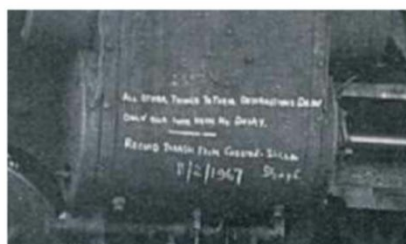
FOND FAREWELLS

Short of registering one of the preserved '5MTs' to follow in *Tornado's* footsteps with 90mph certification, we may never know for sure. Yet in a way, it almost doesn't matter. 90mph? 93mph? 96mph? Whatever figure was achieved, it was a spectacular way for this engine to bow out - and just as important, it wasn't forgotten.

As a thank you to Driver Bernard for his 'record of records', recalls Chris: "When we heard that his last run with steam was going to be on the 3.31pm Chester-Shrewsbury on Saturday March 4 1967, I visited the Chester shedmaster and, as eloquently as I could, made out the case for diagramming No. 44917, so that Driver Bernard could have a last fling with the best 'Black Five' of all.

The tear-jerking words on a 'Black Five' at Lostock Hall shed on August 10 1968 clearly refer to No. 44917's high-speed exploits - although notably, the date differs from Chris Wagner's log. Did somebody else record an earlier run at 96mph?

The number of this '5MT' is not recorded, but just visible above the chalked message is what appears to be a stencilled number '5353' from a previous overhaul. No. 45353 was at Lostock Hall at the end, being withdrawn from there in the week ending July 20 1968 and sold to Cohen's of Kettering on September 17 that year. MARTIN HUMPHREY



*"All other things to their destruction draw; only our love hath no decay."
"Record thrash from Chester-Salop,
11/2/1967, 96mph"*

"I was heard in stony silence and then asked to 'get out' immediately (my diary entry said that the shedmaster was very rude to me!). Disappointed, I walked through the shed where one of the staff, seeing me looking miserable, kindly suggested I speak with the 'outside man' (Outside Running Foreman) in the hope that he might be able to pull some strings.

"I made my request to this gentleman and trudged back to the station. Here I spoke to one of the platform inspectors, Cyril Sharpe, and asked if he could do anything, although this was unlikely as he was not a Motive Power man. Still, anything would be worth a try."

Come the day, and "by accident or design" No. 44917 did back onto the 3.31pm train, for "a final excellent run from Gobowen to Shrewsbury, with speed reaching 85mph after Leaton and six minutes of 80mph. Many congratulations and farewells were made to Driver Bernard and his fireman, with No. 44917 blowing off steam on arrival at Shrewsbury."

Just eight months later, No. 44917 was withdrawn, and as the first anniversary of its record run approached, it was taken into Cashmore's scrapyards at Great Bridge in February 1968.

For the remaining members of the class, that year would be an ignominious plod towards the inevitable end in August, with only the odd cleaning rag wielded by well-wishing followers to restore some of their dignity. But just before the last examples dropped their fires for the final time in BR service, their sister was remembered in one enthusiast's touching goodbye.

On the evening of August 10 1968, just hours before the 'Fifteen Guinea Special' ended it all, a 'Black Five' was spotted at Lostock Hall shed with the inscription 'Record thrash from Chester-Salop, 11/2/1967, 96mph' chalked on its cylinder cover. Above that was written: 'All other things to their destruction draw; only our love hath no decay'.

As the 'Black Fives' reached the end of their lives, and brought the steam age to a close, somebody was determined to offer a heartfelt eulogy to the class and the legend of their greatest achievement. SR

Myriad Merchants



Last issue, we explored the surviving Bulleid 'Light Pacifics'. This month, **THOMAS BRIGHT** takes a look at their bigger cousins - the 'Merchant Navies'.

The 'Merchant Navies' were the last locomotives to exceed 100mph in BR service and, thanks to R.G. Jarvis' extensive re-building programme, were the ultimate development of express passenger locomotive design in Britain.

Like their 'Light Pacific' relatives, the 'MNs' were synonymous with the end of Southern Region steam, and in the weeks before the curtain fell on July 9 1967, the big 4-6-2s performed a number of do-or-die runs that would take them over 'the ton' and ensure the class went out in a blaze of glory.

For the last year, only one 'Packet' has been operational - No. 35006 *Peninsular & Oriental S. N. Co.* - but 50 years after the class bowed out, three of Bulleid's first 'Pacific' design will be in steam.

This year, not only will preservation celebrity No. 35028 *Clan Line* return to traffic, but No. 35018 *British India Line* enters the fray - only the fifth 'Merchant Navy' to be restored.

Even though a third of the class has survived into preservation, the 'Merchant Navies' have fared rather less well than their 'Light Pacific' cousins (see SR465). In a bizarre parallel to the smaller 4-6-2s, of the 'Merchant Navies' to survive until the final month of Southern Region steam, only one made it into preservation - *Clan Line*.

RARE BREED

The contrast of fortunes between the two closely related classes couldn't be starker - all but four of the 20 preserved 'Light Pacifics' have steamed in preservation.

On the other hand, half the preserved 'Merchant Navies' appear to have little prospect of steaming in the near or even medium term future. Unless their circumstances change, some might never steam again.

But now is not the time to dwell on such matters, for this year there will be a celebration of the class' last hurrah. *Clan Line*, a seemingly constant presence on the main line for the last four decades, is back where it belongs, and will commemorate the 50th anniversary of the last steam-hauled 'Bournemouth Belle' on July 5.

Four days later, on July 9, and 50 years to the day since the end of Southern Region steam, No. 35028 will haul the 'Waterloo Sunset', proving that five decades later, Bulleid's biggest 'Pacifics' are still alive and kicking on the railway they were designed to rule.

'P&O' will also be commemorating the end of Southern steam when it appears at the Mid-Hants Summer Gala alongside its fellow Bulleid 4-6-2s: 'West Country' No. 34046 *Braunton* and 'Battle of Britains' Nos. 34053 *Sir Keith Park* and 34081 *92 Squadron*.

And while its initial (and historically inaccurate) livery may have rankled the enthusiast community, the return of No. 35018 *British India Line* is something to be celebrated. Hopefully it will become a familiar sight on the main line for years to come. SR



No. 35005 CANADIAN PACIFIC

Status: Under overhaul

Location: Frames - Eastleigh Works; Boiler - Mid-Hants Railway

Owner: Mid-Hants Railway Preservation Society

Built: Eastleigh Works, December 1941

Rebuilt: Eastleigh Works, May 1959

Withdrawn: Weymouth, October 1965

Left Barry: March 1973

The oldest surviving 'Merchant Navy' was also the first of the class to be rescued from Barry, leaving in March 1973 for restoration at Steamtown, Carnforth.

Canadian Pacific is notable for achieving 105mph down Winchester Bank on May 15 1965, nearly matching the record set by classmate No. 35003 *Royal Mail* of 105.88mph on June 26 1967. Allocated during its life to Exmouth Junction, Nine Elms, Bournemouth and Weymouth sheds, No. 35005 was withdrawn from the latter in October 1965.

The 'Merchant Navy' was bought by Andrew Naish in June 1989 and moved to the Great Central Railway where the restoration was

DID YOU KNOW?

For a few weeks prior to April 8 1948, *Canadian Pacific* was numbered as No. S21C5 - the only 'Merchant Navy' to carry the 'S' prefix denoting the British Railways Southern Region ownership.



Canadian Pacific heads east at Shrivenham during its stint on the main line in the 1990s. BOB GREEN

completed in November 1990 - 25 years after 'CanPac' last turned a wheel in anger.

The 'Packet' was a regular main line performer from 1998 until 2002, when a burst boiler tube at Paddock Wood in October relegated No. 35005 to preserved lines only.

Having acquired *Canadian Pacific* in 2001, Steam Dreams proprietor Marcus Robertson sold the locomotive to the Mid-Hants Railway in 2006, where the 'Pacific' ran for two years, until withdrawal in 2008, for overhaul.

In 2011, *Canadian Pacific* returned to its birthplace when it was moved to Eastleigh - the first Bulleid to be overhauled at the former Southern Region works since 1967.

An £895,000 Heritage Lottery Fund grant awarded in April 2015 is partly funding No. 35005's third major overhaul in preservation, estimated to cost a total of £1.5 million (including the overhaul of a pair of Bulleid coaches).

Canadian Pacific Project Supervisor Dave Deane says: "The boiler and firebox work at Ropley is progressing well, with stay removal complete, new metal plate installed on the throatplate, and the new inner firebox side plates have been delivered.



↑ Resplendent in inauthentic but arguably attractive BR express passenger blue in 1996, No. 35005 *Canadian Pacific* is now under overhaul at Eastleigh, and the Mid-Hants Railway at Ropley. MEL HOLLEY/SR

"Work is also progressing on the frames and cylinders in Eastleigh. The valves have been bored and new liners are to be fitted to the centre valve. We are working towards re-wheeling 'CP' later this year. Our current projected completion date for her is 2019, which has slipped from 2018 due to the inner firebox requiring replacement."

You can donate to *Canadian Pacific*'s overhaul, and find out more details about the project, at www.watercressline.co.uk/canpac/donate

No. 35006 *PENINSULAR & ORIENTAL S. N. CO.*

Status: In traffic **Location:** Gloucestershire Warwickshire Railway
Owner: 35006 Locomotive Society **Built:** Eastleigh Works, December 1941
Rebuilt: Eastleigh Works, October 1959 **Withdrawn:** Salisbury, August 1964
Left Barry: March 1983

Peninsular & Oriental S. N. Co.'s time in the limelight as the most recent 'MN' to return to steam has been cut short by the return of No. 35018 *British India Line*.

The penultimate member of the class to be rebuilt, No. 35006 is unique among its class in that it was allocated to only one shed throughout the entirety of its working life: Salisbury.

On December 17 1942, No. 35006 was involved in a serious incident near Honiton when, hauling an Exeter-Salisbury goods, one of its valve gear chains snapped and thrashed around in the oil bath, setting fire to the boiler lagging and lineside vegetation.

Arriving at Barry in December 1964, 'P&O' left the yard 19 years later for the Gloucestershire Warwickshire Railway, one of the first locomotives to arrive at the nascent preservation scheme. The railway has been its home ever since and, on August 10 2015, *Peninsular & Oriental S. N. Co.* moved under its own power for the first time since 1964, in Toddington yard. It is now a mainstay of the 'GlosWarks' fleet, making its public debut at the line's Cotswold Festival of Steam on May 28-30 last year.

'P&O' will be making its first foray away from the GWSR on July 1/2 and 7-9 this year, when it takes part in the Mid-Hants Railway's Summer Gala, commemorating 50 years since the end of Southern steam.

→ The latest 'Merchant Navy' to enter traffic, No. 35006 *Peninsular & Oriental S. N. Co.* makes its public debut at the Gloucestershire Warwickshire Railway's Cotswold Festival of Steam on May 28 last year. The locomotive is pictured hauling a 12-coach train through Dixton Cutting, near Gotherington. JACK BOSKETT



No. 35010 *BLUE STAR*

Status: Awaiting restoration
Location: Colne Valley Railway
Owner: British Enginenmen Steam Preservation Society
Built: Eastleigh Works, July 1942
Rebuilt: Eastleigh Works, January 1957
Withdrawn: Weymouth, September 1966
Left Barry: January 1985

With little prospect of returning to steam any time soon, a rather forlorn-looking No. 35010 *Blue Star* awaits restoration at the Colne Valley Railway. The damage to *Blue Star*'s right-hand cylinder that led to the 'MN's' withdrawal is clearly visible. TOBY JENNINGS



Having led an otherwise unremarkable working life, *Blue Star* played a significant role in the development of the air-smoothed Bulleid 'Pacifics'. A few months after it was outshopped from Eastleigh, No. 21C10 returned to the works for experiments aimed at solving the problem of drifting smoke obscuring the footplate crew's view of the road ahead - a common problem on the early batch of 'MNs'.

The result was a hood fitted to the front of the chimney cowl, and separate smoke deflectors. The success of these modifications led to the rest of the class, and the subsequent 'Light Pacifics', being so fitted.

Allocated to Salisbury, Nine Elms, Bournemouth, Exmouth Junction and Weymouth, and having been a regular 'Bournemouth Belle' engine, *Blue Star* was withdrawn from the latter shed in September 1966 following accident damage to its right-hand cylinder.

No. 35010 was the first engine acquired by the British Enginenmen Steam Preservation Society (BESPS), returning to London for the first time since the late 1960s when it was moved in January 1985 to its first preservation home of 'K' shed, an ex-Port of London Authority warehouse at the Royal Victoria Dock.

However, in December 1995, the London Docklands Development Corporation requested that BESPS vacate 'K' shed, so *Blue Star* moved to its current home at the Colne Valley Railway the following April.

The 'Merchant Navy' is still awaiting restoration, as the society is focusing its efforts on restoring its 'Black Five', No. 45293. The society has recently acquired a redundant Bulleid tender tank from the Mid-Hants Railway, which will eventually be paired with a set of former 'Schools' tender frames, previously used as a snowplough.



No. 35009 SHAW SAVILL

Status: Awaiting restoration **Location:** East Lancashire Railway **Owner:** Riley & Son (E) Ltd
Built: Eastleigh Works, June 1942 **Rebuilt:** Eastleigh Works, March 1957 **Withdrawn:** Exmouth Junction, July 1964 **Left Barry:** February 1989

The first batch of 'Merchant Navies' built were initially fitted with an air-smoothed casing made of asbestos-based Limpet board (instead of sheet steel) - one of a number of weight-reduction measures employed after the first two examples, Nos. 21C1 *Channel Packet* and 21C2 *Union Castle* were deemed overweight. *Shaw Savill* was one such 'Spam Can'.

Initially allocated to Salisbury, No. 35009 was transferred to Exmouth Junction following its rebuild in 1957, where it became a regular sight at the head of the 'Atlantic Coast Express'.

The 'Packet' left Barry in 1989 for the ill-fated Brighton Works Project. Following the failure of the preservation scheme, No. 35009 was

↑ It's hard to recognise this as a 'Merchant Navy'. Before it was purchased and moved by Ian Riley, a dismantled No. 35009 *Shaw Savill*, stored out in the open at Swindon, is pictured on June 8 2000. MEL HOLLEY

moved to Swindon, where it was stored in the open air for many years.

Shaw Savill is currently in storage at the East Lancashire Railway's Baron Street works, and restoration of the 'MN' could start as soon as next year - once the overhaul of LMS 'Jinty' No. 47298 is completed.

However, Mr Riley has abandoned his idea of converting No. 35009 into a 'Super Merchant' - complete with a new eight-wheel 10,000-gallon tender that would have doubled the locomotive's range - a plan first mooted when he acquired it in 2003.

No. 35011 GENERAL STEAM NAVIGATION

Status: Under restoration **Location:** Sellindge, Kent
Owner: General Steam Navigation Locomotive Restoration Society
Built: Eastleigh Works, December 1944
Rebuilt: Eastleigh Works, July 1959
Withdrawn: Bournemouth, February 1966
Left Barry: March 1989

Widely believed to be the only locomotive with the word 'steam' in its name, *General Steam Navigation* was the last Bulleid to leave Barry scrapyard, in March 1989.

No. 35011 was allocated at various points in its career to Nine Elms, Exmouth Junction and Bournemouth, from where it was withdrawn in 1966.

General Steam Navigation is now the subject of a unique restoration scheme, which aims to revert the 'Merchant Navy' to as-built condition, complete with air-smoothed casing and chain-driven valve gear. Having taking ownership of No. 35011 in August 2016, the GSNLRS has already acquired a number of major components, manufactured a new whistle, and has launched a fundraising campaign to build a new crank axle for the locomotive.



A classic design could return to this classic location once *General Steam Navigation* is restored. Prior to its rebuild, No. 35011 passes Battledown flyover with the Down 'Bournemouth Belle' on August 25 1955. COLOUR RAIL

The original was removed in April 1966 to replace the flawed crank axle on classmate No. 35026 *Lampport & Holt Line*. To allow the 'MN' to be moved by rail to Barry, the missing wheelset was replaced by a plain driving wheelset from a 'West Country',

which was then swapped for one from *Braunton* when one of No. 34046's driving axles was discovered to be flawed during its own restoration.

Read more about the restoration of *General Steam Navigation* in a future edition of *Steam Railway*.

No. 35018 *BRITISH INDIA LINE*

Status: Under restoration
Location: Carnforth
Owner: West Coast Railway Company
Built: Eastleigh Works, May 1945
Rebuilt: Eastleigh Works, February 1956
Withdrawn: Nine Elms, August 1964
Left Barry: March 1980

You wait ages for a 'Merchant Navy' to be restored, then two come along (almost) at once. Only months after 'P&O' made its public debut, No. 35018 *British India Line* moved under its own steam for the first time in 53 years on November 29 2016.

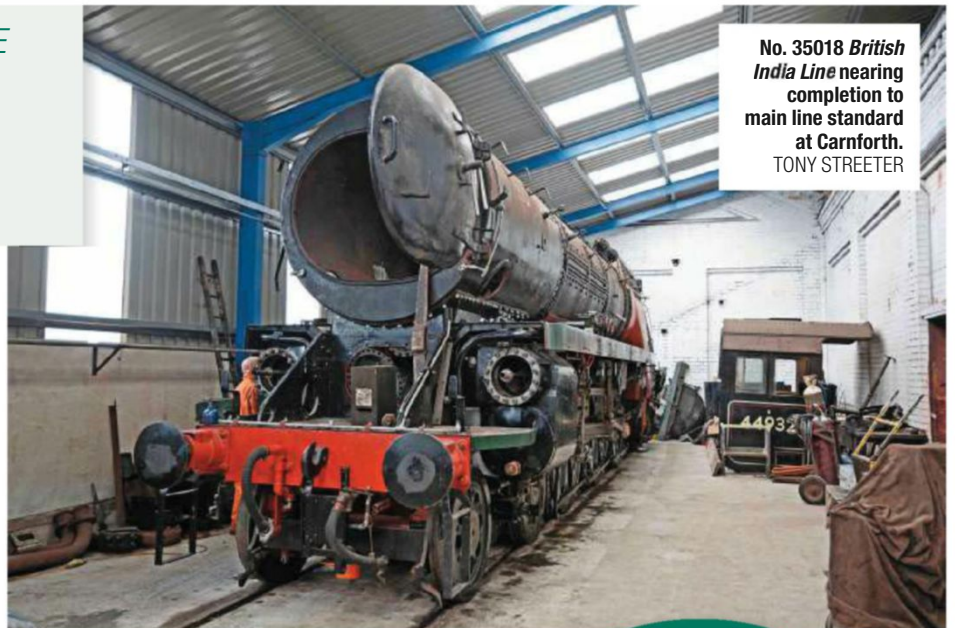
The locomotive's restoration is now on the home stretch and, although owner West Coast Railway Company has not announced a firm date, at some point this year, No. 35018 will return to the main line.

Only the fifth member of the class to be restored, *British India Line* was the first of the class to be rebuilt (in February 1956) and was one of ten rebuilt 'Merchant Navies' to bear the 'cycling lion' crest.

When the 'Bournemouth Belle' was reinstated after the Second World War, *British India Line* had the honour of hauling the first Down train on October 7 1946.

In June 1948, the 'Merchant Navy' took part in the Locomotive Exchange Trials, going up against an 'A4', 'Royal Scot' and 'Princess Coronation' at the head of the 'Atlantic Coast Express' over the West of England Main Line between Waterloo and Exeter.

The Bulleid spent 15 years languishing at Barry after it was withdrawn in August 1964, before it was rescued and moved



No. 35018 *British India Line* nearing completion to main line standard at Carnforth.
 TONY STREETER

to the Mid-Hants Railway. It was an appropriate destination, as No. 35018 once traversed 'the Alps' when the line was used as a diversionary route during main line engineering works.

In 2003, the 'Merchant Navy' was moved to Barry Gamble's South Coast Steam workshops on the Isle of Portland before moving to Carnforth in 2012, where its restoration is being completed to main line standard.

Glimpses of the freshly painted *British India Line* show the locomotive in historically inaccurate unlined black livery, but it remains to be seen whether this will remain when No. 35018 takes up its main line duties later this year.

DID YOU KNOW?

Ten rebuilt 'Merchant Navies' carried the early BR 'cycling lion' crest in steam days. These were:

No. 35010 *Blue Star*
 No. 35012 *United States Lines*
 No. 35013 *Blue Funnel*
 No. 35014 *Nederland Line*
 No. 35018 *British India Line*
 No. 35020 *Bibby Line*
 No. 35022 *Holland America Line*
 No. 35023 *Holland-Afrika Line*
 No. 35025 *Brocklebank Line*
 No. 35026 *Lampport & Holt Line*

No. 35022 *HOLLAND AMERICA LINE*

Status: Awaiting restoration **Location:** LNWR Heritage, Crewe
Owner: Royal Scot Locomotive & General Trust
Built: Eastleigh Works, October 1948
Rebuilt: Eastleigh Works, July 1956
Withdrawn: Weymouth, May 1966 **Left Barry:** March 1986

Holland America Line was sent to Rugby Testing Plant in March 1952 where, as part of its evaluation, it hauled test trains over the Settle & Carlisle route.

Aside from this sojourn to the London Midland Region, and a spell at Nine Elms in 1964, No. 35022 spent the whole of its working life allocated in the South West, being based at various times at Exmouth Junction, Bournemouth and Weymouth until withdrawal in May 1966.

Twenty years later, *Holland America Line* returned to the region when it left Barry for restoration at the Swanage Railway by the Southern Steam Trust, which merged with Southern Locomotives Ltd in 1995.

Work never started on the 'Merchant Navy' and, faced with the prospect of three other 'Pacifics' to restore ('WC' No. 34010 *Sidmouth* and 'BBs' Nos. 34053 *Sir Keith Park* and 34070 *Manston*) SLL took the decision to sell *Holland America Line* and classmate No. 35027 *Port Line* to Jeremy Hosking in 2005.

It had been proposed that the 'MN' could be converted back to



Rebuilt 'Merchant Navy' No. 35022 *Holland America Line* is pictured at Nine Elms MPD in 1957. Note the 'cycling lion' emblem on the tender, carried by ten rebuilt 'MNs', before the more familiar 'ferret and dartboard' took over.
 COLOUR RAIL/G. PARRY COLLECTION

as-built condition, but it's believed that the locomotive's new owner wasn't keen on the idea.

Holland America Line is currently stored at LNWR Heritage at Crewe awaiting restoration. Although the long-term plan is to eventually restore No. 35022 to main line condition, parts of the 'Merchant Navy' could be used to assist with the overhaul of classmate No. 35027 *Port Line*, which is also at Crewe.

No. 35025 BROCKLEBANK LINE

Status: Awaiting restoration
Location: Sellindge, Kent
Owner: 35025 Brocklebank Line Association
Built: Eastleigh Works, November 1948
Rebuilt: Eastleigh Works, December 1956
Withdrawn: Exmouth Junction, September 1964
Left Barry: February 1986

Brocklebank Line had a lucky escape from Barry scrapyards. In 1980, Dai Woodham announced he would start cutting up locomotives that hadn't already been reserved, with the 'Merchant Navy', '9F' No. 92085 and 'Large Prairie' No. 4156 earmarked for scrapping. The rest is history. The '9F' and 'Large Prairie' fell to the cutter's torch but, thanks to intervention from the Barry Steam Locomotive Action Group, *Brocklebank Line* was relieved and purchased for preservation by the Southern 8P Preservation Group in November 1985.

Restoration of No. 35025 was started at the Great Central Railway but, in 2005, *Brocklebank Line* was moved to a private site at Sellindge in Kent, where

a number of other Bulleid restorations have taken place and No. 35011 currently resides.

There had been an ambitious plan to tie up with the 'Remembrance Line' - a project to restore the Folkestone Harbour branch and station - and haul excursions along the branch where passengers would transfer to a steam ship for a cross-Channel trip to Boulogne and back, after which *Brocklebank Line* would return the passengers to London.

The plans never came to fruition and the locomotive remains unrestored at Sellindge. In February this year, the 35025 Brocklebank Line Association turned down an offer from locomotive owner Greg Wilson to buy and restore the 'MN'.

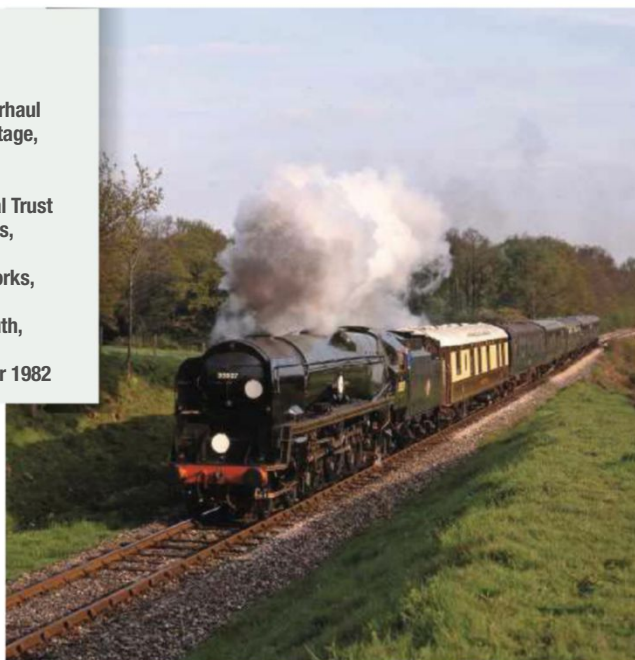


A filthy *Brocklebank Line* passes Worgret Junction on the Weymouth-Waterloo South Western Main Line with a rake of Maunsell coaches in July 1959. The branch to Swanage deviates from the main line immediately behind the locomotive. COLOUR RAIL/G.H. HUNT

No. 35027 PORT LINE

Status: Awaiting overhaul
Location: LNWR Heritage, Crewe
Owner: Royal Scot Locomotive & General Trust
Built: Eastleigh Works, December 1948
Rebuilt: Eastleigh Works, January 1957
Withdrawn: Weymouth, September 1966
Left Barry: December 1982

→ An immaculate No. 35027 *Port Line* makes light work of a six coach Bluebell Railway service train on May 4 1992. The 'Pacific' is seen at New Coombe Bridge. MICHAEL J COLLINS



Saved for preservation by ex-Swanage Railway chairman Bill Trite, *Port Line* is significant in that it was the catalyst for the formation of Southern Locomotives Ltd. Ironically, the company is now a largely 'Light Bulleid' affair as No. 35027 was sold in 2005 to Jeremy Hosking, along with unrestored classmate No. 35022 *Holland America Line*.

Returned to steam in 1988, the restoration of *Port Line* was considered a record at the time, having taken only six years. Initially begun at the Swindon & Cricklade Railway, the 'Merchant Navy' soon moved to the former Swindon Works weighbridge and '19 Shop', where its restoration was completed.

During its first stint in preservation, *Port Line* worked at both the Bluebell and Swanage railways, before its boiler ticket expired in 2003. Now part of Jeremy Hosking's stable, *Port Line* is currently in storage at LNWR Heritage at Crewe awaiting overhaul, and it is the intention to return No. 35027 to the main line for the first time since 1966.

The 'Merchant Navy' has largely been stripped down, although the locomotive's 'bottom end' is still largely complete. Some work has been done on No. 35027's 6,000-gallon tender so that it can eventually run behind *Braunton*.

No. 35028 CLAN LINE

Status: Under overhaul

Location: LNWR Heritage, Crewe

Owner: Merchant Navy Locomotive Preservation Society

Built: Eastleigh Works, December 1948

Rebuilt: Eastleigh Works, October 1959

Withdrawn: Nine Elms, July 1967

The year before its last ticket expired, No. 35028 *Clan Line* hauls the first train of the day towards Alton on the Mid-Hants Railway on March 9 2014. MATTHEW TOMS



Bought directly from BR after the demise of steam in the Southern Region, *Clan Line* has been a regular main line performer since the 1970s and a common sight at the head of the VSOE Pullman.

The 'MN' is one of the few steam locomotives to have operated on the main line in every decade since the end of steam, and one of the first to run after the end of BR's 'steam ban', hauling its first main line tour on April 27 1974.

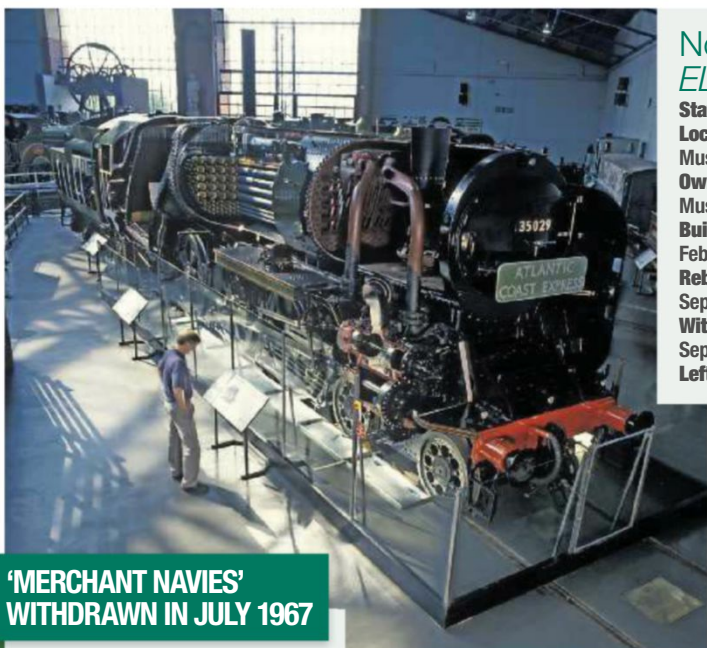
Clan Line has the unfortunate distinction of being involved with

several failed preservation centres: the Longmoor Military Railway (until 1970), Ashford Steam Centre (until 1975) and the Bulmer Railway Centre (until 1988). *Clan Line* was the first preserved steam locomotive to be fitted with air brakes.

Based at Stewart's Lane MPD (where the locomotive was initially based in BR days) since 1999, *Clan Line* is now in its 50th year in preservation. The 'Merchant Navy' is reaching the end of its fourth major overhaul in MNLPS ownership with the boiler returned to the frames

(see Roster p32) and will be celebrating the golden anniversary of the end of Southern Region steam by hauling a number of prestigious main line specials.

First up, on May 27, *Clan Line* hauls the 'Atlantic Coast Express' from Waterloo to Exeter. Then, on July 5, is the 'Bournemouth Belle', the 50th anniversary of not only the last steam-hauled 'BB' but also *Clan Line's* last day in BR service. Four days later, No. 35028 commemorates the final day of Southern steam with the 'Waterloo Sunset'.



No. 35029 ELLERMAN LINES

Status: Static exhibit (sectioned)

Location: National Railway Museum, York

Owner: National Railway Museum

Built: Eastleigh Works, February 1949

Rebuilt: Eastleigh Works, September 1959

Withdrawn: Weymouth, September 1966

Left Barry: January 1974

Of all the surviving 'Merchant Navies', No. 35029 *Ellerman Lines* is the only one that will categorically never steam again.

The locomotive had the lowest recorded mileage of any member of the class (748,343 miles) upon its withdrawal in 1966.

Its short 17-year career featured a couple of highlights, including hauling the Royal Train in March 1951 and the inaugural Surbiton-Okehampton 'Car-Carrier' - the precursor to the more famous 'Motorail' service - in June 1960.

Ellerman Lines was the second 'MN' to be rescued from Barry scrapyard,

having been selected by the National Railway Museum for inclusion in the National Collection. Even though No. 35029 escaped being scrapped at Woodham's, it was cut up anyway - albeit to create a museum exhibit.

NRM Senior Curator Anthony Coulls says: "A sectioned locomotive was required for display at the then-new NRM for its opening, and to be able to tell the story of steam locomotive development fully, a rebuilt 'Merchant Navy' was selected as being the most modern express steam locomotive type available.

"At that stage, there were a number of 'Merchant Navies' in Barry scrapyard and it is likely that No. 35029 was chosen because it was the most complete."

After it had been saved for posterity, it was sectioned at Flying Scotsman Enterprises' Market Overton site by the late Ray Towell. The locomotive has remained in the Great Hall at York ever since, where it is one of the museum's most popular exhibits.

'MERCHANT NAVIES' WITHDRAWN IN JULY 1967

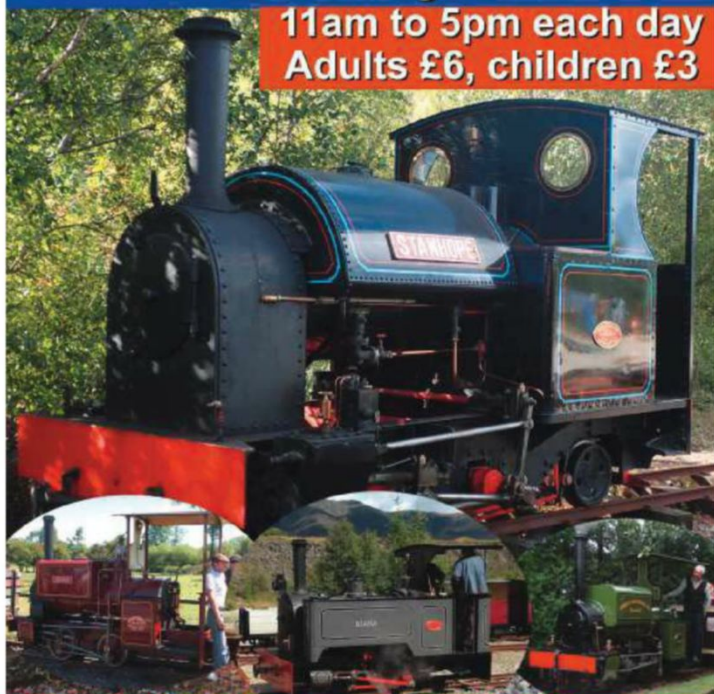
No. 35003 *Royal Mail*
No. 35007 *Aberdeen Commonwealth*
No. 35008 *Orient Line*
No. 35013 *Blue Funnel*
No. 35023 *Holland-Afrika Line*
No. 35028 *Clan Line*
No. 35030 *Elder-Dempster Lines*

↑ Destined to remain forever on static display inside the National Railway Museum in York, No. 35029 *Ellerman Lines* clearly shows the internal workings of a 'Merchant Navy'. NRM

● With thanks to: Anthony Coulls, Dave Deane and Peter Greenwood.

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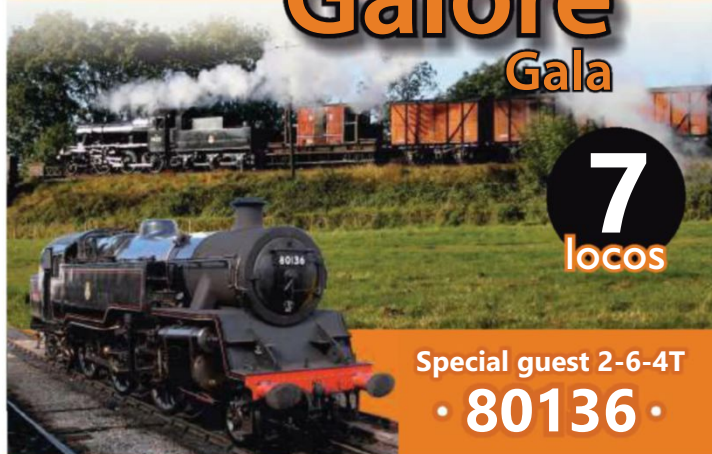
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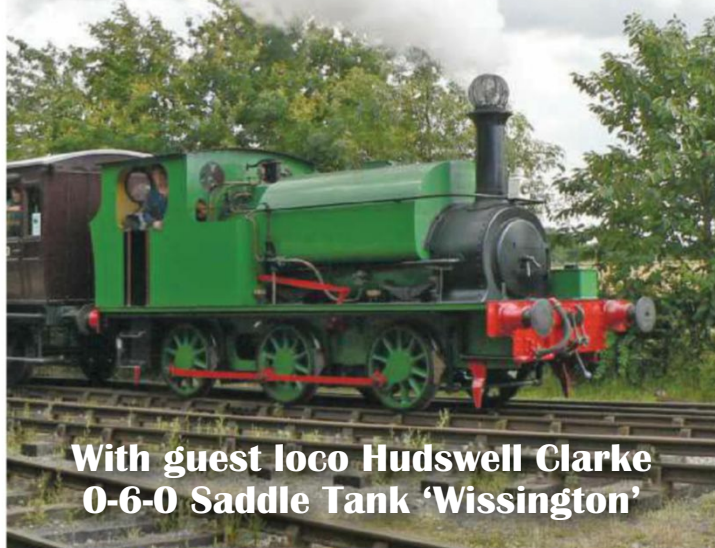
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Closing the 'Gap' **AT CORWEN**

As the Llangollen Railway launches its final 'Big Push' share issue to complete its Corwen extension, *Steam Railway* takes a closer look at this remarkable project.



With Dave Owen, the Llangollen Railway's now-retired Chief Mechanical Engineer, looking out from the footplate, 'Manor' 4-6-0 No. 7822 *Foxcote Manor* departs from Carrog on the extension towards Corwen with the last train of the day on May 13 2016, during the line's 'Victorian Weekend'. PHIL JONES

“IT WAS SOMETHING OF A RAILWAY TOWN. IT PROSPERED WHEN THE RAILWAY ARRIVED, AND DECLINED AFTER IT CLOSED”

In the East Midlands, contractors are poised to start work on what has been described as “the biggest engineering project ever undertaken in railway preservation”, to finally bring together two steam lines that have been within earshot of one another for almost two decades.

To link the Great Central Railway at Loughborough with the GCR (Nottingham) is a matter of a ‘mere’ 500 yards - but closing what’s been concisely and accurately dubbed ‘The Gap’ entails the construction of 275 yards of new embankment, reinstating one road bridge and restoring another over the Grand Union Canal - all in addition to a whole new bridge across the Midland Main Line.

In Denbighshire, the distance between the Llangollen Railway and its ultimate goal of Corwen is even smaller - but filling this preservation ‘gap’ has been no less of a challenge, and if the volunteer team are to achieve it next year as planned, they need your financial support now.

On April 7, the LR formally launched its ‘Big Push’ share issue to complete its new Corwen Central terminus, completing the final piece of its extension jigsaw.

‘PLATFORM 4’

Oddly enough, ‘Central’ will be the fourth station to serve Corwen in a railway history that will have repeated itself - with two temporary termini and two permanent stations in just over 150 years.

Despite being situated in what might reasonably be called the heart of GWR territory, it was actually the LNWR that operated the first trains here, from the north, on behalf of the Denbigh, Ruthin & Corwen Railway. Opened in stages from 1862, this line reached Corwen in October 1864 - but initially terminated at a temporary wooden platform to the east of the town, pending the arrival of the Great Western route from Ruabon, of which the LR forms a part.

Once the GWR line was completed through to Dolgellau and Barmouth, Corwen thus became an important junction and a regular changeover point for footplate crews, with an ornate station, an extensive goods yard to the west, and even its own locomotive depot, a small LNWR and LMS sub-shed of Rhyl. The latter closed in August 1928 - but its turntable, water tank and sidings all remained in use until the 1960s.

“It was something of a railway town,” says Peter Dickinson, a volunteer at Berwyn station, who has written a history of the Dee Valley line. “It prospered when the railway arrived, and declined after it closed.”

Passenger services between Ruthin and Corwen ceased in 1953, although the line remained open for freight until 1962 - and continued to host excursion traffic throughout the 1950s, such as the ‘North Wales Radio Land Cruise’ trains.

Today, more than five decades after it ceased to be a railway junction, Corwen remains an important meeting of the ways, with the A5 and A494 trunk roads converging nearby - making it the perfect location to tap into the area’s lucrative tourist market.

That’s why, ever since the preservationists first obtained the keys to a derelict Llangollen station in 1975, their ambition has been a steam railway stretching the optimum length of ten miles, through stunning mountainous scenery, and terminating at this picturesque little market town.

“It’s the crossroads of North Wales,” says project spokesman George Jones, “a very well-known location in this neck of the woods.

“You can get here easily from Barmouth, Llandudno, Denbigh and Rhyl - it opens up a whole new sector for us.”

Yet, he adds: “The perception of North Wales is centred around the coast and Llandudno.” As far as tourism is concerned, the LR’s area is somewhat overlooked, confirms the railway’s chairman, Peter Lund: “There are those who say that north-east Wales is the most underrated tourist destination in the country.”

A burgeoning LR that goes from ‘somewhere to somewhere’ will help to redress the balance, he continues: “We’re expecting great things of Corwen.

“Before the railway reopened, Llangollen was a dead town, but look at it now - it’s taken years to build, but the same will happen here.”



An aerial view of the Corwen site, showing Dwyrain Corwen East in the foreground, and the short distance to the Corwen Central platform under construction in the distance.
DEWI DAVIES

EXTENSIONS
BRITAIN'S MAJOR PROJECTS

A century and a half after the railway first arrived, Corwen stands to prosper from the iron road once more.

HISTORY REPEATS

On October 22 2014 - 150 years after the first trains arrived at Corwen, and 50 years after the Ruabon-Barmouth line closed - the Llangollen Railway triumphantly ran its first steam-hauled services to the town. But just as in 1864, they had to terminate at a temporary platform on its outskirts - the huge structure of wood and scaffolding known as Dwyrain Corwen East (Dwyrain is Welsh for east).

George comments: "It's something of an anticlimax for passengers to see the town across the fields on the approach, only to stop there."

Even though the distance to the new station is a matter of yards, it will make all the difference, by placing the LR right next to Corwen's main car park and bus stop. The latter is as important a transport link for the railway as the former, being served by buses from Denbigh, Ruthin and Betws-y-Coed, as well as the T3 Wrexham-Barmouth route operated by Traws Cymru. This originated as Crosville's D94 'rail replacement' bus after the Ruabon-Barmouth line closed in 1964 - and is the oldest such Beeching-era service to have kept running continuously; few others survived for very long after the railways that they superseded. Passing as it does through Bala, it offers obvious potential for a link to another rapidly growing preserved line, 12½ miles further down the same trackbed - the Bala Lake Railway.

It's clear, then, why the LR has expended so much effort on reaching Corwen. But it hasn't been easy - or cheap.

PHASE 1

"We started here from scratch with about £200 in the kitty," says project leader Richard Dixon-Gough, referring to the situation in 2014, when 'Phase 1' of the project - the extension from Carrog to Dwyrain Corwen East - was completed. Re-laying that 2½-mile section of track had cost around £1 million, including the rebuilding of seven bridges and eight culverts, all in poor condition.

Next on the agenda was 'Phase 2'. When the push-pull worked, or top-and-tailed, trains come to a halt at the temporary East platform, the buffers of the leading locomotive point tantalisingly towards the site of the new Central platform, just 150 yards - or ten track panels - to the west. But before the first train can reach it, there remains a rather major hurdle to surmount.

This dates back to the 1950s, and the construction of a sewage works on the opposite side of the railway from the town and the A5. At first, accommodation underbridge No. 31 provided access - but by the 1970s, modern vehicles had become too large to negotiate it, and so a new road was built, breaching the embankment.

→ Looking towards Llangollen, this view shows the subway from the car park. Since this photo was taken in December, the platform wall has been built on the footings visible. The Ruthin branch embankment is to the left. DEWI DAVIES

↓ Richard Dixon-Gough.



Thus it was that not one, but two breaks in the formation had to be closed. With Bridge 31's span taken out, this space was filled with high-density polystyrene (a method used for embankments on the 'big railway'), while coping stones and slate from its abutments have been recovered, and will eventually be used to 'dress' the new concrete platform and subway for a more authentic look.

But the much larger breach for the access road is the 'gap' that must be filled before the LR extension can be considered complete.

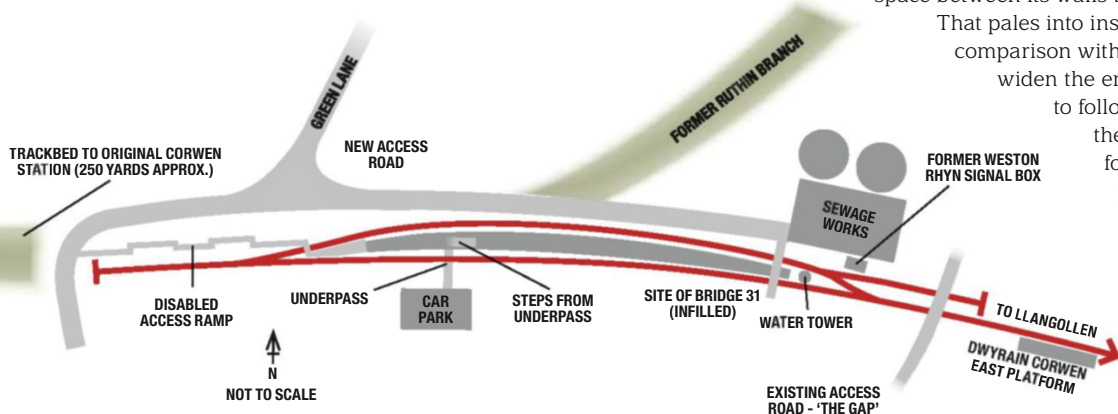
With the opening of a new access road to the Welsh Water plant - crossing the Ruthin branch embankment instead - on February 2, the way is now clear for the LR to rebuild the embankment - but to do so will require an estimated 4,800 cubic yards of spoil.

That's not the only earth that has had to be moved in this project. Readers may recall that the original plan in 2009, as detailed in SR368, was for a single platform on the side of the embankment with GWR 'pagoda' style shelters. But, explains Richard, such a structure would have been too narrow for a proper building, and required an inordinately long ramp for disabled access - as it is, this will have to be via Green Lane rather than the subway.

Instead, an island platform was chosen, with its Down side face accommodating eight coaches and the Up side taking six, and the space between its walls to be filled with 1,000 tons of spoil.

That pales into insignificance, however, in comparison with the 10,000 tons needed to widen the embankment for it - with more to follow at the station throat once the retaining wall is built for the former Weston Rhyn signal box, providing room for a siding.

"It is comparable to the Great Central 'Gap'," reckons Richard. "In two years, we've built up the embankment from single track width to triple - and for about the same distance as the GC."





← Collett '2884' No. 3802 draws forward from the temporary platform at Dwyrain Corwen East on March 1 2015, to run through the banner signifying the reopening to Corwen, half a century after the line was closed by BR. DAVID WILCOCK



← The 2-8-0 at Corwen East with one of the reopening specials, on the first day of public services, October 22 2014. LMS 'Black Five' 4-6-0 No. 45337 is on the rear to haul the train back to Llangollen. PHILIP MACEY

ORIGINAL MATERIAL

It is rather fitting that the material to do this came from the first railway in the area. Because the embankment crosses the River Dee floodplain, for it to be widened, another section would have to be removed to compensate. Fortunately, there was an even wider earthwork nearby to oblige - the Ruthin branch.

Even before the new access road to the sewage works cut through it, there was no realistic prospect of this line being reinstated - with two missing bridges (including one over the Dee), a road on the trackbed, and a filled-in cutting with a leisure centre on top. Instead, explains Richard: "The Transport & Works Act Order for the extension authorised us to shave about one third to a half off the first section of the Ruthin branch, and use the spoil to widen our embankment."

There was plenty of material available, for the formation by the junction is amazingly wide for such a rural railway - possibly because that first temporary terminus is believed to have stood here.

This, too, was fortuitous, says Richard: "We've been working closely with Natural Resource Wales, which wanted part of the embankment left in place to protect against a 1,000-year flood risk - so we're only taking spoil from one side."

Flooding has been a perennial problem in this area - indeed, it was a washout near Llandderfel that closed the line on the night of Saturday December 12 1964, fortunately after now-preserved Ivatt '2MT' 2-6-2T No. 41241 had passed with the 9.28pm train from Wrexham to Bala. More recently, it's been one of the reasons why the East platform is closed to passengers during the winter - but the amount of water flowing off the nearby hills does have one upside for the railway, by slaking the thirst of its locomotives.

Tender engines will easily make the 20-mile round trip from

Llangollen without taking water, but tank engines may need to top up at Corwen. For this, a GWR-design 'parachute' tower will be provided - but taking water from the Dee was not possible, and connecting to the town's supply would have been prohibitively expensive. Fortunately, one volunteer with the project, Peter Neve, is a retired hydro-geologist with Welsh Water, and suggested tapping into the high water table with a borehole - which pumped its first water on March 1.

DID YOU KNOW?

The GWR used a number of smaller companies to progress towards the Cambrian Coast. However, by the time the GWR reached Dolgellau, another railway had got there first. The 'Aberystwith and Welch Coast Railway' (sic) received authorisation for a Barmouth-Dolgellau link on July 29 1862, and in 1866 was absorbed into the Cambrian Railways. The GWR obtained running rights over this link, although the companies had duplicate facilities at Dolgellau (including two stationmasters!) until the Cambrian Railways was absorbed by the GWR on January 1 1922.

VOLUNTARY EFFORT

Easily the most outstanding thing about the Corwen project is that virtually all of it has been done by volunteers, although contractors were engaged for the borehole and the £104,000 subway.

"We have about ten volunteers here at any one time," says Richard, "and we have had up to 27, including the youth group. More people come out when we're laying track!"

Over 500 feet of track is now in place alongside the Down platform face, leading to the stop blocks at the western end...

"Ignore those," Richard chips in. "They were just put there for show - there's going to be at least one more track panel at that end, so the headshunt can take a '9F'."

The end of the line will then be on the edge of yet another 'gap' - the site of the missing bridge over Green Lane. On the other side, the trackbed is intact for 250 more yards, to Corwen's original station.

Here, the station building survives, along with the goods shed - but was not considered for use by the LR, partly because it is in private use, and partly because it is less conveniently sited, requiring a longer trek alongside the A5 to the town centre.

Nonetheless, it's still not entirely beyond the bounds of possibility that trains could run through here again one day.



← Ivatt '2MT' 2-6-2T No. 41241, now preserved at the Keighley & Worth Valley Railway, approaches Corwen station from the east. The 6C shedplate dates the picture to between July 1964, when the locomotive was allocated to Wrexham's Croes Newydd shed, and December 12 that year, when it hauled what proved to be the last passenger train over this section of the line. The train has just crossed Green Lane bridge - visible behind the second telegraph pole - with the site of the future Corwen Central station beyond this, at the junction for the Ruthin branch. This, and the line from Ruabon, ran in parallel from the junction into Corwen station, and No. 41241 is passing over the scissors crossover permitting access to and from either platform.
PETER DICKINSON COLLECTION

It was originally thought that the embankment at 'Central' would have to be re-graded to make it sufficiently level, thereby lowering it too much for Green Lane to be crossed. Luckily, the gentle 1-in-500 slope at this point was within the permitted limits for a station.

"The road has been built up since the railway closed," says Richard, "so it would still be a lot of work.

"But we've preserved the integrity of the original trackbed - so if, at some point in the future, younger people than us want to take the railway back to Bala, they can."

SENSE OF URGENCY

That, however, is a multi-million pound dream for the future; right now, the railway needs that crucial half-million to ensure that the new station can be ready in 2018.

"Progress is totally dependent on income," concludes Richard. "If we don't get the money, we slow down.

"So far, we've raised it via the LR Trust, from members and supporters, and have about £8,000-9,000 per month coming in, while the railway has also contributed from revenue - but now we need that £500k purely for materials."

The original estimate for the entire extension project was £4.7m - but, says Richard: "That must have been assuming that it would be done by contractors, or that there would be a heavier reliance on them.

"It is estimated that we have saved up to £1.7m through volunteer labour, and are currently saving £161,000 in labour costs per annum with the small labour force carrying out the construction work with the limited resources available. We have spent about £711,000, and all funds spent are purely for materials.

"There will be a need to spend funds on the design for the bases of the signal box and water tower, which will be built by contractors due to the nature of their construction, but the superstructure will be completed by volunteers."

Today's preservation world is becoming increasingly dependent upon contract work, and it's a trend that is only likely to increase as a looming shortage of volunteers becomes an ever-bigger problem.

HOW MUCH IS NEEDED AND HOW YOU CAN HELP

To complete Corwen station, the following sums are required:

- Platform: £161,000
- Trackwork: £185,000
- Signal box: £81,000
- Canopy: £13,000
- Disabled access ramp: £20,000
- Completion of borehole and pipework: £10,000
- Water tower: £20,000 (see below)
- Security fencing: £15,000
- Filling breach in embankment: £11,000
- Total: £516,000

To raise the money, the LR's £375,000 'Big Push' share issue and appeal for donations was officially launched on April 7 (see News). For details, or to make a donation (cheques payable to Llangollen Railway Trust), write to Llangollen Railway Share Offer, The Station, Abbey Road, Llangollen, Denbighshire LL20 8SN, or email admin@llangollen-railway.co.uk

The remaining funds will be raised via sales and donations from members and visitors. A 'Tenner for a Tonne' appeal has been launched to pay for the spoil to fill the platform, with contributors entered into a draw for seats on a 'Corwen Central Special' train. Cheques payable to Llangollen Railway Trust (CCRD) can be sent to Project Treasurer Paul Bailey, c/o Llangollen Railway, The Station, Abbey Road, Llangollen LL20 8SN. Separate appeals are also open at the same address for ballast and the GWR-design water tower, the latter costing £20,000.

The outcomes of grant applications to the Welsh Assembly Government for £128,000 towards the platform, and to the Heritage Lottery Fund for £61,000 towards the former Weston Rhyn signal box, are awaited.

A station building will be provided later as part of 'Phase 3' of the project, which will also include the completion of the signalling.

So it's heartening to find a project of this magnitude that has been carried out almost entirely by volunteers - and for those making financial contributions, it's good value for your money too.

The dedicated and hard-working team behind the Corwen Central project have achieved a remarkable amount in a relatively short time - but now time is not on their side, and they need your backing to complete the Llangollen Railway's 40-year dream. **SR**

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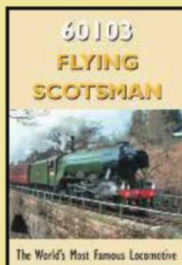
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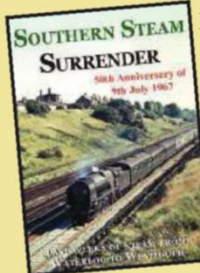
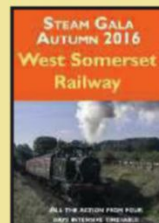
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'SCOT' VS 'JUBILEE' OVER SH

Two of Carnforth's LMS 4-6-0s have been in fine fettle in the North and West.

While the Settle & Carlisle route was out of commission owing to the landslip near Armathwaite, the regular Railway Touring Company programme of northbound trains via Shap, steam-hauled from Carnforth, have generally returned via the coast as the 'Winter Cumbrian Coast Express' over the scenic but speed-limited route via Whitehaven and Barrow.

Now the Settle & Carlisle has reopened, these services have generally been rebranded as the 'Cumbrian Mountain Express' returning via the S&C. Table 1 shows details of the last two 'Cumbrian Coast Expresses' on

their outward journeys via Shap; I will return to the southbound runs at a later date.

The journeys in question took place on March 4 and 25 respectively. The earlier run, timed by my colleague Peter Gregory, features maroon-liveried 'Jubilee' No. 45699 *Galatea* in the hands of West Coast Railways crew Driver Steve Chipperfield and Fireman Chris Holmes, deputising for *Scots Guardsman* on this occasion.

This 'Jubilee' has been a patchy performer up to now, but this run, timed by my colleague Peter Gregory, was a revelation. The 'Scot' itself, with an extra coach, was good without being exceptional. The

crew comprised West Coast Railways duo Mick Rawling and Chris Holmes. The train on March 25 was completely sold out, and timing conditions were difficult. My GPS was not picking up satellite signals properly, so I had to resort to milepost timings much of the way. However, my colleague Sandy Smeaton kindly filled in the blanks.

FASTER CLIMB

The 'Jubilee' was quicker to the top of the 1-in-134 at Milepost 9½ and by Oxenholme had established a lead of over half a minute. The minima at Grayrigg were comparable, and by Tebay, where both locomotives were travelling at 70mph, No. 45699 was still half a minute ahead. No. 46115's greater power made itself felt on the ascent to Shap, where it gradually overtook the 'Jubilee'.

Galatea's minimum of 26½mph was perfectly respectable with this load, while the 'Scot' could have maintained 32mph, but for a slight easing, probably for the flange lubricator at Scout Green, and a resultant slip which reduced speed to 29mph minimum.

Sandy Smeaton estimates that the power output attained was 1,550edbhp between

PENDENNIS CASTLE 40TH ANNIVERSARY

On May 29, it will be the 40th anniversary of *Pendennis Castle's* last run before it went to Australia. It was on a SLOA tour 'The Great Western Envoy' from Saltley to Didcot and return to Dorridge.

The Tyseley train crew on the May 29 1977 tour, Dick Potts and Bernard Rainbow, are still living, both now in their 80s. Dick Potts has the distinction of having driven the last 'Star' (No. 4056) in 1956 and the last 'King' (No. 6018) in 1963, as well as being on No. 4079's

last run. I was not present on 'The Great Western Envoy' but, reportedly, the climb of Hatton Bank on the return was spectacular! If there are any performance recorders among my readers and they can email me a log, I will be pleased to include it next time. From my own records, I shall be including a run from Reading to Exeter dating from October 1965, which shows No. 4079 in good form. (No, not the epic May 9 1964 trip when No. 4079's firebars melted at 96mph!)

On a perfect March 25 evening, No. 46115 *Scots Guardsman* returns south along the Cumbrian coast at Netherton, with the 'Winter Cumbrian Coast Express'. EDDIE BOBROWSKI



AP

“ THIS ‘JUBILEE’ HAS BEEN A PATCHY PERFORMER UP TO NOW, BUT THIS RUN WAS A REVELATION ”

Hay Fell and Lambrigg, falling to 1,450edbhp on the approach to Grayrigg.

On the initial 1-in-75 after Tebay, the power output exceeded 1,800edbhp, but fell to about 1,400edbhp at the summit. A reduction to about 50mph after Shap station for the ‘Scot’ enabled the ‘Jubilee’ to catch up again, and by Harrison’s Siding relay cabin it was marginally ahead. However, **No. 46115’s departure from Carnforth had been 17½ mins late, behind the late-running 1000 Manchester Airport-Edinburgh Trans-Pennine Express, with the result that we were now in the path of the 0930 Euston-Glasgow Pendolino and were duly looped for a slow approach to Penrith, where the Pendolino arrived at exactly the same time.**

Our Penrith stop was a bonus for three young ladies who had boarded at Preston, on the mistaken assumption that our train was bound for Windermere! Both locomotives made speedy descents to Carlisle, where the net times were within half a minute of each other, and around 8 mins inside the schedule. ➡

TABLE 1

CARNFORTH-CARLISLE							
‘THE WINTER CUMBRIAN COAST EXPRESS’							
DATE			04/03/17			25/03/17	
LOCOMOTIVE			No. 45699 <i>Galatea</i>			No. 46115 <i>Scots Guardsman</i>	
TRAIN			1Z86 07.10 Euston-Carlisle			07.10 Euston-Carlisle	
VEHICLES / TONS TARE / TONS GROSS			11/407/435			12/441/480	
DRIVER FIREMAN			Steve Chipperfield Chris Holmes			Mick Rawling Chris Holmes	
DEPARTURE			2 mins late			17½ mins late	
Dist. (miles)	Timing Point	Gradient 1-in-{n}	Sched. mins	Actual mins. secs	Speed mph	Actual mins. secs	Speed mph
0.00	CARNFORTH U&D Goods Loop	-	0	0.00	-	0.00	-
0.25	Carnforth	369F	3	2.10	20	1.59	13½
2.50	Yealand (Milepost 8½)	134R		6.17	36½	6.32	32
3.50	Milepost 9½	134R		7.54	38	8.22	34½
4.75	Burton & Holme	293F / L		9.27	55½ / 65½	10.03	54 / 64½
7.54	Milnthorpe	173R		12.09	62½	12.49	63½
9.45	Hincaster Junction	173/193R		14.03	58	14.43	58
11.00	Sedgwick (Milepost 17)	392/111R		15.40	57 / 58½	16.20	57½ / 58½
13.11	Oxenholme	178R	19	18.02	50½	18.41	51
15.00	Milepost 21	106/124R		20.22	47	20.58	47½
16.50	Hay Fell (Milepost 22½)	131R		22.23	43½	22.57	45
18.25	Lambrigg	106R		24.51	42½	25.17	44½
20.17	Grayrigg	106R/204F		27.48	37	28.11	38
22.00	Low Gill (Milepost 28)	L	(*1)	29.58	58	30.20	58½
24.00	Dillicar (Milepost 30)	425F / L		31.52	68½ / 72	32.17	67 / 71½
26.10	Tebay	146R	35	33.38	70	34.06	70
29.15	Scout Green	75R		36.51	45	37.07	47½
31.00	Milepost 37	75R		40.07	29	40.00	32
31.50	Shap Summit (Milepost 37½)	75R / L		41.13	26½	40.58	Slip 29 / 29½
33.73	Shap station	106F		44.03	63½	43.49	63½ / *50
35.66	Harrison’s Siding	142/125F		45.45	74½ / 76	45.46	63
37.00	Thrimby Grange (Milepost 43)	125F		46.54	*63½	46.58	70½ / 75
39.00	Milepost 45	125F		48.40	73½ / 75	48.36	73 / 76½
41.00	Clifton & Lowther (Milepost 47)	125F		50.17	71½	50.12	*74½ / 77½
44.15	Penrith South Jcn	193F		52.54	72½	54.41	*21 Into loop
45.24	Penrith	616F	57	53.50	*68½	59.10 63.11	Pathing stop *0
50.00	Plumpton (Milepost 56)	186F / L		57.46	75½ / 74½	70.27	70½
52.39	Calthwaite	164/172F		59.40	76	72.26	75 / 77
55.75	Southwaite	228F	(*2)	62.22	74½	75.14	*70 / 72
58.19	Wreay	184F		64.19	77½	77.16	74 / 75½
59.80	Brisco	131F		65.35	77	78.35	*67
61.75	Upperby Bridge Jcn	131F / L		67.31	*46	80.47	*45
63.10	CARLISLE	110F / L	79	70.34	-	84.04	-
			ARRIVAL NET TIME		6½ mins early 70½	22½ mins late 71	

* = Brakes/speed restriction L = Level track



GALATEA ON ITS OLD STAMPING GROUND

Soon after its recent exploit over Shap, (Table 1), *Galatea* was drafted south to stand in for an unavailable *Princess Elizabeth*. On March 21, it worked a 'Cathedrals Express' from West Brompton to Gloucester via Salisbury, where I joined the train for my first run with No. 45699.

The '5XP' was tasked with an 11-coach train grossing 415 tons to Bath, where about 70 passengers alighted, reducing the gross weight to 410 tons. We left Salisbury 1½ mins late after watering, and kept time to Warminster without exceeding 65mph, but dropped a few seconds overall to the Bath stop, scheduled in 62 mins for the 41.50 miles.

Leaving Bath 2¼ mins late, the 'Jubilee' got away smartly to pass Keynsham (6.95 miles) in 9 mins 25 secs with a maximum of 68mph just after. Leaving the water stop at Bristol East Depot 5¼ mins late, the engine made an excellent climb of Horfield Bank, with a minimum of 28mph.

The engine was in superb fettle, and a joy to hear. Up the 1-in-300, which extends to Westerleigh Junction, speed rose to 58mph before falling to 56½ at Coalpit Heath. Rounding the wide curve from Westerleigh West Junction, the locomotive was approaching its old stamping ground at Yate South Junction.

Galatea was, for the latter part of its life, allocated to Bristol Barrow Road shed, working cross-country expresses to Birmingham and York via Gloucester Eastgate. The 8 miles of tempting 1-in-281 from Yate to beyond Charfield featured a maximum of 76mph. Speed was allowed to fall to 61½mph up the short rise to Standish Junction before climbing into the 70s again on the descent towards Gloucester, arriving 4 mins early.

The salient features of the return journey, which began at Gloucester

on time, were a speed of 56mph at Haresfield, a maximum of 75mph at Cam & Dursley and a minimum of 56mph up the long 1-in-281 though Wickwar to Yate.

Bristol Parkway was passed in 37 mins 22 secs (schedule 40 mins) and despite heavy checks from Ashley Hill onwards and a signal stop for 1¼ mins at Dr Day's Junction, the train was still half a minute early arriving at Bristol East Depot.

STRAIGHT RUN

The final highlight of the run was the ascent of Upton Scudamore Bank, through Dilton Marsh. The crew requested the signaller to give them a straight run through Platform 1 at Westbury to enable them to attack the 1-in-70, and this was duly provided.

The noise was terrific in the first coach. We accelerated from 26mph at Hawkeridge to 35½ through Westbury station and reached a maximum of 43mph at the foot of the bank.

It had begun to rain at a most inopportune time. A thunderous roar emanated from *Galatea's* chimney as speed gradually dropped to a minimum of 26.3mph at the summit. Ray Poole said later that he had the reverser practically in full gear at the top of the climb.

Sadly, the train never actually got to West Brompton because of an incident near Brookwood. As a result it was held at Basingstoke for 1½ hours, and finally terminated at Clapham Junction in the small hours.

“A THUNDEROUS ROAR EMANATED FROM *GALATEA'S* CHIMNEY AS SPEED DROPPED TO A MINIMUM OF 26.3MPH AT THE SUMMIT”

TABLE 2

21/03/17	BRISTOL-GLOUCESTER					
	'THE CATHEDRALS EXPRESS'					
LOCOMOTIVE			No. 45699 <i>Galatea</i>			
TRAIN			1Z53 07.08 West Brompton-Gloucester			
VEHICLES / TONS TARE / TONS GROSS			11/381½/410			
DRIVER			Ray Poole			
FIREMAN			Martyn Soames			
TRACTION INSPECTOR			Phil Cowley			
WEATHER CONDITIONS			Fine, moderate westerly wind, rain after 36 mins			
DEPARTURE			5¼ mins late			
Dist. (miles)	Timing Point	Gradient 1-in-(n)	Sched. mins	Actual mins. secs	Speed mph	
0.00	BRISTOL EAST DEPOT Down Goods Loop	1320F	0	0.00	-	
0.30	North Somerset Jcn	1320R	4	2.20	*11 / *9	
0.60	Dr Day's Junction	214R	6	3.47	*20	
1.00	Lawrence Hill	200 / 220R		4.50	27	
1.55	Stapleton Road	132F / 75R		5.56	38½ / 36	
2.00	Narrowways Hill Jcn	75R	10	6.40	34½	
2.50	Ashley Hill	75R		7.34	32½	
3.65	Horfield	75R		9.57	28	
4.35	Filton Abbey Wood	300F	15	11.07	41½	
5.85	Bristol Parkway	L	18	12.55	53½	
7.75	Winterbourne	300R		14.56	58	
9.15	Coalpit Heath	300R		16.24	56½	
10.45	Westerleigh Jcn	300R	24	18.00	*38	
11.75	Yate South Jcn	453F		19.44	54	
12.05	Yate	453F	27	20.04	55	
16.70	Wickwar	281F		24.20	71	
18.65	Charfield	281F	34	25.57	73½ / 76	
23.80	Berkeley Road (MP 108)	355R		30.15	69½ / 73	
26.40	Cam & Dursley	Undul / 272R		32.24	72	
28.40	Frocester	Undul		34.06	67 / 69½	
30.10	Stonehouse Bristol Road	Undul		35.36	66½	
30.45	Old Ends LC	239R		35.55	66	
31.95	Standish Junction	517R	47	37.20	61½	
33.00	Haresfield (sign)	L / 299F		38.21	64½	
34.80	Naas Crossing (MP 97)	299F / L	(*1)	39.58	70 / 70½	
36.95	Tuffley Jcn (relay cabin)	642/452R		42.08	*43½	
				sigs	*23 / 27	
38.05	Gloucester Yard Jcn	500/178F	54	44.32	*24	
				sigs	*4 / 19	
38.75	Horton Road Jcn	352F	56	47.55	*15	
39.05	GLOUCESTER	1320F	59	49.53	-	
ARRIVAL			4 mins early			

* = Brakes/speed restriction L = Level track ML = main line RL = relief line
Undul = undulating (*) = Recovery/pathing time (in minutes)



← Low morning sun accentuates the detail of 'Jubilee' No. 45699 *Galatea* as it pounds through Wandsworth Town, near Clapham, with the March 21 'Cathedrals Express' to Gloucester. JAMES HAMILTON

ACKNOWLEDGEMENTS

I am grateful to the following correspondents who have supplied comments, details of recent trips, or interesting runs from the past - Graham Ward, David Sprackland, Bill Long, Andy Taylor, Sandy Smeaton, Alastair Wood, Doug Landau and David Pawson. I am always pleased to receive such details so they can be considered for inclusion in future 'Top Link' columns. They can be emailed to me direct at mthedderly@btinternet.com

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On a historic day, we travel onboard the Duchess in breathtaking form as she conquers the South Devon Banks & becomes the first of its class to work a train over the Royal Albert Bridge and into Cornwall. Fireman's Commentary included.

GOLDEN VALLEY LINE
(WORCESTER - SAPPERTON - SWINDON)
"NEW RELEASE"
Locomotive Featured:
No. 5043 'Earl of Mount Edgcumbe'
Running Time: 1 hour 20 mins
(80 minutes)
DVD - £13.95,
BLU-RAY - £18.95

We join Tyeley's stalwart on a blistering run through the Golden Valley, storming up Sapperton Bank with a 400+ ton train, and featuring the recently opened double-track section between Kemble & Swindon. Driver's Commentary included.

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SUMMER CAME SOONEST IN THE SOUTH

A quintet of Bulleid 'Pacifics', glorious spring weather on every day and thousands of visitors - the stars aligned for the Swanage Railway, as it pulled off the most spectacular gala of the year so far, writes **THOMAS BRIGHT**.

You're standing on Platform 2 at Swanage station, basking in glorious sunshine. At one end of the train, facing the bufferstops, is a rebuilt 'Battle of Britain'. At the other is a gleaming BR Standard '4MT' 2-6-4T, No. 80146. Both the platform and train are heaving with enthusiasts, all desperate to be a part of this unique and historic experience. The Swanage branch may never see its like again.

It could almost be June 18 1967, when the RCTS 'Farewell to Southern Steam' railtour (top and tailed by the aforementioned motive power) became the last steam-hauled train operated over the 'Purbeck Line'.

Except it isn't. It's 2017 and it's the resurrected Swanage Railway's 'Strictly Bulleid' gala.

It was the greatest event of the year so far. A record gathering of five operational Bulleid 'Pacifics' at one railway, running an intensive timetable over one of the finest representations of a Southern Region branch line in preservation. As a way of commemorating the 50th anniversary of the end of steam on the Southern, the 'Purbeck Line's' March



↑ Reminiscent of parts of the New Forest, this new location at Creech Bottom - north of Furzebrook on the extension towards Wareham - is certain to become a popular spot. On April 2, Locomotive Services Ltd's recreated 'Battle of Britain' No. 34052 *Lord Dowding* ('West Country' No. 34046 *Braunton*) sports a P&O *Oriana* boat train headboard as it heads for Swanage. PHIL METCALFE

← Resident 'Battle of Britain' No. 34070 *Mansion* leaves Swanage on March 29, as Southern Locomotives Ltd's 'Battle of Britain' *Sir Keith Park*, visiting from the Severn Valley Railway, is prepared for the gala on the right. JACK HAYNES



31-April 2 'Strictly Bulleid' wasn't far from perfection.

While the national media focused on celebrity 'A3' No. 60103 *Flying Scotsman*'s exploits over the Settle & Carlisle (see News), the enthusiast community turned its attention southwards, to three-cylinder 4-6-2s of a very different kind.

A record-breaking 5,700 people made the pilgrimage to Swanage over the three days, to pay reverence to one of the most popular and numerous classes in preservation - the Bulleid 'Light Pacifics'. To put that number into context, the previous record attendance for any Swanage gala was 4,000, at the railway's 2016 diesel gala. That's a staggering 45% increase.

It's not surprising then that despite the exorbitant cost of hiring four visiting 4-6-2s and staging the event, the railway broke even just after lunchtime on the first day.

Swanage Railway General Manager Matt Green says: "This was the most expensive gala that we have ever put on. However, it's also been the most rewarding."

STAND-IN

Appropriately, the penultimate steam locomotive to run over the branch in BR days was a 'Light Pacific' - 'Battle of Britain' No. 34089 602 *Squadron*. As the only Bulleid facing Swanage, visiting 'West Country' No. 34046 *Braunton* (running as classmate and 1967 veteran No. 34052 *Lord Dowding*) stood in for No. 34089, which sadly succumbed to the cutter's torch at Cashmore's of Newport in September 1968.

Happily, the engine at the other end of that railtour, and the final locomotive to run over the line in BR days, was at the gala in spirit (despite the fact that it too was scrapped after withdrawal in 1967) as resident '4MT' No. 80104 ran as No. 80146, in its role as Swanage station pilot.

The sight of the pair at either end of a packed train would have warmed the heart of any enthusiast, proving that major galas still have the power to draw people, if staged properly. It was also evidence of the remarkable transformation that the branch has undergone since that final railtour, and in the 50 years that have elapsed since, the branch has gone full circle.

Almost completely ripped up south of Furzebrook following



A total of seven Bulleid 'Pacifics' could be seen during the weekend, with the frames of No. 34010 *Sidmouth* on display at Corfe Castle, and 'Battle of Britain' No. 34072 257 *Squadron* nearing the end of its overhaul in Herston works. Visitors to the latter could see part of another Bulleid design - this recreated 'Leader' cab front, a 'new-build project' dreamed up by Southern Locomotives Ltd as an April Fool spoof. In fact, it was a mock façade across the rear of No. 34028 *Eddystone*'s cab. TOBY JENNINGS

“THIS WAS THE MOST EXPENSIVE GALA THAT WE HAVE EVER PUT ON. HOWEVER, IT'S ALSO BEEN THE MOST REWARDING”

MATT GREEN, GENERAL MANAGER, SWANAGE RAILWAY

closure in 1972, the line has been completely reinstated right back to the main line connection at Worgret junction. Before long, the final mile to Wareham on the Weymouth-Waterloo main line will once again echo to the sounds of a Swanage branch train, the last piece in the puzzle of the railway's revival.

The Swanage Railway then was the perfect setting for a truly unique celebration of Southern steam. Although the GWR is known as 'God's Wonderful Railway', it seemed that this little piece of the former Southern Region was

favoured by a higher power, for the gala was blessed with sunshine across all three days. How apt for a railway whose most famous poster proudly proclaimed 'Summer comes soonest in the South'.

The Southern feel was amplified by top-and-tailed Bulleids working trains over the railway's northern extension, in scenes reminiscent of enthusiast railtours. The line here runs through gorse-strewn heathland and could easily be mistaken for the New Forest, through which the South Western main line, the spiritual home of Bulleid 4-6-2s, runs.

MAKING HISTORY

With so much going on at the gala, it was easy to overlook a number of historic firsts. Not only did the event field the largest gathering of operational Bulleid 'Pacifics' since 1967, it was the first time visiting 'West Country' No. 34092 *City of Wells* had returned to its former home region since 1988.

It was also the first time a pair of consecutively numbered 'Light Pacifics' had run together in preservation, as the renumbering of

Southern sunshine: recently overhauled 'Battle of Britain' No. 34081, from the Nene Valley Railway, climbs the bank at Leeson Wood with the 2.20pm train from Swanage on April 1. EIKI SEKINE





Restored by Purbeck-based Southern Locomotives Ltd five years ago, yet making its debut on Swanage Railway metals, 'Battle of Britain' No. 34053 *Sir Keith Park* passes Afflington Farm between Corfe Castle and Harman's Cross with a goods train on April 2.

TIM EASTER



↑ 'No. 34052' waits at Corfe Castle with the 2.20pm from Frome River Bridge as No. 34081 rolls in with the 2.20pm from Swanage on April 2. PAUL BLOWFIELD

↓ Southern Locomotives Ltd's BR '4MT' 2-6-4T No. 80104 masquerades as No. 80146, one of the last two steam locomotives to work over the Purbeck branch in BR days, while on station pilot duty at Swanage on April 2. THOMAS BRIGHT



No. 34046 to No. 34052 allowed it to run alongside rebuilt 'Battle of Britain' No. 34053 *Sir Keith Park*. The latter was making its debut at the Swanage Railway, despite having been restored nearby at Herston, by Southern Locomotives Ltd in 2012.

Running five 'Pacifics' - the line-up rounded out by visiting 'BB' No. 34081 92 *Squadron* and resident No. 34070 *Manston* - is no mean feat, and according to Matt Green, 90,000 gallons of water and 56 tonnes of coal were consumed at the event.

Such was the thirst that needed quenching, the railway employed the tenders from under-overhaul 'Battle of Britain' No. 34072 257 *Squadron* and operational 'U' class No. 31806, in addition to the two tank wagons and water tower at Swanage station.

Says Matt: "To put on the event we needed in excess of 110 volunteers a day. This was the first gala event we have ever put on where we had people out specifically dealing with trespass incidents, with our permanent way team kindly stepping up to the task."

With such organisational hurdles to overcome, it's not surprising that there were a few flies in the ointment. Trains often ran up to an hour behind schedule, and it was standing room only for the majority. All but one of the line-up, *Lord Dowding*, was facing Wareham, which limited photographic opportunities, and the decision to double-head mismatched rebuilt *Sir Keith Park* with original malachite green 92 *Squadron* (instead of complementary 'Spam Cans' *City of Wells* and *Manston*) raised a few eyebrows.

These minor anomalies were a small price to pay for such a spectacular event - and one that will surely linger in the memory for years to come. The biggest question is: can it ever be beaten? In a year that's taking Southern Region celebrations to another level, it's hard to see how. Your move, Mid-Hants. **SR**



↑ A job well done: staff and volunteers pose for the camera after lining up all five Bulleids (and 'M7' No. 30053 at the far end) at Swanage on April 3. On *Manston*'s footplate are Nigel Davies (Cleaner) and Stuart Cotton (Inspector); on the ground are Paul McDonald (Chief Traction Inspector), Michael Proudfoot (Locomotive Services Ltd), Chris Bodell (Locomotive Services Ltd), Ian Jamieson (Cleaner), Billy Johnson (Fitter/Passed Fireman), Graham Froud (Loco Superintendent/Inspector), Andy Croggon (Fireman), Peter Harris (Deputy Operations Manager), Matt Green (General Manager), Jon Kerr (Passed Cleaner) and James Cox (Loco, Carriage & Wagon Manager). **NATHAN AU**

↓ Back on its native Southern metals for the first time since 1988, 'West Country' No. 34092 *City of Wells* looks the part with a green Mk 1 rake as it coasts over Corfe Viaduct with the 3pm train from Swanage on April 1. **DON BENN**



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GROWING - WITHOUT THE PAINS

As I write this article, I find myself pondering how different the role of General Manager is between the various preserved railways. I've held this position for quite a number of years, and in that time the changes have been many and varied, while we remained a one-mile railway.

The rebuilt line was run with small locomotives; small air-braked coaching stock over track reclaimed from anywhere in short lengths, and second-hand sleepers. The passenger numbers were quite small too. Now we have larger locomotives (even one diesel is much larger!), vacuum braking, original Lynton & Barnstaple coaches, longer trains and, last year, over 52,000 passengers. There have been quite a number of changes within a few short years. The staff have grown with the railway, in their understanding and abilities.

At a mile long, we may be small as steam railways go, but we're clearly on the brink of bigger things with our extension beyond Killington Lane to Parracombe, Blackmoor and Wistlandpound - a total length of about 5½ miles; quite a step up from a one-mile line, and all that entails. This phase of the line's rebirth will bring a new station at Wistlandpound, another temporary terminus, with walks around the reservoir popular with local people and holiday visitors alike.

“WE MAY BE SMALL AS STEAM RAILWAYS GO, BUT WE'RE ON THE BRINK OF BIGGER THINGS”



In order to maintain and operate our current line we have a core of regular volunteers, and a small number of paid staff. Our 'Thursday Gang' are a reliable and invaluable part of keeping the show on the road. Recruiting, training and retaining staff is a constant issue. It is important to realise that they are all staff, whether they are paid or not, and the same standards and responsibilities apply.

One constant factor between all preserved railways is the reliance on volunteer input. Without this not much would - or could - happen. However, it is also important to encourage younger volunteers - after all, they will have more opportunity to make lasting contributions to the railway. We are currently in the fortunate position of having a good number of younger volunteers on their way through training as guards or firemen. Their enthusiasm and commitment is very encouraging.

KEEPING IT FRIENDLY

I am a very hands-on person, with my smallish gang of staff; they're generally a very happy crew who have managed to deal with demanding tasks, and in some horrendous weather - which is what you can expect at about 900 feet elevation on Exmoor and looking out over the Atlantic Ocean or the Bristol Channel. I think it is vital that we enjoy our chosen roles and we are always pleased to hear visitors say how friendly our railway is (and even write something to that effect in the Visitors' Book!) This friendliness is something that can get lost as railways get bigger, and we intend to ensure that doesn't happen here.

MARTYN BUDD, General Manager of the Lynton & Barnstaple Railway, points to the need to grow an ever expanding railway in unison.

I first came to the L&B as part of a gang from the Isle of Wight Steam Railway that helped to lay the first track out of Woody Bay. I am pleased to say that we still have a regular gang from the IoWSR who come to Devon and get stuck into our Working Weekends when trackbed clearance, track renewals or similar take place. Along with them we have other groups from the Welsh Highland - some of the 'Rest of The World Gang' - and others. Clearly the L&B exerts quite a pull.

In order to recruit and train staff, including guards and footplate crew, we are constantly aiming to raise standards and keep to a professional level in ability and competence. This is a vital factor in readying the railway for the future running length and larger locomotives, longer trains and so on.

The same principles apply to all other aspects of our work and operations, with the demands of Health & Safety leading to better methods, training and supervision. This is a constant demand on the management to keep abreast of seemingly ever-increasing regulations and training requirements.

In the next few months we are looking forward to the arrival of our first home-based L&B locomotive of a type that ran here on the 'original' railway. I refer to *Lyn*, the Baldwin 2-4-2T. This is a further step up from what we have been using previously, and will be heavier, more powerful and more complex than what has gone before.

At various times we have had butterflies when considering the arrival of something new; 'Axe', our Kerr Stuart 0-6-0T, is a good example; bigger, heavier, and more powerful. Another unsettling event was the changeover from air braking to vacuum braking. We had some train crews who were quite concerned at the prospect, but all



↑ The dream of an authentic Lynton & Barnstaple Railway train became reality in 2013 with the visit of Boston Lodge-built 2-6-2T No. 190 *Lyn*. This year new-build Baldwin *Lyn* will arrive at Woody Bay. ANDREW BELL

of these challenges have been dealt with and are now just the norm. I am fortunate to have the assistance of our resident engineer - John Uphill - with his years of experience to pass on to our crews.

FUTURE CHALLENGES

The intention of course is that our longer line will be using large locomotives; Baldwin, Manning, Wardles, 'Isaac' and their like. The potential of smaller engines such as 'Axe' are limited. More coaches, a fully signalled line - the changes are obvious. One less glaringly obvious challenge will be track maintenance. We are considering welded track joints to remove some of the fishplate greasing and other wear, as just one example.

Over the next few years, as the line is rebuilt and extended, there will be some huge challenges; I am confident that we will deal with them in turn, just as we have before. Growing the staff - in numbers and abilities - will be an endless challenge.

Keeping the visitors happy may be an even bigger challenge - but we must rise to it if we want to keep on growing.



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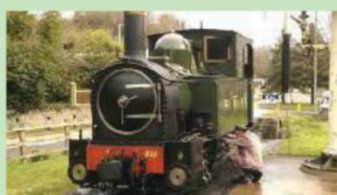


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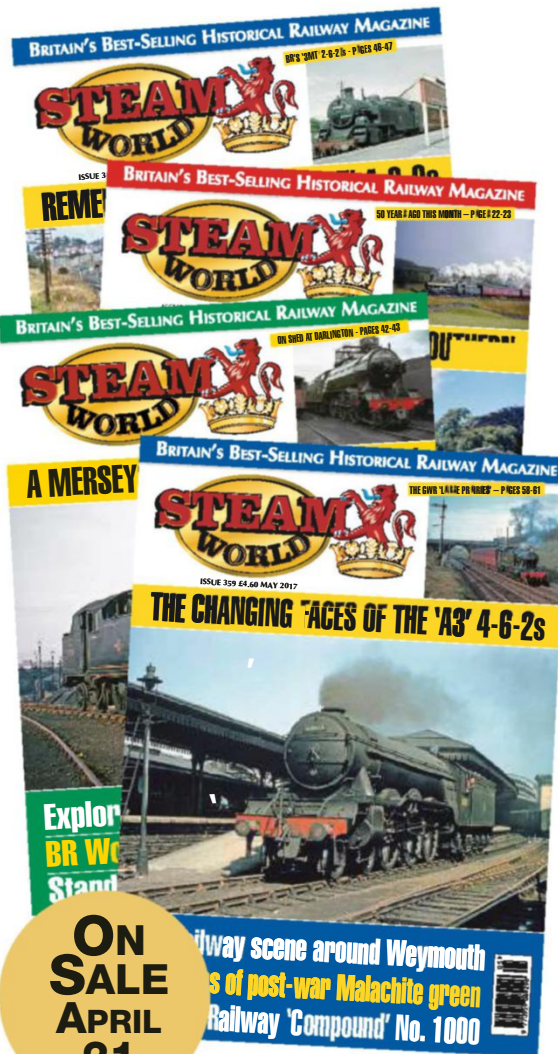
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HUGE BENEFIT OF 'PLANDAMPF'

"Thousands of words have been written about February's 'I LOVE S&C' 'Plandampf'," wrote Nigel Harris in the last issue (SR465).

I'd like to add a few more. The amount of goodwill generated within the local community was tremendous, and the additional income for local businesses within the Dales was, no doubt, most welcome.

I stayed for several days in a holiday cottage in Smardale (several other places were already fully booked prior to my booking) and, almost without exception, it was the topic on every local person's lips! In terms of financial benefits, that goodwill is invisible, but it is of huge benefit to both the S&C locally and to the railways in general.

Future events similar to 'I LOVE S&C' must surely be encouraged as a way of keeping this railway in the limelight. The main players are enthusiastic, so the omens look promising.

Ian McCart, Tollerton, York

THANK YOU... FROM '02'

To Alex Hynes (Northern Rail) and Rob McIntosh (Network Rail) - thank you from Alice Springs, Central Australia, for such an innovative, client-orientated and well run 'Plandampf'.

All of your financial investment and hard work has paid off. You and your partners have deserved the amazing publicity gained.

Thanks also to the A1 Steam Trust (Mark Allatt and his team), DB Cargo, Network Rail, the Friends of the S&C, Steam Railway and RAIL. It's great to see that those efforts have been widely acknowledged.

Every staff member I met handled the hard work involved with good grace and great enthusiasm and handled our passengers really well, even when we couldn't get on the unreserved portion of the train.

A lot of people I've spoken to have expressed the hope that it will be a regular annual event, maybe in the summer. With careful

“ALL OF YOUR FINANCIAL INVESTMENT AND HARD WORK HAS PAID OFF”

Top Letter



CAMBRIAN WHITEWASH

I am responding to an item regarding the Cambrian 'Manors' celebrating 50 years since the end of steam on the Cambrian territory (SR464).

The item stated that the painting in white of the smokebox door hinges etc on the 'Cambrian Coast Express' engine was introduced by shed foreman Danny Rowlands. He was indeed responsible for that, and bought the paint out of his own pocket.

One day in 1963, however, things changed. The senior of the two engine cleaners still working at Aberystwyth shed, finding the paint tin empty, went to Danny and asked for a fresh tin. Danny did not have one to hand and also said that he hadn't brought enough money with him for a new tin.

There the matter rested for a day or two, then the cleaner, who by that time had taken an almost proprietorial interest in 'Manor' No. 7803 *Barcote Manor*, went out and paid for a can of white emulsion out of his own meagre pay (£3.10 6s a week).

planning and good marketing it will be very successful.

That said, some people commented that they would have liked to have been able to sit in carriages with opening windows and hear the engine!

Hugh Lovesy, Alice Springs, Australia

TAKE 'PLANDAMPF' TO SCARBOROUGH

I'm sure you'll have received many suggestions about future 'Plandampf' operations.

So here's mine: York to Scarborough.

The advantages of this route include the limited number of intermediate stations, turntables at Scarborough and York (so no tender-first running) and, of course, a servicing facility at the National Railway Museum.

Colin Pool, by email

REAL STEAM IN THE SOUTH EAST?

How about a south-east 'Plandampf' on the Medway Valley line in Kent, which runs from

Complete with 'Danny's Bull' decorations, No. 7803 *Barcote Manor* leaves Aberystwyth in August 1964. COLOUR RAIL



From that day onwards he alone paid for the paint. Shortly after that, supplies of 'bath-brick', a gritty substance used for polishing the brass safety valve cover and the copper ring on the chimney, also dried up. Not wanting 'his' engine to look grotty, the cleaner started buying tins of Brasso, getting an excellent shine on the aforementioned items.

This went on until April 1965, at which point the engine cleaner was made redundant and had to find another job to stay on the railway.

“HOW DO I KNOW ALL THIS? I WAS THAT ENGINE CLEANER”

How do I know all this? Because I was that engine cleaner.

Martin Jones, Retired Driver, formerly of Aberystwyth, Saltley and Worcester engine sheds

Strood to Tonbridge via Maidstone and Paddock Wood?

The Medway Valley line is mostly a cross-country route, apart from the final stretch between Paddock Wood and Tonbridge, which shares the main line, but all four of these towns have direct lines to London, with Strood having good links from north of London via HS1.

Joe Finnegan, Dartford, Kent

TO HULL AND BACK

Scarborough is a frequent destination for charters, but a suitable route for 'Plandampf' exists southwards to Hull.

Both Scarborough and Hull have rather under-used platforms for much of the day, both have facilities to release and, importantly, turn a locomotive (there's a turntable at York and a triangle at Hull), with the possibility of covered overnight facilities available at Hull or York. Taking over the Hull-Scarborough legs of a Sheffield-Scarborough

Northern service would seem a perfect fit.

Luke Senior, Barfield, Eastborough

BLUEBELL BREAKS BURMA

I thought your readers would like to see this advert I spotted in Bago, about 40 miles north of Yangon (Rangoon), Myanmar (Burma), advertising a pharmacy that operated quite close to the locomotive depot.

The original photographs were taken on Freshfield Bank on the Bluebell Railway. How they ended up on an advert for a pharmacy in Myanmar is beyond me.

Ian Wright, by email



Fresh fields for No. 75027...?

Down in the dumps...
Illingworth,
aka Mitchell



NEVER THOUGHT I'D SEE ILLINGWORTH RESTORED

I was somewhat surprised to see the progress made on Hudswell Clarke 0-6-0ST (Works No. 1208) Illingworth, aka Mitchell (SR464).

The last time I clapped eyes on this 1916-built engine was 46 years ago, when it 'resided' in J.W. Hardwick, Sons & Co. Ltd's scrapyard at West Ewell, Surrey.

Working in London Port at the time, I set out to locate and photograph this engine before it was finally consigned, as I then thought it would be, to the melting pot.

As you can see from the scan of the colour slide taken in February 1971, Mitchell - as I then believed it was known - looked a more hopeless case than any of the locomotives you might see at Woodhams, at Barry.

It wasn't even on a track, merely deposited where it had been dropped, among a vast selection of automotive and plant scrap.

Another gem present was Hawthorn Leslie 0-4-0ST Works No. 2450 of 1899 (which can also be seen in the image). I have subsequently learnt it was Chatham Dockyard No. 50. By some miracle, this engine also managed to escape the same yard in 1985, to be returned to steam at the Hollycombe Working Steam Museum near Liphook in Hampshire.

So I must congratulate Mr Middleton for making such progress with the restoration of this most interesting engine. I never would have believed back in 1971 that it would ever be saved for preservation, let alone be on the verge of steaming again.

Nigel Bowker, Spital, Merseyside

RENEW AND DON'T WORRY

In your Editor's Comment (SR464) you quite reasonably pose the question of whether a locomotive is still the same machine, even if most of it has been replaced.

I am very well aware that in shipping, when the hull and machinery or components either fail or become weakened, they are repaired or replaced, but the ship does not change her name. This can also include major updates and total replacement of redundant equipment by something to a totally different design, appearance or specification.

There are even cases on record of sections of the keel being replaced. However, the ships' names remain the same and they are still classified as members of the same type.

Equally, I understand that the cells of the human body regularly replace themselves. Thus, several times over in the course of our lives we no longer have the cells in our bodies with which we were born. So should we be regarded as somebody different every so many years?

I can see no point in denying the existence of any particular locomotive as a member of its original class just because components, even major ones, have been replaced, or if advances in technology permit or commend changes in the manufacturing process. Even from the origin of railways, companies would replace parts as they became worn out or damaged, and they would even reuse unworn parts in new designs and locomotives.

As far as I'm concerned, the issue isn't an issue at all.

C.N.G. La Hive, by email

CREATE A WORKING SCOTTISH LEGACY

I fully respect Mr Cameron's decision to do what he wants with his own property, but would appeal to him to consider the wider aspects of his decision to

build a museum and enclose Union of South Africa and The Great Marquess within it.

It is noted with interest that the Ferryhill turntable is being revived with a view to servicing excursions to Aberdeen. If it is deemed desirable to have main line excursions in Scotland, resident steam locomotives capable of pulling a viable trainload would be required. Unfortunately, these, with due respect to the SRPS, do not currently exist. 'Number Nine' would fit the bill admirably, back on its old stomping ground.

Could the SRPS not look after and maintain 'Number Nine' in trust on behalf of Mr Cameron, facilitating maintenance and providing availability for main line work? It is also noted that the SRPS is applying for funding to extend and improve its maintenance facilities at Bo'ness.

The same applies to the 'K4',

“MR CAMERON - LET YOUR LEGACY BE THE CONTINUED ENJOYMENT BY THE PUBLIC OF YOUR WONDERFUL LOCOMOTIVES”

which was suited to and used in Scotland. Much is made by steam/preservation societies of having infrastructure, rolling stock and locomotives that were representative of the period before 1968. Hence, I would argue that the 'K4's' home is in the Scottish Region and it should, if financing is forthcoming, be restored to work on trips in Scotland.

In other areas, such as the provision of world class sporting events, much has been made of their legacy. Mr Cameron - let your legacy be the continued enjoyment by the public of your wonderful locomotives - don't hide them away in the East Neuk of Fife.

Alan Provan, Ayr

THE REAL 'MARQUESS'?

I enjoyed the article on John Cameron's 'K4' (SR464), but your question caught my eye: "Who was The Great Marquess?"

The RCTS *Locomotives of the LNER Part 6A* says that, when originally built, after a fortnight named as *MacCailein Mor*, No. 3442 was renamed *The Great Marquess*, after the head of the Graham family who became the first Marquess of Montrose in 1644.

Roy Marshall, by email

FACEBOOK FEEDBACK

Steam Railway's online community has reacted to the news that the National Railway Museum had gifted LSWR 'T3' No. 563 to the Swanage Railway. Here's a selection of the views expressed...



Antony Statham Well they've given it away to the right place. I just hope Swanage looks after it and doesn't profit from it.

Matthew Cousins Will they be allowed to get it running? Have they got undercover space for it? Wonderful locomotive; would be great to see it run.

Roland Mier Will they be able to restore it to working order? Museums are fine, but there is nothing like the sound and smell of a working locomotive.

Richard J. Webb If the NRM hadn't converted so much space into eating areas they might have had room to display this locomotive.

John Penny If ever there was beauty and form made into one graceful locomotive then this is it. A joy to behold!

Richard Hargreaves The NRM could dispose of the Bullet train, Eurostar or the Chinese thing and make room for it.

Dafydd Brookes-Howells They really are having a clear-out of stock. NSR tank to Foxfield, 'T3' to Swanage, standard gauge GW five-plank to Welshpool & Llanfair...

Amy Adams It's always been in the shadows at the NRM, as they already have the SECR 'D' No. 737 and LSWR 'T9' No. 120, so they probably feel that pre-Grouping Southern 4-4-0s are well represented.

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32-991 Type 27 Wickham Trolley and trailer B30W in BR Maroon £67.96

EMUs



31-030 Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (list £189.95) **BARGAIN** £89.50

39-005 Pack of Mk2A TSO & Class 101 DTCL 'Highlander Pack' in Kyle Line green and cream passenger figures £118.96

NEW



34-461 Thompson 3rd class brake corridor in BR crimson and cream **NEW** £46.71

NEW



34-386 Thompson 3rd Class corridor in BR crimson & cream **NEW** £46.71

34-436 Thompson composite brake in BR crimson and cream **NEW** £46.71

NEW



34-486 Thompson first corridor in BR crimson and cream **NEW** £46.71

dapol

Dapol - Diesel locos

4D-022-003 Class 68 68010 in Chiltern Railways £123.72

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue. £59

DJ Models (Dave Jones) - Steam locos



H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest £99



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem. £99



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem. £99

OOJ94-002 Class J94 Austerity 0-6-0ST 68061 in 'British Railways' black original bunker **NEW** £82

OOJ94-004 Class J94 Austerity 0-6-0ST 8023 LNER black original bunker **NEW** £82

OOJ94-008 Class J94 Austerity 0-6-0ST 8064 LNER black original bunker **NEW** £82

EF

EF - Buses

31515 RM Routemaster 'London Transport' - '177 to Abbey Wood' **NEW** £28

HELJAN

Heljan - Steam locos

1301 Class 1361 0-6-0ST 1363 in GWR green shirton emblem £124



1302 Class 1361 0-6-0ST 1364 in GWR green £124

Diesel locos

2660 Class 26/0 diesel D5300 BR green semi gloss finish (list £119.95) **BARGAIN** £59



2664 Class 26/0 diesel D5302 In BR green small yellow panels (list £119.95) **BARGAIN** £61

2665 Class 26/0 diesel D5312 BR green - weathered (list £129.95) **BARGAIN** £65



2663 Class 26/0 diesel D5317 In BR green small yellow panels (list £119.95) **BARGAIN** £61

Wagons

1154 4-wheel A tank 44230 Esso grey 1960s Hazchem symbols - weathered £20.50

1154 Pack of 4 (list £39.80) **BARGAIN** £76

HORNBY

Hornby - Steam locos



R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (list £94.99) **BARGAIN** £57

R3420 Class 700 0-6-0 30346 In BR Black late crest (list £124.99) **BARGAIN** £69



R3419 Class 700 0-6-0 693 In Southern Railway black (list £124.99) **BARGAIN** £69



R3468 Class 7P6F Rebuilt Battle of Britain 4-6-2 34077 "603 Squadron" in BR Lined Green late crest £144.50

R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (list £94.99) **BARGAIN** £55

R324TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (list £119.99) **BARGAIN** £85



R3336 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Green - NRM Special Edition (list £169.99) **BARGAIN** £124

R3395TTS Class A4 4-6-2 4468 "Malard" in LNER Garter Blue - TTS sound fitted - Railroad Range (list £132.99) **BARGAIN** £85



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (list £99.99) **BARGAIN** £70

R3481 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (list £154.99) **BARGAIN** £89

R3171 Class P2 2-8-2 2001 Cock O' The North in LNER Green (Railroad range) (list £94.99) **BARGAIN** £68



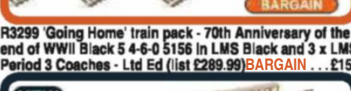
R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (list £134.99) **BARGAIN** £74

R3500 The Sir Nigel Gresley Collection £480

Train packs



R3299 "Going Home" train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 In LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (list £289.99) **BARGAIN** £150

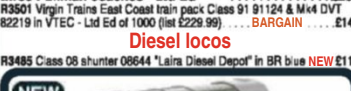


R3400 Golden Arrow Last Steam Run Train Pack Rebuilt "West Country" 4-6-2 34100 "Appledore" in BR green and three Pullman coaches - Ltd Ed **NEW** £253

R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (list £229.99) **BARGAIN** £145



R3485 Class 06 shunter 0644 "Laira Diesel Depot" in BR blue **NEW** £118



R3484 Class 08 shunter 13363 in BR green red con rods **NEW** £118

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (list £99.99) **BARGAIN** £74



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (list £54.99) **BARGAIN** £39

R3497 Class 55 DML D3016 BR green - Railroad Range (list £65.99) **BARGAIN** £41

R3486 Class 66 66185 "DP World London Gateway" DB Schenker (list £98.99) **BARGAIN** £59

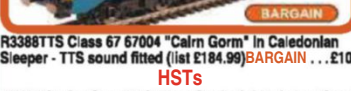


R3388TTS Class 67 57004 "Caln Gorm" in Caedonian Sleeper - TTS sound fitted (list £184.99) **BARGAIN** £104

R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (list £279.99) **BARGAIN** £165



R3549 Class 2-HAL 2 Car EMU 2603 BR green full yellow ends (list £130.25) **BARGAIN** £62



R3549 Class 2-HAL 2 Car EMU 2603 BR green full yellow ends (list £130.25) **BARGAIN** £62

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R3549 Class 2-HAL 2 Car EMU 2603 BR green full yellow ends (list £130.25) **BARGAIN** £62

Train sets - analogue

R1151 Caedonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (list £49.99) **BARGAIN** £35

Train sets - DCC



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (list £299.99) **BARGAIN** £230

R1126 Wood Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons £165



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (list £199.99) **BARGAIN** £115

R1184 Western Express digital train set e-Link TTS sound Hst steam loco (list £329.99) **BARGAIN** £199



R5783 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack £46.50

Wagons



76MW6001 Bristol MW6G Royal Blue £16



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 £2.20



371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted £229.46



374-018 Mk1 SO second open in Network SouthEast **NEW** £25.48



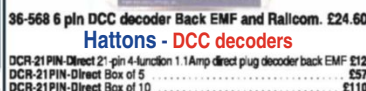
374-018 Mk1 SO second open in Network SouthEast **NEW** £25.48



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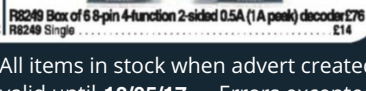
374-018 Mk1 SO second open in Network SouthEast **NEW** £25.48



374-018 Mk1 SO second open in Network SouthEast **NEW** £25.48



374-018 Mk1 SO second open in Network SouthEast **NEW** £25.48



374-018 Mk1 SO second open in Network SouthEast **NEW** £25.48

The Guide

SEND EVENT DETAILS TO

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Steam Railway cannot accept responsibility if services differ from those listed

• GALAS & ENTHUSIAST EVENTS

APRIL

21-23 North Norfolk Railway - Spring Steam Gala
22 Bala Lake Railway - George B's first passenger train
22/23 & 29-May 1 Didcot Railway Centre - 50 Years at Didcot Gala
22/23 Nene Valley Railway - Best of British
22/23 Spa Valley Railway - Spring Steam Weekend 'Industrial Power!'
27-30 West Somerset Railway - Spring Steam Gala
28-May 1 Ffestiniog & Welsh Highland Railways - Quirks & Curiosities II
29-May 1 Bressingham - Heritage Steam Gala
29-May 1 Ecclesbourne Valley Railway - EVR 150
29/30 East Somerset Railway - Steam Gala
29 Leadhills & Wanlockhead Railway - Spring Fling
29-May 1 Midland Railway - Butterley - Vintage Train Event
29-May 1 Locomotion, NRM at Shildon - Spring Toy Fair and Steam Gala
29-May 1 Rushden Historical Transport Society - Rushden Cavalcade of Historical Transport & Country Show
29/30 Moors Valley Railway - Visiting Locomotives Weekend
30/May 1 Buckinghamshire Railway Centre - Steam Gala & Model Railway Exhibition
30/May 1 Leighton Buzzard Railway - Anything Goes
30/May 1 Pontypool & Blaenavon Railway - Mixed Traction Weekend
30/May 1 Scottish Industrial Railway Centre - Steam Days

MAY

1 & 29 Gartell Light Railway - Open Days
1 Rocks by Rail - Quarry Railway Day
1 Rudyard Lake Steam Railway - Official Re-opening
6/7 Albert Dock, Liverpool - Steam on the Dock
6 Bala Lake Railway - Maid Marian 50 years in preservation celebration
6/7 Bowes Railway - Open Days
6/7 Churnet Valley Railway - Double-Headed 'S160s' Weekend
7 Ashmanhaugh Light Railway - Open Day
13/14 Apedale Valley Light Railway - Stanhope Steam Gala
13/14 Bluebell Railway - Branch Line Weekend
13/14 & 20/21 Dean Forest Railway - Wartime Forest Steam Gala
13/14 Lynton & Barnstaple Railway - Spring Gala
13/14 Nene Valley Railway - Small Loco Fest
13/14 Romney, Hythe & Dymchurch Railway - 90th Anniversary Steam & Diesel Gala
14 Isle of Wight Steam Railway - Heritage Goods Day
16-19 Crewe Heritage Centre - Flying Scotsman visit
20 Appleby-Frodingham RPS - Brake Van Tour
20 Bodmin & Wenford Railway -



Newly restored Sentinel 0-4-0VBT No. 7109 'Joyce' rests next to Midsomer Norton station signal box during the Somerset & Dorset Railway Heritage Trust's spring gala on March 4/5. CALLUM WILCOX

Victorian Engine Day
20 Embay & Bolton Abbey Steam Railway - Goods Train Day
21 Severn Valley Railway - Mixed Traction
27-29 Bure Valley Railway - Everything Goes
27-29 Fairbourne Railway - Steam Gala
27-29 Gloucestershire Warwickshire Railway - Cotswold Festival of Steam
27-29 Isle of Wight Steam Railway - May Spring Gala
28/29 Scottish Industrial Railway Centre - Steam Days

• VINTAGE & TRANSPORT EVENTS

APRIL

22 Great Central Railway - Bus Rally & Heritage Bus Running Day
22/23 Colne Valley Railway - Vintage Rally
22/23 Gloucestershire Warwickshire Railway - Wartime in the Cotswolds
23 Amberley Museum - Bus Riders' Day
23 Great Central Railway (Nottingham) - April Road Transport Event
23 Mid-Norfolk Railway - Bus & Coach Day
30 Amberley Museum - Spring Mechanicals
30/May 1 Mid-Suffolk Light Railway - 'Middy' in the War Years
30/May 1 Stephenson Railway Museum - 1940s Weekend

MAY

13/14 Ironbridge Gorge Museum - Steam Road Run
13/14 Llangollen Railway - Victorian Weekend
14 Amberley Museum - Commercial Vehicles
14 Bressingham - 1940s Day
14 South Devon Railway - CSMA Car Rally
19-21 Keighley & Worth Valley Railway - Haworth 1940s Weekend
20/21 Amberley Museum - Military

Vehicle & Home Front Event
20/21 Foxfield Railway - War Wheels Weekend
20/21 Hollycombe Steam Museum - Steam in Miniature
20/21 Kent & East Sussex Railway - 1940s Weekend
21 Head of Steam Museum, Darlington - Vintage Rally
21 Isle of Wight Steam Railway - IoW Festival of Transport
27-29 East Lancashire Railway - 1940s Weekend
28 Chinnor & Princes Risborough Railway - Steam & Classic Cars
28/29 East Anglian Railway Museum - Transport Extravaganza
28 Pecorama - Classic and Vintage Vehicle Rally
28 Royal Deeside Railway - Crathes Classic Car Show

• REAL ALE EVENTS

APRIL

22 Wensleydale Railway - WensleyAle and Gin Train
27-30 Keith & Dufftown Railway - Spirit of Speyside Whisky Festival
28 Elsecar Heritage Railway - Beer Festival
29-May 1 Isle of Wight Steam Railway - Real Ale Festival
29 Kent & East Sussex Railway - Real Ale Train

MAY

6, 13 & 20 East Lancashire Railway - Guided Rail Ale Trail
13 Great Central Railway - Real Ale Train
14 S&D at Midsomer Norton - Real Ale Day
18-20 Barrow Hill Roundhouse - Rail Ale
19-21 Ffestiniog & Welsh Highland Railways - Real Ale Festival
20/21 Gloucestershire Warwickshire Railway - Spring Steam & Real Ale Weekend

26-29 Wensleydale Railway - WensleyAle Festival
27-29 Cleethorpes Coast Light Railway - Folk & Cider Festival
27-29 Northampton & Lamport Railway - Rail Ale & Music
27-29 Swindon & Cricklade Railway - Real Ale & Cider Festival

• OTHER EVENTS

APRIL

23 Cholsey & Wallingford Railway - St George's Day
23 Northampton & Lamport Railway - St George's Day
29-May 1 North Norfolk Railway - Days Out with Thomas
29-May 1 Ribble Steam Railway - Friendly Engines Weekend
29-May 1 South Devon Railway - Days Out with Thomas

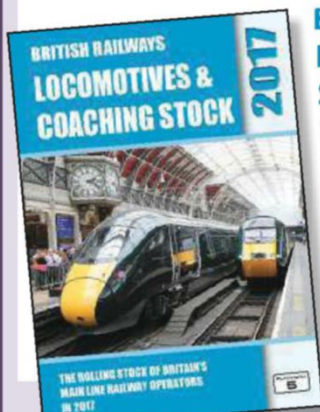
MAY

1 East Lancashire Railway - Day Out with Thomas
13/14 Bo'ness & Kinneil Railway - Days Out with Thomas
13/14 Kirklees Light Railway - Days Out with Thomas
13/14 Gloucestershire Warwickshire Railway - Cotswold Bricks and Trains Weekend
13/14 & 20/21 Spa Valley Railway - Days Out with Thomas
14 Churnet Valley Railway - Model Day
20 Abbey Pumping Station - Museums at Night
20/21 North Yorkshire Moors Railway - Behind the Scenes Family Weekend
26-29 South Devon Railway - Ticket to Ride
27-29 Rother Valley Railway - RVR Supporters Association Model Railway Exhibition
27-29 Tanfield Railway - Twizell's Family Fun Weekend
28 Aln Valley Music Festival
28/29 Lincolnshire Wolds Railway - Steampunk Weekend
28/29 Midland Railway - Butterley - Butterley Brick Week
28/29 North Norfolk Railway - Dad's Army Live

TO ADVERTISE IN 'THE GUIDE' CONTACT JULIE COX

@julie.cox@bauermedia.co.uk 01733 366380

For more information about the events in bold, see advertisements in this issue.



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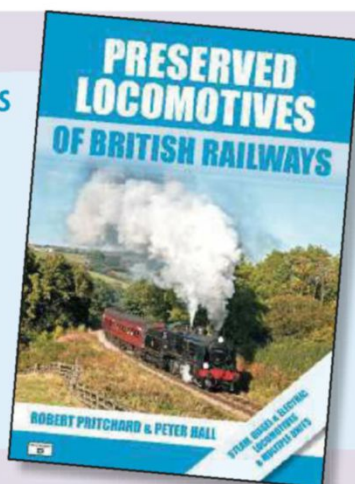
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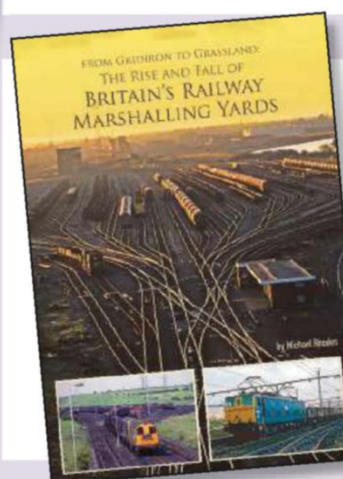
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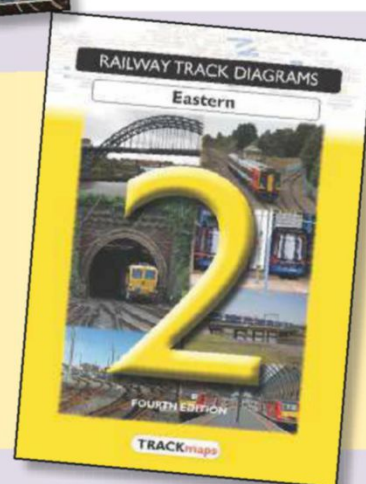
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The Guide

Main Line Diary IN ASSOCIATION WITH UKSTEAM.INFO

APRIL

SAT 22 'CUMBRIAN MOUNTAIN EXPRESS'

Carnforth-Shap-Carlisle-Whitehaven-Carnforth by **No. 46233/45690/70013**. RTC

SAT 22 'CATHEDRALS EXPRESS'

Paddington-Slough-Reading-Oxford-Warwick-Stratford-upon-Avon and return by **No. 34052**. Steam Dreams

MON 24-FRI 28 'THE JACOBITE'

Fort William-Mallaig and return by **No. 45212/45407**. WCRC

WED 26 'CATHEDRALS EXPRESS'

Horsham-Bath Spa-Bristol Temple Meads and return by **No. 46100**. Steam Dreams

FRI 28 'BELMOND BRITISH PULLMAN'

London Victoria-Staines-Guildford-Shalford-Redhill-London Victoria by **No. 34046**. Belmond

SAT 29 'NORTH BRITON'

Doncaster-Settle-Carlisle-Newcastle by **No. 60163**. UK Railtours

SAT 29 'LLANDUDNO VICTORIAN EXTRAVAGANZA'

Tyseley-Wolverhampton-Crewe-Chester-Llandudno and return by No. 5043. Vintage Trains

SAT 29 'THE GREAT BRITAIN X' (DAY 1)

King's Cross-York-Newcastle-Edinburgh by **Nos. 60103** (King's Cross-York) and **60009** (York-Edinburgh). RTC

SUN 30 'THE GREAT BRITAIN X' (DAY 2)

Edinburgh-Dundee-Perth-Inverness by **Nos. 60009** (Edinburgh-Perth) and **62005** (Perth-Inverness). RTC

MAY

MON 1 'GREAT BRITAIN X' (DAY 3)

Inverness-Kyle and return by **Nos. 44871** and **62005**. RTC

MON 1 'MIDLOTHIAN'

Newcastle-Edinburgh-York by **No. 60163**. UK Railtours

MON 1-FRI 5 'THE JACOBITE'

Fort William-Mallaig and return by **No. 45212/45407**. WCRC

TUE 2 'GREAT BRITAIN X' (DAY 4)

Inverness-Aviemore-Perth-Dunblane-Glasgow by **Nos. 60009** and **62005** (Perth-Glasgow by **No. 60009** only). RTC

WED 3 'GREAT BRITAIN X' (DAY 5)

Glasgow-Oban by **Nos. 44871** and **62005**. RTC

THURS 4 'GREAT BRITAIN X' (DAY 6)

Glasgow-Beattock-Oxenholme by **No. 46233**. RTC

THURS 4 'SHANNON & SUIR' (DAY 1)

Whitehead-Belfast-Dublin by **No. 85**. RPSI

FRI 5 'GREAT BRITAIN X' (DAY 7)

Grange-over-Sands-Wrexham-Herford-Bristol by **No. 45690**. RTC

SAT 6 'GREAT BRITAIN X' (DAY 8)

Bristol-Exeter-Plymouth-Truro by **Nos. 34052** and **46100**. RTC

SAT 6 'THE TALISMAN'

Doncaster-Darlington-York-King's Cross by **No. 60163**. UK Railtours

SAT 6 'SHANNON & SUIR' (DAY 2)

Dublin-Athenry-Ennis-Limerick by **Nos. 4** and **85**. RPSI

SUN 7 'GREAT BRITAIN X' (DAY 9)

Penzance-Exeter-Westbury-Paddington by **Nos. 34052** and **46100**. RTC

SUN 7 'SHANNON & SUIR' (DAY 3)

Limerick-Waterford-Kilkenny-Dublin by **Nos. 4** and **85**. RPSI

MON 8 'SHANNON & SUIR' (DAY 4)

Dublin-Belfast-Whitehead by **No. 85**. RPSI

MON 8-FRI 12 'THE JACOBITE'

Fort William-Mallaig and return by **No. 44871/45407**. WCRC

WED 10 'THE PENDLE DALESMAN'

Hellifield-Settle-Carlisle and return by TBA. WCRC

SAT 13 'CATHEDRALS EXPRESS'

York-Edinburgh by **No. 60103**. Steam Dreams

SAT 13 'CUMBRIAN MOUNTAIN EXPRESS'

Carnforth-Shap-Carlisle-Settle-Carnforth by **No. 45690/46233/70013**. RTC

SAT 13 'EAST MIDLANDS RAMBLER'

Tyseley-Nuneaton-Burton-Leicester-Tyseley by **Nos. 9466** and **9600**. Vintage Trains

SUN 14 'FIFE LUNCHTIME CIRCULAR'

Edinburgh-Kirkcaldy-Thornton-Dunfermline-Inverkeithing-Edinburgh by **No. 60103**. Steam Dreams

SUN 14 'FORTH EVENING CIRCULAR'

Edinburgh-Kirkcaldy-Thornton-Alloa-Stirling-Falkirk-Edinburgh by **No. 60103**. Steam Dreams

MON 15-FRI 19 'THE JACOBITE'

Fort William-Mallaig and return by **No. 62005**. WCRC

MON 15 'CATHEDRALS EXPRESS'

Edinburgh-Crewe by **No. 60103**. Steam Dreams

WEDS 17 'BELMOND BRITISH PULLMAN'

London Victoria-Bath and return by **No. 35028**. Belmond

FRI 19 'CATHEDRALS EXPRESS'

Shrewsbury-Hereford-Cardiff by **No. 60103**. Steam Dreams

FRI 19 'CATHEDRALS EXPRESS'

Newport-Gloucester-Bristol Parkway-Newport by **No. 60103**. Steam Dreams

SAT 20 'CUMBRIAN MOUNTAIN EXPRESS'

Carnforth-Shap-Carlisle-Settle-Carnforth by **No. 45690/46233/70013**. RTC

MON 22-FRI 26 'THE JACOBITE'

Fort William-Mallaig and return by TBA. WCRC

TUE 23 'CATHEDRALS EXPRESS'

Newport-Gloucester-Bristol by **No. 60103**. Steam Dreams

TUE 23 'CATHEDRALS EXPRESS'

Bristol-Minehead by **No. 60103**. Steam Dreams

FRI 26 'CATHEDRALS EXPRESS'

Minehead-Bristol-Westbury-Bishops Lydeard by **No. 60103**. Steam Dreams

FRI 26 'CATHEDRALS EXPRESS'

Bishops Lydeard-Bristol-Westbury-Bishops Lydeard by **No. 60103**. Steam Dreams

SAT 27 'THE HADRIAN'

Hellifield-Settle-Carlisle and return by **No. 70013**. RTC

SAT 27 'ATLANTIC COAST EXPRESS'

London Waterloo-Exeter and return by **No. 35028**. UK Railtours

SAT 27 'WELSH DRAGON'

Nuneaton-Crewe-Llandudno Junction and return by **No. 5043**. Vintage Trains

SUN 28 'HOWTH 170'

Dublin-Howth, Howth-Dublin and return (twice) by **No. 4**. RPSI

MON 29-FRI JUNE 2 'THE JACOBITE'

Fort William-Mallaig and return by **No. 62005**. WCRC

MON 29 'THE CORNISHMAN'

Paddington-Newbury-Exeter-Penzance by **No. 60163**. UK Railtours

TUE 30 'THE DALESMAN'

Hellifield-Settle-Carlisle and return by TBA. WCRC

WEDS 31 'CATHEDRALS EXPRESS'

Salisbury-Southampton-Eastleigh-Salisbury by **No. 60103**. Steam Dreams

WEDS 31 'CATHEDRALS EXPRESS'

Salisbury-London Victoria by **No. 60103**. Steam Dreams

JUNE

THURS 1 'SCARBOROUGH SPA EXPRESS'

York-Scarborough and return by TBA. WCRC

SAT 3 'CATHEDRALS EXPRESS' (LUNCH TRAIN)

London Victoria-Shalford and return by **No. 60103**. Steam Dreams

SAT 3 'CATHEDRALS EXPRESS' (EVENING TRAIN)

London Victoria-Andover-Southampton and return by No. 60103. Steam Dreams

SUN 4 'THE PEAK FORESTER'

King's Cross-Stamford-Matlock and return by **No. 61306**. RTC

SUN 4 'STEAM ENTERPRISE'

Belfast-Dublin and return by **No. 85**. RPSI

MON 5-FRI 9 'THE JACOBITE'

Fort William-Mallaig and return by TBA. WCRC

TUE 6 'CATHEDRALS EXPRESS' (LUNCH TRAIN)

Paddington-Bicester-Oxford and return by No. 60103. Steam Dreams

TUE 6 'CATHEDRALS EXPRESS' (EVENING TRAIN)

Paddington-Bicester-Oxford and return by No. 60103. Steam Dreams

TUE 6 'THE DALESMAN'

Hellifield-Settle-Carlisle and return by TBA. WCRC

• BOOKING INFORMATION

Belmond: 0845 077 2222 or 0207 805 5099

Railway Touring Company (RTC):

01553 661500

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Note: Charters must be booked in advance and may be non-refundable.

APRIL

30742 Charters

Great Central Railway (Nottingham), **No. 8274** and goods train. £62.

David Williams Photo Charters

Isle of Man Steam Railway (four days), Douglas horse tramway and Manx Electric Railway plus road steam at Manx Open Air Folk Museum. £505 (full programme), £355 (steam railway only). Bookings via djw.edit7@btinternet.com

Timeline Events

Didcot Railway Centre, evening/night shoot with **Nos. 813, 2807, 3822** and other GWR locomotives. £65.

APRIL/MAY

Timeline Events

Didcot Railway Centre, **No. 2999** in BR lined black. £60 per day.

MAY

30742 Charters

Apedale Valley Light Railway, Kerr Stuarts **Stanhope, Joffre** and **Diana** plus 'Wrens' **Works No. 3128** and **Jennie**. £50.

Steam Recreations

West Somerset Railway, **No. 5199** and four 'blood & custard' Mk 1s. £75.00.

JUNE

30742 Charters

Gloucestershire Warwickshire Railway, **No. 1450** and autococh **No. W238W**. £42.

Timeline Events

Great Central Railway, 1940s-themed event at Quorn & Woodhouse with re-enactors. £49.

JULY

30742 Charters

Chinnor & Princes Risborough Railway, evening shoot with 'Railmotor' **No. 93**. £45. Threlkeld Quarry, locomotives and price TBC.

AUGUST

Timeline Events

Ecclesbourne Valley Railway, **No. 47406** with two maroon Mk 1s and van, plus night shoot including railcar **No. M79900**. £65.

NOVEMBER

Timeline Events

Didcot Railway Centre night shoot. £65.

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'4MT' No. 76017 works a van train out of Ropley during a photo charter, at the Mid-Hants Railway on April 1. TOM ADAMS



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At nationalisation, the new No. 30065 was at work at Southampton docks until October 1962, when it joined classmate No. 30070 on departmental duties at Ashford works. Both were painted green, lined in yellow, and both were named - No. 30070 becoming *DS238 Wainwright* (named after the SECR locomotive engineer) whereas No. 30065 was christened *DS237 Maunsell* (after the Southern Railway's first Chief Mechanical Engineer).

The pair remained in traffic until July 9 1967, but they weren't sold until March 1968. *En route* to Barry scrapyard in South Wales, they got as far as Tonbridge before they began to run 'hot', and were left there until the August, when they were re-sold to the Kent & East Sussex Railway.

Maunsell was withdrawn from service at the KESR in early 2017, and now requires a full overhaul. Meanwhile, *Wainwright* should re-enter service this year, albeit painted in full Longmoor Military Railway livery.



MR-101: No. 1968, USATC black



MR-109: No. 30067, BR late emblem black (pristine)



MR-107: No. 36, National Coal Board black



MR-105: No. WD300 *Major-General Frank S. Ross*, LMR blue



MR-110: No. DS237 *Maunsell*, Departmental green



MR-108: No. 72, Keighley & Worth Valley Railway ochre

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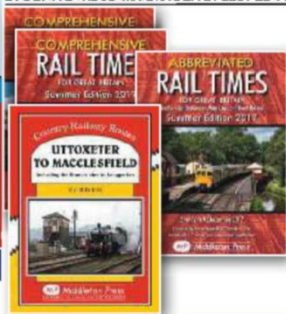
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STEAM FACT

The oval buffers on the Dartmouth Steam
Railway's BR '4MT' 4-6-0 No. 75014
'Braveheart' are from 'Warship' diesel-
hydraulic No. D601 Ark Royal, which had
been cut up at Barry scrapyard by 1980.
No. 75014's original round buffers were
missing when it was purchased in 1981 by
Brian Cooke, Kevin Gould, Bert Hitchen
and Peter Proud, and the oval buffers
were considered more suitable for the
tight curves of its first home, the
North Yorkshire Moors Railway.

Do you know any funny or interesting steam-related facts that you want to share?
Send them in to julie.cox@bauermedia.co.uk for checking and they could appear here for all to see



Then ↑ One of the LNER's most advanced express passenger locomotives (in 1927), 'A1' No. 4472 *Flying Scotsman*, meets its 15in-gauge counterpart, Romney, Hythe & Dymchurch Railway No. 7 *Typhoon*. The two flagships of their respective railways were posed together at King's Cross Top Shed on May 19 1927, a sight dubbed one of the 'railway wonders of the world'. GETTY IMAGES



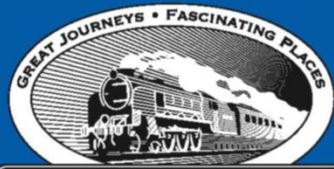
Now ↓ Almost exactly 90 years later, and the pair of 'Pacifics' have been brought together once more, this time at Sheffield Park on the Bluebell Railway on April 13, as part of the Gresley 'A3's' visit to the line. Both locomotives have undergone major mechanical changes in the intervening years; *Typhoon* lost its middle cylinder in 1935, and *Flying Scotsman* was upgraded to 'A3' status in 1947. STEVE TOWN



Tail Lamp

The shadowy shape of Stanier '8F' No. 48624 enters Brooksbottom Tunnel, on the East Lancashire Railway, during a photo charter on March 13. This image was taken under the strict supervision of ELR staff and should not be attempted without full permission. PHIL JONES





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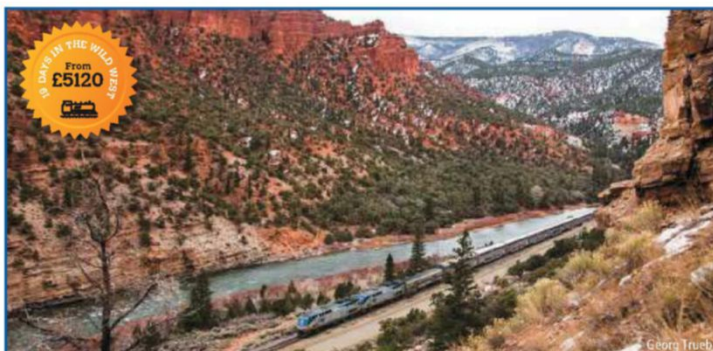
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