

EXCLUSIVE: 'P2' HALFWAY THERE



STEAM

RAILWAY

No. 470
August 11-
September 7 2017

THE WORLD'S
BIGGEST SELLING
STEAM MAGAZINE

OLIVER CROMWELL AND THE 1968-2018

GRAND FINALE

**LAST
RUNS FOR
YOUR 'BRIT'
NORWICH,
AIS GILL
& SHAP**



OLD OAK FAREWELL
81A news and nostalgia



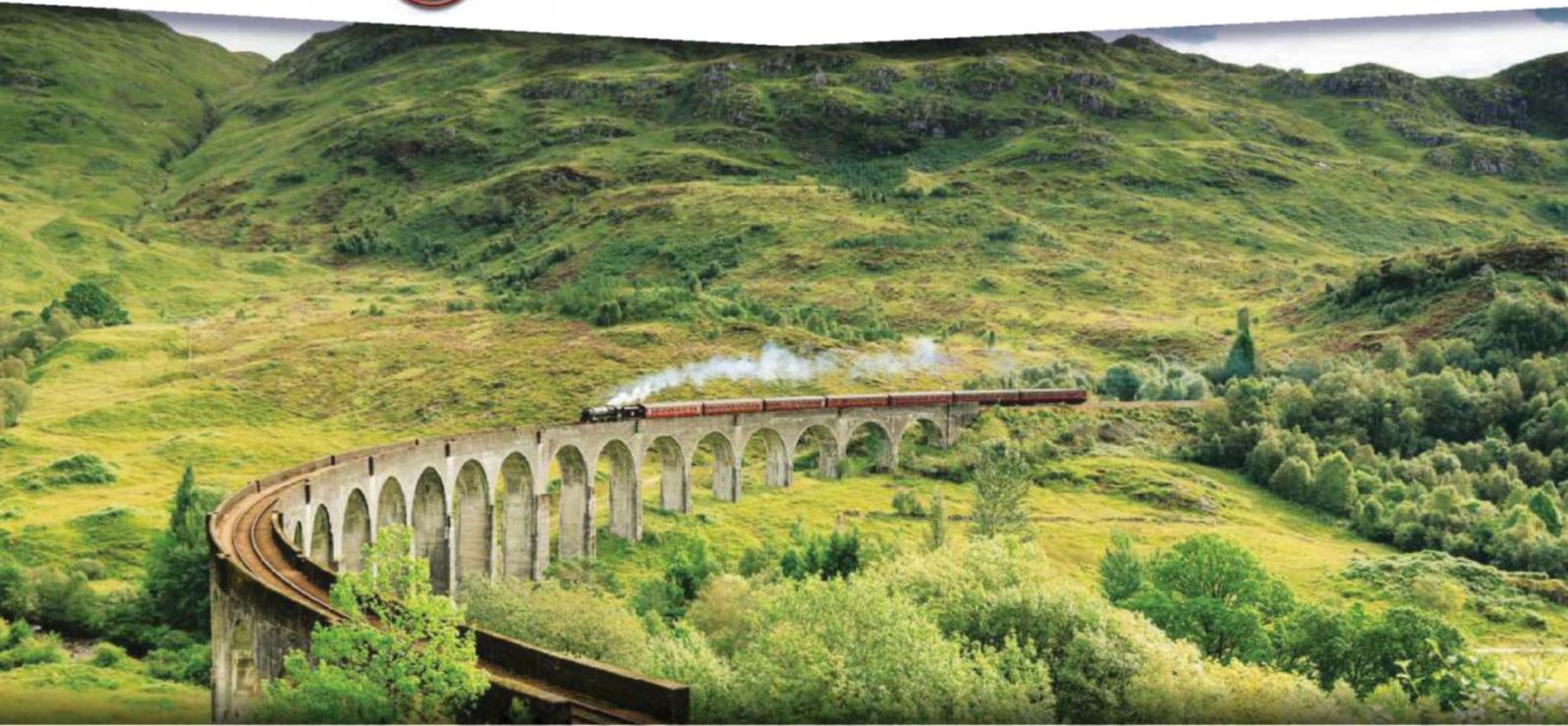
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ITINERARY

Day 1. Joining the tour in Edinburgh. Your Tour Manager greets you at the Apex Hotel Waterloo Place and the remainder of the day is free for you to explore Scotland's fascinating capital.

Day 2. The West Highland Line. Today we travel to Glasgow, before changing trains for a journey on one of the world's most scenic railway lines, the West Highland Line. We stay in the nearby village of Ballachulish tonight.

Day 3. The Isle of Mull and Duart Castle. This morning we travel by coach to the town of Oban. Leaving the mainland by Caledonian MacBrayne ferry, we take the crossing to the Isle of Mull, arriving at the town of Craignure. From here we visit Duart Castle. After our visit, we retrace our journey to Oban and Ballachulish. We enjoy a talk from guest speaker Dr Iain McNicoll tonight.

Day 4. Neptune's Staircase and Loch Linnhe cruise. Today, we travel by coach to Neptune's staircase, an impressive flight of eight locks operated by a team of lock keepers. It now takes approximately one-and-a-half hours to pass from one end of the staircase to the other, where water overcomes gravity and nature to climb the hillside. From here, we continue to Loch Linnhe where we enjoy a cruise. Following the cruise, we visit Glencoe to soak in the views of one of Scotland's most iconic glens.

Day 5. The Jacobite Steam Train and Inverness. This morning we join the Jacobite Steam Train¹ for a journey to Mallaig on the final leg of the West Highland Line. From Mallaig, we take a coach via the Glenfinnan Viaduct to Inverness.

¹On early departures the Jacobite Steam Train does not operate and we make this excursion using Scotrail's scheduled service.

Day 6. At leisure in Inverness. Enjoy a day at leisure in Inverness, the capital of the Highlands with a relaxing stroll along the River Ness, or take the opportunity to explore further afield. The mountain resort of Aviemore is a short distance away by train.

Day 7. The Kyle Line and Eilean Donan Castle. Today we enjoy one of the most breathtaking railway journeys in Europe, the Kyle Line. This incredibly scenic line takes us across Scotland from east coast to west. Afterwards we visit Eilean Donan Castle.

Days 8-9. Inverness to Edinburgh. We leave Inverness, travelling south through the Cairngorms, via Aviemore, Pitlochry and Kingussie, to arrive back in Edinburgh for a night at the Radisson Blu Hotel. We enjoy a farewell dinner as part of a 'Scottish Evening'. After breakfast on Day 9, the tour concludes.



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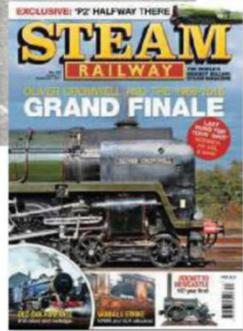


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Safety valves lift as 'Schools' No. 926 *Repton* prepares for its first moves following overhaul. The Maunsell 4-4-0 was pictured during its insurance steam test at Grosmont, on the North Yorkshire Moors Railway, on July 28. CHRIS PRICE



unseen STEAM WATCH STEAM COME TO LIFE for more great clips turn to p56

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No. 70013 during its Liverpool Street-Norwich run on September 9 2008 (wires digitally removed). ROBIN COOMBS

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PRESERVATION: It's nothing without protection

Shocked and saddened... emotions that the movement has collectively felt following two attacks on rolling stock at the North Yorkshire Moors and East Lancashire railways.

The estimated £50,000 damage is in itself a bitter pill to swallow, but at least as much pain is felt by the hard-working volunteers who freely give their time to restore and maintain these irreplaceable items.

A rush of support immediately flowed in the wake of the attacks. Feelings of hurt aren't reserved for those two railways - these were attacks on the entire movement.

Only last year, the Swanage Railway was

responding to the frustrating news that it had been struck by unwanted visitors wielding spray cans in the night. Around the same time, a 'Thumper' was burned out at the Swindon & Cricklade Railway.

There are other similar tales of woe.

Part and parcel is the understandable anger that has been vented at the perpetrators of the crimes.

But such energies could be more constructively focused on what we can directly influence and control, to best ensure that similarly historic and operationally vital components of our steam railways are made vandal-proof.

Prevention is better than cure.

That is precisely what the NYMR had already started to really get stuck into, with the welcome news of a Heritage Lottery Fund 'first round pass' for its proposed carriage shed development (SR469).

Once built, it will provide the 'Moors' with a safe haven for carriages when not in use; shielded from the mindless behaviour of vandals, as well as other inevitable forms of natural damage inflicted by rain, wind and sun.

Inspiration comes from the Severn Valley's 2001-built 1/4-mile shed; a vital facility for its successful operation.



Witness too, the once decrepit Gresley 'Quad Arts' which are now not only restored, but have their own bespoke home.

Many railways and museums have already had the drive, as well as the space and fundraising capacity, to put a roof over similarly important objects.

So, the future Pickering shed isn't a revolutionary concept by any stretch, but July's events demonstrate the urgent need to get stuff under cover and secure.

Indeed, it still represents only a fraction of the hundreds - thousands - of vehicles scattered around the country that we collectively think ought to be kept indoors.

Countless locomotives are also exposed, some particularly precious and unique.

Clearly, this is no easy task, but the events in Bury and Pickering should act as a wake-up call, if ever it were needed, that so much of what we've saved and meticulously restored is worryingly vulnerable.

Any future cases of destruction may come as a shock, but not necessarily a surprise.

Nick Brodrick, Editor

Flying Scotsman crests Ais Gill summit on the Settle-Carlisle line with the Railway Touring Company's July 9 'Waverley'.
JOHN COOPER-SMITH



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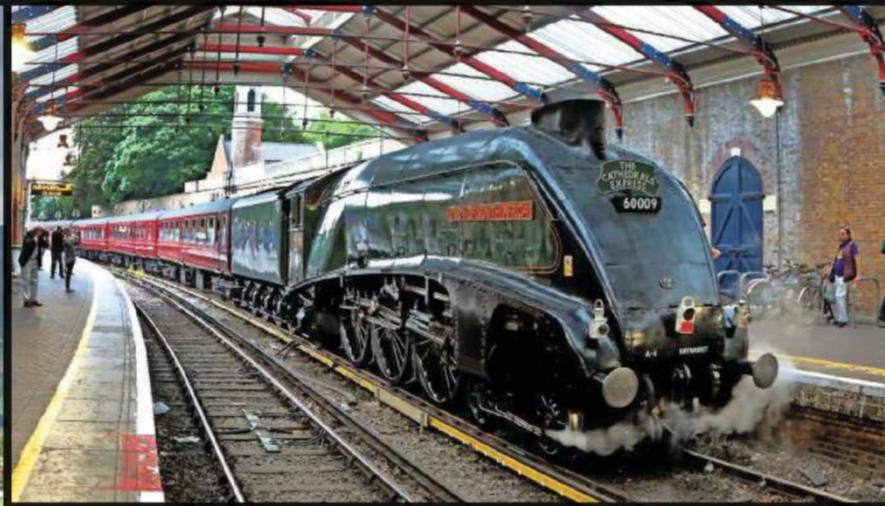
Mandy Brett
Art Editor

CONTACT US
SEE PAGE 113

STEAM
RAILWAY
IN PICTURES



Freshly outshopped in classic SECR livery after overhaul, Stirling '01' No. 65 hauls a train including appropriate SECR stock on the Bluebell Railway on July 30. DAVID CABLE



↑ An 'A4' is in unfamiliar territory at Windsor as No. 60009 *Union of South Africa* hauls the Steam Dreams 'Cathedrals Express' London Victoria-Windsor & Eton Riverside evening tour on July 18. PETER ZABEK

← Four 'Quarry Hunslets', one railway. *Statfold*, *Cloister*, *Irish Mail* and *CSR No. 19* line up at the Threlkeld Quarry & Mining Museum's annual steam gala on July 29/30. ROBERT FALCONER





IN THIS ISSUE

Other highlights in this action-packed edition:



FOXFIELD AT 50

One of Britain's finest industrial railways celebrates 50 glorious years in preservation, with a show-stopping gala that highlights the diversity and variety of our smaller locomotives' heritage. Small but mighty indeed.

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↑ Visiting Standard '4MT' No. 80078 glides into Ropley on the Mid-Hants Railway on July 8, during the 'Watercress Line's' 'Summer Steam Gala'. EDDIE BOBROWSKI

← 'Castle' No. 5043 *Earl of Mount Edgcumbe* is back on home turf as it pauses at Stratford-upon-Avon, at the head of Vintage Trains' 'Shakespeare Express' on July 30. ANDREW BELL

↓ No. 7822 *Foxcote Manor* returned to action at the Kent & East Sussex Railway at the end of July after having new valves fitted. It is now due to stay at the former Colonel Stephens light railway until the end of August, before moving on to the West Somerset Railway. On July 30, it prepares to depart from Tenterden Town. MARTIN FULLER



ALL THE 'JINTIES'

Fowler's unassuming 0-6-0T design has led a busy life in preservation, with no fewer than ten examples surviving. Where are they all now and what are they up to? Nick Brodrick and Toby Jennings find out.

PAGES • 74-79

➤ 'Princess Royal' No. 6201 *Princess Elizabeth* is awaiting a boiler lift (SR468) inside the West Shed, the headquarters of the Princess Royal Class Locomotive Trust at the Midland Railway - Butterley. ALAN WEAVER

↓ RHDR No. 7 *Typhoon* was outshopped in its original appearance and posed with the sole surviving 1927 four-wheeler coach, recently restored by Austin Moss of the Windmill Farm Railway, for the 15in gauge line's 90th anniversary celebrations. STEVE TOWN



NRM INTERVIEW PART 3

In the third and final part of our interview with NRM Head Curator and Assistant Director Andrew McLean, he explains the museum's views on building a cohesive collection and its ambition to tell the wider story of the railways.

PAGES • 86-90

OLD HAUNTS FOR 'CROMWELL'S'

Early 2018 programme for No. 70013 to take in East Anglia and North West routes

BY TONY STREETER AND NICK BRODRICK

End-of-steam 'Britannia' No. 70013 *Oliver Cromwell* should bow out as it did in 1968 - at the head of a farewell trip over the Settle & Carlisle.

The National Collection 'Pacific' was restored to operation for the 40th anniversary of the end of steam in 2008 after a *Steam Railway* readers' appeal; with the expiry of its main line ticket next spring, the final run is expected to be on March 10.

Returning to Ais Gill one more time is to be the culmination of a mini-series of tours that is also to include a run over the Great Eastern Main Line between London and Norwich - the route the Crewe-built BR Standard helped revolutionise when new in 1951.

Tom Tighe, chairman of the Riddles engine's custodian charity the 5305 Locomotive Association, told *Steam Railway*: "We didn't want the engine to slip away without due celebration, especially after a couple of years 'off-stage'. Plans are being made to get the 'Brit' back on stamping ground that was appropriate to both ends of its famous 17-year working life."

Steam Dreams Chairman Marcus Robertson confirmed to *Steam Railway* that his organisation

had been approached by *Oliver Cromwell's* custodians and they were excited at the prospect of farewell trips that resonated with the working life of the 'Britannias'.

"Steve Newell, our operations director, was approached by Gerry Garside of the 5305 Locomotive Association. We've worked with the association many times in the past, and Gerry asked if we would be interested in running a charter with No. 70013 from Liverpool Street to Norwich shortly before it is retired from the main line," said Mr Robertson.

"We were absolutely delighted to do that and the conversation turned to working out a small programme of trains that would involve the locomotive finishing at Crewe, so that it could be transferred easily to Loughborough.

"As so often happens, a number of ideas have come together, partly inspired by the recent interviews with Network Rail Chairman Sir Peter Hendy in *Steam Railway* (SR467), in which he expressed the hope that someone would come up with a 50th anniversary tour of the Settle & Carlisle on August 11.

"This had already set our thought processes going, but of course 'Cromwell' will not be available by then, so we feel the tour to finish its current ticket celebrating almost 50 years is the next best thing.



“IT WOULD BE HARD TO ENVISAGE A BETTER SHORT PROGRAMME OF TRAINS TO START OUR 2018 SEASON”

MARCUS ROBERTSON, CHAIRMAN, STEAM DREAMS

"Added to that, Steam Dreams has always celebrated St David's Day by taking a trip to Wales on March 1, and the 'Britannias' were regulars on the London-Cardiff route, so that slotted into the itinerary nicely, and will in fact be the first trip we run with the engine.

"The only other piece of the jigsaw was to get the engine

positioned for the Settle-Carlisle run, so we will be also doing a London-York via the Midland Main Line one way with 'Cromwell'.

"It would be hard to envisage a better short programme of trains to start our 2018 season. We haven't yet announced full details of this programme because anything we do must be signed off by West

SHOCK AS PENRHYN QUARRY RAILWAY CLOSES WITHOUT NOTICE

The Penrhyn Quarry Railway was closed without notice in July, and its rolling stock dispersed.

In a statement on July 14, director Ellis Griffith Morey said that it had become clear that the railway could not continue at its Felin Fawr base for reasons beyond its control, but stressed that it was not being evicted.

Steam Railway is aware that some PQR activities were underwritten by a supporter, but has been unable to ascertain if this relationship had any effect on recent events. Reports of vandalism remain unconfirmed.

The PQR started in 2011, establishing a base in the locomotive shed at Felin Hen, near Bethesda, and developing a 1/2-mile demonstration line.

In 2016, it made an agreement with the Tywyn-based Narrow Gauge Railway Museum Trust to take Manning Wardle 0-4-0ST *Jubilee 1897* on loan and restore it (SR461). Barry Fitzpatrick recently bought 0-4-0VBT *Fernilee* to the railway (SR468).

Jubilee 1897 and *Fernilee* have been moved to the Vale of Rheidol and Ffestiniog railways, respectively, for storage.



↑ Gone! In typical Welsh weather, crews of vertical boiler *Chaloner* and 'Quarry Hunslet' *Hugh Napier* get a soaking at Penrhyn on June 24 2016. ROBERT FALCONER

MAIN LINE FINALE



← **Oliver Cromwell stands on shed at Loughborough on July 29, all but ready for its main line return, in the company of '8F' No. 48624.**

PETE HACKNEY

wheel cracks. Previously busy with appearances including not only the 'Fifteen Guinea Special' 40th anniversary re-run but also Folkestone Harbour's last passenger train and the official opening of the North Norfolk Railway's Sheringham link, *Oliver Cromwell* has not run on the main line since November 2014, but has been in use at its 'home', the Great Central Railway.

Although details are not finalised, the Railway Touring Company has confirmed it is looking at taking the 'Britannia' over Copy Pit - which it has not tackled since steam days - and to Shap. Unlike its famous Boxing Day football special in 1967 however, the intention is that this time No. 70013 would have the services of a steam banker on the famous gradient.

"RTC has submitted proposals for a 'Shap Banker' and a trip over Copy Pit," the promoter's boss confirmed to *Steam Railway*. Dates are yet to be decided.

Road transfer of No. 70013 to the GCR is expected to take place immediately after the March 10 trip.

Steam Railway editor Nick Brodrick said: "The National Railway Museum has expressed a desire for 'Cromwell' to play a significant role in the End of Steam anniversary year and we're delighted that it will do just that."

1968-inspired celebrations will also be marked by the GCR in early August (SR467).

● *Steam Railway* will publish ticketing arrangements as soon as they are finalised.

Coast Railways (our train operating company) to ensure the availability of traincrew and stock, and we are going through that process now.

"Needless to say, as past regular users of both *Oliver Cromwell* and [No.] 70000 *Britannia* itself, we are really excited about this idea and glad that Gerry got in touch with us. No doubt *Steam Railway*

readers will be pleased to see 'their' locomotive finishing in style on the main line."

The March trips could come at the end of a final burst of main line activity for No. 70013, which has now spent almost three years away from Network Rail metals for work that has included replacement tyres and repairs to

ORIGINAL ROCKET IS HEADING HOME TO TYNESIDE

Robert Stephenson's original *Rocket* will be returning to its birthplace on Tyneside, as the star exhibit at the Great Exhibition of the North.

The Science Museum Group has confirmed that the original 1829-built 0-2-2 will leave its long-time home of the Science Museum in Kensington for the exhibition, which runs from June 22 to the end of September 2018.

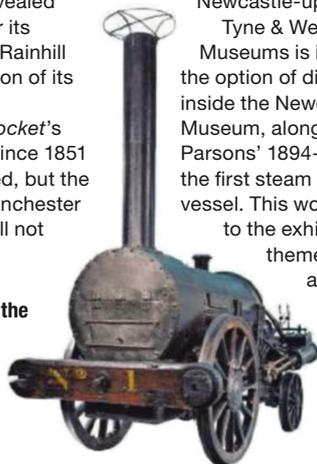
Tyne & Wear Archives &

Museums, one of the partners in the Newcastle-Gateshead bid to host the exhibition, revealed in September last year its intention to return the Rainhill Trials victor to the region of its birth (SR458).

Further details of *Rocket*'s first visit to Tyneside since 1851 haven't been confirmed, but the former Liverpool & Manchester Railway locomotive will not be returning to Robert

Stephenson & Co.'s Forth Street Works (where it was built) in Newcastle-upon-Tyne.

Tyne & Wear Archives & Museums is instead exploring the option of displaying *Rocket* inside the Newcastle Discovery Museum, alongside Charles Parsons' 1894-built *Turbinia*, the first steam turbine-powered vessel. This would be appropriate to the exhibition's planned theme of how invention and innovation in the North East helped shape the modern world.



→ The SMG has not confirmed what will take *Rocket*'s place inside the Science Museum in Kensington, when the remains of Robert Stephenson's original 1829-built 0-2-2 will head to Newcastle as part of the Great Exhibition of the North. SMG

BREAKING NEWS

• WHR TRAIN DERAILS

A passenger train derailed on the Welsh Highland Railway on July 31. The incident took place on the first service from Caernarfon, with the second from last coach in the train leaving the track near Rhyd Ddu. None of the passengers were injured, and they were able to continue in the remaining coaches, which were uncoupled and taken on to Porthmadog. The Rail Accident Investigation Branch was informed but deemed it not necessary to attend. The WHR is still investigating the cause of the accident. Full train services resumed the following day.

• 'EARLY TURN' STEAM REVIVED

Steam is back on the 'early turn' from Gemrode in the Harz (Germany), after being dropped due to crewing problems (SR467). A revamp of the Selketalbahn timetable from July 8 retains some bus replacement, but steam-hauled trains again include the 7.34am Gemrode-Harzgerode. However, the summer Thursday-Saturday second steam diagram that replaces railcar duties is still suspended. Flooding affected the Harz system in July, with no trains other than on the Nordhausen-Ilfeld section on July 26/27. Normal timetables resumed on July 28.

• 'GAP' BRIDGE TO GO IN

The bridge over the Midland Main Line, a key part of closing the 'gap' between the two preservation projects at Loughborough, is expected to be lifted in during September. The Great Central Railway expects it to take place during an overnight possession.

• IVO'S BENTLEY GOODS?

The Bentley once owned by Ivo Peters is expected to appear at the North Norfolk's '1940s Weekend' (September 16/17). It is hoped the car, now owned by preservationist Julian Birley, might be hauled in a goods train with '7F' No. 53809.

An alternative venue could be the Great North Museum: Hancock. Iain Watson, director of Tyne & Wear Archives & Museums said: "The overall budget for the Great Exhibition will be in the order of £10-11 million, but we've put a bid in to the Heritage Lottery Fund to support the work around *Rocket*."

It will be the first time that *Rocket* has left the Science Museum since 1998, when it was exhibited in Japan, and the first time it has returned to Newcastle since 1851 when it was refurbished by Robert Stephenson & Co. for display at the Great Exhibition at Crystal Palace - although it did not attend the event.

'T3' HIRES MADE NRM £239K

Theatrical appearances made six-figure profit before gifting of LSWR 4-4-0 to Swanage.

BY DAVID WILCOCK

The National Railway Museum made a profit of almost a quarter of a million pounds from its hire of LSWR 'T3' 4-4-0 No. 563 for use in theatrical productions of *The Railway Children* in Toronto and in London in 2011 and 2015, *Steam Railway* has learned.

But none was re-invested in cosmetic work to the locomotive, 'gifted' by the NRM to the Swanage Railway in March this year - partly on the grounds that it was in a deteriorated condition.

Instead, spreadsheet figures show that from the £239,000 profit made by the 'T3', £66,000 was spent on buying a Class 09 diesel shunter for pilot and shunting work around the York museum, a further £60,000 went towards the cost of remodelling and extending its city entrance on Leeman Road, and a total of £16,000 was allocated to the Sierra Leone National Railway Museum project.

The figures have emerged in response to a series of 'Freedom of Information' questions put to the NRM by *Steam Railway*, which mandated the custodian of the National Collection - part of the Science Museum Group - to disclose the costs and earnings involved in sending No. 563 on its 17-week visit to Toronto's Roundhouse Park Railway Museum in 2011, and from its 25-month run in another production of *The Railway Children*, in a tented theatre at King's Cross, from December 2014 to January 8 2017.

It has also been revealed that despite optimism by NRM curatorial staff that the 'T3' would do well financially from its Canadian visit, the NRM finished up incurring a loss



Former National Collection 'T3' No. 563 is currently on display at Corfe Castle station on the Swanage Railway, pictured on July 22. IAN SHARMAN

of £14,000, even though the Toronto Museum authority undertook to meet the NRM's costs.

Other figures show that the NRM earned £17,000 from the hire of the 'T3' to the Toronto Museum, and that costs amounting to £217,000 were reimbursed. But the NRM's actual costs, it appears, were £248,000, made up by a spend of £241,000 on equipment and materials, and a further £7,000 on insurance.

The King's Cross production, however, in which the 'T3' made 771 appearances and covered a total of 96 miles on a short length of track where it was propelled by a battery-electric locomotive, made a profit for the museum of £253,000. With the loss from Toronto deducted, the net profit made for the NRM by No. 563, was £239,000.

While the King's Cross

production was in progress, NRM officials were already involved in discussions with the Swanage Railway to make arrangements for the engine's disposal.

Other NRM projects which benefitted from the profits earned by the 1893-built William Adams-designed 4-4-0 have included the 2015 'Mallard 75' exhibition at the York museum (£20,000), an 'LMS Steam' event (£20,000), and a 'Return of *Flying Scotsman*' unveiling, in which the 'A3' featured as a static exhibit (£20,000). The creation of a new gallery space at York swallowed up a further £27,000, and arrangements to 'twin' the NRM with its Japanese counterpart cost £10,000.

In giving formal reasons for disposing of the 'T3' at its Board of Survey meeting on August 2 2016, the NRM said: "It does not fit into

plans for future display. It requires conservation and restoration to bring it back to display standard, something which the Swanage Railway in Dorset - an accredited museum - is willing to do. It has display space and the locomotive is entirely appropriate to that area."

It was also noted that No. 563 had "suffered paint deterioration".

The NRM said on July 27: "The revenue from the hire of the locomotive and coach was used to further our overall organisational charitable objectives. Any profits generated from commercial activities are reinvested into maintaining and displaying the collection to benefit the public."

The museum also refuted the suggestion that the locomotive was disposed of as soon as it ceased to be a source of revenue: "The historical decision taken in 2010 to involve the 'T3' in theatre productions is in no way connected to the decision taken this year to gift the 'T3' to Swanage Railway. The decision to gift the 'T3' was in no way connected to any commercial activity.

"While we fully appreciate that the decision to gift the 'T3' has been met with some criticism, there has also been considerable support from members of the public and the heritage railway community."

● The NRM has confirmed that it is proceeding with the disposal of another steam locomotive from the collection (SR468), although as of August 2, its identity and potential destination were still unknown. "Formal details will be announced in the near future," it said.

NEW DIRECTOR IN AS KIRKMAN STEPS DOWN

The Science Museum says that the "time is right for a new director", following the departure of its previous head, Paul Kirkman.

It was announced on July 12 that he was stepping down from the post, having joined the museum in 2012 on secondment from the Department for Culture, Media and Sport, and following the departure of predecessor Steve Davies.

The Science Museum Group's Director of People and Culture Judith McNicol has now been appointed to act as Interim Director until a permanent

successor is appointed. Ms McNicol has previously worked at the NRM, having been its Head of Commercial Development between July 2005 and April 2007.

When asked by *Steam Railway* to provide more detail of when the handover took place and whether Mr Kirkman left of his own volition, the museum said: "Paul has now left the National Railway Museum having stepped down last month, and Judith McNicol has taken up the role of Interim Director."

The official July 12 statement read: "Paul... has led a range of

developments at the museum, notably the successful return to operation of *Flying Scotsman*... the area between the museum and York station lies at the heart of the forthcoming York Central development... Paul has led the way in negotiations for these developments but as they move into a new phase, the time is right for a new director to realise the remarkable potential of this site."



Judith McNicol.

POST WOOTTON BASSETT: NEW RULES FOR MAIN LINE STEAM

Main line engine owners will no longer need to seek individual exemption from current main line rules under new standards proposed by the Railway Safety and Standards Board.

Under the plans, the current system of 'derogation' from industry standards - such as having to have yellow warning panels on cab ends - will be replaced by a new set of preserved vehicle-specific rules.

A consultation period on the new procedures - and others contained in three papers covering operation, certification, and engineering requirements - runs until August 18.

The proposed new standards are the result of a process that has been ongoing since last year, partly in response to a call for the rules governing main line steam's operation to be updated. That followed the SPAD

at Wootton Bassett Junction in 2015 (SR439) and was one of the recommendations of the Rail Accident Investigation Branch's report into the incident.

As well as covering steam locomotives, the proposed new standards have also been widened to cover preserved modern traction, and coaches.

Of the three planned sets of standards, RIS-4472-RST 'Engineering Requirements for Steam Locomotives and other Heritage Rail Vehicles', which includes the new rules replacing derogation, is entirely new.

RIS-4472 accepts that "Compliance with current standards for heritage rail vehicles can be difficult to demonstrate, due to the fact that a vehicle will have been approved for service under the prevailing conditions of the time it was built."

It continues that steam

locomotives "are of a fundamentally different configuration compared to other vehicles - various aspects of compliance with current standards are impractical, because of the bulk and location of the locomotive boiler. Additionally, steam locomotive frames are typically heavily engineered which makes them incompatible with crashworthiness requirements."

The other documents - RIS-3440-TOM 'Rail Industry Standard for Operation of Heritage Trains' and RIS-2003-RST 'Certification and Registration of Heritage Rail Vehicles Operating on the GB Mainline Railway' - update the existing GO/RT3440 and GM/RT2003.

For the first time, RIS-2003-RST introduces the concept of 'major heritage rail vehicle engineering projects' to cover schemes such as new-build locomotives, but

also rebuilds from scrapyard condition and renewal of major components. The paper specifies that these be backed up by risk assessments, and that a body to oversee independent certification should be appointed at the start of the project. RIS-4472 also documents the use of hand-portable GSM-R radio equipment under certain conditions, rather than fixed sets, and suggests that "equivalent arrangements", such as the recording of steam chest pressure, "can meet the intent of the requirement for data recorders."

The RSSB has worked on the new standards together with train operating companies and the preservation movement. The proposed standards can be found at www.consultation.rssb.co.uk/Consultation/ConsultationDetail.aspx?ConsultationPackID=599 (or <https://goo.gl/ETmCxs>).



'Royal Scot' No. 46115 *Scots Guardsman* - soon to be withdrawn for overhaul - races over the River Clwyd, approaching Rhyl, with the 'Welsh Mountaineer'. BOB GREEN

INVESTIGATION UNDER WAY AS TRAIN SPLITS AT LLANGOLLEN

An investigation is under way at the Llangollen Railway after a passenger train divided in section.

The July 19 incident occurred at Bonwm, on the western extension between Carrog and Corwen, and involved the first train of the day.

Formed of the five-coach push-pull set with a driving coach at the rear, the train was outward-bound to Dwyrain Corwen East with '4MT' No. 80072 leading when it divided between the first and second carriages. Both halves of the train were automatically brought

to a halt by the parting of the vacuum brake pipes.

Nobody was injured, but the fire brigade had to be called to safely evacuate 66 passengers, and all services were cancelled for the rest of the day. The stock was recovered later in the day and taken to Llangollen.

The railway said: "We can confirm that on Wednesday July 19 the 1040 train from Llangollen hauled by No. 80072 was involved in an incident near Bonwm when the train divided between the first and second coaches.

The circumstances have been reported to the RAIB (Rail Accident Investigation Branch) and the ORR (Office of Rail of Road) and their response is awaited.

"The safety equipment brought the train to a halt and the railway's emergency plan was put into operation. There were no casualties or injuries and all passengers were safely recovered with the emergency services in attendance. The empty train was later recovered and the coaching set returned to Llangollen for inspection by Carriage & Wagon.

There are no further comments to make at this time."

An RAIB spokesperson said: "The initial information we were given was that 66 passengers were on board, all of whom were seated, and the train was travelling slowly (approximately 12mph) when it divided. This caused the automatic brakes to apply on all vehicles. Having received and reviewed a more detailed report from the Llangollen Railway, the RAIB has decided to review the operator's final investigation report when it is complete in due course."

TEAKS AND '1T57' COACH WRECK

Arrests made after over £50,000 of damage caused to historic 'Moors' and East Lancs stock.

Vandals have wrecked 15 coaches in separate attacks at the North Yorkshire Moors and East Lancashire Railways - including Gresley teaks and a 'Fifteen Guinea Special' Mk 1.

The spate of destruction, all of which took place in the space of a week and coincided with the beginning of the school holidays, caused over £50,000 worth of damage in total.

The NYMR's entire eight-coach LNER set was put out of action on the night of July 22/23, while the

Gresley and Thompson vehicles - owned and restored by the LNER Carriage Association - were stabled in the siding to the north of Pickering station.

Windows and lampshades were smashed, seats damaged and a trail of rubbish and debris left through the train, including Thompson Corridor Third No. 1623, which only entered service last September following over 20 years of restoration. The weekend featured the launch of the NYMR's improved '60s Fest' event, and

the loss of the LNER rake caused disruption to services on the second day.

North Yorkshire Police arrested two boys, both aged 17, who have been released, pending further investigation. Further arrests are expected as enquiries continue.

The total cost of the damage is estimated at £27,500 - but has already been covered as donations flooded in for a 'Teak Set Appeal', with just over £40,000 raised as this issue went to press, with a further £2,500 donated by the Gresley Society.

Funds will also go towards a planned carriage shed, said NYMR General Manager Chris Price: "It will not only protect the coaches from the elements but also events of this nature." Donations can be made at: www.nymr.co.uk/appeal/teak-set-appeal

Repairs have already begun - with offers from local traders to replace fire extinguishers, glass and light fittings - and it is hoped to return

An emergency ladder was thrown through the window of this Mk 1 and into the adjacent coach at the East Lancashire Railway. ELR

the set to traffic during early August, minus Gresley buffet car No. 641, which suffered the worst damage.

"They'll be back in service, albeit bruised," said Mr Price. "A lot of the damage was things like light fittings, door handles and luggage racks, which won't prevent us using them - but they're unique and difficult to replace."

A further four attacks at the East Lancs Railway, on July 20-22

“IT IS DEEPLY SADDENING FOR ME AND THE ENTIRE ELR FAMILY”

TRACEY PARKINSON, ELR GENERAL MANAGER

and 25, caused up to £30,000 of damage to seven Mk 1s, including smashed windows and graffiti.

Among them were Tourist Second Open No. 4933, one of only two surviving coaches from the 'Fifteen Guinea Special', and Brake First Corridor No. 17019, formerly *City of Wells*' support coach. GWR 'Toad' and SR 'Queen Mary' brake vans, a Class 110 DMU and a Class 08 shunter were also damaged.

Three persons suspected of involvement in the most recent



Wareham trains are a success

Just six weeks after the Swanage Railway commenced the first timetabled passenger trains into Wareham for 45 years, the line has declared the service a success.

Swanage Railway General Manager Matt Green said: "The Wareham service is going very well, we're learning a lot about how the service operates and gaining lots of useful data.

"Tuesdays, Wednesdays and Thursdays are frighteningly consistent, while Saturdays are proving to be the best days. Sundays are also performing well."

The services to the branch's main line connection started on June 13, and are running for a 60-day trial period this year until September 3. It is planned to expand the service to 90 days next year.

GWR DOMINATION ENDS: RHEIDOL ACCEPTS GARRATT

Passengers will no longer be guaranteed a ride behind one of the Vale of Rheidol Railway's Davies & Metcalfe 2-6-2Ts, following the addition of 'NGG13' Garratt No. 60 *Drakensburg* to the line's fleet.

Arriving on July 17 from the Swiss Schinz nacher Baumschulbahn railway, the ex-South African Railways 2-6-2+2-6-2 has been acquired by a private owner and will be on long-term loan to the VoR.

The Welsh Highland Railway previously turned down a chance to acquire the 'NGG13' (SR463).

The railway was keen to stress that the Garratt will not be replacing the VoR 2-6-2Ts, with which the line is synonymous, but will instead help spread the load on the existing fleet and allow the Rheidol tanks to run for extended periods of service.

The VoR said: "It is most likely that No. 60 will operate some heavy summer trains and special charter trains." General Manager Llyr Ap Iolo added: "It will offer more flexibility and backup in our



The 'NGG13' 2-6-2+2-6-2 Garratt No. 60 *Drakensburg* arrives at the Vale of Rheidol Railway on the back of a low-loader on July 17. VoR

operation, and something different for those who are interested.

"It's been a long time in the making and our work will begin over the next 12 to 18 months, preparing it for work on the VoR with a ten-year ticket on the boiler."

Negotiations to acquire *Drakensburg* have taken three years, and the Garratt travelled 800 miles across Europe to its new home, departing the Schinz nacher Baumschulbahn on July 12.

Roger Gambrill, VoR CEO, said: "Our haulage contractor, Allelys, has proved brilliant at organising and faultlessly executing the move of the engine to the UK. I am only too aware just how tricky this was, especially with the Swiss road authorities!

"We are all looking forward to seeing it climb the 1-in-40 to Devil's Bridge, enabling everyone to enjoy the spectacular views from our railway, offering yet another excuse to come and see us..."

CKED IN VANDAL ATTACKS

attack were discovered on the morning of July 26 and were detained by Greater Manchester Police. They have since been charged with criminal damage and released on bail.

Ironically, said ELR Financial Director David Layland: "We had offered to loan the NYMR a couple of coaches to help cover for the teaks - they thanked us but reckoned they could manage - but this now means we couldn't spare them anyway. We struggled to put out three full sets for the last weekend of July."

But, he added, there has been a heartening response from the railway community, with a reciprocal offer of assistance from the NYMR, and Heritage Painting helping ELR carriage and wagon staff to clear up the mess, free of charge. An appeal has been launched at www.eastlancsrailway.org.uk

Tracey Parkinson, the ELR's new general manager, commented: "It's been a week of mixed emotions for the railway, from celebrating our 30th anniversary and the dedication of our inspiring volunteers, to cleaning up the aftermath of mindless vandals.

"It is deeply saddening for me and the entire ELR family to see both our heritage and hard work destroyed. We have estimated that



it will cost in the region of £20,000-£30,000 to repair, as well as a lot of time and effort.

"I would like to praise the efforts of Greater Manchester Police, who have been fantastic at dealing with these incidents."

↑→ The smashed windows and vandalised interior of the North Yorkshire Moors Railway's Gresley buffet coach No. 641. NYMR



NORTH NORFOLK 'DUB-DEE' TO BE NAMED AFTER NORFOLK REGIMENT

WD No. 90775 is to be named 'The Royal Norfolk Regiment'.

Having recently returned to traffic at its home on the North Norfolk Railway after its 'ten-yearly' overhaul, the Riddles-designed 2-10-0 will be revealed

with its new regional identity next month, when it is officially named at a special ceremony on September 9 at Sheringham.

Discussions with the successor regiment, The Royal Anglians, have been ongoing

for some time, according to the M&GNJR society, and a number of former Royal Norfolk Regiment soldiers have been invited to the naming ceremony.

'The Royal Norfolk Regiment' is not the first name to be carried

by the ex-Greek State Railways 'Dub-Dee'. Between 1989 and 1994, No. 90775 carried Longmoor Military Railway blue and red livery as 'WD601' and was named 'Sturdee', after Sir Frederick Charles Doveton Sturdee.

THE PLATFORM NOW ARRIVING AT CORWEN CENTRAL...

Corwen Central station has its first platform face, as construction of its signal box begins.

Volunteers at the Llangollen Railway's new western terminus have finished the eight-coach Down side (Platform 2) of the island platform, using 3,800 concrete blocks - and have now started on the return end walls, pending the construction of the six-coach, Up side Platform 1. Most of the run-round loop has been laid in order to establish the curve of the latter.

At the eastern end of the station, contractors were expected to have poured the concrete basement walls for the former Weston Rhyn

signal box by early August. These will stabilise the newly widened embankment before the turnout for the loop can be installed.

The volunteer team have now turned to the headshunt at the western end of the station, adjacent to Green Lane bridge. In order to

extend this by one and a half track panels to accommodate a '9F' 2-10-0, it was necessary to build up the former embankment and encase it in a retaining wall - made of 'Porcupine' blocks, produced by Ruthin Precast Concrete, which require no mortar.

A set of columns for the platform canopy have been acquired from the Pontypool & Blaenavon Railway, having originally been recovered from London's Blackfriars station.

Since its launch on April 7, the LR's £375,000 'Big Push' appeal has raised £70,000 from the sale of £1 shares.



A view of Corwen Central from the western end, showing the completed Down platform face, and the run-round loop on the left. GEORGE JONES

'SCHOOLS' OUT FOR SUMMER: REPTON RETURNS TO STEAM

Return raises prospect of all three surviving 'Schools' steaming together in 2020.

BY THOMAS BRIGHT

All three 'Schools' could be running together for the first time in preservation in 2020, following the recent return to steam of No. 926 *Repton*, and with hopes of No. 928 *Stowe* making a comeback in three years' time.

Repton's return at the North Yorkshire Moors Railway on July 28 raises the tantalising prospect of having all three Maunsell 'V' class 4-4-0s in steam at the same time in 2020, as currently operational Mid-Hants Railway-based classmate No. 925 *Cheltenham's* boiler ticket doesn't expire until 2022.

Repton underwent a successful

steam test on July 27 and moved under its own steam for the first time in seven years the following day. The 4-4-0 has been outshopped in SR olive green livery for the first time since returning from America, having carried BR express passenger green for the entirety of its previous two tickets.

As this issue went to press, No. 926 was undergoing a final boiler washout following approximately 100 miles of running-in, and was expected to return to traffic during the second week of August. It hauled its first revenue-earning train on July 30, double-heading the 2.40pm Grosmont-Pickering train with 'B1' No. 61264.

The locomotive will soon be making a rare visit away from the 'Moors', as it is attending the Severn Valley Railway's 'Autumn Steam Gala' on September 21-24 (see SR468).

Days before No. 926 steamed, the overhaul of *Stowe* at Sheffield Park took a big step forward with the lifting of the locomotive's frames on July 23 to allow examination of the axleboxes and journals.

Maunsell Locomotive Society Treasurer Steve Pilcher said: "The driving wheelsets will

be sent away for the journals to be skimmed, and the axleboxes will be re-metalled and machined. The cab roof was also lifted off and the wasted areas will be replaced. The frames and wheels will be cleaned and repainted in due course.

"Interest has been expressed in having the locomotive available for 2020 for the Bluebell's 60th anniversary, but there is still a significant amount of work to be undertaken."

A trio of Southern engines is now in prospect for the NYMR next year, with 'West Country' No. 34101 *Hartland* to become the main priority at Grosmont works once 'Black Five' No. 45428 'Eric Treacy' is outshopped, hopefully by Christmas. A second Maunsell machine - the Essex Locomotive Society's 'S15' 4-6-0 No. 825 - is also expected to re-enter service towards the end of 2017 or early 2018.



↑ The frames of No. 928 *Stowe* are lifted in the Bluebell Railway's Sheffield Park workshops on July 23. BEN COUGHLAN

← Newly overhauled *Repton* hauls its first revenue-earning train on July 30, double-heading with fellow NYMR resident 'B1' No. 61264 past Beck Hole. ANDREW JEFFRIES

FORMER '9F' OWNER SETS UP NEW NORTH EASTERN BOILER WORKSHOP

"We want to provide the best boiler facility in the country." That's the stated aim of new boiler shop Northern Steam Engineering Ltd (NSE) in Stockton-on-Tees.

Incorporated on April 19, the firm has bought the assets of Adam Dagleish Engineering Ltd in a 'pre-pack sale'. The latter company was placed in administration in May.

All employees have transferred to NSE, along with several ongoing projects, including the boilers of 'N' 2-6-0 No. 31874 (Swanage

Railway), '4MT' 2-6-4T No. 80097 (East Lancashire Railway), Garratt No. 130 (Welsh Highland Railway) and David Buck's 'B1' No. 61306 'Mayflower'.

Also under overhaul is Peter Best's 'S160' 2-8-0 No. 2253, destined for the Dartmouth Steam Railway when complete, while a new tender tank was completed for Southern Locomotives Ltd's 'West Country' No. 34028 *Eddystone* in June.

The chairman and major shareholder of Northern Steam

Engineering is Stuart Whitter, a North Yorkshire Moors Railway driver who owned '9F' 2-10-0 No. 92214 from 2010 to 2014.

He told *Steam Railway*: "We want to be the best boiler facility in the country - and we will be looking to do more new-builds." The firm is bidding for the contract to complete the boiler of 'Patriot' No. 5551 *The Unknown Warrior*.

→ The new tender tank recently completed for 'West Country' No. 34028 *Eddystone* by Northern Steam Engineering. CHRIS WORBY





Rhine Valley All Inclusive

Discover the many treasures of the Rhine Valley, from its attractive wine towns to its favourite heritage railways and enjoy all inclusive meals, in addition to selected drinks with dinner.

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

Day 1 To Remagen

Meet at our dedicated Departure Office in St Pancras International and travel by Eurostar to Brussels then continue via Cologne to Remagen on the banks of the Rhine. Spend seven nights here at the Hotel Pinger. Tonight, enjoy dinner together with your group.

Day 2 Vulkan Express

Today's excursion is on the 'Vulkan Express' which you reach by rail from Remagen. Opened in 1901, the line runs along one of the Rhine's most scenic valleys. Take in fairytale castles and see many of the dramatic rock formations created by volcanic activity during the journey. The train reaches a speed of 12mph as it slowly cruises along its 11-mile route, making its way to Engeln where you have free time to explore.

Day 3 Exploring Remagen

Enjoy a free day in Remagen today, or perhaps venture further afield. Nearby Cologne, with its stunning Gothic cathedral, is well worth a visit.

Day 4 Rhine Cruise

This morning, take the train to St Goar, where you embark on a delightful round trip cruise, stopping at Boppard. You sail through the magnificent Rhine Gorge, as far as the famous Lorelei Rock, one of the best known features of the river. After a day spent cruising, you have time to stroll along the attractive Rhine Promenade before your return to Remagen.

Day 5 At leisure

With a day at leisure, why not join the optional excursion (payable locally) to the Ahr Valley? This trip visits the famous wine-growing region with a stop at the town of Altenahr, before continuing on to Ahrweiler for a wine tasting.

Day 6 Remagen

Today is spent in Remagen with a visit to the Peace Museum at the famous bridge in the town, which was strategically taken by US Forces in 1945, despite German attempts to destroy it.

Day 7 Rudesheim

Today's destination is the popular wine town of Rudesheim. Free time here allows you to explore the quaint streets, such as the Drosselgasse. Enjoy your final dinner in the hotel tonight.

Day 8 Brussels

You leave Remagen today and travel via Cologne to Brussels. Here, join the Eurostar to London.

Please note order of itinerary varies depending on departure. Please call for details.



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30 Sep 17	£825	18 Aug 18	£925
		1, 15 Sep 18	£945
21 Apr 18	£845	29 Sep 18	£925
12 May 18	£845	13 Oct 18	£895
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HALFWAY! £2.5M PLEDGED FOR 'P2' PRINCE OF WALES

Halfway to completion: Darlington-built 'P2' No. 2007 is fastest growing new-build project.

BY THOMAS BRIGHT

New-build 'P2' No. 2007 *Prince of Wales* is halfway to completion, with over £2.5 million pledged just four years after the £5m project was launched.

The A1 Trust, builders of No. 60163 *Tornado*, unveiled their plans to resurrect the Gresley 2-8-2 in September 2013, with an estimated cost of £5m and a projected steaming date of 2021.

A total of £2,565,000 has been pledged towards the project in the four years since it started, and four years before the LNER 'Mikado' is expected to steam. P2 Project Director Mark Allatt said: "This cements our position as Britain's fastest growing new-build project, and we continue to make great progress in all aspects of the build."

The news comes after the project announced a raft of official sponsorship schemes, with engineering firm Cleveland Bridge contracted to assemble the 2-8-2's tender tank in a scheme which will

bring forward the completion of No. 2007's tender by 12 months.

The Darlington-based company has agreed to build the tender tank for *Prince of Wales* "on very beneficial terms" with the tender expected to be finished in two years.

A £142,500 order has been placed with I.D. Howitt Ltd of West Yorkshire for the assembly of the 'Mikado's' tender frames, and the steel castings have also been ordered from William Cook Group, the A1SLT's principal sponsor (SR467).

In return, The A1 Steam Locomotive Trust has agreed to provide a number of Cleveland Bridge apprentices with the opportunity to assist in building *Prince of Wales*, providing them with experience in a different engineering environment.

Meanwhile, Craftmaster Paints has agreed to supply the paints required for *Prince of Wales* on the same basis as those for *Tornado*, with the primers and undercoats at a substantial discount and the top coats of LNER apple green and varnish free of charge. It is estimated that painting the new Gresley class 'P2' will require up to 14 gallons of each of the primer, undercoat and topcoat.

For more, see page 46.



◀ The impressive shape of new-build 'P2' No. 2007 comes together inside Darlington Locomotive Works on July 14. The Gresley 2-8-2 is now just four years from completion. THOMAS BRIGHT/SR

SIDEWAYS MOVE: CHAPPEL MUSEUM TO BRANCH OUT IN EXTENSION PLAN

Unable to extend its running line to the north or south, the East Anglian Railway Museum is to build a branch in an adjacent field.

The preservation society never realised its aim of taking over the Stour Valley branch from Marks Tey to Sudbury, as the line was

retrieved from closure - and operations have since been confined to 400 yards of track in the goods yard at Chappel & Wakes Colne.

But now the museum is planning a new two-road restoration shed in the field to the

east of the site - served by a new spur off the southern end of the existing running line, on a ruling gradient of 1-in-74.

It is part of a 'Strategic Plan' for the wider development of the site, explains Chairman Peter Martin: "It's been an ambition for many

years to segregate the restoration work, and use the existing restoration shed - which is not really fit for purpose - for enhanced display facilities instead."

Planning consent for the new building was issued in February last year - but subsequently withdrawn following an objection by a local resident, and only granted again once the plans had been changed.

With other details still to be worked out, the costs and timescale are yet to be finalised - but with a three-year limit on the planning consent, it is hoped to make an application for Heritage Lottery funding within the next 18 months, and for construction to start in 2019 to mark 50 years since the society first occupied the Chappel site.

Asked whether the museum still harbours ambitions to run steam on the branch, Mr Martin replied: "The idea is always lurking in the background, but it's on the back burner with the gas turned down low - we've got enough to do in developing the museum."



▶ RSH 0-6-OST No. 54 reaches the end of the running line at Chappel & Wakes Colne on May 27. The extension to the new shed will branch off down the embankment on the left. To the right is Network Rail's Sudbury branch over Chappel Viaduct. TOBY JENNINGS

RILEY'S RE-ENACTMENT: ELR MARKS 30 YEARS

Thirty years after Hudswell Clarke 0-6-0T No. 32 *Gothenburg* piloted the East Lancashire Railway's reopening train, it made the same journey on July 25 - with the same driver.

Locomotive engineer and owner Ian Riley, who was at the regulator of the diminutive Manchester Ship Canal shunter on the ELR's first passenger train on July 25 1987, reprised his role 30 years later to the day with a four-coach commemorative special for over 100 founder members.

With no other services operating that Tuesday, the train ran as far as Ramsbottom (the limit of operations in 1987) where Sir William McAlpine unveiled a commemorative plaque. After the return journey,

a buffet lunch was held in Bury Transport Museum.

"A good time was had by all," commented ELR Financial Director David Layland. "A lot of people had brought along memorabilia, especially photographs - and we scanned in as many as possible."

Although the train engine on the reopening day, RSH 0-6-0T No. 1, is now out of ticket at the North Tyneside Railway, another locomotive that ran on the first weekend - 'Warship' diesel No. D832 *Onslaught* - did double-head with *Gothenburg* on a six-coach evening special for working members, on July 22. This ran

through to Rawtenstall - but ironically, the Hudswell Clarke still made it no further north than Ramsbottom, being failed there with a hot eccentric strap and leaving the 'Warship' to complete the journey.

↳ Then: The June 25 1987 reopening train enters Bury Bolton Street.

↓ Now: Sir William McAlpine and Ian Riley with *Gothenburg* on June 25 2017. LIAM BARNES



200 yards of track laid overnight

A 200-yard section of the Bluebell Railway has been replaced in just one night.

Described as a task "never attempted on the Bluebell before, and probably never on any preserved railway before" the overnight engineering possession on June 5/6 was necessary to replace a life-expired section of track dating from the 1950s, without interrupting peak season train services.

Work began after the last train on June 5, and by first light the next day, the new panels were in place and ballasted for trains to run, with final tamping, alignment and track circuiting taking place the following evening.

Laid by BR with bullhead rail on concrete sleepers, the old track had a temporary speed limit of 10mph due to its condition.

It is part of a £500,000 programme of track renewal along the five-mile section from Sheffield Park to Horsted Keynes (SR462). Already renewed during the winter were the points at Leamland Bridge, a further one third of a mile of the running line at Holywell Waterworks, and the track through platforms 2 and 3 at Horsted Keynes.

Old track panels from Freshfield will be reused in the Horsted Keynes carriage shed extension.

ALN VALLEY ADVANCES ONTO ORIGINAL TRACKBED

Rails have returned to the original trackbed of the Alnwick branch, with the Aln Valley Railway's long-awaited 'Great Escape' from its Lionheart headquarters.

Tracklaying has advanced from the foot of the 1-in-47½ gradient leading from the greenfield site, along the Up side of the double-track formation, to the initial target of accommodation Bridge 6.

This will give the AVR a running line of half a mile, and it is hoped to run trains over the new section in August or September, said Secretary Mark Hayton. However,

this is dependent upon volunteer availability, both to complete the extension and adjust the radius of the curve at the top of the gradient leading into the Lionheart terminus.

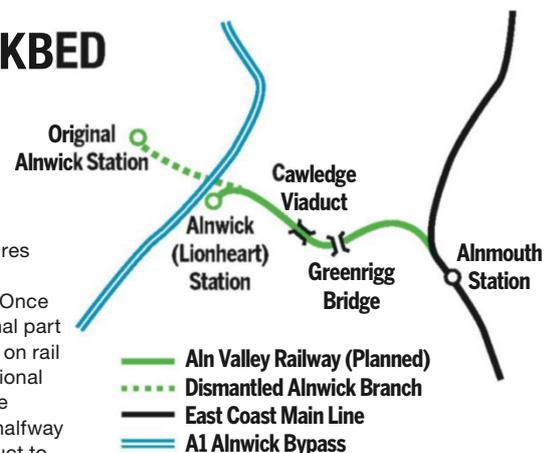
The extension to Bridge 6 has been partially funded by a LEADER grant of £36,320 from the Coastal Communities Fund, together with £35,119 raised by the AVR.

The next phase in the AVR's revival of the North Eastern Railway branch will be to re-lay a further half-mile to Cawledge Viaduct, halfway along the three-mile line to the main line junction at Alnmouth.

A preliminary inspection has passed the seven-arch, 53-foot high and 135-yard long structure for use, although it requires remedial work.

Mr Hayton adds: "Once we have spent the final part of the LEADER grant on rail and purchased additional sleepers, we will have enough track to get halfway from Cawledge Viaduct to Bridge 3 at Greenrigg (see map). We can currently only go as far as Greenrigg - we need a Transport & Works Act Order to pass under the bridge, because it carries a public highway."

A platform and run-round loop



“ WE WILL HAVE ENOUGH TRACK TO GET HALFWAY FROM CAWLEDGE VIADUCT TO BRIDGE 3 AT GREENRIGG ”

are planned as an interim terminus for Greenrigg - which will give the branch an intermediate station for the first time in its history.

£300,000 will be needed to complete the extension to Greenrigg.

NINE BULLEIDS, ONE WEEK...

...Railways and raitours celebrate 50 years since the end of Southern steam.



Nine Bulleids were in steam for the week ending July 9, 50 years after the demise of Southern Region steam.

Mid-Hants Railway: "It was the gala of all galas." That's how Managing Director Colin Chambers described the Watercross Line's commemoration.

Held over the weekends of July 1/2 and the actual anniversary of July 7-9, the event fielded four operational Bulleids - 'Merchant Navy' No. 35006 *Peninsular & Oriental S. N. Co.*, rebuilt and original 'Light Pacifics' Nos. 34053 *Sir Keith Park* and 34081 *92 Squadron*, and (on the first weekend) 'West Country' No. 34046 *Braunton*, in the guise of No. 34052 *Lord Dowding*.

All were hired in, as was BR '4MT' 2-6-4T No. 80078, with only Ivatt '2MT' 2-6-2T No. 41312 and Riddles '4MT' 2-6-0 No. 76017 available from the home fleet to represent classes that were still around in 1967.

With a total bill estimated at £85,000-90,000 for locomotive hire, transport and fuel, the MHR Preservation Society (celebrating its own 40th anniversary) sponsored the transport costs to the tune of £40,000.

Just over 6,000 visitors helped the railway bank an estimated £40,000 gross profit.

Swanage Railway: Compared to its record-breaking 'Strictly Bulleid' gala on March 31-April 2, the 'Purbeck Line's one-day 'Southern Sunrise' event on July 9 was a relatively low-key affair.

All three of the event's steam locomotives were appropriate for both the branch and the anniversary: 'M7' No. 30053, 'Battle of Britain' No. 34070 *Manston* and BR Standard '4MT' No. 80104, running as classmate No. 80146, which was the last steam locomotive to work over the branch in the BR era.

General manager Matt Green said: "Despite the range of commemorative events going on, we saw a spike in our passenger numbers on July 9, with very nearly 1,000 people travelling."

Bluebell Railway: The line commemorated the anniversary with visiting air-smoothed 'West Country' No. 34092 *City of Wells*.

Resident BR Standard '5MT' No. 73082 *Camelot* and Maunsell 'Q' class 0-6-0 No. 30541 were also in steam, while '67 veteran No. 21C123 *Blackmore Vale* was displayed at Sheffield Park.



City of Wells remained at the Bluebell for the rest of the month before returning to the East Lancashire Railway.

Severn Valley Railway: The former Western Region branch line made its own contribution to the commemorations by running resident 'West Country' No. 34027 *Taw Valley* on July 9.

Eastleigh: The Watercross Line's No. 34007 *Wadebridge*, still in disguise as No. 34019 *Bideford*, was placed on display in Eastleigh's shopping precinct on July 15/16.

Guildford: A blue plaque commemorating Guildford MPD was unveiled on July 9 at the entrance to the Farnham Road multi-storey car park, which now occupies the site of the shed.

Its fundraising campaign was organised by former 70C engineman Geoff Burch.

Main line: *Clan Line* was at the business end of two anniversary runs: the July 5 'Bournemouth Belle' (see 'Top Link', page 93), the July 7 'British Pullman' and the July 9 'Waterloo Sunset' to Yeovil Junction, while on July 8 *Lord Dowding* hauled the 'End of Southern Steam' to Weymouth.

On July 6, newly restored No. 35018 *British India Line*, still in plain black livery, ventured out on a loaded trial run round the 'Carnforth circuit'.

● Also see pages 68 and 93.



↑ Nos. 34053 *Sir Keith Park* and 34081 *92 Squadron* are prepared for duty while No. 34007 *Wadebridge*, masquerading as No. 34019 *Bideford*, apparently waits for the scrapman at Ropley on July 8. GRAHAM NUTTALL

← Minus numberplate, looking much like an end-of-steam-era Bulleid, newly restored 'Merchant Navy' No. 35018 *British India Line* is put through its paces up Wilpshire Bank, Lancashire, on July 6. JOHN COOPER-SMITH

WORKING BULLEIDS IN THE 'FINAL WEEK'

Locomotive
 'MN' No. 35006 *Peninsular & Oriental S. N. Co.*
 'MN' No. 35018 *British India Line*
 'MN' No. 35028 *Clan Line*
 'WC' No. 34027 *Taw Valley*
 'BB' No. 34052 *Lord Dowding* (34046)
 'BB' No. 34053 *Sir Keith Park*
 'BB' No. 34070 *Manston*
 'BB' No. 34081 *92 Squadron*
 'WC' No. 34092 *City of Wells*

Where it was running
 Mid-Hants Railway
 Main line trial runs
 Railtours
 Severn Valley Railway
 Railtours
 Mid-Hants Railway
 Swanage Railway
 Mid-Hants Railway
 Bluebell Railway

Railwayana round-up

by David Brown

SOLD

Solent Railwayana Auctions, Wickham Community Centre, Hampshire, Saturday June 17 2017. www.solentrailwayana.com

The sudden death of Nigel Maddock, owner and auctioneer of Solent Railwayana Auctions was announced on June 28. Here we feature some of the items from the sale he conducted just days before, on June 17. *Steam Railway* extends its condolences to his wife Mariella and his family.

LOT 60 BR(E) enamel station totem sign Stratford. **SOLD FOR £3,500**

LOT 117 BR(S) enamel station totem sign West Dulwich. **SOLD FOR £400**

LOT 165 BR(E) worksplate 61385, 1951, ex-'K1' Class. **SOLD FOR £400**

LOT 199 BR(Sc) enamel station totem sign Belshill. **SOLD FOR £450**

LOT 210 Southern Railway enamel target station sign New Beckenham. **SOLD FOR £390**

LOT 235 BR(S) enamel station totem sign Leigh Halt. **SOLD FOR £420**

LOT 250 GWR 'Castle' class smokebox numberplate 5071, ex-*Spitfire*. **SOLD FOR £2,800**

LOT 258 Southern Railway 'N' and 'U'

class pattern whistle. **SOLD FOR £255**

LOT 292 BR(E) enamel station totem sign Harringay West. **SOLD FOR £1,200**

LOT 300 GWR brass nameplate *Farnborough Hall*, ex-No. 4927. **SOLD FOR £7,400**

LOT 339 BR(S) enamel station totem sign Petts Wood. **SOLD FOR £350**

LOT 350 GWR 'Hall' class smokebox numberplate 4927, ex-*Farnborough Hall*. **SOLD FOR £1,300**

LOT 384 BR(E) worksplate No. 62010, 1948, ex-'B1' class. **SOLD FOR £800**

LOT 390 BR(S) enamel station totem sign Brighton. **SOLD FOR £6,000**

LOT 430 BR(S) enamel station totem sign Lower Sydenham. **SOLD FOR £310**

SOLD

GW Railwayana Auctions, Pershore High School, Worcestershire, Saturday July 19 2017. www.gwra.co.uk

LOT 22 Great Northern Railway brass locomotive worksplate No. 1067

Doncaster 1905, ex-Ivatt 'C1' 4-4-2 No. 62821. **SOLD FOR £1,200**

LOT 48 LNER brass 9x5 works numberplate 63412 Built Armstrong Whitworth 1919, ex-Raven 'Q6' 0-8-0. **SOLD FOR £520**

LOT 94 Four drivers' snap tins, three with different makers' plates, two with names/depots 'C.Martin P'boro' and 'W.Wood Boston'. **SOLD FOR £220**

LOT 95 BR(W) enamel station totem sign Taunton. **SOLD FOR £1,300**

LOT 107 March shedplate 31B with self-cleaning plate. **SOLD FOR £220**

LOT 142 Great Central Railway brass worksplate Builders Gorton Works 1915, ex-Robinson 'L3' 2-6-4T No. 69056. **SOLD FOR £1,250**

LOT 149 BR(E) enamel station totem sign Sleaford. **SOLD FOR £950**

LOT 155 LNER engraved brass locomotive worksplate No. 1795 Doncaster 1934 from 'A3' No. 2505/40/60040 *Cameronian*. **SOLD FOR £3,000**

LOT 189 GWR cast iron cabside 7330 ex-Churchward 2-6-0 built Swindon 1932. **SOLD FOR £820**

LOT 190 BR(W) enamel station totem sign Llandudno. **SOLD FOR £1,550**

LOT 195 Brass worksplate Hudswell Clarke & Co. Ltd. No. 1222 Leeds 1916, ex-Burry Port & Gwendraeth Valley Railway 0-6-0T No. 13, later GWR No. 2166. Stamped '2166' on rear. **SOLD FOR £2,300**

LOT 200 GWR nameplate *Nunhold Grange* ex-4-6-0 No. 6842. **SOLD FOR £7,300**

LOT 223 Exmouth Junction 72A shedplate. **SOLD FOR £420**

LOT 235 Southern Railway enamel seat back Bude. **SOLD FOR £1,000**

LOT 238 Smokebox numberplate 43879

ex-Fowler '4F' 0-6-0 built Derby 1918. **SOLD FOR £200**

LOT 241 GWR brass cabside 6681 ex-0-6-2T built Swindon 1928. **SOLD FOR £700**

LOT 248 Brass worksplate Beyer Peacock & Co Ltd Manchester 1900 from Great Central Railway 'NS' 0-6-2T No. 930/5930/9354/69354. **SOLD FOR £760**

LOT 251 BR(S) enamel station totem sign Partridge Green. **SOLD FOR £2,900**

LOT 275 Nameplate and matching worksplate *Leigh*, The Hunslet Engine Co Ltd Leeds No. 1439 1923, ex-0-6-0ST West Leigh Colliery Company. **SOLD FOR £1,000**

LOT 279 BR(M) enamel station totem sign Deganwy. **SOLD FOR £2,100**

LOT 284 Hertford East shedplate 30B. **SOLD FOR £680**

LOT 289 BR(E) enamel directional sign Yarmouth. **SOLD FOR £980**

LOT 293 Smokebox numberplate 7027 ex-*Thornbury Castle*. **SOLD FOR £3,000**

LOT 294 Southern Railway enamel station target sign Elephant & Castle. **SOLD FOR £1,700**

LOT 298 Totem BR(E) Bentley. **SOLD FOR £2,700**

ST. VINCENT

LOT 300 Nameplate *St Vincent* ex-LMS 'Jubilee' No. 45686 built Crewe 1936. **SOLD FOR £11,000**

LOT 321 BR(NE) enamel station totem sign Poppleton. **SOLD FOR £1,550**

LOT 354 LNER engraved brass locomotive worksplate No. 1606 Doncaster 1924 ex-'A3' *Blink Bonny*. **SOLD FOR £3,000**

LOT 367 Great Northern Railway engraved brass locomotive worksplate No. 1389 Doncaster 1913, ex-'J6' No. 554/3554/4203/64203. **SOLD FOR £640**

LOT 398 BR(E) enamel station totem sign Marks Tey. **SOLD FOR £840**

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CHILD SAVED FROM FALLING THROUGH CARRIAGE FLOOR

RAIB probes 'dangerous occurrence' after young passenger nearly falls onto moving wheels.

BY THOMAS BRIGHT

A child nearly fell through a large hole in a carriage lavatory floor at the South Devon Railway, sparking an inquiry by the Rail Accident Investigation Branch.

The "dangerous occurrence" took place on June 22 on the 1pm Totnes Riverside-Buckfastleigh service, when a passenger and her small child attempted to use the lavatory in the fourth carriage, a Mk 1 Second Open.

According to the RAIB's initial report: "On opening the door, they found that the floor of the compartment was missing, exposing the carriage wheels below. The mother was able to catch hold of the child and prevent him from falling. The child reportedly suffered minor bruising and both were shocked."

"The passenger reported the incident to the guard of the train, and the railway took action to secure the lavatory door. The incident was reported to the RAIB on June 25.

"The carriage... had been put back into service after repairs to its braking system, which had required the dismantling of the lavatory floor.

The void in the Mk 1 toilet floor, through which a child nearly fell while the train was in motion. SDR



The floor had not been replaced and staff had placed a notice on the compartment door and attempted to secure it to prevent it being opened. This had not been effective."

A South Devon Railway spokesman said that it "takes this incident extremely seriously, in which safety on a moving train was badly compromised and which could have resulted in serious injury to a female passenger and her young son.

"We regret that this incident took place and wish to apologise to the lady and family involved for the trauma which they suffered. The coach was taken out of service and quarantined, pending the investigations by the RAIB, ORR and SDR. On the day in question, something clearly went wrong with our safety control and hazard monitoring systems, as evidenced by the incident having taken place - it simply should not have happened.

"As a result, we took steps to

check all of our coaches and, subject to RAIB and ORR guidance, plan to implement an enhanced and rigorous inspection and monitoring regime for all passenger vehicles for the future.

"Despite this incident occurring, we are pleased that the SDR will continue to run its steam trains while the ORR and RAIB investigations are pending.

“THE RAILWAY TAKES THIS INCIDENT EXTREMELY SERIOUSLY”

SDR SPOKESMAN

"While we await the findings of the RAIB and ORR investigations, our own internal inquiry will leave no stone unturned, either in order to discover how this incident occurred, how we might learn lessons from it, and how we can act accordingly in making improvements."

The RAIB will publish the result of its findings in due course.

Darjeeling tour to go ahead despite unrest

Next year's *Steam Railway* tour to the Darjeeling Himalayan Railway is expected to go ahead as planned, in spite of political unrest in the area.

Services on the 2ft gauge line - which was granted United Nations World Heritage Status in 1999 - have been suspended indefinitely since June 12, following an outbreak of militant protests. The unrest is part of a long-running campaign for the Darjeeling Hills area to be separated from West Bengal into an independent state.

However, said Peter Jordan of Darjeeling Tours: "Despite the present problems, it is a situation that cannot continue for too long, so I am still very optimistic that the *Steam Railway* tour (and our others) will still be running early next year."

OLD OAK HOMECOMING FOR FOREMARKE HALL

'Modified Hall' No. 7903 *Foremarke Hall* will be returning to Old Oak Common for the first time in over 50 years, as part of the depot's 'Legends of the Great Western' open day.

The Hawksworth 4-6-0 spent all but two years of its working life allocated to the former 81A MPD, having been stabled there from new in April 1949 until the week

ending November 2 1963, when the locomotive was transferred to Cardiff East Dock, from where No. 7903 was withdrawn just seven months later.

The Gloucestershire Warwickshire Railway-based locomotive is just one of nine steam locomotives confirmed to be attending the open day on September 2, which is expected

to be the last, as the HST maintenance depot will finally close in 2018.

Joining the 'Modified Hall' are Hawksworth '15XX' No. 1501, 'Castle' No. 5043 *Earl of Mount Edgcumbe*, '64XX' 0-6-0PT No. 6430, 'A1' No. 60163 *Tornado*, 'Britannia' No. 70013 *Oliver Cromwell* and '94XX' 0-6-0PT No. 9466.

They will line up alongside the Great Western Society's Railmotor No. 93, as well as 'King' No. 6023 *King Edward II*, the latter making its first forays onto the main line since its return to steam - albeit towed in convoy with Railmotor trailer car No. 92.

Gauging issues have meant that the Railmotor itself will be delivered to 81A by road.

Not making an appearance at the event, for which over half of the 10,000 tickets have already been sold, will be Tyesley's 'Hall' No. 4965 *Rood Ashton Hall*, and there is a question mark over No. 2807's attendance as well.



In this undated scene, 'Modified Hall' No. 7903 *Foremarke Hall* passes its long-time home of Old Oak Common with a parcels train. COLOUR RAIL



An empty Barrow Hill Roundhouse awaits the return of its engines, with the walls freshly whitewashed. ALEXA STOTT

WHITEWASHED: BARROW HILL'S LOTTERY MAKEOVER

Barrow Hill Roundhouse has taken on a new appearance in its £1.2 million Heritage Lottery funded renovation, with the walls freshly whitewashed.

This was a common practice at steam sheds to aid visibility, although it did not retain its

pristine appearance for long in the smoky atmosphere.

The former Midland Railway depot is preparing for its grand reopening gala, featuring 'A3' No. 60103 *Flying Scotsman* and 'A1' No. 60163 *Tornado*, and extended to three days

(September 22-24) to cope with the anticipated demand.

Tickets are now on sale at www.seetickets.com - along with performances of 'Down the Line', a play telling the history of the roundhouse, on September 21-23.

ORR ISSUES IMPROVEMENT NOTICE TO LAVENDER LINE

Safety procedures are to be overhauled at the Lavender Line after it was served with an improvement notice by the Office of Rail & Road.

An ORR spokesman told *Steam Railway*: "The ORR inspected the Lavender Line on June 7, and on

June 13 issued an improvement notice because their safety management system needed to be revised and updated. The railway must comply with this by September 30."

Lavender Line Chairman Mark Hannaford said: "Following on

from the inspection, the ORR is happy with what we are doing and what we propose to do, and the railway is open and running every weekend."

The ORR had also confirmed that the notice was unrelated to the absence of steam services at the mile-long Sussex preserved line throughout June and July, with all services in the hands of a Class 09 diesel shunter, 'Thumper' DEMU and a Wickham railbus.

This, said Mr Hannaford, was owing to the withdrawal of its sole working steam locomotive - privately owned Bagnall 0-6-0ST *Empress* - during April for repairs. However, it is anticipated that the 1954-built engine (Works No. 3061) will be back in service for the August Bank Holiday weekend, while a second steam locomotive - Cockerill 0-4-0VBT *Yvonne*, also privately owned - could return to traffic by the end of the year, with construction of a new boiler at an advanced stage.



Cylinders and frames ordered for 'P' No. 27

Under-restoration SECR 'P' class 0-6-0T No. 27 has reached a major milestone towards returning to steam - with the ordering of the locomotive's replacement frames and cylinders.

Supported by the Bluebell Railway's Fenchurch Fund, Project 27 - which is raising money for the Wainwright tank - has placed an order with Premier Patterns of Smethwick for the cylinders, while the frames will be produced by Tata Steel.

It is hoped that both the frames and the cylinders, the total cost of which is £10,500, with an expected additional cost of £7,000-8,000 to cover the cost of machining, will be delivered to the Bluebell Railway by the end of August.

Despite the replacement of the frames and cylinders, Fenchurch Fund Chairman Clive Emsley estimates: "Around 60% of No. 27 will be original, but the boiler will need a fairly big rebuild. Even that will be around two-thirds original."

One of three Wainwright 'P' 0-6-0Ts preserved at the Bluebell Railway (in addition to Nos. 178 and 323 'Bluebell'), No. 27 hasn't run since November 1974, when it was withdrawn for what was hoped to be a quick overhaul.

Project 27 was launched in January 2015 to restore the beleaguered SECR locomotive, which will be outshopped in Maunsell passenger green as No. A27, after what is anticipated to be a £150,000 overhaul.

Readers can help contribute towards the costs of the frames and cylinders by visiting www.mydonate.bt.com/events/27

BRIDGNORTH PROJECT NEEDS A MILLION

The Severn Valley Railway needs to raise just over £1 million in three months if it is to have the necessary funds for its ambitious Bridgnorth development project

Launched on November 1 last year, the SVR aims to raise £2.5m for the development of its northern terminus, which includes a single-storey GWR-style refreshment room

and the installation of the former Bristol (Bath Road) turntable.

The share offer closes on October 31, the current fundraising total stands at just under £1,500,000 which, says long-time SVR volunteer and board member Tony Bending: "will enable us to complete the new refreshment room and refurbish the existing station building."



The south-facing wall of Bridgnorth's new refreshment room. TONY BENDING

ANOTHER '5XP' MILESTONE - BUT 2018 DEBUT UNCERTAIN

Two-piece firebox throatplate welded together, but new boiler contractor still to be appointed.

A significant milestone has been reached in the construction of the boiler for 'Patriot' *The Unknown Warrior*, with the welding of the firebox throatplate.

Made in two halves by Tyseley Locomotive Works, the awkwardly shaped steel section, which joins the firebox to the boiler barrel, was joined together on July 21 - in one of the last jobs to be undertaken by LNWR Crewe before it ceases work on the Fowler '5XP's' boiler.

Riveting of the firebox was expected during August, after which the LMS Patriot Project must find a new contractor to complete the boiler, following LNWR's decision to end outside contract work (SR466).

Although quotes are still being received, until a new contractor is appointed it remains to be seen whether the 'Patriot' is likely to make its target steaming date of the Armistice centenary, November 11 2018. But, says Chairman David Bradshaw: "There are no major parts left to make for the boiler except the stays - so whoever takes it on can regard it simply as an assembly job."

Similarly, the locomotive is on course to become a 'rolling chassis' by October - provided British industry delivers the goods.

It was announced last month (SR469) that all the parts for the locomotive's bottom half had been made or ordered, and a programme of work agreed with Llangollen Railway Engineering in which it will be completed by the autumn.

However, cautioned Mr Bradshaw, this is dependent upon suppliers who, in an economy recovering after the Brexit referendum, have growing workloads.

"With the devaluation of the pound, exports are increasing at a rate of knots," he said, "and industrial activity has increased significantly."

"Suppliers who were ready and waiting six to nine months ago now have order books that are bulging at the seams - which is not to say we won't get stuff delivered, but it's more difficult to supply it by a certain time."

"But Llangollen has confirmed that it can do it by October - provided we supply all the bits!"

One example, he cited, is the reverser weighshaft, which connects all three sets of motion. The large casting has been made - but obtaining quotes for its machining is proving problematic.

It is a crucial component at this stage of the build, with assembly of the motion - incorporating parts from 'Jubilees' Nos. 45562 *Alberta* and 45697 *Achilles*, and 'Patriot' No. 45546 *Fleetwood* - high on the

The complex firebox throatplate is now complete.
BOTH: LMS-PATRIOT PROJECT



The Unknown Warrior's 'bottom end' could be complete this autumn.

agenda. The left-hand coupling and connecting rods were already in place for the group's members' day on July 8, together with the union link, combination lever and radius rod.

Fundraising continues to go well, said Mr Bradshaw: "In the fortnight after the members' day, we received an extra £20,000 in donations, on top of £3,000 a week in regular contributions."

● Donations can be sent to: LMS Patriot Company Ltd, The Hub, 17 Eastgate Street, Stafford ST16 2LZ or via www.lms-patriot.org.uk

IN BRIEF

567: Machining of the frames for the Manchester, Sheffield & Lincolnshire Railway 4-4-0 has been completed and work has commenced on the design of the big end straps and crosshead slide blocks.

789: The Holden F5 Locomotive Trust has received the Heritage Railway Association's award for broadcasting and social media.

2013: Five tons of steel has been ordered for the 10ft coupling rods, connecting rods and parts of the motion for the LNWR 'George V' 4-4-0. Somers Forge is to make the coupling rods, while a pattern for the original-design chimney has been ordered from Westfield Patterns of Peterborough.

4709: Members of the LMS Patriot Project have been assisting another new-build by helping to paint the frames of the Great Western Society's '47XX' 2-8-0 at Llangollen, in preparation for wheeling.

84030: A 'poly shed' is to be moved from Horsted Keynes to Sheffield Park shed as covered accommodation for the Bluebell Railway's BR '2MT' 2-6-2T.



2018 WORKSPLATE FOR 'SAINT' AS COMPLETION SLIPS

A 'Built Didcot 2018' worksplate is to be cast for *Steam Railway* appeal 'Saint' No. 2999 *Lady of Legend* because its revised 2017 completion date won't be met.

A pattern for the oval plate - to be fitted in the same position as those on the original Churchward 4-6-0s, on the front of the cylinder block beneath the smokebox - was produced in advance of the boiler's hydraulic and steam tests.

The boiler from ex-Barry

'28XX' 2-8-0 No. 2861, which was placed in the 'Saint's' frames as a template for pipework, was expected to have been lifted back out by early August - with out-of-frames tests for the engine's own boiler (from donor 'Hall' No. 4942 *Maindy Hall*) anticipated in September or October.

Final assembly will then begin, with Project Engineer Peter Chatman hopeful that the boiler will be in the frames by the end of this year. However, while the

GWR worksplates included the month of completion, the new one will not pinpoint an exact 2018 steaming date, he said.

The locomotive's bogie was refitted in early July, following modifications to clear the cylinder drain cocks (SR467).

Boiler cladding sections covering the joint between the cab spectacle plate and firebox have been made by a blacksmith at Clifton Hampden, along with a set for *Pendennis Castle*.

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5" 14xx Customer
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'SPAM CAN' PAIRING IS OFF AFTER SWANAGE COLLISION

'T9' to the rescue as *Manston* withdrawn prematurely after '4MT' bash.

BY THOMAS BRIGHT

Hopes of seeing double-headed 'Spam Cans' on the Swanage Railway this autumn have been dashed after 'Battle of Britain' No. 34070 *Manston* had to be withdrawn following a collision.

The Bulleid 'Pacific' collided head-on with BR Standard '4MT' 2-6-4T No. 80104 at approximately 9.00am during shunting operations between the Swanage station signal box and locomotive shed on July 24.

No members of the public, nor any other rolling stock, were involved and the locomotives' respective crews were not injured. The Swanage Railway has reported the incident to both the Rail Accident Investigation Branch and the Office of Rail & Road.

Swanage Railway General Manager Matt Green said: "The two steam locomotives involved in the incident have been withdrawn from service while the damage is examined and assessed."

Manston will now not return to traffic, despite having had its boiler ticket extended to July 2018 (see 'Roster', SR468)

The 'Light Pacific's' withdrawal means the locomotive will not be paired with classmate No. 34072 *257 Squadron*, at a 30742 photo charter on November 21. No. 34072 is now in the latter stages of its own overhaul and is expected to leave Herston works on August 21.

Simon Troy, chairman of Southern Locomotives Ltd (which owns both locomotives involved in the

collision), said: "We are obviously disappointed that we will now not see *Manston* and *257 Squadron* operating together this year, but we are hopeful that the 'ten-yearly' overhaul [of No. 34070] will be undertaken now, while the locomotive is partially dismantled, so the sight of two 'unrebuilt' working together may yet be possible in 2018.

"As the damage is probably beyond the capabilities of the Swanage Railway or SLL, owing to the frames being affected, it is probable that the locomotive will be transferred to an outside contractor, such as Tyseley."

The incident left the 'Purbeck Line' without a working steam locomotive at the start of the peak summer season, as both 'M7' 0-4-4T No. 30053 and 'U' 2-6-0 No. 31806 were initially unavailable.

The former re-entered service the following week, but will be performing light duties so it can work the remainder of its boiler ticket, while the latter is still being fettled after having been overhauled and fitted with main line electronic gear ahead of anticipated steam-hauled services to Wareham.

On July 28, just four days after the incident, National Collection Drummond 'T9' 4-4-0 No. 30120 arrived from Bodmin (see panel).

As for the state of the 2-6-4T, Mr Troy said: "No. 80104 suffered far less damage, but we are going to lift it to check for any hidden front end damage, so it might be back in traffic quite quickly."



↑ Visible damage to the front end of *Manston*. SOUTHERN LOCOMOTIVES LTD

'T9' STEPS IN AT SWANAGE

The Swanage Railway has unexpectedly returned to its pre-Grouping London & South Western Railway roots, after Drummond 'T9' No. 30120 was drafted in from the Bodmin & Wenford Railway at the eleventh hour to help alleviate the 'Purbeck Line's' motive power crisis.

The 'T9' brings the number of LSWR locomotives at Swanage up to three, in addition to currently operational 'M7' No. 30053 and the Adams 'T3' No. 563, on static display at Corfe Castle.

BWR Publicity Officer Jimmy James told *Steam Railway* that the 'Greyhound' would remain at Swanage "for the foreseeable future".

The locomotive had been due to make its first ever visit to the South Devon Railway from July to September, to cover for recently withdrawn Collet No. 3205 (SR469). However, according to Mr James: "they decided against it, so it was quite fortuitous for Swanage."

Matt Green added: "We are investigating the cause of the incident and would like to apologise to passengers for any disappointment caused by the need to run diesel-hauled trains instead of steam."

↓ And then there were none - all three locomotives in the Swanage Railway's 'Southern Sunrise' gala triple-header were out of action at the start of the railway's peak summer season, with 'M7' No. 30053 undergoing a boiler washout exam and Nos. 34070 *Manston* and 80104 withdrawn after the pair collided in a low-speed shunting accident. The trio climb towards Harmans Cross on July 9. CALLUM WILLCOX



MAIN LINE RETURN FOR STEPHENSON 'BLACK FIVE' - AT SHERINGHAM

'Black Five' No. 44767 is to be returned to steam for the North Norfolk Railway's main line specials, two-and-a-half years after its overhaul stalled.

The unique Stephenson link-motion Stanier 4-6-0 is currently dismantled at the West Shed headquarters of the Princess Royal Class Locomotive Trust, at the Midland Railway - Butterley, where it arrived for a bottom end overhaul in October 2014.

In what owner Ian Storey describes as the biggest ever strip-down of the locomotive, it was found to need heavier repairs than anticipated - including new cylinders - and with the cost rising to £300,000, work ground to a halt.

Now, however, with an offer of a £100,000 loan from the North Norfolk Railway in return for

future use of the engine - and a further loan of £200,000 from a private individual - Mr Storey told *Steam Railway* in late July that he expects the overhaul to restart "in weeks rather than months."

In addition to working the NNR's dining trains over Network Rail metals between Sheringham and Cromer, it is the intention for it to undertake main line tours further afield, he confirmed.

Its boiler will shortly be moved to his workshop at Hepscott, near Morpeth, once he has completed the overhaul of the boiler for the Strathspey Railway's Hunslet 'Austerity' 0-6-0ST No. 60.

With the '5MT's' replacement cylinders cast, machined and ready to fit, the wheelsets are at the South Devon Railway to have new Timken roller bearings fitted.



↑ The dismantled components of No. 44767 outside the West Shed at Swanwick Junction on July 14. ALAN WEAVER

A new tender tank is to be built by a Derbyshire firm, while the tender frames will receive a new dragbox.

The locomotive became a regular performer on the national network after it was first restored in 1975 for the 'Stockton & Darlington 150' celebrations, but has only run on preserved

lines since its most recent overhaul was completed in 2009.

It holds special historical significance as the last steam locomotive built by the LMS, having been completed at Crewe on December 31 1947, and is the only surviving example of the experimental 'Black Fives' developed by H.G. Ivatt.

CARRIAGES GO UNDER COVER AT BUCKFASTLEIGH

A carriage shed is nearing completion at the South Devon Railway, in the first stage of a much-needed upgrade of the line's rolling stock facilities.

The two-road 'Heritage Rolling Stock Conservation Centre' was expected to be handed over by the contractor in late July - albeit with no track inside it yet. This will be laid by the SDR's own permanent way team pending a major redesign of the level crossing north of the station. It has cost £157,000, partially funded by a £72,000 grant, and £55,000 from the SDR Association.

Outline plans are being made for the next phase, in which a new restoration building and carriage and wagon workshop will be built to the east of the existing shed yard - replacing the current facility in the former goods shed. The total cost is estimated at around £750,000.



↑ The South Devon Railway's new carriage shed nearing completion on July 6. Like the locomotive shed at Bishops Lydeard, on the West Somerset Railway, it has been designed to resemble one of the blackout shelters built over ashpits by the GWR during the Second World War. JOHN BRODRIBB

West Somerset revises Lottery bid

A revised bid for Heritage Lottery funding is to be made by the West Somerset Steam Railway Trust, following an initial rejection.

As detailed in SR464 and SR469, the trust had applied for up to £65,000 towards a revamp of the 'Gauge Museum' at Bishops Lydeard, as the first stage in a £15-20 million redevelopment of the line's southern terminus - but was turned down.

However, following feedback from the HLF, the trustees have agreed to change the bid to reduce the amount sought, with the aim of resubmitting it before the end of the year.

DIDCOT OFFERS CHANCE TO DRIVE 'NUMBER NINE'

A precious opportunity for enthusiasts to drive and fire 'A4' class 'Pacific' No. 60009 *Union of South Africa* before the engine is retired in two years' time is being offered by Didcot Railway Centre, as part of its August Bank Holiday week programme involving both the 'A4' and record-breaking 'A3' No. 60103 *Flying Scotsman*.

The two BR-liveried Gresley 'Pacifics' will line up together outside Didcot shed, and take turns working passenger trains on the

society's half-mile demonstration line - but on the day after *Flying Scotsman's* expected departure, on Wednesday August 30, up to eight people will get the chance to take the regulator of *Union of South Africa* and swing the shovel - for a premium fee of £500. The possibility of a second day with 'Number Nine' for a further eight people on Friday September 1 is being explored.

Said GWS centre manager Roger Orchard: "This is the most we have ever charged for a 'footplate

experience' day, and I'm sure there will be a few people who think we're profiteering, but all we're seeking to do is offset the very high costs of having the 'A4' here."

With the appearance of the two LNER 'Pacifics' together, Didcot looks to be on track for a visitor bonanza over the August Bank Holiday period. *Flying Scotsman* is expected to arrive at Didcot on Friday August 25, with *Union of South Africa* arriving from Southall shed on Sunday August 27.

IN BRIEF

• HORWICH HISTORY

New town boundary signs have been erected in Horwich, featuring National Collection Lancashire & Yorkshire Railway 2-4-2T No. 1008, which was built in the town's locomotive works in 1889.

• STOPPED IN NER STYLE

Beamish Museum has donated a pair of North Eastern Railway timber bufferstops to the Stainmore Railway project at Kirkby Stephen East.

THE ROSTER

LOCOMOTIVES IN FOCUS

376 and 377: Bressingham Steam Museum has loaned air pump components from its Norwegian '21c' class 2-6-0 No. 377 'King Haakon VII' to the Kent & East Sussex Railway, after the latter's example - No. 376 - suffered a series of pump failures.

813: Having visited Didcot Railway Centre in April for its 50th anniversary (SR467), the unique Port Talbot Railway 0-6-0ST is booked to return to the Great Western Society headquarters for the month of August.

2807: Cotswold Steam Preservation Ltd's '28XX' 2-8-0 was just able to haul its Supporters'

↓ **1369:** A rapid overhaul is in prospect for the South Devon Railway's '1366' 0-6-0PT, which was withdrawn at the end of its boiler certificate on May 9 (SR467). When this picture was taken on June 25, dismantling work was well under way in preparation for a boiler lift. D.W.V. HUNT



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'.

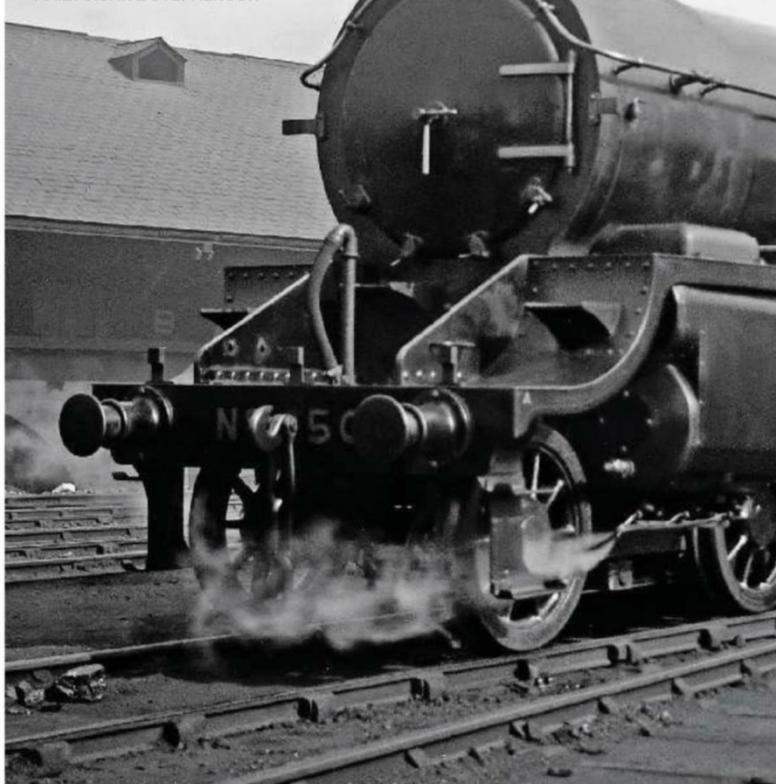
Day train at the Gloucestershire Warwickshire Railway on Sunday July 9, having been stopped with a suspected crack in the firebox foundation ring. CSPL member Roger Molesworth said: "Fortunately, that turned out not to be the case, but when she was boxed up again, the four top mudhole doors all leaked! We were working against the clock, but we made it by 7pm on Saturday."

The locomotive's boiler certificate expires at the end of 2019, but it may be withdrawn for overhaul earlier in that season,

once its contracted steamings are complete, he added.

5643: A GWR '56XX' 0-6-2T is to visit Scotland for the first time, with the appearance of the Furness Railway Trust's example at the Bo'ness & Kinneil Railway's Autumn Steam Gala

Photographed at Nine Elms in 1921, LSWR 'S15' No. 506 shows how classmate No. 499 will appear when restored for its centenary in 2020. F.H. STINGEMORE/RAIL ARCHIVE STEPHENSON



on October 21/22. Also expected to be in steam are Neilson Reid 0-6-0T No. 1 *Lord Roberts*, 'Austerity' 0-6-0STs Nos. 7 and 19, and Prestongrange Mining Museum's Andrew Barclay 0-4-0ST No. 6.

Caledonian Railway 0-4-4T No. 419 may be at a sufficiently advanced stage to be hauled out of the works for display, although its overhaul is not expected to be complete until closer to the end of the year.

5786 (L92): Following replacement of firebox stays and remetalting of the centre axleboxes, the Worcester Locomotive Society's '57XX' 0-6-0PT was being reassembled at the South Devon Railway in mid-July, and was expected back in service by the end of that month.

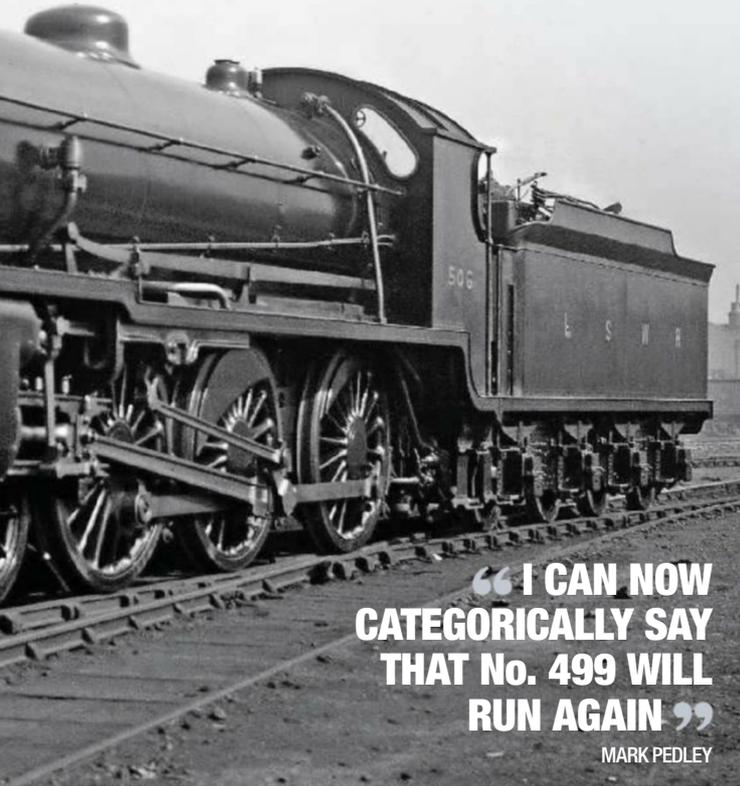
30120: Following the collision between *Manston* and No. 80104 at Swanage (see News) the National Collection 'T9' 4-4-0 is visiting the 'Purbeck Line' as cover. Its proposed visit to the South Devon Railway (SR469) has been cancelled. Instead, GWR '4575' 2-6-2T No. 5542 is staying at Buckfastleigh.

30506: With repairs to the front end of the Urie 'S15's' frames almost complete at the Mid-Hants Railway (see story above) its driving wheels have been sent to the South Devon Railway to have their tyres turned. The bogie wheels have also made the same journey, although these are only expected to need the axle journals cleaning up. New valve heads and two new axlebox castings are being machined, and



7027: On July 18, *Thornbury Castle* was reunited with its original smokebox numberplate, purchased three days earlier at a railwayana auction by Jack Boskett, on behalf of the locomotive's owner, Jon Jones-Pratt (pictured). JACK BOSKETT

URIE GROUP GETS CRACKING ON SECOND 'S15'



“ I CAN NOW
CATEGORICALLY SAY
THAT No. 499 WILL
RUN AGAIN ”

MARK PEDLEY

Having rebuilt the front end of its 'S15' No. 506, the Urie Locomotive Society is poised to start work in earnest on its 'forgotten' ex-Barry sister, No. 499.

As reported in SR467, the Mid-Hants Railway-based volunteer group has renewed the front nine feet of No. 506's frames for just £5,500, and will shortly hand the baton to Ropley engineering staff to complete the bottom end overhaul.

Then, says Chairman Mark Pedley, the focus will shift to the group's other LSWR 4-6-0, with the aim of having both engines in steam together to mark their centenary in 2020. No. 499, which last ran in January 1964 and was acquired from Dai Woodham's scrapyards in 1983, has already had new front frame sections welded on in similar fashion to its stablemate.

Says Mr Pedley: "The ULS engineering team has most recently riveted in a new rear stretcher on No. 506. We have a handful of rivets to replace on the centre stretcher, and the brake hangers will require riveting. The aim is to have 'our bit' done during August, then we will move all the riveting gear up the yard and restart on No. 499. Once we do, we won't be stopping until it is in steam!"

Like No. 506, the renewal of its front end necessitated the removal of the cylinders and the centre casting (the frame stretcher beneath the smokebox). The target is to have at least one cylinder refitted by the society's open day in June 2018.

A choice of two former 'King Arthur' boilers are available, from Nos. 451 *Sir Lamorak* and 799 *Sir Ironside*. The latter is expected to be used, with work soon to start on drilling out its firebox stays.

Mr Pedley concludes: "I am fully aware, and can fully understand why, No. 499 has always been seen as one of those engines which will never run again. Having proved our ability to rebuild No. 30506's front end, I can now categorically say that No. 499 WILL run again.

"Within the next month or so she will become an active project to be restored to her original 1920 appearance, in LSWR Holly green livery with no smoke deflectors and a full-height stovepipe chimney. It's a unique and exciting project; we do still need funds to complete the boiler, but we are determined and confident."

For details, contact Mr Pedley at Bridge House, Chilworth Drive, Chilworth, Southampton SO16 7JH or visit www.urieloco.co.uk

replacement spring hangers are being made.

30850: Temporarily moved out of Ropley works to make space during the 'End of Southern Steam' gala, *Lord Nelson* is now back in the shed, with its overhaul expected to commence within two to three months. It is to be returned to steam under a new loan agreement with the National Railway Museum (SR451), but the start of work was delayed by the need to repair a frame crack on 'Schools' 4-4-0 No. 925 *Cheltenham*.

32678: A working 'Terrier' is in prospect at the Kent & East Sussex Railway again, with this example having undergone a steam test on July 19 following a re-tube. It was stopped in February, but overhauls and repairs of larger locomotives have had to take priority since. Its boiler certificate expires in 2019. The locomotive is owned by the Terrier Trust, along with No. 32670 (No. 3 *Bodiam*) which was withdrawn at the end of its ticket on December 31.

34010: Southern Locomotives Ltd has acquired an original Bulleid chimney for its 'West Country' *Sidmouth*. The item was discovered under a tree in Devon by a collector of railwayana. No. 34010's original chimney had been used on classmate No. 34053 *Sir Keith Park*.



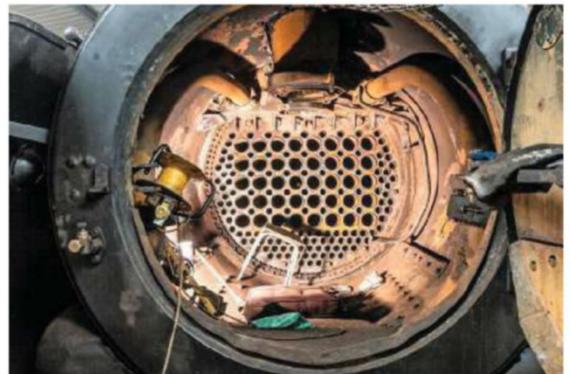
↑ **Back in the red: the Keighley & Worth Valley Railway's 1960s house livery begins to appear on Ivatt 2-6-2T No. 41241 at Haworth.** ANDREW DENNISON

34072: Even though it has yet to re-enter traffic, a date has already been announced for 'Battle of Britain' No. 34072 *257 Squadron's* rededication ceremony - September 30.

Scheduled to take place at Corfe Castle station on the 'Spam Can's' home of the Swanage Railway, the ceremony will take place almost exactly 27 years after *257 Squadron* was first commissioned back into service at Folkestone on September 8 1990. The plan is for No. 34072 to haul a special train from Swanage to Corfe Castle, where the Bulleid 4-6-2 will be joined by the Swanage Air Cadets and the Poole branch of the RAF Association.

257 Squadron is expected to leave Herston Works by the end of August, but no date has yet been set for its initial steaming, nor its entry into traffic. The railway has been left two engines short by a collision between sister 'BB' No. 34070 *Manston* and '4MT' 2-6-4T No. 80104 (see News).

41241 and 30072: Keighley & Worth Valley Railway red paintwork is being applied to the Ivatt '2MT' 2-6-2T, in preparation for its return to steam in 2018 to mark the 50th anniversary of the reopening train which it double-headed on June 29 1968 with 'USA' 0-6-0T No. 30072. Now owned by Andy Booth, the latter is under overhaul at the Ribble Steam Railway with a view



↑ **46233: A view into the smokebox of Duchess of Sutherland in its 'West Shed' at the Midland Railway - Butterley on July 14, having just had new tubes fitted.** ALAN WEAVER

to also having it in steam for the anniversary. Arrangements have been made for a new firebox and front tubeplate for the 'USA'.

45025: Riveting of the replacement rear dragbox is complete on the Strathspey Railway-based 'Black Five', allowing the steam brake to be refitted. New running plates have been riveted into place, and the smokebox saddle has been refitted in the frames following their replacement at the front end.

45379: Stopped for its annual exam on July 5, the Mid-Hants Railway's 'Black Five' is expected to remain out of traffic for up to two months due to a cracked frame - a common problem on the class. Built by Armstrong Whitworth in 1937, the '5MT' later swapped frames with those of an earlier example made from high-chrome steel, which was more difficult to weld. An attempt has already been made to repair the crack with copper rivets, but it was unsuccessful.

63395: All eight wheelsets of the North Eastern Locomotive Preservation Group's 'Q6' were expected back at the North Yorkshire Moors Railway on August 5, having had new tyres fitted at the South Devon Railway in mid-July.



← **'J27' 0-6-0 No. 65894 with its boiler back in the frames at NELPG's Darlington Hopetown Works on July 15.**
MICHAEL DENHOLM

The boiler has had its superheater flues removed for replacement, with the new items obtained and the superheater elements sent away to a contractor to have new ends fitted.

65894: NELPG volunteers are

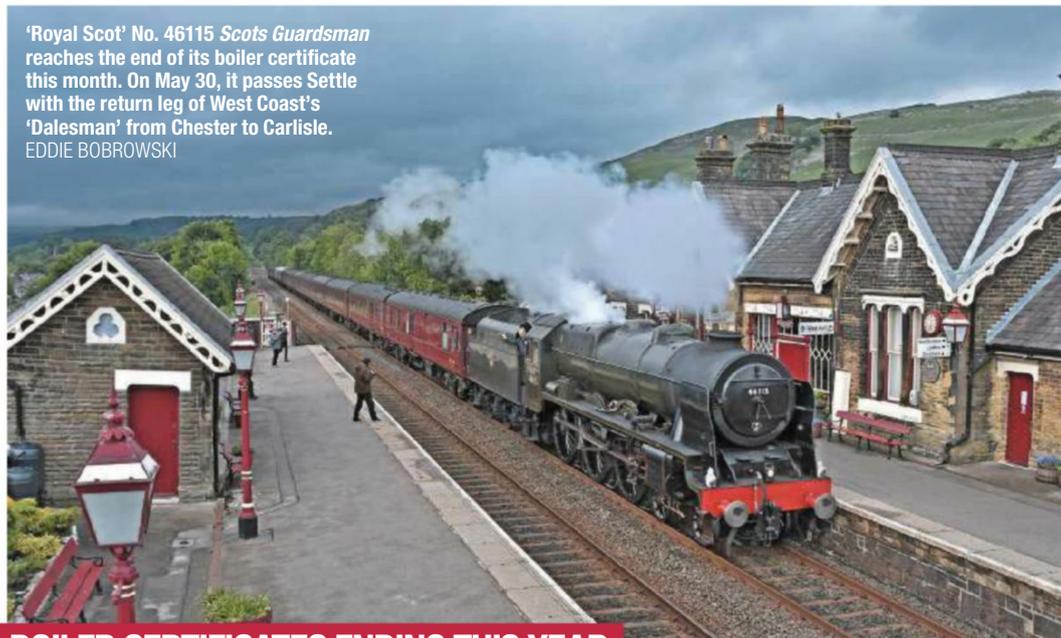
reassembling their 'J27' 0-6-0 at Darlington Hopetown Works, with the boiler having been returned to the frames on June 23. Work on the wheels, axleboxes and motion is complete, and the new tender tank has been fitted.

69023: NELPG's 'J72' returned to regular service on the Wensleydale Railway in early July after attention to leaking tubes, thought to have been caused by a poor batch of coal. It usually works two round trips with a three-coach train, although days of operation vary and visitors are advised to contact the railway or check the website.

71000: It is hoped that *Duke of Gloucester's* boiler could be ready to undergo its first steam tests by the end of the year, says Trevor Tuckley, chairman of the BR Class 8 Steam Locomotive Trust. New flue tubes have been ordered, while the bogie and trailing truck wheelsets have returned to the 'Pacific's' overhaul base at Tyseley Locomotive Works, having been reprofiled at the adjacent London Midland depot. In preparation for main line operation, the Train Protection & Warning System (TPWS) and On-Train Monitoring Recorder (OTMR) equipment is to be replaced in order to meet the latest requirements.

75069: A milestone in the overhaul of the BR '4MT' 4-6-0 was reached at the Severn Valley Railway in late May when its frames were rewheeled. The bogie was refitted on May 27, followed by the driving wheels two days later, since when the motion has also been reassembled, and the pistons and crossheads fitted. The locomotive last steamed in 1994.

'Royal Scot' No. 46115 *Scots Guardsman* reaches the end of its boiler certificate this month. On May 30, it passes Settle with the return leg of West Coast's 'Dalesman' from Chester to Carlisle.
EDDIE BOBROWSKI



BOILER CERTIFICATES ENDING THIS YEAR

Locomotive	Railway	Ticket expires
4277 'Hercules'	Dartmouth	April 2018
7812 <i>Erlestoke Manor</i>	Severn Valley	December 31
30053	Swanage	October 31
30777 <i>Sir Lamiel (777)</i>	Great Central	October
44806	North Yorkshire Moors	October 31
46115 <i>Scots Guardsman</i>	West Coast	August
90733	Keighley & Worth Valley	September/October, but may be extended to April - see main text



↑ With the completion of WD 2-10-0 No. 90775, the Midland & Great Northern Joint Railway Society has all four of its steam locomotives available for traffic. Lined up in Weybourne yard on July 5 are Hudswell Clarke 0-6-0ST *Wissington*, GER 'Y14' 0-6-0 No. 564, LNER 'B12' 4-6-0 No. 8572 and the 'Austerity'. No. 90775 is to be named 'Royal Norfolk Regiment' - see News. STEVE ALLEN



80078: Following its stint at the Mid-Hants Railway's 'End of Southern Steam' gala, Stewart Robinson's 'Standard 4' tank will be visiting the Mid-Norfolk Railway until mid-August.

80150: New front footsteps and buffers were fitted to the '4MT' 2-6-4T at the Mid-Hants Railway in late June. Remarkably, despite being one of the last engines to leave Barry scrapyard, its bunker and tanks are thought to be reusable.

Acquired by the MHR Preservation Society from Glamorgan Council in 2011, in exchange for the former Bricklayers Arms turntable, the Riddles tank

is a long-term project - but a new support group, the Friends of 80150, has been formed to carry out initial restoration. Project leader Martin Orford said: "We're working on it once a week, with everyone taking their own couple of feet to clean up and paint, then standing back and going 'aaah...'.
"Unfortunately, only those with Personal Track Safety certification can do so, as it's in the headshunt at Alesford - and we can't move it until we get new springs, to prevent the bogie from derailing."

The group is working with the team restoring 4-6-0 No. 75079 to produce parts and patterns common to both classes.

The group is working with the team restoring 4-6-0 No. 75079 to produce parts and patterns common to both classes.

INDUSTRIAL ROUND-UP

Andrew Barclay 0-6-0ST Works No. 885: This 1900-built, former Eddlewood Colliery locomotive is receiving a cosmetic restoration at the Cambrian Heritage Railways, Oswestry. A full mechanical overhaul is planned for the future.

Andrew Barclay 0-4-0ST Works No. 1223: Diminutive *Colin McAndrew* worked all passenger trains at the Chasewater Railway on July 15/16, before being withdrawn at the end of its boiler ticket. A relatively swift overhaul is anticipated for the 10in-cylindrical engine.

Grant Ritchie 0-4-0ST Works No. 272: Unique survivor

Kinglassie Colliery No. 21 made a trip to Fleetwood on July 16 - to take part in a tram event. The Fleetwood Festival of Transport, otherwise known as 'Tram Sunday', hosted the 1894-built locomotive on a low-loader to promote its home base of the Ribble Steam Railway. **Hunslet 0-6-0ST Works No. 2387:** Middleton Railway-based *Brookes No. 1* made its first tentative moves under steam on June 28. The 1941-built locomotive has been the subject of a Heritage Lottery-funded overhaul carried out in-house by the Leeds line. A one-time 'Thomas', the 14in-cylindrical locomotive has now firmly returned to its industrial identity and is undergoing final works before a return to traffic.

Hunslet 0-6-0ST Works No. 2409 King George: Only a new front tubeplate remains to be produced for the boiler of Didcot's new 'Thomas the Tank Engine', which is being converted from a saddle to a side tank. The boiler has already received a new inner firebox, outer backhead and foundation ring, and the new tanks are being produced. **Hunslet 0-6-0 Works No. 2890 'Douglas':** Andy Booth's converted 'Austerity' saddle tank is having its boiler tubes fitted.

Manning Wardle 0-6-0ST Charwelton: After failing with a leaking firebox, Works No. 1955 has been placed in store at the Kent & East Sussex Railway.

Peckett 0-4-0ST Northern Gas Board No. 1: At the North Road workshop of its owning group, the Darlington Railway Preservation Society, this locomotive (Works No. 2142 of 1953) has been stripped for its 'ten-yearly' overhaul and is ready for a boiler lift. Major repairs, such as welding in new plating, replacement firebox stays and rivets around the firehole, will be carried out by North Bay Railway Engineering Services Ltd of Scarborough, while DRPS volunteers will carry out the rest of the work. The locomotive will return to the Cholsey & Wallingford Railway on loan when complete.



↑ Andrew Barclay 0-6-0ST Works No. 885 at the Cambrian Heritage Railways, Oswestry. DAVE JONES

← The rewheeled frames of BR '4MT' 4-6-0 No. 75069 in Bridgnorth shed on July 20.

→ A new set of buffers and footsteps fitted to ex-Barry '4MT' No. 80150. MARTIN ORFORD

90733: 50 years after the last WD 2-8-0s were withdrawn from BR service at the end of September 1967, the sole surviving example reaches the end of its boiler certificate at the Keighley & Worth Valley Railway in late September or early October. However, it is hoped that an extension will be granted to allow it to run until next April.





LOST-AND-FOUND HUNSLET NEEDS ANOTHER NEW HOME

'Barn find' *Newstead* could move away from Nene Valley within months.

A Hunslet 0-6-0ST that resurfaced in 2016, years after many enthusiasts thought it had been scrapped, is seeking a new restoration site.

16-inch cylindered *Newstead* (Works No. 1589) shot to fame in March 2016 when it was rediscovered on a private site in Hertfordshire, having last been heard of in the early 1990s.

It was acquired by a group of Nene Valley Railway members - but with the Wansford-based line looking to reduce the number of dismantled locomotives on site, it has asked the owners to look for a new home. Both parties remain on amicable terms, however.

Newstead's owners are looking for a railway or group where an agreement can be reached for

overhaul and operation over a sustained period, and would be open to discussions on how best to achieve that - although an outright sale is not anticipated.

Alex Alder, of the NVR-based Small Loco Group, told *Steam Railway*: "The engine is in good condition and it's a relatively simple restoration project, so it should be put back to working order. I'm looking for a group that can be formed to take custodianship of *Newstead*, to help raise funds and actively restore it to working order, and have the joy of overhauling and running a fantastic piece of our steam heritage." Ideally, the new base would be in the South East of England, but the long-term future of the locomotive is considered to be of most importance.

Railways or groups potentially interested in offering a home have been invited to email Mr Alder at alex@accolademeasure.co.uk

Since arriving at the NVR last year, *Newstead* has received a full boiler inspection and some attention to the chassis. The boiler is largely in excellent condition, the firebox being described as 'gorgeous' by the inspector, although 'necked' firebox crown stays and five corner rivets need replacing. Other work anticipated includes the machining of tyres and attention to big ends, eccentrics and axlebox horn cheeks.

Delivered to Hemsworth Colliery in West Yorkshire during December 1929, *Newstead* was acquired for preservation from Woolley Colliery, near Barnsley, in 1973.



Hunslet 0-6-0ST *Newstead* at Wansford on July 2. The Nene Valley Railway has asked the group restoring the famous 'lost' engine to find a new home. BEN SCOTT

'Willy' at Bitton

Unique Kerr Stuart 0-4-0WT 'Willy' is visiting the Avon Valley Railway this summer.

The ex-Fairfield Mabey, Chepstow, locomotive was expected to be used during the AVR's Vintage Transport Festival on July 29/30, and on brake van rides during other special events.

Built by Kerr Stuart in 1918 to an earlier design by Lancashire builder Borrowes, 'Willy' is a rare sight on preserved lines. Restored at the Flour Mill, it made a star appearance at the Foxfield Railway's 2013 gala but has since kept a lower profile.

Coventry closure

Coventry's Electric Railway Museum, set up as a restoration base for Hudswell Clarke 'Modified PLA' 0-6-0T Works No. 1857, is to close.

Landowner Coventry City Council is not renewing the lease on the former airfield site, and the last open day in the current location will be held on October 8.

The site now houses the country's foremost collection of electric multiple units, while Works No. 1857 is on the West Somerset Railway.



An eclectic gathering in Haworth yard during the Keighley & Worth Valley Railway's 'Little Engines Gala' on July 9. Preparing for the day's work are visiting 'Austerity' No. 71515, Beattie 2-4-0WT No. 30587, resident Taff Vale Railway 0-6-2T No. 85, Hudswell Clarke 0-6-0T *Nunlow* and LNWR 'Coal Tank' No. 1054. ANDREW SOUTHWELL

'AUSTERITY' MAKES THE GRADE AT WORTH VALLEY

An 'Austerity' 0-6-0ST took on the Keighley & Worth Valley Railway again on July 7-9, as No. 71515 *Mech Navvies* starred in the 'Little Engines Gala'.

Visiting from the Pontypool & Blaenavon Railway, the 1944-built locomotive proved to be more than a match for the gradients and curvature of the ex-Midland line, known to be a stiff challenge for

former industrial machines in its formative preservation years.

The highlight for *Mech Navvies* was a non-stop express from Keighley in the early evening of July 8. With four well-patronised Mk 1 carriages in tow, No. 71515 knocked more than two minutes off the schedule for the Keighley to Haworth section - arriving at the latter with over 150lbs on the

pressure gauge and seemingly without a hint of a struggle.

The 'Austerity' was not the only industrial steam interest, as the Bahamas Locomotive Society's Hudswell Clarke 'Cornist' class 0-6-0T *Nunlow* also made a rare appearance working full-line trains. Normally confined to more sedate duties, it too was more than up to the increased workload.

CORWEN

THE BIG PUSH



Painting by Eric Bottomley
Photos: Dewi Davies and George Jones

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HALTWHISTLE IN FIVE YEARS - EXTENSION PLANNED

South Tynedale reveals 8½-mile expansion bid, as Slaggyford opens.

The South Tynedale Railway has announced ambitious plans for a £30 million scheme to complete the restoration of the 13-mile branch and reconnect it with the national network at Haltwhistle.

The announcement came with the dust having barely settled on its completed £5.6m Slaggyford extension project (increasing its length to 4½ miles), which also provides sustainable facilities at its Alston headquarters.

Forty-one years after the standard gauge Alston branch was closed by British Rail, government funding agencies have told the STR that there is now a window of opportunity to obtain funding for a major project of this nature. It is

regarded as the catalyst to unlock Alston's economic potential.

The STR is, therefore, developing a strategy to complete the reinstatement of the remaining 8½ miles of the Alston branch, with the objective of launching a scheme by the end of 2017.

While a good proportion of the trackbed, including Haltwhistle station site, is either owned by the STR or accessible to it, a substantial structure will be required to bridge the 600ft gap created by the town's 1990s-built bypass. Another problematic site might be Lambley station, where the trackbed appears to have been sold with its station building.

An estimated £30m will

provide a fully equipped railway, including all the rolling stock and facilities required, equating to approximately £3.75m per mile.

Speaking to guests at the opening of the Lintley-Slaggyford extension on July 24, STR project manager and deputy chairman Brian Craven gave advance notice of further fund-raising activities to raise the match funding required. He also explained that Alston station and workshop now had everything that they needed and would not interrupt the Haltwhistle extension.

The event itself took place in two parts. At Alston, HRH the Duke of Gloucester was escorted by Cumbria's Lord Lieutenant,



Claire Hensman. He toured the site meeting local dignitaries, staff and volunteers, before unveiling a plaque.

During the tour, he was shown the new train shed roof and visited the 'discovery centre' and the refurbished workshop. In addition to the Slaggyford extension works, the £5.6m project (including £4.24m from the Heritage Lottery Fund) has also financed six carriages imported from Romania, the restoration of a Hunslet 0-4-2ST Works No. 16 (1937) *Carlisle* and two battery electric locomotives; the installation of a biomass-heating system; and the construction of a new café and toilets at Alston. The Hunslet locomotive will also burn biomass when it returns from its restoration at Statfold Barn.

The project is possibly the largest for any railway in relation to its size: the STR has only 70 volunteers and carries fewer than 20,000 passengers a year.

After unveiling the plaque, the Duke of Gloucester presented the STR with the Queen's Award for Voluntary Service, announced in June. He left on the footplate of Graham Lee's ex-Harrogate gas works Peckett 0-6-0ST.

The Statfold Barn Railway's former Harrogate gas works Peckett 0-6-0ST and the new train shed at the South Tynedale Railway's Alston terminus on July 24.



NO BALA LAKE RETURN FOR *DIANA*

In July, Phil Mason, the owner of Kerr, Stuart 0-4-0T *Diana*, announced that his locomotive will not be returning to the Bala Lake Railway on completion of its centenary tour.

He explained that he had been unable to agree a policy regarding qualified operators for the locomotive with the BLR. *Steam*

Railway understands that although Mr Mason is a driver on the Talyllyn Railway, he was told that he would have to train as a BLR fireman before qualifying as a driver.

Diana is staying at the Amerton Railway, before its scheduled visit to the Leighton Buzzard Railway's 50th anniversary event on September 30/October 1.

TALYLLYN WELCOMES NEW GENERAL

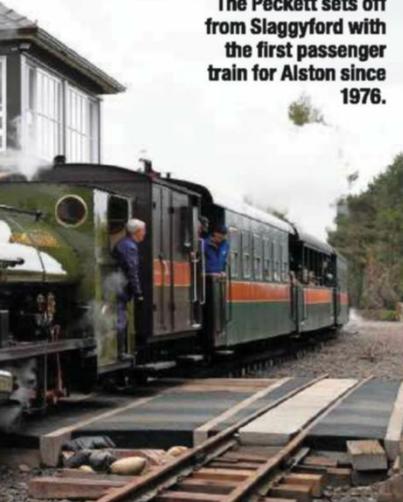
Stuart Williams has been announced as the Talyllyn Railway's new general manager. Mr Williams, a former volunteer with the Dean Forest Railway, takes over the post from Tracey Parkinson, who has since become general manager at the East Lancashire Railway (see SR467).

David Ventry, chairman of the Talyllyn Railway Company, said: "We are delighted to welcome Stuart as our new general manager. His background with the Dean Forest Railway will also be a great asset in his work with us. We look forward to welcoming him as part of the Talyllyn family."



£30M

The Peckett sets off from Slaggyford with the first passenger train for Alston since 1976.



At Slaggyford, Northumberland, Deputy Lieutenant Kathryn Tickell represented the Lord Lieutenant, the Duchess of Northumberland, and cut a ribbon. However, some minor vandalism had taken place at the station during the previous night.

The station platform has been extended and provided with a bay to house a former Sierra Leone Railway buffet car. The station building has been 'restored', although only the brick chimney stacks and window frames remain of the original; it is fully insulated and complies with modern building standards. Alongside it a toilet block has been built in the same style.

A new signal box, required to control the adjacent level crossing, is a visual replica of that erected by the North Eastern Railway on the same spot in 1904.

The STR aims to fully commission the Slaggyford extension by the August bank holiday, by which time the run-round loop will have been completed, negating the current need for a push-pull operation.

Meanwhile, the track, which uses sleepers obtained from the Congo, requires tamping before a 5mph speed restriction can be lifted.

SWISS SNOWDON VISIT OFF UNTIL FURTHER NOTICE

Ambitious plans for a Swiss Brienz Rothorn Bahn locomotive and carriage to visit the Snowdon Mountain Railway have been postponed.

Last year, Mike Ellis, a Swiss-based English railway enthusiast, floated the idea of a Swiss rack locomotive visiting Britain's only Abt-design rack railway (see

SR461) and the idea quickly attracted the support of both railways and the Swiss tourist authority.

The proposal included displaying the locomotive outside the London Transport Museum before spending several weeks on the SMR. There, it would have run several trips daily as far as

Waterfall station, the grip rails, installed following the locomotive runaway accident in 1896, preventing it from running further.

An SMR spokesman told the *Daily Post* that the project was too complex to be brought to completion in 2017, but that the railway had not given up hopes of a visit taking place in the future.

WHILLAN BECK RECREATES RIVER MITE'S ROAD TRIP

The Ravenglass & Eskdale Railway's latest acquisition, *Whillan Beck* (formerly known as 'the Train from Spain'), was towed to Ravenglass by traction engine, recreating a journey *River Mite* took five decades earlier.

Having attended Direct Rail Service's Charity Open Day in Carlisle on July 22, the 15in-gauge Krauss-built 'Pacific' began the first stage of its journey behind Fowler road locomotive Works No. 15649 *Providence*, the same traction engine that delivered then-new *River Mite* from Clarkson's of York to 'La'l Ratty' in December 1966.

Leaking boiler tubes prevented *Providence* from reaching the overnight stop at Workington, but the 1920-built engine was repaired overnight to complete the journey to Ravenglass the following day.

Train from Spain Appeal press officer Keith Herbert said: "The locomotive has been fitted with a pair of Romney, Hythe & Dymchurch Railway buffers, the cylinders have been bored out and the new tender is under construction.



With *Whillan Beck* in tow, Fowler road locomotive *Providence* battles driving rain as it joins the A596 on the first leg of its journey to Ravenglass. The traction engine would later be stopped with leaking boiler tubes, the same problem that afflicted the machine 51 years previously when delivering *River Mite* to the RER. KEITH HERBERT

"The main outstanding jobs will be the turning of the wheels to suit the RER profile, fitting the new regulator, then running-in at Ravenglass.

"We hope to launch the engine

into service on October 21 - the first day of our 'Oktoberfest' event, with visitors including RHDR 0-4-0 No. 4 *The Bug* and Krauss 'Pacifics' *Tazzelwurm* (Stuttgart) and the Vienna Prater Railway No. 1."

SCALDWELL TO SOUTHWOLD

Scaldwell, the 3ft gauge Peckett 0-6-0ST, travelled from the Amberley Museum, Sussex, to its new home with the Southwold Railway Trust on July 10. The locomotive was preserved at the Brockham Museum, Surrey, in 1964 and had been at Amberley since 1983. Its last two days there coincided with the museum's annual railway weekend and it's pictured at Amberley, less than 24 hours before delivery to Suffolk. PETER JOHNSON



IN BRIEF

• **FFESTINIOG CARRIAGE ON GVL**
Ffestiniog Railway carriage No. 119 entered service on the Golden Valley Light Railway on July 8. The vehicle was built with a steel body on an Isle of Man Railway underframe at the FR's Boston Lodge works in 1980. It was sold to the GVL when a replacement vehicle entered service on the FR in 2014. The GVL has turned it out as an FR vehicle, retaining the FR's maroon and off-white livery.

• **NEW HAYLING DEPOT**
The Hayling Seaside Railway moved into its new four-road depot at Eastoke Corner in July. To mark the relocation, the Hampshire Narrow Gauge Railway Trust's Bagnall 0-4-0ST *Wendy* was due to visit the railway on August 5/6.

MANAGER

Mr Williams said: "I feel incredibly privileged to be appointed general manager of the oldest preserved railway in the world. I can't wait to start and look forward to meeting the staff and volunteers."

Mr Williams will take up his role in September.



WATER TROUBLES SCUPPER NON-STOP 'ENTERPRISE' PLAN

Seventieth anniversary special will go ahead - but *Merlin* will not get a clear run.

Plans for a non-stop steam-hauled Belfast-Dublin 'Enterprise' to mark the train's 70th anniversary have been scrapped.

As reported in SR465, the Railway Preservation Society of Ireland had proposed a non-stop steam run between the two cities on Sunday September 24.

While a 'Steam Enterprise' will still operate on that day, hauled by GNR(I) Compound No. 85, it will run to the usual schedule with water stops at Lisburn and Dundalk.

Although a non-stop schedule had been drawn up, the problem was the provision of sufficient water supplies.

The RPSI had aimed to pump water from a supplementary tank in

a so-called 'Dutch' generator van - but the ex-BR vehicle in question has developed a wheelflat, and it was impossible to remedy this and test the water supply in time.

The train will still provide an opportunity to mark the 70th anniversary of the 'Enterprise Express', which first ran from Belfast Great Victoria Street to Dublin on August 11 1947.

The 40th anniversary was celebrated in 1987 when No. 85 did manage a non-stop run to Dublin, despite a couple of signal checks which necessitated a speed reduction to walking pace.

A repeat run would have been a crowning moment for *Merlin*, which celebrates its 85th birthday this year.



No. 85 in action at Clontarf Road on the Dublin to Howth branch on May 28.
CATHAL O'BRIEN

PLANS FOR NEW DERRY STEAM LINE MOVE FORWARD

A County Donegal Railway 2-6-4T is to get a cosmetic restoration, as proposals are put forward to revive a preserved line in Derry.

Based at the Foyle Valley Railway Museum in Londonderry (SR468), No. 4 *Meenglas* is heading to the RPSI's Heritage Engineering Ireland workshops at Whitehead in September.

Dermot O'Hara of disabled charity Destined, which now runs the museum, said: "We hope to have it back in April or May next

year as a static exhibit at the museum at Foyle Road."

Mr O'Hara is also progressing with longer term plans to resume operations on two miles of 3ft gauge track along the former GNR(I) trackbed from Derry.

He said: "The first step is to issue an invitation to all those with an interest in railways to attend a meeting next May or June, with a view to creating a preservation society in the north-west.

"We're taking slow steps, but we hope this could be the catalyst for resuming train rides along the bank of the River Foyle."

There has been friction between the North West of Ireland Railway Society and Derry City Council, but Mr O'Hara said he wanted to make a fresh start.

However, reopening of the museum - planned for July 24 - has been postponed until the autumn to allow more time for staff training.

COULD 'MOGUL' RETURN TO SERVICE AFTER ALL?

Dublin & South Eastern Railway 'Mogul' No. 461 may get a reprieve and return to active service.

The 'K2' 2-6-0's boiler ticket ends in August - but the RPSI Board decided in July to investigate the possibility of re-tubing it for a further stint of operation.

The locomotive, which has proved a temperamental steamer in recent years, returned light engine from Dublin to Whitehead on July 2, when the fire was dropped and all indications were that its next move would be into the RPSI's Whitehead Railway Museum as a static exhibit.

But the society has invited boiler insurers Allianz to carry out an examination to assess the options.

Peter Scott of the RPSI locomotive department said a decision would be made as to whether to carry out a quick re-tube or go for a more extensive overhaul, which would involve lifting the boiler.

A re-tube could return the engine to traffic for the Christmas season, but it would require further attention within five years.

A full overhaul would be more expensive but could extend the locomotive's life by seven years.



No. 461 passes Sutton on an RPSI Dublin-Howth special on May 28.
BARRY PICKUP

IN BRIEF

• **'J15' IS FILM STAR AGAIN**
Great Southern & Western Railway 'J15' 0-6-0 No. 186 - used in the movie *The First Great Train Robbery* in 1978 - starred in the making of another feature film at RPSI Whitehead in June. Set in St Helen's in Lancashire, *Trautmann* tells the story of a German prisoner of war who became a star goalkeeper for Manchester City. Out-of-ticket No. 186 was used to represent an LMS engine, with a steam generator providing the effects, while 0-4-OST No. 3BG *Guinness* acted as shunter.

• **DOWNPATRICK FOUNDER DIES**
Bill Gillespie, Honorary President and co-founder of the Downpatrick & Co. Down Railway, died on holiday in Jersey on June 30 at the age of 85. He and Gerry Cochrane first proposed a railway scheme in Downpatrick in 1982, and he helped the line to purchase and transport diesels Nos. E421 and E432, with the former now named 'W.F. Gillespie OBE'.

• **'JEEP' ON THE RADIO**
A steam-hauled 'Radio Train' of the 1950s is being re-enacted by the RPSI on August 20 - complete with one of the original headboards. Hauled by LMS-NCC 'WT' 2-6-4T No. 4, it will run from Dublin to Kilkenny, rather than the original destination of Killarney, featuring music and commentary throughout the journey.



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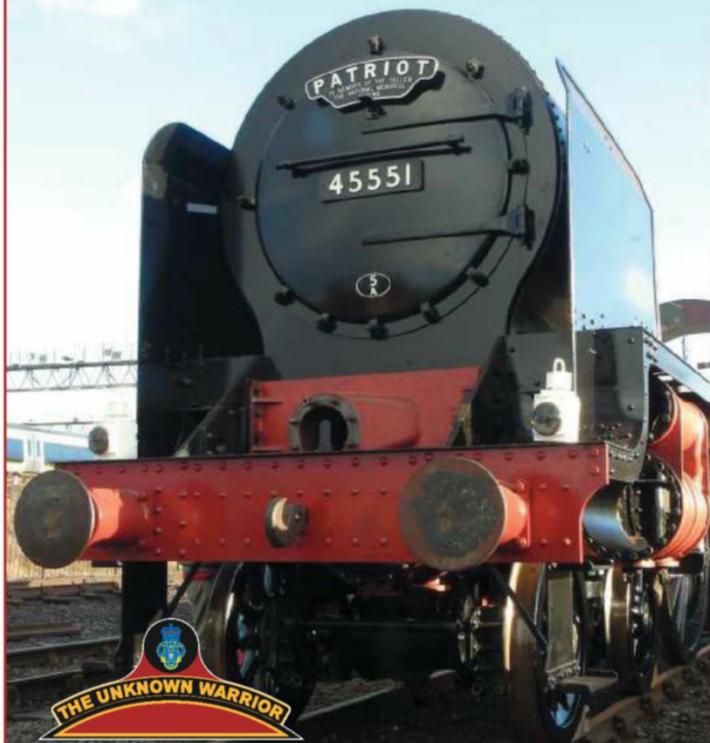
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Dome, pattern casting and machining - £3,565
3. You can lend us the money by using our Boiler Loan Scheme which we will repay with interest. Please contact the office on the number below for a brochure.

You can also help by:

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- Making a monthly donation by standing order (suggested minimum £10) or a one off donation
- Purchasing an item from our sales stand or webshop, www.lms-patriot.org.uk/shop

For details of how you can help email info@lms-patriot.org.uk, call **01785 244156**, visit www.lms-patriot.org.uk or write to: **The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ** to which donations can also be sent.



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LION ON HIGH

LES NIXON TELLS HOW HE TURNED A TENDER-FIRST MOVE UNDER WIRES INTO AN HISTORIC GEM.

Back in 1980, the chance to photograph a 143-year-old steam engine on the main line was a dream come true.

This was *Lion*, built in 1837 for the Liverpool & Manchester Railway and returned to steam in 1980 for the 150th anniversary of the line.

One of *Lion's* few solo trips on the main line was from Dinting to Manchester Liverpool Road museum on July 31, but it was working light engine and tender-first.

The location posed a photographic challenge. For me, a traditional rear three-quarter view on the electrified Woodhead line was not an option. Other priorities to consider were: if the sun was shining, the lighting angle; a position where the engine was likely to be working and producing steam; and a spot where overhead wires would have minimal impact. This was, of course, in the days before digital manipulation!

JUXTAPOSITION

I opted for a side-on view of Dinting Viaduct near Glossop, with the viaduct nicely framed by some dark trees on the left and right. A vantage point showing the urban landscape was uppermost in my mind and I was tempted to include some aspects of the then modern way of life. The inclusion of some traffic along the A57 under the viaduct seemed ideal.

However, while I had total control of the position of *Lion* on the viaduct, it was pot luck with the traffic on the road.

In the event I got lucky, particularly with the position of the lorry, with both ancient and modern complementing each other so well. In both respects the shot was a one-off, and it's an image that would be impossible to repeat today. 

○ HOW LES TOOK IT

Camera: Nikon F 35mm SLR

Lens: 135mm f4 Nikkor

Exposure: 1/250th sec at f4

Film: Kodachrome transparency 25 ASA

Digital scanner: Nikon Coolscan 400D

Editing software: Adobe Photoshop 7





WESTERN WO

It was arguably London's greatest steam shed, but one of the easiest to bunk. **DAVID WILCOCK**



Old Oak's steam cathedral in December 1960 (top) and August 1956 (bottom).

TOP: PATRICK RUSSELL/RAIL ARCHIVE STEPHENSON BOTTOM: J.F. DAVIES/RAIL ARCHIVE STEPHENSON

UNDER

remembers Old Oak Common.

TIME ambles by at a donkey's pace. But turn your back for even a few moments, and it becomes a galloping racehorse, reeling through the decades at every furlong marker.

By such a process, 60 years have zipped by since I first 'did' Old Oak Common shed. It would be too twee to say 'it seems like only yesterday', but between the summer of '58 when I first discovered the shrine that was 81A, and March 1964 when BR started to knock it down, I misspent many days of my youth inhaling the wonderful sulphur there, and writing down engine numbers.

Four 28-road turntables under one vast roof. An allocation of more than 200 steam locomotives. In its day, the biggest steam shed in the country, and a veritable showcase of the finest, most glamorous hardware ever to emerge from Swindon drawing office.

A major 12-road repair shop where engines were lifted and intermediate overhauls conducted. The biggest coaling stage and water tank on the UK network, capable of servicing six engines simultaneously. Carriage sheds and sidings that seemed to stretch into eternity. And all amid the constant percussion of 'Kings', 'Castles' and 'Halls' going off to (or returning from) Paddington - to work (or return from working) crack trains like the 'Cornish Riviera Express' and the 'Cambrian Coast Express', while pannier tanks of different denominations skittered around like mice on empty stock trains to and from Brunel's great London terminus.

The phrase 'Cathedral of Steam' has been applied to many steam sheds down the years - but arguably, 'OOC' was the most natural owner of that title. Dangerously, it had all the potential and ability to take young steam enthusiasts and turn them into diehard lifetime GWR/WR fans. Being loyal to my LMS/LMR roots, I resisted for years through a regime of patriotic denial but, looking back, I have to admit in all honesty I never found an engine shed anywhere that was quite as wondrous, as inspiring, as smart or as 'together' as Old Oak Common.

Comparisons with other depots were inevitable, for the Western's premier shed was only a short train ride away from some of the capital's other great hubs of steam - rambling, piecemeal-developed Stratford (30A), which even in the 1920s could boast an allocation of 550 engines, and still nearly 400 in the period after nationalisation in 1948; King's Cross (34A) which, despite being laid out on a 'pocket handkerchief', somehow squeezed around 160 engines into its ultra-tight confines, including 19 'A4' class 'Pacifics', and both Nine Elms (70A) and Stewarts Lane (73A), which in managing the motive power needs of Waterloo and Victoria respectively, had control of a third of the entire Bulleid 'Pacific' fleet.

CLOSE RIVALS

But the shed that most folk will link with Old Oak Common is Willesden (1A), because the two were barely half a mile apart, and if you 'did' Willesden, you almost certainly 'did' Old Oak too.

Willessden Junction station was the portal through which untold thousands of trainspotters found their way to both 1A and 81A.

You could be standing inside Willessden's single-roundhouse shed within five minutes of stepping off your train. The drill couldn't have been more simple. Exit the station approach, turn left into Old Oak Lane, cross the bridge over the West Coast Main



“ I NEVER FOUND AN ENGINE SHED ANYWHERE THAT WAS QUITE AS WONDROUS AS OLD OAK COMMON ”

Line, then take the first right into Goodall Street, where a kissing gate gave unchallenged access to the shed. There was a cast-iron trespass notice, of course, but intent on the serious business of ‘copping’ engines, we were blind to words like ‘warning’ and ‘penalty’.

After stalking the roads of the long shed for locomotive numbers, I would invariably exit Willesden via the wicket gate through the workshop at the back of the shed, which had space for just a single engine to be lifted from its wheels. Back out in the fresh air, I’d give a nod to ‘Super D’ No. 49413, which seemed to have been parked on a siding forever. Then, it was off to Old Oak Common.

Those of us who became drawn into obsessively ‘shed-bashing’ in the late 1950s and early 1960s would have really struggled to find many of the sheds without the ‘bible’ that told us precisely how to get there: Aidan Fuller’s *British Locomotive Shed Directory*.

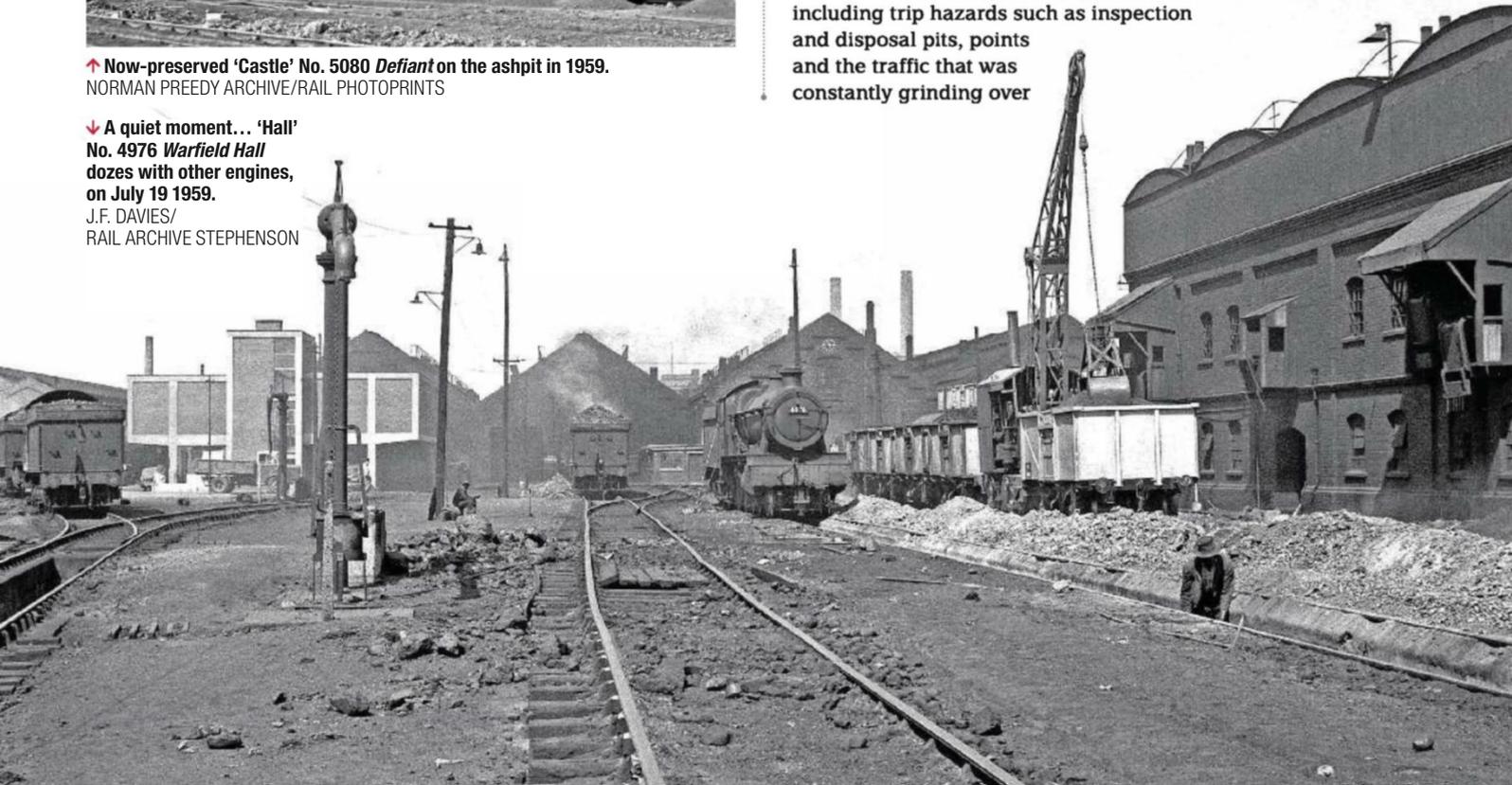
His directions, which could involve footslogging or catching buses - sometimes both - lit the way for swathes of young enthusiasts at a time when steam was in rapid retreat, and we were desperate to see it before it disappeared. It was the right information at just the right time - but I doubt if many ever followed his directions to Old Oak.

After leaving Willesden Junction station, Fuller wanted us to turn left from Old Oak Lane into Old Oak Common Lane, from where a drive on the left would lead us to the shed. He didn’t say so, but we knew that involved passing a manned gatehouse - and as serial trespassers at British Railways engine sheds, we were anxious to avoid railway officials at all costs, not confront them.



↑ Now-preserved ‘Castle’ No. 5080 *Defiant* on the ashpit in 1959.
NORMAN PREEDY ARCHIVE/RAIL PHOTOPRINTS

↓ A quiet moment... ‘Hall’ No. 4976 *Warfield Hall* dozes with other engines, on July 19 1959.
J.F. DAVIES/
RAIL ARCHIVE STEPHENSON



DID YOU KNOW?

September 2’s ‘Legends of the Great Western’ could be the very last open day at Old Oak Common and will be centred on the area around the High Speed Train shed. Visitors are to include a range of GWR steam, from the railmotor to *King Edward II*, plus more modern power. Old Oak will continue to have a rail use though: the site is planned to host a High Speed 2 station.

Thus the unofficial ‘official entrance’ into 81A involved taking the towpath of the Paddington branch of the Grand Union Canal, passing beneath two low railway overbridges linking Acton Wells Junction with Willesden Junction and the WCML, and following the concrete slab perimeter wall on the north side of 81A to a point where substantial erosion of the ground beneath the wall had created a gaping hole.

You didn’t need to be a commando to stoop into the void, pick your way carefully down the embankment and step inside 81A’s vast basilica via the northern ‘side entrance’ - an opening through which

locomotives could access the north-westerly turntable without passing through either of the two main entrances from the yard to the shed. In a mirror image of the north (canal) entrance, another line looped around the shed on the south (GW main line side) of the shed, giving independent access to the south-westerly turntable.

The crazy thing was, having circumvented the ‘risky’ main entrance, most of 81A’s uninvited young guests then found the depot to be surprisingly tolerant of trainspotters.

I couldn’t guess how many visits I made there in the years 1958-1964, all of them without a permit or permission - but it surely ran into many dozens, and I was never once thrown out. Moreover, I never heard of anyone else being ejected from 81A.

The enginemmen, fitters, shed labourers - certainly those that I encountered - seemed mostly warm to our interest in the railway and in the locomotives in their charge, and were more likely to engage in friendly conversation than attempt to enforce what would have been wholly justifiable eviction.

I wouldn’t say Old Oak was a free-for-all, but at weekends and during the school summer holidays there were surely days when there were more trainspotters than there were engines (though perhaps not all together at the same time!). At many sheds, it was our instinct to stay out of sight of the foreman’s office. At Old Oak, I never knew where the foreman’s office was - so what did that say?

There were many occasions when I would stand on one of Old Oak’s fully boarded turntables and share the ride while an engine was being turned - sometimes with an engine crew’s half-nod of approval, but most times without - and the simple buzz that came with just being there and ‘involved’ with the locomotives that we worshipped in this way elevated the whole shed-bashing experience.

When you consider the many potentially dangerous situations that existed in a busy, working shed on the scale of Old Oak, including trip hazards such as inspection and disposal pits, points and the traffic that was constantly grinding over

them, the unconditional freedom to 'go round the shed' that we enjoyed seems almost unreal now. On the other side of the coin, shed-bashers were streetwise, because they had to be.

Adrian Knowles, editor of the Great Western Society's *Great Western Echo*, was 11, a similar age to me when he first 'bashed' Old Oak Common via the canal towpath entrance in the early 1960s. He deliberates: "Even though the atmosphere around Old Oak seemed relaxed and I felt the chances of being thrown out were quite small, you nevertheless knew you were in a place where you shouldn't be, and that you were trespassing - so you were constantly on the alert and looking over your shoulder for trouble."

For all its incredible, incomparable grandeur and spaciousness, the definitive photograph of Old Oak Common as the ultimate 'Cathedral of Steam' has probably never been taken, for at ground level, the locomotives grouped around any one of the four turntables acted as a screen which blocked the view of the other three.

AWE-INSPIRING

As Paul Bolger, author of *BR Steam Motive Power Depots* wrote: "The assembly of so many allocated, named classes within the quadruple roundhouse was an awe-inspiring sight which could never be adequately captured on film."

The tried and tested number-taking routine at Old Oak was to visit each of the four turntables in sequence, and by taking up a central position and rotating through 360 degrees, every locomotive - except those odd stragglers which had very inconveniently been positioned with tenders or bunkers facing the turntable - could be quickly noted.

Then it was outside to the 12-road locomotive maintenance and repair shop - 'the Factory' to generations of GWR and WR men - where locomotives, split from their tenders, were lifted for mechanical and 'bottom end' repairs. At the back of 'the Factory' was a smith's shop, a carpentry shop and a coppersmith's shop, all supporting Old Oak's status as a standalone depot which could handle almost any repair, with the exception of boiler overhauls.

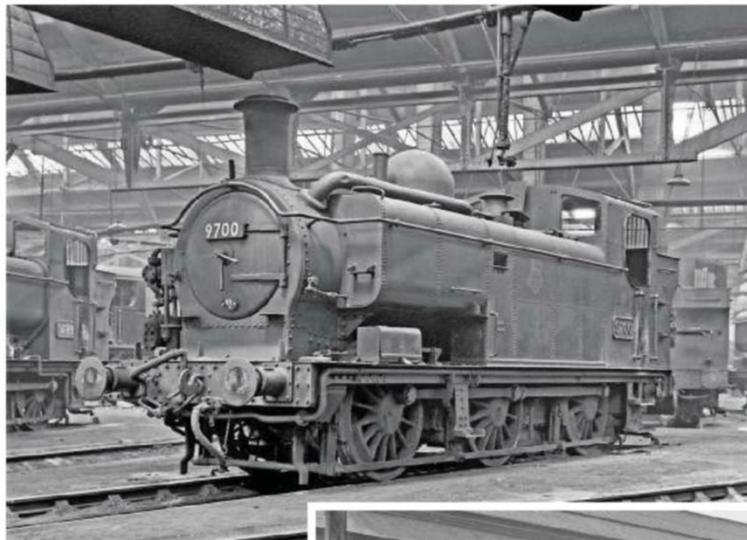
During the summer of 1960, I spent the school holidays at an aunt's house in Acton, perhaps less than a couple of miles from 81A, and 'dropped in' on Old Oak - and Willesden, Neasden and Cricklewood sheds - all on the route of the 660 trolleybus between Hammersmith and North Finchley - on an almost daily basis.

From observation, engine repairs at 'the Factory' were generally turned around in a couple of weeks, though I recall that around 1963/64, the last surviving Hawksworth 'County' 4-6-0, No. 1011 *County of Chester*, was stuck in Number One repair bay for what seemed like an eternity.

When Old Oak opened for business in March 1906, access into 'the Factory' was via a traverser which covered 11 of the 12 roads, though this was long gone by the time I first visited the shed in 1958, and had most probably been taken out some time before nationalisation in 1948.

After 'the Factory' came an obligatory sweep of the rows of pannier tanks lined up on the north side of the coaling stage, of which there could be as many as 15 or 20 at any one time.

This was pannier territory, by reason of the fact that the South



← A familiar 81A sight: condensing pannier tank No. 9700 at rest on August 12 1956. Old Oak was home to such engines for working through London's 'Met' tunnels.

J.F. DAVIES/RAIL ARCHIVE STEPHENSON

↓ 'Badge of Old Oak': Hawksworth 0-6-0PT No. 1505 on May 5 1956. The outside-cylinder engines habitually found use on empty stock workings for Paddington.

BRIAN MORRISON



Wales coal being fed into their bunkers was of a cheaper, lower grade than that fed from the south side of the coaler to the 4-6-0s and other types employed on passenger work. This included the '61XX' prairie tanks which, until the introduction of DMUs in 1959, monopolised suburban passenger workings.

Crossing over the 1-in-50 ramp up to the coaling stage, I'd then sweep down the south side of the coaling stage, mopping up the numbers of whatever engines were there, either taking coal, water or being 'disposed' prior to shedding.

On the south side of 'the Cathedral', was the '47 road' - a long, single siding on which, traditionally, the Churchward '47XX' class of mixed traffic 2-8-0s - the so-called 'Night Owls' of heavy freight turns to Bristol and the west - roosted during the daytime.

Like the Hawksworth '15XX' class short-wheelbase pannier tanks habitually employed on empty stock trains to and from Paddington, and the '97XX' class condenser-fitted panniers used to haul freight on the Metropolitan 'widened lines' between Paddington and Smithfield meat market, the 'Night Owls' were widely considered to be an 81A bloodline, for the majority of the class worked out of the West London depot.

That Old Oak changed little during its 55 years as the hub of GWR/WR steam power in London was a testament to the vision of George Jackson Churchward who, despite his more obvious credentials on the locomotive design side, is traditionally credited as being the main architect of 81A. How much direct input 'GJC' had to the actual design of 'OOC' is open to conjecture. Most likely it was the company's architects who drew it to Churchward's specifications, and it passed across his desk for final signing-off. ▶

“ AS SERIAL TRESPASSERS AT BR ENGINE SHEDS, WE WERE ANXIOUS TO AVOID RAILWAY OFFICIALS AT ALL COSTS ”

Whichever, Old Oak Common was the design template for further major depot roundhouse engine sheds that would follow, all built from red brick with round-edged blue engineering at the corners, under high-pitched, gable-ended slate roofs, and all with their own substantial repair shops.

Old Oak was effectively the design granddaddy of six more turntable sheds (none of them true 'roundhouses') built in the following years, though none was quite as grandiose as 81A. They were Aberdare (one turntable), Ebbw Junction, Newport (two 'tables'), Oxley, Wolverhampton (two 'tables'), St Philip's Marsh, Bristol (two 'tables'), Swindon (one 'table') and Tyseley (two 'tables').

The most obvious alterations to Old Oak over the years involved the demolition of two sections of the Paddington-facing shed wall, to create the opening for a second track, giving direct access to the north-easterly and south-easterly turntables, at some point during BR's period of tenure,

A 'modern' extension was added, also at the Paddington-facing end of the shed, providing much-needed office accommodation.

BIG FREEZE

The winter of 1962/63 brought mayhem to the railways. The phrase 'the Big Freeze' was universally seized upon by the press and broadcast media to describe what was said to be the coldest winter for 200 years. Today, it only takes a few snowflakes before they reach for that phrase - but in 1962, it truly conveyed how Britain was in the grip of a weather phenomena of unparalleled severity.

So far as London was concerned, it began with heavy snowfalls on Boxing Day and was followed by blizzards in the final few days of December, driven by easterly gale-force winds which brought snowdrifts of up to 20 feet in some places.

Lines were blocked, telegraph wires were brought down, points froze, and thousands of trains were cancelled or delayed. The River Thames froze in parts, as did the sea off the coast of both Essex and Kent. Diesels and their steam-heat boilers also froze in temperatures averaging -2.1°C. But steam locomotives had their own problems, with coal freezing in tenders, in coaling plants and

in the wagons of coal trains which supplied them, to say nothing of water towers and columns solid with ice.

Siberian winter continued into February, with blizzards, driven by 80mph winds, bringing more snowdrift problems for the railway.

I can't remember how I got to Old Oak on my visit there during 'the Big Freeze' in early January 1963, though the photographs - I use the term loosely - that I took on my eight-frames-to-the-roll Brownie 127 confirmed to me that not only was the sky still heavy with snow, but the blurry white blotches between me and 'Castle' No. 5056 *Earl of Powis* said it was actually snowing.

Inside 'the Cathedral', braziers, three-quarters full of hot coals, radiated the warmth needed to stop engines from freezing up, albeit they were randomly scattered between the turntable roads, giving the impression that Old Oak didn't have enough braziers to go round. But who could ever have anticipated such freak conditions?

By this time the writing was on the wall for WR steam.

The 'Cornish Riviera' was diesel-hauled for the first time as early as June 1958, and there had been a progressive filtering-in of the new 'Warships' through to the summer of '62, overlapping with the arrival of the new 'Westerns' from December 1961. The unexpected vision that greeted me around this time, of the new *Western Enterprise*, standing outside 'the Factory' in experimental 'Desert Sand' livery, was quite a culture shock - but on the ground, Old Oak shed seemed still to be comfortably filled with the usual 4-6-0s, 2-8-0s, 'Prairies' and panniers, and life still seemed normal.

Then, on a visit in September 1962, I found a line of engines, including three 'Kings', a couple of 'Halls' and a 'Castle', assembled on the northern, pannier tank side of the coaling stage, all with their name and numberplates removed, and chimneys sacked over.

I knew the answer - but I had to ask the question all the same.

"Why have all these engines lost their names and numberplates? What's going on?" I implored a passing engineman.

"Oh, those," he answered, nodding at the naked line-up.

"They're for scrap."

My heart sank. The end of steam that I'd read and heard so much about was suddenly a terrible, terrible reality.

In November, two more of Old Oak's 'Kings' - Nos. 6005 *King*



“ WHY HAVE ALL THESE ENGINES LOST THEIR...
NUMBERPLATES? ‘OH, THOSE. THEY’RE FOR SCRAP’ ”



'Rare Cop 1' April 17 1960... and 'Caley' No. 123 brings a touch of northern glamour alongside the more familiar shape of *City of Truro*. R.C. RILEY

George II and 6028 *King George VI* were pulled out of service, and 'stored' in the scrap line. By Christmas, four more had joined the queue for the morgue - Nos. 6011 *King James I*, 6018 *King Henry VI*, 6025 *King Henry III* - and 81A's flagship engine, the transatlantic traveller No. 6000 *King George V*, after working the last 'King'-hailed express passenger into Paddington from Wolverhampton and Birmingham Snow Hill.

The cull accelerated through 1963, and in December, the '15XX' panniers - a badge for 81A at Paddington - were withdrawn.

Three months later, in March 1964, I stood on the now roofless south-eastern turntable and watched the driver of a road crane swing a wrecking ball at one of the stanchions which had supported the gable roof of Old Oak's 'cathedral'. The stanchion stood solid - and the ball came flying off its steel cable. Nobody was hurt, but the significance of that moment struck a chord. It was as if Old Oak Common - the GWR's Old Oak Common - was making a last stand against its own enforced destruction.

That was my last visit to 81A's great steam palace; I had no desire to see this once-proud and pulsing hub of steam power as a sorry mountain of rubble.

The *RCTS Journal* continued to deliver sad tidings, however. In June 1964, demolition of the shed was said to be 'well advanced', though a number of steam diagrams - mainly local shunt and trip work with pannier tanks - continued amid the destruction.

In late October, many of 81A's longest serving panniers were towed away to the scrapyards.

← **The lack of smokebox numberplates on Nos. 4080 *Powderham Castle* and 6947 *Helmingham Hall* tell the story. Still with a little more dignity intact are Nos. 6937 *Conyngham Hall* and 4703, in April 1964. R.C. RILEY**

↓ **Farewell... Engines are visible, but Old Oak is ripped apart. April 1964. R.C. RILEY**



'Rare Cop' 21 *Glan Mackenzie* on December 1 1963. It worked a railtour from Paddington to Swindon on the 8th. R.C. RILEY

From November 1964, most empty stock pilot duties at Paddington were diesel-worked, though officially two ECS steam rosters remained to support the still steam-hauled 4.15 Paddington-Banbury.

By December 1964, the allocation at 81A was said to be down to just 27 engines - 'Halls' Nos. 6961 *Stedham Hall*, 6978 *Haroldstone Hall* and 7923 *Speke Hall*, with all the rest being pannier tanks of the Collett '57XX' and Hawksworth '94XX' types.

The ultimate closure of 81A as a steam depot on March 22 1965 was reported by *The Railway Observer*, not directly, but in a series of related statements. The new three-road diesel depot, constructed largely over the site of the south-eastern turntable but retaining the south-western turntable as additional stabling, was described as being 'fully operational' by March 7, while a separate bulletin disclosed: 'Southall (81C) took over all steam duties from Old Oak Common from March 22.' A handful of steam locomotives were said to be still on shed at 81A, including 'Halls' Nos. 5983 *Henley Hall*, 7915 *Mere Hall*, and 'Grange' No. 6856 *Stowe Grange*, plus ex-Lickey Banker No. 92223 and sister '9F' No. 92240, though their status - working or dead - wasn't specified.

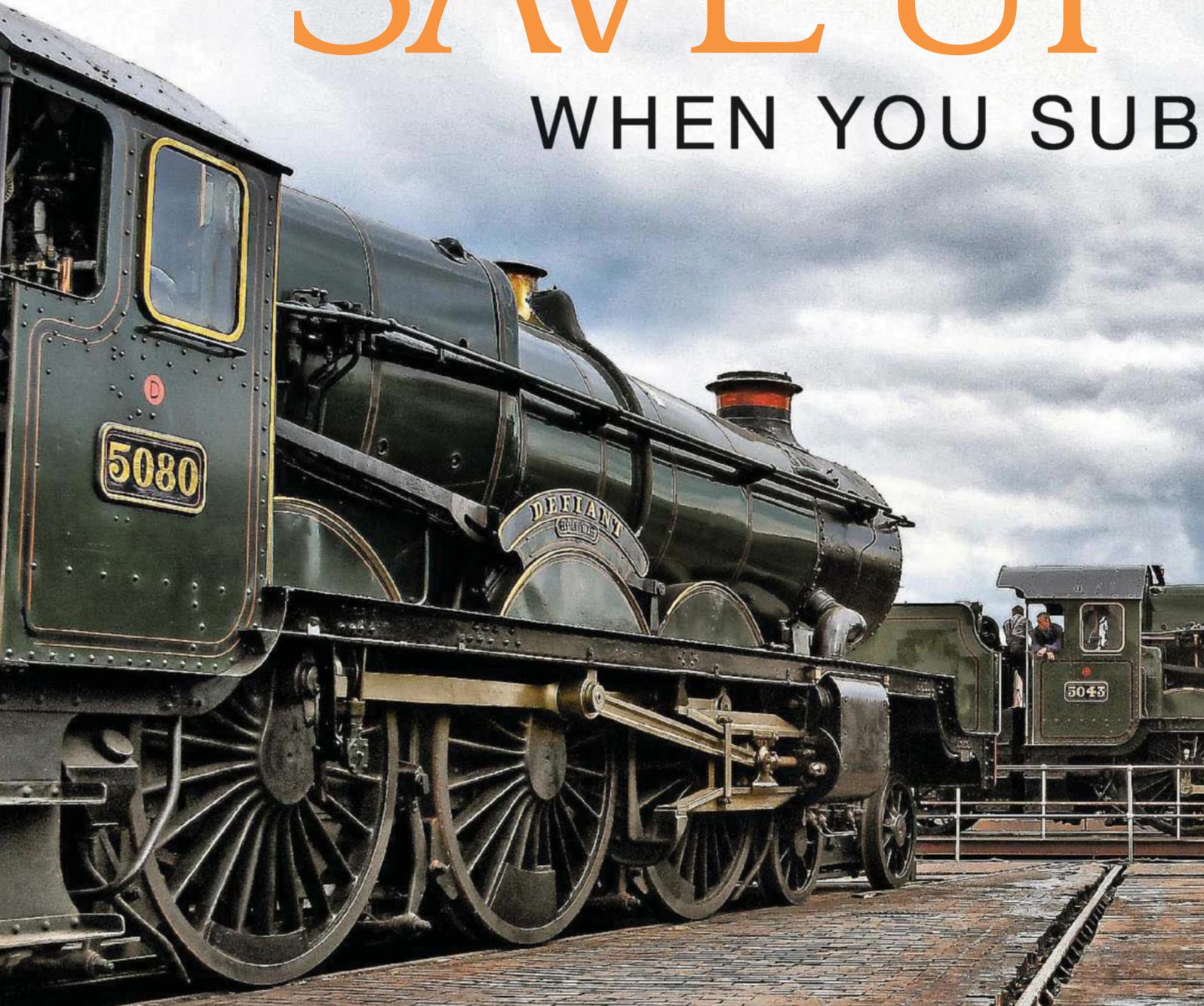
I've returned to Old Oak Common just once since then, in January 1985 - to show my young son David, just seven at the time, around 'the Factory' that was then still extant, but which ultimately was demolished in 2011, despite attempts to get that GWR-original building of 1906 listed on architectural grounds.

We didn't have a permit, of course. SR



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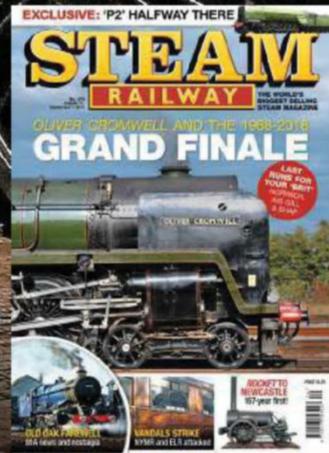
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An artist's impression of how new-build LNER 'P2' No. 2007 *Prince of Wales* will look when the 2-8-2 is completed in 2021. ATSLT

Prin



In terms of time and money, 'P2' No. 2007 *Prince of Wales* is halfway to completion. **THOMAS BRIGHT** catches up with the A1 Steam Locomotive Trust to discuss one of Britain's biggest and most exciting new-build projects.

Four years is a very short amount of time in the world of railways. The first (and arguably most famous) member of Sir Nigel Gresley's 'P2' class - No. 2001 *Cock O' The North* - may have only spent four years in its original and, dare we say it, iconic semi-streamlined form, but its appeal endures to this day.

So much so that The A1 Steam Locomotive Trust, builders of *Tornado* - the first new standard gauge steam locomotive since *Evening Star* in 1960 - formally announced its intention in September 2013 to build a new 'Mikado', improving upon the original design to create perhaps the ultimate main line machine.

Almost four years since the launch of the P2 Project, the team is halfway to finishing the seventh 'P2', No. 2007 *Prince of Wales* - to all intents and purposes a revamped No. 2001.

In that time again, in 2021, Britain's most powerful express passenger steam locomotive could - and should - be up and running, bringing one of the most innovative and impressive

designs ever to have run in this country back to the main line after a 73-year absence.

It's also halfway there in terms of the money needed to resurrect this £5 million machine (see News). £2.5m raised or pledged in four years. By any stretch of the imagination, that's not bad going.

There are a number of significant gaps in locomotive preservation - the Fowler '4P' 2-6-4T, the GWR Dean 'Single' and, to an extent, the Peppercorn 'A1' (now thankfully filled by *Prince of Wales*' predecessor, No. 60163 *Tornado*). The 'P2', although of the rare 2-8-2 configuration, arguably wasn't one of them.

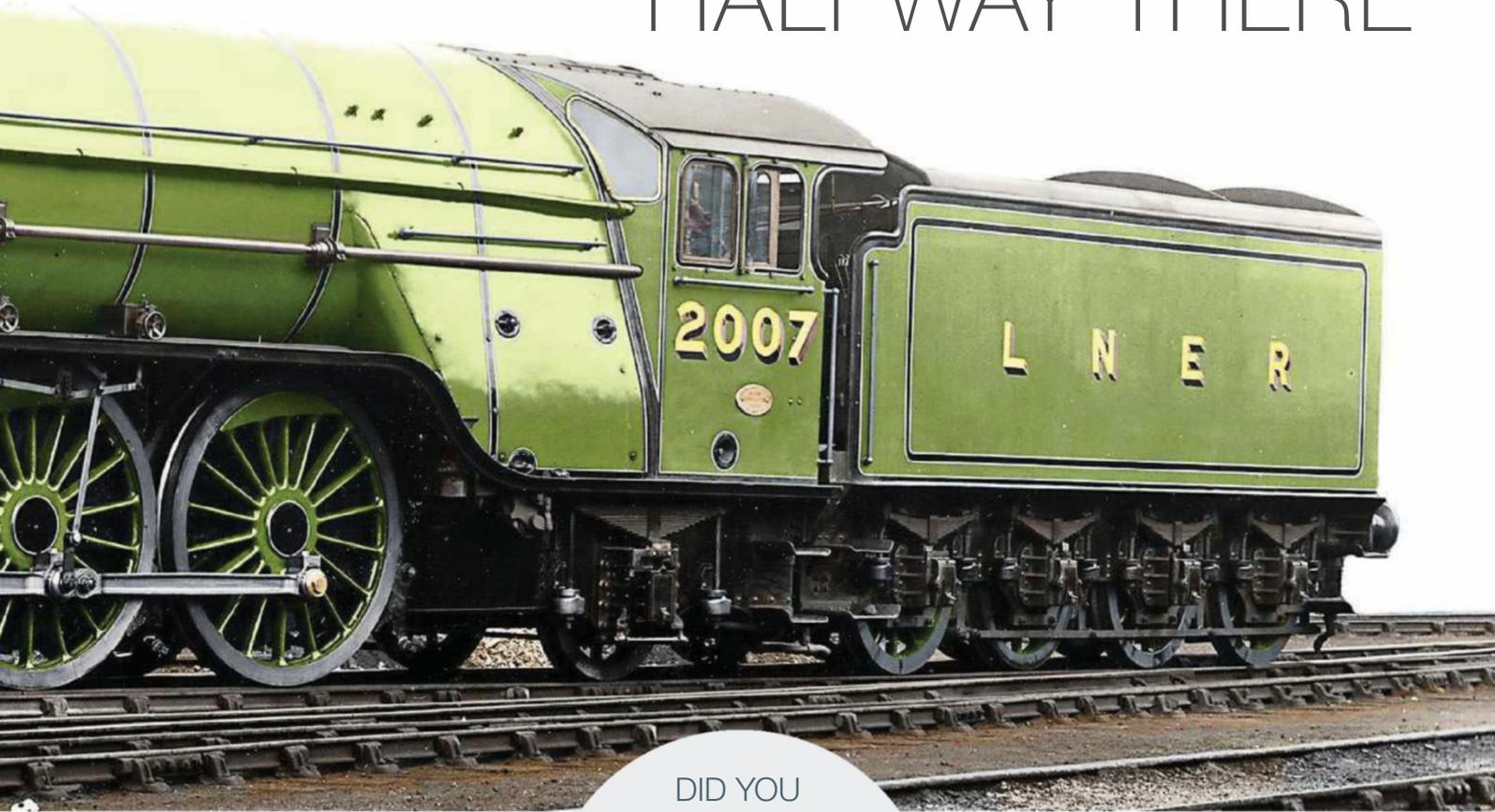
Sure, it was an impressive design unlike anything built in this country before or since, but they were built for a specific duty (hauling heavy passenger trains over the arduous Edinburgh-Aberdeen route) in a specific area, and the six-strong class lasted just ten years before all were converted into the ungainly and unloved 'A2/2' class 'Pacifics' by Gresley's successor, Edward Thompson.

Their time in the limelight may have been short-lived, but they left a lasting impression, and so strong is the support for a new 'P2' that No. 2007 is rapidly taking shape inside Darlington Locomotive Works, just a stone's throw from the Head of Steam Museum and some of the oldest surviving locomotives in existence, including the trailblazing Stockton & Darlington Railway *Locomotion No. 1*.

How appropriate is it that this once-great industrial town, this cradle of the railways, is giving birth to the future of main line steam, and a project utilising the very best technology the

Prince of Wales

HALFWAY THERE



DID YOU KNOW?

Cock O' The North was the first standard gauge main line locomotive to be fitted with a chime whistle. Gresley was inspired to fit them after hearing one on the Romney, Hythe & Dymchurch Railway's Canadian-outline 'Pacifics'. No. 2001 was fitted with the whistle destined for RHDR No. 10, donated to Gresley by his friend and RHDR figurehead Captain Howey.

21st century has to offer to resurrect the ultimate symbol of the steam era?

IMPROVING THE BREED

The 'P2' makes for the perfect new-build candidate, particularly for a team with the skills and experience to make it a success, for not only is it a much-loved design, but it presents considerable scope for improvement.

Part of the reason for their comparatively short lives (in 2-8-2 form at least) was because of a number of inherent design flaws, most notably fractured crank axles - at least five in ten years. For such a small class, that's worryingly high.

What caused it? It was a combination of the 'P2's' sheer power (43,462lb of tractive effort) and the locomotives' surefootedness, a classic case of an unstoppable force meeting an immovable object.

Such afflictions are unlikely to affect *Prince of Wales*. "Our engineer, David Elliott, is effectively finishing the work Gresley started," says P2 Project Director Mark Allatt.

Although *Prince of Wales* will look very similar to *Cock O' The North*, it is not a replica - hence why it is numbered '2007' as the next 'P2' in the class - and the design has been suitably updated to eliminate weaknesses to make the 'Mikado' suitable for the modern main line.

Let's start with that infamous crank axle. The modified version is one of the latest components to be completed for the project,

and thanks to Finite Element Analysis, conducted by railway engineering consultants Mott MacDonald and the incorporation of Timken roller bearings, should be more than strong enough to cope with the rigours of modern day operation.

The most important component of all, the boiler, will be the same as *Tornado's*, working at 250lb/sq. in (raised from the 'P2's' original 220lb/sq. in) in conjunction with a revised cylinder block, which will be fabricated instead of cast as per the original, and should be considerably more efficient. To compensate for the increased boiler pressure, and in order to comply with the more restricted loading gauge, the outside cylinder diameter has been reduced from 21in to 19¾in.

The innovative but problematic Lentz rotary poppet valve gear, as used by No. 2001, has been retained for No. 2007.

Director of Engineering David Elliott explains: "Improved materials and manufacturing processes should overcome the short life of the cams on the original No. 2001, and a number of detail improvements to the Lentz design by the Franklin Company in the United States in the late 1940s will result in stronger and more reliable components.

"The use of computer modelling will help to realise the full potential of poppet valves both for efficiency and maximum power output."

Some might wonder why the A1SLT should opt for a complicated

valve gear design when Nos. 2002-6 used the more familiar Walschaerts arrangement.

David says: "Well, we've done a Walschaerts locomotive before! We fancied a challenge really, and Lentz valve gear was never developed properly on a big engine. Plus, if we went for Walschaerts we'd have had to go for the 'A4'-style front end because it'd be better for smoke-lifting, as Walschaerts produces a much softer exhaust than Lentz valve gear."

Smoke-lifting issues aside, *Prince of Wales* was never going to be built with the Bugatti front end carried by the later members of the class. For David, the reason is partly personal, as he clearly remembers as a child gazing longingly at a 1946 Bassett-Lowke brochure, its cover emblazoned with a 2½in gauge model of *Cock O' The North*, as built by Gresley in 1934.

"It's exciting to think I'm actually building the real thing, in 12in-to-the-foot scale!" he says enthusiastically.

He's not alone. When you think of the 'P2', No. 2001 in its original semi-streamlined form is what comes immediately to mind.

BUILDING THE BEAST

The A1SLT has not rested on its laurels during the last four years. In terms of metal, *Prince of Wales* is about a third complete. Although devoid of wheels (all of which have already been cast and await new axles from South Africa before they can be fitted to the frames), the hulk of metal inside the Hoptown workshop is recognisably a 'P2'.

That distinctive front end, with the D-shaped inclined smokebox door, and the stark stovepipe double chimney surrounded by the pair of elegantly curving smoke lifting plates that merge seamlessly with the smokebox casing, stands proud on the frames. At the rear is the V-fronted Gresley cab. Between the smokebox and cab are the frames which, apart from the cylinder block, are more or less complete with frame stays, horn guides and sandboxes.

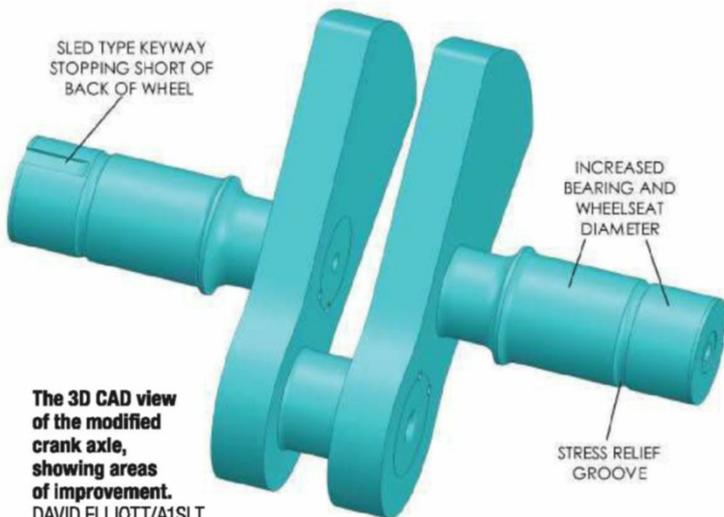
On the floor next to the locomotive is the 'skeleton' for the boiler cladding, which allows the team to assemble the cladding sheets before the boiler itself is delivered, and postpones the need for the boiler to be at the works by at least six months.

The sheer number of parts already acquired is staggering, and to the casual observer, each one is a work of manufacturing art.

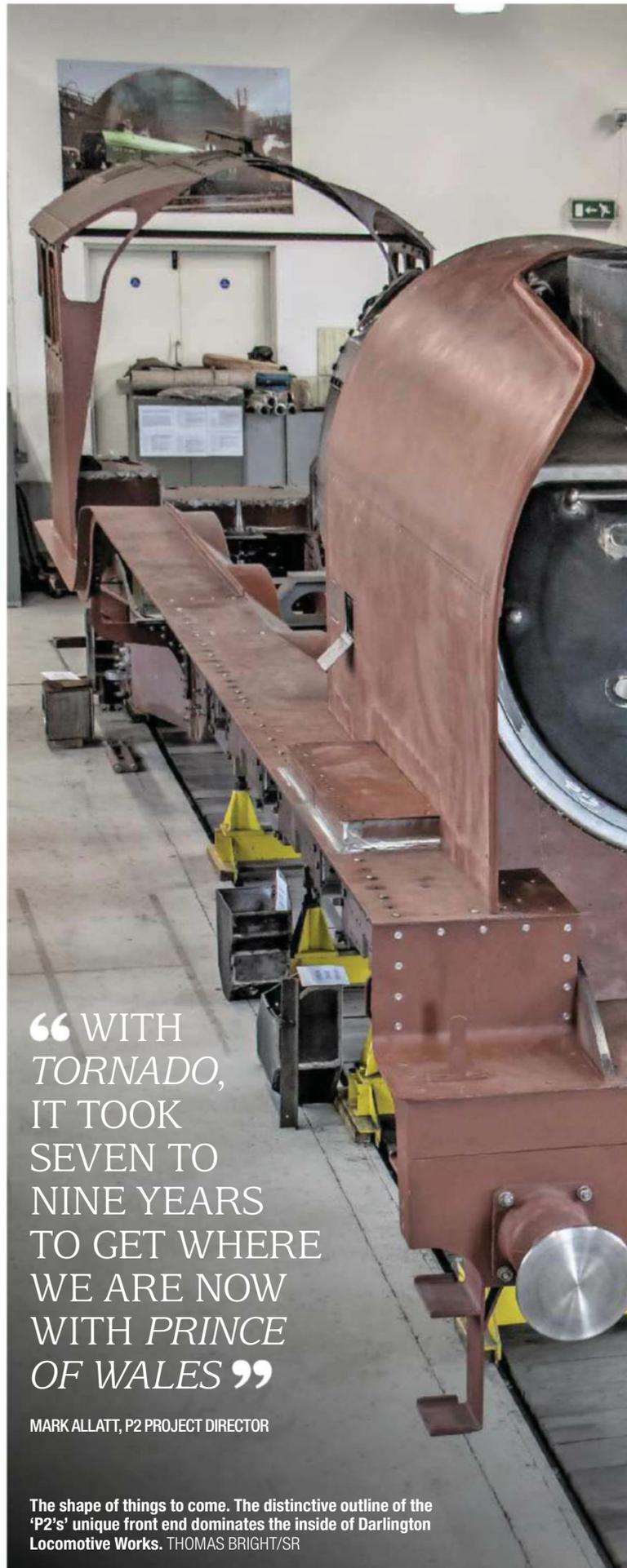
Most overhauls which already have a complete locomotive to work with don't make this kind of progress in four years, never mind a new-build project starting from scratch.

"With *Tornado*, it took seven to nine years to get where we are now with *Prince of Wales*. Of course, with her we already had the cylinders on the frames because they were taken straight off the original drawings and didn't need modifying," explains David.

Mark adds: "The big difference is that we started actually



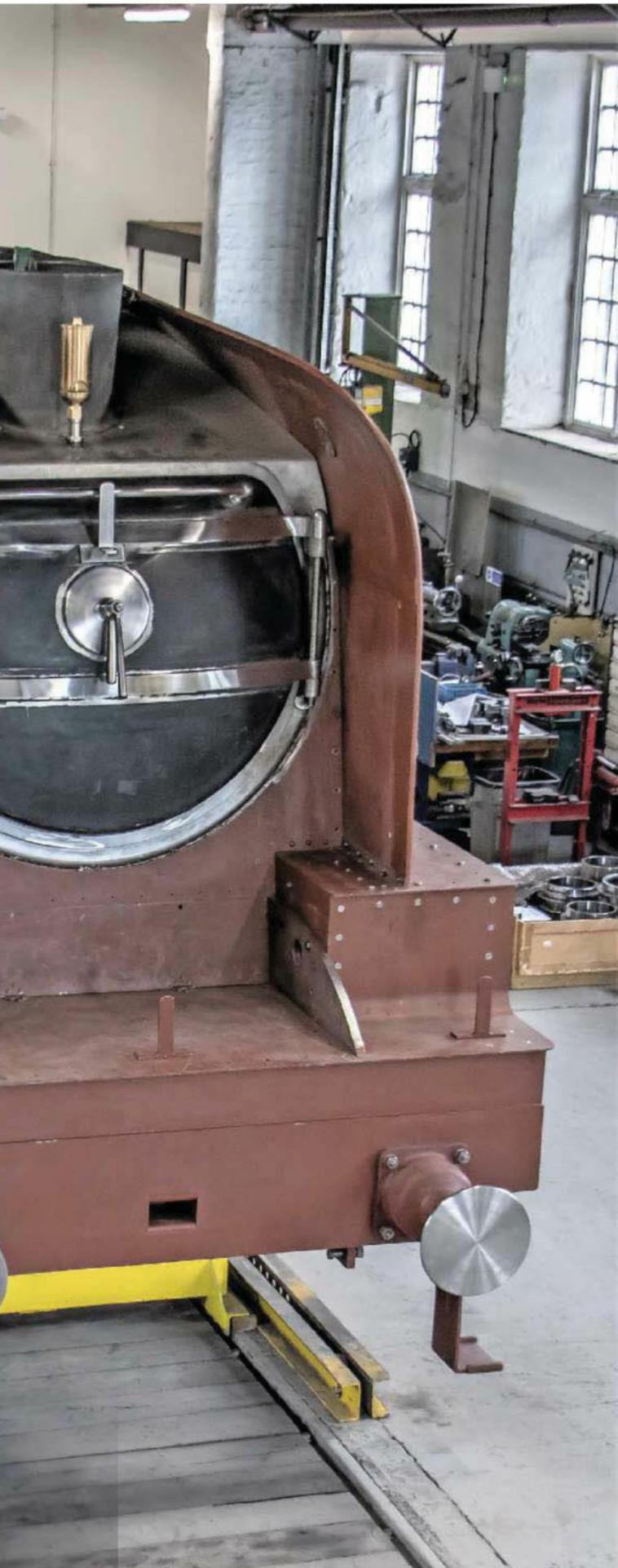
The 3D CAD view of the modified crank axle, showing areas of improvement.
DAVID ELLIOTT/A1SLT



“ WITH
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WITH *PRINCE
OF WALES* ”

MARK ALLATT, P2 PROJECT DIRECTOR

The shape of things to come. The distinctive outline of the 'P2's' unique front end dominates the inside of Darlington Locomotive Works. THOMAS BRIGHT/SR



PROGRESS TO DATE

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, hornblocks, axleboxes and buffers cast (44 items in total); over 1,000 fitted and driven bolts ordered and delivered.
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles and crank pins ordered.
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector water and delivery valves.
- Study into ride and suspension using rail industry standard Vampire® software completed; Finite Element Analysis of improved crank axle design completed to demonstrate compliance with modern standards; assessment and Notified Body appointed to oversee certification - first site visit made.
- Cab trial erected and cab side window frames ordered; engine footplating and splasher kit delivered and now being permanently fitted to frames.
- Smokebox door pressed, door frame manufactured, smokebox delivered and erected; chimney pattern and casting completed.
- Nameplates and chime whistle delivered.
- Over £1m spent, £1.5m raised and £2.5m pledged of the required £5m.

building *Tornado* about four years after the project was launched, whereas with *Prince of Wales* we started almost immediately.”

One of the reasons for the rapid rate of progress is the fact that No. 2007 shares approximately 55-60% of its parts with *Tornado*, including the boiler. Mark estimates that everything behind the rear driving axle, most things above the footplate (apart from the tin work) and a lot of the components below it (carrying wheels, roller bearings, electrics, etc) are the same as on the 'A1'. The thinking behind this is two-fold; not only does it mean the team can utilise the pre-existing patterns made for No. 60163's components, they can also swap parts between the two locomotives as and when the need arises.

RELENTLESS FUNDRAISING

Component sharing aside, there would be no 'P2' without *Tornado*. Mark says: “*Tornado* really allowed the 'P2' to happen; it's a symbiotic relationship.

“The gap between the two was to make sure that everything on No. 60163 worked so we had the best possible foundation upon which to launch *Prince of Wales*.”

Mark says: “To be honest, the time wasn't right for a 'P2' the first time around. The 'A1' was the perfect new-build project - it was a named express passenger locomotive, it was missed, no extra or remedial design work was needed, people remembered them and the platform-enders who saw the 'A1s' in their heyday then had disposable income to spend on building a new one.”

For a team breaking new ground by building a complete standard gauge main line steam locomotive from scratch, the 'P2' was just too ambitious. That said, the team harboured a desire to build a 'Mikado' even before No. 60163 had come to fruition; when they were based at Doncaster, the project's PO box was PO282, so launching the 'P2' project four years ago has been a dream 23 years in the making.

“We were always going to do a 'P2'. We issued a press release in June 1994 saying we'd do a 'P2' after *Tornado*, but when it actually came to making the decision we went through a proper consideration process, including looking at an 'L1' and a 'K3', among others,” says Mark.

“In fact, it was the *Steam Railway* readers' survey that swung it. Out of the ten proposed LNER locomotives, the 'P2' got 60% of the vote; it was head and shoulders above the rest in terms of popularity.”

That popularity shows no sign of abating. £2.5m pledged in four years is not to be sniffed at - it means raising almost £2,000 per day - every single day - and there can be no let-up if the 2-8-2 is to steam in 2021.

Why are so many people pledging money towards *Prince of Wales*? Only a third of supporters were also *Tornado* covenantors, and there are significantly fewer people alive today who remember the 'P2s' in their heyday than the 'A1s'.

The support thus far is testament to the enduring popularity of Gresley's original design, and perhaps in the British tradition of supporting the underdog, given the well-publicised problems encountered in the original class' working lives.

But, as Mark puts it: "The 'P2's' appeal is broader than the LNER."

The support is certainly there, but it takes an extraordinary amount of effort to capitalise on it.

Mark says: "We're not wishing the 'P2' into existence, we're doing something about it. We have a project plan and we have a fundraising strategy and plan.

"This is a fundraising project first and foremost. If you have the money, you can buy in the skills and resources you need. We don't have a traditional cumbersome society structure - we all do for the trust what we do for a living. I'm a marketing, comms and business development consultant in my day job, and David is an engineer by trade.

"ULTIMATE RAILTOUR MACHINE"

Some enthusiasts have questioned the decision to build a 'P2', a locomotive perceived to be too big for the majority of preserved lines - but as it happens, No. 2007 will go anywhere *Tornado* can, and its axle loading is actually a ton lighter than the 'A1'. In anticipation of visiting preserved railways and therefore doing a significant amount of tender-first running, No. 2007 has been fitted with back sanders, something never found on the original Gresley 2-8-2s.

However, *Prince of Wales*' home will be mostly on the main line, fitting for the most powerful express passenger locomotive built in Britain, and the design is ideally suited to the main line requirements of 2021.

David says: "Bearing in mind the increasing costs of putting on a railtour, and the necessity of having 12 or 13 coaches, this will pull that sort of load anywhere - the South Devon banks or over the 'Long Drag'. The 'P2' is the ultimate railtour machine."

It is hoped No. 2007 will return to the 'P2's' former stamping ground of Scotland, and as an homage to the class' Scottish monikers, *Prince of Wales* might carry the Scottish equivalent *Duke of Rothesay* nameplates when working north of the border.



↑ Soon to adorn No. 2007's smokebox, one of the nameplates for *Prince of Wales*. THOMAS BRIGHT/SR

→ With the D-shaped smokebox door removed for polishing, the V-front cab can be seen through the imposing smokebox of *Prince of Wales*. THOMAS BRIGHT/SR



The 'P2' signals The A1 Steam Locomotive Trust's desire to move from being a locomotive builder to a fully-fledged railtour operator, running a fleet of modified Mk 3 coaches (see Down Main, SR459). It is acknowledging the changing nature of main line steam, and planning ahead accordingly.

Talking of planning ahead, the group has already lined up not one but three follow-up projects - a Gresley 'V4' 2-6-2, followed by a 'V3' 2-6-2T and a Gresley 'K3' 2-6-0 - the first of which could steam before the expiry of No. 2007's first boiler ticket (see News, SR460).

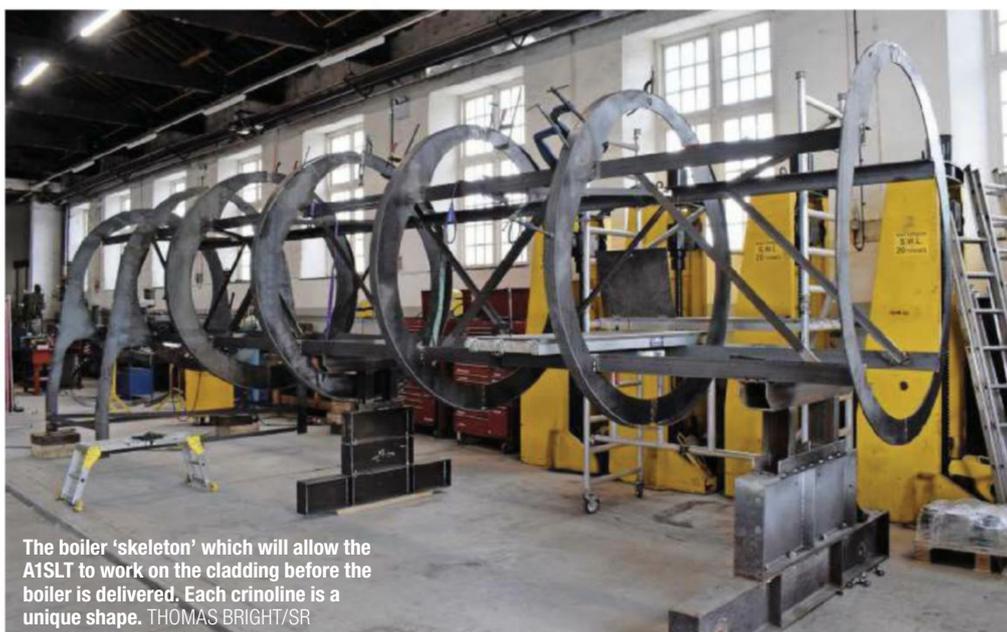
To demonstrate their eagerness, they have already identified drawings for the 'V4' and will begin scanning them shortly.

Mark quickly allays any fears that support for a comparatively unknown class might not be as forthcoming as it was for the 'A1' and 'P2': "There's already a significant amount of interest, but like *Prince of Wales* I suspect it'll be a substantially different set of people supporting it."

If *Tornado* proved that building a main line standard gauge steam locomotive from scratch could be done (and done successfully), *Prince of Wales* shows just what is possible with innovative thinking, a determined team, a robust fundraising plan and realistic aims.

There are no rose-tinted spectacles here, for the gestating 'P2' is seen by everyone involved in the cold light of day, with all the realities that the 21st century railway preservation scene has to throw at it, and it answers every one of its critics.

But *Prince of Wales* is truly inspirational, and like *Lyn*, on page 82, just goes to show that the past is far from dead and buried. The project might only be halfway there, but the 'P2' feels like it's already arrived. SR



The boiler 'skeleton' which will allow the A1SLT to work on the cladding before the boiler is delivered. Each crinoline is a unique shape. THOMAS BRIGHT/SR

FURTHER READING:

Gresley's Class P2 Locomotives, by Andrew Hardy. Ian Allan (ISBN: 9780711038493).

FURTHER INFORMATION:

For further information on any aspect of the new 'P2', visit www.p2steam.com, email enquiries@p2steam.com, call 01325 460163 or write to P2 Construction Fund, Darlington Locomotive Works, FREEPOST RTJS-XEGR-XARL, The A1 Steam Locomotive Trust, Hopetown Lane, Darlington DL3 6RQ.

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S&D 7F 53809 2-8-0, Courtesy of John Moorhouse and the WSR



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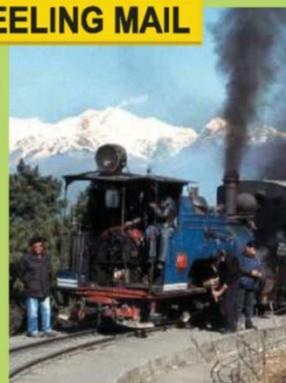
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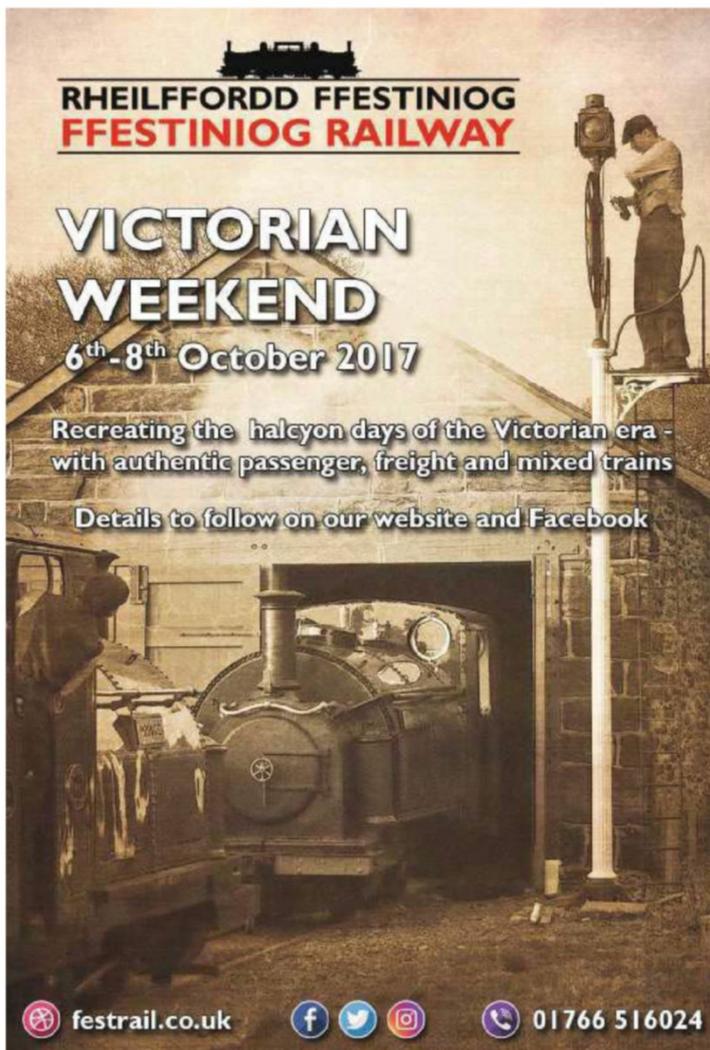
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BANKED!

Bumper crowds, a visiting 0-6-0ST and two locomotives returning from overhaul made Foxfield's anniversary showpiece a financial winner, writes **MARK PEARCE**.

The huge smiles on the faces of volunteer crews told the whole story: the Foxfield Railway's 50th anniversary gala event on July 14-16 had been a massive success. It was so well attended that the timetable had to be altered on two of the days to cope with demand. Footfall was well up on previous years, thanks to an impressive line-up of locomotives and local media interest in marking 50 years since the line entered preservation. And all this would have put a smile on the face of the railway's accountant, too.

Star guest Peckett 0-6-0ST *Sir Gomer* vied for top billing with former National Collection Robert Stephenson & Hawthorns 0-4-0ST Dunston power station No. 15 ('Eustace Forth') making its first public appearances at Foxfield. Also returning from overhaul was Hunslet 'Austerity' 0-6-0ST *Wimblebury* - with both home machines sporting paint finishes never before seen in preservation.

Providing such a strong line-up took a gargantuan effort. On top of the late confirmation of the visit by 'OX1' class *Sir Gomer* and the returning duo mentioned above, the weeks before the event involved major work on the 'bottom end' of both 1874-built Haydock Foundry 0-6-0WT *Bellerophon* and Dubs 0-4-0CT Works No. 4101. Foxfield stalwarts Hunslet 'Austerity' 0-6-0ST *Whiston* and Bagnall 0-4-0ST *Kent Electric Power Company No. 2* made a total of seven locomotives in steam.

Their effort was amply rewarded; over 1,200 industrial steam fans turning out to celebrate the occasion. Such were the visitor numbers at the line's Caverswall Road base on the Saturday and Sunday that the vintage North Staffordshire Railway carriages were restricted to one round trip each day, as higher capacity Mk 1s took the burden of the work instead. Plans are already afoot to enhance the Knotty Coach Trust-owned NSR rake, and bring it up to a self-contained four-carriage set with increased capacity, subject to funding.

Foxfield's signature wagon fleet was in full employment between Foxfield Colliery and Dilhorne Park. The mix of steel-bodied mineral vehicles not only provided authentic trains for *Sir Gomer* and the home fleet, but also added enough weight behind the drawbar for the renowned Foxfield gala acoustic displays. The visiting 1932-built Peckett acquitted itself well during its first return to a genuine industrial landscape since departing Mountain Ash Colliery in South Wales in the early 1980s.

Wimblebury succumbed to a hot axlebox on the Sunday, but otherwise the fleet handled the famously vicious Foxfield gradients in style. Arguably, the highlight of the event was double 'Austerity' action, with *Wimblebury* and *Whiston* on a train of 16 wagons late on Saturday afternoon... a classic Foxfield gala sight - and sound.

The Foxfield's Dave Scragg told *Steam Railway*: "We're all feeling proud and exhausted at what we've achieved; not just this year but over the last 50."

He also declared himself happy with the decision to go for a three-day event. "The Friday attracted a new audience. Anecdotally, it was predominantly people who wouldn't have been able to attend on the weekend. We'll definitely be looking into a repeat of the Friday operations." **SR**





→ A new look for *Wimblebury*.
BOTH: IAN WHITEHEAD

Whiston and newly outshopped *Wimblebury* attack the climb out of the colliery on July 14.

↑ Steep! Visiting *Sir Gomer* assists a freight from the rear on Foxfield bank. GRAHAM NUTTALL

↓ The Dubs crane tank and 'Eustace Forth' meet at Foxfield, as Manning Wardle 0-6-0ST *The Welshman* awaits restoration. ROBERT FALCONER



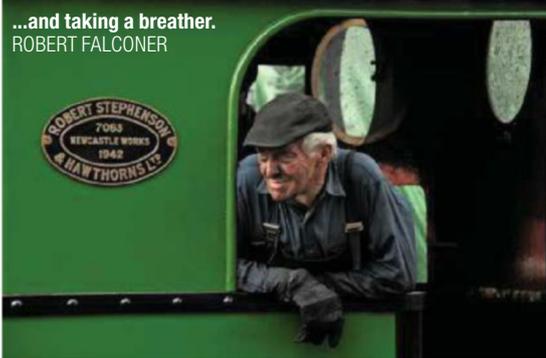


↑ Former National Collection 'North Staffs' No. 2 was displayed outside for the gala. IAN WHITEHEAD

→ A world away from its previous life providing brake van rides at the NRM, 'Eustace Forth' leads the charge from Foxfield Colliery, assisted by *Kent Electric Power Company No. 2* and *Sir Gomer* on July 14. ROBERT FALCONER



Looking ahead...
IAN WHITEHEAD



...and taking a breather.
ROBERT FALCONER



The colliery landscape that makes Foxfield a unique experience. *Wimblebury* bashes wagons around the yard. IAN WHITEHEAD

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WHAT'S IN THIS MONTH'S EDITOR'S PICKS...

Steam Railway has again teamed up with Unseen Steam - the online and DVD home of rare and captivating railway footage - to bring you some fantastic scenes of Foxfield, Old Oak Common and the Fowler 'Jinties' in their heydays.

In 1965, Foxfield Colliery was closed by the National Coal Board, but the railway was retained to serve a mineral processing firm and the Foxfield Light Railway Society was formed to run passenger services at weekends. In our archive views we hark back to the earliest days of the Foxfield line, a year after the preservation society began operations in 1967, seeing its diesel shunter 'Helen' shunting at Foxfield Colliery with much of the original colliery infrastructure still *in situ*.

Old Oak Common was the Great Western Railway's largest MPD. The locomotives featured in this footage from 1949 include the '47XX', 'Castle', pannier, 'Large Prairie', 'County' and 'Hall' classes. We also go inside both the roundhouse and the repair shops and feature some of the locomotive men of the steam age, the films showing the incredible variety of locomotives and the intense activity at this famous steam railway installation.

The London Midland & Scottish Railway adopted a number of the 'standard' locomotive designs after it was formed in 1923, one of the most successful being the Fowler '3F' 0-6-0Ts

We present scenes of the popular 'Jinties' during the 1950s and 1960s. The little engines are seen on a variety of workings, including shunting passenger stock at Bletchley and Crewe, on a local goods at Bury Knowsley Street, working away from 'home' on a transfer freight on Southern Region metals, on a 1956 raitour around London, and on the famous Somerset & Dorset line at Norton Hill colliery in Midsomer Norton.



Nick Brodrick

Nick Brodrick, Editor, *Steam Railway*



PAUL COOPER COLLECTION

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Fifty years after the Foxfield Railway began passenger services on the newly preserved line, the industrial railway celebrated its golden anniversary in style with a spectacular gala featuring a variety of industrial motive power.

Unseen Steam presents three clips from the 50th Anniversary Gala in May 2017, featuring

Bellerophon, the distinctive Dubs crane tank and *Whiston*, as well as an authentic mineral train assaulting the fierce 1-in-19 climb up Dilhorne Bank, recreating classic scenes from the bygone era of industrial railways.

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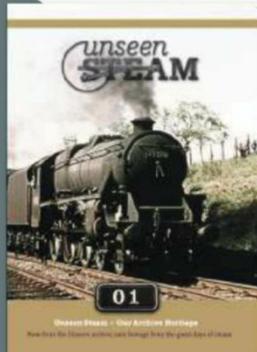
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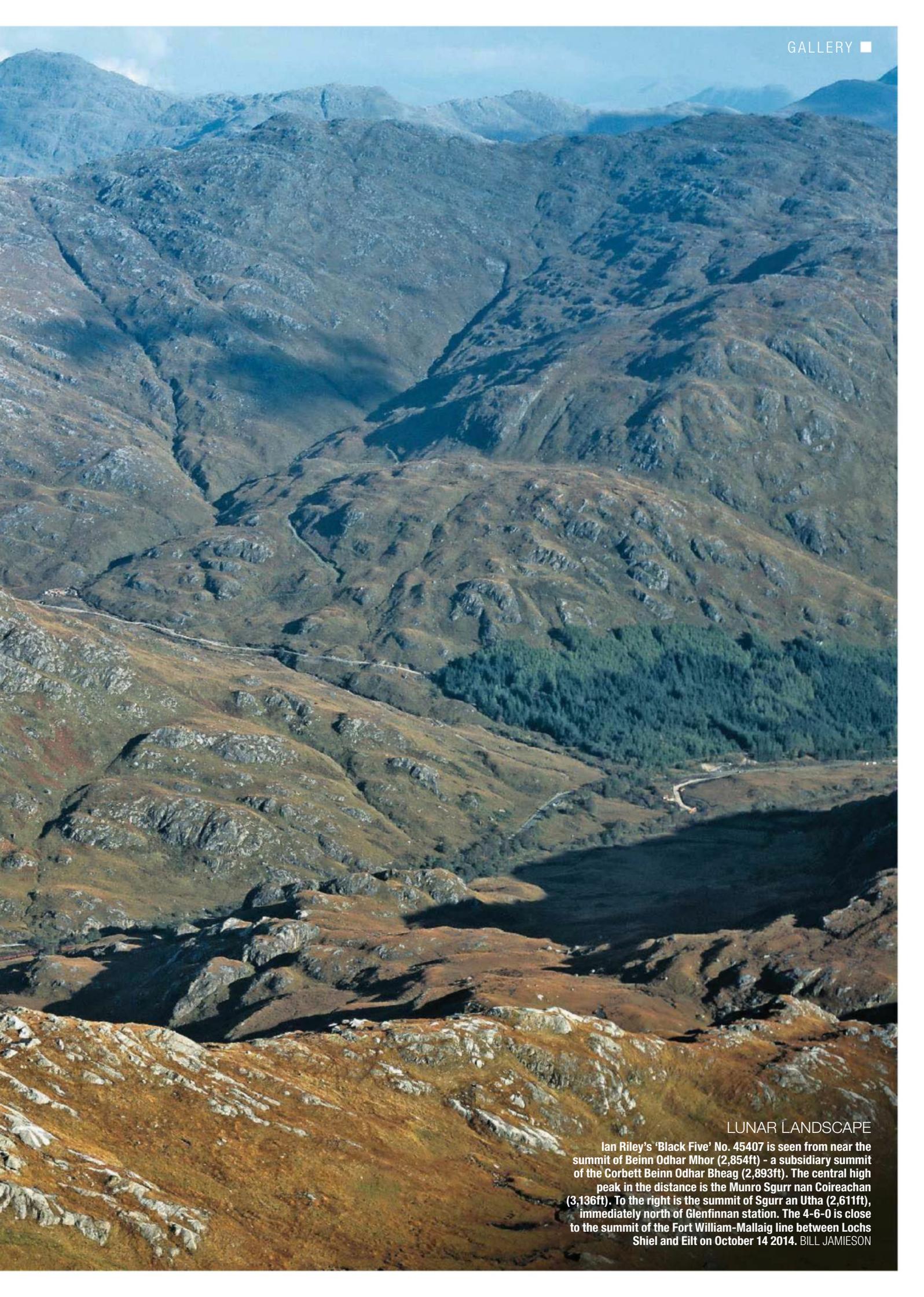
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QUARRY HUNSLET

Former Dinorwic Quarry
0-4-0ST *Cloister* hauls
a typical train of tipper
wagons at the Threlkeld
Quarry & Mining Museum on
July 28. ROBERT FALCONER





LUNAR LANDSCAPE

Ian Riley's 'Black Five' No. 45407 is seen from near the summit of Beinn Odhar Mhor (2,854ft) - a subsidiary summit of the Corbett Beinn Odhar Bheag (2,893ft). The central high peak in the distance is the Munro Sgurr nan Coireachan (3,136ft). To the right is the summit of Sgurr an Utha (2,611ft), immediately north of Glenfinnan station. The 4-6-0 is close to the summit of the Fort William-Mallaig line between Lochs Shiel and Eilt on October 14 2014. BILL JAMIESON



STANIER SILHOUETTE
'83' No. 48151 scuds across Arden Gill Viaduct
with the southbound 'Daesman' on July 3.
JOHN COOPER-SMITH

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Bagnall 0-4-0ST 2842 'KENT No.2'
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SUSTAINABLE FUNDING: CLOSING

Taking pictures is not enough - but how much are you prepared to give to support main line steam? The answer may help decide if favourite engines keep running - or not.

How much would you give towards keeping an engine you love going? A fiver a month? More? Or less than the price of a packet of crisps and bottle of pop?

It's a question that, until now, you've maybe not had to think too much about. Yes, engines have come off the main line without much prospect of return - but many, including a list of favourites, have been able to keep going.

Yet the upward climb of overhaul costs seems unlikely to stop. An overhaul might have cost £100,000 years ago - but now people are talking of £1 million.

Reasons for the rises are easy to find: engines that need more work than previously, matched with a decline in people who are able, or willing, to do the rebuild themselves as volunteers. Contract overhauls necessarily mean paying for labour.

Some engines have been helped by the Heritage Lottery Fund. Others are part of bigger groupings that may be backed by wealthy individuals - such as Jeremy Hosking - or are able to offer just those contract repairs - such as Tyseley or Ian Riley's operation. That doesn't necessarily mean volunteer, grant or other financial support isn't part of the mix.

Yet what of those engines owned by 'traditional' groups?

Even *Clan Line*, that paragon of locomotive virtue, was the subject of an appeal to members to close the gap in the kitty for its latest overhaul. And after all, how many 'main liners' really have all the money in the bank when it comes to the last run of a ticket?

That is the situation now - without any further inflation in overhaul costs - and that is why the question of how much you are willing to give is ever more important.

If you're one of the many 'armchair enthusiasts', you've basically been able to enjoy steam for next to nothing. That's not



GOING THE OVERHAUL CASH GAP

to say you've actually done so - but it is an option. Yet scribbling in a notebook ultimately doesn't keep steam going; neither, on its own, does taking pictures.

Even if you 'support' an engine, you can still do it in little more than nominal terms. More than one group offers membership for £20 a year or less. That's under £1.67 a month... or around 38½p a week. A packet of crisps from a vending machine would cost you more than that; stick in a bottle of pop and you're probably already around the monthly figure. Plus, from whatever a group 'makes' out of membership, the costs of any **benefits such as producing magazines have to be deducted...**

Yet there is another way - and it's not even new. For more than 25 years, the A1 Trust has run a scheme of regular donations.

Recognising from its very start (in 1990) that classic memberships would not raise enough money to build an all-new locomotive, the trust put 'covenanting' at the core of its fundraising. Jump forward a quarter century-plus, and last issue, former 'A1' chairman and long-term activist Mark Allatt explained how he thought locomotives had become "very dependent on a small number of very wealthy individuals, or HLF funding, or... [the type of] fundraising from the 1950s."

Minimum commitment to *Tornado* costs £5 a month. That was based on the monthly price of a weekly pint of beer in the North East when the scheme started. For the 'P2' (launched in 2013) the minimum has risen to £10.

Now, *Clan Line* owner the Merchant Navy Locomotive Preservation Society is thinking of launching a similar scheme (see the next story). Others already have them.

The benefits are clear: putting more money aside to keep locomotives going, but also of being able to plan for regular income even when your engine is not running - whether that be for overhaul, or any other factor such as a fire risk ban, gauging problems, failure, or even a promoter simply cancelling a train. Yes, hire fees can be worth thousands each main line trip... but if you're not running, you don't get them. Nor are you then able to hold your raffle or sell merchandise on the train...

Excluding grants and the like, almost certainly no other organisation is a cash-generator quite like the A1 Trust (which hit a record of around £120,000 in income and pledges in May - SR469). Yet, as you'll see on page 66, Trevor Tuckley (No. 71000) reckons his organisation's version is now good for more than £600k over ten years - and that's effectively from a standing start less than four years ago.

So this is where you come in. Sure, some people already contribute a lot - often through *ad hoc* appeals. Others really can't spare any extra cash - but if you buy a packet of crisps and pop out of a machine a week, or a pint of beer a month... surely you can? Or even if you just nip out to take pictures every so often. Many hobbies are much more expensive than that.

In fact, if you do these things, yet you don't support your favourite engine, then how much of an enthusiast are you, really?

So I urge you: find your favourite engine, check if it has a scheme, and if it does - support it. If it doesn't, maybe you could

suggest launching one. Let's make regular contributions the norm.

If enough of us do this, it could make a real difference.

CLAN LINE RETHINK

Clan Line's owner has concluded that action on fundraising is needed because future contract overhauls may "outstrip the locomotive's ability to earn the level of income necessary".

That, let us remember, comes right at the very beginning of No. 35028's latest main line ticket which, all being well, could last a decade. Writing in the latest report, and in financial statements lodged with the Charity Commission in June, Merchant Navy Locomotive Preservation Society chairman Tim Robbins also lauds members for this year having "proved themselves to be second to none in their resolve" to see the Bulleid 'Pacific' return to the main line. That was

after a shortfall in the cash for *this* overhaul.

'Donations, gifts and similar incoming resources' in 2016 totalled nearly £72,000.

An idea now being put forward is a regular donations scheme - 'covenanting' - something already familiar through the A1 Steam Locomotive Trust which has now done it for over 25 years.

**“ SCRIBBLING
IN A NOTEBOOK
ULTIMATELY DOESN'T
KEEP STEAM GOING;
NEITHER, ON ITS
OWN, DOES TAKING
PICTURES ”**

As it happens, the MNLPS's mullings come around the same time as Mark Allatt's comments on funding in SR469. That was after a month in which his own organisation had taken some £120,000 in donations and pledges. Now, that wasn't all through covenanting, and it covers both *Tornado* and under-construction 'P2' *Prince of Wales* - but it still gives some idea of what can be done.

Yet this is *Clan Line*, an engine that has graced our main lines since the 1970s, that when it comes due for overhaul disappears for a bit then returns, largely without fuss, and which for 20-odd years has had regular employment on the 'British Pullman'.

Let's face it, No. 35028 is largely considered to be right near the top of the tree.

Marketing and comms boss Paul Blowfield was still revelling in '28's' return when I spoke to him in July, just after *Clan Line* came back into service with five trips in seven days (see separate story). However, he has previously said that on a 'fag packet' calculation, the next overhaul will cost £1m - meaning the engine needs to put aside £100,000 profit a year.

So, what about that next rebuild?

"If we get the number of jobs a year that we

**More cash needed?
A typically gleaming
No. 35028 *Clan Line*
snakes through Clapham
Cutting with its 50th
anniversary re-creation
of the 'Bournemouth
Belle' on July 5.
WARWICK FALCONER**

feel comfortable with - we can't carry on like the last few days - but up to two dozen in the course of a year... and if we didn't have any major expense, then we probably could do it just on railtour income - but that's a 'probably.'"

"It's too early to say that yes, we're going to launch a covenanting scheme, but yes, it's true to say that we're looking at doing something along the lines of the A1 Steam [Locomotive] Trust."

The idea, he reports, will be chewed on over the next two to three months - including what might be appropriate incentives given that unlike with the 'A1' or 'P2', supporters don't get the thrill of seeing a new engine being built. However, this will "almost certainly be launched in some form," he says.

Now, unlike the A1 Trust, the MNLPS has traditional members going back decades - the annual adult fee is currently £24 (family £30, senior/junior £18). Of itself, membership is less of a cash-generating scheme: as of the end of last year, there were 480 members - and you can work out yourself that if all those were paying £24, that would gross around £11,500. Out of that come costs, such as the production of the society's magazine (just under £2,000).

Whatever comes now though will be in addition to what already exists, rather than replacing it; effectively, membership will remain the 'gateway' to involvement in *Clan Line*. Indeed, says Paul, "If you're a member at the cheapest level you can still become a

working party member if you've got the skills that we need."

One other thing - as of this month, Southern steam is now 'more than 50 years ago'; is ageing membership a concern?

"Of course it is, but if we were to worry about that too much we'd pack up and go home - we work on the basis that we are transient but *Clan Line* is permanent."

A covenantor scheme might now become a weapon in helping make sure that remains true.

'GRESLEY' - £7 FOR 'SEVEN'

"We work... a balance between main line and preserved line."

So says Tod Slaughter from the Sir Nigel Gresley Locomotive Trust, about his organisation's approach to running the 1937-built Doncaster 4-6-2. To give an idea of that balance, consider the following: in 2014, main line work plus a visit to the East Lancs brought in around £24.5k, while NYMR running accounted for approaching £39k.

As we said last issue, 'Gresley's' keepers are confident they have the money to return the blue 'A4' to action by the end of next year. Now, Tod is a keen supporter of the idea of regular

“ COVENANTING PROVIDES A BEDROCK FOR FUTURE FINANCIAL PLANNING, BECAUSE MAIN LINE OR PRESERVED LINE RUNNING CAN BE 'HERE TODAY, GONE TOMORROW' ”

TOD SLAUGHTER, MARKETING DIRECTOR, SNGLT

donations - and he touches on one of the key benefits for locomotives that have traditionally made their money while running, then 'banked' it to (hopefully) cover the next rebuild. Says Tod: "Because we're not running at the moment, our income is down to a trickle."

So, Tod believes membership must be at the core, but that "covenanting provides a bedrock for future financial planning, because main line or preserved line running can be 'here today, gone tomorrow' - you can't rely on it."

"If you want to see these engines running into the future, we've got to find ways of increasing our income."

This is not, however, a new concept for the 'Gresley' trust - because the organisation already has a 'Friends of Sir Nigel' scheme that is effectively '£7 for Number Seven'. As that suggests, it entails a minimum £7 donation a month. Benefits include two annual draws - and it counts as a family membership too.

Yet Tod accepts that more needs to be done to encourage people to take up the regular donation scheme.

"It's there," he says, "but we have to make it more widely accessible."

'DUCHESS' NEEDS FRIENDS

Another 'Pacific' that already has such a scheme is *Duchess of Sutherland*. In this case it's known as 'Friends of the Duchess' and has a minimum £10 commitment per month.

Like *Sir Nigel Gresley*, No. 46233's keepers do not rely purely on main line income - in this case being aided by the fact the Princess Royal Class Locomotive Trust is not just a single-locomotive owner.

The PRCLT has its own HQ adjacent to the Midland Railway - Butterley, from which it can offer contract 'bottom end' work to other groups. It owns other engines too, including long out-of-ticket 'Pacific' No. 46203 *Princess Margaret Rose* and '4MT' 2-6-4T No. 80098, but also 'Standard 4' No. 80080, which is currently hired out to the East Lancashire Railway. An engineers' coach is there as well.

Even so, says PRCLT Chairman Graham Ousnam, the patrons scheme for the Stanier 4-6-2 is "vital really, because of the cost of keeping the thing on NR."

The chairman says that the trust is making money - but also "just about holding its own."

For as he points out, a 'Princess Coronation' is a big engine. And as we already know, the costs are not going down... 

'MERCHANT' HITS BACK LIKE A CHAMP

Clan Line's Paul Blowfield has likened No. 35028's return to being "the equivalent of a well-loved boxer coming out of retirement and winning the world title again - by a knockout!"

In fact, he wonders if five trains in seven days is a preservation record for an engine straight out of overhaul*.

As predicted, the big Bulleid was back at Stewarts Lane in time to haul UK Railtours' July 5 'Bournemouth Belle' re-creation (SR469) - and that was followed by a private charter with the 'British Pullman' on July 7, the UK Railtours 'Waterloo Sunset' on July 9, and further private shindigs on July 10 and 11. Mileage by that point was 862 since the 4-6-2 arrived back in London. There was then just a brief pause - before the next Pullman trip on July 15.

The high-tempo comeback was largely thanks to a couple of dozen people - in particular Chief Engineer Chris Ellick, Production Manager Dave Easson and working party stalwarts Alan Brown and Mike Turner - according to the Merchant Navy Locomotive Preservation Society's comms and marketing man.

So, now the 1948-built engine is revving up not only for more Pullman

appearances, but also this summer's 'Torbay Express' (shared with *Tornado*). A couple of 1967-themed trips are still to come too - the 'Golden Arrow' from Victoria on September 13 and Waterloo-Exeter 'ACE' on September 23. Next year, there's talk of the 'Merchant' heading north to mark 50 years since the end of steam - as well as a series of Eastleigh-Salisbury-Yeovil shuttles already planned for April 6-8 (SR467).

What's more, in a sign of how his organisation is reaching out to enthusiasts, Paul Blowfield also wants to ask you, the charter users, what you want to see the 'Merchant Navy' do in future. Perhaps that's something 'typically Bulleid'... perhaps not. But it is a chance to influence a 'Merchant Navy's' diary.

So, any suggestions?

* 'Black Five' No. 45407 has, in the past, headed to Fort William and run seven straight days of 'Jacobites' immediately after overhaul. However, other than on the Mallaig trains, I'm not aware of any engine having done it (and neither is '5407's owner Ian Riley, who says of *Clan Line's* debut: "it's a fair achievement is that."). *Tornado* certainly comes close... any other takers?

**Fifty years after the last summer
Saturday passenger trains ran
over the Settle-Carlisle line behind
Holbeck 'Jubilees', No. 45690
Leander digs in to the climb to Ais Gill
on Mallerstang Edge with the July 11
'Fellsman'. GORDON EDGAR**



'DUKE'S' TEN-YEAR TARGET

One engine that has made the transition from the 'traditional' way of fundraising to regular donations is *Duke of Gloucester*. Current support group the BR Class 8 Steam Locomotive Trust was set up in late 2013 - and the minimum level of backing you can give to No. 71000 is now £5 per month.

There are currently some 330 members, and chairman Trevor Tuckley reports that with Gift Aid, annual income is now £61,000 (£55,000 without); many people give more than the minimum.

Trevor says No. 71000 is on target to be back on the main line in spring 2019 - the Riddles 'Pacific' is currently at Tyseley for contract overhaul.

"We've said the day of the enthusiastic amateur is over. That's not a criticism, it's just a statement of fact," says Trevor.

"The last major overhaul the 'Duke' had took eight years, this one will take three years. That was five years when the 'Duke' could have been earning money on the main line, maybe £350,000 of income."

That choice of contract overhaul doesn't mean there's no role for volunteers, however, - as the trust has a programme of weekend working parties at Tyseley. Over the lifetime of the rebuild, the organisation has calculated their input as being worth £50,000-£70,000 - money it would have otherwise had to raise. The working volunteers also, says Trevor, act as ambassadors for the engine.

Trevor describes the approach as effectively to have created "a business - the

subject of which just happens to be *Duke of Gloucester*. The trust is run along tried and tested business lines with the emphasis on financial control."

Monthly management committee meetings take place between the chairman and the five trust 'principals'. Trevor describes the grouping around the '8P' as a family - "not our family, the 'Duke's' family."

'Real' families are also encouraged, he says, so "their children will hopefully become some of our future members."

So, where does all this leave the unique BR engine which, after all, was scratching around for cash not so very long ago? It last ran in 2012 (SR406) - with the state of the finances leading the chairman of its then operating arm to call into question when it would run again.

What about the future?

"It's one thing doing the overhaul - the main thing is having a business plan in place which will secure the 'Duke' well into the next generation and beyond," says Trevor.

"If we do not get a single extra member, then after ten years our annual income will be £610,000. On its own it's not enough, but it's a substantial chunk. Then let's say we do ten/eleven trips a year - that's maybe another £700,000.

"We have in place with Tyseley a rolling maintenance programme which will take care of annual scheduled repairs and thereby reduce both the time and cost of the ten-year overhaul. Again, this will limit the time the 'Duke' isn't earning money on the main line."

What about members though? With the

steam age increasingly disappearing into history, is it realistic to expect supporter numbers to stay at current levels?

"We feel there's too much focus on the age of our members," counters Trevor - who points out that a recent recruit - not only to membership but also the support crew - is an 18-year-old female university engineering trainee.

"Sure, we'll lose members each year for many reasons, of which age is only one. The secret is to continue to add new members of whatever age to ensure we continue to have the quality, keenness and dedication that we currently enjoy. We believe our members are second to none in the varied support and skills they bring to the family."

In fact, Trevor is clear that he wants the membership to grow: "We need more members - that's the long-term lifeblood of the trust. At the start of this year our target was 350 by the end of December.

"What we need is a minimum income of £1.5m that recurs every ten years."

● How many of the biggest main liners are in the ownership of traditional locomotive-owning groups, rather than private individuals or wider trusts or groupings? Of the 'Pacifics' (and not including *Tornado*), we make it *Clan Line*, *Princess Elizabeth*, *Sir Nigel Gresley* and *Duke of Gloucester* - plus, arguably, *Duchess of Sutherland*, even though its owning trust does have more engines. You can see a range of views on these pages; *Princess Elizabeth* Locomotive Society chairman Clive Mojonier did not wish to comment. [SR](#)



A 'Royal Scot' in unfamiliar surroundings. Scots Guardsman climbs into the landscape of North Wales at Dolwyddelan en route to Blaenau Ffestiniog on July 25. BOB GREEN

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 Class 31 NO 31271
 Class 14's | Railcar No 1212
 LMS Steam Crane
 Adults £21 Senior £18
 Child £10 Family £50



PACIFICS ... 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

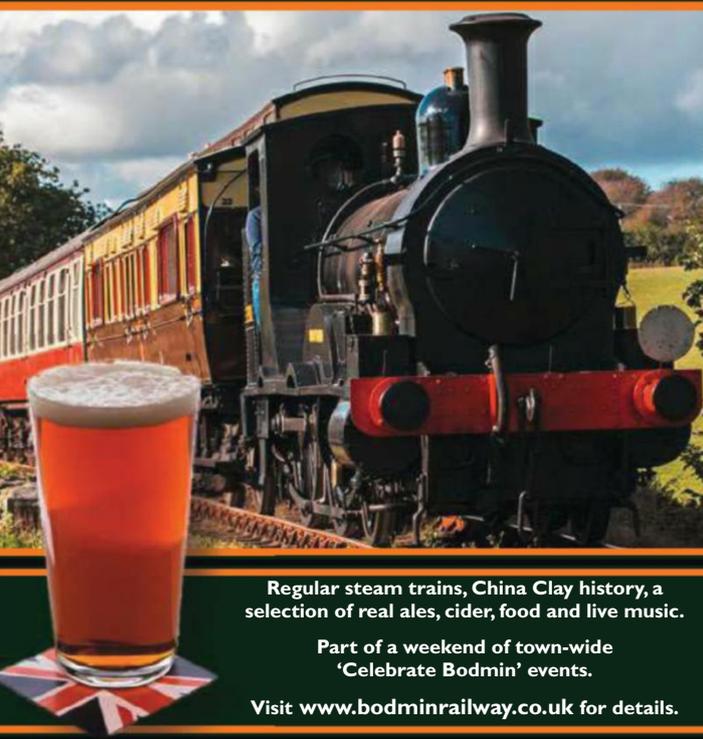


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The HUMAN TOUCH



A job well done. MHR footplate staff gather with 'Standard 4' 2-6-0 No. 76017 on shed at Ropley, at the close of the 'End of Southern Steam' gala on July 9. On the bufferbeam: Nick Smith, Simon Baggott, Ben Eggleton, Tom Homewood, Old Egan. Front: Paul Segar, Alex Luckham, Nigel Lock, Liam Kenchenton, Ian Clewer, Pat Butler, Nigel Stinchcombe, Richard Bentley, Matt Ellis, James Newby, Dan Wigg (GWSR), Jason Houlders (SVR), Ryan Green (SVR), Dave Horsley (80078). MATT BENTLEY



It was another weekend of emotional reunions and re-creations as the Mid-Hants Railway continued its commemoration of 50 years since the end of Southern steam. **BY TOBY JENNINGS**

On the first weekend of the Mid-Hants Railway's 'End of Southern Steam' 50th anniversary gala on July 1/2, it was about the locomotives and the trains they hauled - particularly the re-creation of No. 34052 *Lord Dowding's* last working (SR469).

But the second weekend, on the actual anniversary of July 7-9, was for the people who worked, photographed and chased those last engines of 1967.

Footplate rosters at Ropley were arranged so that two of the MHR's drivers, who were working on the Southern Region at the end of steam, were carrying out duties as close as possible to those they were working 50 years ago to the day.

DOWN TO EARTH

Basingstoke driver Bob Deeth bade farewell to steam on July 8 1967 by working a van train to Basingstoke with a rebuilt Bulleid 'Light Pacific'. He remembers: "I had to stop in Waller's Ash loop for a 'blow-up', having been clocked doing 103mph a few days before - how one is brought to reality."

On the Saturday of the gala, he was at the regulator of visiting rebuilt 'Battle of Britain' No. 34053 *Sir Keith Park* - and the day's diagram included a run from Alresford to Ropley with a set of vans from the MHR Wagon Group's collection. ▶



The following day, Bob Cartwright was the driver of guest BR '4MT' 2-6-4T No. 80078 - the first time he had been on an example of this class since July 9 1967 when, as an Eastleigh fireman, his last steam turn was to take No. 80133 (coupled to No. 80016) from Eastleigh to Salisbury on its final journey to the scrapyards.

"We've basically built the roster around them," said MHR Operations Manager Richard Bentley. "It's one thing to organise a gala - and this one has been seven months in the planning - but it's an important responsibility to do things like that, because how many who were there in 1967 will still be actively involved in ten years' time?"

A third ex-Southern Region engineman who took part was Dave Pallet, formerly of Fratton shed, who drove Nos. 35006 and 76017 during July 7. His claim to fame is having been the fireman on the last day of the Hayling Island branch, although he'd left BR by 1967.

It was a weekend of reunions for many others who witnessed

that final bittersweet summer, such as train timer Don Benn and lineside photographer Paul Cooper - promoting their new books on the subject, *The Twilight of Southern Steam* and *Southern Steam Swansong* respectively.

ALL COMING TOGETHER

Another 1967 'gricer', Kevin Thompson, testified on the Friday: "I'm meeting people today who I haven't seen in 50 years - though it doesn't seem like 50 years to us!"

"It's quite comforting to know that we're still doing exactly the same things as we were then..."

One very specific re-creation of the Bulleid haulage culture featured visiting 'Merchant Navy' No. 35006 *Peninsular & Oriental S. N. Co.* carefully adorned, by support crew member Jonathan Perks, with the same chalk inscriptions applied to No. 35030 *Elder-Dempster Lines* on the last steam-hauled train into Waterloo on July 9 1967 (see pictures).



With Basingstoke driver
Bob Deeth at the regulator,
'Battle of Britain' No. 34053
Sir Keith Park enters
Ropley with the vans on
July 8. EDDIE BOBROWSKI

Here, alongside the typical 'Last Steam' and 'Grand Finale' farewell messages, the words 'Garunteed [sic] by Bristol, Bedford and Sunderland' had referred to three enthusiasts on board, following a tradition of being nicknamed after their home towns. Sadly, none were able to attend; Peter Odell ('Bedford') is now a well-known steam preservationist in South Africa, while Peter Proud ('Sunderland') died in November 2016 (SR463). However, if Brian Hooper ('Bristol') or Reg Elliott are reading this, *Steam Railway* is keen to hear from them on 01733 395151, or email toby.jennings@bauermedia.co.uk

DOUBLE THE FUN

Part of No. 35030's last journey was also remembered on July 9, as 'P&O' (albeit tender-first) was piloted by BR blue Class 33 diesel No. 33053 - just as the driver of *Elder-Dempster Lines* had insisted on having No. D6535 for assistance on Upwey Bank and as far as Dorchester, despite Fireman Len Groves reckoning that the eight-coach train was well within the 'Packet's' capabilities.

In another double-header the previous day, No. 35006 was joined by No. 80078, replicating the pairing of May 22 1966, when Eastleigh shed turned out No. 80139 to pilot now-sectioned No. 35029 *Ellerman Lines* over the 'Alps' on the diverted 9.54am Weymouth-Waterloo. On the Sunday, a similar combination involved the 'MN' being reunited for a second time (following the recent Gloucestershire Warwickshire Railway gala - SR468) with its former Salisbury shedmate, '4MT' 2-6-0 No. 76017.

Obviously, there could still be no attempts at the 'ton', but an eight-coach special on July 7 provided 'P&O' and 'Battle of Britain' No. 34081 92 *Squadron* with one of their first real tests since



↑ Adorned with farewell messages from 'Bristol', 'Bedford' and 'Sunderland', 'Merchant Navy' No. 35030 *Elder-Dempster Lines* stands at the bufferstops at Waterloo on July 9 1967, after bringing in the last steam-hauled Up train - the 2.07pm from Weymouth. PETER ODELL

← On July 8, No. 35006 *Peninsular & Oriental S. N. Co.* carries the same inscriptions at Alton. JONATHAN PERKS

restoration and overhaul; while other double-headed or banked combinations, and the appearance of 'Bournemouth Belle' and boat train headboards, made for a Southern bash that was both commemoration and celebration.

To bring down the curtain, almost the last act on July 9 was a recreated 'scrap train', with No. 33053 towing 'P&O', *Sir Keith Park* and No. 80078 from Alresford to Ropley for disposal... thankfully 'disposal' as in firedropping, not cutting-up.

Far from being destined for the scrapyards, all three engines were merely resting before returning to their respective home railways; while July 10 was a steamless day with no timetabled services, the 'Merchant Navy' was again in action from July 11-13 before heading back to its Toddington base on July 17. No. 80078 was also rostered for services on July 15/16 before moving on to the Mid-Norfolk Railway.

HAPPY MEMORIES

The last word goes to MHR Managing Director Colin Chambers - who also remembers 1967 well, having watched the last years of Southern steam during his lunch breaks from Woking Grammar School.

"Well, what can one say?" he commented. "It was brilliant - the gala of all galas.

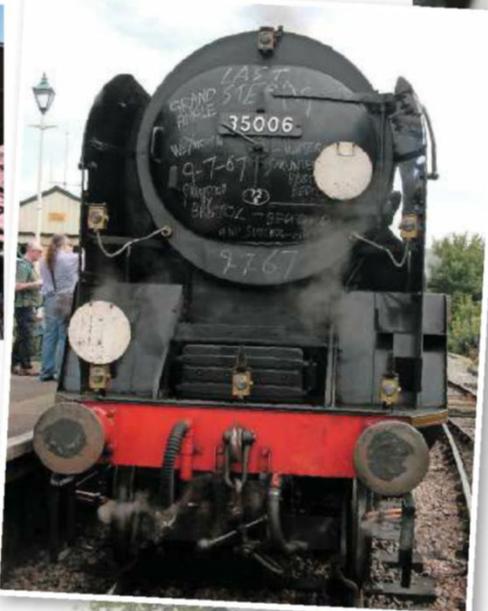
"To be up on the picnic site at Alresford, and watch a Bulleid take eight coaches out - slipping slightly! - well, it doesn't get any better.

"It really brought it all back." SR

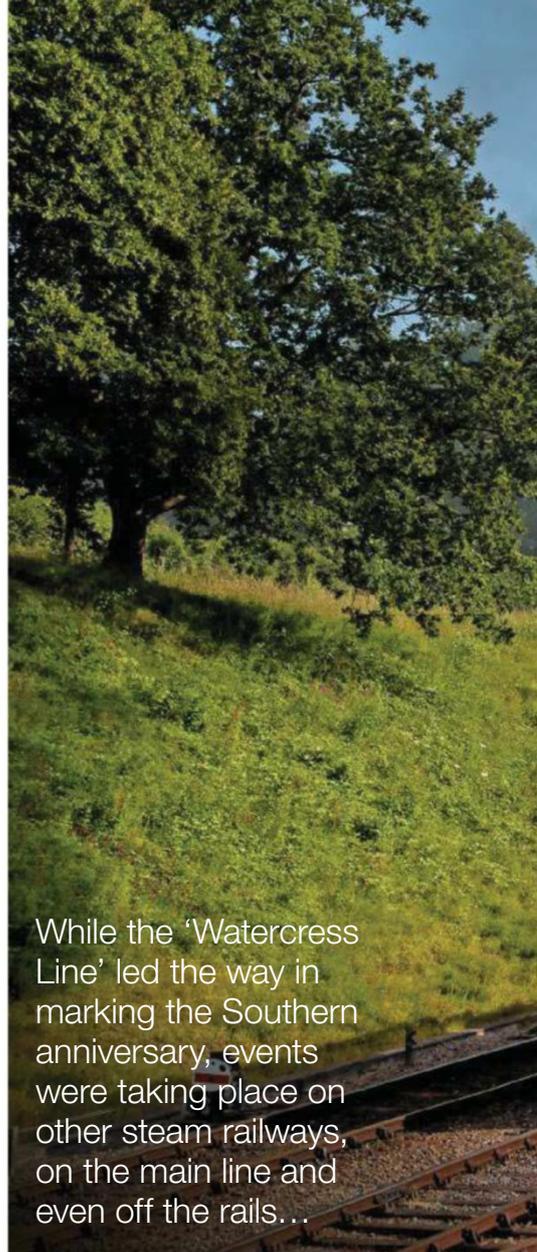
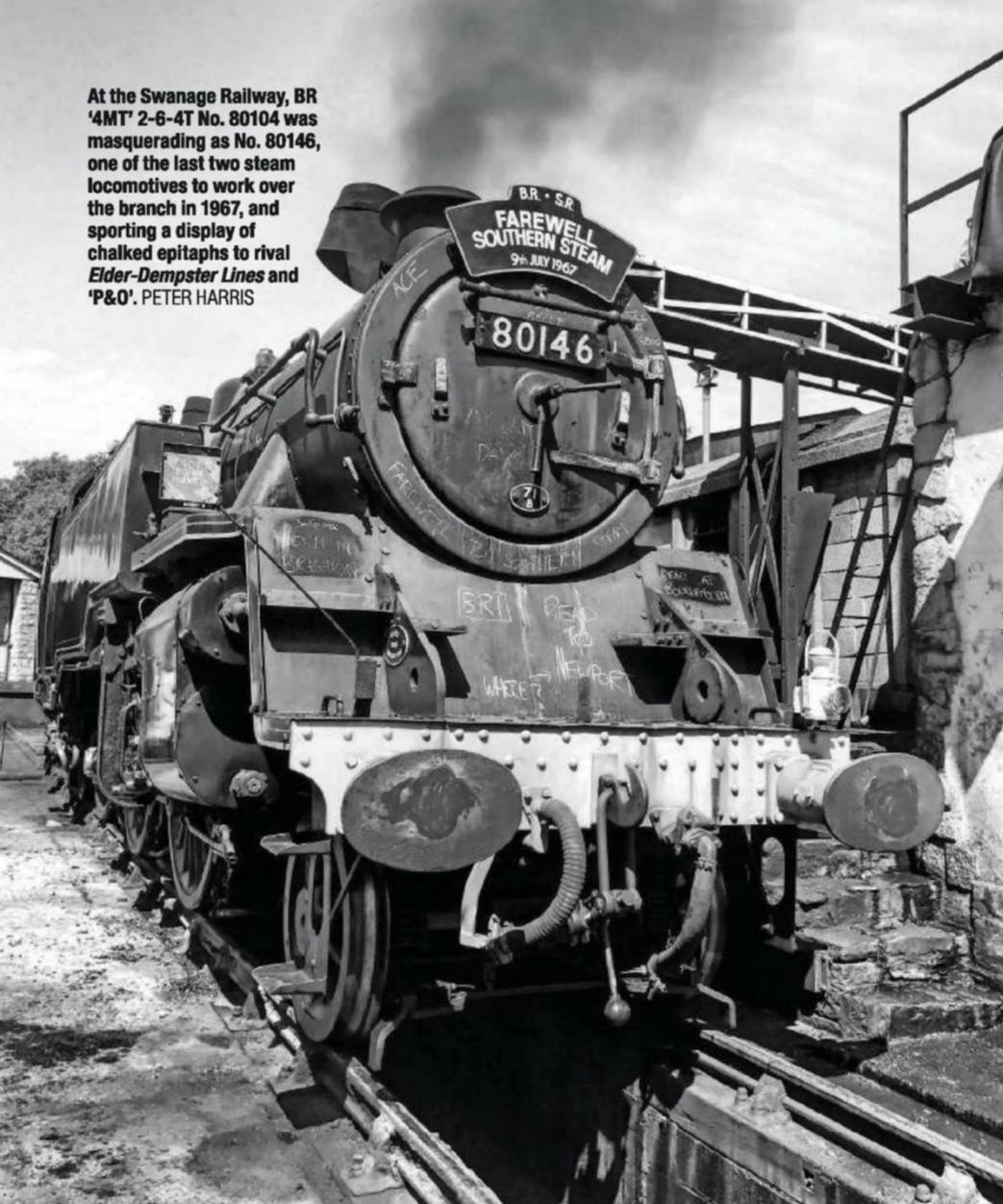


↑ Back on a 'Standard 4' tank for the first time in 50 years, former Eastleigh fireman Bob Cartwright is in charge of No. 80078 at Ropley on July 9. TOM ADAMS

↓ Bob Deeth (left) and MHR Operations Manager Richard Bentley on No. 34053 at Ropley on July 8. TOBY JENNINGS



At the Swanage Railway, BR '4MT' 2-6-4T No. 80104 was masquerading as No. 80146, one of the last two steam locomotives to work over the branch in 1967, and sporting a display of chalked epitaphs to rival *Elder-Dempster Lines* and 'P&O'. PETER HARRIS



While the 'Watercress Line' led the way in marking the Southern anniversary, events were taking place on other steam railways, on the main line and even off the rails...

THE GRAND FINALE



← The 'Bournemouth Belle' at Bournemouth Central. Fifty years to the day since this train was last steam-hauled in BR days, newly overhauled 'Merchant Navy' No. 35028 *Clan Line* arrives under the overall roof with the Belmond British Pullman set, forming the UK Railtours-promoted 'Belle' on July 5. PAUL BLOWFIELD

➤ Wearing the guise of 1967 'Battle of Britain' No. 34052 *Lord Dowding*, 'West Country' No. 34046 *Braunton* hauled the Railway Touring Company's commemorative tour from Waterloo to Yeovil Junction and back from Weymouth on July 8. Here it simmers at the Waterloo bufferstops following the return run. EMMA SEDDON

➤ The weekend after the anniversary, the town of Eastleigh paid its own tribute on July 15/16, bringing 'West Country' No. 34007 *Wadebridge* - still in the guise of 1967 example No. 34019 *Bideford* - from the Mid-Hants Railway for display in the shopping centre. RON COVER

At the Bluebell Railway, the star of the July 7-9 anniversary event was 'West Country' No. 34092 *City of Wells*, visiting from the East Lancashire Railway to run alongside resident 'Standard Five' No. 73082 *Camelot* and 'Q' No. 30541. On July 10, 'Wells' was in action for a photographic charter, and looked the part leaving Horsted Keynes with 'blood and custard' stock. KARL HEATH



↑ On Western Region territory at the Severn Valley Railway, not only was 'West Country' No. 34027 *Taw Valley* in steam on July 9, but the following day brought a milestone for '3MT' 2-6-2T No. 82045. Fifty years and one day after the end of Southern steam signalled the end for the class in BR service, the new-build example gained its 'face' with the fitting of its smokebox. IVAN WHITEHOUSE



↑ Amid the Bulleid 'Pacifics', a smaller veteran of 1967 was in steam for six consecutive days from July 4-9 on the Isle of Wight Steam Railway - Ivatt '2MT' 2-6-2T No. 41298, which ended its BR service at Nine Elms on Waterloo empty stock workings before being saved for preservation by Roy Miller and Peter Clarke. On July 9, it arrives at Havenstreet from Wootton. JOHN FAULKNER

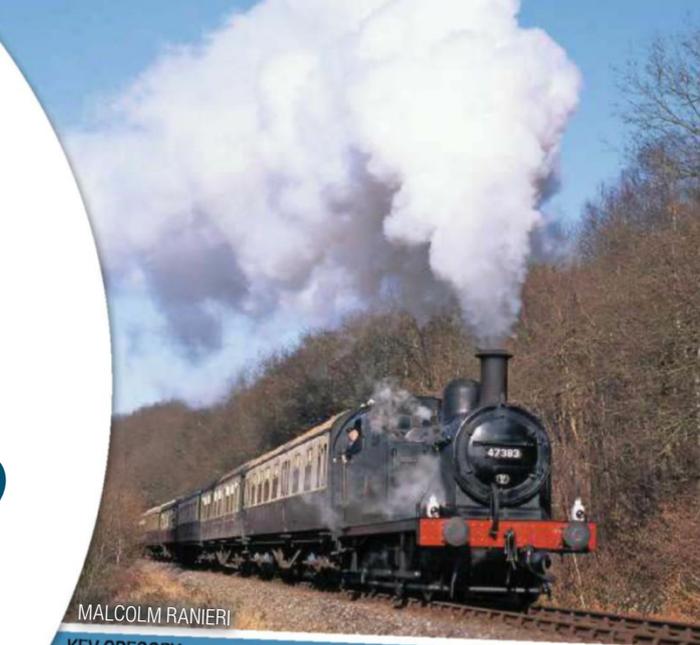
STEAM
RAILWAY

CLASS SURVEY

FOWLER 'JINTIES'

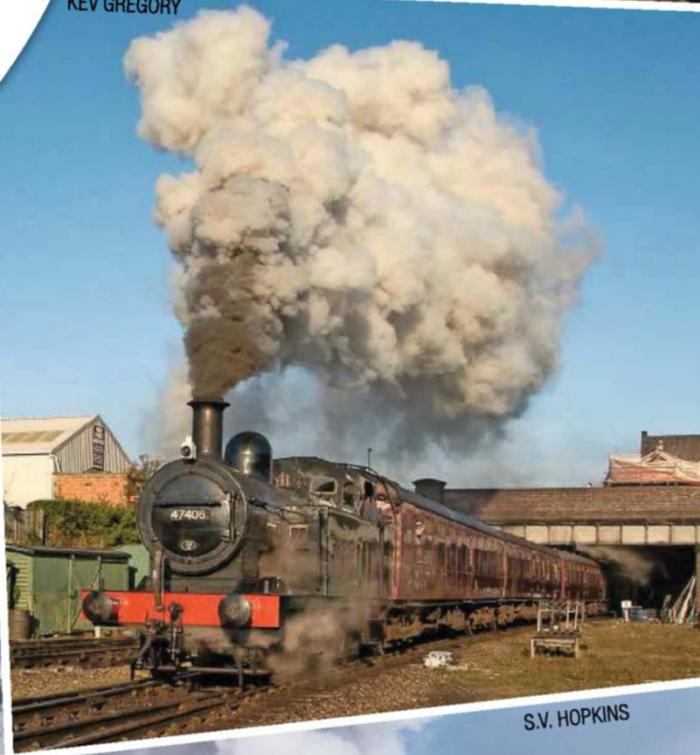
ROUND-UP OF ALL
TEN SURVIVORS

JOHN EGGLESHAW



MALCOLM RANIERI

KEV GREGORY



S.V. HOPKINS



It's a sobering thought that of the ten preserved LMS '3F' 0-6-0Ts, just one is currently in operational order. **NICK BRODRICK** and **TOBY JENNINGS** explore the status of this all-too-quiet class, and what the future holds for the popular 'Jinties'.

No. 47279

There are few classes of preserved locomotive more in keeping with the Keighley-Oxenhope branch than a Fowler '3F' tank engine.

Pottering up the five-mile line among the West Riding mills, with three or four maroons in tow, is about as real as it gets.

It's now been six years since the rasping chatter of a Fowler '3F' punched the air in the Worth Valley, but KWVR locomotive department spokesman Stuart Bray says that No. 47279 "hasn't been forgotten" and that a number of volunteers are "pestering to get it done". It is currently outstationed in the exhibition hall at Oxenhope as part of the 'strategic reserve' of engines that would be relatively quick to overhaul.

Haworth is already stuck into the overhauls of '2MTs' Nos. 41241 and 78022, so the next project to be started will be a bigger engine, to fill the void left by 'WD' No. 90733's withdrawal within the next year.

Although No. 47279 marked the 50th anniversary of its withdrawal

No. 47279 is turned to face downhill for its last run from Keighley before overhaul on July 25 2011, so that it could face the most aesthetically pleasing direction in the museum at Oxenhope. NICK BRODRICK/SR



Status:

On static display
Location: Oxenhope exhibition hall, Keighley & Worth Valley Railway
Owner: Private group
Built: 1924 (Vulcan Foundry)
Withdrawn: (week of) December 31 1966
Left Barry: August 1979

(December 31 2016) in quiet fashion, there is a chance that it could be alive for the 60th...

That's because Taff Vale 'O2' No. 85 might only give around another five years of service before

its next 'ten yearly' because of the fragility of its cylinder block. That may create a useful opening for the 'Jinty', which is deemed to be in reasonable nick, although pannier tank No. 5775 would also be in contention.

No. 47279 was (and is) arguably best suited to off-peak trains with loads of up to four carriages - the line's BR suburban Mk 1s in particular.

The historical combinations could push the boundaries even further if the railway succeeds with its exciting project to recreate an LMS push-pull set (SR468).

Close examination of the '3F's' boiler suggests that it was once fitted to a Johnson condensing 0-6-0T and a Midland '2F' 0-6-0 (blanked-off clack valves ahead of the side tanks and on top of the barrel), before it was fitted with the now-familiar Belpaire firebox.

'Thomas', or rather No. 47298, during its jaunt to Utrecht in 2010.



Status:

Under overhaul
Location: Riley & Son (E) Ltd, Heywood
Owner: Ian Riley
Built: 1924 (Hunslet)
Withdrawn: (week of) December 31 1966
Left Barry: July 1974

No. 47298

Remember the Tri-ang 'Jinty'? The one with the crude BR lining on the side tanks and bunker? Ian Riley does.

Fond childhood memories of running the noisy 'OO' gauge model around an oval track has spurred the Lancastrian to break with tradition, by making a full-size locomotive look like a fictitious model!

Ian also has a personal reason to line out No. 47298... His pet engines, Nos. 44871 and 45407, already carry the BR scheme.

This is also the only member of the class being considered to run on the main line. In fact, it already has, having run on the national network in 1980.

At that time, No. 7298 was owned by Derek Foster, who'd bought the engine direct from Barry in 1974 and restored it at Steamport, Southport.

Fresh out the box, the '3F' ventured out over the network to the Rocket 150 cavalcade at Shildon - and was used as the Bold Colliery shed pilot, rubbing buffers with some of preservation's elite.

No. 7298 continued on to Dinting, then Manchester Liverpool Road for the September Great Railway Exposition, before returning to Southport via Edge Hill depot to collect a six-wheel 'Pooley' van!

Huw Parker had just completed his A-Levels when he joined Derek for the hectic summer, and recalls riding on the footplate up Miles Platting bank.

The engine went on to a more sedate pace of working life at the Llangollen Railway, interrupted by a lengthy spell at the East Lancs Railway. In 1998, No. 7298 was sold to Huw, who turned the engine out as Thomas the Tank Engine. It even travelled by ferry to the Isle of Wight, Holland and Denmark.

However, the blue livery and cheeky face was an invitation for others to use and abuse the engine, and Huw (now involved with *Tornado*) became disenchanted with life as a locomotive owner.

After major firebox repairs in 2011 and several offers, he chose to sell the 0-6-0T to Ian Riley because of his track record of maintaining locomotives.

Hopes of a fast-track overhaul were overtaken by other events, including the major overhaul of *Flying Scotsman*, but it is now hoped to return the former Willesden machine to steam later this year - possibly incorporating main line electronic gizmos.

Lickey banker with No. 9466, anyone?

No. 47324

Despite now being based at one of preservation's 'big league' railways, No. 47324 has led a relatively undistinguished preservation career so far. Initially taken to the Mid-Hants Railway from Barry, it later moved to the Avon Valley Railway, before being acquired by a group of footplatemen at the East Lancashire Railway. Arriving at Bury in 1992, it steamed for the first time in December 2004.

It proved a useful workhorse at the ELR

Status:
Under overhaul
Location: East Lancashire Railway
Owner: Group of ELR members
Built: 1926 (North British)
Withdrawn: Birkenhead, December 1966
Left Barry: February 1978

for the next ten years, carrying a variety of BR guises and briefly appearing as 'Thomas' to stand in for Hudswell Clarke 0-6-0T *Gothenburg*, as well as visiting the 'Jinty' stronghold of the Midland Railway - Butterley in 2011.

It was finally withdrawn at the end of 2014, by now bearing its original LMS identity of No. 16407. Its overhaul is being carried out under the same agreement as the initial restoration, said ELR Financial Director David Layland, with the railway paying for the repairs in return for a further ten years of use.

The locomotive has been dismantled, but with the ELR still in the process of fitting out the Baron Street works, the overhaul has been delayed.

"We're about 12 months behind where we'd like it to be," said CME David Reynolds.

However, he added: "Once we get the wheel lathe wired up, we can do its wheelsets and axleboxes, and it could be a 'rolling chassis' within 12 to 14 weeks.

"A lot's been done behind the scenes - the pipework and fittings are all ready to go back on, and the frames and cylinders are in good condition - but the boiler needs a lot of work, and that will take another 12 to 18 months."



No. 47327

When this locomotive's last boiler certificate expired at Christmas 2014, the Midland Railway - Butterley was left without a working 'Jinty' for almost the first time in its history. Long-serving volunteer Alan Calladine reckons that the only previous such occasion was in April 2013, when No. 47327 had boiler tube problems - and even then, No. 47406 was hired from the GCR to stand in.

Both Nos. 47327 and 47357 were purchased from Barry by Derby City Council and initially taken to an area of Derby Works known as 'Spike Island', where volunteers carried out preliminary work. No. 47327's restoration was completed at Butterley, where it steamed for the first time on January 12 1992, and it's been through two ten-year boiler certificates since.

Having carried BR and LMS black (the latter as No. 16410), it ended its last stint of service in blue - first as 'Thomas' and then in Somerset & Dorset Joint Railway Prussian blue as No. 23. The original No. 23 was one of seven 'Jinties' originally built for the SDJR

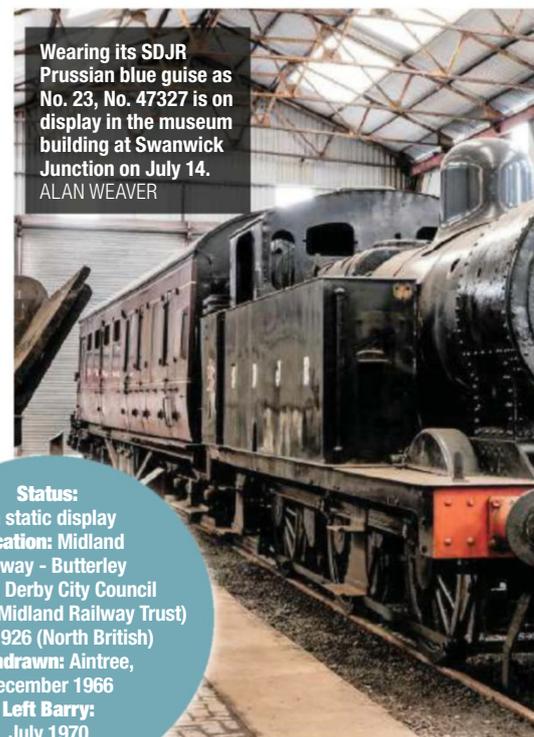
by Bagnall in 1928-29. Later renumbered as LMS No. 7154, it became BR No. 47314 and was one of the last two S&D 'Jinties' still in service when it was condemned in December 1966.

Following its withdrawal, No. 47327 was cosmetically restored again as No. 23 and placed on display in the Matthew Kirtley museum building at Swanwick Junction. It is currently at the back of the queue behind the current projects, Nos. 47357 and 47445. Says Alan: "We've no immediate plans for it, but once those two are finished, we'll decide whether to do No. 47327 or Caprotti 'Standard 5' No. 73129.

"We want to have a rolling programme of overhauls so that we always have a '3F' available for service."

All four of Butterley's 'Jinties' (including Nos. 47445 and 47564 - see next spread) and No. 73129 are still owned by the council and leased to the Midland Railway Trust, which has 'first option' to buy them at the original purchase price from Barry.

Wearing its SDJR Prussian blue guise as No. 23, No. 47327 is on display in the museum building at Swanwick Junction on July 14.
ALAN WEAVER



Status:
On static display
Location: Midland Railway - Butterley
Owner: Derby City Council (leased to Midland Railway Trust)
Built: 1926 (North British)
Withdrawn: Aintree, December 1966
Left Barry: July 1970

On December 19 2009, No. 47324 shunts the stock of the 12.30pm 'Santa Special' over the level crossing at Ramsbottom, ready to return to Bury, after laying over in the sidings to let a shuttle from Rawtenstall into the station. EDDIE BOBROWSKI



← Being lined up for a return to steam next year, No. 47357 is under overhaul at the Midland Railway - Butterley on July 14. Note the distinctive diamond-shaped North British worksplate on the bunker. ALAN WEAVER

No. 47357

BR lined black on Ian Riley's No. 47298 may have been inspired by Tri-ang - but conversely, a new livery on No. 47357 spawned another popular 'OO' gauge model. In 1975, it was the first 'Jinty' to run at what was then called the Midland Railway Centre, following restoration at Derby Works in LMS Crimson Lake as No. 16440 - a non-authentic livery for the class, but which was replicated by Hornby.

Steamed for the first time at the works on June 16 1973, it operated at the centre's early open days, and went on to haul the first public passenger train on August 22 1981. It also carried BR red, but later regained authentic BR and LMS black.

Withdrawn in September 2004, it is now undergoing its fourth overhaul in preservation. The frames are the main priority in the

workshops at Swanwick, under the guidance of the line's new engineer, Gareth Winter; while a contract repair of its boiler is "well on the way" at the North Norfolk Railway's Weybourne works, with firebox platework cut out for replacement and stays being removed. The axleboxes are being whitemetalled and machined at the Great Central Railway.

It is hoped to have it back in steam next year - "the earlier the better," says Alan Calladine. The livery is still to be confirmed, he added: "I would love to see it back in red as No. 16440, but that's because of my personal memories - we'll decide when it's closer to completion."

Status:
Under overhaul
Location: Midland Railway - Butterley
Owner: Derby City Council (leased to Midland Railway Trust)
Built: 1926 (North British)
Withdrawn: Edge Hill, December 1966
Left Barry: July 1970

No. 47383

October marks 50 years since No. 47383 was withdrawn from National Coal Board service from Williamthorpe Colliery, Chesterfield, albeit still based at a BR shed - Westhouses.

It had already been withdrawn by BR (from Newton Heath in the week of December 17 1966), but a shortage of locomotives on the industrial system called for backup motive power.

Arrival at the Severn Valley came in May 1968, thanks to its salvage by the Manchester Rail Travel Society (which had jointly organised a number of tours with the SVR) and it hauled its first preservation passenger train five years later.

One of the more curious events of its second coming came immediately following its 1982 overhaul when the locomotive was meant to move forwards - owing to an erroneous valve setting, it travelled in the opposite direction!

After racking up more than 42,000 miles in traffic, No. 47383 is now inactive after three operable spells at the SVR (as well as forays elsewhere).

Withdrawn from traffic in 2002, the Vulcan Foundry-built engine was

initially covered with a tarpaulin and stored in a siding, but it is now prominently displayed in the Engine House at Highley, for which it was cosmetically restored. It remains in its familiar BR black livery, with the early 'cycling lion' emblem on the tank sides.

The engine is down the pecking order of the railway's locomotive overhaul queue, with no specific date set for the start of its fourth major round of works attention.

Status:
On static display
Location: Engine House, Severn Valley Railway
Owner: Manchester Rail Travel Society
Built: 1926 (Vulcan Foundry)
Withdrawn: October 1967

↓ No. 47383 outside the Engine House at Highley during a 'big shunt' in April 2012. BOB SWEET





Status:
In traffic
Location: Great Central Railway
Owner: Roger Hibbert
Built: 1926 (Vulcan Foundry)
Withdrawn: (week of) December 24 1966
Left Barry: June 1983

No. 47406

Look at any one of the restored 'Jinties' closely enough, and you might spot a component that once belonged to No. 47406.

That's because the engine was a continual source of spares for other locomotives, while it languished at Barry scrapyard between June 1967 and June 1983.

What remained was little more than frames, cylinders, wheels and boiler.

Salvation came from the Rowsley Locomotive Trust, which bought and moved it to the original Buxton headquarters of the nascent Peak Rail, but it was re-sold to Roger Hibbert just six years later, arriving at the Great Central Railway on December 21 1989.

There is a fitting, if slightly tenuous, historical link, because No. 47406 was allocated to the one-time GCR Gorton shed in Manchester during 1965.

Restoration still had to wait until the completion of Mr Hibbert's '8F' No. 48305, but the 'Jinty's' time in the sun finally arrived on January 30 2010, when the locomotive was re-dedicated by then National Railway Museum director Steve Davies.

From the ignominy of being stripped of parts at Barry, No. 47406 became the pride of the GCR's fleet on January 25 this year as the Prince of Wales drove it over the newly commissioned Mountsorrel branch line (which joins the GCR at Swithland Sidings), under the supervision of driver Craig Stinchcombe and fireman Simon Horrobin.

Such a duty would ordinarily have passed to a 'namer', such as *Witherslack Hall*, but the '3F' was the only steam locomotive that would fit the restricted ex-quarry line. Its Royal duty was a world away from a previous life as Lime Street station pilot...

The engine, currently the only working member of its class, is a frequent visitor to railways around the country, and at the time of writing it was helping the Ecclebourne Valley Railway mark its 150th anniversary.

↑ The greatest day in No. 47406's life came on January 25 when it hauled the Royal Train, with Prince Charles at the regulator. Its crew, Craig Stinchcombe and Simon Horrobin, pose with their steed.

CLIVE HANLEY



No. 47445

Several 'Jinties' may have masqueraded as 'Thomas' in preservation, but garish liveries on the class are nothing new, as No. 47445 proves. Following its withdrawal from BR service, it had a further lease of life at British Oak opencast colliery near Wakefield, where it carried

Status:
Under restoration
Location: Midland Railway - Butterley
Owner: Derby City Council (leased to Midland Railway Trust)
Built: 1927 (Hunslet)
Withdrawn by BR: Crewe South, April 1966 (sold to National Coal Board)
Withdrawn by NCB and preserved: 1970



Status:
Under overhaul
Location: Spa Valley Railway
Owner: Barry Buckfield
Built: 1928 (Vulcan Foundry)
Withdrawn: Edge Hill, December 1966
Left Barry: November 1972

No. 47493

A 'Jinty' on the East Coast Main Line? This one has done it.

When new in 1928, as LMS No. 16576, its first allocation was Devons Road in east London - where it and several classmates found regular work on suburban traffic out of Broad Street and down the ECML to Potters Bar. For this, it was one of a batch fitted with destination board brackets and a screw reverser, **instead** of the class's normal lever arrangement - which now makes it unique in preservation.

After spending much of its BR career around Liverpool and Manchester, it became a southerner in retirement. Having chosen it from Dai Woodham's scrapyards because "it was the cheapest thing in the yard to get going" owner Barry Buckfield intended to base it at the Longmoor preservation scheme - but when that failed to get off the ground, he took it instead to the East Somerset Railway. Moved there by rail, it stopped off for preliminary restoration at another lost steam centre - the Somerset & Dorset project at Radstock.

Completed at Cranmore for a mere £4,000, it steamed again in 1976 and hauled the ESR's first public passenger train in 1980. It remained in service until 1990, such was the good condition of its boiler.

After a second overhaul, it returned to service in 1998, but was soon out of traffic again for repairs - for which Barry struck a deal with the Spa Valley Railway. There it broke new ground for the class, although 'Jinties' did find their way onto Southern Region metals at Hither Green and Bricklayers Arms with cross-London freight traffic.

It was the first ex-BR engine to be overhauled at Tunbridge Wells, steaming again in 2004 - and returning to S&D metals at Midsomer Norton the following year. It ran right up to the last day of its boiler certificate on January 1 2014, and is now under overhaul again.

The wheels have been retired at the South Devon Railway, while the axleboxes have received new bronze crowns, which are being machined. However, the boiler will require the most work, including repairs to the inner firebox and a new front tubeplate.

No date has been set for a return to steam. Says Barry: "I did ask if they could get it ready for my 70th birthday next May, but I think it may miss that - I'm not going to hold them to it!"



A 'Jinty' on the main line - almost! No. 47493 sits in the Spa Valley Railway's platform at Eridge on July 31 2011, as a Southern Class 171 DMU arrives from Uckfield. STEVE RYSZKA

a striking guise of orange tanks and bunker, red running plate and black boiler. It remained in use there until 1970, by which time it was the last LMS-built locomotive in revenue-earning service in mainland Britain (excluding the NCC 2-6-4Ts in Northern Ireland).

Acquired by Derby City Council as part of the 'Jinty' package for Butterley, it remained in storage until a sponsor came forward to kick-start its restoration (SR304).

"It was the worst of the three [along with Nos. 47327 and 47357] by a long way," says Alan Calladine, "so it's always been a 'background job' - but it's been boosted by work on No. 47357 because we can share the cost of parts."

Recent progress has included the machining of the slidebars by Summerfield Engineering, to be followed by the overhaul of the axleboxes and the crank journals - the latter having proved to be in better condition than expected. "It could be a 'rolling chassis' by the end of the year," says Alan, "although we haven't looked at the boiler yet."

The prospect of applying its multi-coloured industrial guise has been discussed, he confirmed, but again, no decision has been made: "It would be only right to do it, even if it was just for a couple of months to start with, but that's a long way down the road - we're certainly not ordering the paint yet!"

← Gradually coming back to life after over 40 years, No. 47445 is under restoration at the Midland Railway - Butterley on July 14. ALAN WEAVER

No. 47564

August 11 1968 is always considered to be the date when steam finished on BR - but one LMS locomotive was still in 'service' as late as 1972. This was the remains of No. 47564, which upon withdrawal was converted into stationary boiler No. 2022.

Stripped of its cab, bunker and tanks, it was already in a sorry state when acquired by Derby City Council for Butterley, and was only ever considered a source of spares for its other three 'Jinties'. Proposals have been put forward for it to be converted into a '3F' 0-6-0 tender engine, or the Johnson 0-6-0T upon which the 'Jinties' were based (SR256), and for it to be restored at the North Norfolk Railway (SR303), but none came to fruition - although its boiler is believed to have been used on one of its classmates.

As for what the future holds, Alan Calladine confirmed that there are no plans for restoration, but "it won't be disposed of - it's a useful thing to hang on to for spares. Who knows, another use might be found for it in the future."



Status:
Stored
Location: Midland Railway - Butterley
Owner: Derby City Council (leased to Midland Railway Trust)
Built: 1928 (Hunslet)
Withdrawn by BR: Lostock Hall, March 1965 (converted to stationary boiler No. 2022)
Preserved: 1972

← The frames and wheels of No. 47564 at the Midland Railway - Butterley on July 14. ALAN WEAVER



Robinson's long-lived 'Atlantics'

The Great Central 'Saints'

What links the GWR's Churchward 'Saints' with the Great Central Railway's Robinson '8Bs'? Quite a lot, actually.

Emerging at the turn of the 20th century, when ever-heavier traffic dictated more powerful designs, the conception and development of these two contemporary classes followed parallel courses.

In 1903, a year after the GWR introduced the revolutionary 'Saints', and inspired by Churchward's standardisation policy,

the Great Central Railway's CME - John G. Robinson - ordered four express locomotives of two different but related designs from Beyer, Peacock & Co.

The first design, a pair of 4-6-0s, became the GCR '8C' class (later LNER 'B1'/'B18'), while the second design, a pair of 'Atlantics', was designated as GCR Class '8B' (LNER 'C4').

Both the Swindon and Gorton 4-4-2s were built for comparative purposes and with a view to eventual conversion to 4-6-0s at a later date, but while the 'Saint' 4-4-2s were designed to compare with the De

Glehn 'Compounds', the '8Bs' and '8Cs' were designed to compete with one another.

At this point, the fortunes of the related 'Atlantic' designs diverged. By offering no great advantage over their 4-6-0 counterparts, all 14 'Saint' 4-4-2s were converted to six-coupled engines in 1912-13 after a service life of only ten years.

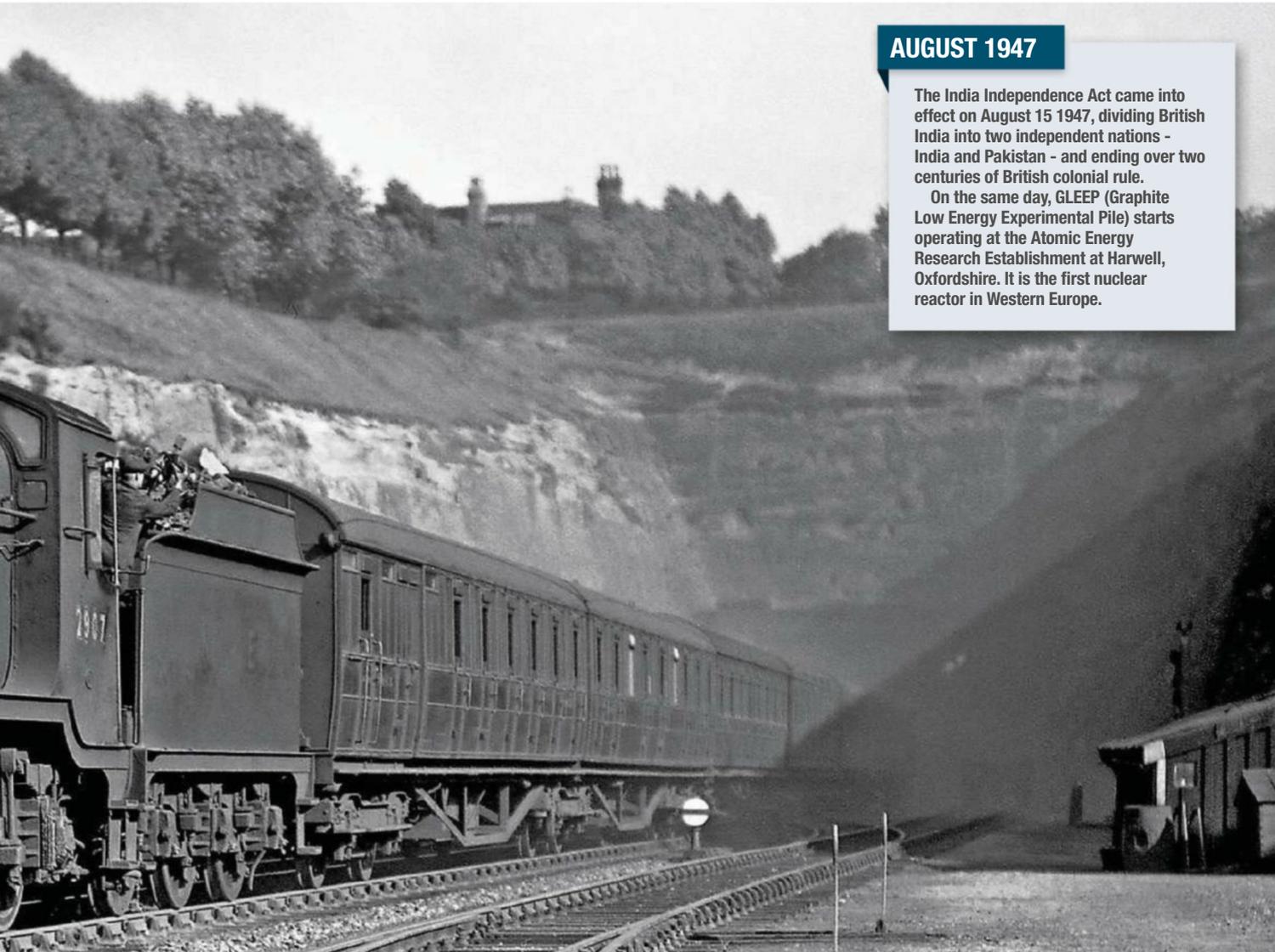
On the Great Central, the opposite occurred, and while the '8Cs' were not perpetuated, 25 further 'C4s' were built between 1904-06, albeit with deeper fireboxes than their prototype forebears.

Displaced from the heavy express

AUGUST 1947

The India Independence Act came into effect on August 15 1947, dividing British India into two independent nations - India and Pakistan - and ending over two centuries of British colonial rule.

On the same day, GLEEP (Graphite Low Energy Experimental Pile) starts operating at the Atomic Energy Research Establishment at Harwell, Oxfordshire. It is the first nuclear reactor in Western Europe.



↑ LNER 'C4' 4-4-2 No. 2907 leaves Sherwood Rise Tunnel on June 26 1947. T.G. HEPBURN/RAIL ARCHIVE STEPHENSON

→ 'Saint' No. 2905 *Lady Macbeth* rests at Tyseley shed MPD on August 5 1947. JOHN P. WILSON/RAIL ARCHIVE STEPHENSON



passenger services they were designed to haul by the Gresley 'B17s' in 1934, withdrawals started in 1939 when No. 6090 was taken out of service after it was damaged in a collision at Banbury.

The remainder of the class' survival was down to locomotive shortages resulting from the outbreak of the Second World War, but by the time hostilities came to an end, and with Thompson's own standardisation

policy, time was running out for the Robinson 'Atlantics'.

Remarkably, 20 examples survived into British Railways ownership. Sadly, No. 2907 (pictured) was not one of them, as it was withdrawn on the final day of the Big Four - on December 31 1947. Those that did survive did not last long under BR auspices, as the final six were withdrawn in 1950.

● Numerically similar to No. 2907, 'Saint' No. 2905 *Lady Macbeth* (inset) did not last much longer than the 'C4'. Still retaining its straight rear-end frames and with its GWR crest obscured by a layer of grime, *Lady Macbeth* (perhaps the most ironically named 'Saint') had less than a year left when this picture was taken on August 5 1947 at Tyseley, for it would be withdrawn from Cardiff Canton in April 1948. [SR](#)

Putting the
LYN back into the
**LYNTON &
BARNSTAPLE**

As enthusiasts marked 50 years since the end of Southern steam, a small piece of Southern Railway history came back to life - *Lyn*.

BY THOMAS BRIGHT



A sight not seen for eight decades, as new-build L&B Baldwin 2-4-2T No. 762 *Lyn* is officially steamed for the first time at Alan Keef Ltd on July 4. THOMAS BRIGHT/SR

“**W**hat man has made before, man can make again.” Those are the wise words of Peter Miles. As chairman of the Lynton & Barnstaple Railway Trust, Peter knows more than most about rebuilding the past, and July 8 heralded one of the most important milestones in the resurrection of this revered narrow gauge line to date - the first official steaming of the replica L&B Baldwin 2-4-2T No. 762 *Lyn*.

It must have been written in the stars. Delays in the final assembly of *Lyn* pushed the initial steaming date back from the L&B's Spring Steam Gala on May 12, but this was a blessing in disguise, for how appropriate is it that this unique part of the Southern Railway's history should come back to life the day before the 50th anniversary of the end of Southern Region steam?

What's more, No. 762 steamed almost exactly 119 years after the original roared into life - in July 1898 - and even more aptly, *Lyn* is the first major new-build project to be completed since the replica L&B Manning Wardle 2-6-2T No. E190 *Lyd* in 2010.

IMPROVING THE BREED

By the time the Boston Lodge-built *Lyd* first moved under its own steam to much enthusiast fanfare, plans were already afoot to begin building a replica of the unique L&B Baldwin. Initial work actually started in 2006, but it wasn't until 2009 that the 762 Club was formed to raise the estimated £350,000 needed to build *Lyn*.

Eight years and £650,000 later, this one-of-a-kind locomotive has risen again, 82 years after it was ignominiously scrapped following the closure of the L&B in September 1935.

Given how synonymous the railway was (and arguably still is) with its four-strong fleet of Manning Wardle 2-6-2Ts, some enthusiasts might question the decision to embark upon building a replica of the Baldwin-designed *Lyn*, especially given the original was no match - technically or aesthetically - for its Leeds-built stablemates.

But, explains Peter: “As there was already a project to build *Lyd* and also *Yeo*, it was clearly time for something different. Anyway, I liked the chimney!”

The replica *Lyn* has been built as close as possible to the original's appearance post-1929, when the locomotive was sent to Eastleigh for a comprehensive overhaul.

→ It won't be many more years before this scene - of the original *Lyn* taking water at Blackmoor, circa 1927 - can be recreated, if the Exmoor National Park Authority approves the railway's plans to extend here. RAIL ARCHIVE STEPHENSON/BERNARD WHICHER

However, a true replica would not have been suitable for the revived Lynton & Barnstaple Railway, as the original *Lyn* was limited to four carriages and prone to slipping. Therefore, the replica incorporates a number of changes that, says Peter: “make *Lyn* the most technically advanced narrow gauge locomotive in the UK, maybe even including standard gauge too.”

Firstly, the boiler is now superheated instead of saturated, the boiler pressure has been raised from 180lb/sq. in to 250lb/sq. in, and a Lempor exhaust has been fitted. The original *Lyn*'s slide valves have been replaced by piston valves, and the locomotive runs on roller bearings - like those favoured on the new-build 'A1' No. 60163 *Tornado* and the under-construction 'P2' No. 2007 *Prince of Wales* (see page 46).

Perhaps most important is the gas producer combustion system. Championed by Argentinian locomotive engineer L.D. Porta, the benefits of the GPCS are numerous: cleaner and more thorough coal combustion, less clinkering, smaller particles in the draught causing less internal damage to superheaters and boiler tubes, less chance of causing lineside fires, longer life of the firebars and the ability to cope with poorer quality coal.

The result of all these deviations from the original design means “the anticipated power output will be much greater than the original, but also more efficient and with lower running costs,” says Peter.

It's remarkable how quickly *Lyn* has come together. Construction actually started in 2012, and following the final delivery of components to builder Alan Keef Ltd's workshop near Ross-on-Wye on August 23 last year, No. 762 was finally complete, albeit in kit form.

A complete 'rolling chassis' was unveiled at the works' open day on September 17, and on November 22, the trial assembly of the 2-4-2T's boiler, smokebox, chimney, tanks, bunker and cab meant that *Lyn* had visually reappeared for the first time in over 80 years.

As is often the way with any locomotive build, the task



of putting it all together and making sure it worked properly proved more problematic in practice than in theory.

However, all that hard work has paid off, and this significant piece of L&B history has - at last - now been resurrected.

FIT FOR THE FUTURE

Despite the radical departure from the original design, the new *Lyn* (aside from a few minor details) looks exactly like its forebear did after it emerged from Eastleigh in 1929. Well, not quite - at least, not yet.

Apart from the bunker, which is painted in lined-out SR olive green, the rest of the locomotive is currently in undercoat. But by the time *Lyn* plays the starring role at the L&B's Autumn Steam Gala on September 30-October 1, it will be 100% complete and resplendent in all its Southern finery.

Coupled to the railway's beautifully recreated four-coach rake of L&B stock at Woody Bay, it'll be a sight for sore eyes, and an image not seen since 1935. If that doesn't say the L&B is alive and kicking, what else does?

The importance of *Lyn* to the continued revival of the Lynton & Barnstaple Railway cannot be overstated. Just as fate played a hand in ensuring *Lyn*'s official launch almost coincided with the 50th anniversary of the end of Southern steam, the day No. 762 moved for the first time under its own steam was equally as fortuitous.

Devoid of its cab, *Lyn*'s historic first moves, over the short piece of demonstration track laid in the yard of Alan Keef Ltd, took place on July 4 (see SR469 News). Not only did that coincide with American Independence Day (how apt for a Baldwin design), but it occurred just hours after the Exmoor National Park Authority approved the adoption of its Local Plan, which supports the reinstatement of the railway.

This is the first step towards the railway being granted planning permission to extend and rebuild the line between the current terminus at Killington Lane and Blackmoor, some three miles

“THE POWER OUTPUT WILL BE MUCH GREATER THAN THE ORIGINAL, BUT ALSO MORE EFFICIENT AND WITH LOWER RUNNING COSTS”

PETER MILES, CHAIRMAN, LYNTON & BARNSTAPLE RAILWAY TRUST

distant. A further mile of line, from Blackmoor to Wistlandpound, has already been approved by the neighbouring North Devon Council (see SR456).

Once completed, this will transform the L&B into a five-mile railway. This, in addition to the anticipated increase in traffic, will be beyond the majority of the railway's current steam fleet. This is where *Lyn* comes in.

Peter says: “We will need four suitable locomotives to run from Woody Bay to Wistlandpound, and *Lyn* is the first.”

In the medium term, the railway plans to build its own fleet of Manning Wardles which, unlike *Lyd*, will be replicas of the L&B's originals: Nos. 759 *Yeo*, 760 *Exe*, 761 *Taw* and, maybe one day, the legendary No. E188 *Lew*. But what about another Baldwin?

Peter says: “It's a possibility, but it would be in the earlier 1898 style with copper-capped chimney and hand-painted name. This is a long-term decision.”

For now, the railway and the enthusiasts are content with the L&B at last having its very own authentic locomotive. *Lyn* really is the last piece of the jigsaw. Woody Bay has been closely restored to how it looked in its heyday, and the rolling stock has been lovingly recreated in the style of the original L&B carriages and wagons. All that was missing was the right locomotive - and *Lyn* is just that. [SR](#)

Another *Lyn* mystery...

Reader Gwyn Briwnant Jones wrote in to tell us about his visit to the home of L&B devotee W.E. Hayward in 1948...

The sight of the new *Lyn* (SR469) brought to mind a visit to the Weston-super-Mare home of the late W.E. Hayward. My father had helped him in 1941 with some information concerning the old Corris Railway; Hayward repaid him with an invitation to his home, and he took him up on the offer in 1948.

My father took me with him, and I remember clearly approaching Mr Hayward's bungalow - 'Lyn', on Stanhope Road, Weston-super-Mare. The nameplate on the wooden garden gate was a souvenir from the engine! He'd been an avid L&B fan since before the war.

He also had a 10in length of flat-bottomed rail, spiked onto a section of sleeper, on his windowsill. He explained: “Both my father and myself have ridden over that.” At that time, restoring the L&B would have been unimaginable.

I have no idea how long the nameplate survived on the gate, nor where it might be now.

Mr Hayward was a remarkable enthusiast, and very well known to the storekeeper in Swindon. He acquired all his railwayana quite legally. For example, he had purchased one of the long straight nameplates for the Liskeard & Looe Railway locomotive No. 1308 for a friend of his as a birthday present for his young daughter.

I wonder what Mr Hayward would make of the sight of *Lyn* emerging from Alan Keef's Ross-on-Wye works - as well as the plans to construct a replica *Falcon* (No. 3) as the new No. 10 for the Corris Railway.

Gwyn Briwnant Jones, Cardiff

Lyn's significant size means there are few other narrow gauge railways on which the 2-4-2T can run. No. 762 will reside almost permanently at the L&B.

THOMAS BRIGHT/SR



NEW MEMBERS NEEDED
Come along to our October Gala and join the GRPS



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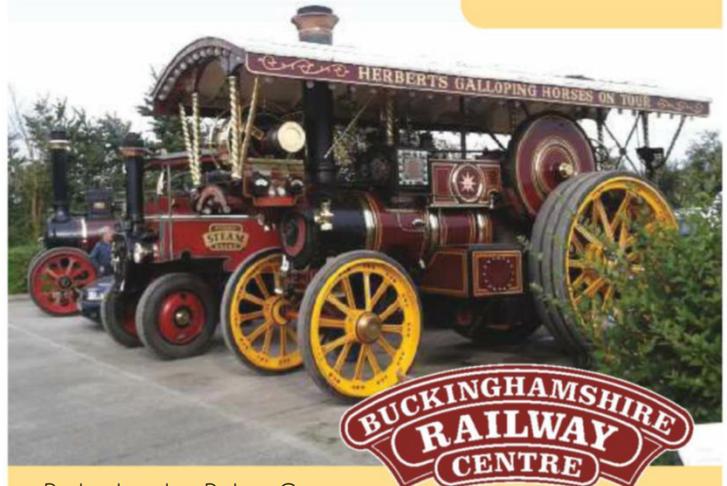
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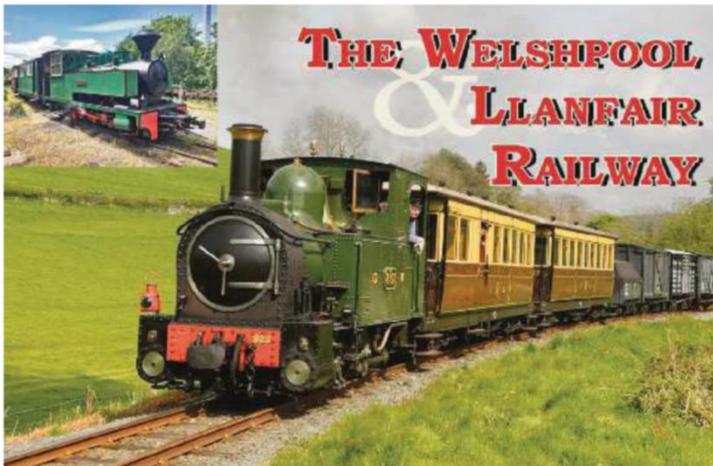
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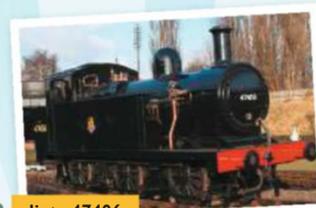
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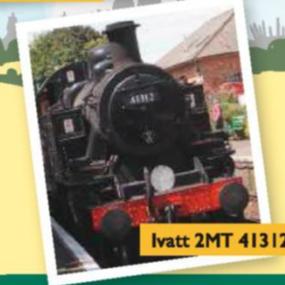
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One COLLECTION

PART 3

Steam Railway's series of interviews with the National Railway Museum's head curator and assistant director **ANDREW McLEAN** concludes with his analysis of where the museum needs to reach out beyond England, and how exhibits from across the Science Museum Group can be shared around.

QUESTIONS BY NICK BRODRICK

NB: You've spoken about museums being London-centric [SR468]. Is there a case to be made that the NRM is English-centric? Does it properly represent Welsh, Scottish and Northern Irish railways? Will your future collections policy seek to redress that balance?

AM: In the 1960s, when British Railways decided that they didn't want to have responsibility for stuff, decisions were taken for things like my favourite locomotive, Caledonian No. 123, which is now the centrepiece of the Glasgow Riverside Museum.

A geographical split of the existing collection was defined at that time, and the truth is that it's going to be quite hard to fill some of those gaps.

There are other stories there. If you look at locomotive building, we will have the potential for having the Sharp, Stewart & Co. Rhodesian Cape Government Railways engine, which is currently at Shildon. That was built in Glasgow. The Class 84 [electric] and the Dubs North Eastern locomotive ['1001' No. 1275] were too.

But acquiring actual locomotives that operated in Scotland is quite difficult because of the way that history has played out.

We do have a lot of stuff in the wider collections that link into Wales and Scotland that can help to tell some of those stories.

Of course, things like *Flying Scotsman* do tell an Anglo-Scottish story. Gresley was born in Edinburgh, and the locomotive itself is synonymous with that route, as were the 'A4s' and, of course, *Duchess of Hamilton*.

You can tell from my accent that I'd love to have more Scottish representation!

It is important to tell the wider stories, and we will be doing that - we won't be saying: "the best example in the collection is a company seal, a uniform, or a model of railway shipping. That can only be told from an English point of view". We won't be doing that if we can tell an Irish, Welsh or a Scottish story, but only if it's a stronger story.

The trade union disputes are a really important part of railway history, along with the way railways helped improve working culture: the Taff Vale strike [1900] is a key moment, not just in terms of railway history, but in terms of trade union relationships, so there are some particularly strong stories from those other places.

We're part of the Science Museum Group and we have this thing that we call 'one collection' where we look at everything in the round. Boundaries between museum collections are being removed, so there will no longer be exhibits which belong to a specific museum, and we'll be able to draw on a much wider collection.

NB: Does that raise the prospect of vehicle swaps with places like Manchester?

AM: Quite possibly, yes. The amount of work that's going on in the



Beyer Peacock 2-4-0Ts together at MoSI. Isle of Man Railway *Pender* meets LSWR Beattie well tank No. 30587 in Manchester on June 24. The new 'one collection' concept means that locomotives like the sectioned narrow gauge engine could be displayed at York, Shildon or Kensington. MIKE TAYLOR



**STEAM
RAILWAY
INTERVIEW**
with
**Andrew
McLean**

Science Museum at the moment is incredible. Each site has its own masterplan, and each site is being developed [SR469].

One of the things we're looking to do in Manchester is really promote the railway story, because Liverpool Road station is one of the world's most important railway sites.

There are some things in the hall here which could have a really good strong resonance, maybe more so for Manchester [L&Y tank, Rocket replica, and so on], by enhancing displays at a sister museum.

That doesn't mean to say that it will be a one-way street; something could come in from London or Manchester to York. We'll try to tell different stories. For example, in Manchester, they might tell the story of the Liverpool & Manchester Railway. We'll also be telling that story but in a different way, because we can set it in national and international contexts, and put things more in the context of the Stephensons, to which the MoSI might give less emphasis.

It will give us a lot of strength and flexibility.

We've got some amazing things in storage at Wroughton, just outside Swindon, which have a real resonance to British Rail in the 1960s. There's some really exciting stuff that we're only just discovering now.

One of the strengths of the museum group is that we'll be able to access that material, and if we've got a strong case for it, it'll be on display here.

The redevelopment holds a lot of potential. I can't say too much at the moment, but I think people will quite excited by it.

TREASURE TROVE

NB: If you're talking about Wroughton, you're talking about aspects of the collection other than rolling stock and small items?

AM: There's a huge amount of material, it's astonishing. We have things like a big section of Grantham station canopy and big chunks of its waiting room, which was a hugely important station in the Victorian era.

Great architectural features have come from, say, Newcastle and Carlisle; bridge sections and suchlike. There are some really interesting things with a lot of potential that we can do something with. It's an aspect of the collection that we've not been able to focus on in the past because they've been in storage, and therefore out of sight.

There are also big plans at Wroughton to offer accessible storage for those things, which will open up those exhibits to **the public more** - and that's exciting.

But it's unlikely to involve rail vehicles because **of the nature of** that site; it's not rail-connected, **and there's no** track in there, so we'll be looking **at alternatives**.

There are lots of things there, from signalling **equipment** to lampposts, and the gates from **the original** Euston station.

It's really important material, which **we can start** to bring out.

NB: People have talked about a 'National Flying Scotsman Museum' [SR469]. How do you ensure that the other work you do, like the recently restored Ambulance coach, won't get 'lost'?

AM: By putting on really good displays and by showing the **depth** of the collection; it's not about **one** locomotive, it's about the **two million** objects that we have here and **the** great stories that they can tell.

Here's one of my favourite **examples**. General Montgomery **was** considering the plans for D-Day, and how to prepare the Army for **the** invasion.

So what does he do? He has his

own personal train of LNER carriages, called the 'Rapiere'. He goes up to the Highlands of Scotland to get some peace, and that's where he works out his D-Day invasion plans.

So, he's at Dalwhinnie station, and he pulls down the window - a crowd of kids and people are cheering him off. He just leans out of the window and says: "Thank you so much for leaving me to get on with what I had to do, now I must go off and finish this war" and the train steams away from the station.

And in the collection, we have General Montgomery's own radio from the Rapiere train, from his operations compartments.

This was world-changing stuff, and we've got part of that train.

It's a great wartime story and that's just one object from so many.

It's our job to do the proper research to bring those stories out, so people can really start to understand them.

We often get questions about the Chinese engine; some people don't realise that it was actually built in Lancashire in the 1930s.

NB: Apart from anything else, it says it's the Chinese locomotive...

AM: And we've always told that story, that there's an export story, but by and large it's big because of the way the railway is in China; it's a big country, and we tell the technical side of it.

But the full story is really interesting. The engine goes back to the design of Lt Col Kenneth Cantlie and his connection with the first President of the Chinese Republic, Dr Sun Yat Sen, so there's a real national and international story, and railways were key to the development of modern China.

Railways became really important during the Second World War, and also at the time of Chairman Mao.

Engines like KF-7 played a key role in making China what it is today, and there is a contemporary angle, that the Chinese are now making high-speed rail systems, adopting our Maglev technology that was developed here in the Sixties and Seventies. Now they are running 300mph trains to Shanghai airport.

So there's a far deeper story about KF-7 that we have never told before; to understand the impact of Britain's railway prowess on other countries.

Britain had its industrial revolution, which brought about the Stockton & Darlington and Liverpool & Manchester railways, but for a country like Germany, it was actually the advent of the railways that started their industrial revolution; what we did in Britain had an impact on so many other countries.

The first German steam locomotive was *Der Adler* [*The Eagle*]. It was built in Newcastle-upon-Tyne, and driven by a guy called William Wilson.

I was at Nuremberg last year. Germany's big star is Albrecht Dürer, the famous artist. At the cemetery where he's buried, most people go to see his grave, but the second most visited is that of William Wilson. He settled in Germany, married a local girl, and his descendants still live there today.

Joseph Locke was doing great things in France, we've got *Agenoria*, the sister engine to *Stourbridge Lion*, which was the first steam locomotive in the United States. There are so many great national and international stories that we can start to tell.

On how we sell the fact that we are doing some great stuff: I know it's not a steam locomotive, but our restoration of the 2-HAP unit up at Shildon is truly amazing. It really will be one of the great restorations of modern traction.

We restored the dynamometer car a couple of years ago; we've restored *The King's Own Yorkshire Light Infantry*, plus the Class 47 and the Class 20. A lot of the work we've been doing has been ignored because of *Flying Scotsman*. But we are doing some other really good stuff.

NB: The collection is very focused on standard gauge. You have *Livingston Thompson* on loan here and the Rhodesian locomotive, are you looking to tell more stories about other gauges?

AM: We would like to tell, as comprehensively as we can, stories of other gauges, but we have to recognise that getting hold of the relevant vehicles might be quite challenging, so it may come down to exhibits such as models.

We have *Little Giant*, the engine that ran on Blackpool Pleasure Beach, but we don't own that, just as we don't own *Livingston Thompson*.

That is a problem for us. Perhaps the collecting activity in the past focused on standard gauge, and maybe we had alternative opportunities, but we didn't take them. So the challenge there is how we do that, but it is something we are looking to address.

The difficulty is, if we loan something, then it could be pulled at any time. Of course if we borrow stuff then the same can be applied to us as well.

We could make a massive thing of *Livingston Thompson* and then the Ffestiniog Railway might ask for it back - and then we'd have a big gap in our museum!

We have to be careful how we go about such things. We do have our own exhibits, like the Lynton & Barnstaple carriage.

It is tricky, and we don't want to just tell the story of standard gauge. We want to show the many facets of the railways.

We also don't want to just tell the story of what is regarded as the modern railway; we also want to exhibit the wooden waggons and the mine railways. Narrow gauge has the potential to tell that story, along with how the Japanese were operating to a much

narrower gauge. Then there's the story behind why Ireland has a wider gauge than the UK. And, obviously, there's a great story about broad gauge and the battle of the gauges. There's another key story that you'd imagine we should be representing.

It's very famous and, of course, it brings in those key figures, such as Brunel. He's one of the most famous engineers, but when you walk around this museum you get very little sense of him at all.

We've got a statue of George Stephenson looking down there, but we want Trevithick to get his proper place, we want Gordon Rastrick to get his proper place, the designer of *Agenoria* and one of the timekeepers on the Rainhill Trials. Rastrick worked with Trevithick on *Catch Me Who Can*. He builds

Agenoria, and he records the Rainhill Trials in his diary, which we've got here in the archives.

He's got sketches of *Rocket*, he records the boiler pressure, he's looking at the multi-tubular boiler and he sketches it out; he's thinking "wow, this is interesting".

This is a key revolutionary moment and he's recognising that.

We want to make sure that these unsung heroes aren't forgotten, and given a bit of prominence.

BEING SELECTIVE

NB: You have so much material, so many stories to tell and limited space. You therefore have to be selective.

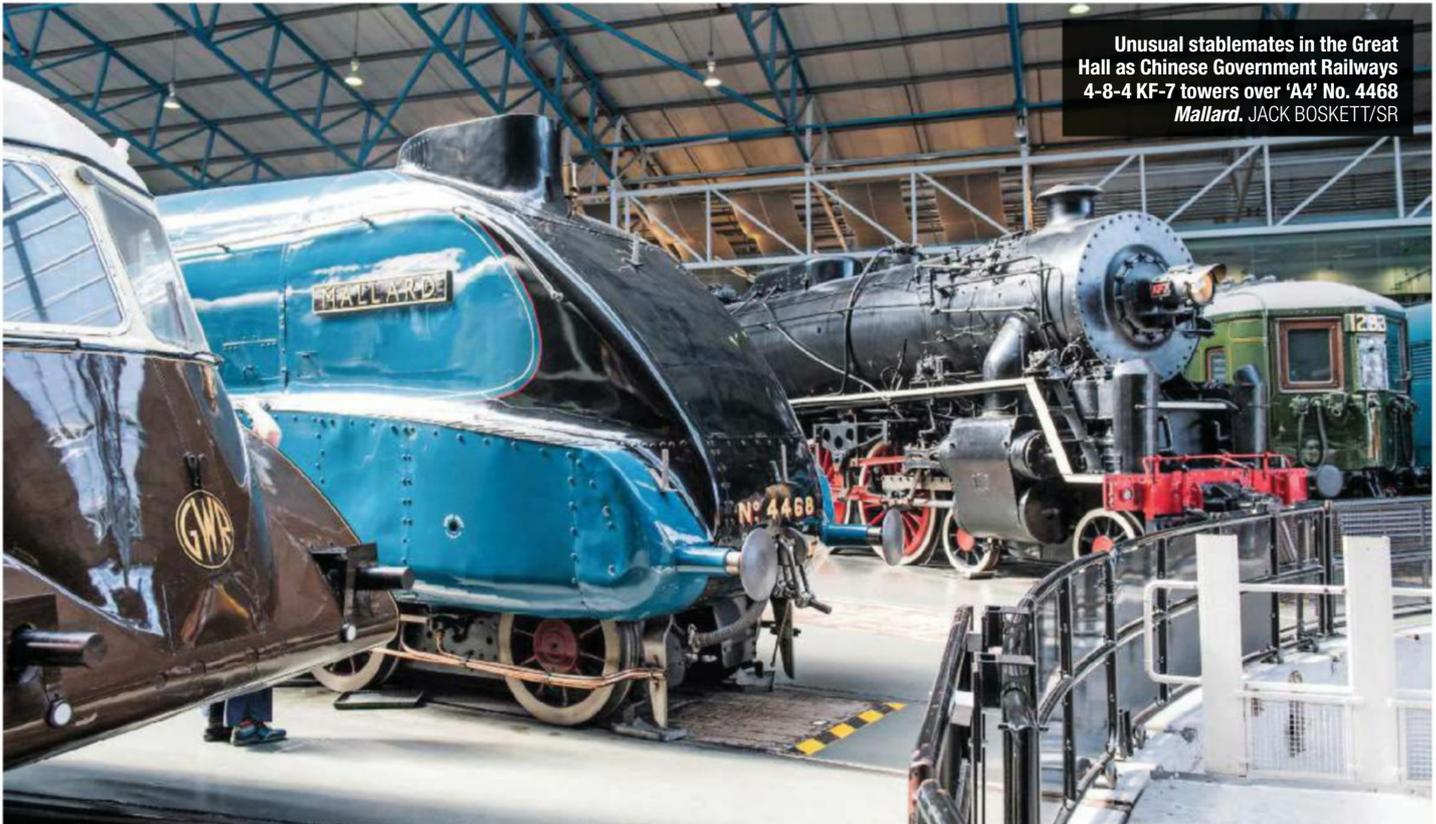
AM: We can't tell a comprehensive, day-by-day history of the development of the railways since 1825. We have to have that editorial control. If we tried to put too much stuff in, it would be overwhelming for visitors.

People have to be able to understand what we're trying to do, and come away knowing something about the railways and why they're important.

There will be tough decisions. We will have to decide between five objects to tell a story. Which one do we choose? One of them, two of them or all of them? Those are fundamental questions.

We have space, cost and conservation constraints. For instance, we have a great collection of posters but they don't respond well to light.

“IT'S OUR JOB
TO DO THE
RESEARCH TO
BRING THOSE
STORIES OUT, SO
PEOPLE CAN
UNDERSTAND
THEM”



Unusual stablemates in the Great Hall as Chinese Government Railways 4-8-4 KF-7 towers over 'A4' No. 4468 *Mallard*. JACK BOSKETT/SR

→ *Livingston Thompson*, which is on loan from the Ffestiniog Railway. JACK BOSKETT/SR

↙ Former NRM director Steve Davies arranged for North British Railway 'J36' No. 65243 *Maude* to be displayed at the NRM in a loan deal with the Scottish Railway Preservation Society. However, it returned to Bo'ness in 2014. GARY BOYD-HOPE/SR



↘ The former LSWR coach No. 72, which has been restored as a First World War ambulance coach to mark the centenary of the conflict. NRM



It comes back to sustainability. We don't want to be handing over a trash collection to our successors because we want to make sure that people 100 or 150 years from now will still be able to enjoy these things, and we want to make sure we do our bit in passing it all down in good order for those future generations. It's at the forefront of what we do.

NB: How does Shildon fit into that? Do you see it as part of the Masterplan and the future Great Hall's stories, or do you see it more as an overflow?

AM: We are looking to make it more a part of Shildon in its own right. You have the Stockton & Darlington story, you have the Timothy Hackworth story, you've got the waggon works story, the LNER electrification story; it's the world's first railway town. It's a really important place in terms of the history of the railways.

And yet, if you go to Locomotion, you don't get a sense of that at all. Maybe a little bit; *Sans Pareil* is there. There are elements there;

we've got the historic structures there, which are owned by Durham County Council, and we're looking at getting those restored.

In fact, you can walk to the Mason's Arms crossing, where they got on that first train on the Stockton & Darlington Railway - a seminal moment in world history, let alone British rail history.

There's a little plaque there, and while that land doesn't belong to us, we should be making more of that connection.

We can obviously bring more of that geographical feel; STEAM in Swindon concentrates on the Great Western Railway, there's a potential for Shildon to have more of the North Eastern Railway, as it does at the moment to a point - we do have some North Eastern locomotives in there.

Shildon is such an important place and it's got its own distinctive story, which is separate to what we're trying to do here [in York].

There's a lot of potential there to do more, and get away from the fact that it's a sort of accessible storage site. And that's lovely, but

after you've walked up and down the rows a few times there's not much more to see. And what's the educational message from that? There really isn't a huge amount. So there is work that will take shape at Shildon over the next few years as well.

Nevertheless, when we first opened I think we were expecting 60,000 [visitors a year]. We actually get over 200,000.

I went to the 'Mallard 75' events, before I joined the NRM. Shildon was a far better place to see the six 'A4s' than here in York because of the nature of the site.

We saw that again last year, with *Flying Scotsman* and *Union of South Africa*. Those two great Gresley 'Pacifics' together, in their BR liveries, was probably the first time that line-up's been done since 1963.

You don't have the low bridges [SR469], so there's far better access. Indeed, the running track there could be extended a bit.

It's also in an area where an awful lot of things are happening; there's an awful lot of money being put into Bishop Auckland. Then there's the bank, which is being developed into a gallery of Spanish art; this was the bank where all the finances were held for the Stockton & Darlington Railway.

These projects will bring more people into the area, so if we're developing Shildon as well, we can benefit from that. A lot of people visit Beamish and Durham Cathedral; it means that rather than go to that part of County Durham for a day trip, you could spend two or three days there.

PREPARING FOR 2025

The local community and council are looking at making more of the railway heritage in the run-up to 2025...

NB: What's your role in that going to be?

AM: It goes across various authorities, but everyone's keen to do something on the scale of the 1975 cavalcade which, incidentally, I attended as a five-year-old kid, so it's one of my earliest memories.

Obviously, there's not as much running as there was then, but something big can still be arranged there. We're ready to help. There will be the opportunity to focus on key events at Shildon itself, which will be central to it, but we'll help out in other ways as well.

How that's going to pan out and what the programme of events will be has still to be determined, but there's a real desire from everyone along the Stockton & Darlington route to do something.

They've done some amazing work recently, clearing the Brusselton Incline. It is 1825 railway landscape. They've uncovered the stone sleepers. The only things missing are the rails themselves,

otherwise it's pretty much identical to how it originally was. But how many people go and see that?

This is important, not just in railway history, but to the development of Britain and the wider world. It's fundamental.

It's not our land, it's not our primary focus - but we can shine a light on that through Locomotion and the other work that we do here - and through some of the work of the modern industry. Hitachi is building trains at Newton Aycliffe, just a few miles away from Shildon, where their spur track joins onto the Stockton & Darlington Railway: it's the early railway juxtaposed with the most modern. It's lovely the way that's come around.

If we can help play a part in that, like with the 'Four Trains' event (SR466), of course we would be happy to do so.

NB: You are keen to work not just with the preservation movement, but with the modern industry as well?

AM: I think your interview with Sir Peter Hendy has shown that [SR467/8]. My dad was a British Rail manager in the 1970s, and there were many people there who just had no time for preservation - any railway preservation, let alone operating steam locomotives.

But there are people at the forefront of today's modern industry who know their railway history and are really keen to ensure that the modern railway respects it.

Sir Peter mentions that there are remnants of 1825 infrastructure still in use today. If you go to Japan, they would just not understand that, because everything's new and the old stuff has been done away with.

The electrification of the Brunel 'Billiard Table'; electric wires through Box Tunnel - it's incredible how the old and the new can sit together. The great redevelopment at St Pancras and King's Cross show that, unlike the [attitude in the] '60s, you don't have to demolish it - you can do something really creative blending the old and the new.

We do that really well in this country. We either build something completely new or retain the old. It's about that balance, and that's what we're also trying to do.

A recent arrival is the IEP mock-up cab. Then we've got *Agenoria* from 1829, wagons from before that, and so on - that's 200 years of railway history. We don't stop.

This links back to the acquisitions and disposals debate [SR468]; we have to ensure that we can continue making acquisitions. Getting rid of stuff and downsizing is not a question of money. We want to ensure that we are able to keep not just the world's greatest railway collection in proper conditions, but have it as relevant and up-to-date as possible. [SR](#)





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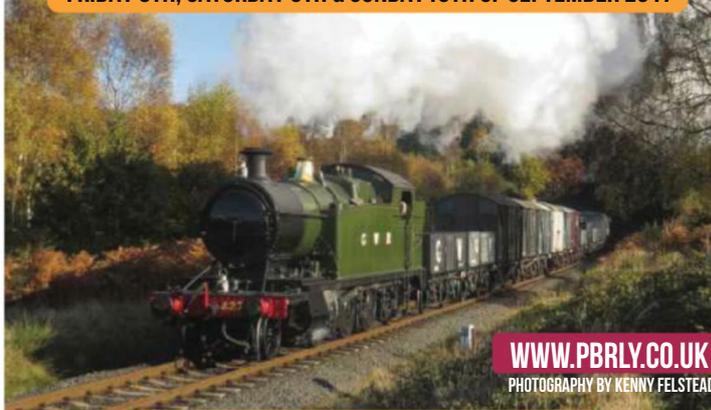
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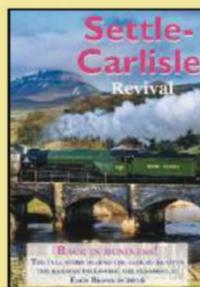
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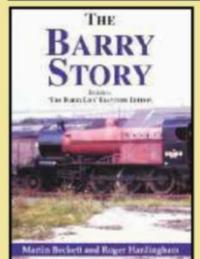
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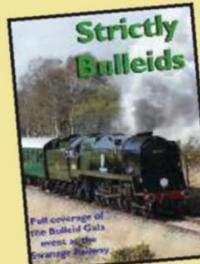
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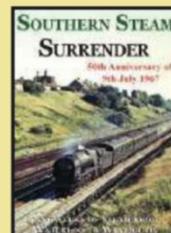


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BOURNEMOUTH-BOUND: TAW VALLEY AND CLAN LINE



A generation apart, two engines go head-to-head, recorded by father and son timer team Mike and Quentin Hedderly.

The 50th anniversary of the end of steam on the Bournemouth line was celebrated by two excursions run by UK Railtours in the anniversary week, the 'Bournemouth Belle' on July 5 and the 'Waterloo Sunset' on the anniversary of the last day itself, July 9.

Both trains were headed by the MNLPS-owned rebuilt 'Merchant Navy' class 'Pacific' No. 35028 *Clan Line*. Readers may recall that after the BR steam ban was rescinded in 1971, steam operation was permitted over a small number of selected routes, but it was Mel Chamberlain's exploitation of the privatised network's Open Access provisions, with his Days Out tours, which opened the door to the wider extension of steam operation. He deserves much praise for this from the enthusiast fraternity, whether as photographers or passengers.

TRESPASS FEARS

The Southern Region authorities were so wary of the threat of trespass by the general public, especially on third rail electrified lines, that at first they would only permit steam operations at night. We had to wait until September 1992 for the first steam out of Waterloo in the preservation era. That was a night trip, one way with steam to Bournemouth, using rebuilt 'West Country' class 'Pacific' No. 34027 *Taw Valley* heading

a well-filled ten-coach train of 400 tons gross. (The return was diesel-hauled and arrived back at Waterloo at 01.22!)

It is a curious fact that this journey, 25 years ago already, in effect bisected the half-century since steam finished at Waterloo. The log of the run appears in column 1 of Table 1. Apart from a very slow time out to Clapham Junction, this run would have been regarded as typical of the better runs of the steam era on the South Western.

“ IT IS A CURIOUS FACT THAT THIS JOURNEY, 25 YEARS AGO ALREADY, IN EFFECT BIASECTED THE HALF-CENTURY SINCE STEAM FINISHED AT WATERLOO ”

Starting 12 mins late from Waterloo, No. 34027 would have been inside 'even time' to Basingstoke without the slow start and a final signal check. It is to the great credit of Eastleigh's Driver Shave, who worked the train to Basingstoke, that he produced such a good run, as he probably had not worked on steam for some time.

The climb from Byfleet to Milepost 31 was exceptionally good. Three miles at 1-in-387 are succeeded by 2¾ miles at 1-in-326

through Woking; a further three miles at 1-in-314 through Brookwood precede the final two miles of 1-in-298/304 to the summit.

After reaching 79mph in the dip at Byfleet, No. 34027 sustained 69mph from Brookwood to the summit. My colleague David Pawson calculates that No. 34027 was developing a maximum of around 1,990ihp/1,510edhp on the climb to achieve this result.

I estimate the net time to Basingstoke at 49¼ mins, despite the slow time out to Clapham Junction. Water was taken at Basingstoke and the train departed only 3¼ mins late. The anonymous driver who took over at Basingstoke was no slouch either, taking full advantage of the long 1-in-252 descent which extends from Litchfield Tunnel all the way to Allbrook Junction, at the north end of Eastleigh yard.

A maximum of 86mph was attained just after Winchester. My feeling is that the crews must have thought the old Southern Region 85mph limit applied - and why not? Unfortunately, signal checks caused a loss of 4½ mins on schedule, but the net time for the 31½ miles to Southampton Central was only 33 mins. After a scheduled 2-minute stop at Southampton, the good running continued through the New Forest.

There are minor summits at Lyndhurst Road (renamed Ashurst (New Forest) in 1995), Beaulieu Road (1-in-150) and after Woodfidley Gates, before Brockenhurst is reached. Here, the station lies a mile into a 1-in-176 rise, steepening to 1-in-103 at Lymington Junction for the final mile. As far as New Milton the running was first-rate, with a maximum of 74mph after

Classic named train, classic location. Morning sun beats down on *Clan Line* as it heads west past Battledown flyover with the July 5 'Bournemouth Belle'. STEVE WRIGHT

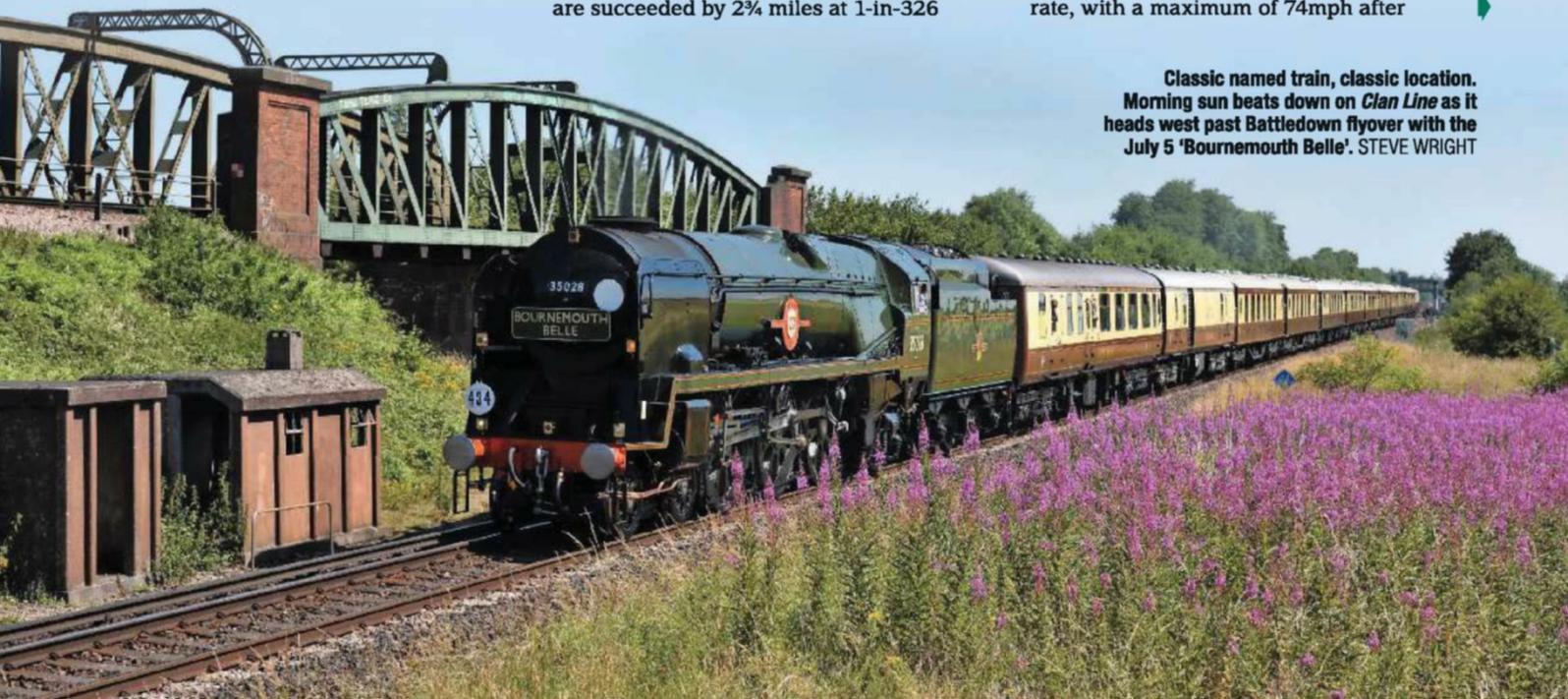


TABLE 1

WATERLOO-BOURNEMOUTH							
DATE		11/09/92			05/07/17		
LOCOMOTIVE		Rebuilt 'WC' class 4-6-2 No. 34027 <i>Taw Valley</i>			Rebuilt 'MN' class 4-6-2 No. 35028 <i>Clan Line</i>		
TRAIN		1Z27 20.00 Waterloo-Bournemouth 'The Bournemouth Limited'			1Z67 09.52 Waterloo-Bournemouth 'The Bournemouth Belle'		
VEHICLES/TONS TARE/TONS GROSS		10 / 365 / 400			13 (incl 10 Pullmans) / 520 / 550		
TRAIN CREW							
Driver		Shave (Eastleigh) [to Basingstoke]			Rob Binsted		
Fireman		Not noted			Dave Proctor		
Traction Inspector		Not noted			Don Clarke		
TIMED BY/FROM		Mike Hedderly/9th coach			Quentin Hedderly/13th coach		
WEATHER CONDITIONS		Fine, dry			Dry, sunny, warm		
DEPARTURE		12 mins late			5 mins late		
Dist. (miles)	Timing Point	Sched. mins	Actual mins. secs	Speed mph	Sched. mins	Actual mins. secs	Speed mph
0.00	WATERLOO	0	0.00	-	0	0.00 sigs	24 / *12
1.30	Vauxhall		5.06	33		5.43 sigs	1 25
2.60	Queenstown Road		7.07	48	7	9.41	21
3.85	Clapham Junction	7	8.57	*38	11	12.18	*41
5.50	Earlsfield		11.21	51		14.26	52
7.15	Wimbledon	11	13.13	55	16	16.14	61
8.55	Raynes Park		14.42	59		17.34	65
9.70	New Malden		15.47	63½	18	18.35	69
10.90	Berrylands		16.49	67		19.37	69
11.95	Surbiton	16½	17.46	71	20	20.31	70
13.25	<i>Hampton Court Jcn</i>	18	18.49	73½	21	21.37	72
14.30	Esher		19.40	75½		22.30	70
15.85	Hersham		20.54	74		23.49	70
17.00	Walton-on-Thames		21.50	73		24.48	69
19.05	Weybridge		23.34	71 / 74		26.34	72
20.30	Byfleet & New Haw		24.34	79 / 78		27.36	75 / 73
21.60	West Byfleet		25.33	76½		28.42 sigs	63
24.25	Woking	28½	27.42	69 / 70	31½	33.01	1 32
27.90	Brookwood (MP 28)		30.53	69		37.49	57
30.90	<i>Milepost 31</i>		33.29	69		40.53	59
33.15	Farnborough		35.18	75½ / 76½	41	42.57	68
36.40	Fleet		37.54	73		45.48	70
39.75	Winchfield		40.43	70		48.40	69
42.10	Hook		42.46	68½		50.41	71 / 75
45.40	<i>Milepost 45½ Cross to Down Slow line</i>		45.45 sigs	60		-	-
47.70	Basingstoke	55	50.47	-	54	58.03	1 11
2.60	<i>Worting Jcn</i>	5	5.52	44	57	61.47	54
4.75	<i>Wootton (MP 52½)</i>		8.27	55½		-	-
6.25	<i>Steventon (MP 54)</i>		9.54	67		-	-
8.10	<i>Litchfield Tunnel - south portal</i>		11.30	70½		-	-
10.30	Micheldever		13.23	73½		68.58	77 / *70
14.25	<i>Milepost 62</i>		16.28	81		-	-
14.80	<i>Walters Ash Tnl - south portal</i>		16.54	*77		-	-
16.60	<i>Winchester Jcn</i>		18.11	83		-	-
18.75	Winchester	23	19.43	84 / 86	72	75.44	76
21.20	<i>Shawford Jcn</i>	25	21.30	81		-	-
21.85	Shawford		22.00 sigs	78 / 79		78.16	73
23.25	<i>Milepost 71</i>		23.05 sigs	*61 sig stop		-	-
			28.07	0		-	-
			29.28			-	-
25.70	Eastleigh	31	31.43 sigs	25 *12	79	83.21 sigs	*24 *14
27.05	Southampton Airport		35.40	32		86.45	42
27.95	Swaythling		36.56	42 / 47		87.56	51
29.35	St Denys	35½	38.48	*40½	84	89.31	56 / 45
30.45	<i>Northam Jcn</i>	37	41.24	*21 / 26	87	91.22	*28
31.50	Southampton Central	40	44.31	-	90	94.29	*8 / 13
(† 79.60)	<i>Southampton Down Loop</i>				92	97.13	-
0.90	Millbrook		2.38	41	0	0.00	-
2.65	Redbridge	4	5.07	43½	5	4.19	46
3.30	Totton		5.57	50		5.05	52
4.65	<i>Ashurst LC</i>		7.36	54½		-	-
6.20	<i>Lyndhurst Road (= Ashurst)</i>		9.14	59 / 69		8.19	55 / 65
8.85	Beaulieu Road		11.38	66½ / 74		10.59	60 / 66
10.50	<i>Woodfridley Gates</i>		13.03	66 / 62		-	-
13.60	Brockenhurst	16	15.46	73½ / *65	17	16.00	49
14.55	<i>Lylington Jcn</i>		16.39	62 / 59½		-	-
16.30	Sway		18.25	65 / 77½		19.33	43 / 50
19.30	New Milton		20.52	73½ / 69½		22.28	67 / 64
21.80	Hinton Admiral		22.58	72½		24.39	75
25.10	Christchurch		26.04	*54½		27.42	*63
27.05	Pokesdown		28.17	*48		29.47	50*
27.60	<i>Boscombe</i>		29.05	*40 / *33		-	-
28.80	BOURNEMOUTH CENTRAL	36	32.38	-	35	33.46	-
	ARRIVAL		4 mins late			7 mins late	

* = Braking/speed restriction † = 30mph locomotive gauging restriction †† = 10mph locomotive gauging restriction
 LC = Level crossing † = Distance from Waterloo

NET TIMES	Waterloo-Basingstoke	49¼ mins	Waterloo-Southampton Central	78 mins
	Basingstoke-Southampton	33 mins		
	Southampton-Bournemouth	32 mins	Southampton-Bournemouth	36 mins
	Equivalent net time Waterloo-Southampton	76 mins		

Beaulieu Road and 73½ in the dip before Brockenhurst, where speed was allowed to fall away to observe the 65mph limit on the curve through the station.

To fall only to 59½mph at the summit before Sway was good work, and with 77½mph over the undulating terrain before New Milton, there were high hopes of a thrilling maximum down Hinton Admiral bank, but after attaining 72½mph the driver braked early for the 60mph restriction through Christchurch and took the rest of the run quite easily to arrive 4 mins late. The schedule of 36 mins from Southampton to Bournemouth was typical of non-stop expresses in the 1960s, and we had cut it by over 3 mins. The net time was 32 mins.

TROUBLED START

Moving ahead 25 years to the present, the 'Bournemouth Belle' run on July 5 featured No. 35028 tasked with hauling a 13-coach train, including ten Pullmans, grossing 550 tons.

I was not able to travel myself, but fortunately my son Quentin was on hand to log the Down run, shown in column 2 of Table 1. The start was 5 mins late in the teeth of widespread signal failure affecting many of the Waterloo platforms and causing severe disruption to incoming services, and it was not until Clapham Junction that the train was clear of signalling delays.

The DB Cargo crew of Driver Rob Binsted and Fireman Dave Proctor, under the watchful eye of Traction Inspector Don Clarke, then coaxed No. 35028 to average 70.2mph between Raynes Park and West Byfleet, with a maximum of 75mph in the dip at Byfleet & New Haw.

THE COMEBACK

A signal check then intervened and was followed by a 30mph gauging restriction through Woking, but Driver Binsted opened the 'Merchant' up to good effect, attaining 57 at Brookwood and breasting the summit at Milepost 31 at 59mph after 6½ miles from Woking, mainly at 1-in-314/304. The two-mile rise at 1-in-337 to Winchfield caused no greater fall in speed than from 70 to 69mph, and the short 1-in-386 dip beyond Hook produced a maximum of 75mph. There was a 10mph gauging restriction for *Clan Line* through the platforms at Basingstoke, but the 'Pacific' recovered well up the 1-in-249 to Worting Junction, passed at 54mph. The 'Bournemouth Belle' swept down the long 1-in-252 gradient from Litchfield Tunnel at 77mph, before Driver Binsted braked to 70mph to control the speed.

Winchester was passed at 76mph and No. 35028 continued in fine style through Shawford, but adverse signals intruded before Eastleigh. There was a brisk recovery to 56mph prior to observing the speed



1992 was a momentous year for Southern steam. Third rail ban breakers *Taw Valley* and Standard '4MT' No. 75069 pass a Network South East '47' at Exeter Central on June 10. MARK WILKINS

restrictions through St Denys and on the Northam Junction curve. The train then ran through Southampton Central at reduced speed and stopped in Southampton Down loop, as booked, to take on water. I estimate the net time from Waterloo to a hypothetical stop at Southampton Central as being no more than 78 mins for the 79.20 miles, an 'even time' performance with this big train.

In the 1960 timetable, for example, the 'Belle' was allowed 88 mins and the fastest non-stop schedule from Waterloo to Southampton was 81 mins. After watering, the train pulled forward a short distance to be opposite the platform at Millbrook, from which point the log restarts. The good work continued to Bournemouth as shown in the tabulation. There was a slight easing to 49mph at Brockenhurst, which meant no higher minimum than 43mph up the 1-in-103 to Sway, but a final 75mph down Hinton Admiral bank was a fitting conclusion to an excellent performance. I estimate an equivalent net time from Southampton Central to Bournemouth as 36 mins - 3 mins inside the 'Belle's' 1960 schedule of 39 mins.

BATTLE OF WATERLOO

The second of the anniversary trains was the 'Waterloo Sunset' railtour, which took place on Sunday July 9. Again featuring *Clan Line*, this was a Waterloo to Sherborne and Yeovil Junction service, returning via Chandler's Ford, Fareham and the Portsmouth Direct line.

The load was a substantial one: 12 coaches weighing 434 tons tare, and a well-filled 475 tons gross. As usual, the 'Merchant' was in immaculate condition, a credit to all involved at the MNLPS. The Down run is shown in Table 2.

As it was a Sunday, SWT could not get me to Waterloo in time for the 10.41 departure, so it was Salisbury before I was able to join the train. I am grateful to my colleague David Sprackland for providing the log for the Waterloo to Salisbury section.

The DB Cargo traincrew comprised Driver Wayne Thompson, Fireman Jim Clarke, and his father Don as Traction Inspector. A generous 40-minute schedule to Woking applied, but the train started 15½ mins late as a result of further signalling problems in the Waterloo area.

Gauging restrictions at Vauxhall and Earlsfield, and signal checks, caused a loss on schedule of 3 mins by Clapham Junction, by now making the train 18½ mins late, but after Surbiton Wayne Thompson was able to extend the engine to achieve 75½mph at Weybridge.

There was a slight check at Byfleet & New Haw, but No. 35028 recovered to 62½mph beyond West Byfleet against the 1-in-387

gradient before braking for the Woking pick-up stop. The net time is difficult to estimate in view of the numerous checks, but probably did not exceed 30 mins.

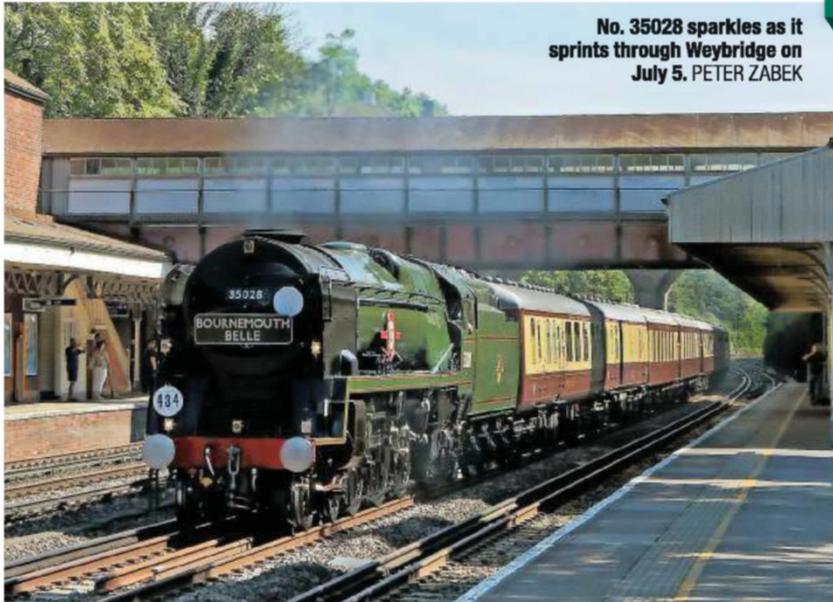
Starting out of Woking, up 6½ miles of successive gradients of 1-in-326/314/298/304, the noise produced by No. 35028 must have been impressive as it accelerated to pass Brookwood at 54½mph and top the bank at 62mph at Milepost 31.

The tight 25-minute booking to pass Basingstoke was improved upon, despite the need to reduce speed to 10mph through Basingstoke platform for a gauging restriction. The minimum up the 2 miles of 1-in-337 to Winchfield was 73mph, and after recovering from the Basingstoke slack to 64½mph at Milepost 53½ up a short piece of 1-in-287, speed rose into the mid-70s. The two short uphill stretches to Milepost 62½ (1-in-275) and from Andover to Red Post Junction (1-in-220) were mastered with hardly any drop in speed.

The ascent from Milepost 68½ to the summit at Milepost 73¼ (beyond Grateley) comprises two miles at 1-in-264, then 2¼ miles at 1-in-165. To accomplish this at a minimum of 68mph, with 475 tons behind

“ DOWN THE ENSUING 1-IN-100, CLAN LINE ACCELERATED ENTHUSIASTICALLY TO 72mph BEFORE BRAKING FOR THE SWITCH TO DOUBLE TRACK AT TEMPLECOMBE ”

TABLE 2



No. 35028 sparkles as it sprints through Weybridge on July 5. PETER ZABEK

09/07/17 WATERLOO-YEOVIL JUNCTION 'THE WATERLOO SUNSET'

LOCOMOTIVE Rebuilt 'MN' class 4-6-2 No. 35028 *Clan Line*
TRAIN **1Z67** 10.41 Waterloo-Yeovil Jcn
VEHICLES / TONS TARE / TONS GROSS 12 / 434 / 475
DRIVER Wayne Thompson
FIREMAN Jim Clarke
TRACTION INSPECTOR Don Clarke
TIMED BY/FROM *Waterloo-Salisbury*: David Sprackland/2nd coach
Salisbury-Yeovil Jcn: Mike Hedderly/2nd coach
WEATHER CONDITIONS Hazy sun, hot
DEPARTURE 15½ mins late

Dist. (miles)	Timing Point	Sched. mins	Actual mins. secs	Speed mph
0.00	WATERLOO	0	0.00	-
1.30	Vauxhall		5.25 sigs	↑ 30 / 34 Cross to Local Line
3.45	<i>Milepost 3½</i>		11.25	*8
3.85	Clapham Junction	10½	13.24	18 / 31
5.50	Earlsfield (#1)		16.54	↑ 30 / 41½
7.15	Wimbledon		18.44	*18
8.55	Raynes Park (#2)		22.43	45
9.70	New Malden	23	23.59	57
10.90	Berrylands		25.10	64
11.95	Surbiton	25½	26.09	61½ / 61
13.25	<i>Hampton Court Jcn</i>	26½	27.26	66½
14.30	Esher		28.22	70
17.00	Walton-on-Thames		30.36	74 / 73
19.05	Weybridge	34	32.17	75½
20.30	Byfleet & New Haw		33.21	*57
21.60	West Byfleet		34.36	60 / 62½
24.25	Woking	40	38.49	-
3.65	<i>Brookwood (MP 28)</i>		6.28	54½
6.65	<i>Milepost 31</i>		9.33	62
8.90	Farnborough	12	11.31	74 / 77½
12.15	Fleet		14.03	77
15.50	Winchfield		16.42	74 / 73
17.85	Hook		18.35	76
19.65	<i>Milepost 44</i>		20.03	78
23.45	Basingstoke	25	24.24	↑ 110
26.05	<i>Woking Jcn</i>	29	29.00	48½
28.00	<i>Oakley</i>		31.16	63
29.15	<i>Milepost 53½</i>		32.23	64½
31.20	Overton		34.09	74 / 78
34.75	Whitchurch		36.57	76½
36.75	<i>Hurstbourne</i>		38.28	78
38.15	<i>Milepost 62½</i>		39.39	75 / 78
41.90	Andover	49	42.35	77
43.40	<i>Red Post Jcn</i>		43.46	75½
44.15	<i>Monxton Viaduct (MP 68½)</i>		44.21	78½
48.25	Grateley		47.41	69
48.90	<i>Milepost 73¼</i>		48.15	68
51.15	<i>Allington Jcn (MP 75½)</i>		50.06	75½
53.75	Porton		52.14	78½
58.10	<i>Tunnel Jcn</i>	66	55.53	*41½
58.65	<i>Milepost 83</i>		58.19	sig stop *0
59.20	Salisbury	69	65.04	-
1.70	<i>Milepost 85¼</i>		6.09	27
2.60	Wilton South	6	8.31	*12
3.95	<i>Milepost 87½ (Top of 1-in-144R)</i>		11.23	36
5.45	<i>Milepost 89 (Top of 1-in-240R)</i>		13.25	49 / 65
8.35	Dinton		16.16	64 / 60½
8.95	<i>Teffont Mill LC</i>		16.50	63½ / 65½
12.60	Tisbury	16½	20.16	62½ / 65
13.60	<i>Tisbury West LC</i>		21.11	66½
17.60	<i>Semley (Top of 1-in-145)</i>		24.58	57½ / 78½
19.70	<i>Milepost 103¼</i>		26.44	*67 sigs *12
21.75	Gillingham	26	32.03	Slips -
2.25	<i>Buckhorn Weston Tnl - E. end</i>		6.08	32½ / 72
6.70	Templecombe	12	12.13	*18
8.20	<i>Milepost 113½ (Top of 1-in-100)</i>		15.30	29½
9.10	Milborne Port		16.45	52½ / 59½
11.95	<i>Milepost 117¼</i>		19.58	*45
12.75	Sherborne †	21	22.13	-
2.70	<i>Wyke LC</i>		4.58	54
3.45	<i>Milepost 121½</i>			*18 / *9
4.55	YEOVIL JUNCTION	10	13.23	-
	ARRIVAL		4 mins late	

* = Braking/speed restriction # = Pathing/Recovery time (in mins)
 † = 30mph locomotive gauging restriction †† = 10mph locomotive gauging restriction LC = Level crossing ‡ = Gross load 450 tons beyond

NET TIMES	
Waterloo-Woking	30 mins
Woking-Salisbury	55½ mins
EQUIVALENT NET TIME	
Waterloo-Salisbury	79½ mins

the tender, betokens excellent work from the crew. The train was inside 'even time' on passing Grateley.

After a rapid descent of Porton bank, the train was brought to a stand beyond Fisherton Tunnel by signals. A GWR Portsmouth-Cardiff train was stopped in Platform 4 awaiting its crew, blocking the intended platform where the Bells & Two Tones water tanker was waiting.

The 'Waterloo Sunset' had stopped opposite Milepost 83 in 58 mins 19 secs for the 58.65 miles from Woking, just within 'even time' from start to stop. I estimate the net time to be 55½ minutes.

Making allowance for the moderate speeds as far as Surbiton, the equivalent net time if running non-stop from Waterloo was approximately 79½ mins, just inside the fastest 'Atlantic Coast Express' schedule of the 1960s, 80 mins, at a net average speed of 63.0mph, a grand performance by No. 35028 and its capable crew.

SEVERE SLACK

Continuing towards Yeovil Junction with the same crew after a lengthy interval, *Clan Line* departed Salisbury dead on time at 13.20. After a slow start and a severe slack at Wilton South, a speed of 65mph was achieved in the shallow dip before Dinton, with a fall to 60½mph on the subsequent rise, partly at 1-in-120. The gradual rise through Tisbury was negotiated in the low 60s with a maximum of 66½mph on the level at Tisbury West crossing. This is the foot of the awkward climb to a summit at Semley, with 1½ miles at 1-in-270 followed by

a mile at 1-in-145 leading to the final 1½ miles at 1-in-100 to the summit. *Clan Line's* minimum of 57½mph here was good with 475 tons without being spectacular, then Driver Thompson took full advantage of the succeeding sharp descent to Gillingham.

A concluding signal check (approaching the cross with an Up train already in the station), added to the slow start out to Wilton, and causing a loss of 6 mins on schedule from Salisbury.

The train stopped well forward of the platform with only the rear of the train in the station. I have adjusted the distance as shown in Table 1 to reflect this.

An 8-minute pathing stop had been scheduled at Gillingham, so departure was only 1½ mins behind time. The locomotive slipped briefly at 7mph - swiftly corrected - as it got away. The line climbs at 1-in-300 from the platform end for ¼ miles, then steepens to 1-in-100 for a mile to the east end of Buckhorn Weston Tunnel, where No. 35028 had attained 32½mph. Down the ensuing 1-in-100, *Clan Line* accelerated enthusiastically to 72mph before braking for the switch to double track at Templecombe, taken very cautiously at 18mph.

The gradient from here to a further summit at Milepost 113½ is 1-in-100. *Clan Line* attained 29½mph here. The ensuing descent to Sherborne, mainly at 1-in-80, was taken easily. Many of the passengers alighted at Sherborne rather than continue to Yeovil Junction, where the Yeovil Railway Centre was holding a special event. SR



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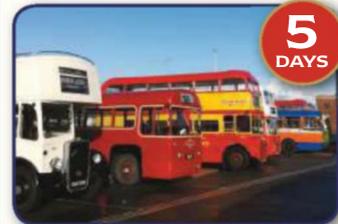
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THE BUSINESS END OF RUNNING A RAILWAY

The Churnet Valley Railway's managing director Greg Wilson outlines how taking some controversial decisions have helped reverse its financial fortunes.

My own involvement with the Churnet Valley Railway was more by chance than by any conscious plan. Needless to say, when I did become involved 19 years ago, I certainly never thought I would offer my management skills to the CVR, and for free, to boot!

I joined the board in 2004 and ended up being appointed interim managing director three years ago. When I joined the board it struck me just how many of our decisions were based not on what the business needed, but more on what we as directors thought we

needed to do to please volunteers or, in some cases, to realise our own childhood dreams.

When I took over as MD, I made it quite clear that I would run this as a commercial business. While I would never intentionally upset our volunteers, they needed to understand that decisions would be made based on financial considerations above all else. I am an enthusiast at heart, even though I never saw the heyday of British steam, and I also have an insight into the world of steam with the 'S160s' that I own and hire out.

The net result of this policy was that after inheriting a loss of

£100,000, we are now reporting our third year of profit. None of this has been painless, but we now have a business model which works. We reduced the scale of operations in the timetable, the length of trains and the size of locomotives we hired, and we invested heavily in what we considered the passengers would require.

TAKE STOCK

The coaches have all been extensively refitted, the toilets get an annual refurbishment, the tea room produces food which is generally locally sourced, and

we've introduced a certain amount of 'healthy' options. The evening dining trains have been curtailed so we can concentrate almost entirely on lunch trains, brunch trains and afternoon cream teas.

One of the big issues was psychological - price reduction on our tickets. While we have never lowered our prices, we are happy to do giveaways or discount our tickets to bulk resellers. For this reason we became involved with commercial companies such as Groupon, where the ticket revenue is small, but the secondary spend is exceptional.

This is especially the case when



“ YES, I WOULD DEARLY LOVE TO SEE AN EXCLUSIVELY BRITISH FLEET OF LOCOMOTIVES... HOWEVER THE ECONOMICS JUST DO NOT STACK UP ”

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this spend is on our own branded items. This is all quite simple stuff, but it had never been tackled head-on.

Another simple factor was grouping activities together and, more importantly, having the money paid up-front wherever possible. We started selling tickets online, which means that payments have to be made on our website, and we do not offer refunds for no-shows. With our collection of footplate courses, footplate rides and our various on-train catering options, a basic running day is profitable before the first passengers even arrive.

We took out a £250,000 bank loan to purchase the leasehold of the Cauldon Lowe branch from our colleagues at Moorland & City Railways. Before we signed off on the deal we entered a halfway arrangement with MCR, which required a deposit of £100,000. We tackled this by lifting and selling for scrap the two miles of track between Kingsley & Froghall station and Oakamoor. The board - myself in particular - took a lot of flak, but our rationale was that it did not generate money, it cost us money to maintain and, on the face of

it, it did nothing for the business. The value of the scrap metal and sleepers was used as a deposit for five miles of steeply graded railway line, where even the largest of locomotives have to work hard.

A decision which was made around the time I was appointed relates to the steam locomotives we operate. We hire two foreign locomotives, a Polish 0-6-0T shunting engine and an American 'S160' 2-8-0 main line engine. The purists turn their noses up at these, but purists and the average enthusiast are not our target market. We simply could not survive with such a small following, so we concentrate on families and children who want to see an engine puffing steam and smoke (within reason of course!) irrespective of the country of origin.

Yes, I would dearly love to see an exclusively British fleet of locomotives, however in the two locomotives we regularly operate, we can pull every train we have with ease. Our crews would like us to have a more mixed fleet, and as one of the drivers I would certainly like to have more Bulleids to operate. However, the economics just do not stack up.

Polish 0-6-0T No. 2944
contrasts with the North
Staffordshire Railway
atmosphere at Kingsley &
Froghall on May 28 2016.

FRANK RICHARDS



SEIZE THE INITIATIVE

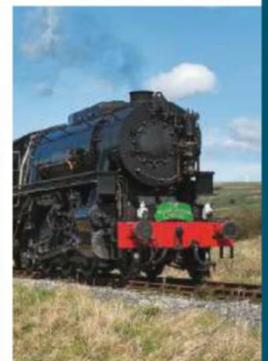
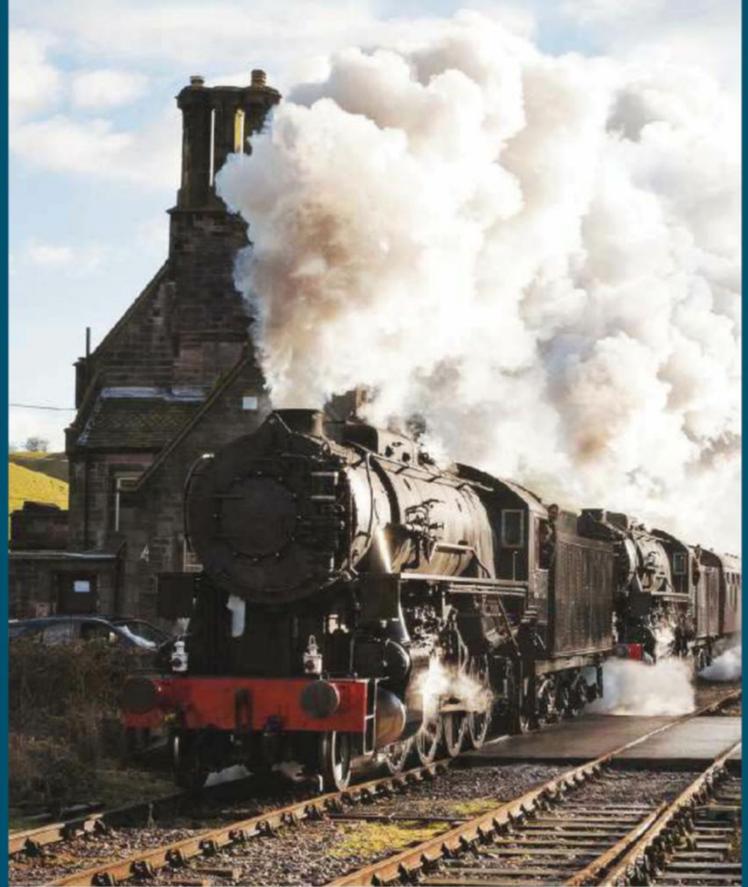
Part of the art of managing the railway is to be visibly in charge. For too long we relied on local railway contractors to repair our engines and coaches, which suited us at the time, but meant that we were never in complete control. We were always at the whim of their work schedules and always given low priority, so we decided that we needed to be able to manage and resource all of this in-house. We don't possess all the specific skills we require, but we do have good relationships with outside sub-contractors who are happy to work in a way that suits us.

Taking complete responsibility makes things happen, without the need to refer to a whole chain of command. Back in September 2016, our carriage and wagon shed was destroyed by fire. Just over three months later, we had a new shed, ready to accept its first coach. The loss adjuster was surprised at how quickly we moved. None of this required major engineering, it simply needed a smart business-style approach.

We continue to develop. Our extension into Leek, triangle at Leekbrook, and connection with the main line will all be thanks to our somewhat blunt approach to dealing with issues, but it will also have put us on a better financial footing.



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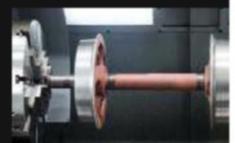
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Diesel locos



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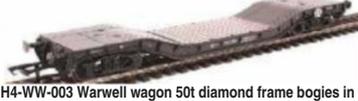
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NRM: SCHOLES ACHIEVED RESTORATION PERFECTION

Allan Baker makes a very important point about retaining the standard of restoration work on the NRM's rolling stock (SR469).

Most of these items were restored in the BR workshops under the direction of John Scholes, the erstwhile BR Curator of Historical Relics. He was a museologist by profession and came to BR from the Castle Museum, York, where he had earned a good reputation by creating a complete Victorian street.

His policy was that to qualify for a place in the National Collection, a locomotive must be a milestone in the development and design of steam traction and it must be capable of being restored to a specific period in its life. Within this policy, he strove to achieve perfection in his restorations and he would be appalled to think the 'T3' had been donated to an organisation that could not immediately keep it under cover in dry conditions, all year round.

This was clearly laid down in the contracts he made for locomotives he loaned. There were cases where this was not complied with and he promptly took the locomotives away from the defaulters; this included the then proposed museum at Leicester.

Leaving engines outside not only subjects the bright work to rust and the paintwork to fading, but because boiler cladding is not watertight at its cleading bands, water saturates the clothing, where it remains trapped and rusts the inside of the cleading sheets, particularly at the lower levels.

Anyone who had witnessed the corrosion on the underside of the boiler of LTR No. 80 *Thundersley*

“ THIS RECORD OF OLD SKILLS WILL BE LOST IF THE BOILER IS RESTORED TO STEAM ”

and on the LMS 'Pacifics' exhibited in the open at Butlin's camps could have no doubt about the damage caused by open-air storage.

As the late Bill Harvey said, the only way to preserve a steam locomotive is to keep it in working order, or house it in a heated museum with all the washout plugs and mudhole doors



National Collection L&Y
'Radial' 2-4-2T No. 1008.
JACK BOSKETT/SR

removed to ensure the interior of the boiler remains dry.

Scholes with his skeleton staff was, on occasion, let down in his pursuit of perfection. Several years after the L&Y tank No. 1008 had been restored at Horwich, a washout plug was removed and it was found the boiler had not been drained when it was restored. A large amount of liquid, said to 'look like ink', came out.

Scholes fought a constant battle to achieve and retain perfection. He did not agree with the steaming of the Midland Compound No. 1000, which had been superbly restored by Derby Works, to a standard as close as it was humanly possible to achieve in MR Crimson Lake livery. This colour changes slightly when exposed to heat and light and is very difficult to get right.

Scholes only eventually agreed to the locomotive being steamed when he was assured there was sufficient paint remaining in stores from the original restoration of the locomotive.

Another issue emerged with this locomotive after it had transferred to the NRM.

David Jenkinson, an education officer at the NRM and a noted LMS historian, insisted the flutes on the connecting and coupling rods should be painted black instead of bright steel, and produced photographs to prove his point. Experts at Derby, however, said

they should remain bright steel to facilitate inspection for defects. It would appear painting the flutes was a practice at some LMS depots, but was not officially approved for safety reasons.

In 1968, Scholes was advised that steam locomotive overhauls would shortly cease in the BR workshops and if he wanted any more restorations done he would have to say so quickly.

When the work on No. 92220 *Evening Star* was finished at Crewe, the works manager invited Scholes to come and inspect it. An excellent job had been done, but Scholes was not happy with the copper-capped chimney, and he said so. The works manager replied that it was the best they could do, to which Scholes replied: "Well, take the chimney off, send it to Swindon and I will arrange for it to be done correctly there".

The attitude then changed and it was put right at Crewe.

I hope these stories add weight to Allan Baker's argument of not touching the 'T3'. Looking at the photograph of the 'T3's' inner firebox (SR469), this shows extensive copper patching, a highly skilled job which is no longer approved in boiler repairs. This physical record of old skills will be lost if the boiler is restored to steaming condition.

Incidentally, patching of copper fireboxes was not a wartime measure, as inferred in the caption. There are other locomotives in the National Collection with patches to

their firebox copper plates and they were withdrawn before the war. It would appear such patching was an approved repair before copper welding was perfected.

At Clapham, Scholes kept a list of items which were considered the most important in the collection and which should not be separated from the main museum. Included in this list were the Midland Compound and the 'V2' *Green Arrow*. The Compound has already been loaned out, but if the 'V2' goes to Leicester it will also be less accessible as an exhibit than if it was at York, the depot which always had the largest allocation of 'V2s'. The 'V2' had the best combined boiler and cylinder efficiency at normal working rates of any locomotive inspected at the Swindon and Rugby testing stations. It was, therefore, one of the all-time greats, and to send *Green Arrow* to Leicester where it was never allocated in service days dilutes the historical accuracy.

Allan Baker's other points about the perfection in main works restoration are also well made in his letter.

The NRM needs to stand firm in upholding standards against the pressures of the enthusiast and its media support which, if adopted, would destroy this vital part of our railway engineering history. In particular, it should review its isolation of *Green Arrow* in alien territory at Leicester, and keep it in the front rank at York.

David Ward, by email

'LIZZIE' IN SORE NEED OF A NEW DIRECTION

As three former 6201 Princess Elizabeth Locomotive Society and support crew members, we welcomed the letter from Andrew Laws in SR469. He is right: with the correct approach, huge sums of money can be raised.

We were always puzzled as to why the 6201 Society had such a small membership. We read in SR469 of *Sir Nigel Gresley* having 800 members. How can No. 60007 achieve this high number, being one of six preserved 'A4s', while No. 6201 struggled to get to around 180 (while we were still members)?

No. 6201 is an iconic engine, and a prototype. Named after our present monarch, it has so much going for it.

In our view, 'Lizzie' should be getting the same sort of publicity that *Flying Scotsman* has enjoyed. Yet, over the years, 'Lizzie' has moved from site to site with no settled home, leading a somewhat nomadic existence.

When No. 6201 left Crewe for Tyseley, most of the support crew drifted away, which is why, to quote Michael Whitehouse in SR464, No. 6201 arrived there with few working members. The question must be asked: why did several highly committed people walk away from something they loved doing? It was not an easy decision to make. We had been involved with *Princess Elizabeth* for 20-25 years, and that is a lot of collective experience to lose.

We did hear that for its last main line runs, No. 6201 could not raise a support crew from its own membership. If this was the case, then it does illustrate that a change of direction for the society is clearly needed.

Colin Worrall, Geoff Sharrock, Richard Raynor, ex-6201 support crew members

'PENDENNIS' POSER

I really enjoyed Toby Jennings' account of the overhaul of *Pendennis Castle* and, like John Mills' beer in *Ice Cold in Alex*, can

only hope that it will be "worth waiting for".

But it did throw up one interesting point: why exactly did *Pendennis Castle* go to Australia?

When approached by the Hamersley Iron Company to buy *Flying Scotsman*, Sir William McAlpine is quoted as replying: "No - but you can have *Pendennis Castle* instead!" However, Brian Hollingsworth's *Great Western Adventure* tells a different tale.

Hamersley Iron built the port town of Dampier in Western Australia, as well as the connecting railway to its ore mines. Its new town, apparently, had little in the way of entertainment, so management thought that running a steam locomotive would give railway staff something to do with their leisure time. Hamersley management approached Steamtown with a view to buying one of Carnforth's fleet of 'Black Fives'.

Pendennis Castle had been evicted from Market Overton, along with the rest of the *Flying Scotsman Enterprises* collection, and the whole lot relocated to Carnforth. Whereas No. 4472 could run on lines in the North West, No. 4079 couldn't. It was too wide and effectively confined to the ex-10A shed yard. 'Black Fives' were too useful so, according to Hollingsworth, Steamtown's George Hinchcliffe persuaded Hamersley to buy the one locomotive he couldn't use: *Pendennis Castle*.

Which account is true? Will we ever find out?

Richard Foster, Gedney, Lincolnshire

RAILTOURS: ABANDON DIESELS AND DINING

I would support much of what Steve Dymond suggests as a new format for steam railtours ('Down Main', SR467), especially the segregation of enthusiasts with differing objectives and the abandonment of dining

cars. If I want a meal I go to a restaurant or pub, not a train. The proposal of postponing tours until everything is as advertised is sound. His idea of having nocturnal excursions is good, but not to the exclusion of those in daylight.

But the one glaring omission from Steve's proposal is a ban on assisting diesels. It is principally the fear of turning up on the day to find a diesel at the rear - or front - of the train that has deterred me from participating in steam railtours in recent years.

Dr Ron Barnes, by email
Many share the negative view of 'diesels on the back', but Standard, First and Dining classes can, and do (in general), co-exist peacefully - Ed.

“IF I WANT A MEAL I GO TO A RESTAURANT OR PUB, NOT A TRAIN”

NO WEIGHT TO TON CLAIM

Dave Wilkinson's claim in SR468 that No. 60034 *Lord Faringdon* achieved 100mph between Aberdeen and Stonehaven in the summer of 1963, which he thought was published in *Railway Magazine* was, in fact, published in the May 1965 edition of *Modern Railways* by C.J. Allen. The log, however, shows 100mph wasn't reached anywhere. The maximum speed quoted between Muchalls and Stonehaven was 88mph, admittedly high for this stretch of line. On the next section after Stonehaven, specifically down to Bridge of Dun, Allen commented that some of his correspondent's speeds were on the high side. The maximum given in the log before Bridge of Dun was 81mph.

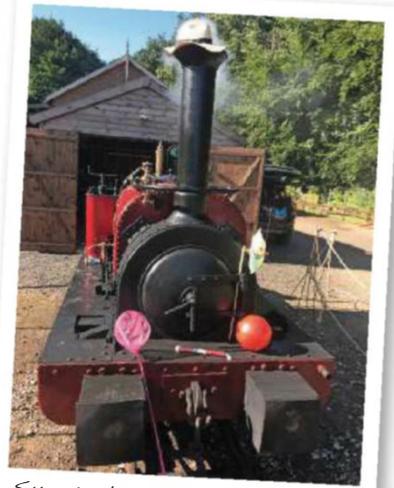
To the best of my knowledge, the only published 100mph-plus achieved by steam in Scotland was 105mph by No. 46251, at the bottom of Beattock Bank on the Up 'Mid-Day Scot' in January 1959. The log was published by O.S. Nock in the June 1961 issue of *Railway Magazine*.

Sandy Smeaton, Glasgow

W36 WAS THERE

My one and only sighting of No. W36 *Bonchurch* was at Ryde St John's Road Works on August 3 1964, which is during the period Derek Gawn (Mailbag, SR468) is seeking more information about.

Dave Hill, by email



Sun, Sand and Steam... Alice

ALICE'S DREAM HOLIDAY

We all really enjoyed taking *Alice* on holiday to the Norfolk coast (SR469). Here she is with her beach ball, sun hat, stick of rock, shrimping net and windmill!

Julian Birley, Hambalt, London
Wot, no sunscreen? - Ed.

CHALKED OFF

I am doing a research project into the type of graffiti that was often written on locomotives by enthusiasts, railway workers and others towards the end of steam on British Rail and other systems.

This was mostly chalked and was often a phrase such as 'Don't let me go' or 'Steam forever' and perhaps a drawing of a face. I have also seen pictures of other types of messages, sometimes just humorous and sometimes political, such as 'Plaid Cymru' on a tank engine in south Wales.

I am interested in seeing photographs of any examples and would, of course, respect the copyright of any that I was sent.

I am particularly interested in contacting anyone who actually wrote or drew on locomotives.

Thomas Chambers, by email
(Contact Mr Chambers via the Steam Railway office)

CAMERA BAG PLEA

Would any reader who found a camera in a black case by a foot crossing about half a mile from Cheltenham Racecourse station on May 27, during the Gloucestershire Warwickshire Railway's Festival of Steam, please contact me via the *Steam Railway* office to arrange its return.

C.R. Berridge, Rugby

HAPPY HUNTER

I really enjoyed the 'Rods in the Pits' feature (SR468). I was interested to read the 'Scrapper windfall' panel... it may please

readers to know that a part of No. 73074 (see picture) survived the torch!

Colin Harmes, by email



STEAM MUSEUM - SWINDON
KGV 90
1917 - 2017

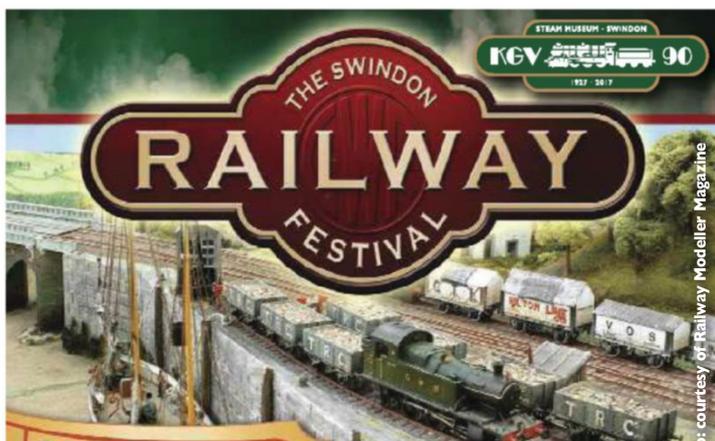
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Photo: courtesy of Railway Modeller Magazine





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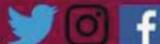
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The Guide

SEND EVENT DETAILS TO

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Steam Railway cannot accept responsibility if services differ from those listed

• GALAS & ENTHUSIAST EVENTS

AUGUST

- 12/13** Devon Railway Centre Gala
- 12/13** West Lancashire Light Railway - 'Nearly Fifty' Gala Weekend
- 13 & 20** Caledonian Railway - Steam Sundays
- 13** Isle of Wight Steam Railway - Heritage Goods Day
- 13, 20 & 27** Scottish Industrial Railway Centre - Steam Days
- 20** Keighley & Worth Valley Railway - Vintage Train Day
- 20** Yeovil Railway Centre - Steam Train Day
- 21-28** Pecorama - Peco Loco Week & Bank Holiday Railway Gala
- 25-28** Bala Lake Railway - Steam Gala
- 26** Appleby-Frodingham RPS - Brake Van Tour
- 26/27** Bristol Harbour Railway - Open Days
- 26-28** Didcot Railway Centre - *Flying Scotsman* visit
- 26-28** Midland Railway - Butterley - Vintage Train Event
- 26-28** Northampton & Lampport Railway - Branch Line Weekend
- 26-28** Spa Valley Railway - 20th Birthday Bash
- 26** Talyllyn Railway - Late Night Steam
- 28** Gartell Light Railway - Open Day

SEPTEMBER

- 1-3** North Norfolk Railway - Autumn Steam Gala
- 1-3** Welshpool & Llanfair Light Railway - Gala Weekend
- 2** Old Oak Common 111 Open Day
- 2/3 & 7-9** Bowes Railway - Open Days
- 3 & 10** Caledonian Railway - Steam Sundays
- 3** Foxfield Railway - Knotty Heritage Trains
- 3** Keighley & Worth Valley Railway - Vintage Train Day
- 3** North Ings Farm Railway - Open Day
- 5-12** West Somerset Railway - *Flying Scotsman* visit
- 7, 14, 21 & 28** Talyllyn Railway - Victorian Train Experience
- 8-10** Pontypool & Blaenavon Railway - Steam Gala
- 9** Elsecar Heritage Railway - Heritage Open Day
- 9/10 & 23/24** Bristol Harbour Railway - Open Days
- 9/10** Cambrian Heritage Railways - Heritage Open Days
- 9/10** Chasewater Railway Gala
- 9/10** Chatham Dockyard Railway - Operating Days
- 9/10** Kirklees Light Railway - Steam & Diesel Gala Weekend
- 9/10** Mid-Suffolk Light Railway Gala
- 9/10** Nene Valley - Mixed Traffic
- 9/10** Ribble Steam Railway Gala
- 9/10** South Downs Light Railway Gala
- 10** Isle of Wight Steam Railway - Heritage Goods Day
- 15-17** Ffestiniog & Welsh Highland Railways - Super Power Weekend
- 16/17** Locomotion NRM Shildon - Autumn Steam Gala
- 16/17** Middleton Railway - Main Line to Industry
- 16/17** Moors Valley Railway Gala
- 16/17** Nene Valley Railway - 'Pacifics'
- 16/17** Rudyard Lake Steam Railway Gala



'Met 1' plays the starring role at the Epping Ongar Railway's London Transport Weekend on July 16, and is ready to depart North Weald with an Ongar-bound train. THOMAS BRIGHT/SR

- 16/17** S&D Midsomer Norton - Heritage Weekend
- 17** Rocks by Rail - Oxfordshire Ironstone Company Remembered Gala
- 21-24** Barrow Hill Roundhouse - September Relaunch
- 21-24** Severn Valley Railway - Autumn Steam Gala
- 22-24** Bodmin & Wenford Railway - China Clay Gala
- 23** Appleby-Frodingham RPS - Brake Van Tour
- 23/24** Aln Valley Railway Everything Goes Gala
- 23/24** Devon Railway Centre - Everything Goes!
- 23/24** Didcot Railway Centre - Anything Goes Weekend
- 23/24** Foxfield Railway - Autumn Steam Gala
- 23/24** Sittingbourne & Kemsley Light Railway - End of Season Gala Weekend
- 23/24** West Lancashire Light Railway - 50th Anniversary Gala Weekend
- 24** Gartell Light Railway - Open Day
- 24** Scottish Industrial Railway Centre - Steam Day
- 30** Embsay & Bolton Abbey Steam Railway - Goods Train Day

• VINTAGE & TRANSPORT EVENTS

AUGUST

- 12/13** Bressingham - Steam in Miniature Weekend
- 12/13** Cleethorpes Coast Light Railway - 1940s Weekend
- 12/13** Epping Ongar Railway - Vintage Vehicle Rally
- 12/13** Severn Valley Railway - Steam on the Road
- 12/13** Swindon & Cricklade Railway - Steam & Vintage Weekend
- 13** Buckinghamshire Railway Centre - Moving the Mail
- 13** Great Central Railway (Nottingham) - Stewart Classic Vehicle Register Summer Gathering
- 13** Locomotion NRM Shildon - Aycliffe & District Bus Preservation Society Classic Bus Rally

- 18** Isle of Man Steam Railway - Island at War
- 19/20** Didcot Railway Centre - Rails on the Western Front
- 19/20** Royal Deeside Railway - Deeside Steam & Vintage Rally
- 20** Middleton Railway - Leeds Classic Bus Runday
- 20** Ffestiniog & Welsh Highland Railways - Classic Car Show & Family Day
- 25-28** Isle of Wight Steam Railway - 43rd Island Steam Show
- 26-28** East Somerset Railway - The Way We Were 1930s-50s
- 26-28** Ecclesbourne Valley Railway - 1950s Bank Holiday Weekend
- 26/27** Telford Steam Railway - 1940s
- 27** Apedale Valley Light Railway - Classic Cars and Steam Trains Day
- 27** Colne Valley Railway - Bus & Commercial Vehicle Rally
- 27** Plym Valley Railway - Heritage Transport Day
- 27** Talyllyn Railway - Series 1 Land Rover Gathering
- 27/28** Lincolnshire Wolds Railway - Vintage Vehicle Show
- 27/28** Pontypool & Blaenavon Railway - Classic Transport Show
- 28** Buckinghamshire Railway Centre - Pre-'78 Vehicle Rally

SEPTEMBER

- 2** Bo'ness & Kinneil Railway - 1950s
- 2/3** Lincolnshire Wolds Railway - 1940s
- 3** Bredgar & Wormshill Light Railway - Tractor & Farming Day
- 3** Epping Ongar Railway - Classic Cars
- 3** Isle of Wight Steam Railway - Morris Minor Rally
- 3** Kirklees Light Railway - Classic Vehicle Rally
- 3** Strathspey Railway - Granttown-on-Spey Motorman
- 8-10** Swanage Railway - Classic Transport Rally
- 9** Abbey Pumping Station Museum - Heritage Open Day
- 9/10** Bure Valley Railway - Steam in Miniature
- 9/10** Embsay & Bolton Abbey Steam Railway - 1940s Weekend

- 9/10** Leighton Buzzard Railway - Iron War Horse Centenary
- 9/10** Lincolnshire Wolds Railway - Lincolnshire Heritage Weekend
- 9/10** Swindon & Cricklade Railway - Wartime Weekend
- 10** East Lancashire Railway - Vintage Transport Gathering
- 10** Gloucestershire Warwickshire Railway - Classic Vehicle Day
- 10** Romney, Hythe & Dymchurch Railway - Bus Rally Day
- 10** Severn Valley - On the Buses
- 16/17** Amberley Museum - Miniature Steam Weekend
- 16/17** Chatham Dockyard Railway - Salute to the '40s
- 16/17** Battlefield Line - 1940s Weekend 'Operation Market Bosworth'
- 16/17** North Norfolk Railway - 1940s
- 17** Lincolnshire Coast Light Railway - Classic Wheels Car Show
- 17** Old Kiln Light Railway - Classic Vehicle Gathering
- 23/24** Avon Valley Railway - 1940s
- 23/24** Bluebell Railway - Steam Through the Ages
- 23/24** Buckinghamshire Railway Centre - Traction Engine Rally
- 23/24** Crewe Heritage Centre - Wheels of War Weekend
- 24** Amberley Museum - Amberley Autumn Bus Show & Running Day
- 24** Beamish - Classic Car Day
- 24** Bressingham - Vintage Farming
- 24** Leighton Buzzard Railway - Sand & Motorcycles

• REAL ALE EVENTS

AUGUST

- 12, 19 & 25** East Lancashire Railway - Guided Rail Ale Trail
- 19/20** Embsay & Bolton Abbey Steam Railway - Real Ale Weekend
- 19/20** Gloucestershire Warwickshire Railway - Summer Steam & Real Ale
- 25-28** Churnet Valley Railway - Gins & Trains
- 25-28** Mid-Norfolk Railway - Ales by Rails Beer Festival & Steam Weekend
- 25-28** South Devon Railway - Bank Holiday Rails & Ales
- 26-28** East Kent Railway - Beer Festival
- 27/28** Rushden Historical Transport Museum - Sausage & Cider Festival

SEPTEMBER

- 1-3** Amberley Museum - Ale at Amberley
- 1** Kent & East Sussex Railway - Cider
- 2 & 9** East Lancashire Railway - Guided Rail Ale Trail
- 5-9** East Anglian Railway Museum - Chappel Beer Festival
- 8-10** Crewe Heritage Centre - South Cheshire CAMRA Rail Ale Festival
- 8-10** East Lancashire Railway - Ale on the Rails
- 9** Ecclesbourne Valley Railway - Cider with Rosie Evening
- 9** Llangollen Railway - Real Ale Train
- 14-17** Great Central Railway - Beer Festival
- 16** Llangollen Railway - Oktoberfest
- 22** Keith & Dufftown Railway - Autumn Whisky Festival
- 22-24** Rushden Historical Transport Museum - Music & Real Ale Festival
- 23/24** Isle of Wight Steam Railway - Cider & Cheese Weekend

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For more information about the events in bold, see advertisements in this issue.

Steam in Burma

before they cut down
Bago's semaphores



In the last week of June, I received an alarming message from Rangoon. They're planning to cut down the semaphores and gantries of Bago's traditional British signalling a year ahead of schedule, in June 2018. Now, after years of negotiations to get the authentic steam trains we need, they have decided to remove all the infrastructure which was typical for the age of steam! As the tour in January 2018 is already sold out, we've had to add an additional one in October/November 2017 to see all the glory of British railway engineering before it's too late.

We'll see one of Asia's last working steam trains once again, the 85 up/86 down to Mottama, a regular train which will soon disappear from Myanma Railway's timetables.



Romania: Industrial and Forest Railway Autumn Steam Oct 7th – Oct 15th
Poland: Narrow Gauge Steam in Poland Oct 20th – Oct 23rd
Myanmar (Burma): Semaphores & Gantries in Bago Oct 29th – Nov 6th
China: Scraping the Barrel Tour No. 3 - Sandaoling Dec 8th – Dec 17th
Myanmar (Burma): Steam and Pagodas **sold out**
Myanmar (Burma): The Golden Land – Sights of Burma Jan 14th – Jan 27th
Sri Lanka: Sweet Kandy: Broad Gauge & Tea Plantations Jan 26th – Feb 7th
Romania: Winter Fairy Tale in Vişeu and Moldoviţa Feb 16th – Feb 22nd
Madagascar: Jungle Railway and Michelin Railcars Apr 27th – May 11th

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The Guide

Main Line Diary IN ASSOCIATION WITH UKSTEAM.INFO

AUGUST

FRI 11 'BELMOND BRITISH PULLMAN'
London Victoria-Staines-Guildford-Shalford-Redhill-Victoria by No. 60163. Belmond

SAT 12 'WEST SOMERSET STEAM EXPRESS'
Paddington-Newbury-Bishops Lydeard by No. 34046. Bishops Lydeard-Paddington by No. 46100. RTC

SAT 12 'THE MELTON RAMBLER'
Tyseley-Nuneaton-Melton Mowbray by Nos. 4965 & 9600. Vintage Trains

SAT 12 'THE HARRINGWORTH SHUTTLE'
Melton Mowbray-Harringworth and return by Nos. 4965+9600. Vintage Trains

SAT 12 'WALTON PIER EXPRESS'
Liverpool St-Walton-on-the-Naze and return by No. 60163. Tornado150

SAT 12 'WALTON PIER SHUTTLES'
Walton-on-the-Naze-Colchester shuttles by No. 60163. Tornado150

SUN 13 'THE WAVERLEY'
York-Leeds-Settle-Carlisle and return by No. 60103. RTC

SUN 13 'THE SHAKESPEARE EXPRESS'
Birmingham-Shirley-Stratford-Solihull-Birmingham by No. 5043/TBA. Vintage Trains

SUN 13 'THE CATHEDRALS EXPRESS'
Paddington-Princes Risborough-Shrewsbury and return by No. 46233. Steam Dreams

SUN 13 'THE FORTH BRIDGE & BORDERS STEAM SPECIAL'
Linlithgow-Kirkcaldy-Edinburgh-Tweedbank-Newcraighall-Edinburgh-Kirkcaldy-Linlithgow by No. 45407/TBA. SRPS

SUN 13 'PORTRUSH FLYER'
Belfast-Portrush and return by No. 85. RPSI

MON 14-SUN 20 'THE JACOBITE'
Fort William-Mallaig and return by No. 45212/45407. WCRC

TUE 15 'THE DALESMAN'
Hellfield-Settle-Carlisle and return by TBA. WCRC

WEDS 16 'THE DORSET COAST EXPRESS'
London Victoria-Staines-Southampton-

Weymouth-Southampton-Andover-Waterloo by No. 60009. RTC

THURS 17 'THE SCARBOROUGH SPA EXPRESS'
York-Scarborough and return by TBA. WCRC

THURS 17 'THE CATHEDRALS EXPRESS'
London Victoria-Reading-Worcester and return by No. 46233. Steam Dreams

SAT 19 'WEST SOMERSET STEAM EXPRESS'
Paddington-Bishops Lydeard and return by No. 34046/60009. RTC

SUN 20 'THE WAVERLEY'
York-Leeds-Settle-Carlisle and return by No. 60103. RTC

SUN 20 'THE TORBAY EXPRESS'
Bristol-Westbury-Exeter-Kingswear and return by No. 35028. Torbay Express

SUN 20 'THE SHAKESPEARE EXPRESS'
Birmingham-Shirley-Stratford-Solihull-Birmingham by No. 5043/TBA. Vintage Trains

SUN 20 'THE FORTH BRIDGE & BORDERS STEAM SPECIAL'
Linlithgow-Kirkcaldy-Edinburgh-Tweedbank-Newcraighall-Edinburgh-Kirkcaldy-Linlithgow by No. 45407/TBA. SRPS

SUN 20 'PORTRUSH FLYER'
Belfast-Portrush and return by No. 85. RPSI

SUN 20 'RADIO TRAIN'
Dublin-Kilkenny and return by No. 4. RPSI

MON 21-SUN 27 'THE JACOBITE'
Fort William-Mallaig and return by No. 62005. WCRC

TUE 22 'THE FELLSMAN'
Lancaster-Preston-Settle-Carlisle and return by TBA. Statesman

WEDS 23 'THE DORSET COAST EXPRESS'
London Victoria-Staines-Southampton-Weymouth-Southampton-Andover-Waterloo by No. 60009/70013. RTC

THURS 24 'THE SCARBOROUGH SPA EXPRESS'
York-Scarborough and return by TBA. WCRC

FRI 25 'STEAM & JAZZ'
Belfast-mystery destination and return by No. 85. RPSI

SAT 26 'THE COTSWOLD VENTURER'
Paddington-Evesham-Worcester-Kemble-Paddington by No. 60009. RTC

SUN 27 'THE WAVERLEY'
York-Leeds-Settle-Carlisle and return by No. 60103. RTC

SUN 27 'THE SHAKESPEARE EXPRESS'
Birmingham-Shirley-Stratford-Solihull-Birmingham by No. 4965/TBA. Vintage Trains

SUN 27 'THE CATHEDRALS EXPRESS'
York-Scarborough and return by TBA. Steam Dreams

SUN 27 'THE FORTH BRIDGE & BORDERS STEAM SPECIAL'
Linlithgow-Kirkcaldy-Edinburgh-Tweedbank-Newcraighall-Edinburgh-Kirkcaldy-Linlithgow by No. 45407/TBA. SRPS

SUN 27 'PORTRUSH FLYER'
Belfast-Portrush and return by No. 85. RPSI

MON 28-SEPTEMBER 3 'THE JACOBITE'
Fort William-Mallaig and return by No. 45212/45407. WCRC

MON 28 'THE EASTERLING'
King's Cross-Ely-Great Yarmouth and return by No. 60163. UK Railtours

TUE 29 'THE FELLSMAN'
Lancaster-Preston-Settle-Carlisle and return by TBA. Statesman

THURS 31 'SCARBOROUGH SPA EXPRESS'
York-Scarborough and return by TBA. WCRC

TUE 5 'THE CATHEDRALS EXPRESS'
London Victoria-Salisbury-Yeovil Jnc and return by No. 70013. Steam Dreams

WEDS 6 'BELMOND BRITISH PULLMAN'
London Victoria-Bristol and return by No. 35028. Belmond

WEDS 6 'THE DORSET COAST EXPRESS'
London Victoria-Staines-Southampton-Weymouth-Southampton-Andover-Waterloo by No. 60009. RTC

WEDS 6 'THE SCENIC CARLISLE EXPRESS II'
Hellfield-Settle-Carlisle by TBA. WCRC

SAT 9 'THE CHESHIREMAN'
Norwich-Chester and return by No. 70013. RTC

SAT 9 'THE CATHEDRALS EXPRESS'
Carnforth-Shap-Carlisle-Settle-Farington Jnc by No. 45305. Steam Dreams

SAT 9/SUN 10 'STEAM ON THE MET'
Harrow-Amersham by Metropolitan No. 1 and No. 9466. London Transport

SUN 10 'THE WAVERLEY'
York-Leeds-Settle-Carlisle and return by No. 45690. RTC

SUN 10 'THE TORBAY EXPRESS'
Bristol-Westbury-Exeter-Kingswear and return by No. 60163. Torbay Express

• BOOKING INFORMATION

Belmond: 0845 077 2222
London Transport: 0207 565 7298
RPSI: 0289 024 6609
RTC: 01553 661500
SRPS: 0131 202 1033
Statesman Rail: 0345 310 2458/2489
Steam Dreams: 01483 209888
Torbay Express: 01453 835414/834477
Tornado150: 0330 113 8989
UK Railtours: 01438 715050
Vintage Trains: 0121 708 4960
West Coast: 0844 850 4685

Note: Details correct at time of going to press. Tours are subject to alteration or cancellation at short notice.

SEPTEMBER

SUN 3 'TORBAY EXPRESS'
Bristol-Weston-Exeter-Kingswear and return by No. 35028. Torbay Express

SUN 3 'THE ROYAL DUCHY'
Taunton-Plymouth-Par and return by No. 34046. RTC

SUN 3 'THE SHAKESPEARE EXPRESS'
Birmingham-Shirley-Stratford-Solihull-Birmingham by No. 5043/TBA. Vintage Trains

MON 4-SUN 10 'THE JACOBITE'
Fort William-Mallaig and return by No. 45212/45407. WCRC



'Jubilee' No. 45690 *Leander* hammers through Edge Hill cutting at the head of the Railway Touring Company's Liverpool-Holyhead and return 'North Wales Coast Express' on July 23. ALAN WEAVER

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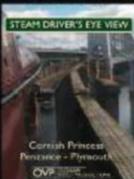
Locomotive Featured:
Deutsche Reichsbahn
Class 99.23-24 Tank

Running Time: 1 hour 50 minutes
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On a beautiful winter's day we take you on a journey to the highest of Germany's Harz Mountains, climbing through forests & powering through snow to a height of 3,691 feet. Footplate & lineside footage is included along one of the worlds most stunning railways. Commentary is also included in both English & German.

CORNISH PRINCESS
PENZANCE - ST. AUSTELL - PLYMOUTH



NEW RELEASE

Locomotive Featured:
No. 6201 Princess Elizabeth

Running Time: 2 hours 5 mins
(125 minutes)

DVD - £14.95,
BLU-RAY - £19.95

On another historic day, we travel onboard the first ever 'Princess Royal' class to journey from Penzance to Plymouth. Crossing over the many viaducts, we battle the ups & downs of the Cornish Mainline, including a breathtaking climb of Largin Bank, & crossing the Royal Albert Bridge. Driver's Commentary Included.

GOLDEN VALLEY LINE
(WORCESTER - SAPPERTON - SWINDON)



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 Tyseley's stalwart on a blistering run through the Golden Valley, storming up Sapperton Bank with a 400+ ton train, and featuring the recently opened doubletrack section between Kemble & Swindon. Driver's Commentary provided by Ray Churchill.

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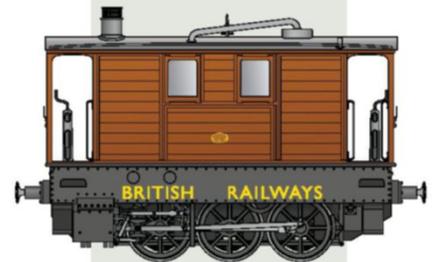
MR-201
No. 68219, BR
early emblem,
partial skirts



MR-202
No. 68222, BR
early emblem, full skirts



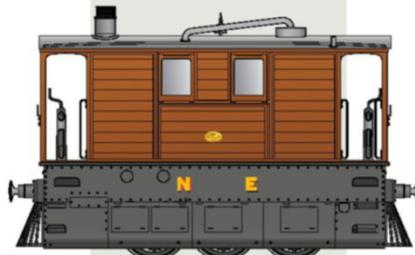
MR-203
No. 68225, BR
early emblem weathered,
no skirts



MR-204
No. 68226, British
Railways lettering,
no skirts



MR-205
No. 68223, British
Railways lettering,
full skirts



MR-206
No. 7128, LNER
wartime livery,
full skirts



MR-207
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post-war livery,
full skirts



MR-208
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Then ↑ The chalked inscription on the smokebox says it all: this was the last Down Fast working by a 'Merchant Navy' in BR service. On the penultimate day of Southern steam, July 8 1967, No. 35023 *Holland-Afrika Line* hurries through Farnborough station with the 8.30am Waterloo-Weymouth. PAUL COOPER/WRL ARCHIVE



Now ↓ Who would have believed on that day that such a sight would still be possible, 50 years and one day later? To mark the anniversary, newly overhauled 'MN' No. 35028 *Glan Line* hauled the 'Waterloo Sunset' for UK Railtours from the London terminus to Yeovil Junction, and back to the capital via Eastleigh, on July 9. PAUL COOPER/WRL ARCHIVE



Tail Lamp

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the chatter of visiting No. 34092
City of Wells as it passes Holywell,
on the Bluebell Railway, on
July 10. PETER ZABEK





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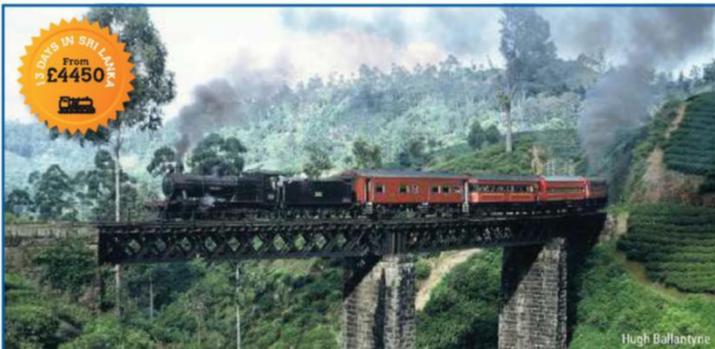
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