

MOORSLINE IN £4.6M LOTTERY WIN

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 232
August 25 –
September 21, 2017

WIN
BARROW HILL
RELAUNCH
TICKETS!
See page 14

NATIONAL COLLECTION GWR LOCO GIVEN TO SWINDON



SWANAGE MOGUL FOR MAIN LINE

■ **TORNADO TRESPASSERS CAUSE MAIN LINE DELAYS**

■ **UNDERGROUND STEAM SELLS OUT WITHIN A WEEK!**

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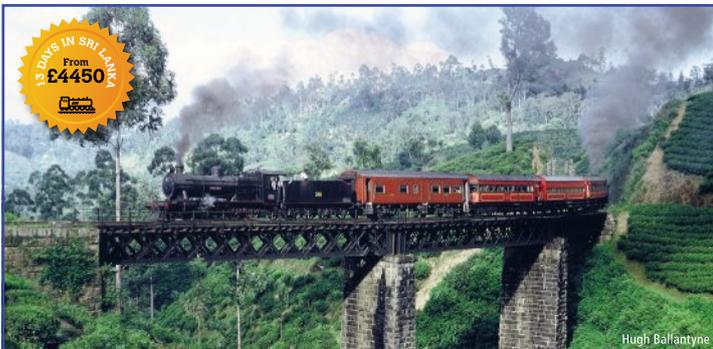
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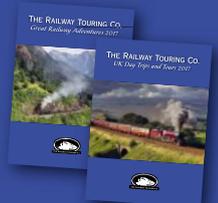
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LNER A3 Pacific No. 60103 Flying Scotsman crosses Ribbleshead viaduct with the Railway Touring Company's 'Waverley' on August 13. MAURICE BURNS

EDITORIAL

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

ADVERTISING

Advertising representative
Sue Needham 01507 529310
sneedham@mortons.co.uk
Divisional advertising manager
Sue Keily skeily@mortons.co.uk

CUSTOMER SERVICES

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DISTRIBUTION & PRINTING

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

MORTONS MEDIA GROUP LTD

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

ARCHIVE

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

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Gift horse gains?

CONTROVERSY flared earlier this year when the National Railway Museum announced that it was giving the LSWR Adams T3 4-4-0 No. 563 to the Swanage Railway. To many, including myself, giving away part of the National Collection was equivalent to handing over an NHS hospital lock, stock and barrel to the private sector.

However, on reading the small print, I quickly found that the agreement clearly states that the locomotive must, first of all, be offered back to the National Collection if the recipient ever decides that it does not want it any more. In other words, the T3 still enjoys National Collection protection, if only at arm's length.

As part of its exhibits review under statutory Science Museum procedures, the NRM said that it was planning to 'gift' another locomotive from the collection. In August, as reported on Headline News page 6, it was revealed that the mystery locomotive in question was Churchward heavy freight 2-8-0 No. 2818. Several examples of this class have survived, although No. 2818 is the only one with its original inside steam pipes.

I have long held the view that the ideal place to display or run locomotives and rolling stock is in their 'home' area, where they serve to reinforce local heritage. At the same time, I am also convinced of the merits of having exhibits representing railways from all parts of the country in a central museum like the NRM in York, where they can be accessed by everyone relatively easily. Someone from Lancashire, for example, who wants to see a Bulleid Pacific, does not have to venture all the way to the sunny South to do so.

Between these two stools there can arise a balancing act. To me, No. 2818 is like a fish out of water at Locomotion – it has no relevance to the North East and to many visitors it is 'just another old steam locomotive', welcome of course though that is.

However, at the STEAM museum in Swindon, this one-time, commonplace, workaday locomotive will become a cherished item in the part of the great works in which it was built, and given to the local borough

council, it then has the potential to be cherished as the townsfolk's 'own' engine.

The T3 is now back on native LSWR territory, at one of the country's current 'buzz' railways. I look forward to the time when it is safely entrenched in a purposely designed museum building of its own, while being promoted both as a visitor attraction and a major educational resource in its own right.

Elsewhere in the country, its classic late Victorian outlines no doubt received admiring glances as visitors walked past, but at Swanage it can be polished as a gem and become a flagship exhibit, with total relevance to its new home. Dare I dream of it following in the footsteps of the sole surviving T9 and be returned to running order, maybe hauling a train past the stunning backdrop of Corfe Castle?

Yes, I would be truly livid beyond belief if either of these two classics had been given away by the National Collection with no strings attached. However, here I am erring very much towards the view that this is pro-active curatorship that will see both exhibits repackaged to inspire a new, if localised, audience, which is the main purpose of the preserving them in the first instance.

Elsewhere, the school holidays are back and within days, if not hours of classes breaking up, there have been acts of major vandalism at three railways, the North Yorkshire Moors, East Lancashire and Mid-Norfolk.

Any attack on heritage railways is the same as vandalism of historic buildings or ancient monuments. Heritage is there for the people, and these are attacks on us all.

The courts must ensure that the culprits, or their guardians, must repay the cost of rectifying the damage in full. That would not be revenge punishment for punishment's sake, but it would send out a deterrent message, loud and clear, that if you wreck other people's property, it comes at a price. That is true justice and so often its implementation has been long overdue.

Robin Jones Editor

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Golden Jubilee

50 years ago, the last regular expresses to be hauled by pre-Nationalisation express steam engines came to an end on the Settle & Carlisle line. It was to be 13 years before the line saw the return of an LMS Jubilee but 50 years on from the withdrawal of the last three of the class, this has once again become commonplace. Brian Sharpe examines the long and ongoing relationship between Stanier's express 4-6-0s and England's most scenic main line railway.



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COVER: LMS 4-6-0 No. 46115 *Scots Guardsman* passes Billington with Statesman Rail's 'Fellsman' on August 1. DAVID PRICE



Warwickshire: an important Manning Wardle survivor

Industrial steam locomotives played an important role in the early days of even our largest heritage lines. Mark Smithers reports on the interesting history and heavy overhaul of a saddle tank which has spent 50 years on the Severn Valley Railway.

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Steaming to Bundoran: 60 years ago this summer

The railways on the west coast of Ireland were decimated long before those on the mainland. Hugh Dougherty revisited Bundoran Junction, and recalls a journey on the Great Northern Railway of Ireland just before it closed.

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NRM gives Churchward heavy freight loco back to birthplace

By Robin Jones

FOLLOWING much speculation, the National Railway Museum has announced that GWR 2-8-0 No. 2818 is the third main line steam locomotive to be gifted to another organisation from the National Collection.

The locomotive is to be given to Swindon Borough Council, operator of STEAM – Museum of the Great Western Railway in Swindon, which occupies part of Isambard Kingdom Brunel's workshops, where no. 2818 was outshopped in December 1905.

Currently based at the NRM's outreach station at Shildon, No. 2818 is expected to arrive in Swindon later this year, once the legal transfer is complete. There are no plans to return the locomotive to working condition.

The disposal completes a review of the National Collection by the York museum, which also saw the transfer of LSWR T3 4-4-0 No. 563 to the Swanage Railway in April, a move which generated criticism in some quarters.

In April last year, North Staffordshire Railway New L 0-6-2T No. 2 was de-listed from the National Collection and gifted to the Foxfield Railway, which has a set of vintage NSR coaches.

National Collection protection

While the three locomotives have become the property of their new owners, they still benefit from National Collection protection. A legally-binding clause in the gifting agreements states that if the any of the locomotives are no longer wanted by the recipient, they must be offered back to the National Collection first.

Andrew McLean, assistant director and head curator at the NRM, said that in the case of No. 2818, the move was tantamount to giving Swindon people part of the town's railway heritage.

While STEAM comprises many items of rolling stock from the GWR, along



It's going home: GWR 2-8-0 No. 2818, seen outside the National Railway Museum at York, has been given to the people of Swindon and will be displayed inside the town's STEAM museum. NRM

with numerous artefacts, none of the other locomotives that are there are owned by the council.

He said: "No. 2818 is a very important locomotive in documenting the story of the development of the railways in the South West and South Wales and it is fitting that we can return this long-serving engine to its Swindon birthplace almost 112 years after it first rolled off the production line.

"Transferring ownership to such a well-respected institution, with whom we have enjoyed a long and fruitful relationship, will give this engine the best future possible and reflects our duty to ensure that the National Collection remains sustainable, relevant and engaging.

"In the unlikely event that STEAM could not continue to preserve the locomotive in future, then the locomotive would be offered back to the National Collection."

Coun Garry Perkins, the borough council's cabinet member responsible for STEAM, said: "No. 2818 is a vital part of history for the people of Swindon. The addition of this superb GWR locomotive

to the STEAM collection is very exciting. We're delighted to be gaining a significantly historic freight locomotive for permanent display."

"Staff at STEAM worked closely with the NRM, following the strict guidelines for the transfer of ownership, to ensure the locomotive has a secure future.

"We can't wait to have No. 2818 on public view."

Watershed of steam design

With the first 'Consolidation' wheel arrangement in Britain, Churchward's 2-8-0 was one of the watersheds of steam locomotive design.

It cost £2458 to build No. 2818, plus £473 for the 3000-gallon tender. Its original livery was black lined out in red but it currently carries plain green, introduced during the First World War.

It spent its life hauling coal trains in South Wales. The 2800 class was so successful that it remained in production with minor modifications until 1942, by which time a total of 167 locomotives had been built.

No. 2818 was scheduled for eventual preservation by the British Transport

Commission, selected because of its longevity and because it was the oldest surviving class member with inside steam pipes and the original-style footplating. It was designated as part of the National Collection in 1960 when the 60-year-old design was still hard at work. Indeed, it was the longest-lived GWR two-cylinder locomotive type.

On withdrawal on October 25, 1963, after completing 1,584,890 miles, No. 2818 was cosmetically restored at Eastleigh Works and placed into storage in Avonmouth Docks on April 21, 1967.

There was thought of displaying it in a museum in Bristol but, eventually, it moved to York for the opening of the NRM in 1975. It has spent the last few years on display at Locomotion at Shildon, but never likely to be steamed.

Andrew said that had No. 2818 been offered to the National Collection today, it would have been very unlikely that it would have been accepted, as six other class members survive, two of which are operational, No. 2807 on the Gloucestershire Warwickshire Railway and No. 2857 on the Severn Valley Railway. A seventh member of the class to be saved for preservation, No. 2861, which became one of the 'Barry 10' pool of scrap locomotives from Dai Woodham's legendary scrapyard, was broken up for parts at the Llangollen Railway in 2014 and the frames scrapped. The cylinder and saddle block, along with several other components, are being used in the construction of the Great Western Society's new-build GWR 4700 'Night Owl' 2-8-0 No. 4709.

When No. 2818 arrives at STEAM later this year, it will join the famous Great Western engines that are currently on loan from the NRM, including GWR 4-4-0 No. 3717 *City of Truro* and GWR 4-6-0 No. 6000 *King George V*, both of which arrived at STEAM in 2015, ahead of last year's celebration of 175 years of Swindon's railway heritage.

Jemma qualifies as Gwili's youngest female fireman

THE recently-extended Gwili Railway has held a passing-out ceremony for its youngest female fireman.

Nineteen-year-old Jemma Samantha Laurence first visited the Gwili Railway in September 2016 and became a volunteer soon afterwards.

She enjoys working on all aspects of the railway, starting with events and guard duties before commencing her training as a fireman in March. She has now successfully passed out.

She has worked on the footplate RSH 0-6-0STs *Welsh Guardsman* and *Moorbarrow* on high days and low days. She never worries about the early starts or physical endeavours of life as a fireman.

She is also a trainee guard, although she prefers to be on the footplate. Jemma is also employed during the summer to work on the strawberry cream teas throughout 2017.

She has been trained in shop duties helping to run the railway's office. The railway knows that such a dedicated worker is an asset to the volunteer team and it hopes to see her pass out as a driver when she is 21. Her main trainer/fireman has been Paul Booker.

A spokesman said: "Jemma is the future of our heritage railway. We need more volunteers like her and it proves that a steam railway isn't just for men of a certain age."



Jemma Laurence may be Britain's youngest female steam fireman. SCOTT ARTUS



Crewe-built LMS Hughes-Fowler 2-6-0 'Crab' No. 13065 celebrated its 90th birthday on August 12, after being built at Crewe Works back in 1927. It is seen hauling the East Lancashire Railway's flagship Dining with Distinction train 'The Red Rose' over Brooksbottom Viaduct in Summerseat, with a stunning sunset and golden glow behind it. LIAM BARNES

Moorsline scoops £4.6 million from Lottery

By Roger Melton

BRITAIN'S most popular heritage line, the North Yorkshire Moors Railway, has been awarded £4.6 million by the Heritage Lottery Fund.

The award was announced days after the line was left reeling by a vandal attack on its showpiece LNER teak train (see separate story, News, page 24).

The grant covers a range of individual projects. However, the Stage 1 pass has been awarded on the proviso that the railway finds an equivalent amount in matched funding.

Although the NYMR has much detailed work ahead while preparing a range of supporting documentation, nonetheless the money has been awarded and allocated pending the meeting of various criteria.

Work is expected to begin in around a year's time, assuming that Stage 2 approval is granted and the entire project is expected to take around five years to bring to completion.

Carriage storage shed

Projects covered by the Lottery application include a new carriage storage shed, and repairs to three bridges at Goathland. The deteriorating condition of two of these three bridges posed as much of a threat to the continued operation of the NYMR as did Bridge 30, replaced a few years ago, while the third provides road access to Goathland station.

The full list of projects covered and the approximate projected cost of each are:

- Renewal and repair of worn-out iron bridges around Goathland, removing a threat to the NYMR's continued operation (£2.67m).
- Provision of a "fuss-free access" carriage in every train, with ramps, toilets and seating to easily accommodate the needs of all the railway's passengers, whatever their mobility (£770,000).
- Construction of a covered stable for up to 40 carriages at Pickering, reducing decay and easing the maintenance of the irreplaceable carriage fleet (£4.16m).
- Better serving of school groups and families with a dedicated education carriage at Goathland, building on the success at Pickering and providing interpretation so visitors get more from their visit to a perfect country station (£330,000).
- Creation of a new volunteer hostel at Grosmont, providing decent facilities to encourage new volunteers, including families and young people (£450,000).
- Development of initiatives to recruit new generations of volunteers to the line (£170,000).
- Building a railway apprenticeship programme (£470,000).
- Placing a new emphasis on the care and management of the 18 miles of lineside (£170,000).

The construction of a carriage shed at Pickering has long been recognised

as an important and necessary development for the NYMR, and the need for secure overnight covered storage has, of course, been highlighted by the late July vandalism attack on the teak train, but it is only recently that the opportunity to secure the necessary land has arisen.

The high projected cost of the building reflects the fact that extensive earthworks will be needed to raise the level of the site by around 4ft before construction can begin.

The facilities to be provided within this shed will also include on-shore kitchens and stores to service the Pullman dining train.

Facilities for disabled

The "fuss-free access" coaches are intended to be modified to provide both toilet facilities for disabled passengers and also retention tank facilities for all other passengers, now that it looks as though direct discharge onto the track will be barred in coming years, particularly on Network Rail. As most NYMR trains run over Network Rail's Esk Valley Line into Whitby, they will have to comply, even if heritage railways are allowed an exemption.

The inclusion of lineside management recognises that the NYMR has 36 miles of fencing to maintain in order to keep sheep off the track, and also to keep the adjacent vegetation in hand, so that passengers can actually see the scenery they have come to enjoy – they are both

never-ending tasks as the ravages of time and lineside trespassers, mostly but not exclusively sheep, take their toll on fences, and every growing season replenishes the copious amounts of lineside vegetation.

North Yorkshire Moors Railway Trust chairman John Bailey said: "Fifty years ago our founders had the vision and determination to reopen the North Yorkshire Moors Railway. Today we face a challenge of similar scale.

"We are extremely grateful for the support from the National Lottery. With its backing, we can plan confidently both the implementation of essential projects and our appeal for the balance of funds required. This should ensure that 50 years hence, people will still be learning from and enjoying the experience of steam across the moors.

Lottery chairman Sir Peter Luff said: "The NYMR travels through some of the country's most impressive and beautiful landscape. We are hugely supportive of this project, which will preserve the heritage of the line, allow people to enjoy the wonderful journey it provides and engage new groups in its management and conservation."

To deliver the investment programme by raising the £4.6m in matched funding, with generous member bequests and anticipation of securing more grants, the NYMR will need to raise around £2.5m from its members, passengers and the public over the next five years.

Underground steam trips all sell out in a week!

By Robin Jones

ALL of the tickets for this year's Steam on the Met trips over London Underground sold out within seven days of being advertised on line in early August.

Organiser London Transport Museum received a "phenomenal" response to the September 9-10 event.

Four locomotives will be used on each of the trips, with all 256 seats on each now gone. Metropolitan Railway E class 0-4-4T No. 1 and Denis Howell's WVR 0-6-OPT No. 9466 will double-head each of the trips.

Tucked behind both locomotives will be a Class 20 diesel, another of which will run on the rear. They will be the Class 20 Locomotive Society's Nos. 20142 and 20227, both of which carry London Transport livery. The diesels are needed to act as air brake translators for the museum's 4TC coaching set, which will be brought back to the capital after being used on the Swanage Railway's inaugural diesel services to Wareham, operated by West Coast Railways. The coaches have been fitted with central door locking by Arlington at Eastleigh Works, but being air braked, are not compatible with the steam locomotives.

The timetable for both days includes a first service from Harrow-on-the-Hill to Amersham, followed by two Amersham-Harrow-Amersham trips. The final trip of the day will be Amersham to Ruislip via Harrow, but not stopping at the latter.

It has originally been hoped to run the services from Wembley Park, but that is not possible because of engineering work.

Pop-up tearoom

There will be a pop-up tearoom at Amersham station. Mrs Jones Tea will be offering a selection of tea and cakes served from vintage crockery to day trippers who purchase a tea room ticket.

On Saturday, September 9, the Susie Qs, a 1940s close-harmony trio, will be singing Andrews Sisters classics and performing the dance moves to match at Amersham station, where costumed characters will bring the history of past travel to life.

On Sunday, September 10, passengers can take a free heritage bus ride from Amersham station to Amersham Old Town where the town's annual Heritage Day is on, with live bands and performances, market stalls and a fairground.

Metropolitan Railway Bo-Bo electric No. 12 Sarah Siddons, which has appeared Steam on the Met events in recent years, will not be appearing this time round as it is undergoing an overhaul in readiness for next year.

The 150th anniversary of the District Line takes place in 2018 and museum staff are talking to London Underground about then possibilities for steam running to mark the occasion.

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Main line hopeful rescues Swanage steam season

By Robin Jones

AN EARLY return to action of Maunsell U class 2-6-0 No. 31806 – which is being prepared for main line test runs – has helped get the Swanage Railway's summer steam timetable back on track.

High season services were left in the hands of diesel traction for several days after two steam locomotives collided during a low-speed shunting operation.

Bulleid Pacific No. 34070 *Manston* and BR Standard 4MT 2-6-4T No. 80104 (renumbered 80146 for 2017 and the 50th anniversary of the end of Southern Region steam) collided in an area not open to the public between the Swanage signalbox and engine shed just after 9am on Monday, July 24. Nobody was injured.

The two-train passenger service between Norden, Corfe Castle, Harman's Cross and Swanage was afterwards fulfilled by the line's two-car Class 108 DMU and Class 33 No. 33111 hauling five carriages. The enforced withdrawal of the duo left passengers who had arrived expecting a steam journey disappointed.

It was later found that *Manston* had sustained damage to its buffers, while the other had only minor damage.

Damage to the buffers

Swanage Railway Company chairman Trevor Parsons said: "It was a bump more than a crash, but when you're talking about locos that weigh 80 or 90 tonnes hitting one another, it can easily cause damage to the buffers.

"One has got bent buffers and the other just has minor damage."

Because the damage to *Manston* was more intensive, it was decided to leave rectification work until the end of the season, and it was thought that it will miss its pairing with returnee Bulleid Battle of Britain Pacific No. 34072 257 *Squadron* at a photographic charter on November 21. *Manston*'s boiler ticket expires next July.



U 2-6-0 No. 31806 departs from Swanage on Thursday, August 10. ANDREW P M WRIGHT

Following the collision, the Standard tank was lifted so that its pony truck could be moved out to check for damage, but was expected to return to action sooner.

Four days after the crash, a LSWR duo came to the rescue of one of the company's branches. Firstly, LSWR M7 0-4-4T No. 30053, which had been withdrawn in February and was not expected to steam again before its boiler ticket ran out in October, was rostered for service following a boiler washout exam. It will be used on a limited weekend basis for the rest of the summer season.

Secondly, the National Collection's T9 'Greyhound' 4-4-0 No. 30120 arrived on loan from the Bodmin & Wenford Railway. It is the T9's third operational visit to the Swanage Railway, having previously run there in 1991-93 and June to December 2015.

Meanwhile, No. 31806 – which has had main line apparatus fitted including On-Train Monitoring & Recording Equipment, Automatic Warning System and Train Protection & Warning System equipment, and which is currently

undergoing the derogation process for network certification – entered the fray earlier than expected on Wednesday, August 9, following overhaul at Herston Works. It last steamed at the start of the year.

50 years ago

No. 31806 shared the timetable between Swanage and Norden with No. 33111, representative of a class that took over the workload of the U class moguls at the end of Southern steam 50 years ago. There was a hiccup on the following Saturday when No. 31806 experienced injector issues and missed its booked workings for the morning. However, the problem was soon fixed and the U returned to action to share duties with No. 30053 the same day.

It is hoped that No. 31806 will become the first steam locomotive to work the Swanage to Wareham trains, which are at present diesel only.

➔ No. 31806 for heritage era main line debut and next year's 'Great Britain XI' – see Main Line News, pages 56-61.



U 2-6-0 No. 31806 approaches Corfe Castle with a service train on August 10. ANDREW P M WRIGHT



Bulleid Battle of Britain Pacific No. 34092 City of Wells departs from Horsted Keynes on August 2 with the last train of its visit to the Bluebell Railway. PETER ZABEK

Rheidol gets £250K to boost views

THE Vale of Rheidol Railway, renowned for its fabulous sweeping views, has been awarded £250,000 from the Government's Coastal Communities Fund to help allow more people to experience them.

The award, the second to be given to the railway by the fund, will support the new project called: Views for all, accessing new markets, our past is their future.

The project will finance the restoration of the long-derelict Vista car, a carriage which has not run for more than 25 years. This carriage and three others will be rebuilt to provide accessibility for wheelchair users.

The funding will also see an improvement in the first-class accommodation and will finance two new apprentice positions at Aberystwyth.

VoR chief executive Rob Gambrill said: "This is one of the most important awards we have received. It will see the long-term investment in young people continuing on the skills which are so vital to our survival. Add to this, the achievement of our long-term ambition of seeing access for all on our trains and this funding offers us a really strong sustainable future."

The workshop was completed in 2014 and has restored several locomotives, both for use on the VoR and for other railways.

Two years ago, the fund awarded the line £288,000 to finance the last steam locomotive run by British Rail. In 1988, VoR 2-6-2T No. 7 gained the distinction of hauling BR's last steam train, as the 2ft gauge line was then still in public ownership.

Withdrawn from traffic at the end of the 1998 season, it had been stored pending overhaul.

The grant provided new facilities and apprentice training which allowed its restoration to begin.

Council backs Churnet Valley Leek extension

By Robin Jones

THE Churnet Valley Railway has been given the green light to extend into Leek.

In August, Staffordshire Moorlands District Council's ruling cabinet authorised the submission of a planning application to reinstate the line from Leekbrook Junction to Cornhill.

Cabinet members also gave the green light to the negotiation of an agreement to lease the council-owned trackbed to the Churnet Valley Railway Trust to facilitate the construction, operation and management of the line, subject to final planning permission being granted.

Furthermore, the district council has awarded £22,000 from the Moorlands Partnership Board towards preparation of a full planning application, £5000 towards the reinstatement of Leekbrook station and £4000 towards the cost of repairs to Cheddleton station. Both of the latter two schemes are each estimated at around £25,000.

The new station would be next to the 17 acre Barnfield Industrial Estate in Cornhill, on a site previously occupied by Hughes Concrete Products.

The original Leek station was opened

by the North Staffordshire Railway in 1849. Under the Beeching Axe, passenger services to Stoke-on-Trent were withdrawn in 1956, those to Uttoxeter in 1965 and complete closure following in 1970. The site of the station is now occupied by a Morrisons supermarket.

Good relationship

Council leader Sybil Ralphs, said: "We have got a very good working relationship with the CVR. There are currently 70,000 visitors to the CVR each year. This figure will increase to 90,000 to 100,000 if the extension is built. It will also help town centre shops.

"Consultants have stated that the project would bring in £577,000 additional expenditure to the local economy and would create 13.5 full-time equivalent jobs."

She said it was a step on the way to reopening the Leek to Stoke, a project being handled by sister company Moorland & City Railways, which would have its head office at the new station. Cheddleton councillor and cabinet member Mike Bowen said: "A link could also be made to Alton Towers which would take some of the cars off the road"

Bluebell Railway gears up for big Deltic 40th anniversary gala

TICKETS for the Bluebell Railway's October 6-8 diesel gala to mark the 40th anniversary of the Deltic Preservation Society are now on sale.

On the line that for long proudly boasted it was exclusively operated by steam, four working Class 55s have been pencilled in for the event – D9002 *The King's Own Yorkshire Light Infantry*, No. 55009 *Alycidon*, No. 55019 *Royal Highland Fusilier* and No. 55022 *Royal Scots Grey*.

The event, which is being run in conjunction with the National Railway Museum's KOYLI Group and Beaver Sports, will feature an intensive timetable throughout the weekend with a 12-car set due to run on the last train of the day on both the Friday and Saturday evenings.

However, Martin Walker's No. 55022, currently disguised as No. 55018 *Ballymoss*, suffered a quillshaft failure on July 12 while en route to Whitby with a North Yorkshire Moors Railway service.

Martin intends to lift out the power unit using the NYMR's steam crane and place the unit on a wagon. The

generator will then be separated. After that, the phasing case will be taken off in order to get at the failed component. Martin has a spare quillshaft in stock.

As we closed for press, it remained unclear as to whether No. 55022 will be able to attend the gala. If it does not come, the railway still intends to run a three-train service, the only alteration being that there will no longer be a layover of a locomotive, each Deltic staying with its own set of carriages throughout the day.

The Friday will feature a photographic event with a three or four locomotive line-up at Horsted Keynes at around 2pm.

On the Saturday, there will be an evening 'Beerex' and pie and mash available from the Bessemer Arms at Sheffield Park station.

The line's Class 09 will be giving brakevan trips. It has recently been repainted into BR green and now carries its original number of D4106.

Pre-booked tickets may be ordered at <http://bluebell.vticket.co.uk/event.php>

Fitting memorial for hero steam train driver moves step closer

EXCLUSIVE

By Geoff Courtney

THE unmarked grave of an express steam train driver who lost his life saving his passengers from a potential major catastrophe may receive a headstone recording his heroism, following research by *Heritage Railway*.

Wallace 'Wally' Oakes died from burns a week after being enveloped in flames and smoke on the footplate of *Britannia* No. 70051 *Firth of Forth* on June 5, 1965. He and his fireman Gwilym Roberts had taken over the 10.42am Euston-Carlisle express at Crewe, but within minutes the fire blew back from the smokebox while the *Pacific* was passing through Winsford station, seven miles north of Crewe, at 55mph.

Roberts managed to climb out of the cab and hang on to the side of the locomotive, but 33-year-old Wally remained at the controls and brought the train to a halt, so averting the threat of a major accident. Only then did he fall off the footplate, and Roberts found him on the embankment, still alive but suffering 80% burns.

Although badly burned himself, the fireman telephoned a signalman to raise the alarm and the southbound 'Royal Scot' was stopped to pick up the two desperately injured men, but Wally died a week later from his terrible burns.

Four months after the tragedy Wally was posthumously awarded the George Cross, the second highest award in the honours system behind the Victoria Cross, and this medal, which is now in a private collection, is coming up for auction on September 2 in a Great Central Railwayana sale.

Research carried out by *Heritage Railway* for an article on the medal's sale, published in issue 230, revealed that Wally lies in an unmarked grave in



Crew at rest at Crewe: Unkempt *Britannia* No. 70051, shorn of its *Firth of Forth* nameplate, smokebox numberplate, and shedplate, is light engine at Crewe not long before its withdrawal in December 1967. Two years before, the *Pacific* was the scene of a horrific incident at Winsford when its fire blew back and enveloped the driver in flames and smoke, leading to the death of the driver, Wally Oakes, who was posthumously awarded the George Cross for his heroism in bringing the train to a halt before falling off the footplate. The medal is being sold at auction on September 2. COLOUR-RAIL/9334

St Matthew's churchyard, Haslington, near Crewe, close to where he lived, and the magazine launched a search for any surviving relatives in the hope that a headstone recording his bravery could be erected.

Enquiries have revealed that Wally was married to Dorothy and they had no children. After his death Dorothy emigrated to Australia and had two children with her second husband Colin, and died in 1982 at the age of 54.

Wally had a sister Audrey, who died in 1993, and her husband Dennis passed away in 2008, leaving no children. However, it has emerged there is still a remaining familial link, as four of Wally's second cousins are alive living in this country, and of one of them, Jean Hoskins, was alerted by a friend to the *Heritage Railway* article about the sale of the medal.

She said she would be delighted to support the proposal to erect a

headstone on Wally's grave, and revealed that she and her husband Rob had tried to track down the whereabouts of the medal 18 years ago with the help of Allan Stanistreet, author of the book *Brave Railwaymen*.

They were unable to ascertain its whereabouts, but established that by then it was in a private collection in the UK, having been bought at auction, it is believed in the mid-1990s.

Such is her interest in the medal that she plans to travel from her home in Rochester, Kent, to attend the auction with Rob so that she can see, and indeed hold, the medal awarded to her heroic second cousin.

The Rev Jules Walker, vicar of St Matthew's, said that the ideal way to progress the possibility of erecting a headstone was to find Wally's closest surviving relative for permission. As his second cousin it is believed 51-year-old Jean is that person, with the other three

second cousins, all of whom are her brothers.

Heritage Railway editor Robin Jones said: "The history of Britain's railways is an important strand in our readers' enthusiasm for their hobby, and it is always rewarding when one of our articles produces a result such as this. I hope the financial means can be found to mark Wally's grave with a suitable headstone."

Tim Hartley, publisher of *Mortons'* railway titles, said the group would be willing to make a contribution to any fundraising that was launched for a headstone, which he believed would be a fitting tribute to a heroic steam train driver who lost his life saving his passengers.

Dave Jones, a director of Great Central Railwayana, said there was intense interest in the sale of the medal, which will be accompanied by a Carnegie Hero Trust medal that was also awarded to Wally posthumously. "It has attracted the attention in the UK and overseas of not only railwayana collectors, but medal collectors and historians," he said. "We are pleased that contact has been made with Jean, and would be delighted if it led to Wally's grave being marked with a headstone."

Neither he nor his auctioneer and fellow director Mike Soden is willing to speculate on the possible price the two medals could fetch, but some within the railwayana movement believe it could exceed the current railwayana record realisation of £60,000, achieved in 2004 by nameplate *Golden Fleece* from A4 *Pacific* No. 60030. The world record for a George Cross is £260,000, although this did include four other medals, documents and photographs, while the record hammer price for a GC on its own is £120,000. The sale is at Stoneleigh Park, Warwickshire, and starts at 10am.

Pendennis Castle receives fresh coat of paint before visit of arch rival

By Robin Jones

REPATRIATED GWR 4-6-0 No. 4079 *Pendennis Castle* has been given a new coat of Brunswick green at its Didcot Railway Centre home in readiness for the high-profile visit of A3 *Pacific* No. 60103 *Flying Scotsman* on August 26-28.

The seventh of the first lot of 10 Castles built in 1923-4, No. 4079 was completed at Swindon Works on March 4, 1924, and was allocated to Old Oak Common shed.

The Castle acquired fame the following year when the GWR loaned it to the LNER for trials to see how it

completed against Gresley's new A1 *Pacifics*, which included No. 4472 *Flying Scotsman*.

Running from King's Cross to Grantham, and King's Cross to Doncaster, it climbed from King's Cross to Finsbury Park regularly in less than six minutes, a feat that the *Pacifics* could not match. *Pendennis Castle* was also proved to be more economical in both coal and water on the test runs.

Before returning to GWR service, No. 4079 attended the second British Empire Exhibition at Wembley between May and October 1925, and was displayed next to *Flying Scotsman* - with a notice proclaiming it to be the

most powerful passenger express locomotive in Britain.

No. 4079 was purchased for preservation after withdrawal in 1964 by Mike Higson and ran on main line railtours for three years; normally based at Southall.

It passed into the ownership of John Gretton and Sir William McAlpine and made further main line runs in 1974, before moving to Carnforth.

In 1977, Sir William McAlpine sold *Pendennis Castle* to Hamersley Iron, one of the largest iron ore producers in Australia, to run on its 240 miles ore-carrying Hamersley railway in the Pilbara region of Western Australia.

In 1999, Hamersley Iron's parent company Rio Tinto decided to find a secure home for the locomotive, the boiler ticket of which had by then long expired.

Following negotiations involving Nick Pigott, then editor of our sister title *The Railway Magazine*, agreement was reached with the Great Western Society for the locomotive to be donated to it. It arrived at Bristol's Portbury Docks on April 24, 2000, before it was taken to Didcot for a long-running restoration to begin.

The next stage of its overhaul is to refit the rest of the equipment and pipework, overhauling and replacing



LNER A1 Pacific No. 60163 *Tornado* climbs Bethnal Green bank out of Liverpool Street with the 'Walton Pier Express' on August 12. ANDREW SMITH

Tornado's seaside shuttles dogged by trespassers

TRESPASSERS caused delays to main line services when A1 Peppercorn Pacific No. 60163 *Tornado* headed a special charity train to Walton-on-the-Naze to mark the 150th anniversary of the railway arriving in the resort.

Once the main tour from Liverpool Street had arrived at Walton on Saturday, August 12, a series of five shuttles carrying around 1500 passengers were run behind *Tornado* to Colchester Town, before returning to London.

Tornado's visit had been organised by Tendring District Council chairman Mark Platt to raise money for St Helena

Hospice in Colchester. However, echoing major problems with lineside trespass on the East Coast Main Line and afterwards elsewhere when A3 Pacific No. 60103 *Flying Scotsman* returned to the national network, operator Greater Anglia received reports of similar infringements – in some cases on the line near Walton – by members of the public trying to glimpse *Tornado*.

Such delays were reported from around 11am with stations affected including Colchester Town and Ipswich, as regular services had to slow down for safety reasons, said a Greater Anglia

spokesman. The company appealed to people via social media not to trespass.

On board was the Reverend Peter Edwards, vicar of Walton, who blessed passengers in each of the carriages on the outward journey from London.

Ruth Bendle, community partnerships fundraising manager at St Helena Hospice said: "Everyone who has seen or ridden behind *Tornado* today has had a fantastic time, and the money raised from the day will help us to care for patients and their families living in north Essex who have progressive, incurable illness."

The A1 Steam Locomotive Trust's

operations director Graeme Bunker said: "Overall the trips went very well and there were lots of happy people.

"Performance was affected by trespass – certainly not on the scale of the ECML last year, but disappointing. Great credit to Network Rail and British Transport Police who worked hard to manage it."

The resort's station was opened as Walton-on-Naze on May 17, 1867 by the Tendring Hundred Railway, which was acquired by the GER on July 1, 1883. The station was renamed Walton-on-the-Naze in May 2007 to reflect the correct name of the town it serves.

GWR 4-6-0 No. 4079 *Pendennis Castle* on the evening of Saturday, August 12 after its restoration team had spent the week painting a coat of green on the boiler and making it presentable for the visit of *Flying Scotsman* on August 26-28. FRANK DUMBLETON



as required. Following that, the next big expense will be the main steam pipes linking the superheater to the cylinders and which are all life-expired,

with replacements having to be manufactured.

The statutory main line equipment will then be fitted.

Once the Didcot restoration team has all of the components required to steam the locomotive, the boiler will be removed for the last few jobs to be finished and the testing and certification to begin.

A new cab roof and spectacle plate will then be needed.

It is estimated that *Pendennis Castle* will return to the main line in 2019 – more than four decades after it last ran on the UK network in 1977.

There are no plans to line it up alongside *Flying Scotsman* during the bank holiday weekend event for which tickets were still available as we closed for press.

A4 No. 60009 *Union of South Africa* is also attending on Sunday, August 27

and Monday the 28th.

Tickets for the event must be booked in advance, £20 per adult and £10 per child, via Ticketmaster on www.ticketmaster.co.uk/venue/436300 → **Drew Farmor, the 4079 project manager, appealed for more donations to help keep *Pendennis Castle* on course for a return to the main line.**

Donations can be sent to the Pendennis Castle Fund, with cheques payable to 'Great Western Society Limited Locomotive Department (4079 Fund)'; to Richard Croucher, appeal co-ordinator, Great Western Society Limited, Didcot Railway Centre Didcot, Oxfordshire OX11 7NJ.

Anger as sale of railway museum locos and carriages goes ahead

By Geoff Courtney

A FIERCELY fought campaign by enthusiasts and preservationists to prevent the auction of many of the assets of one of Australia's leading railway museums ended in failure when the sale went ahead on August 2.

The controversial auction, which included two British-built steam locomotives, took place against a heated background of protests, claims that it was illegal, and an attempt by security guards to eject one of the protesters as he confronted staff.

Held on site at Canberra Railway

Museum, the sale was organised by accountancy firm Deloitte, which had been called in to oversee affairs after the closure of the museum last November and the collapse of the ACT division of the Australian Railway Historical Society, which ran the museum and owned a number of its assets.

Within days of the museum's sudden closure, two of the society's prized British-built steam locomotives, Beyer-Garratt No. 6029 – which had recently undergone a major restoration – and 4-6-0 No. 3016, were removed and relocated 150 miles away at Trainworks Railway Museum in Thirlmere, south-

west of Sydney. Reports emerged that the debts of the ARHS ACT were more than \$700,000 (about £425,000), a figure that included about £60,000 owed to employees and £100,000 in tax, prompting a Deloitte spokesman to say: "We need to balance creditors' interests and the return they are entitled to expect, with preserving and protecting items of historical and heritage significance."

Against an often-febrile atmosphere that saw horrified enthusiasts and preservationists at one end of the increasing divide and Deloitte at the other, debates raged on for months about the way forward, and an already tense atmosphere became ever more so as the August 2 date approached for the sale by Deloitte of about 100 of the society's assets.

These included former New South Wales Government Railways 4-6-4T No. 3013 and 4-6-0 No. 3102, built by Beyer Peacock in Manchester in 1903 and 1912 respectively, and Co-Co diesel No. 4468, built by AE Goodwin of Sydney for NSWGR in 1966, all three of which are in need of restoration. Other highlights in the sale were a 1915 Ransomes & Rapier 35 ton steam crane and rolling stock that included a variety of carriages.

Just days before the auction, reports emerged of an 11th hour bid by two Canberra businessmen to save the museum and thus avoid the need for an auction. Ian Oliver and Dallas Dogger

were said to have made a "substantial" offer to Deloitte, with the former telling ABC Radio Canberra: "Our number one goal is to keep these assets within the Australian Capital Territory and to ensure that this situation doesn't happen ever again."

"This is total philanthropy, we're putting up a large amount of cash. Both Dallas and myself have been quite successful in the Canberra area, and this is time for us to give back."

Rail in the blood

Dallas added: "I've got a bit of railway in the blood, as my grandfather and cousins were stationmasters. When I was growing up in the 1960s everyone wanted to be a steam train driver, but it was a really hard job to get and one of the most revered jobs in town."

With the eyes of local radio, television and media, and probably every enthusiast in town – and many beyond, even overseas – on the unfolding scenario, Deloitte's lead administrator Eddie Senatore warned that restructuring the society would be complex, adding that the two businessmen formed just one of a number of interested parties Deloitte was in discussions with.

Just 24 hours before the auction Deloitte rejected the businessmen's offer and instead encouraged them to bid for assets at the sale.

After learning of the rejection, Ian said:



Your carriage awaits: Some carriage stock is the centre of attention at the Canberra Railway Museum auction on August 2. The sale raised nearly £250,000, which will go towards settling creditors' claims following the collapse of the museum and the ACT division of the Australian Railway Historical Society.
HOWARD MOFFAT

Elmham in sight!

MID Norfolk Railway volunteers have been busy restoring the line between Dereham and North Elmham over the past few years. It had not been used since the last freight left North Elmham in January 1989.

To celebrate progress, a volunteer and members special train was run to the limit of the rebuilt track on the evening of Saturday, August 13. The train was top-and-tailed by 0-6-0PT No. 9466 and Standard 2-6-4T No. 80078 and proceeded across Worthing level crossing to the river bridge. From there, North Elmham distant signal could be seen. It is intended to rebuild the track to North Elmham by the end of 2017. The last steam train to get this far north was in 1962.

Northern section volunteers stand proud at the limit of their hard work. MATT HULL



"We were not given the opportunity to discuss, revise or change our offer, and that has disappointed us, as we sincerely wanted to help. We had made it clear that we were willing to work with other parties for the good of the collection, working toward a sustainable outcome. This was not a cynical grab for assets."

The day of the auction dawned bright and clear, but the mood was dark as preservationists, enthusiasts, members of the collapsed railway society, potential bidders and the general public, gathered at the museum that had closed its doors nine months previously.

Heated exchanges

Before proceedings started there was a heated exchange between preservationist Chris Richards and Deloitte staff, and at one point security tried to remove him from the site but he refused to leave. Claiming that some of the rolling stock due to go under the hammer were heritage items, he said Deloitte had failed to prove that it was legally allowed to sell the items, and he also produced emails that he said showed some of the lots due to go under the hammer had been approved for heritage listing.

Meanwhile, about 85 people had registered to bid, and with the auction going ahead 90 items were sold, the top hammer price of \$37,000 (approximately £22,500) being achieved by 4-6-0 No. 3102, which was saved for preservation by ARHS ACT on its withdrawal in the early-1970s and was operational on railtours until August 1987, since when it hasn't run.

Fellow Beyer Peacock product No. 3013, withdrawn by NSW Government Railways in 1967 and sold



British products down under: With the photographer's two young sons watching from his 1970 MGB convertible, No. 3102, built by Beyer Peacock in Manchester in 1912 for New South Wales Government Railways, approaches Michelago south of Canberra with a dinner-dance special in the 1980s. The 4-6-0 was sold at auction on August 2 for £22,500, the top realisation in a sale that was surrounded by controversy and protests. HOWARD MOFFAT

to a mining company, realised \$10,000 (about £6000). This 4-6-4T survived with the mining company until 1973, was sold for private preservation, and in 2009 was gifted to ARHS ACT in a dismantled condition. The third locomotive to go under the hammer, Co-Co diesel No. 4468, sold for \$4000 (£2400).

A former sleeping car went for \$28,000 (£17,000) after a battle between someone at the auction and an online bidder – won by the former, an ex-steam train driver who said it would be used on heritage trains – and other carriages sold individually for between \$11,000 and \$15,000 (£6650-£9000).

Further items, such as old track and parts, went to scrap metal merchants, one of whom said: "They can be reused as track, or broken up and sold to a foundry, or turned into new cars and those kind of things."

At close of play Deloitte's Mr Senator said of the heated exchanges before the start of proceedings and of claims that heritage laws prevented the sale of some of the items: "The gentleman was not local. We consulted heritage authorities and also obtained legal advice that the auction of items did not contravene any heritage requirements."

Wide consultation

He said the auction raised \$400,000 (£241,000) after costs, which would be used to settle creditor claims and other liabilities. Defending the auction of the items, he said: "Most of them required significant investment to make them safe for rail use, and some were not core to the objectives of the society, or had little to no historical significance. We consulted widely with stakeholders regarding items that should and should not be included in the auction."

Attention now turns to the future of the society, and the museum, which remains closed, and its remaining assets, the star of which is Beyer-Garratt No. 6029, built in Manchester in 1953 and currently in storage 150 miles away. Rumours abound about what may happen to this giant of the track, the world's largest operational steam locomotive.

The fears of enthusiasts Down Under is that it will be sold, with reports emerging that our very own National Railway Museum was considering a bid to buy the 4-8-4+4-8-4, a rumour that, as reported exclusively in last month's issue of *Heritage Railway*, has been strongly denied by both the NRM and Deloitte. An example of the concern in Australia comes from society member John Davenport, who recently told his local media: "If the liquidator decides to sell more of the collection, 6029 could be sold to a scrap metal merchant."

Lack of council cash for studies could scupper 'real' service revival schemes

By Robin Jones

LACK of local authority finance has been blamed for the lack of a study into the viability of running 'real' public services from Minehead to Taunton.

On June 13, the Swanage Railway launched top-and-tailed diesel services, operated by West Coast Railways, between the Purbeck resort and the main line at Wareham, 45 years after regular services had been withdrawn. Funded by substantial grant aid, the aim is to run 'genuine' trains for local people along the 10 mile LSWR branch, as opposed to heritage or tourist trains, for a trial two-year period.

So far, the passenger response has been encouraging, with Saturdays the busiest day, said Swanage Railway director Mark Woolley. Around 70% of passengers had arrived via the main line. If the trial proves successful, hopes have been sounded that similar services could be introduced on other heritage lines.

However, Somerset County Council has now said that a study to establish whether 'real' services could be run over the West Somerset Railway from Minehead to Taunton would be too expensive to carry out.

Alex de Mendoza from Minehead Rail Link Group has called for such services to boost trade in the town and to reduce worsening congestion along key roads.

He is being supported by Minehead Chamber of Trade and Raifuture, the independent national organisation which campaigns for better rail services, and wants the local council to follow the example of its Dorset counterparts and help bring about regular services between the towns.

A meeting held in Taunton in July called on the council to carry out a study into the possibilities.

But a spokesman for Somerset County Council said that while it supports organisations seeking to enlarge transport choices, there was a funding

issue, and such a study could cost hundreds of thousands of pounds.

A spokesman said: "Given the current pressures on local government funding, SCC does not have the resources available to undertake this detailed work."

"We will keep the situation under review and continue looking for funding opportunities that may enable the detailed work required to take place in the future."

WSR general manager, Paul Conibeare, said: "Clearly every local authority has to look at how they fund things these days."

"If you look back at cutbacks, money that was there 10 years ago is not there now."

The WSR is experiencing an excellent season with passenger numbers up 20% on last year, and around 800 passengers carried each day.

However, it has always said that it does not want to run its heritage trains into Taunton.

GCR tunnel to become motor car testbed

THE Great Central Railway's Catesby Tunnel on the London Extension is to be converted into a testing facility for the automotive industry thanks to £4.2 million in Government funding.

The cash from the South East Midlands Enterprise Partnership will pay for the installation of a smooth asphalt roadway, lighting and end closures, after which the tunnel will become part of a science park to be developed by Brackley firm Aero Research Partners.

Following the award of the grant, the 1.7 mile tunnel, which closed to trains in 1966 along with most of the GCR main line, is now scheduled to be operational as a testbed in 2019.

Lottery supremo to lead Barrow Hill relaunch

By Robin Jones

BARROW Hill roundhouse will reinforce its position as one of the unique gems of the heritage sector when it is relaunched after a £1.2 million refurbishment.

Sir Peter Luff, chairman to the Board of the National Heritage Memorial Fund and Heritage Lottery Fund, will visit Britain's last remaining rail-connected steam roundhouse on Thursday, September 21, to officially open the new entrance to the former Staveley Midland shed.

Afterwards, a Grand Reopening Gala will run from Friday, September 22, to Sunday, September 24. As previously reported, it will be something of a repeat of last September's hugely-successful Pacific Power event on the Severn Valley Railway, featuring LNER A3 Pacific No. 60103 *Flying Scotsman* and A1 Peppercorn Pacific No. 60163 *Tornado*. It will be the first visit of *Flying Scotsman* to the roundhouse since a BR open day in 1974. Furthermore, visiting locomotives from DRS, Colas, GBRF and DB Cargo are also expected.

Doors open at 9am, with the last entry at 3pm. Tickets are adults £22, under 16s £11, under fives free, and a family of four £53.

General manager Mervyn Allcock, who led a successful campaign to save the building more than two decades ago, said: "We are very honoured that Sir Peter Luff has agreed to open the new extension building and lead our celebrations. We are looking forward to welcoming him to our unique roundhouse and showing how much we appreciate the financial assistance the HLF has given us."

Evocative story

Sir Peter Luff said: "As the last surviving operational roundhouse, Barrow Hill has a unique role in telling the evocative story of the UK's dazzling railway heritage.

"There's no better way to learn about this history than getting up close to the buildings and locomotives that survive from that time, and that combination is what makes this place so special.

"That's why I'm really excited to open

the new extension, and to see the finished restoration, all made possible thanks to National Lottery players."

Tickets are also now also on sale for *Down the Line*, a professionally produced play that has been commissioned as part of the celebratory events to mark the reopening and supported by the Arts Council.

There will be three performances on the evenings of September 21-23.

The show will involve a cast of professional actors and hundreds of local people, including a community choir and Ireland Colliery Chesterfield Brass Band.

The audience will be an integral part of the play, as they follow the drama in and around the roundhouse itself.

One of the special guest stars of the stage show will be none other than *Flying Scotsman*.

The play tells the story of Barrow Hill, from the coming of the railways to the present day and the guide is a fictional site foreman, 'Shunter', whose family have lived in the area for generations.

The doors open at 6.30pm, the

performances commence at 7.30pm and finish at 9.30pm. Tickets for the play are adults £13.20, and children 16 and under £6.60.

Barrow Hill has the last surviving railway roundhouse with an operational turntable. Built in 1870 by the Midland Railway, it was threatened with demolition in 1991 when British Rail closed the site. It was saved by dedicated volunteers who have transformed it into a premier railway venue.

Moving Forward

In March 2016 the roundhouse was awarded £1.2m from the Heritage Lottery Fund towards its Moving Forward project.

Its overall aim is to broaden the roundhouse audience to include families, a range of learners, the local community and corporate use, through essential conservation repairs, a sympathetic extension that has created a new visible and accessible entrance, upgrading facilities for educational visits and corporate use, the recruitment of a learning and access



Replica smoke hoods allow real steam around the Barrow Hill turntable!



The new Lottery-funded showpiece glass visitors' entrance to Britain's sole-surviving operational roundhouse. BHES



Above: The final touches being made to the new entrance hall. BHES

Right: The Moving Forward project has given much of the historic fabric of the roundhouse a new lease of life. BHES





Although Barrow Hill roundhouse has now been equipped with modern visitor facilities, it can still uniquely recreate the atmosphere of a steam-era shed.
ROBIN JONES

officer and development of a new learning programme.

The scheme has improved access to the site and collections, bringing the site to life with new interpretation, it has appointed a volunteer coordinator, and it will provide heritage skills, training and apprenticeships and develop a programme of events and activities.

The roundhouse is currently closed to the public while the conservation and building works are completed.

Barrow Hill is the venue for several major events every year and it attracts over 23,000 visitors annually.

As well as the turntable and unique sheer legs (lifting gear), it has a changing display of steam and diesel locomotives and other rolling stock, a collection of artefacts and memorabilia, and an operational signal box and short running line.

The roundhouse was awarded Museum Accreditation by the Museums Libraries and Archives Council in 2010. The venue is also home to the Deltic Preservation Society.

Commercial rail companies

The site is connected to the national railway network and this has encouraged several commercial rail companies to base their activities at Barrow Hill, generating over 40 jobs and making a valuable contribution to the local economy.

Its clients include Network Rail, DRS, Freightliner, GBRF, Colas, BARS, West Coast Railways, VSOE (the operator of the Orient Express), Harry Needle Railroad Company, NewRail (a railway research facility affiliated to Newcastle University), Rampart, Vossloh, Hitachi, TCL and Pindari.

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See inside the 'new' Barrow Hill for free!



No. 8842 Jurassic with ex-Ashover Light Railway coach and accessible carriage leaving south loop. DAVE ENEFER/LCLR

Jurassic hauls first trains in 32 years at Skegness

THE Lincolnshire Coast Light Railway's Peckett 0-6-0ST *Jurassic* is to haul its first passenger trains in nearly a third of a century on September 17.

Restored with the help of £43,000 in Lottery funding, *Jurassic*, No. 1008 of 1903, will run on the line during the Classic Car & Bike Show at the Skegness Water Leisure Park. The show will raise funds for the Skegness lifeboat station and the Lincolnshire Air Ambulance.

The former Southam Cement Works quarry locomotive was bought by the LCLR to run on its original line at Humberston, but went into storage when it closed in 1985.

Work to repair the boiler, the smokebox and the firebox was contracted out to the North Norfolk Railway's workshops at Weybourne.

It has successfully operated two days of trial trains.

German steam festival in Lakeland

TWO visiting German steam locomotives are to appear at the Ravenglass & Eskdale's Oktoberfest between October 21-29.

The German Krauss-built steam engines, *Tazzelwurm*, from the Killesberg Railway in Stuttgart and No. 1, from the Prater Liliputbahn in Vienna, have been

shipped over for the event. Another engine of Germanic origin that will be guesting is *The Bug* from the Romney, Hythe and Dymchurch, a modified version of the standard design of locomotive produced by Krupp and first used while the 15in gauge line was being extended to Dungeness.

Exotic visitors at Pickering station

A PAIR of tawny owls became brief celebrity visitors to the North Yorkshire Moors Railway's Pickering station roof when they took up residence in the rafters for two days, following a spell of bad weather.

However, the celebrity life did not seem to suit them, as they moved back to their former home in a tree close by, to the relief of the Pickering station cleaners, who were rapidly discovering how messy owls can be!



This 1957 Series 1 Land Rover did not take a wrong turn onto the Severn Valley Railway's running line when it appeared on August 12, because it was meant to be there, as one of the highlight's of the line's Steam on the Road weekend. Known as *Plimsoll*, it has been specially converted to run on railway lines, and can also run on roads with normal tyres. Owned by Mark Saville since 2002, it ran from Bridgnorth to Kidderminster when it was turned on the turntable, and also stopped at several stations en route. The event was otherwise a gathering of vintage steam road vehicles. LEWIS MADDOX/SVR

From mail to passengers, Britain's latest rail attraction is a tribute to old and new

By Geoff Courtney

It surely ranks as one of the most unusual and idiosyncratic restored railways in the world, for it is noisy, cramped, uncomfortable, dark, and can even be a little intimidating. I wouldn't describe it as fun, but fascinating it most certainly is.

It is also the UK's newest restored railway, and it's right in the heart of London, awaiting its first swathe of passengers be they locals or tourists from across the globe.

It's Mail Rail, a ride of nearly a mile 70ft beneath the giant Royal Mail Mount Pleasant complex in Clerkenwell near King's Cross station.

Opened in 1927 as the Post Office Underground Railway, the original 2ft gauge 6½-mile line ran from Paddington in the west of the capital to Liverpool Street and Whitechapel Road in the east, stopping at eight stations en route that were served by central London sorting offices.

The driverless electric trains – a world first – never carried passengers but up to four million letters and parcels 22 hours a day, while residents and visitors above walked the pavements or rode in cars, buses and taxis, blissfully unaware of its existence.

That existence, however, came to an end in 2003 as road transport obliterated its *raison d'être*, but rather than being sealed up, the entire system of tunnels and its large underground depot at Mount Pleasant was mothballed, with maintenance continuing to be carried out by a small team.

In 2013 an ambitious £26-million project to reopen part of the line for public rides was announced, coupled with the construction nearby of a major postal museum. The museum was originally expected to open in 2016 and Mail Rail in 2019, but while the museum date slipped a little, that for Mail Rail has been brought forward by two years owing to the pace of fundraising.

Royal approval

As previously reported, on June 13 Princess Anne visited Mount Pleasant to formally open the museum and travel on Mail Rail, thus giving royal approval to the innovative scheme. At the time of her visit it was anticipated that Mail Rail would open to the public on July 28, but last-minute problems have delayed that until September 4.

However, on July 24 leading media representatives, including *Heritage Railway*, were invited to the new museum and follow in the Princess Royal's footsteps by riding Mail Rail, six weeks before the public could enjoy the same experience.

The trains are boarded in the railway's former maintenance and repair depot, which as part of the £26-million scheme has been transformed into an exhibition and hospitality centre while retaining some of its original features.

Initial impressions are how small Mail Rail is, and this is not solely down to its 2ft gauge. The new, specially designed

battery-powered passenger cars look on first sight to be incapable of carrying anyone but children – Mail Rail's tunnels were, after all, built for carrying letters, not human beings – but a little dexterity and cosying up to fellow passengers overcomes that hurdle.

Platform staff shut the doors, the train's perspex roof is lowered into position, and the 20-minute ride begins, with a running commentary by Ray Middlesworth, a long-time Royal Mail employee, who in 2003, signalled the end of Mail Rail's letter-carrying existence by turning off its power for the last time.

Ray retired within days of the July 24 press visit, but appropriately his reminiscences and experiences will continue through his commentary as passengers travel the subterranean world of Mail Rail.

Audio-visual display

Soon after the start of its journey the train stops at the eastbound platform of Mount Pleasant station, one of the line's original eight stations, to enable passengers to enjoy an audio-visual display of the history of the line in its latter days.

Then it's off again, followed by a second stop at a junction of two tunnels, and a third stop further along the line that comes as something of a shock owing to its suddenness and the switching off of the lights. Initially there's no explanation, but then passengers are told that it is simulated power cut, an occasional hazard for the line in its operational days. Its eeriness may not be to everyone's taste, but it is a small insight into the working of the line.

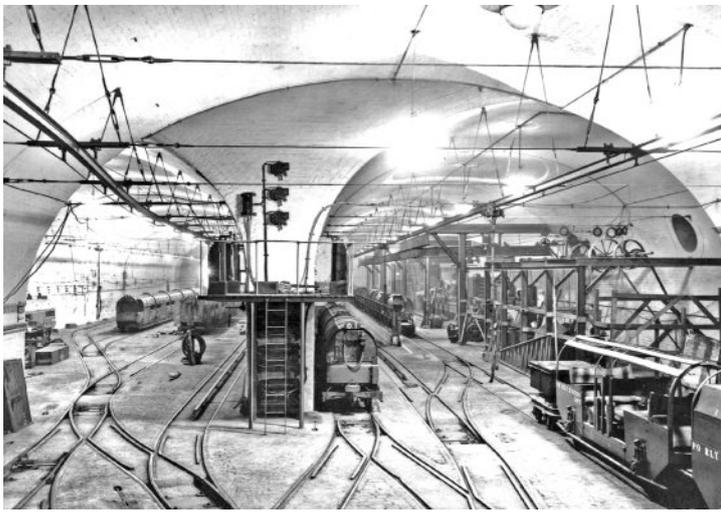
A final stop ensues on the westbound platform of Mount Pleasant station for a second audio-visual display that takes passengers back to the railway's very earliest days, and a subsequent climb takes the train back to the depot.

The confines of the tunnels bring home to passengers that this was a commercial railway designed early in the last century without thought to any passenger-carrying ability, but those confines are an integral part of the attraction that it is today.

Adrian Steel, director of the Postal Museum and Mail Rail, said: "Mail Rail will afford people a once-in-a-lifetime opportunity to explore a slice of subterranean London previously hidden from public view. September 4, when public Mail Rail trains will depart for the first time, will be a truly historic moment for London."



Platform for success: Mail Rail communications manager, Harry Huskisson, waits to greet journalists at Mount Pleasant after their ride on Mail Rail on July 24. The train has accessed the railway's 'terminus' in the former Post Office Underground Railway depot after climbing from the line below. GEOFF COURTNEY



As it was: The Post Office Underground Railway maintenance and repair depot at Mount Pleasant in 1927, the year the line opened. The depot has been transformed into an exhibition and hospitality centre and the embarkation point for the new Mail Rail trains, which are accessed at a new platform to the right of the central column, where train No. 01 can be seen. POSTAL MUSEUM & MAIL RAIL

Tight fit: The limited clearance afforded by Mail Rail's tunnels can be seen by this view from a carriage during a press visit to the line on July 24. GEOFF COURTNEY



Train of thought: One of the two sets of newly built Mail Rail passenger trains at Mount Pleasant on July 24, awaiting its first turn of passenger-carrying duty on September 4. GEOFF COURTNEY

Mail Rail communications manager, Harry Huskisson, said: "It has been a huge undertaking, not just because of the challenges involved in repurposing old tunnels from mothballed railway to a working visitor attraction, but because we did everything we could to be sensitive to the original features."

Mail Rail will undoubtedly and rightly appeal to enthusiasts, local residents and tourists, but the irony of this, the country's newest heritage railway attraction, hits home on leaving the Mount Pleasant complex and watching Royal Mail vans and lorries joining the queues in nearby Gray's Inn Road.

As the drivers sit in their cabs

waiting for the traffic lights to turn green or while pedestrians delay their progress at crossings, 70ft below them is a near century-old network of tunnels specifically built to transport, seamlessly, quickly and without pollution, the very loads they have in their trucks.

The Mail Rail of today is a testament to the team that carried out its ambitious conversion into an innovative and landmark tourist attraction, just as the Post Office Underground Railway on which it is based was a testament to the world-leading engineers who were responsible for its creation back in the reign of George V.

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Under a threatening sky, Hunslet 0-4-0STs *Jack Lane* and *Cloister* depart from the terminus at Threlkeld. ROBERT FALCONER

Dinorwic 50 at Threlkeld Quarry

By Martin Creese

THE annual summer gala at Threlkeld this year marked the 50th anniversary of the end of steam working at Dinorwic Quarry near Llanberis in North Wales, the second largest slate quarry in the world and in Wales, only Penrhyn being larger.

Elidir Fawr contains a vast bed of slate rock that was quarried on its northern side at Penrhyn and its southern side at Dinorwic. The first commercial slate mining took place at Dinorwic in 1787; a number of smaller quarries eventually becoming two main ones, Garret on the west side and Braich on the east – slate from the levels being brought down inclines.

An extensive network of railway lines developed in the quarry and with the quarry covering over 700 acres

there were estimated to be 60 miles of railways within the quarry of 1ft 10³/₄in gauge, with over 2000 wagons of all kinds in use.

There were 22 galleries in the main quarry, each with its own railway system. The output of the quarries was moved to Port Dinorwic by the 4ft gauge Padarn Railway, allowing the quarry wagons to be carried on transporter wagons, a concept familiar to us today with such companies as Freightliner.

At its peak, the quarry employed over 3000 men and produced over 100,000 tonnes a year. The last steam workings were in November 1967 and the engine was the now Bala Lake resident Hunslet 0-4-0ST *Holy War* on the Twlwdwndwr level. Dinorwic's locomotive fleet was predominantly from Hunslets and from three main classes; the Alice class, Port class and Tram class. All the locomotives

entering preservation including *Alice* herself, were recovered from Australia level and lowered down the inclines. The quarry itself finally closed unexpectedly in July 1969.

For the Threlkeld gala, the visitors were ex-Dinorwic engines *Irish Mail* courtesy of the West Lancashire Light Railway and *Cloister* courtesy of the Hampshire Narrow Gauge Railway Trust. These were joined by Hunslets *Statfold* and *Jack Lane* along with CSR No.19 from the Statfold Barn Railway.

Dinorwic locomotives are also well known for being red. The classic shade adopted by the railways management was Midland Railway red, lined in black and edged each side with yellow. Over the years the lining became rarer, giving way to a single, bright red line or nothing at all. I was intrigued by a reference in Boyd's history of Dinorwic, that one



engine was delivered from Hunslets painted green. That engine was *Michael*, now at Statfold Barn and I asked Henry Noon from Statfold who noted that both the order book and paint book confirm



A red line-up at Threlkeld on July 28. ROBERT FALCONER



An atmospheric view of Threlkeld locomotive shed. ROBERT FALCONER



Hunslet 0-4-0ST Irish Mail heads into the quarry. MARTIN CREESE

this. The appearance of *Jack Lane* in its green livery thus had a nod to history.

Threlkeld is also home to the Vintage Excavator Trust and this year the rare Ruston Proctor steam shovel was in steam. Built in 1909 and used in a chalk pit in Arlesley in Bedfordshire it is now the oldest survivor of its type. The shovel runs on standard gauge tracks and made a superb sight as it was demonstrated for photographers.

The gala is expertly planned each year by Martyn Ashworth who arranges the locomotives, transport and loco crews and runs the weekend gala. The Friday has become a traditional photography day; the proceeds of which help defray all the movement costs of the locomotives and was run for the fourth time by 30742 Charters.

The weekend also makes a large donation to charity; this year the Great North Air Ambulance and Riding for the Disabled being the beneficiaries. As always, thanks to Threlkeld for an excellent event, to Henry Noon and Statfold Barn for their support and all the crews and locomotive owners involved. Plans are already in motion for 2018 and if you would like to receive details of the photographic charter please e-mail mail.30742@btinternet.com



Hunslet 0-4-0ST Cloister and Hudswell Clarke CSR No. 19 in the quarry. ANDREW DENNISON

A decade on: £1 million spent on new SVR slip

By Paul Appleton

A DECADE on from the disastrous floods that temporarily closed the Severn Valley Railway – subject of a new display at the Engine House museum and visitor at Highley – £1 million repairs to a new landslip that has threatened to sever the line during the busiest part of the main operating season have been carried out.

The new problem has occurred at a remote spot between Arley and Highley alongside the River Severn at Bridge 19, a point on the line also known as County Boundary, where trains cross from Shropshire into Worcestershire.

Large cracks revealed

Although some movement of the embankment was detected during 2016 with the fence marking the boundary between the railway and the field below noticeably moving towards the river, these minor twist faults were remedied by stabilising the line by lifting and repacking the trackwork.

The railway formation at this point is built on top of ancient landslide deposits, so slight movement is to be expected, but during the early part of this year the movement appeared to increase at a greater rate so it was decided to bring in the line's consultant engineer for a more detailed assessment.

After clearing vegetation, large cracks were revealed and test digging brought the realisation that two distinct slips at different depths were active and threatening major damage that could sever the railway and result in curtailment of services along the section of line.

Major storms on June 19, 2007, left the railway damaged in 45 places, including nine landslips, with some lengths of track suspended in mid air. As a result trains could only operate between Kidderminster and Bewdley, resulting in a great deal of lost revenue. The flood damage had a major impact on local traders in Bridgnorth, with shops, hotels, cafes and pubs reporting a significant downturn in takings. It cost £5 million to get the railway up and running nine months later.

A contingency plan that would see trains operate on two sections of the line – between Kidderminster and Arley, and Bridgnorth and Highley – was hurriedly drafted just in case it was necessary to close the line to carry out urgent repairs to the fresh landslip.

Bore holes were then sunk to establish the nature of the underlying geology, the work carried out by contractor J Symonds, the firm that carried out much of the work after the floods a decade earlier, and having also undertaken recent stabilisation of earthworks on the Gloucestershire Warwickshire Railway's Broadway extension.

As a result, trains were immediately subjected to a 10mph speed restrictions with drivers instructed to 'coast' over the affected area to prevent hammer blow exacerbating the problem. Happily, remedial works got underway early in the summer without further interruption to train services.

Because there is no road access to the site, agreement had to be reached with local landowners to construct a temporary road to get equipment



Trench digging at 5am on August 9 at the affected part of the line. B CLEETON/SVR

and materials to the work site. A level crossing had to be built to get plant across the track to the field below the railway to gain access to the affected embankment.

Four-hour trench

So far, hundreds of soil nails have been driven eight to 11 metres into the bedrock using a special drilling rig. Each nail has liquid grout pumped down its hollow centre whereupon it flows out and back fills the voids around it. The nails are then connected by steel netting with the heads of the nails clamped down onto it, before the topsoil is replaced. Steel sheet piles are also being percussively driven into the foot of the embankment and a comprehensive drainage scheme built to take water out of the embankment and into the river.

On August 9, the contractors took possession of the line at 5am to lay a 225mm polypipe under the track, which required several concrete sleepers to be

removed, but the rails left in place. A 7ft deep trench had to be dug underneath and the walls supported by shuttering planks. The work was completed and possession handed back at 9.08am so that the day's service trains could operate, with just some packing having to be done between trains passing over the work site.

The contract is due to be completed in October, but it will be some time before line speeds return to normal. Although trains have continued to operate, which has come as a great relief to all involved with running the railway, the temporary speed restrictions have resulted in time lost on the section which on some days has had a knock on effect with trains running late, especially on Saturdays when charters and footplate experience trains have been running and there has been no slack in the timetable for recovery. The work is being funded mainly from the railway's insurance, but the SVR had to pay £25,000 excess.

Hayling Railway celebrates opening of new Eastoke Corner depot

PACKED four-carriage trains were the order of the day throughout a weekend of celebrations on August 5-6, to mark the formal commissioning of the mile-long 2ft gauge Hayling Railway's new operating depot at Eastoke Corner.

Trains were hauled by 1919 Bagnall 0-4-0ST *Wendy*, courtesy of the Hampshire Narrow Gauge Railway Trust, and normally based at the Bursledon Brickworks Museum.

It is expected to stay until February, working passenger trains on selected dates including Santa specials and a series of planned driver experience events.

Guests of the railway on the Sunday included the mayor of Havant, Coun Elaine Shimbart,

Havant MP Alan Mak, island councillor Michael Wilson, and Wave 105 local radio and former Discovery Home and Leisure Trainspotting TV presenter Mark Collins, who toured the station and surrounding vintage vehicle and agricultural machinery displays at which over £1200 was raised for local causes, talking with railway volunteers, exhibitors, passengers, residents and visitors.

The mayor and consort then rode the line to Beachlands and back, in a specially-prepared mayoral saloon renamed *Elaine* in her honour.

On her return she performed a tape-cutting ceremony at the platform gate, and unveiling two murals created by children from Hayling's Mill Rythe Junior School.

The 'New Beginnings' headboard conveys an apt message, as *Wendy* prepares to couple to the mayoral special train at Eastoke Corner. HR





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First wheelset for new P2 ready

By Robin Jones

THE first wheelset for new-build Gresley P2 2-8-2 No. 2007 *Prince of Wales* is now complete.

The Cartazzi wheelset has had its wheels pressed onto its axle by South Devon Railway Engineering at Buckfastleigh and its tyres were due to be shrunk onto the wheels by late August.

The completion of the wheelset has been hailed a significant milestone in the £250,000 wheeling of the new locomotive by its builder The A1 Steam Locomotive Trust.

At the same time, another landmark has been passed in that the trust has raised half of the money needed to build the £5 million locomotive.

Pledges towards the building of the P2 have already reached £2.5 million in less than four years since the project's launch in September 2013 – and No. 2007 is already over a quarter complete in terms of engineering effort, with more £1.3 million spent to-date.

What is the world's fastest-advancing standard gauge new-build project has been fuelled by the project's successful fundraising campaigns. In just three years since the launch of the project's 'P2 for the price of a pint of beer a week' (£10 per month) covenant scheme, to which over 830 have signed up, funds either already donated or pledged by standing order have already passed £2 million.

Designed by Sir Nigel Gresley, the P2 'Mikados' were the most powerful passenger steam locomotives to operate in the UK, hauling 600 ton trains



Peppercorn A1 Pacific No. 60163 Tornado on June 10, 2016, resplendent in the paintwork supplied by Craftmaster. BOB HUGHES/A1SLT

on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 by Gresley's successor Edward Thompson and scrapped by 1961.

The building of what will be the seventh P2 will not only recreate an extinct class but will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The newly-assembled crank axle is at Unilathe at Stoke-on-Trent for finish machining before delivery to Darlington

Locomotive Works for the fitting of its bearings and axleboxes

The three-replacement plain coupled axles have arrived from Swasap of South Africa and have just been delivered to Unilathe for finish machining before also being delivered to Darlington for the fitting of their bearings and cannon boxes

The finished pony truck axle is now at Darlington awaiting arrival of the cannonbox from Timsons of Kettering. It is being finish machined to enable the fitting of its bearings and cannonbox.

The eight 6ft 8in coupled wheels have been weighed at Darlington and measured to determine centre of

mass for balancing calculations.

All four tender axles have been ordered from Unilathe to be made from forgings produced by Firth Rixson Forgings of Rotherham with delivery expected in October, while the tender tyres have been ordered Railway Wheelset and Brake Ltd for delivery in November 2017.

The Mikado Club was launched at the end of March 2016 to raise £200,000 from 160 members to wheel the engine. The work involved wheeling the engine to create the first standard gauge Mikado since 1945 includes machining axle and cannonbox castings, manufacturing roller bearing details,

Hadlow station group bags £5K

TESCO'S plastic carrier bag charge fund has paid dividends for conservationists caring for preserved Hadlow Road station on the Wirral.

The Friends of Hadlow Road Station group in Willaston has been given £5000 from the supermarket giant's Bags of Help funding initiative.

The group was formed three years ago to care for the 1950s-themed station on the Birkenhead Railway's Hooton to West Kirby branch which opened in 1866.

The line closed for passengers in 1956 and the trackbed at West Kirby became part of the Wirral Country Park in the early Seventies.

Shoppers voted in local Tesco stores to help the friends group secure the top award from the scheme.

The money will be used to restore parts of both platforms and create a wildlife and picnic area.

The Grade II listed station celebrated its 150th anniversary last year.

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GWR 0-6-0PT No. 9600 pilots 4-6-0 No. 5043 Earl of Mount Edgcumbe near Syston with Vintage Trains' 'Melton Rambler' on August 13. PHIL WATERFIELD



Left: The Cartazzi wheelset awaiting tyres on August 11. ROB LE CHEVALIER



Above: Fourteen rolled cladding sheets as seen on July 20. A1SLT



Above: The cladding assembly jig for Prince of Wales on July 14. A1SLT



Right: The donated railwayana which raised nearly £5000 for the P2. MANDY GRANT

boring eight coupled wheel bosses to finished size, assembling bearings and the cannonbox onto the pony truck axle, assembling bearings, cannon and axle boxes onto plain coupled axles, trial fitting the coupled axles to the frame, pressing the Cartazzi wheels onto the axle, fitting and machining tyres and fitting bearings and axleboxes, pressing plain coupled wheels onto axles, fitting and machining tyres, assembling the crank axle and pressing wheels onto it, and trial fitting the wheelsets to the frames at Darlington.

The project has received a major boost with a special paints deal.

Cambridgeshire-based Craftmaster Paints Ltd, the leading traditional paint supplier to the UK's heritage restoration and inland waterways markets, has agreed to supply the paints required for No. 2007 on the same basis as those for No. 60163 *Tornado*, with the primers and undercoats at substantial discount and the top coats of LNER apple green and varnish free of charge. It is estimated that painting the 2-8-2 will require up to 14 gallons (60 litres) of each of the primer, undercoat and top coat.

Craftmaster Paints has been a sponsor of the A1 Trust for nearly a decade, providing free of charge the works grey

paint for No. 60163's unveiling in August 2008, the LNER apple green paint for *Tornado*'s main line debut and naming in February 2009, the BR Brunswick green paint in May 2011 and BR Express Passenger Blue in November 2012. Again with the support of Craftmaster, *Tornado* reappeared post overhaul in its iconic apple green livery in June 2015.

Craftmaster managing director Clive Brown said: "We are extremely proud of our association with The A1 Steam Locomotive Trust and *Tornado*. We are pleased to continue to support the trust's activities through the supply of our high quality, colour-matched paints for new Gresley P2 No. 2007 *Prince of Wales* and hope to continue our association for years to come."

At Darlington, work has started on the manufacture of the P2's distinctive boiler cladding.

In contrast to the method used to assemble No. 60163 *Tornado*'s boiler cladding, the project is using a different technique for *Prince of Wales*. Building the dinosaur-like skeleton (unofficially named 'Craig the Cretaceous') to support the P2 cladding sheets is now well underway.

Progress to date on the boiler cladding has included the frame design and

fitting of the crinoline rings and handrail batons to the jig. That will enable the trust to make the entire cladding before the boiler itself is delivered. This approach postpones the need for the 1/2m boiler to be at Darlington Locomotive Works by at least six months.

Once the boiler cladding is finished and primed, it will be dismantled and stored, pending fitting to the newly-delivered boiler in 2020.

A variety of boiler cladding related components are available for current supporters to sponsor through the trust's dedicated donations scheme, ranging from a washout door escutcheon at £70 each and a 'crinoline ring half' at £120 each to the firehole mask plate at £500 and a cladding sheet rear firebox corner at £800 each.

Supporters who subscribe to the scheme will have their names inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, and receive a certificate recording the sponsorship and copy of the drawing of the component.

A further boost has come with the sale of a collection of railwayana donated by a supporter.

The donation items fetched a total

of £4870 at auction by GW Railwayana Auctions at Pershore High School in Pershore, Worcestershire on July 15. The auctioneer waived all seller's fees due to trust's charitable status.

GNR brass locomotive worksplates No. 1418 Doncaster 1914, from 03 class No. 63479 sold for £1000, while that from No. 1067 Doncaster 1905 from Ivatt C1 4-4-2 No. 62821 sold for £1200.

LNER cast iron 9x5 works numberplate No. 9056 Built Gorton 1915 from Robinson L3 2-6-4T No. 69056 sold for £1250, while that from No. 3022 Built Doncaster 1910 from Ivatt 0-6-0 No, 65481 sold for £620.

A GCR Gorton 1915 cast brass worksplate sold for £520.

So far, more than £1 million has been spent on construction of the P2, while over £1.4 million donated and over £2.4 million pledged.

The trust remains confident that it will complete the rolling chassis this year and is on course to have the P2 finished in 2017. To maintain this rate of progress, the trust needs to raise more than £700,000 each year.

→ For details of how to help build the P2, visit www.p2steam.com, email enquiries@p2steam.com or telephone 01325 460163.

Windmill Farm celebrates 20th anniversary with gala

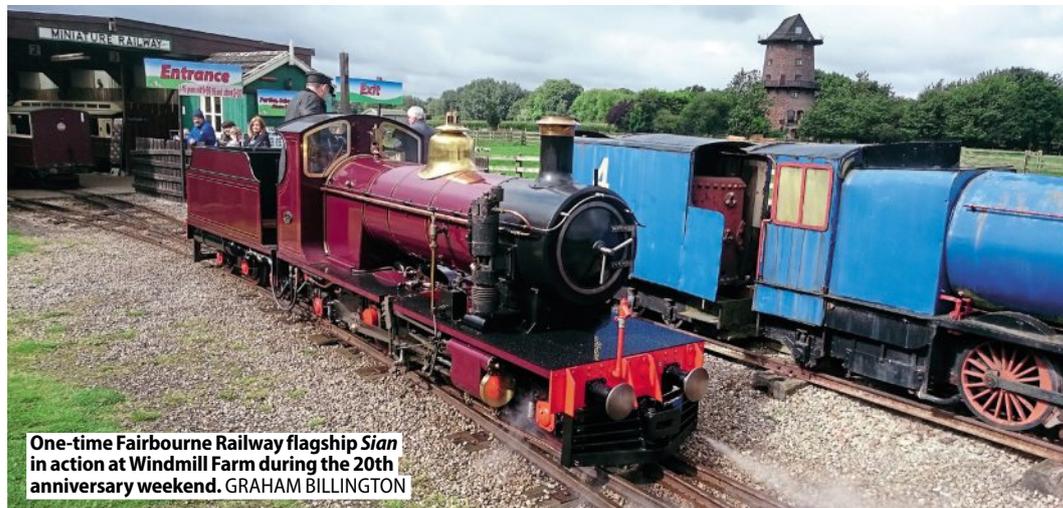
LANCASHIRE'S Windmill Farm Railway has celebrated its 20th anniversary with a gala weekend.

Since opening on May 24, 1998, the 15in gauge line at Burscough has become in effect a miniature railway museum. Over the weekend of August 12-13, founder Austin Moss hosted a special event to mark the occasion.

The emphasis was on steam motive power with former (1964-85) Fairbourne Railway Guest 2-4-2 No. 18 *Sian* and *Mountaineer*, built by van der Heiden as an 0-4-0+tender, and previously of the Bush Mill Railway in Tasmania and the Cleethorpes Coast Light Railway, hauling a train made up of former Liverpool Garden Festival coaches.

In the afternoon sunshine, the former Dudley Zoo articulated coaches were added. Shunting was undertaken by the 1979 Severn-Lamb 2-8-0DH *Rio Grande* from the West Midlands Safari Park.

Locomotives on display included former Fairbourne engines, *Gwrl* and



One-time Fairbourne Railway flagship *Sian* in action at Windmill Farm during the 20th anniversary weekend. GRAHAM BILLINGTON

Whippet Quick, a trio from the Southport Lakeside Miniature Railway, and the Battison from Cleethorpes. A variety of coaching stock was also to be seen, including a Pullman coach built at

the railway, the New Brighton coach which had formerly run at Jaywick and the 1926 Romney coach beautifully restored by Austin alongside a pair of German coaches built in 1937.

The last train of the day was hauled by double-headed steam. Afterwards, a buffet was held on the platform followed by a celebration cake and champagne.

Train crash fireman's grave given listed status

THE grave of tragic NER fireman Edward Booth in Hull has been listed by English Heritage as being of historic importance.

On the evening on Saturday, November 24, 1906, a thick fog enshrouded the NER's York to Leeds line, resulting in a collision 12 miles from the former city.

A locomotive leaving York at 7pm with an express train failed to heed a red signal and it smashed into the back of a stationary coal train, which caught fire.

The coal train guard jumped off when he heard the oncoming express and ran along the line waving his lantern in vain.

The express train and coal van were completely destroyed and two passenger coaches were derailed, although the passengers escaped uninjured.

The express train driver, John Dunham, slammed on his brakes but he and Booth, his 25-year-old fireman, died instantly in the impact. It was later discovered that the rostered fireman had been taken ill the same day and Booth has taken his place.

On November 28, a special train brought Dunham's body from York to Hull for his funeral at the Western Cemetery, where Booth was also buried the next day.

In the wake of the tragedy, automatic safety equipment, which prevented all trains passing signals in danger, was introduced.

Booth's gravestone has a locomotive carved on it along with a detailed inscription, the reasons for which it has been listed.

Leighton Buzzard 50th anniversary

THE Leighton Buzzard Railway is to celebrate 50 years since the initial formal meeting in October 1967 which led to the formation of its preservation society.

Over September 30 and October 1, 10 locomotives will be in steam. A special service will see nine departures each day from Page's Park.

Visitors include Bagnall 0-4-0ST *Woto*, Kerr Stuart 0-4-0T *Diana* and Barclay 0-4-0ST *Jack*. There will be a cavalcade of working steam and diesel locomotive on the Sunday evening.

Public rallies to support Moorsline after Gresley teak train vandalism



Above: One of the smashed coach windows on the East Lancashire Railway. ELR



Right: Windows were deliberately broken in this priceless Gresley teak coach at Pickering. NYMR

By Roger Melton

AN ONLINE appeal to raised money to repair vandalism to the North Yorkshire Moors Railway's world-famous LNER teak trains raised £42,000 from the public inside a fortnight.

As *Heritage Railway* closed for press, more cash for the appeal, boosted by the seven-coach rake's appearance in the international hit drama series *Downton Abbey*, was being donated. Global headlines were generated by the vandal attack which brought heartbreak to both the NYMR and the LNER Coach Association when it was discovered on Monday, July 24.

The previous night, local youths had broken into the train while it was stabled in the long siding outside Pickering, causing deliberate damage to every vehicle in the set.

The worst affected coach was Gresley buffet car No. 641, where damage included most of the windows being smashed, seemingly using the chrome-plated tubular steel chairs that are a feature of the art deco interior.

Other coaches were not as badly affected, but recently-restored Thompson corridor third No. 1623 had all its newly-made replica shoulder reading lights smashed, seats were slashed in some coaches and 14 fire extinguishers were discharged, adding to the general mess made by the culprits, who seem to have broken into the train in search of alcohol and chocolate, and to use it as a haven for taking drugs. Empty syringes and needles were found discarded on the floors.

Staff had little doubt who the culprits were, as they were from local addresses and had seen fit to post images of themselves carrying out the destruction on social media.

Carriage and wagon manager Kieran Murray and his staff were quickly able to identify some of the youths in the pictures and provide the police with a

list of names and addresses when they arrived to investigate.

Five youths had been found asleep on the train when the carriage and wagon cleaner arrived that morning to prepare the train for its day's work, but as he was on his own he was unable to apprehend and detain them.

The damage could not have occurred at a worse time for the NYMR, early in the peak season when normally every coach that is available for use is in traffic.

Fortunately the carriage and wagon department was able to assemble a 'scratch' set to replace the teak train while repairs were made, so that few trains had to be cancelled for want of stock.

World attention

As news of the incident broke, mention in the press release of the train's use in filming episodes of *Downton Abbey* meant that the story rapidly spread both nationally and then worldwide.

The public response to the subsequent online appeal demonstrated the strength of feeling regarding this wanton act of destruction and the high esteem in which the coaches are held.

In addition, a number of local businesses offered help with replacing the broken glass and electrical fittings and general repairs and cleaning. A particularly useful find was a glass bowl for the interior of the buffet car's Stills Boiler tea and coffee maker, donated by a cafe owner who happened to have a spare of the correct type.

The first coach to return to service was the least affected, GN Invalid saloon No. 43067, and by the end of the first week in August, six of the seven carriages were back in service after having had a deep clean and general repair by the carriage and wagon staff, albeit with the shattered light fittings taped over. They could take months to remanufacture, the cost of making them being so high that no spares were available in stock.

The last vehicle, No. 641, had been scheduled to receive an extensive overhaul this winter and therefore it has been decided that it would not be worth making temporary repairs prior to that overhaul.

It is believed that seven individuals were involved and five of these have been arrested, with the remaining proving harder to track down. No charges had been preferred as we closed for press, but it is understood that they are expected to follow in due course.

Elsewhere, two girls aged 13 and 14 and a 13-year-old boy were due to appear at Manchester and Salford Magistrates Court as we closed for press, charged with criminal damage at the East Lancashire Railway in Bury.

The three were arrested by police making inquiries into a vandal attack in which carriages were smashed up and had graffiti daubed over them, and paint thrown at a newly-painted diesel. More than 40 windows were smashed over four nights between July 20-25. The cafe carriage at Bury Transport Museum was ransacked.

Windows smashed

The damage, estimated at costing £30,000, was discovered in the week the organisation is celebrating its 30th anniversary.

At the Mid-Norfolk Railway, vandals caused around £20,000 damage overnight on July 28-29 after breaking into locked carriages in sidings at Dereham station, and used fire extinguishers and smashed windows.

Chairman Charlie Robinson said: "It is very depressing. One or two members almost burst into tears when they saw what had happened."

Police appealed for information after several tappers on the floor of a goods wagon at the Aln Valley Railway were damaged between July 25-27. CCTV footage was being examined.



Repton's return

THE overhaul of SR Schools Class V 4-4-0 No. 926 *Repton* at its North Yorkshire Moors Railway home was completed in late July when the locomotive was steamed for the first time, little more than three weeks after the boiler was craned into the frames.

Running-in trials began in early July when the locomotive, resplendent in SR Maunsell olive green, made double-headed runs with B1 4-6-0 No. 61264 and other NYMR steam locomotives.

It was then stopped briefly to rectify a brake system issue before resuming trials that culminated in it making

its first solo runs by mid-July. It was scheduled to end its running-in period and begin routine solo running from Monday, August 14.

As yet it is confined to the NYMR, pending a 45mph test run on the Esk Valley Line, but once the test run has been carried out it will return to use on Whitby services.

The attention of the Grosmont fitters is now turning to completing the overhaul of LMS 'Black Five' No. 5428 *Eric Treacy* which it is hoped will be finished in time for the line's autumn steam gala, to be outshopped in 1930s LMS livery.

It will take the place of sister No. 44806, which has received a short extension on its boiler certificate to the end of this year, at which point it will be withdrawn for its 10-year overhaul, in the course of which it is likely to be also equipped with the necessary fittings to allow it to run to Whitby.

It will be the fifth engine in the NYMR's operational steam fleet but although there have previously been only four engines to cover a peak season timetable that needs four engines, there have been very few instances where diesel substitution

has been necessary. Another boost for the NYMR has come from Scarborough, where the Essex Locomotive Society is overhauling the boiler of Maunsell S15 4-6-0 No. 825.

The extensive renewal of the outer firebox crown and other firebox repairs are almost complete, and the boiler is almost ready to receive its new tubes, raising hopes that it will be available next year.

The ELS is now hoping that having demonstrated its expertise, it can attract business as contractors for third party boiler repairs.

Long-forgotten 'Convent' engine *Newstead* looking for new home

A LONG-forgotten Hunslet 0-6-0ST which was recovered by Nene Valley Railway volunteers from a convent in March last year needs a new home.

Thought to have been long since scrapped, 16in Hunslet No. 1589 of 1929 *Newstead* was rediscovered by NVR fireman Steve Thomas.

Members of the line's Small Loco Group paid a visit to the nunnery and found *Newstead* in storage in a corrugated iron shed, complete with all the controls, pipework, and even a

new fire grate and boiler tubes.

"In Egyptology terms, it was like finding a perfectly preserved mummy, with all vital organs; give him a meal and he'd be walking around," said Alex Alder, one of the team which found it.

Newstead was bought by enthusiast Malcolm Saul from Woolley Colliery near Barnsley in 1972. He sold his steam roller to pay for it, and later returned it to steam.

After a place to house it was found at the nunnery, *Newstead* was inched

and winched down a ramp of sleepers and rail, into a convent garden. A shed was built around it, the ramp was removed, and poplars were planted.

The planned convent railway was never built, and sadly, Malcolm would never see his engine steam again.

The NVR team was given the telephone number of Malcolm's widow Jane, who agreed to sell *Newstead*, a sister locomotive to the North Norfolk Railway's *Ring Haw*.

The NVR offered the engine a home for a minimum three months for assessment. The rediscovery team returned to the convent and moved *Newstead* out of the shed.

A way around the poplars that has since grown tall was found, and some generous NVR members funded *Newstead's* removal by Calkeld Heavy Haulage, whose low loader got bogged down in the soft ground around the convent, and was rescued by two local farmers' tractors.

NVR volunteers laid track to take *Newstead* to the lorry, which could not drive up to its shed. After much manoeuvring, *Newstead* was rolled on to the lorry, with BBC and ITV cameras there to record the struggle.

Back at Wansford, the engine came

apart with ease – thanks to its careful storage. Boiler inspector John Glaze cast an expert eye and pronounced the copper firebox "Gorgeous! – with the original Hunslet toolmarks on the boiler!"

Dismantling of the chassis commenced. The tyres would need turning or replacing, and wear to axlebox horn cheeks, big ends and eccentrics would need repairing. This dismantling took months.

However, the NVR halted the dismantling, mindful that previous overhauls on Danish 0-6-0T *Tinkerbell* and Swedish 2-6-2T No. 1178 had stalled, with parts scattered across the yard for a decade. With the overhaul of flagship BR Standard 5MT 4-6-0 No. 73050 *City of Peterborough* well underway in the excellent heavy overhaul workshop, with the boiler recently removed, it was amicably agreed with its owners that *Newstead* should find a new home.

The group is looking for a railway or group that would relish the opportunity to take custodianship of *Newstead*, with the ability to fundraise and complete a light overhaul. Serious enquiries should be directed to alex@accolademeasure.co.uk



Hunslet 0-6-0ST No. 1589 of 1929 *Newstead* at Wansford on the Nene Valley Railway. BRIAN SHARPE

Preservation powerhouse Susan Youell dies at 86



Susan Youell in the late 1980s. MR

Left: The Middleton Railway's service on Sunday, July 30, hauled by Hudswell Clarke 0-4-0DMs D577 Mary and D631 Carroll carried a wreath in remembrance of Susan.
ROBERT TAGGART/MR

VOLUNTEERS and friends of the Middleton Railway have been in mourning following the death on July 27 of Susan Youell, the widow of the line's founder, Dr Fred Youell.

Susan, 86, played a major part in the early running of what claims to be one of the first two standard gauge heritage lines, while also becoming secretary of the Association of Railway Preservation Societies under the leadership of Captain Peter Manisty, RN.

Susan was born on January 15, 1931, the eldest child of John Harold Atherley, a chemist and Dorothy Jeffery, a baker's daughter in Nottingham. A bright young girl, she spent a happy childhood with her family who were avid railway fanatics.

Somewhat unusually for a girl at that time, Susan also had a great interest in railways and was proud of the fact that she had seen Sir Nigel Gresley's Pacifics during LNER days.

Susan attended Mundella Grammar School in Nottingham. As a high flyer she gained a place at Leeds University after the war, to study maths and physics.

It was no surprise that she joined the University Railway Society and met her husband-to-be Dr Fred Youell, a university lecturer and founder of the Middleton Railway, and they married on August 2, 1955. They had three children, Harriet, Sarah (with a middle name of Claudia, after GER chairman Claud Hamilton), and Matthew, named after Matthew Murray, builder of the world's first commercially successful steam locomotives for the Middleton Railway in 1812.

In 1960, Susan worked alongside husband Fred to reopen the Middleton Railway, first authorised by Act of Parliament in 1758 and thus the world's first parliamentary railway.

Being a woman in a man's world was no problem for Susan.

Through her no-nonsense style, she was able to make many a contribution towards ensuring the historic line was saved for posterity. Ever since it opened, it has enjoyed a friendly rivalry with the Bluebell Railway over which one was the first standard gauge heritage line to open.

Despite having a family, Susan also became secretary of the ARPS, which became the Heritage Railway Association. From a very small group, Susan contributed to its growth into a massive enterprise. From those small beginnings, the HRA now has over 100 members, with a total turnover of £120 million.

Susan had numerous hobbies and interests which she fitted in alongside bringing up her own children and teaching. She was passionate about education and took all opportunities to learn about railways, science, industry, history, arts and culture throughout her

life. She inspired hundreds through her teaching, not just through her subject teaching in maths and science, but through her enthusiasm for life and no-nonsense 'can do' attitude, especially for girls in a man's world.

Susan retired from teaching in the 1980s, and this provided more time for her to enjoy her hobbies. Despite illness, Susan maintained her interest in railways to the end, visiting Keighley & Worth Valley Railway with family and friends just two weeks before her death on Thursday, July 27.

Her railway legacy is the Middleton Railway of which she was a founder and great supporter and the heritage railway movement itself, for who she worked tirelessly in the early years.

→ This obituary has been compiled by Middleton Railway Trust vice chairman Iam Smith and Susan's daughter Sarah Lister.

Help now needed to make new B17 a rolling chassis

THE project to build a new LNER B17 4-6-0 No. 61673 *Spirit of Sandringham* is continuing to make steady progress, both at the project's Llangollen Railway base and elsewhere – and now sponsors are being sought to take it to the rolling chassis stage.

The steel castings for the frame stays are being manufactured by William Cook Cast Products Ltd of Sheffield. Meanwhile, fabrication work is being produced at North View Engineering Solutions of Darlington for the frame stay brake (modified for air brakes) and the four sets of buffer beam gussets.

The frame stays consist of five types of steel castings and two types of fabrications. All five sets of castings

have now been cast, fettled and stress relieved with full machining to follow.

Subject to satisfactory product acceptance, delivery to Llangollen for fitting will then be arranged.

At North View Engineering, all four sets of buffer beam gussets were complete and have passed product acceptance. Delivery of all of these fabrications to Llangollen will follow.

The funding to complete all frame stays and their assembly to the static mainframe at Llangollen is in place.

However, converting the static mainframe to a rolling chassis will require a significant sum to procure the full set of components to be assembled into the three main

axle sets. Each axle set will then be sequentially fitted into position under the frames.

The B17 Steam Locomotive Trust has begun fundraising for the manufacture of components to convert the static mainframe to a full rolling chassis, with sponsorship invited for individual parts.

The major components for this next stage of build are the driving wheels. The cost of each wheel will be £10,000 or £500 a spoke – equal to £20 per inch. Each driving wheel will be made of high quality cast steel from the same pattern used for Peppercorn A1 Pacific No. 60163 *Tornado*. The loan of the pattern has been arranged



The B17 frame stay brake and brackets. B17SLT

via a co-operative agreement with *Tornado's* builder The A1 Steam Locomotive Trust.

→ To sponsor a B17 component or contribute to the cost of a driving wheel visit www.b17steamloco.com or call 07527 670436.

Could West Somerset passengers soon arrive thanks to Park 'n' Glide?

By Robin Jones

A RADICAL plan to carry West Somerset Railway passengers to a new station at Norton Fitzwarren by canal barge has been mooted.

The Friends of the Grand Western Canal group wants to carry out a feasibility study into restoring a long-lost section of the waterway to link up with Britain's longest standard-gauge heritage line.

The Grand Western Canal, which linked Taunton and Tiverton, was part of a wider scheme to link the Bristol Channel and English Channel in order to cut off the hazardous passage for shipping around Land's End. First mooted in the heyday of the canal age in 1796, the first section did not open until August 1814.

The eastern section which lay in Somerset did not open until 1839, but included an inclined plane and seven revolutionary boat lifts, which were the earliest such lifts to see commercial service in the UK and predated Cheshire's Anderton Boat Lift by nearly 40 years.

The railway age quashed the bigger plans, and the eastern section of the canal closed in 1867, and has largely disappeared from the landscape. The GWR took over ownership of the canal in 1888, and the remaining section was formally closed by the British Transport commission in 1962. Two years later, it was passed over to British Waterways, and after schemes to fill it in and build housing came to nothing, it was handed over to Devon County Council in 1969.

The 11½ miles of the canal in Devon

remains open, and is now a designated country park and local nature reserve, but isolated from the rest of Britain's canal and river network. Navigable, horse-drawn barge trips have been running on it since 1974.

The Friends group wants to restore the lost Somerset section and in a project which has the working title Park 'n' Glide, members want to build a new vertical boat lift at Silk Mills to the west of Taunton.

Friends chairman Robert Hodgson said that the scheme would not only create a major tourist attraction but provide long-overdue recognition of the Grand Western's place in canal history.

The mile-long journey from the proposed Silk Mills Water Station to French Weir in Taunton would take 15 minutes in a solar-powered electric shuttle, while a restored section of the old canal running a mile to the east would link in with the WSR.

Robert said: "The scheme brings many other benefits in terms of flood management, healthy living and work environments and opportunities for business development, as well as encouraging Taunton's visitors to venture into Mid Devon to find the best part of the Grand Western."

Tiverton & Honiton MP Neil Parish, chairman of the Environment, Food and Rural Affairs Select Committee, has held talks with the Friends about the scheme. Taunton MP Rebecca Pow said: "The more I considered Park 'n' Glide the more it offers everyone in Taunton and across the West Country."



The current eastern end of navigation on the Grand Western Canal at Lowdells lock. GENI/CREATIVE COMMONS

Poole Park appeal following new loco

THE reopened Poole Park Miniature Railway has taken delivery of a second locomotive, and has appealed for new volunteers to run the 10¼in gauge line.

The Friends of Poole Park has borrowed 2012-built steam outline diesel *Hasty* from its builders the Hastings Miniature Railway, to run

alongside *Princess Sweet'Pea* which has also been borrowed from the Sussex outfit.

The Friends group is looking for volunteer train drivers, relief drivers, permanent way managers, kiosk staff and a team appointer to help manage the rostering of volunteers.



The Wensleydale Railway has just started running coach restorer Stephen Middleton's 1912-built LNWR directors saloon for a luxury tea service at £37.50 per head. The service is being provided by Upstairs Institution of Bedale, a high class tea room. The train departs Bedale on the 3.45pm Leaming to Redmire on specified days until the end of October. The train headed by J72 0-6-0T No. 69023 *Joem* is seen at Harmby approaching Leyburn with the LNWR saloon at the back of the train. MAURICE BURNS

Two Manors and a Bulleid for big WSR autumn gala

THE West Somerset Railway's October 5-8 autumn steam gala will have five visiting locomotives.

The gala will have the theme of Bath and Beyond, reflecting the Somerset & Dorset Joint Railway main line and GWR/WR legacy of both the visitors and the home fleet.

Recently back on the WSR following overhaul was the Dinmore Manor Fund's WR 4-6-0 No. 7820 *Dinmore Manor*. It will line up alongside sister No. 7822 *Foxcote Manor*, which is also in BR black livery, from the Llangollen Railway.

Also visiting will be BR Standard 5MT 4-6-0 No. 73082 *Camelot* from the Bluebell Railway and Bulleid West Country light Pacific No. 34046 *Braunton* (expected to run as No. 34052 *Lord Dowding*) from the Locomotives Services Fleet based at Crewe.

The home fleet will comprise SDJR 7F 2-8-0s Nos. 53808 and 53809, LMS 4F No. 44422 and GWR 4-6-0 No. 6960 *Raveningham Hall*.

It is hoped to be able to recreate several classic S&D double-headed combinations, paired with the WSR's recently formed red and cream set of coaches.

Looking ahead to next year, the March 22-25 spring steam gala will have Great Western routes and branches as its theme.

The June 8-10 diesel gala will have a theme of vintage diesels to the seaside, September 1-2 will be a West Country railways weekend with a mixture of steam and diesel traction.

The 2018 autumn steam gala will take place from September 27-30 with a theme of Cross Country rail routes.

Finally, the 2018 winter gala will run from December 29-30 on the theme of a branch line in winter.

The WSR's gala planning team hitherto known as the Special Events Planning Team is now chaired by regular *Heritage Railway* contributor Don Bishop aided by WSR head of operations Richard Jones.

Enthusiasts sought for 'work and play' trip to aid iconic line restoration

By Geoff Courtney

ENTHUSIASTS who do not mind mixing hard graft with the joys of their hobby are being invited to join a UK-led working party that has set its sights on completing a restoration project that will return steam trains to a station in central Romania that closed two decades ago.

The station at Hosman was on a 38-mile 2ft 6in gauge railway between Sibiu and Agnita that opened in 1910 and closed in 2001. In 2011, British enthusiasts formed the Sibiu to Agnita Railway UK Supporters' Group (SARUK) with the long-term aim of restoring the entire iconic line, and to date they, working closely with local preservationists, have reopened a two-mile stretch midway on the route at Cornatel.

This reopening was celebrated with a steam gala in September 2015, and now a further three miles beyond to Hosman is on the cusp of seeing steam return. It is hoped this will be achieved at a steam gala on September 16/17, and the supporters' group and locals have drawn up a last-minute list of work in a bid to ensure this hope becomes reality.

Working party

And that's where the Brits come in, for the group is seeking enthusiasts willing to join the working party in the week leading up to the gala. SARUK spokesman Alasdair Stewart told *Heritage Railway* that the pre-gala work included track levelling, replacement of rotting or missing sleepers, fishplates and joints checking, track clearance at Hosman station itself, the restoration, repair or replacement of level crossing warning

signs, repainting of kilometre marker posts, and weeding and grass cutting.

He said that if the work was completed in time, trains would run over the entire stretch between Cornatel and Hosman. If not, they would get as close as possible to Hosman and either use a loop as a run round if the turnouts at both ends could be restored in time, or carry out a form of chain shunting similar to that practised elsewhere in Romania.

Of the options for members of the working party, Alasdair said accommodation could be either self-catering or in hotels or guesthouses in and around Sibiu, which is about 20 miles from Hosman. "There is a wide variety of accommodation available in the city, and because the centre is compact it is convenient to meet up to socialise in any number of cafes, restaurants or bars after a hard day's work on the line!"

Alasdair provided a tempting scenario concerning local costs. "Around £30 per person per night is a good starter for ten, and unless you opt for a luxury hotel, you should see a little bit of change. A local draft beer costs about £1, and a three-course meal for two at a mid-market restaurant costs approximately £20."

He said that previous working parties had arrived from the UK by train, air or car, with Wizz Air offering fares from Luton for less than the cost of a return London-north Wales train ticket, examples being outward flights from £25.99 and flights back to the UK from £57.49.

"Depending on numbers, we could hire either cars or a minibus to travel from Sibiu, and in addition there are usually local volunteers working alongside us



The train now arriving: No. 764-243, a 1911-built 0-8-0T, approaches Cornatel on the former 2ft 6in gauge Sibiu-Agnita line in central Romania at a gala held in September 2015 to mark the first stage of the line's restoration which has been aided by a UK supporters' group. The locomotive will be appearing at another gala on September 16/17 to celebrate the restoration of a further three miles, to the station of Hosman. RADU TOMPA

who may be able to offer lifts. As plans crystallise, a van may become available to transport tools and equipment from the UK, in which case we may need volunteer drivers as well."

Fruits of their endeavours

Apart from the enjoyment of the September 16/17 gala at which volunteers should see the fruits of their endeavours led by visiting guest steam loco 1911-built 0-8-0T No. 764-243, it

is planned that at least one day of the preceding week will include a trip to another as yet unspecified railway.

There will also be opportunities to visit the roundhouse and railway museum in Sibiu which contains a number of narrow gauge railway exhibits, including former Sibiu-Agnita locomotives.

→ Anyone interested in joining the working party is invited to contact Alasdair on stewart_alasdair@hotmail.com.

Visual feast of colour at railway artists' annual exhibition

By Geoff Courtney

THE end of August may be a reminder that summer is on its way out to make way for the mellow hues of autumn, but for railway enthusiasts it is the harbinger of the visual feast of the annual Railart exhibition.

Run by the prestigious Guild of Railway Artists, which has within its ranks some of the country's, and indeed the world's, leading railway artists, Railart is a cornucopia of colourful delight that embraces everything from ancient to modern, steam to the latest traction, and from bustling city terminus to remote rural halt.

Railart 2017 is being held in

Kidderminster Railway Museum at the Severn Valley Railway, the 13th time it has hosted the exhibition. It opens on August 26 and runs until October 1, and admission is free.

Describing the museum as a "splendid venue and an enchanting setting" for the exhibition, Anna Bastin, the guild's exhibition administrator, said the paintings to be put on display would be chosen by a selection panel the week prior to opening.

"We have an increasing membership encompassing a broad range of railway art, and are expecting submissions for this year's exhibition from both established members and new ones. We are

Right: This painting by Malcolm Root, a Fellow of the Guild of Railway Artists, of Class 45 diesel D21 on the Up 'Thames-Clyde Express' climbing toward Dumfries, has been submitted for display at the guild's Railart 2017 exhibition in Kidderminster.

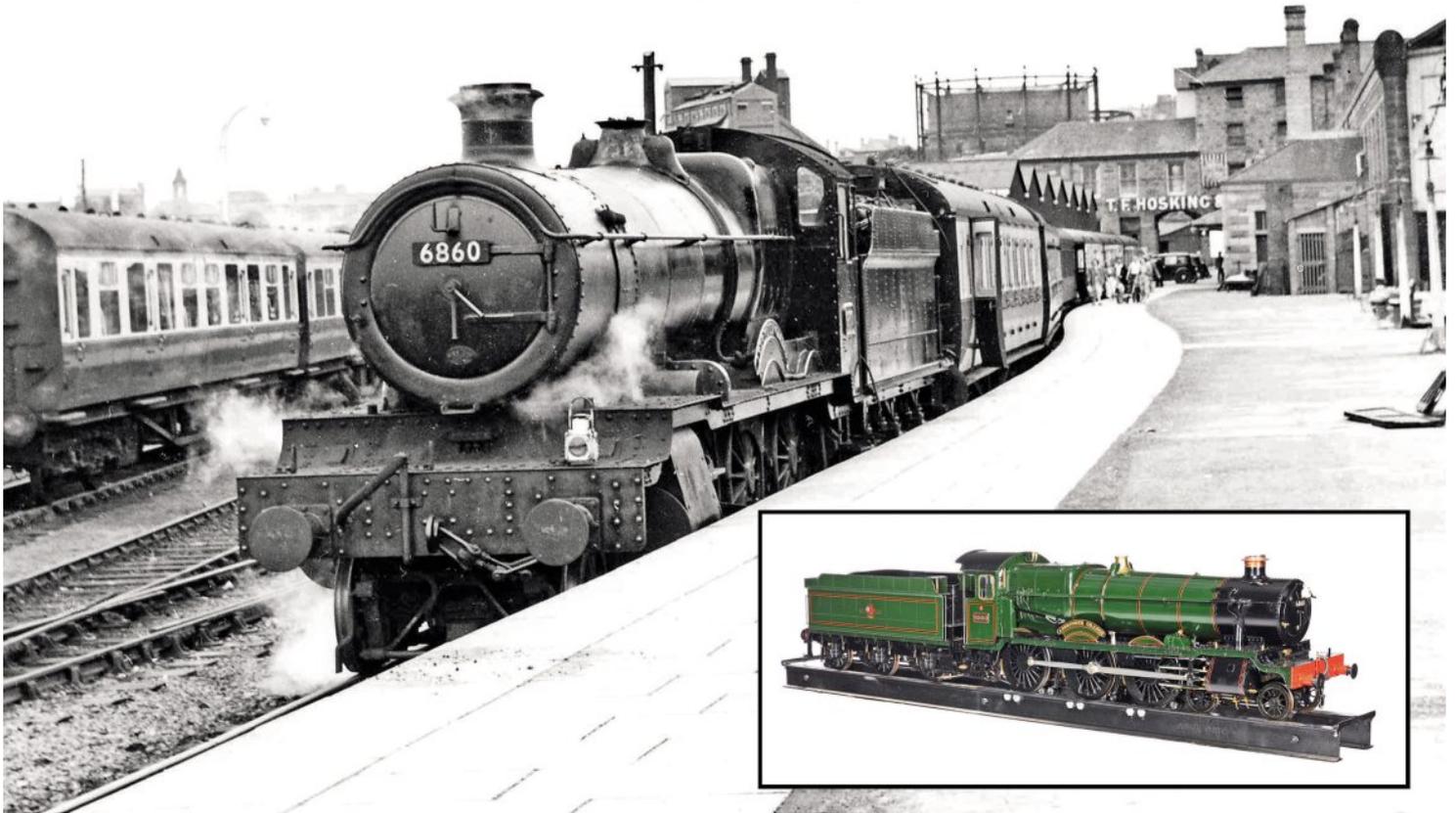


looking forward to presenting an inspiring and appealing exhibition that will bring pleasure to all those who visit during its five-week run."

One of the attractions of the varied works that will be on display at the exhibition, which was first held in 1994, is that many will be

available for sale.

The guild was founded in 1979, and its membership, which includes both full-time artists and those who create their work in their leisure time, comes from throughout the UK and overseas, including Europe, North America, South Africa and Australia.



Western extremity: A smart GWR No. 6860 *Aberporth Grange* is ready for the off at Penzance with a Plymouth-bound train on July 23, 1957. A 7 1/4in gauge live steam model of the 1939-built 4-6-0 (inset) will be a star of a Dreweatts' auction on September 20, with a top estimate of £100,000. NORMAN PREEDY ARCHIVE/J DAVENPORT

GWR live steam models set to attract global interest

By Geoff Courtney

STUNNING live steam models of two GWR locomotives are set to star at a Dreweatts' transport sale on September 20, with a combined estimate of up to £200,000. Both in 7 1/4in gauge, they are No. 4708, one of only nine in a class of mixed traffic 2-8-0s, and No. 6860 *Aberporth Grange*.

The models, made by leading modelmaker David Aitken and from a single collection, are each estimated to sell for up to £100,000, and such is their high exhibition standard they are expected to generate major interest among collectors both in the UK and internationally.

Michael Matthews, Dreweatts' steam and model engineering consultant for the past 15 years and an auctioneer for 50 years, said: "The models are simply stunning, of the very highest standard, and indeed the *Grange* is one of the best I have ever seen."

Authenticity and accuracy

Michael, a 69-year-old retired chartered surveyor, said that to ensure as much authenticity and accuracy as possible, the model of No. 4708 was made from original drawings and patterns based on the full-size engine. It is 8ft 9in long, and is believed to be one of only two of a 4700 class ever constructed in 7 1/4in gauge.

At 8ft 4in, the *Grange* model is only slightly shorter than that of No. 4708, and like the 2-8-0 it includes such detail as its copper boiler having lever-operated sliding firebox doors with chain, scale-size cab gauges, injectors and whistle, and a 3,500-gallon tender design with hand-



Taking a breather: GWR 2-8-0 No. 4705, resting between duties at Newton Abbot on August 17, 1961, recorded the highest mileage of the nine-strong class during a 41-year career, clocking up 1,656,564 miles. A 7 1/4in gauge model of classmate No. 4708 will be going under the hammer at auction on September 20, with a top estimate of £100,000. GEOFF COURTNEY

operated brake gear to axles and water scoop.

No. 4708 was built by the GWR at Swindon in April 1923 to the design of chief mechanical engineer George Churchward. Although the class was for mixed traffic, it concentrated on fast heavy freight, leading to the nine locomotives being nicknamed 'night owls' due to their nocturnal operations.

However, in the late-1950s they became seen increasingly on heavy summer Saturday express trains and put in respectable performances to the west of England, thus providing trainspotters in that part of the country with opportunities to cop a class of which most had spent their days allocated to London's Old Oak Common (81A) shed.

No. 6860 was, like No. 4708, a mixed

traffic engine, classified 5MT by BR, but many steam era enthusiasts will remember them on mainly passenger work around the entire network, being shedded at such geographically diverse depots as 81D (Reading), 82B (Bristol St Philip's Marsh), 83G (Penzance – home to No. 6860), 84B (Oxley, Wolverhampton), 84K (Chester), 86G (Pontypool Road), and 87F (Llanelly).

Up to £25,000

A third 7 1/4in gauge live steam model in the auction is of LNWR George the Fifth class 4-4-0 No. 5000 *Coronation*, which is estimated at up to £25,000. This is an early model believed to have made between the wars from Bassett-Lowke castings and originally run on a garden railway in Norfolk. It was restored and reboilered in

1989 and again rebuilt between 1992-94.

The locomotive on which it is based was built as LNWR No. 1800 in June 1911, the month of the coronation of King George V and Queen Mary, and appropriately named *Coronation*. It ran briefly as No. 5000, its Crewe works number, and was withdrawn by the LMS as No. 5348 on June 1940.

Two further models of rather more modern vintage are a pair of BR Standard 9F 2-10-0s, No. 92184 and Crosti-boilered No. 92024. They were built in 5in gauge live steam over a period of 30 years by Mr B Aldred of Peterborough, and are estimated at up to £8000 and £10,000 respectively. The auction, at Donnington Priory, Newbury, starts at 11am, with viewing on September 16, 18/19, and the morning of the sale.

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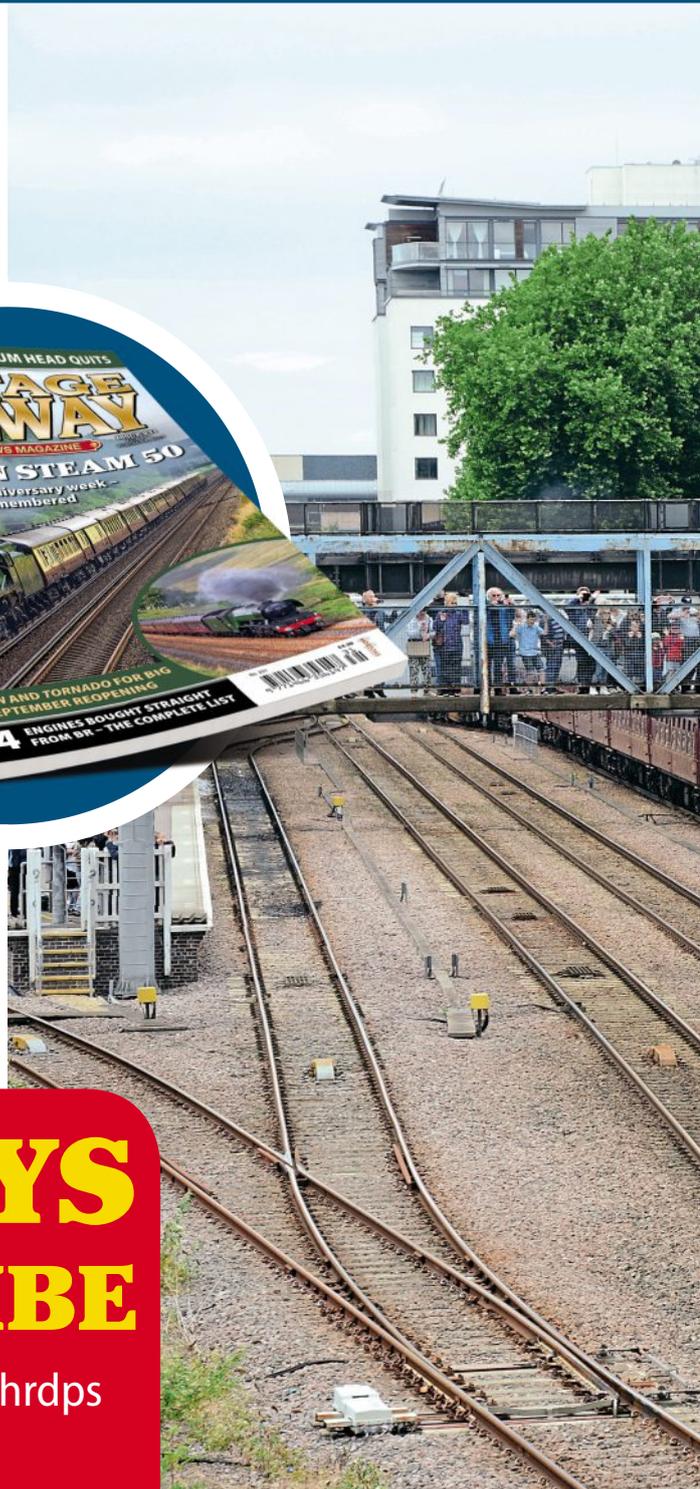
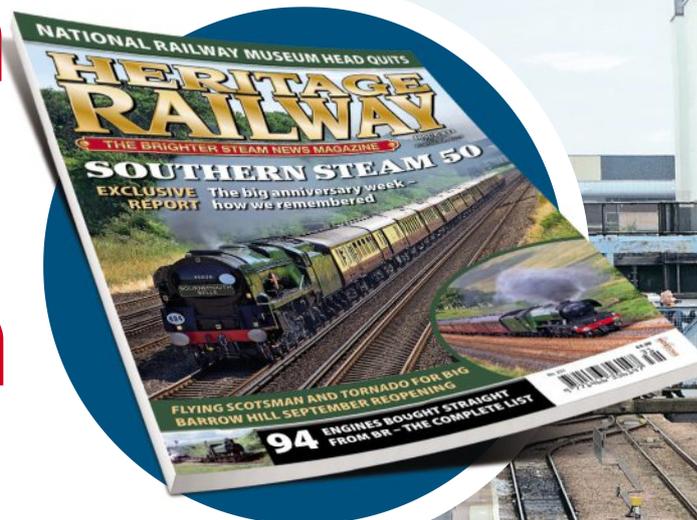
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LNER A3 Pacific No. 60103 *Flying Scotsman* departs from Lincoln with the Railway Touring Company's 'Scarborough Flyer' to King's Cross on June 24. BRIAN SHARPE

Classy contribution's a boost for Corwen station project

By Robin Jones

THE Llangollen Railway's Project to build a new station in the centre of Corwen has been given an unexpected boost by the donation of a school building.

The redundant demountable classroom will provide the passenger facilities when Corwen Central station opens.

In mid-July, railway officials heard that the classroom was available for recovery at short notice from a school building project 25 miles away at St Asaph.

Volunteers sprang into action and prepared the ground on a site adjacent to the station's subway on land provided by Denbighshire County Council, the Llangollen Railway Trust's landlord.

After vegetation clearance and a ground survey, the volunteers constructed 16 brick pads to accept the building.

They then visited the school site and prepared the redundant classroom for dismantling into three sections so it could be taken by lorry to Corwen.

The building arrived on August 1 and was quickly reassembled on the designated site with some remedial attention needed to the fascia and the classroom's roof.

Terrific teamwork

Corwen extension project manager Richard Dixon-Gough said: "The project's team members' response to the need to secure this building within a tight timescale was a terrific example of volunteer co-ordination. Unless we had removed the building by a specified date, the opportunity to acquire the building would have been lost as the contractors at the school were working to a tight schedule.

"The building is a valuable asset which

could not otherwise have been afforded and we are grateful to Denbighshire County Council for recognising the building still had life left in it and would make an attractive entrance to the station area when it opens."

The building is three times the size of the portable building currently in use at Dwyrain Corwen East, the temporary station serving the town. It will need to be attractively painted externally, redecorated and fitted out internally with services to be provided but for now, it is 'in store' pending an application for planning permission. It provides another 'statement of intent' to Corwen residents that the railway is aiming to complete its final extension and provide a proper terminus near to the town's centre.

The need to secure the station building deflected work away from the construction of the Green Lane head shunt, but the project workforce is now back on the job and has completed the retaining wall when further supplies of rounded porcupine blocks are obtained from local producer Ruthin Concrete Products to top off the walls.

Infilling of the space behind the retaining wall is now complete and the stop block was installed in mid-August, followed by the track panels to extend the rail head by about 90ft once ballasting has taken place.

The work by contractors to erect the rods and bars for the reinforced concrete walls and the shuttering was completed on August 7, ready for a pouring of concrete. In erecting the shuttering provision has been made for a side doorway and rear window in the basement locker room.

The completed structure will take on the appearance of a mini-nuclear bunker before it is encased in the compacted infill to stabilise the embankment



Above: The temporary classroom re-erected outside the entrance to Corwen Central.

GEORGE JONES



Right: The base for the Corwen Central signalbox rapidly taking shape.

GEORGE JONES

around the front and sides. Costing around £30,000 the signalbox base is an expensive item of infrastructure essential to the recovery of the eastern end of the station site which will allow for the eventual installation of the points for the station loop.

Finance boost

The total number of shares issued since the announcement of the Corwen Big Push on April 7 has now reached nearly £80,000 with new and existing shareholders responding to the need for injections of capital to finance the Corwen project. A total of £292,000 worth of shares now remain available in Llangollen Railway PLC and continued support is necessary if the project is to see completion in 2018.

Donations for the Tenner for a Tonne and the water tower appeals continue to be received by Paul Bailey, acting as

treasurer for the Corwen Central Railway Development. The rolling of steel for the water tank has taken place as a practical step towards the creation of this new build project.

Funding from the Welsh Government grant aid has finally begun to flow with the settlement of the first claim for work completed. The funds now to hand will pay for the acquisition of materials and resources to allow for the building of platform 1 on the upside.

The grant aid is in respect of 80% of the costs for the platform only and, as with the Tonner for a Tonne appeal, the infill of the area between the two walls will be financed by donations.

→ If you would like to help with this ground-breaking project by purchasing shares, contact the railway on 01978 860979, log on to www.llangollen-railway.co.uk or email info@llangollen-railway.co.uk

Royal accolade bestowed on Leighton Buzzard Railway

Volunteers at the Leighton Buzzard Railway received their prestigious Queen's Award for Voluntary Service from the Lord-Lieutenant of Bedfordshire, Helen Nellis on Friday, July 28.

The award, given in the 50th anniversary year of heritage operations, was accepted by one of the railway's longest serving members, Peter Hodges, and one of its youngest, Jamie Randall. After the presentation guests and members enjoyed a ride to Stonehenge Works and back hauled by recently restored Orenstein & Koppel 0-6-0WT

No. 10808 of 1924 *Pedemoura*.

The Lord-Lieutenant cited the 2ft gauge former sand-carrying line as 'one of the jewels' of Bedfordshire's crown of tourist attractions, praising its all-volunteer status and its example of how volunteering can make an impact on the lives of people.

She also presented a gift to Mervyn Leah, one of the railway's long-serving volunteers who has recently stepped down as the line's marketing manager after 20 years in the role. After 48 years of service, he continues to act as one of the railway's duty managers and as a guard.



The Lord-Lieutenant of Bedfordshire, Helen Nellis, meets Leighton Buzzard Railway officials after presenting the line with the coveted Queen's Award for Voluntary Service. LBR

Military honours for repatriated wartime locomotive

NORTH Norfolk Railway-based WD 2-10-0 No. 90775 is to be named after the county regiment with full military honours.

At noon on Saturday, September 9, at Sheringham station, recently overhauled No. 90775 will be named *The Royal Norfolk Regiment*, it will be the first main line steam, diesel or electric locomotive to bear this name.

Midland & Great Northern Joint Railway Society chairman, Neil Sharpe, said: "This is something of which the society and the regiment are extremely proud.

"The naming honours generations of local soldiers who served in the regiment over almost 400 years and so cements a uniquely strong local connection between the locomotive, the NNR and our county."

Discussions with the successor



WD 2-10-0 No. 90775 at Holt in revenue service on the NNR on July 14. PETER MAYNE/M&GMJRS

regiment, The Royal Anglians, have been ongoing for some time. The event will also see many old soldiers present to pay their respects to what we hope they will come to see as "their locomotive".

The ceremony will be followed by a special train taking guests to Holt

and back, hauled by the newly named locomotive.

Built at the North British company's works in Glasgow in 1943, No. 90775 was originally deployed to Egypt. The engine was transported from there to Greece in 1944 to haul the heavy trains needed for the continuation of the war

effort after that country's liberation from Nazi occupation. It remained in Greece working long after the war, and was repatriated in 1984.

Previously based at the Mid Hants then the North Yorkshire Moors railways, it was sold by the Essex Locomotive Society to the M&GN Society in 2006.

Farewell to Albert Hawman, the oldest BR steam driver

By Maurice Burns

ALBERT Hawman, hailed as Britain's oldest BR steam driver, died in Darlington on July 15 at the age of 104.

Born in 1912 he saw as a 12-year-old boy the 100th anniversary celebrations of the Stockton & Darlington Railway in 1925, and later became an engine cleaner then fireman at Shildon, Ferryhill, and Darlington where he passed out as a steam and diesel driver.

His last BR steam turn was when he drove K1 2-6-0 No. 62005 up Weardale on the Stephenson Locomotive Society's 'Three Dales Railtour' of May 20, 1967 and in the preservation era was the proud driver of *Locomotion* when it led the cavalcade on the 150th anniversary of the Stockton & Darlington Railway in 1975, witnessed by 300,000 people.

Route knowledge

Albert had a remarkable route knowledge in the days of steam when railways were vastly more complex than today. Based at Darlington (51A), he would fire or drive on an amazing number of routes, many of which are now long gone – Stainmore summit to Kirkby Stephen, Tebay or Penrith, Barnard Castle to Middleton in Teesdale, Bishop Auckland to Barnard Castle,

Wearhead, Crook and Tow Law and onwards to Newcastle. Eastwards would take him to Saltburn or Battersby, Whitby, Robin Hood's Bay and Scarborough and the coast route from Stockton via Hartlepool to Newcastle.

He also covered the East Coast Main Line to Newcastle and Heaton in the north and York, Doncaster and Grantham in the south plus Northallerton to Ripon, Harrogate and Leeds.

Reflecting on his footplate career he said his worst job was fireman on a heavy Darlington to Barrow coke train over Stainmore summit as far as Kirkby Stephen which departed at midnight and returned home at dawn. It was not the physical effort



Albert Hawman, who has passed away at the age of 104. MAURICE BURNS

of firing but he could not sleep through the day, so after a whole week of that shift he was pleased it came to an end!

His best shift was without doubt driver of A3 Pacific No. 60106 *Flying Fox* on an express from York to Newcastle but that was easy compared to the rusty buffer coal trains. His last footplate ride was appropriately on a NER locomotive – NELPG's NER/BR J72 No 69023 *Joem* at Shildon just a few years ago.

Gardening love

Away from railways, Albert was a keen gardener. He was still growing tomatoes, carrots and sprouts plus raising bedding plants from seed in his greenhouse up to the age of 102.

He met his wife Vera when he was riding his motorbike back from Barnard Castle with my friend. When they rode through Darlington, they saw two girls stood on the kerb. They had missed their last bus back to Newton Aycliffe and so one got on his bike and in his words that was it!

They were happily married for more than 55 years, had two sons Doug and David, and he was grandfather to six and great-grandfather to six more.

With the passing of Albert, the link to the distant past of steam working so long ago has sadly gone.

Bridge crash halts KWVR service

A KEIGHLEY & Worth Valley Railway service was delayed after a lorry crashed into an underbridge and overturned.

Fire crews tore away the front windscreen of the skip wagon beneath the bridge in Coney Lane, Keighley, so paramedics could climb in and treat the driver, who was able to climb out, following the crash on the morning of July 25.

He was taken to Airedale Hospital for treatment of minor injuries.

The railway ran a vintage bus service between Keighley and Ingrow stations as an alternative until the line reopened later in the morning. Services soon returned to normal.

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East Kent in £10K shed appeal

THE East Kent Railway is planning to build a permanent restoration shed at its Shepherdswell base.

The railway has teamed up with a youth apprentice scheme, which will lay the track to provide room for the shed, that will further the line's aim of showcasing the history of coal-mining railways in Kent.

However, funding for the project, which will allow the line's historic vehicles collection to be restored under cover, is needed and a nationwide appeal has been launched. The shed will be constructed from steel, to a simple agricultural-style design, and will cost in the region of £10,000.

Anyone wishing to help is invited to visit www.eastkentrailway.co.uk

Meanwhile, the EKR is to hold the only EMU gala in Britain on September 7-8. Organised by the EPB Preservation Group and the Southern Electric Group, this gala will feature a 2EPB unit No. 5759, as well as 4CEP No. 7105, Motor Luggage Van No. 68001 and 2COR No. 3142.

Trains will be worked by Class 09 shunter No. 09025 (D4113) and one train will even be hauled by an MLV, which will be a genuinely electric-powered train!

Miniature line saved by sale

THE future of the Watford Miniature Railway has been secured after it was sold by its retiring owners.

The 10 ¼in gauge line, which opened in Cassiobury Park in 1959, has been bought by Southern Miniature Railways Ltd, a company specialising in engineering work for small-gauge railways.

After running the line for 40 years, the current owner was planning to retire this year and it was feared that this summer service would be its last.

Southern Miniature Railways owner and director Charles O'Mahoney said: "Childhood visits to see my grandparents in Watford were never complete without a trip to Cassiobury Park and a ride on the miniature railway. I had my first train ride there at a few months old.

"It is therefore really pleasing to be able to keep this much-loved attraction running, and save it for future generations to enjoy."

Trains will now be running every day throughout the summer.

Steam back at 'highest' adhesion line in UK

By Hugh Dougherty

STEAM returned to the normally diesel-operated Leadhills & Wanlockhead Railway over the weekend of July 29-30.

Nick Williams and his support crew brought Andrew Barclay 0-4-0T *Jack* from the locomotive's base at the Leighton Buzzard Railway to tackle the climb to Hillend summit.

The summit, at Glengonnar Halt, stands at 1498ft above sea level and is the highest point reached by an adhesion railway in the UK, but the five-ton engine, which dates from 1903, showed its mettle, and ran for 35 miles over the two days, propelling the line's normal three-coach passenger rake, up the stiff gradient with flying colours.

Fine style

Jack, which made the 300-mile eight-hour journey north to Leadhills on Graham Morris's, 1972-built Atkinson, tractor and trailer unit, was unloaded, already lit up and raising steam, at 9am on the Saturday, and headed the first train of the day at 10.10am.

It climbed to Glengonnar in fine style, raising the echoes against the wild Lowther Hills, which stood in remarkable contrast to the grime of Edinburgh's Granton gasworks, where the locomotive began its career.

Nick said: "We were delighted to bring *Jack* to the railway as the climb really makes the locomotive work. It's small but very strong, and is in fine fettle with a further three years on its 10-year boiler certificate.



Jack was coaled before leaving Leadhills with the first train of the day. HUGH DOUGHERTY

"We ran a total of 35 miles over the Saturday and Sunday and I enjoyed every minute of it. I'm looking forward to returning after the line is extended into Wanlockhead, so I'll be able to drive *Jack* up and down both sides of the summit!"

David Winpenny, the Leadhills & Wanlockhead's commercial manager said: "Our annual steam weekend always draws the crowds. We had plenty of advance booking this year and, as *Jack* had last been with us in 2001, there was an extra attraction of seeing the engine return.

"Steam always boosts our numbers

and puts the focus on the line, and, this year, we had a vintage Macbrayne's coach, offering a free service to the Museum of Lead Mining in Wanlockhead, a service we're looking forward to providing by train once our extension is completed."

Volunteer, Robert McCafferty, who joined the railway a year ago, was proud to act as guard on the steam trains. He said: "I trained specially for the steam train and it was an honour to act as guard. The procedures are different from those on our normal diesel service and I thoroughly enjoyed the experience and the responsibility involved."



Full steam ahead, crossing a minor road on the climb to Glengonnar. HUGH DOUGHERTY

East Lancashire celebrates 30 years

THE East Lancashire Railway marked the 30th anniversary of its first service with a special train for members and staff past and present.

On the evening of July 22, a special was hauled by former Manchester Ship Canal No. 32 Hudswell Clarke 0-6-0T No. 680 of 1903 *Gothenburg* from Bury Bolton Street to Ramsbottom.

It was *Gothenburg* that hauled the opening train on July 25, 1987. The locomotive is painted blue so it can double up as Thomas the Tank Engine at themed events.

On July 25, around 50 members watched as a plaque was unveiled at Ramsbottom station to mark the anniversary, after being taken there behind *Gothenburg*.

A pioneers' lunch was held for the founding members of the society to celebrate the occasion.

East Lancashire Railway chairman, Mike Kelly, said: "We are proud of what we have achieved over the past 30 years.

"I would like to take this opportunity to thank everyone who has supported us over the past three decades, visitors, staff, local authorities and, of course, our wonderful volunteers and the East Lancashire Railway Preservation Society."



Gothenburg heads the 30th anniversary special to Ramsbottom on July 25. EMMA SEDDON

Photographic exhibition may boost Enniskillen revival hopes

By Hugh Dougherty

ENNISKILLEN Library is marking the 60th anniversary of the closure of the Fermanagh town's railways on September 30, 1957 with a special photographic exhibition.

Railways in Ulster's Lakeland, which runs from September 11 to October 7, features the work of American photographer Anthony Burges, who visited and photographed the Great Northern Railway of Ireland and Sligo Leitrim and Northern Counties lines in and around Enniskillen, immediately before they closed to all traffic following a blatantly political decision by the Stormont government to close them in the teeth of fierce local opposition.

A campaign for the restoration of the Fermanagh county town's railway has continued to the present and campaigners hope that the exhibition

Right: Great Northern Railway of Ireland U class 4-4-0 No. 196 *Lough Gill* of 1915, stops at Lisnaskea with a train for Enniskillen in September 1957. ANTHONY BURGESS, COURTESY ENNISKILLEN MUSEUM

will help renew the pressure for a restored rail link which would carry modern passenger services as well as heritage steam trains.

The town's award-winning Headhunters Railway Museum and Barbershop has joined forces with the library to stage the show, which showcases evocative railway scenes that disappeared forever 60 years ago.

The photographer is author of the Colourpoint book *Railways in Ulster's Lakeland* and several other Irish railway photographic albums from the same publisher.

Library branch manager, Gerard



Cassidy, said: "We're very grateful to Headhunters Railway Museum for mounting this exhibition, which recalls the end of the railways in and around Enniskillen, and we hope that as many

railway enthusiasts and visitors come to the town as possible and call in to see first-class railway pictures that bring part of our railway history very much to life."

Train divides on Llangollen extension

THE Llangollen Railway launched an investigation after a service train divided on the extension between Carrog and Dwyrain Corwen East.

Hauled by BR Standard 4MT 2-6-4T No. 80072, the first train of the day from Llangollen on July 19 split as it was passing Bonwm.

The five-coach push-pull set divided between the first and second coaches. The safety equipment brought the train, said to have been travelling at around 12mph at the time, to a stop and nobody was injured.

However, the fire brigade was called to safely evacuate all 66 passengers, and the timetable for the rest of the

day was suspended. The locomotive and carriages were later returned to Llangollen for inspection by the carriage and wagon department.

As part of standard procedures, statutory bodies the Office of Rail and Road as well as the Rail Accident Investigation Branch were informed.

A statement from the railway said: "The safety equipment brought the train to a halt and the Railways Emergency Plan was put in to operation. There were no casualties or injuries and all passengers were safely recovered with the emergency services in attendance.

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

GCR bridge plans unaffected by electrification scheme axe

THE Department of Transport's decision to axe three electrification projects – including that of the Kettering to Nottingham and Sheffield line – will not affect plans to connect the two Great Central railways, it has been said.

On July 20, the DoT announced that because of new technology involving bi-mode trains, work on the electrification of the Midland Main Line as well as the Great Western Main Line From Cardiff to Swansea and the Windermere to Oxenholme branch was no longer needed.

However, the building of a new bridge over the MML to link the Great Central Railway to its northern

counterpart the GCR (Nottingham) – which was taking advantage of a window of opportunity because of the electrification work – will still go ahead, Network Rail has said.

A total of £7.3 million had already been spent by Network Rail on rebuilding three MML bridges in and around Loughborough.

Loughborough Conservative MP Nicky Morgan has spoken to transport secretary Chris Grayling to express her disappointment.

She said: "I think the Midlands is paying the price for Network Rail having overspent on projects elsewhere across the country."

Rocket's coming home to the North

By Robin Jones

STEPHENSON'S *Rocket* is to return to the city of its birthplace for the Great Exhibition of the North in 2018.

Rocket's owner, the Science Museum, where the locomotive is on public display, has confirmed that it will be loaned for the showpiece event in Newcastle-on-Tyne and Gateshead.

Built in 1829 by Robert Stephenson and Company at Newcastle's Forth Street Works, *Rocket* won the Rainhill Trials in that year to become the fastest locomotive designed up to that point.

The trials were held by the Liverpool & Manchester Railway, the world's first inter-city line, not only to find a new and more efficient form of locomotive, but to establish whether steam traction – as opposed to cable-hauled systems or horses – was really the future.

In their attempt to win the prize of £500 (£50,000 today), George Stephenson and his son Robert – who is widely believed to have contributed more to *Rocket* than his father – brought together several innovations with their new locomotive *Rocket* to improve efficiency and performance. The basic design proved

to be a ground-breaking watershed in transport technology and set the blueprint for almost all subsequent steam locomotive designs.

The Great Exhibition of the North takes place from June 22 to September and will showcase great art, culture, design and innovation from across the north of England, with exhibition hubs at Great North Museum: Hancock, the BALTIC Centre for Contemporary Art and Sage Gateshead.

Walking routes

These hubs will feed three walking routes, brought to life by performers, visual artists, architects, musicians, scientists, engineers, inventors, writers, creatives, thinkers, designers and digital makers as a result of an open call for ideas that attracted more than 430 submissions from across the whole of the North in May.

Audiences will also be able to interact with the exhibition virtually, celebrating more of the North's innovative new technologies. Opening with the Get North weekend on June 22, the free event finishes in style with the world-famous Great North Run and the Creating



Stephenson's *Rocket* on display in the Science Museum in London. ROBIN JONES

the Future closing weekend.

Ian Blatchford, director of the Science Museum Group, said: "Stephenson's *Rocket* was a pioneer in locomotive design bringing together human ingenuity and technological innovation to propel steam trains into the heart of the modern industrial economy. With four museums in the North, the Science Museum Group is proud to support the region's world-famous industrial heritage

by bringing *Rocket* to the Great Exhibition of the North in 2018."

Iain Watson, director at Tyne & Wear Archives & Museums, said: "*Rocket* is one of the North's great innovations, heralding the birth of passenger railways. Welcoming *Rocket* home as part of Great Exhibition of the North will help us tell the inspiring story of the North of England, including how we've shaped today's world and continue to lead its future."

Bundoran closure to be remembered 60 years on

By Hugh Dougherty

Discover Bundoran has organised a three-day Railway Heritage Festival in the Donegal Atlantic coast holiday resort to mark the 60th anniversary of the departure of the last train from the town's station on Monday, September 30, 1957.

The tourism promotional body has organised the event to run from Friday, September 29 to Sunday, October 1. It will include a History Ireland Hedge School discussion with historian, Tommy Graham, on the effects of the railway's closure, the unveiling of a plaque commemorating the railway on the former station site at 2.35pm exactly, on Saturday, September 30, the same time as the last train departed 60 years ago for Bundoran Junction.

There will also be a model railway exhibition staged by County Donegal Railway Restoration Limited and a screening of the BBC Northern Ireland documentary, *Walk the Line*, focussing on Bundoran Junction, the legendary 'Bundoran Express' and the line onwards to Bundoran.

Charles Friel BEM, joint author of *Fermanagh's Railways*, who travelled on the line as a boy, will give an illustrated talk on the railway while local actress Maura Logue will

perform a railway-themed drama on the line.

Headhunters, the award-winning railway museum and barbershop of Enniskillen, will display artefacts on the Bundoran line from its collection, and steam traction engines will provide real steam during the event.

A poorer place

Shane Smyth, of Discover Bundoran, said: "We have pulled out all the stops to celebrate our rich railway heritage. Bundoran owes its existence as a holiday resort to its railway and many people felt it was a poorer place when the line closed, along with so much of the railway system in Fermanagh, Tyrone and south Donegal. We invite as many railway enthusiasts as possible to come along to learn about and celebrate our railway heritage at the end of September and there will be plenty to see, hear and experience to bring our greatly missed railway back to life."

Bundoran was connected to the Irish railway network on June 13, 1866 thanks to the Enniskillen, Bundoran and Sligo Railway Company, but the line never reached its planned destination, 22 miles along the coast at Sligo, and Bundoran became the terminus.

The line became part of the Great

Northern Railway of Ireland on January 1, 1876, and played a vital role in developing Bundoran as a holiday resort, thanks to the connections to Belfast, Derry and Dublin.

The line joined the Omagh and Enniskillen lines at Bundoran Junction and, after the Second World War, it became famous for the 'Bundoran Express', which linked the seaside town with Dublin in the summer and also provided accommodation for pilgrims going to St Patrick's Purgatory at Lough Derg, which was served from Pettigo station. The line crossed the border into Donegal at Ballyshannon, and Bundoran station was busy with excursion trains in the summer, while there was much smuggling on the trains. The GNR (I) also operated bus services through the town and concentrated a busy tours fleet at the railway station with links to the rail services.

The closure of the railway came about because the Northern Ireland government withdrew funding from the Fermanagh and Tyrone lines, and, at a stroke, removed a large chunk of railway from the Irish railway map in a single weekend. Nationalists in Northern Ireland and people in south Donegal claimed that the move was politically motivated and there was much bitterness in Bundoran, where

business interests feared that the town would suffer because of the loss of its railway.

Rail passengers were bussed to and from Omagh for train connections until the Derry-Strabane-Omagh-Belfast line closed in February 1965 and express buses were substituted for the whole journey.

Caravan park

Bundoran station was demolished in the 1970s and the site is now a caravan park, but Ballyshannon, Pettigo, Castlecaldwell, Irvinestown and Bundoran Junction station buildings survive, along with extensive sections of the trackbed and several bridges.

The railway is still recalled in Bundoran thanks to the town's Railway Bar, once popular with train crews, and the Great Northern Hotel, originally run by the GNR(I), and later by Coras Iompair Eireann, and now in private ownership, has kept the railway's name in its current branding, having been sold off as a railway hotel in the 1980s.

Full details of the Bundoran Railway Heritage Festival are available at www.discoverbundoran.com

→ Feature: Steaming to Bundoran 60 years ago this summer – pages 78-83.



Ancient and modern: Class 0F No. 56011 poses beside brand-new Class 31 D5511 on Inverness shed during the summer of 1958. The diminutive 0-4-0ST was built at St Rollox in 1885 and withdrawn in early 1959, six months after the photograph, recently unearthed by retired BR driver Dave Brennand, was taken. The Class 31 diesel, which at 106 tons was four times heavier than the 'Pug', spent a largely unnoticed three months in Scotland on evaluation trials before travelling 560 miles south to its Stratford (30A) home. It became No. 31011 under the TOPs renumbering scheme in 1973, and was withdrawn in July 1976.

Stark contrast: when Victorian steam met modern-day diesel at faraway shed

By Geoff Courtney

A FASCINATING photograph of a brand-new Class 31 diesel more than 550 miles from home, wheel-to-wheel with a still operational 73-year-old steam loco, has been unearthed by former Stratford driver Dave Brennand, whose new book on London's East End steam was featured in the June issue of *Heritage Railway*.

The photograph shows D5511 on Scotland's Inverness shed (60A) in the summer of 1958, posing beside – and overshadowing – the diminutive No. 56011, an 0-4-0ST built by the Caledonian Railway at St Rollox works in Glasgow in 1885 to the design of Dugald Drummond.

Dave, who during a 40-year railway career that included two decades at Stratford driving many Class 31s, has a dual fascination with the photograph – the stark contrast of the Victorian railway era illustrated by the 'Pug' compared with the modern era epitomised by D5511, and the reason for the Stratford-based diesel being at faraway Inverness.

The answer to the conundrum of the diesel's presence on 60A is one of the lesser-known, and even lesser photographed, episodes of the late-1950s, as BR got to grips with the new diesel generation as it adapted to life after steam.

Built by Brush Traction at Loughborough in June 1958, D5511 was allocated to Stratford (30A) along with most of the earlier members of the class, but almost immediately – perhaps without even being delivered to the east London depot – it was despatched to Scotland for evaluation trials.

It arrived north of the border on or about June 18 and was initially allocated to Inverness, and after spells at Glasgow's Eastfield (65A) and Edinburgh's St Margaret's (64A) depots, it returned south three months later.

During its time in Scotland sightings were recorded at Millburn, east Inverness, on a test train in July, on the West Highland Line at Ardlui on July 10 during a run to Fort William, and at Hawick on the Down 'Waverley' London St Pancras to Edinburgh express on July 26, presumably having taken over this train at Carlisle.

Even rarer

Recorded sightings, let alone photographs, of the Class 2 diesel during the latter part of its Scottish sojourn are even rarer than those taken early on in its stay, but it is believed the A1A-A1A was the first diesel locomotive to travel on some of the routes in the country.

Whatever the results of the trials, a diesel from another newly introduced

class, D5303, subsequently arrived in Scotland for evaluation, it too working out of both Inverness and Eastfield. This was a success, for BR ordered 27 members of the class from Birmingham Railway Carriage & Wagon Co for operations in Scotland, and these were delivered as D5320-46 between April and October the following year.

Whether it went back south with its metaphorical tail between its legs, or got a pat on the bodywork for a job well done, D5511 became part of the Stratford fleet, and I logged it at Ilford on July 13, 1960, heading an Up Clacton express to Liverpool Street.

On that day I also recorded in a little more than three hours no fewer than 12 Britannias on Norwich, Yarmouth and Clacton expresses, although these fine Pacifics were by then looking over their tenders at the onrushing diesels, of which D5511 was an integral part. Almost exactly 12 months later, on July 8, 1961, I noted just three over an even longer period, Nos. 70001 *Lord Hurcomb*, 70008 *Black Prince*, and 70010 *Owen Glendower*. Their reign on the former Great Eastern lines was nearly over.

The career of No. 56011, as it posed next to D5511 on Inverness shed, was also nearly over when the photograph unearthed by Dave Brennand was taken. Built in July 1885 as Caledonian Railway Class 264 No. 270, it ended its days at 60A, its long-time home, on January 31, 1959, as a Class 0F.

Dave, who is 60, told *Heritage Railway* that the Class 31s earned the nickname 'toffee apples' among railwaymen, due to the shape of the driver's control handle, which would be taken out of its pedestal in the cab whenever the driver changed ends.

He also mused on the BR dieselisation policy, saying: "There were so many classes coming on stream from so many manufacturers that some of the decisions made were questionable.

"I often wonder why so many classes entered service without any prototypes being tested fully, some of which proved to be very expensive failures."

'Castletown' station saved by movie stars

THE iconic station from John Ford's movie classic *The Quiet Man*, starring John Wayne and Maureen O'Hara, is to be saved after Hollywood stars backed a crowdfunding campaign to raise €30,000 to restore it.

Ballyglunin station in County Galway had a leading role as 'Castletown' station.

However, more than six decades after the movie became a worldwide box office smash, the station has fallen into disrepair.

A crowdfunding campaign to raise restoration funds began in May and has now raised €32,000 for the station, which has been maintained by the Ballyglunin Community Development Company since 2004 and holds it on a long-term lease from CIE, the Irish transport provider.

Stars Gabriel Byrne and Liam Neeson pleaded for funds to urgently repair the iconic location and pledge their support for the crowdfunding campaign.

The BCDC intends to develop the station as a heritage and arts centre, with the restoration of the roof a first priority to prevent further ingress by rain.

Maureen O'Hara wrote two years before her death in 2015: "The wonderful Ballyglunin railway station is one of those special locations used in *The Quiet Man* that helped bring the cosy village of Innisfree to life.

"I can still remember sitting in the last carriage of that grand old steam train waiting for John Wayne to come and save me.

"It truly really is part of Ireland's great cinematic history."

The film was released in Britain on July 21, 1952.

Kitchener Arms reopens

THE Mid Suffolk Light Railway has been overwhelmed since it was allowed to reopen its Kitchener Arms real ale bar in Wetheringsett.

The bar was forced to close owing to a planning matter, but railway officials successfully sought permission to extend its length and has since been overwhelmed with business.

It will be serving members of the public on Friday evenings throughout the summer.



Centre of attention: Class 31 D5512 is prepared at Stratford shed (30A) for its next call of duty on March 17, 1959. The A1A-A1A was built by Brush Traction in June 1958, the same month as the previously numbered class member, D5511, which spent the first three months of its service life on evaluation trials in Scotland. GEOFF COURTNEY

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.

Slaggyford back on line!

By Robin Jones

MORE than four decades after it closed to passengers, a train has run into Slaggyford station on Cumbria's Alston branch again.

The 2ft gauge South Tynedale Railway celebrated the accomplishment of a major goal on the morning of Monday, July 24, when it opened its 1¼-mile northern extension from Lintley. The extension was opened by musician Kathryn Tickell OBE in her capacity as a deputy lieutenant of Northumberland, and is now being seen as a precursor to a proposed £30 million extension of the line back to Haltwhistle.

Although there is still trackwork at Slaggyford to complete, including a run-round loop and sidings, she toured the station facilities including a restored wooden building at a private ceremony attended by specially-invited guests.

The station building has been repainted in its original Newcastle & Carlisle Railway livery, and its platform has been reinstated. A toilet block with solar panels has been built along with a replica signalbox.

The opening train was hauled in top-and-tail mode by Thomas Green 0-6-2ST No. 441 of 1908 *Barber* and Peckett 0-6-0ST No. 2050 of 1944 *Harrogate* and was greeted by a pipe band on its arrival at Slaggyford.

It was Slaggyford's first passenger train since BR closed the 13-mile then standard gauge branch from



Thomas Green 0-6-2ST *Barber* leads the first train into Slaggyford to the sound of a pipe band. DAVE HEWITT

Haltwhistle on May 1, 1976, when 5000 people rode on the last train – and its first steam-hauled service since a special travelled the line 50 years ago in 1967.

Once the outstanding trackwork is complete, Slaggyford will open to the general public over the August Bank holiday weekend.

The extension has increased the length of the heritage line from 3½ to five miles. The STR is now exploring the

possibility of major grant aid funding, possibly from the Government, to relay the missing 81/2 miles, with a view to launching a scheme in the coming months.

On the afternoon of the opening day, Prince Richard, Duke of Gloucester, patron of the Severn Valley Railway, opened a range of improved facilities at the Alston terminus, including a new station cafe and toilet block, a heritage engineering workshop with public

viewing gallery, a discovery centre, which tells the story of the line and the society, a second platform and a new trainshed roof.

He also presented the railway with the Queen's Award for Voluntary Service, the voluntary sector equivalent of an MBE.

The Slaggyford and Alston projects are part of a major £5.6-million development for the north of England's highest narrow gauge railway, backed



After crossing Lintley viaduct, the train heads for Lintley station formerly the end of the line before the opening of the extension. DAVE HEWITT



Former Ffestiniog Railway locomotive *Harrogate* hauls the official opening train out of Slaggyford on July 24. A flagman guards the road crossing as no gates are yet in place. DAVE HEWITT



Former Harrogate Gasworks 0-6-0ST *Harrogate*, now owned by the Statfold Barn Railway, goes full steam ahead on the opening day. DAVE HEWITT



Harrogate with its train under the new trainshed roof at Alston. NEVILLE WHALER

by a £4.25 million Heritage Lottery Fund grant and £300,000 from the Cumbria Growth Fund.

The South Tynedale Railway Preservation Society was formed in 1973, three years in advance of the line closing. Members tried in vain to buy the line from BR, but after the track was lifted, decided to opt for a narrow gauge line with the help of funding from the English Tourist Board.

The revivalists opened their first short section of track on the vacant formation in 1983.

Society general manager Heather Palmer said: "This is a significant and exciting time in our history where we have upgraded and added to our beautiful heritage attraction and finally reached the second of the original five stations on the old branch line." The first train from Alston to Haltwhistle ran in November 1852 after the track over the spectacular Lambley viaduct was completed. In all, nine viaducts took the branch over the South Tyne and its tributaries.

While Alston station handled 15,000 tons of freight in 1953, the closure of the last colliery at Lambley in 1958 sounded the death knell for goods traffic on the line, which nonetheless survived the Beeching Axe by a decade.



The opening of Slaggyford station on July 24. NEVILLE WHALER

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.

Brakes failure leads to Snaefell suspension

By Robin Jones

SERVICES on the Snaefell Mountain Railway have been halted on health and safety grounds.

The Health & Safety at Work Inspectorate suspended services on the Isle of Man 3ft 6in gauge line on August 10, in the wake of an incident in which brakes failed on a tram six days earlier.

After a tram came down from the summit on the afternoon of August 4, the brakes failed on the vehicle and it sped through Bungalow station. It was brought to a halt by the Fell system brakes.

Following the incident, the normal line speed was reduced 12mph to a temporary limit of 8mph.

However, health and safety officials found that tram drivers were not

complying with the new lower limit.

A statement from the Inspectorate read: "Following an incident on the Snaefell Mountain Railway on the afternoon of Friday, August 4, 2017 and an urgent post incident review, a reduced speed limit of 8mph was introduced to facilitate the safe continuation of operations while the control system installed in the trams was examined.

"Monitoring of compliance with the reduced operating speed has, however, identified some failures to comply with this, and an immediate halt of operations on the Snaefell Mountain Railway has been applied by the Health & Safety at Work Inspectorate.

"The prohibition will be lifted when the Snaefell Mountain Railway can demonstrate effective measures for



Snaefell Mountain Railway Car No. 2 in service on October 27, 2012. PAUL STAINTHORP/CREATIVE COMMONS

ensuring compliance with the 8mph speed limit.

"There will be no further comment from any party until the HSWI investigation is complete."

The Manx Electric Railway Society has called for a police investigation into the brake failure incident.

The society claims that it was by no means the first electro-mechanical brake failure, and there have been other occasions when crews had to use the original Fell brakes to stop in an emergency.

It was claimed the Manx government

could have faced a manslaughter charge if the runaway tram had left the tracks and caused a fatality.

The five-mile double-track tramway was originally surveyed by George Nobel Fell, the son of John Barraclough Fell who invented the Fell Incline Railway System centre rail for braking on the steep gradients.

Linking Laxey to the 2036ft summit of Snaefell, it opened on August 20, 1895. The railway operates with five of the original six identical tramcars, all of which were built 1895 by George F Milnes & Co.

Back to the Twenties for big Rheidol gala

THE Vale of Rheidol Railway will be running a special event to celebrate 95 years of the GWR on September 16-17, on the theme of Roaring Twenties and Thirties.

The line's 2-6-2Ts Nos. 8 *Llywelyn* and 1213 *Prince of Wales* will be hauling

traditional Great Western rolling stock on a four train service.

Re-enactors will be on board trains, and also at the stations, taking passenger back to a bygone era.

Shuttle trains to Capel Bangor and Aberffwd will be headed by visiting

Quarry Hunslet 0-4-0ST *Britomart* from the Ffestiniog Railway.

The Aberystwyth workshops will be open and will hold a display of the work of graphic artist Ag Cain.

There will be the first chance to see ex-South African Railways NGG13 Garratt 2-6-2+2-6-2 No. 60 *Drakensburg*, which as reported in our last issue, has arrived on the line from the Schinznacher Baumschulbahn in Switzerland.

Visitors to the works will be able to view progress on the overhauls of Talyllyn Railway 0-4-2ST No. 3 *Sir Haydn* and the Welsh Highland Heritage Railway's Baldwin 4-6-0T No. 794, with the line's own No. 7 *Owain Glyndŵr* nearing completion.

In the grand display area will be steam powered gallopers bringing a traditional

fair back to Aberystwyth for the first time in more than 100 years. There will be a showman's living van and prewar cars.

At Devils' Bridge, home-based Quarry Hunslet *Margaret* will offer driving experiences.

There will also be the opportunity to ride the line's Permaquip permanent way trolley *Thunderbird 4*. Seven seats will be available each day for a full-line run. On the Saturday evening, a special buffet train will run to Devil's Bridge for a 1920s-style jazz night. More details about the jazz night are available online at goo.gl/DRqUTH

Each day, the railway will be awarding a prize to the best vintage dressed visitors. Also owners of vintage vehicles are invited to bring them along.



Recently-arrived NGG13 Garratt 2-6-2+2-6-2 No. 60 *Drakensburg*. VOR

Dean Forest chairman takes over at Talyllyn

QUANTITY surveyor Stuart Williams has been appointed as general manager of the Talyllyn Railway.

Stuart, the managing director and founding partner in a marquee hire firm which he helped develop from a two person operation to a highly successful business, takes over from Tracey Parkinson, who left to take over the general manager's role at the East Lancashire Railway.

Stuart has a background in the heritage railway sector and has been heavily involved in the Dean Forest Railway, serving as a volunteer for the

last 11 years, including acting as the railway's sales and marketing director. Last year he became chairman of the railway's board.

He counts motorsports, including acting as a navigator during various rallies and swimming among his other interests, and is a member of the Chepstow Lifesaving Club.

Stuart, who will take up his role in September, said: "I feel incredibly privileged to be appointed general manager of the oldest heritage railway in the world.

"The task ahead, besides day-to-day

management of a busy railway, involves the development of commercial and funding strategies to ensure the sustainability of this, one of the founders of the Great Little Trains of Wales. I can't wait to start and look forward to meeting the staff and volunteers."

TR Company chairman David Ventry said: "He stood out in a strong field of candidates and brings to the railway a range of highly relevant skills and abilities, as well as considerable experience in the wider business world. His background with the DFR will also be a great asset in his work with us."



Stuart Williams, the new Talyllyn Railway manager. TR



NORTH YORKSHIRE MOORS RAILWAY

*Steam in to a fantastic weekend with the
North Yorkshire Moors Railway*



29th SEPTEMBER to 1st OCTOBER

North Yorkshire Moors Railway (NYMR) will host its Annual Steam Gala from Friday 29th September to Sunday 1st October, which will be bigger and better, with up to eleven different locomotives in steam over the weekend.

Our home fleet will include "Standard Class 4", 76079 and "Standard Class 4 Tank", 80136. "B1 Class" 61264 and "Black Five Class" locomotive, 44806 will also be running.

The heritage railway will be welcoming some new faces, including 5199 from Llangollen Railway*, along with 1501 and 7714 from the Severn Valley Railway, which are all sure to bring that welcomed western feel. This will be the first time that the NYMR has had two visiting Pannier Tanks, which will be a great photo opportunity to see, as they travel across the North York Moors, double headed.

SR No. 926 "Repton" will also be making a return after overhaul. She has been running in her British Railways colours and numbering as 30926 but will return to traffic in Southern Railways Olive Green under her old number 926.

The locomotive has an unusual history following its withdrawal from Basingstoke in December 1962, after almost 29 years' front line service. It was purchased privately and restored at Eastleigh by 1966, before being exported to Steamtown in Vermont, USA. From here the locomotive was loaned to the Cape Breton Steam Railway in Canada where it was given certain modifications to meet exacting North American running conditions, including a cow catcher and higher sides to its tender.

In 1989, it was sold again and repatriated to the UK, where it was returned to steam, and a more familiar British outline, on the NYMR.

We also hope to have appearances from "Black Five Class", 45428 "Eric Treacy", The North Eastern Railway (NER) "Class P3" and "Q6 Class" 63395, which are all undergoing overhauls at the moment.

During the weekend stations along the line will be hosting exciting events of their own such as the Autumn Steam Gala Beer Festival which sees Levisham and Goathland offering a wide selection of real ales from local breweries such as Brass Castle, Helmsley Brewing Co, Baytown and many more.

What's more, there will also be a variety of traction engines on display, the steam crane will be operating and break van rides in a freight service will be running during the weekend.

Chris Price, General Manager at North Yorkshire Moors Railway, said: "Every year we look forward to our Annual Steam Gala as it just seems to get better and better, and this year looks to be no different. We're honoured to be welcoming such fantastic locomotives and we hope many of you come along to see us, you won't be disappointed!"

North Yorkshire Moors Railway is one of the most historic lines in the North of England, taking visitors on picturesque journeys along an 18-mile railway line aboard steam and heritage diesel trains.

The railway passes through stunning scenery, from wooded valleys to beautiful countryside, stopping at charming villages and a spectacular seaside location.



Tickets for the Annual Steam Gala are now available at nymr.co.uk/annual-steam-gala.

*1501 and 7714 appear care of 1501 Pannier Tank Association, SVR Pannier Tank Fund and Severn Valley Railway (Holdings) Plc.

www.nymr.co.uk Tel. 01751 473799

Bridgnorth yard remodel needs another million

By Paul Appleton

THE layout of the Severn Valley Railway's Bridgnorth station yard, familiar to visitors and relatively unchanged since public heritage era trains first started running in 1970, is set to change massively under Phase 2 of the Bridgnorth Development Plan.

For the past 50 years, the exit route from the station's overflow car park has been alongside the locomotive depot, giving visitors a brief glimpse of locomotives that are stabled there from a vantage point not normally available to the public.

However, that is set to change as the exit road will need to be rerouted to allow for the installation of the former Bristol Bath Road turntable in the locomotive yard, giving the railway the opportunity to turn engines at either end of the line for the first time. Kidderminster already has such an installation at the rear of the recently-completed diesel maintenance depot.

Unprecedented views

Instead, visitors will be able to enjoy watching locomotives being turned from the safety of the station platforms and footbridge, while land recently acquired from Apley Farm Estates will give visitors unprecedented views of the station and yard from Panpudding Hill, a scheduled ancient monument, which will also provide a new vista across the town and the River Severn.

The overflow car park will be given a more permanent status, extended to accommodate over 200 cars and

underpinned with a permeable hard surface to allow its use in all weather conditions. A new footpath will lead from the car park, passing behind the boiler shop and leading to the existing foot-crossing, which gives access to the main station building on platform 1.

The roadway will continue the one-way system established in Station Road, which takes cars up to the car park, but instead of the current route, it will exit at a higher level and drop down a new road to pass under the railway, as it currently does, but it will pass behind the new turntable that will occupy part of the original exit roadway. Traffic will then join Oldbury Road, passing the foot of Donkey Gallop, the pedestrian access steps currently closed while main services are being connected to the new refreshment room on platform 1.

However, all of this will only be possible if the railway is successful in raising the outstanding £1 million in its £2.5m share issue that was launched last November. So far, £1.5m has been raised, providing sufficient funds to complete Phase 1 of the scheme, which includes a GWR-style refreshment room and much-needed modern toilet facilities, the construction of which is at an advanced stage with external brickwork at the top of the window and door line, while internal blockwork is also well under way.

Once this stage is complete and internal fitting out has been carried out, attention will turn to the refurbishment of the original Grade 2-listed station building, with an extension of the popular Railwayman's Arms and



Work to install services along Donkey Gallop to the new refreshment room under construction on Bridgnorth Station's platform 1. SVR

reinstatement of the original booking hall, while the retail shop will move to that part of the building that is currently occupied by the ladies' toilets.

In the undergrowth

Sufficient funding has so far been secured to complete this phase and with the halfway point in the share appeal passed, project managers are now adding detail to Phase 2, so work can get underway soon. The 65ft Bristol Bath Road turntable has been in store on the SVR for more than 20 years, with major components hidden in the undergrowth at the out-of-use Eardington station. A total of £33,000 has already been raised through separate funding towards overhaul of the turntable, but realisation of the full share issue is vital in order to complete the project.

The outstanding amount must be raised by October 31, the date when the share issue closes. Once completed, the total cost of the whole project will have reached £5m.

SVR general manager Nick Ralls said: "This really is the most significant development in the railway's 51-year history. The original infrastructure and buildings at Bridgnorth were never designed to cope with the large volume of passengers we have today. We'll be creating a dramatically improved experience for visitors and staff, and boosting the local economy."

SVR Holdings & Guarantee Board director Tony Bending said: "We would really like to achieve our target of £2.5m, so that the second phase of the Bridgnorth project, including the installation of a turntable, can become a reality. The share offer must close on October 31 and it's apparent that some potential purchasers want to know more before they buy, so we've created a list of questions and answers on our website for all to see.

"We are more than happy for anyone to call us on 01562 757900 should they wish to." To see these FAQs, visit www.svr.co.uk/ShareOffer1.aspx



As part of the Spa Valley's early August diesel gala, Drewry No. 2591 *Southerham* operated brake van shuttles between Groombridge and the Ashurst spur, which is away from the main running line and closed in 1969, part of which now forms the railway's carriage sidings. No. 2591 is seen negotiating the spur at Groombridge Junction on August 5. DAVID STAINES



The West Lancashire Light Railway celebrated its Nearly 50 Gala (since inception in September 1967) over the weekend of August 12-13 when a selection of Quarry Hunslet 0-4-0STs operated an intensive service of trains between Delph and Becconsall. In the afternoon one train was operated with the locomotives led by 1891-built No. 542 *Cloister*, seen approaching Becconsall with 21st-century-built pair No. 3903 *Statfold* and No. 3904 *Jack Lane* in tow. FRED KERR



GWR 4-6-0 No. 6023 *King Edward II* on shed at Didcot Railway Centre. FRANK DUMBLETON

Great Western Society trio help say last farewell to Old Oak Common depot

By Robin Jones

THE Great Western Society is to send two locomotives and GWR steam railmotor No. 93 – to Old Oak Common for what will be the GWR ‘mega shed’s’ last-ever open day.

As part of main line developments in west London involving Crossrail, the Great Western Main Line and, eventually, High Speed 2, the famous shed is to be demolished next year.

On Saturday, September 2, the modern-day Great Western Railway will open the depot to the public for the farewell event. Titled *Legends of the Great Western*, the open day will celebrate 111 years of GWR history there, with a display of steam, diesel and electric locomotives.

‘Blue King’ on duty

Didcot Railway Centre will be sending the society’s ‘blue King’, GWR 4-6-0 No. 6023 *King Edward II*, which has been prepared for main line certification and will undertake its long-anticipated test runs after the event.

While No. 6023 will be towed to Old Oak by rail from Didcot, as it has now been ruled to be in gauge for running over the network, No. 93 – which is out

of gauge at Tilehurst – and its trailer, No. 92, will be taken there by low loader. The third society exhibit will be WR Class 14 ‘Teddy Bear’ D9514.

At Old Oak, they will be joined by WR 4-6-0 No. 7903 *Foremarke Hall*, A1 Pacific No. 60163 *Tornado*, BR Britannia Pacific No. 70013 *Oliver Cromwell*, WR 0-6-0PT No. 1501, GWR 0-6-0PT No. 6430, Class 35 Hymek D7017, Class 42 D821 *Greyhound*, Class 47 No. 47828, Class 50s Nos. 50007 *Hercules*, 50017 *Royal Oak*, 50026 *Indomitable*, 50035 *Ark Royal*, 50050 *Fearless* and Class 52 D1015 *Western Champion*.

This year is also the 50th anniversary of the Class 50s’ allocation to Old Oak, hence the presence of the first of the first one there, No. 50050. Now owned by Boden Rail Engineering Ltd, it will celebrate its 50th birthday a month after the event.

Prototype High Speed Train power car No. 41001 will also be on display, along with a huge selection of locomotives and traction units in current main line service, including representatives of classes 08, 43, 66, 57, 180, 387 and 800. The Class 66 will be No. 66779 *Evening Star*, the last to be built.

According to Great Western Railway, this list was correct as we closed for

press. The event’s website www.oocpenday.com will have all the latest details about the event.

It is planned to have the railmotor giving shuttle rides in the Old Oak yard.

The Harlington Locomotive Society will be operating a miniature railway and there will be numerous stalls manned by heritage lines and locomotive societies.

Maintenance hub

Project 22, which aims to build a new Class 22 diesel, will have its engine No. 220 on display. The official opening ceremony will take place at 10.45am

There will also be a plethora of family and children’s activities, staged entertainment and a funfair.

Tickets are priced at £20 per adult and £10 per child. All proceeds will go to the depot’s chosen charity Place2Be, which provides mental health support for children.

Old Oak Common began servicing locomotives and stock on March 17, 1906. In 1976 the depot became the Western Region’s maintenance hub for the then-new High Speed Trains, which are soon to be replaced by the Class 800 Hitachi Intercity Express Trains. They will be serviced at the North Pole depot to the south.

SVR autumn gala: return of ‘The Big One’

By Paul Appleton

WIDELY held as the gala highlight of the year in the enthusiast event calendar, the Severn Valley Railway is pulling out all the stops to ensure its big autumn steam gala is a must-attend event with a mouthwatering line up of attractions.

The gala is making a welcome return after last year’s event was ‘hijacked’ by the all-ticket Pacific Power event featuring *Flying Scotsman* and *Tornado*. Running over four days from Thursday, September 21 to Sunday, September 24, each day has a different line up of locomotives and attractions. A big highlight for many is the all-night running on Friday and Saturday nights, which this year will feature the line’s two Bulleid light Pacifics, Nos. 34027 *Taw Valley* and 34053 *Sir Keith Park*. The star guest is SR 4-4-0 No. 926 *Repton*, which has just returned to service after a lengthy overhaul at the North Yorkshire Moors Railway (see separate story on page 25).

Three further visitors are GERY14 0-6-0 No. 564 from the North Norfolk Railway, SECR P 0-6-0T No. 323 *Bluebell* from its namesake railway and, giving rides over a short section of 2ft gauge track at Highley, Ffestiniog Railway 0-4-0ST No. 2 *Prince*.

The event will also feature the last gala appearance of the Erlestoke Manor Fund’s popular GWR 4-6-0 No. 7812 *Erlestoke Manor*, as its boiler certificate expires at the end of the year.

Freight trains will provide a theme, with the operation of pick-up goods trains with passengers able to ride in brakevans on Thursday and Sunday, while shunting demonstrations will be made using GWR 0-6-0ST No. 813 and No. 323. Brakevan rides will also be on offer on Friday and Saturday afternoons around Bewdley using one of either GWR/BR 0-6-0PT Nos. 1501 and 7714. Local passenger trains will feature using smaller engines between the SVR’s intermediate stations, with GWR auto tank No. 1450 operating auto trains. Ivatt 4MT 2-6-0 No. 43106 is also rostered from the home fleet.

Taster footplate experience sessions are fully booked, but other features include Eardington station, which is open to the public (although trains will not stop there), an N gauge model railway layout of Arley station, on display at Arley, and a breakfast service on certain early morning trains. Working timetables can be purchased from www.svr.co.uk

Dartmouth engine turns black for Churnet Valley

TWO GWR locomotives will top the bill at the Churnet Valley Railway’s 25th anniversary gala.

The October 20-22 event will feature GWR 4-6-0 No. 7820 *Dinmore Manor*, visiting from the Gloucestershire Warwickshire Railway and 2-8-0T No. 4277, alongside the home fleet of USA S160 2-8-0 No. 5197, making its first

appearance since overhaul, Polish TKh 0-6-0T No. 2944 *Hotspur* and Class 33 No. 33102 *Sophie*.

It will be the first time that No. 4277 has left the Dartmouth Steam Railway since Dart Valley Railway plc bought it in 2008.

It will arrive at the start of October, when it will be repainted into BR black with the large early

emblem and will stay until its boiler ticket expires on February 10.

A highlight at the gala will be Nos. 4277 and 7820 double-heading on 10 coaches up the five miles of 1-in-45/1-in-59 to Ipstones.

No. 4277 will also be used on Santa specials, winter warmer trains and photographic charters.

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'Oldest' standard gauge railway goes on show

By Robin Jones

SECTIONS of what may be the world's oldest standard gauge railway to be discovered have gone on show.

As reported in issue 180, an excavation in the summer of 2013 at the site of the former Neptune shipyard in Walker, Wallsend, near the Roman fort of Segedunum on the banks of the River Tyne, unearthed 30 yards of the Willington Waggonway which was part of a network that linked the ports of the North East with collieries in the 1780s.

The wooden railways were discovered by experts from the Newcastle-based The Archaeological Practice who had been hunting Roman remains.

The dig was being carried out in advance of Shepherd Offshore's redevelopment of the site.

A section of what is believed to be the most complete and best-preserved length of early wooden railway to have been found anywhere in the world was lifted for preservation and study by Tyne & Wear Archive and Museums with the aid of a £75,000 grant from Arts Council England's

Designation Development Fund.

The rediscovered waggonway was also the earliest railway yet discovered which was built to what became the standard gauge of 4ft 8½in, linking the line to George and Robert Stephenson and the development of modern railways. The wooden rails were 4-5in thick and 5-6in broad.

Conservation treatment

The timbers were sent to York Archaeological Trust for conservation treatment, a process which can take 24 to 36 months and involves soaking the timbers in vats of PEG wax then freeze-drying them to remove any remaining moisture. A total of 87 timbers have been treated and are housed at the regional museum store at Beamish, where they will be analysed and construction techniques investigated.

After nearly three years of preservative treatment, some timbers from the section were displayed to the public at the Stephenson Railway Museum in North Tyneside, as a one-off event on July 28. Stones from a washing pool on the waggonway, in which cartwheels would

have been immersed to prevent them drying and cracking, were also on show.

A further £10,000 is needed so the remaining 50 timbers can undergo treatment before they deteriorate beyond the point of saving. Tyne & Wear Archives & Museums has therefore launched a Willington Waggonway Appeal to try to save these remaining timbers.

Dominique Bell, project co-ordinator for the Willington Waggonway Research Programme, said: "Two hundred years ago, waggonways were cutting edge technology which allowed the fast movement of coal, attracted industrial spies and put the North East on the world map. The waggonways were so distinctive and innovative that the rest of the world were keen to learn our secrets.

"The Willington Waggonway is an incredibly important and rare find which is enhancing our understanding of the North East's industrial heritage and the development of the modern railways we use today all over the world.

"Without additional funding to secure the future of the remaining timbers, part of something very special will be lost forever."



A few of the preserved timbers from the Willington Waggonway at the Stephenson Railway Museum. TYNE & WEAR MUSEUMS



A close-up of one of the waggonway timbers thought to be the forerunner of standard gauge railways across the world. TYNE & WEAR MUSEUMS

→ Anyone who would like to help secure this important part of the North East's heritage, and indeed, global railway history is invited to donate via: cafdonate.cafonline.org/6467#/DonationDetails

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BARROW HILL ROUNDHOUSE Grand Reopening Gala

Starring icons of steam The NRM's Flying Scotsman and Tornado

Friday 22nd
Saturday 23rd
& Sunday 24th
September
2017
9am - 5pm

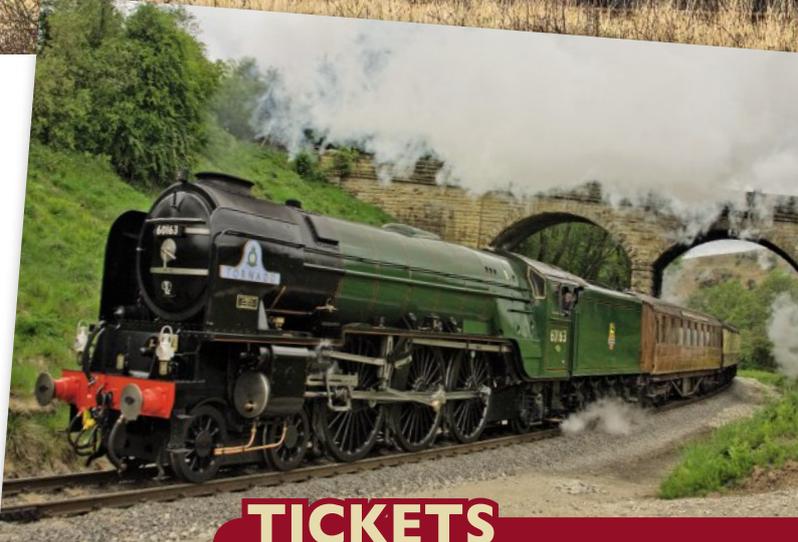


A three day celebration to mark the grand reopening of Barrow Hill Roundhouse following the completion of a £1.2 million Heritage Lottery Fund restoration project.

Starring two icons of steam – the NRM's A3 60103 "Flying Scotsman" and A1 60163 "Tornado".

The first visit to the Roundhouse by "Flying Scotsman" since a BR Open Day in 1974 and the first opportunity for many to get up close to the locomotive alongside her sister East Coast racehorse, the 100mph "Tornado" against the unique and authentic backdrop of the Roundhouse.

Entry includes one train ride behind these locos.



Why not make your visit to this celebration a real day out and book your tickets for "Down the Line"...

A professionally produced play commissioned as part of the celebratory events to mark the reopening of Barrow Hill Roundhouse.

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Golden JUBILEE

50 years ago, the last regular expresses hauled by pre-Nationalisation express steam engines ended; the LMS Jubilee's last regular turns being on the Settle & Carlisle line. It was 13 years before the line saw the return of a Jubilee... but 50 years on from the withdrawal of the last three of the class, this has again become commonplace. **Brian Sharpe** examines the long and ongoing relationship between Stanier's express 4-6-0s and England's most scenic main line.

In July 1967, steam traction ended on the Southern Region and it would only be a further 13 months before the total elimination of steam on BR.

Although there were still steam-hauled express trains in the North West after the summer of 1967, the regular ones were mainly the 'Belfast Boat Express' and short Blackpool/Liverpool/Manchester portions of expresses from Euston or Glasgow. Traction was usually provided by LMS 'Black Five' mixed traffic 4-6-0s, with even the remaining BR Standard Britannia Pacifics seeing little express action.

The last of the true 'Big Four' express steam engines on the London Midland Region, Stanier Jubilee 4-6-0 No. 45627 *Sierra Leone*, had been withdrawn from Liverpool's Bank

Hall shed in September 1966, but fortunately some of the class survived at Eastern Region sheds in the West Riding; the ER having merged with the NER in September 1967. There appeared to be a genuine desire to keep the West Riding Jubilees going and to use them on express workings if at all possible.

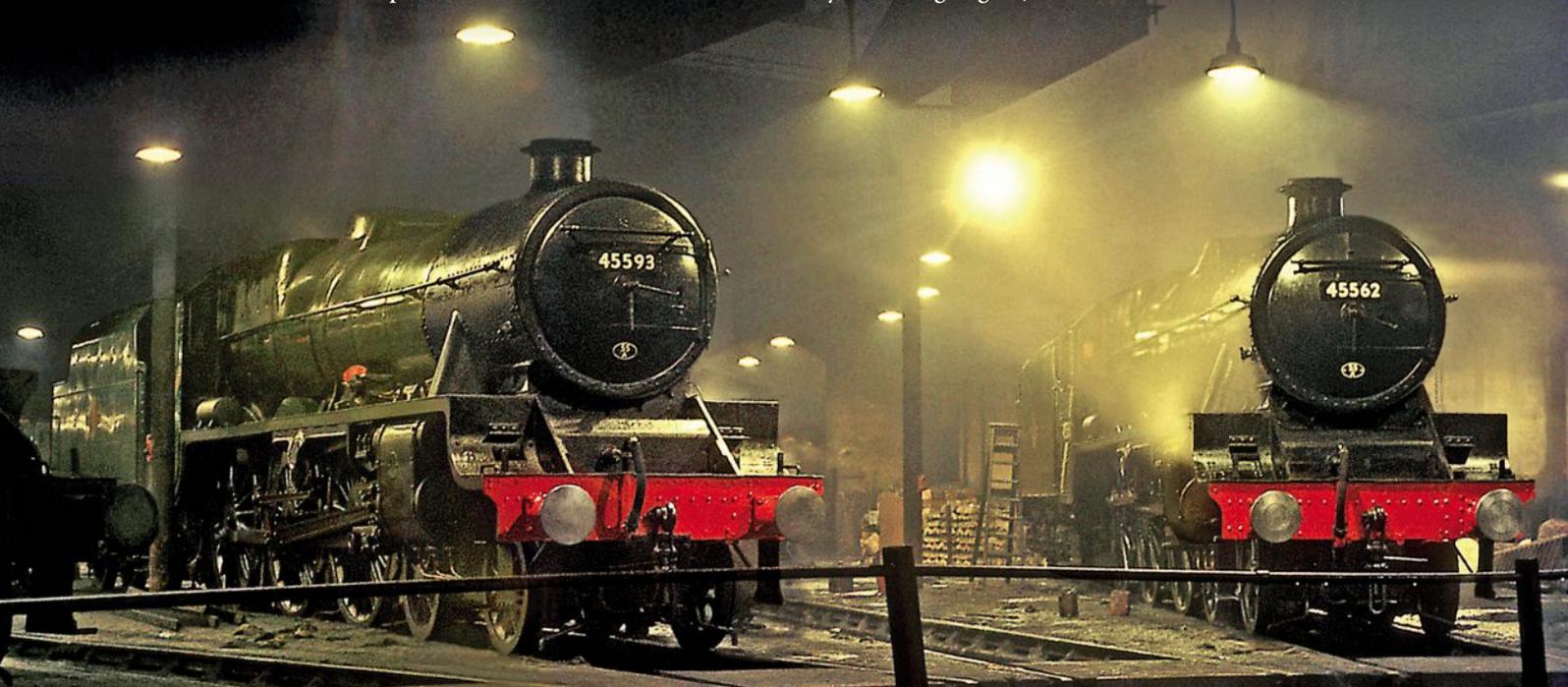
'Red Fives'

Stanier's 191-strong 5XP express 4-6-0s, painted maroon, became known initially as 'Red Fives'. Henry Fowler's parallel-boilered Patriot 4-6-0s were still being built when the new 5XPs were introduced in 1934, but the last five were built with Stanier's taper boiler and so became the first of the new class.

Introduced along with the 'Black Five' 4-6-0s and in a bit of a hurry, with 113 going

straight into service, they were not a great success and comments from footplate crews included the classic "the black 'uns are alright but the red 'uns won't steam". The moderate degree of superheating on the 5XPs was partly to blame but changes to the blastpipe and chimney dimensions helped transform them, although they could still be temperamental.

On April 29, 1935 No. 5552, the first of the class, permanently swapped identities with No. 5642 which had been named *Silver Jubilee* 10 days earlier in recognition of the Silver Jubilee of King George V on May 6, but it was the decision to swap identities with No. 5552 so that *Silver Jubilee* became the first engine, carrying unlined black livery with chrome embellishments, that led to the familiar Jubilee class name.



LMS Jubilees 4-6-0 No. 45593 *Kolhapur* and No. 45562 *Alberta* at rest inside one of the two roundhouses at Leeds Holbeck prior to working to Carlisle on August 12, 1966. DAVE RODGERS



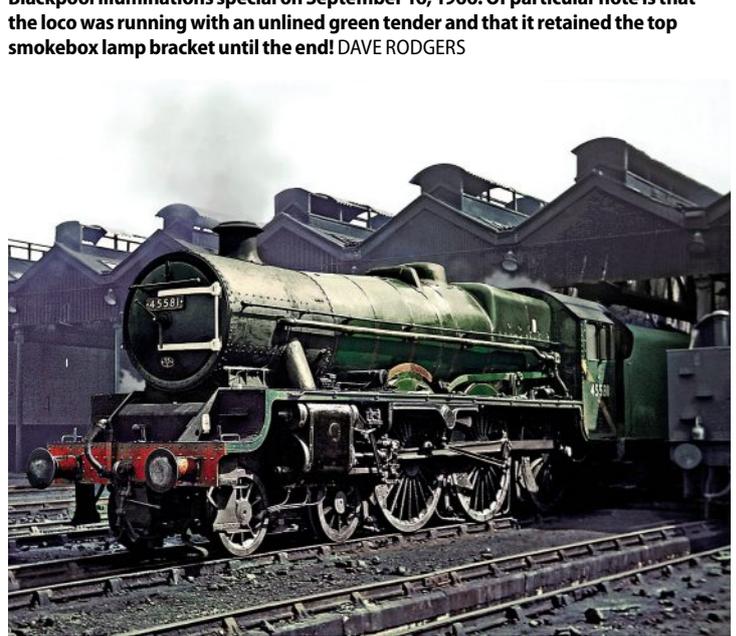
In the early hours of Saturday August 25, 1967 No. 45697 *Achilles* is reflected in standing water in the yard at Holbeck. DAVE RODGERS



No. 45562 *Alberta* looks superb in the late afternoon sun outside Farnley Junction shed having been cleaned prior to working the regular Fridays-Only Leeds - Blackpool illuminations special on September 16, 1966. Of particular note is that the loco was running with an unlined green tender and that it retained the top smokebox lamp bracket until the end! DAVE RODGERS



Farnley Junction shed, Leeds (55C) was the long-time home to Jubilees used on the LNWR Trans-Pennine route to Manchester and Liverpool. A surprising late arrival (on February 29, 1964 after spending most of the 1950s based in Birmingham area depots) and the penultimate locomotive to leave the depot prior to closure and the final Jubilee to be based there was No. 45647 *Sturdee*. To mark the occasion the engine was specially cleaned by enthusiasts. No. 45647 is seen leaving the depot on the final day for the short run to its new home at Holbeck (55A) on November 26, 1966. It continued in regular use at 55A until withdrawal in April 1967 but not before having reached Glasgow on a relief from Leeds at Easter 1967. DAVE RODGERS



One of the most respected and longest allocated Jubilees was No. 45581 *Bihar and Orissa*. Re-allocated to Farnley Junction depot, Leeds on October 4, 1952 the locomotive remained in active service at the depot until withdrawal on August 7, 1966. Hardly looking like a candidate for withdrawal as it stands at Farnley, No. 45581 has only one month of service remaining. July 9 1966. DAVE RODGERS

A consistent naming theme was impossible for such a large class, so once Commonwealth countries and states were exhausted, there was a series of admirals and naval commanders and then British Navy warships, mostly originally characters in Greek mythology but with quite a mixture of the various themes towards the end.

Midland main line

They are often associated with the former Midland main lines where they represented a big increase in power over the Compound 4P 4-4-0s, and right up until the late 1950s, monopolised express workings out of St Pancras with Royal Scots being a comparative rarity south of Leeds until some were released from the WCML after partial dieselisation. With so many engines, the class could be found on main lines throughout the former LMS system.

The former Midland routes radiating from Derby and Nottingham, to Bristol, St Pancras, Manchester and Carlisle via Leeds were among the priorities to be provided with Jubilee power. Leeds Holbeck shed received its first four class members on December 18, 1934, and the allocation rose to 25 by 1940, although it reduced after the war. Among Holbeck's duties were expresses to Glasgow via the Settle & Carlisle and GSW routes, and this started

the Jubilees' long association with the S&C, although they lost many of their top jobs on the line to newly-rebuilt Royal Scots in the 1940s.

One of Holbeck's engines; No. 5660 *Rooke* was involved in four days of tests in October 1937 to see if Bristol - Leeds - Glasgow expresses could be accelerated. On October 14, the engine achieved an even time run from Carlisle to Ais Gill summit with a 305 ton train. In fact the engine was generally worked harder on the sections south of Leeds but it proved what the engines were now capable of.

There were a number of detail differences, the most obvious being that some entered service with Fowler tenders. In January 1951, the power classification was changed from 5XP to 6P and to 6P5F in November 1955. Two were rebuilt in July 1943, being reclassified 6P and 7P in 1951 under BR. These engines were closer to the rebuilt Royal Scot design than the Jubilee. No. 45637 *Windward Islands* was scrapped in 1952 after the Harrow & Wealdstone crash and normal withdrawals started in 1960, with only a handful surviving into 1966.

Although now virtually extinct on the LMR, the summer of 1966 still saw summer Saturday trains from the West Riding to East Coast resorts regularly rostered for Jubilee haulage as well as frequent workings

to Blackpool and North Wales and still occasional trips to Glasgow. Another regular job was the summer Saturday Leeds-Poole train as far as Nottingham, routed via Penistone and Barnsley. Various other relief trains had the benefit of Jubilee haulage but the class members spent much of their time on freight and parcels duties. August 1966 saw Farnley Junction's No. 45581 *Bihar and Orissa* withdrawn; the first NER casualty since Holbeck's No. 45574 *India* in March that year.

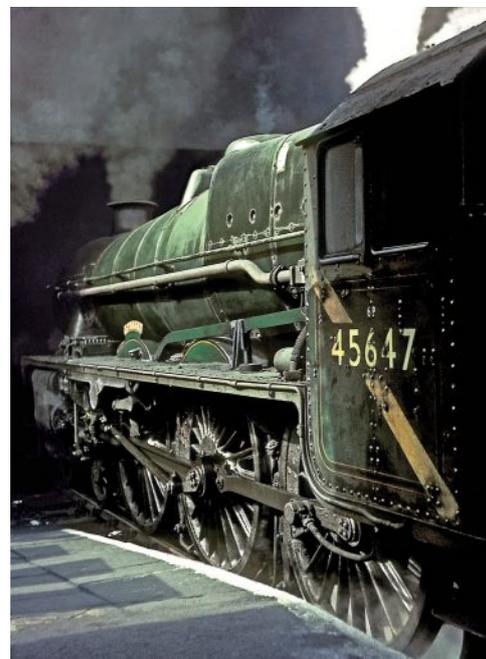
Allocation of five

Farnley's other two Jubilees; Nos. 45562 *Alberta* and 45647 *Sturdee* were transferred to Holbeck, giving that shed an allocation of five of the class at the start of 1967. Meanwhile Nos. 45694 *Bellerophon* and 45739 *Ulster* were still soldiering on at Wakefield along with No. 45565 *Victoria* at Low Moor but this ended with their withdrawal in January 1967.

Holbeck withdrew No. 45647 *Sturdee* in April 1967 and No. 45675 *Hardy* in June; the latter having found itself working from York during the spring, including passenger services to Hull. By this time it was clear that steam would end in the West Riding at the end of the summer timetable on September 30. Every effort was made to keep the last three survivors going up to the end though with No. 45562



Following the downgrading of the Great Central main line for the final two years of steam operation, the Saturdays Only Leeds/Bradford - Poole working ran via Penistone, Barnsley, Sheffield Midland and the Midland main line. No. 45562 *Alberta* arrives at Huddersfield with the Leeds portion of the train while the three-coach Bradford portion waits smokily on the viaduct behind LMS 4MT 2-6-4T No. 42616 on August 20, 1966. DAVE RODGERS



After collecting many passengers and briefly taking water in platform 1, No. 45647 *Sturdee* immediately faces a climb at 1-in-96 as it heads into Huddersfield tunnel with the 11-coach 9.20am Leeds - Llandudno (which it will work throughout via Stockport) on August 6, 1966. DAVE RODGERS

Alberta, No. 45593 *Kolhapur* and No. 45697 *Achilles* being the preferred power for two northbound summer Saturdays-only expresses from Leeds to Carlisle.

The trio were kept in immaculate condition by shed staff under Tom Greaves, the enthusiastic district motive power superintendent, sometimes assisted by a dedicated band of clandestine engine cleaners from the enthusiast community. No. 45697 *Achilles* always seemed to be the least-favoured of the three while the star of the trio tended

to be No. 45562 *Alberta*, which even worked the Royal train on May 30 conveying the Duke of Edinburgh from York to Nidd Bridge; becoming the last steam engine to haul the train in BR days. There were other occasional express workings with No. 45593 making its last trip to Blackpool on Wednesday August 10.

No. 45562 hauled the last 10.17 Leeds - Carlisle on August 26; No. 45697 was withdrawn and the other two saw little more action but No. 45562 was rostered for a Hunslet - Carlisle freight on September 30. As late

as October 7, Nos, 45562 and 45593 double-headed a railtour from Bradford to Carlisle via Shap, returning over the S&C. Even that was not the end as *Alberta* had one final fling on October 28 on a fairly short leg of a railtour around the West Riding, shortly after having made a trip up to Tyneside to provide overnight steam heat for the Royal train.

A year earlier, the penultimate Jubilee on the London Midland Region to be withdrawn, the unique double-chimneyed No. 45596 *Bahamas* had been purchased for preservation



The two Jubilees subsequently purchased from BR for preservation; No. 45593 *Kolhapur* and No. 45596 *Bahamas* doublehead the LCGB's 'Fellsman' past Armathwaite on June 4, 1966. DEREK CROSS / THE RAILWAY MAGAZINE



Recently ex-works and the final Jubilee to be overhauled at Crewe Works; No. 45593 *Kolhapur* is seen on the turntable at Carnforth shed on April 30, 1966. DAVE RODGERS

by the Bahamas Locomotive Society.

No. 5596 was built by North British in Glasgow toward the end of 1934, entering traffic in January 1935 allocated to Crewe. It was named *Bahamas* in June 1936.

It was well-travelled and also worked from Preston, Camden, Willesden, Kentish Town and Derby before the war and Grimsthorpe, Millhouses and Bristol during the war before returning to Crewe by 1947. In BR days as No. 45596, it was allocated to Edge Hill and was unique in being fitted with a double chimney at Crewe in May 1961. This turned out to be the last experiment by BR to improve the performance of its steam locomotives, and although tests suggested a significant improvement in steaming, it had all taken too long and the BR experiments terminated in 1962 without any further Jubilees receiving double chimneys.

No. 45596 was returned to traffic based at Carlisle, but was transferred to Stockport Edgeley in July 1962, from where it was withdrawn in July 1966, by then the last-but-one of the class in service on the LMR.

Engine was purchased

After a successful fundraising campaign, the engine was purchased by the Bahamas Locomotive Society in 1967 and sent to Hunslets in Leeds in September 1967 for overhaul and a repaint into its LMS maroon livery, returning to Edgeley on March 11, 1968.

Edgeley shed was never going to be a permanent base and after the closure of the shed towards the end of BR steam in the north-west in May 1968, *Bahamas* went into store at Bury shed. However, the society located a suitable permanent base and took a lease on the one-time one road GCR locomotive shed at Dinting, the junction for Glossop on the Woodhead line. *Bahamas* arrived at Dinting under its own steam on November 15, 1968.

This led to the creation of the Dinting Railway Centre, which grew to be an important centre for main line steam. *Bahamas* was selected for use on main line tours after the lifting of the BR ban in 1972 and worked its first railtour, from Guide Bridge to Sheffield via the Hope Valley in June 1973. After a run on

the Welsh Marches route in October though, boiler repairs were found necessary and *Bahamas* had to wait a very long time for these; in fact the overhaul did not start until 1980 and was to take eight years.

Fortunately on the withdrawal of the last three Jubilees from Holbeck in 1967, No. 45593 *Kolhapur* was also purchased for preservation. It moved under its own steam to Tyseley on October 20, having swapped tenders, smokeboxes and other parts with *Alberta*. *Alberta* and *Achilles* were stored at Normanton until despatched to Cashmore's at Great Bridge for scrapping in early 1968.

No. 5593 was built in 1934 by North British of Glasgow, and in May 1936 in accordance with the Commonwealth theme of the naming policy for the class, was named *Kolhapur* after a state in western India. *Kolhapur* had

“Farnley's other two Jubilees were transferred to Holbeck, giving that shed an allocation of five of the class at the start of 1967.”

the distinction of hauling the train carrying Sir Winston Churchill from Liverpool on his return from the North Atlantic Treaty talks with President Roosevelt in the USA in 1942.

It was another well-travelled engine and spent time at various sheds on the LMR in BR days, including Longsight, Carlisle Upperby, Willesden, Aston, Burton, Patricroft and Newton Heath, until transferred to Holbeck in the North Eastern Region on March 23, 1965. As such it tended to be regarded as a bit of an interloper in the West Riding; most of the Jubilees in the area having been allocated there for many years.

Kolhapur was bought by the then Standard Gauge Steam Trust and restored to LMS maroon livery, regularly appeared at the extremely popular Tyseley open days, which were the nearest thing to working main line

steam during the BR ban. Although it travelled further afield a couple of times it was not at the head of a main line passenger train and although on the 'approved' list when the BR ban was lifted, it required boiler work and remained out of steam for many years.

Barry scrapyards

Although two Jubilees were preserved on withdrawal and at times have regained their former glories on the main line, two other much earlier withdrawals found their way to Barry scrapyards and these two former Bristol engines which had ended their careers in 1964 have become rather better-known on the main line in recent years than *Bahamas* or *Kolhapur*.

No. 5690 *Leander* was built at Crewe in March 1936 and named after *HMS Leander*, which in turn was named after the Greek hero of the same name. After Nationalisation in 1948, *Leander* was based at Bristol (Barrow Road) shed.

After withdrawal in 1964, *Leander* was sold to Woodham's scrapyards at Barry, from where it was rescued by Brian Oliver in May 1972. It was restored at Derby works and having returned to steam in LMS maroon livery as No. 5690 in June was based at the Dinting Railway Centre from August 25, 1973.

Its railtour debut was on the Hope Valley route on September 1, 1973, at which point it took over from No. 5596 *Bahamas* as the centre's main line flagship, but a move to Steamtown Carnforth took place on February 24, 1979 at the head of a railtour from Guide Bridge via Sheffield, York and Leeds.

A period of regular main line use followed and it was in April 1980 that the familiar Jubilee roar was heard once again on the 'Long Drag' as *Leander* headed its first train over the S&C; a then-rare out and back working from Hellifield to Carlisle and back. Carrying LMS maroon livery and hauling a uniform rake of BR blue & grey coaches, it was not quite like the Jubilee-hauled expresses of 13 years earlier but it heralded appearances of the class on the route which were to become more frequent in years to come.

The engine also made a working visit to the Severn Valley Railway from August 1980,



Above: A view from the footplate of LMS Jubilee 4-6-0 No. 45562 *Alberta* passing Scout Green with a railtour on the climb to Shap summit. DAVE RODGERS



By 1967 Jubilees had become fairly rare on the LNWR Trans-Pennine main line from Leeds to Manchester and were primarily occupied on Leeds/Bradford - Carlisle/Heysham workings. No. 45593 *Kolhapur* crosses Longwood viaduct, Milnsbridge, most unusually hauling the Newcastle - Llandudno train (1.57pm ex-Leeds) on July 8, 1967, possibly after an engine failure. DAVE RODGERS

starring in the September gala weekend.

Meanwhile No. 5593 *Kolhapur* was overhauled at Tyseley and finally returned to the main line; its inaugural run being at the head of HRH The Duke of Gloucester's Royal Train from Tyseley to Birmingham Moor Street on June 5, 1985. After this, various runs took place mainly in the Midlands. March 1987 finally saw *Kolhapur* making a welcome return to the Settle & Carlisle line, no less than 20

years after the engine had been one of the three stars on the route. It was in LMS maroon livery and hauling a train of coaches in very mixed liveries.

BR green livery

No. 45596 *Bahamas* had also been under long-term overhaul since 1980 but returned to the main line in 1989, resplendent in authentic BR green livery. After a few runs on other routes,

Bahamas was quick to return to the S&C, making its first trips in August 1989, with two northbound and two southbound runs, bringing back the sight of a BR green Jubilee and a full rake of maroon Mk.1 coaches to the line for the first time since 1967.

The Dinting Railway Centre closed in 1991 and the society and its collection moved to Ingrow West on the Keighley & Worth Valley Railway, but *Bahamas* continued to make



On summer Saturdays in 1967, Holbeck provided Jubilees for two turns for expresses over the Settle - Carlisle line, the 10.17am Leeds - Glasgow and the relief 'Thames-Clyde Express' (2.11pm ex-Leeds Whitehall Jct where it changed engines rather than reverse in the station). On July 29, 1967 shortly after departure from Appleby, No. 45593 *Kolhapur* makes a fine sight on the morning train near Long Marton on a run on which 92mph was achieved (long before the blanket 60mph line speed was imposed on the S & C!). DAVE RODGERS



Probably on its last revenue-earning working and the last weekend of Eastern Region steam, No. 45593 *Kolhapur* heads the 3.17pm Bradford Forster Square - Heysham parcels up Giggleswick bank on September 30, 1967. DAVE RODGERS

regular main line appearances until its boiler certificate expired but again it would be a long time before the next overhaul could be completed.

No. 5690 *Leander* moved to the Severn Valley Railway on a permanent basis in April 1984, becoming the line's main line flagship. After later purchase by the railway it continued to run on the SVR and the main line, until the SVR pulled out of main line operations and it was decided that *Leander* was too big for purely internal services. *Leander* was sold to Dr Peter Beet, the original founder of Steamtown Carnforth, in January 1995, but was restored on the East Lancashire Railway, entering service in 2002. It was several years before No. 5690 saw main line use again though, when it did a series of tours in 2005/6 based at Tyseley. Dr Beet died and in April 2012, *Leander* was withdrawn for overhaul.

Greek mythology

Like *Leander*, the other Barry survivor; No. 5699 *Galatea* was also one of the later Jubilees, built at Crewe in April 1936. Like many of the class it was named after a Royal Navy warship *HMS Galatea* which had in turn been named after a character in Greek mythology.

In early BR days, the engine worked from Bristol Barrow Road shed but moved to Shrewsbury in October 1961 from where it was withdrawn in November 1964. Stored briefly at Eastleigh works, it was sold to Woodham's scrapyard at Barry in January 1965.

While *Leander* became an early purchase from Barry, by a company called Oliver Taylor & Crossley, with big plans for it and a budget to match, no one was interested in poor old *Galatea*, with one of its middle driving wheels cut in two.

Once *Leander's* owners had moved the engine to Steamtown at Carnforth in 1979, they decided to purchase what remained of *Galatea* from Barry as a source of spare parts and it arrived at Carnforth in April 1980. In reality, there are few spare parts on a derelict Barry



The shape of things to come. Having been overhauled and repainted into LMS (Humbrol) maroon, No. 5596 *Bahamas* passes a semi-derelict Golcar station on the then four-track LNWR Trans-Pennine route en-route from Hunslet's (Leeds) to Stockport Edgeley on March 11, 1968. Golcar station closed just seven months later. DAVE RODGERS

hulk, it consisted of little more than frames, cylinders and boiler, but it was thought that the boiler might be of use in due course.

The SVR had purchased *Leander* from its original owners in 1984 and also bought the remains of *Galatea* but eventually it was sold again, to a group from the railway for restoration. The boiler was reunited with the frames and it was moved to Kidderminster on April 17, 1987.

Although *Galatea* was no longer just regarded as a source of spare parts for *Leander*, its restoration made little progress and after moving to Tyseley on April 13, 1995, 15 years

after leaving Barry, restoration still only continued slowly.

The SVR later sold *Leander* and *Galatea's* chance of salvation did not really come until it was purchased by David Smith's West Coast Railway Company, moving back to Carnforth on July 12, 2002, to undergo one of the heaviest overhauls carried out on a main line locomotive.

Based at Carnforth

No. 45699 made a test run with five coaches round the Carnforth - Hellifield - Blackburn circuit on April 16, 2013, in unlined maroon



The first Jubilee to be seen on the Settle & Carlisle line for 13 years; No. 5690 *Leander* crosses Dent Head viaduct on April 26, 1980. BRIAN SHARPE



The Jubilees spent much of their last few months working freight traffic and a Jubilee hauled a revenue-earning freight train on the S&C again in 1980! Having uncoupled from its train and run wrong line from Kirkby Stephen to Garsdale, No. 5690 *Leander* arrives at Garsdale after rescuing an Up freight train hauled by Class 40 No. 40179 which had failed on August 21, 1980. DAVE RODGERS



Finally a green Jubilee with maroon coaches; No. 45596 *Bahamas* crosses Ais Gill viaduct on August 17, 1989. BRIAN SHARPE



No. 5593 *Kolhapur* hits the bottom of the 'Long Drag' for the first time in 20 years as it passes Settle Junction on March 21, 1987. BRIAN SHARPE

but carrying the BR 45699 front numberplate. It entered full main line service a few weeks later in lined-out BR maroon livery, as carried by certain LMS Pacifics after 1957, but never a Jubilee. As a key member of the West Coast fleet, normally based at Carnforth, *Galatea* has become almost as familiar on the S&C in recent years as *Alberta* and *Kolhapur* were five decades earlier.

Kolhapur, by contrast, has never returned to the line since its couple of trips in 1987.

Its main line revival was quite brief and October 12, 1989 saw it transferred to the Great Central Railway where it worked for several years apart from occasional visits to other heritage lines. In 1994 No. 5593 was painted black and briefly carried the identity and livery of class pioneer No. 5552 *Silver Jubilee* for the silver jubilee of the preserved GCR. After a period as a static exhibit at Barrow Hill Roundhouse, *Kolhapur* has returned to Tyseley and although a further overhaul is a possibility, it is not considered a priority.

BR black livery

No. 5690 *Leander* returned to steam in October 2014 unexpectedly in BR black mixed traffic livery as carried by class members in the early 1950s. The engine remains in the ownership of the Beet family, and is operated by the West



Coast Railway Company from its Carnforth base, where Chris Beet is locomotive engineer. It returned to main line service in early 2015.

During 2012 an application was made by the Bahamas Locomotive Society to the Heritage Lottery Fund to enable the overhaul of No. 45596 *Bahamas* to be undertaken by contractors to speed the process of its return to working order. The bid was successful, and by December 2013 work had commenced at Tyseley with completion expected later this year or early next.

So Tyseley has now played a major part in keeping the spirit of all four preserved Jubilees alive, having overhauled its own No. 5593 *Kolhapur*, been the base for No. 45699 *Galatea* during the first attempt at restoration in the 1990s, assisted Dr Beet in getting No. 5690 *Leander* back on the main line again in 2005 and now carrying out a full overhaul of No. 45596 *Bahamas*.

In 2017, 50 years after the last three Jubilees went out in style, hauling the 10.17 Leeds – Carlisle and the relief Down ‘Thames-Clyde Express’ every Saturday throughout the summer, we can still regularly enjoy the sights and sounds of two Jubilees on the route. They may be one-time Bristol engines; one red and one black, but the double-chimneyed green one will be back soon. 



No. 5593 *Kolhapur* repainted and masquerading as sister No. 5552 *Silver Jubilee*, emerges from Nuttall tunnel with an early morning freight from Bury to Ramsbottom on the East Lancashire Railway on August 26, 1994.

DAVE RODGERS



HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

On its last run before overhaul, LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* tops Ais Gill summit with West Coast Railways' *'Fellsman'* on July 15. Carrying the *'Thames-Clyde Express'* headboard, the speed at the summit with 13 coaches was 36mph. DAVE RODGERS



Swanage 'U-Boat' in steam and set for main line running

By Cedric Johns

NOT satisfied with their recently-introduced Swanage-Wareham shuttle diesel-hauled trains, Swanage Railway officials have pressed ahead with the ultimate aim of operating the services with steam – and more.

Encouraged by passenger loadings, U class 2-6-0 No. 31806 has been fully equipped with all the mandatory electronic add-ons necessary for main line running.

Not only that, the required inspections – and paperwork – has been signed off, leaving approval by the Railway Safety Standards Board the only remaining hurdle to be cleared, allowing the 2-6-0 onto the main line at Worget Junction, Wareham and beyond.

Expectations at Swanage are high that when the RSSB meets in October, No. 31806 will receive clearance to run over the national network.

"We shall have a main line engine but no bookings," the Purbeck line's locomotive, carriage and wagon manager James Cox said.

That is not strictly true. No. 31806 is earmarked for the Railway Touring

Company's 'Great Britain XI' nine-day tour in April, pending main line certification (see separate story).

It is included in the tour's motive power line up when 'GB XI' reaches Somerset and Dorset on the tour's penultimate day, April 26. Joining the train at Yeovil Pen Mill the former River tank rebuild double-heads passengers to Swanage via Weymouth.

One of the three 2-6-0s leased to the Swanage Railway by owner John Bunch, sister engine No. 31625 was the only heritage era U class 2-6-0 to work on the main line when the Mid-Hants Railway's embryonic 'Green Train' was launched in 1998.

Although Standard 5MT 4-6-0 No. 73096 led the way a year later, No. 31625 worked excursions to Bristol via Swindon and on two occasions headed the 'Green Train' to the London area via Guildford and Redhill. On the last occasion it worked the train back from Waterloo having been diesel hauled from London Bridge back to the Southern's major terminus.

No. 31625 is now third in line for overhaul at Swanage, while work on the sole remaining N class 2-6-0 No. 31874

is making good progress and it will probably be returned to traffic next year.

The relocation of John's three 2-6-0s to the Swanage Railway opened up several lucrative opportunities for main line running.

As a 'toe in the water' exercise, seasonal 'shoppers specials' running from Wareham, Hamworthy and Poole to Bournemouth, Christchurch, Brockenhurst, Totton, Southampton and Portsmouth could be a possibility, while during the summer, holidaymakers could be offered a through service to the resorts of Poole, Bournemouth and Christchurch to enjoy days out.

With two Premier League football clubs nearby, soccer specials could be run to Bournemouth and Southampton.

From an operating point of the view the logistics are appealing; short journeys and turning servicing facilities at Eastleigh or Fratton. No. 31806 was one of 20 K class 2-6-4Ts built under Maunsell when he was at Ashford.

They were regarded as express passenger engines designed to primarily work trains in east Kent and on the Brighton Line.

Numbered in the 800 series, No. 31806

started life as No. 806 *River Torridge*.

When put into traffic the 2-6-4s became known as rough riders and inclined to roll at speed. Matters came to head on August 24, 1927 when No. 800 *River Cray* left the rails between Dunton Green and Sevenoaks station. A portion of the train was derailed and the line blocked when carriages smashed into Shoreham Lane Bridge just short of the station.

An inquiry was held and reported that poor quality track seemed to be the cause of the accident – and the class being rough riding engines.

The inquiry also revealed that there had been three cases of engine derailments prior to the Sevenoaks accident.

Trials were held – including sending two K tanks to the LNER – but ultimately it was decided that poor ballasting was the main reason behind the derailments.

The directors agreed that all main lines should be rebalasted using Meldon granite. This would be costly and taken too much time during which the 2-6-4Ts would stand idle.

At this it was decided to rebuild the K class as two cylinder 2-6-0 tender engines which when completed were included in the U class series.

Changes to *Mayflower* charity train itinerary

By Cedric Johns

DAVID Buck, a major player in the organisation of the 'Mayflower' charity train, has apologised to customers after confirming that the original intention to visit the port of Felixstowe has now been abandoned.

Quoting from a prepared statement, David said: "Hutchinson Ports has withdrawn its offer to allow *Mayflower* to traverse its infrastructure for a visit to Felixstowe South.

"The specific reason is not known but local port management who have been supportive of charity railtours throughout (the lengthy period when the tour was first planned) have been instructed to decline our visit.

Now progressing

He added: "Reassembly of B1 4-6-0 No. 61306 *Mayflower*, the engine which will pull the train, is progressing well after its heavy overhaul with hydraulic testing due next month and hopefully, the boiler back at Carnforth in October."

"We really have suffered far more than our fair share of 'spanners' while trying our best to see this deserving train run, and I can only apologise to passengers who have been so patient by maintaining their bookings".

Meanwhile, David said a proposal for an alternative itinerary has been submitted to West Coast for approval. An update will be issued once confirmation that the new version can be resourced is received.

The revised itinerary starts – as originally planned – from Ealing Broadway then to Stratford via the North London Line, the assisting diesel hauling the train into Liverpool Street station.

Freight only branch

Departing with the B1 now leading, the train will travel down the former Great Eastern Line via Colchester and Ipswich.

Branching right for Saxmundham and running along the East Suffolk Line, the train will join the freight only branch to the level crossing at Sizewell – a route not visited by steam since around 1962.

Reversing, the assisting diesel hauls the train back to Ipswich and Halifax Junction where the 4-6-0 takes 'The *Mayflower*' onto Griffin Wharf.

Subject to confirmation 'The *Mayflower*' is scheduled to run on Saturday, April 14 next year.

For more details and applications for tickets, contact charity-railtours.co.uk Proceeds will go to Macmillan Cancer Support.

Trio of trips keep *Tornado* earning

ORGANISED by the A1 Trust as part of its ongoing fundraising programme to ensure that 4-6-2 No. 60163 *Tornado* is maintained in first class main line running order, three trips are being promoted to help keep the A1's wheels turning.

First up, 'The Border Raider' should appeal to enthusiasts in the West Midlands who perhaps have yet to enjoy the power and free running of the A1.

Settle & Carlisle

Bound for Carlisle via Shap, the train picks up at Tame Bridge Parkway, Birmingham New Street, Wolverhampton, Stafford and Crewe on Saturday, September 16.

The 'Raider' returns over the Settle and Carlisle line, Ais Gill and Ribbleshead then at Hellifield, the 4-6-2 makes for Blackburn (water stop) before returning to the Midlands.

On Saturday, October 7, *Tornado* heads the 'Tees-Tyne Express' to York, Durham and Newcastle.

Diesel-hauled from Dorridge, Solihull and Tamworth to Derby, diesel gives way to steam when the 4-6-2 backs on to the train for York and a trot down the East Coast Main

Line, setting down at Durham then on to Newcastle.

Passengers alighting at York have five hours at leisure, Durham four hours and something like three hours at Newcastle.

London Euston

The A1 takes the 'Express' back to Derby where diesel traction comes into play for the remainder of the trip back to the West Midlands.

The third train, the 'Chester Christmas Cracker', departs from London Euston on Saturday, November 25 for steam all the way to Chester's Christmas market.

Train enquiries and ticketing application should be made to the A1 Trust's agents UK Railtours.

Of course *Tornado* is not confined to working trips for the A1 Trust.

On Saturday, August 5th, the 4-6-2 was booked to head Pathfinder's 'Towi *Tornado*' trip from Bristol to Carmarthen and back to Bristol via Cockett.

The 4-6-2 also worked the 'Walton Pier Express' on August 12 and later this month is booked for a trip to Norfolk as it heads UK Railtours' 'Easterling' from King's Cross to Ely and Great Yarmouth on Saturday, August 28.



LMS Jubilee 4-6-0 No. 45690 *Leander* approaches Penmaenmawr with the Railway Touring Company's 'North Wales Coast Express' from Liverpool on July 23. KARL HEATH

Cromwell's last main line hurrah

By Cedric Johns

STEAM Dreams' chairman Marcus Robertson has revealed that the company has been approached by the keepers of BR 7P 4-6-2 No. 70013 *Oliver Cromwell* with a view to Steam Dreams using the engine early next year before the 'Brit's ticket runs out.

"We are very excited at the prospect of some farewell trips that relate to the use of the 4-6-2s during BR's time by running trains to Cardiff (the 'Red Dragon?') Norwich (the 'East Anglian?') and over the Settle & Carlisle Line," he said.

As it happened, Steam Dreams' operations director, Steve Newell, was approached by Gerry Garside of the 5305 Locomotive Association – which looks after *Cromwell* – and with whom the Surrey based rail tour promoter has worked with many times in the past, asking if Steam Dreams was interested in running an excursion with No. 70013 from Liverpool Street to Norwich shortly before the 'Brit's ticket ran out.

Delighted to do that

Marcus said: "Of course we were delighted to do that and the conversation quickly expanded to working out a short programme of trains that would end with the engine finishing at Crewe so that it could be easily transferred to Loughborough for its boiler ticket to be extended for use on heritage railways.

"Steam Dreams has always enjoyed celebrating St David's Day by running a trip somewhere in Wales on March 1 and of course Cardiff Canton 'Brits' were

regulars working to and from Paddington. This type of working fitted nicely into next year's programme and in fact it will be the first trip we run with the engine.

"The only other missing piece of the jigsaw is to get the 4-6-2 positioned for the final run over the Settle & Carlisle Line. We are also looking at doing a London to somewhere north along the Midland Main Line one way with *Cromwell*."

Yet to be announced

Marcus continued by saying that it would difficult to envisage a better short programme of trains to start Steam Dreams' season next year.

The full programme of *Cromwell's* trips has yet to be announced because anything planned must be signed off by West Coast Railways to ensure the availability of train crews and rolling stock.

As matters stand the 7P is booked to head a 'Cathedrals Express' to Salisbury, Sherborne and Yeovil Junction on September 5 providing the engine is available.

The recent fitting of new tyres has led to gauging problems which are taking some time to resolve.

The 4-6-2 also features in two other excursions; on Saturday October 5, No. 70013 is down to head a 'Cathedrals Express' from West Brompton, Effingham Junction, Haselmere, Havant, Eastleigh and Bournemouth to Swanage.

On Saturday, November 11 the 'Brit' is shown as working a 'Cathedrals Express' from Oxford via Beaconsfield to Canterbury and Faversham.

Clan Line clocking up mileage

RETURNED to traffic after a heavy overhaul at Crewe on June 28, Bulleid Merchant Navy 4-6-2 No. 35028 *Clan Line* has been kept more than busy clocking up main line miles since its inaugural run with the 'Bournemouth Belle' on July 5.

Having passed its first revenue-earning trip with flying colours, the immaculate 4-6-2 was soon back in the action on Friday, July 7 when the Merchant worked a private corporate Pullman charter over the Surrey Hills route.

Standing in for Battle of Britain 4-6-2 No. 34052 *Lord Dowding* which has been 'stopped' for examination, *Clan Line* worked a second private charter on Monday, July 10 and a third, the following day, both trains taking the Victoria-Guildford-Redhill Surrey Hills route.

Pausing for breath and no doubt a fire-cleaning exercise, the 4-6-2 was back in steam heading a 'Belmond British Pullman' on Saturday, July 15.

So, having worked five trains in less than a fortnight, *Clan Line's* support crew were able to take breather and relax before prepping the 4-6-2 for another trip around the Surrey Hills with the 'British Pullman' on Friday, August 11.

At time of going to press the Merchant Navy was heading for Bristol light engine on August 15 for a couple of 'Torbay Express' workings routed from Bristol Temple Meads to Kingswear via Bath, Trowbridge,

Westbury and Taunton on Sundays August 20 and September 3.

On Wednesday, September 6 the Merchant heads a 'British Pullman' back to London from Bristol, the outward leg having been worked by *Tornado*, a positioning move for the A1, prior to it heading a 'Torbay Express' out of Bristol the following Sunday.

For its next booking, *Clan Line* follows its 'Bournemouth Belle' success by working UK Railtours 'Golden Arrow' Pullman rake from Victoria to Canterbury and the Kent coast on Wednesday September 13.

Traditional run

Ten days later, the Merchant features at the head of another UK Railtours charter the 'Atlantic Coast Express' running as it did traditionally out of Waterloo to Exeter via Salisbury, Yeovil Junction and Honiton.

Both of these trips are covered more extensively elsewhere on these pages.

The 4-6-2 only has one booking in October, a 'British Pullman' on the 14th of the month travelling round the Surrey Hills circuit followed by another on November 3.

Later that month, on Saturday the 18th, No. 35028 is booked to work UK Railtours' 'Wessex' luncheon train on a circular trip from Victoria via Basingstoke, Andover, Romsey, Southampton, Winchester and Woking.

No. 85 Merlin is 85 years old

By Cedric Johns

WHITEHEAD based compound 4-4-0 No. 85 *Merlin*, the last survivor of one of five built of its class for the Great Northern Railway (Ireland), has reached its 85th year, and despite an earlier scrapping threat is still in steam.

To mark its anniversary the blue liveried engine was booked to head all of the Whitehead-Belfast 'Portrush Flyer' holiday trains run every Sunday in August.

Railway Preservation Society (RPS) operations officer, Mervyn Darragh said he was delighted that No. 85 marked its anniversary in such good form.

"No. 85 was withdrawn from service as long ago as 1963 and went on display at Cultra until the 1980s when the engine was put in our care," he said.

"With its striking blue livery it is one of our most popular engines. It always turns heads and attracts waves as it steams though the countryside.

"The 'Portrush Flyer' has been a fixture in RPS's summer seasons since we first ran it in 1973. It takes its name from a famous express train of the 1930s. Like all our trains, the 'Flyer' is open to the public and with its buffet car and reserved seats it always creates a unique atmosphere on board," said Mervyn.

"For some people the train – especially with No. 85 on the front – revives memories, for others it is a new experience, a day out with a difference for all the family or perhaps a chance to celebrate a birthday or party.

Footplate and train crew

"The RPS is grateful to Translink for facilitating the operation of the 'Flyer' and for providing footplate and train crew for our steam trains."

One of five V class locomotives, No. 85 was built by Beyer-Peacock in 1932 and delivered to the GNR(I) without a tender as were the four sister engines. The tenders were built at Dundalk.

From October 1958 the GNR(I) – now the Great Northern Railway Board – was split between Northern Ireland, Ulster Transport Authority (UTA) and the Republic's Coras Iompair Éireann (CIE).

4-4-0s Nos. 83, 85 and 87 were allocated to UTA, Nos. 84 and 85 to the CIE. Steam ended on the CIE in 1963 and No. 85 was sent to Inchicore works (Dublin) for scrapping.

As it was the engine was retrieved. In 1969 it was sent to Wilham Street Transport Museum, Belfast.

Loaned to the RSPI the 4-4-0 was overhauled in Harland & Wolff's shipyard then moved the Whitehead for finishing and was put back into traffic in 1986.

In 2004 *Merlin's* boiler ticket expired and a second overhaul was undertaken at RPS's Whitehead works. No 85 was outshopped in 2014 and has been in traffic ever since. For the record GNR(I) V class 4-4-0s were named as follows; No. 83 *Eagle*, No. 84 *Falcon*, No. 85 *Merlin*, No. 86 *Peregrine* and No. 87 *Kestrel*.



LMS 4-6-0 No. 46100 *Royal Scot* is turned on the turntable at St Blazey during the Railway Touring Company's 'Royal Duchy' from Bristol to Par on July 30. JIMMY JAMES

Locomotive Services Ltd gains TOC status

By Cedric Johns

BOSSSES at Locomotive Services Limited are celebrating having been granted a train operating licence for the operation of excursion passenger trains on the network's main line.

This means that Locomotive Services Ltd has now secured the three main approvals needed to operate.

These are the ORR safety certificate, Network Rail access agreement and an ORR train operating licence.

The Office of Road & Rail (ORR) granted the operating licence on Friday, August 4.

Breaking the news, spokesman Peter Greenwood told *Heritage Railway*: "We also recently secured a Network Rail gauging certificates for Bulleid 4-6-2 No. 34052 *Lord Dowding* aka *Braunton*

and Stanier 4-6-0 No. 46100 *Royal Scot*, engines which will operate on the routes over which we will run our first trains being Crewe to north Wales and Crewe to Cardiff".

When asked for details of the organisation needed to promote and run excursion trains, Peter replied by saying that it was far too early to talk about the many facets involved in staffing, planning and running trains.

Third TOC

The announcement of course means that there are now three Train Operating Companies capable of managing steam hauled excursions on the main line.

That said Locomotive Services Ltd will confine its operations to planning and running its own trains in conjunction with Network Rail's route-timing team.

Meanwhile, on the locomotive front, the movement of 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester* to Southall has been delayed because more work was found to be required before the engine is released to west London which it is hoped will be completed by the end of August.

Royal Scot was another engine in trouble recently – its exhaust steam injector needed an overhaul. This has been done and Peter said it: "Is working better than ever – at least we think so!"

Lord Dowding is another casualty. Following its recent trip to Weymouth via Yeovil Junction, the 4-6-2 suffered water carried over into its cylinders.

As a result, all three pistons and rods were despatched to Crewe for remedial work and when ready, be returned to Southall for refitting to the engine.

Scottish RPS Borders Railway venture a big success

By Cedric Johns

THE Scottish Railway Preservation Society's venture into running a series of steam-hauled trains from Linlithgow and over the Borders line to Tweedbank via the Forth Bridge and Edinburgh Waverley proved to be a success even before the first departure.

A week before 'Black Five' 4-6-0 No. 45407 started out of Linlithgow with the first train on Sunday, August 6, society member – and railtour train manager – Jim Patterson said that only eight seats remained empty out of the train's capacity of 420 passengers.

High demand

Commenting on demand for seats on the three other Sunday departures – August 13/20/27 – he said that he anticipated between

1500 and 1600 passengers will have travelled with the society.

Contrary to popular conception, when the Borders line first opened two years ago, local residents and not tourists will have formed the majority of passengers travelling on these trains.

Talking of the overall planning and support received since the society mooted the idea of taking over from where ScotRail left off, Jim said that the backing of Transport Scotland, Visit Scotland and the Borders council had played significant roles in helping the project to become public knowledge.

As an additional attraction, hop on-hop off buses offered local tours for passengers alighting at Galashiels and Tweedbank.

Operated by West Coast Railway motive power consisted of 'Black Five's' No. 45407 – August 6 – and

No. 44871 working the remainder of the trips.

All four trains starting from Linlithgow were timetabled to call at Dunfermline, Kirkcaldy, Dalgety Bay and Edinburgh Waverley en route to the Borders line via Newcraighall.

Scapa Flow memorial

On reaching Tweedbank, trains were diesel-hauled back as far as Newcraighall and turned on the Niddrie triangle allowing the appropriate 4-6-0 to be facing smokebox-first for the homeward journey over the Forth Bridge and on through Lothian and Fife back to Linlithgow.

A ceremony marking troop trains running over the Waverley route taking naval personnel to Admiral Jellicoe's fleet at Scapa Flow in 1917 is due to take place at Galashiels station on August 27.



With the skyline of Manchester illuminated by the last rays of the setting sun, LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* blasts unassisted up the 1-in-59/47 grade of Miles Platting bank shortly after calling at Manchester Victoria with the return 11-coach 'Cumbrian Mountain Express' heading for Crewe on August 5. The train was running 49 minutes late as a result of an earlier activated hot box detector and having subsequently lost its path. In the steam-era, unassisted trains exceeding eight bogies were extremely unusual. DAVE RODGERS

Southern mogul to head 'Great Britain XI' to Swanage

By Cedric Johns

CONSIDERED by many to be the steam hauled grand tour of the country, the Railway Touring Company gets off to a flying promotional start some seven months before *Flying Scotsman* heads the first leg of 'Great Britain XI' out of King's Cross next April, by posting the train's itinerary this summer.

Although 'GB XI' does not turn a wheel before April 19 next year, it seems that RTC is publicising the prospect of its tour early in the hope of capturing the attention of people who make a habit of booking holidays months in advance.

On Thursday, April 19, *Flying Scotsman* departs King's Cross and heads down the East Coast Main Line to Hitchin then Ely, Peterborough and the former GE/GN joint line through Lincoln and on to York then to Scarborough and a night stop.

On Friday, April 20 'GB XI' retraces its path to York with Jubilee 4-6-0s No. 45690 *Leander* and No. 45699

Galatea then is routed via Leeds and the Settle & Carlisle line. After servicing at Carlisle, the 4-6-0s continue via the Glasgow & South Western Line for a night stop in Edinburgh.

Forth and Tay bridges

A4 4-6-2 No. 60009 *Union of South Africa* takes the strain on Saturday, April 21 for a coastal run to Aberdeen and Inverness by way of the Forth and Tay bridges.

Having reached Inverness, passengers have two days at leisure. That said, an optional alternative is a Sunday trip to Kyle of Lochalsh, the train being worked by B1 4-6-0 No. 61264.

On Monday, April 23, the B1 and A4 form a partnership taking the Highland Line to Perth.

Both engines will be worked hard facing the stiff gradients of Slochd and later the slog up to Druimachdar.

Continuing by way of Stirling and Motherwell, 'GB XI' joins the West Coast Main Line to Carlisle and the train's

final leg round the Cumbrian Coast to Grange-over-Sands where passengers are transferred to Lake Windermere and a two-night stop.

Tuesday, April 24 allows passengers the choice of spending time cruising the lake, visiting the Lakeside & Haverthwaite Railway or simply enjoying the scenery by catching a bus tour.

Wednesday, April 25 sees the tour heading south from Grange-over-Sands with one of the Jubilees working 'GB XI' as far as Shrewsbury travelling via Crewe.

On arriving at Shrewsbury, the 4-6-0 gives way to 8F 2-8-0 No. 48151 for a run over the Central Wales Line. Having made the climb to Sugar Loaf tunnel, the 2-8-0 passes through Llandovery and Llandeilo, reaching the main line at Hendy Junction for Cardiff via Bridgend for night stop.

Thursday, April 26, the penultimate day of the nine-day tour, sees 'GB XI' depart Wales via the Severn tunnel with

Bulleid 4-6-2 No. 34052 *Lord Dowding* if by then the engine still carries that name, otherwise No. 34046 *Braunton*, will work the tour to Swanage.

River class rebuild

Routed through Bath and Westbury to Yeovil Pen Mill, the train continues to Weymouth double-headed, SR U class 2-6-0 No. 31806 (a River Class rebuild) coupling on to the 4-6-2.

On arrival, the tour reverses and heads for Wareham via Dorchester South. Making another reversal, 'GB XI' runs onto the Purbeck Line for Swanage and a night stop.

The tour comes to an end when, after leaving Swanage behind, the Bulleid heads for Waterloo via Southampton, Fareham, Havant, and the Portsmouth Direct Line to Guildford then on to Woking and the South Western Main Line.

How much? A first class ticket is priced at £2695.

SUBSCRIBE TODAY! FROM ONLY £20

SEE P30 FOR DETAILS

Au Revoir *Guardsman*

GENERALLY regarded as the flagship of West Coast's Carnforth motive power fleet, 4-6-0 No. 46115 *Scots Guardsman* has been taken out of traffic after its ticket expired earlier this month.

The 4-6-0 dropped its fire, for the last time in its current session, after working West Coast's own 'Dalesman' excursion on Tuesday, August 15. The engine had been kept fairly close to home in recent weeks, regularly hauling 'Dalesman' trains over the Settle & Carlisle but also making appearances on Statesman Rail's 'Fellsman'. It also had a storming run up the branch to Blaenau Ffestiniog for the Railway Touring Company on July 25.

Depending on what a close examination throws up, it is expected that the 'Scot' could be off the main line scene for some time... but, as the saying, goes 'as one door closes another opens'.

That open door of course will reveal the passenger debut of a new, even larger flagship in the form of Merchant Navy 4-6-2 No. 35018 *British India Line*.

That said, Carnforth is seemingly not in a hurry to get its latest rebuild into traffic. The 4-6-2 has already made a couple of proving runs and was set to make at least another before entering passenger service - an event for which no date has, as yet, been set.

With sister engine No. 35028 *Clan Line* already 'hitting them up' on the main line down south after overhaul - see separate story on page 57 - it will be good news when this, a second



LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* climbs Wilpshire bank with Statesman Rail's 'Fellsman' on August 1. BRIAN DOBBS

Merchant joins the action.

A request from the Settle & Carlisle Railway Development Company, a new name in terms of promoting an excursion, has resulted in West Coast agreeing to operate a 10 coach festive

through train - with a class 47 - from Carlisle to York on November 25.

General manager Drew Haley said it will provide a rare chance for residents living along the line to make a through journey to York as Christmas approaches.

Departing Carlisle at around 7am, the train will arrive at York approximately 11am, returning at 4pm... time enough for passengers to visit the annual St Nicholas Fair market.

For more visit www.settle-carlisle.co.uk

No. 46115 *Scots Guardsman* passes Moel Dyrnogydd near Roman Bridge on the climb to Blaenau Ffestiniog tunnel with the Railway Touring Company's 'Welsh Mountaineer' on July 25. DEREK PHILLIPS



Late October relaunch for *Clun Castle*

VINTAGE Trains' flagship *Clun Castle* is to be officially relaunched into traffic at its 'own' gala on October 28.

Tyseley Locomotive works will hold a special gala day on Saturday, October 28, at which a bottle of champagne will be broken over the iconic 4-6-0's buffer beam at noon as the locomotive is recommissioned following an extensive overhaul.

The event will also feature other home-based locomotives in steam including Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, plus there will be steam shuttles on offer.

However, there are no plans to run No. 7029 on advertised trains this year, despite earlier indications as reported in our last issue, and VT moved to scotch speculation that it may run over the Settle and Carlisle line before Christmas.

The 'Cumbrian Express' on October 21 looks likely to be headed by one of the West Coast Carnforth pool. *Clun Castle* may be used on test runs, perhaps to Stratford-upon-Avon and back.

Clun Castle is earmarked for main line

Brunswick green-liveried *Clun Castle* in the works at Tyseley on August 10, having its new self-cleaning smokebox fitted. The self-cleaning smokebox is of similar design to that successfully fitted to No. 5043 *Earl of Mount Edgcumbe*. BEN MASON/VT

trips in March and April, the destinations of which will be revealed in the new Vintage Trains brochure.

Anyone who books a ticket on one of those trains will get free admission to the October 28 gala day.

Clun Castle has many claims to fame, perhaps most famously the Ian Allan special it headed on May 9, 1964, which marked 60 years since No. 3440 *City of Truro* unofficially reached 100mph on Wellington bank, when, on the Plymouth to Bristol leg, it was timed at 96mph on the descent of the same bank.

No. 7029 also hauled the last official steam train out of Paddington, to Banbury, on June 11, 1965. When it was officially withdrawn in December 1965, it was the last operating Castle.



The following year, Birmingham Railway Museum founder, the late Patrick Whitehouse, bought it for £2400 – its scrap value – and set up a new company, 7029 *Clun Castle* Ltd, to own it. In 1986, *Clun Castle* hauled the last train from the original Birmingham Moor Street station.

Aberdeen Ferryhill turntable gets £20,000 boost

THE project to revive Aberdeen's Ferryhill turntable both to service main line engines and as a tourist attraction in its own right has been given a £20,000 boost.

The Ferryhill Railway Heritage Trust has been given the grant by the Association for Industrial Archaeology, which promotes the study and preservation of Britain's industrial heritage.

It is hoped that once the Grade A-listed steel turntable becomes fully operational again, more steam-hauled railtours will visit the Granite City. At present if a steam tour comes to Aberdeen, the locomotive cannot be turned for a return journey.

Trustee Gary Thorley-Smith said: "We've already been given 80% of the cost by providers, now including this latest generous donation, so we've only got to find cash for the final 20%.

"This will be a huge help. The central pedestal is currently getting machined, so it can fit the turntable, and we're hoping that by the end of next month, or maybe in September, the turntable should be back at Ferryhill.

"Once the project is completed, it will be fantastic to see this historic part of Aberdeen's history returned to its former glory."

The turntable will also become the

centrepiece of a Barrow Hill-style tourist attraction, with the Victorian steam depot north of Duthie Park being restored.

The trust, which was formed in 2007, is holding talks with Historic Environment Scotland (HES) over a schedule of works to be undertaken to make the historic sheds weatherproof again.

HES has agreed to meet two-fifths of the cost, but the trust now needs to make up a £35,000 funding shortfall for the buildings part of the project.

The overall aim is to create a working railway heritage site for the north east of Scotland.

From superb 'Belle' to 'Golden Arrow' Pullmans

By Cedric Johns

AFTER the undoubted triumph of the historical recreation of the 'Bournemouth Belle' – train of the year for Southern enthusiasts – UK Railtours is following this memorable event with its version of the 'Golden Arrow' Pullman train.

In its time one of the world's famous trains, the 'Golden Arrow' carried influential passengers including politicians, celebrities and foreign royalty between London Victoria and Paris via Dover Marine.

On arrival at Dover passengers crossed the Channel to Calais by sea then boarded the SNCF's connecting 'La Fleche d'Or' to the French capital, the journey taking six hours.

As part of its programme of trains

marking the 50th anniversary of the end of main line steam on the network, UK Railtours has hired the Belmond 'British Pullman' set and Bulleid 4-6-2 *Clan Line* to give enthusiasts a unique taste of luxury travel as it used to be.

Tickets are priced £395 but as UK Tours' John Farrow pointed out, the price – the same as that charged by Belmond for its Surrey Hills luncheon trips – offers twice the mileage, a three hour break in Canterbury and two meals – when compared with the Surrey Hills trips.

Departing at a civilised 10.15am from Victoria's platform two – the Southern's traditional continental boat train departure point, the 'Arrow' travels down the main line via Sevenoaks, Tonbridge and Ashford then runs on through Wye and Chartham to Canterbury West.

Returning via Minster the Pullman train makes a rare appearance along the coastal route through Sandwich, Deal and Martin Mill before dropping down through Guston Tunnel to Dover.

After passing Folkestone and Tonbridge the 'Arrow' heads for Redhill and the Brighton Line on its way back to Victoria, timed to arrive at 8pm.

On September 23, UK Railtours' 'Atlantic Coast Express' departs Waterloo – again with *Clan Line* – bound for Exeter via Basingstoke (pick up), Salisbury (water stop), Yeovil Junction, Axminster and Honiton.

For the return journey, the 'ACE' heads for Taunton, Westbury, Newbury and makes a set down stop at Reading before heading on to Waterloo via Staines.



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TABLE ONE: BANBURY TO OXFORD

Date	Saturday, June 17, 2017
Train	0656 Solihull to Minehead
Loco	Class 8P 4-6-2 No. 46233 <i>Duchess of Sutherland</i>
Load	10 coaches plus REG, 391½ tons tare 415 tons gross
Driver	Ray Poole
Fireman	Alastair Meanley
Position	4th coach of 11
Recorder	Don Benn
Weather	Hot and sunny

	miles	sched	mins	secs	speed
Banbury	0.00	0.00	00	00	
M40 bridge	1.15		03	04	47½
Kings Sutton	3.49		05	28	67
M40 bridge	4.26		06	08	70
Aynho Junction	5.05	09.00	06	46	71½
Aynho	5.86		07	30	72½/69
Oxford Canal	9.52		10	36	72½
Heyford	10.93	16.00	11	45	73
River Cherwell	12.42		12	59	70½
Tackley	13.56		13	58	68½/72
Bletchington	15.05		15	15	70
Kidlington	17.06		17	01	65½
Yarnton Lane XC	18.67		18	31	64
Wolvercote Jct	19.79	25.00	19	39	58*/17* sigs
Oxford North Jct	21.63		24	16	20* sigs/23
Oxford	22.68	29.00	27	06	11½*
Oxford Up Loop	23.10	32.00	28	59	

net time 25 minutes *brakes or speed restriction

TABLE TWO: BISHOPS LYDEARD TO BLUE ANCHOR

Date	Saturday, June 17, 2017
Train	0656 Solihull to Minehead
Loco	Modified Hall class 4-6-0 No. 6960 <i>Raveningham Hall</i>
Load	9 coaches, 312½ tons tare 335 tons gross
Driver	John Gibbons
Fireman	Damien Moore
Position	second coach of nine
Recorder	Don Benn
Weather	Hot and sunny

	miles	sched	mins	secs	speed	gradient
Bishops Lydeard	0.00	0.00	00	00		
MP 169	0.82	03	32	23½	101R	
MP 169½	1.32	04	46	26/27½	354R	
MP 170	1.82	05	52	26	80R	
MP 170½	2.32	07	03	25/23	99R	
MP 171	2.82	08	15	26	81R	
MP 171½	3.32	09	27	24½/24	81R	
Crowcombe Heathfield	3.78	23.00	11	31	8*/24	level
Roebuck Farm XC	4.61	14	22	24/19*	100F	
Leigh Woods XC	5.39	16	21	26/23*	100F	
Stogumber	6.54	19	08	23	68/176F	
Woolston Manor	8.52	23	14	27½	100F/L	
Teddy Bears XC	9.43	25	28	21*/25½	99F	
Williton	9.89	40.00	27	00	12*/25½	154F/L
Doniford Halt	10.72	29	40	15*/24	183R/L	
Watchet	11.50	32	49	11½*	level	
MP 180¼	12.07	34	06	21	76R	
MP 180½	12.27	34	41	27½/22*	213R	
MP 181	12.82	35	53	25½/27½	level	
MP 181½	13.32	37	01	25/24	74R	
MP 182	13.82	38	14	24½	92R	
Washford	13.95	38	34	20*/23	296R	
MP 183	14.82	40	54	14*tsr	65F	
MP 184	15.82	43	49	27½	level	
					sigs stop	
			45	22	0*	
			46	39		
Blue Anchor	16.25	65.00	49	06		

R=Rising, F=Falling, L=level track *brakes or speed restriction net time 46 minutes

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LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

THIS time, as a complete change from the recent plethora of Southern steam, I am covering Vintage Trains' 'Whistling Ghost V' trip from Solihull to Minehead on June 17, and also a very fast run behind an A1 Pacific from 1963. The 'Whistling Ghost V' trip combined a run with one of the big Pacifics currently running on the main line, Princess Coronation No. 46233 *Duchess of Sutherland* with the West Somerset Railway and the prospect of a heavy train being hauled over their fierce gradients by a big GWR locomotive.

There were some concerns ahead of the trip as the weather had been hot for a while. In fact, although we didn't know it at the time, Gresley A4 Pacific No. 60009 *Union of South Africa* caused a series of eight lineside fires on the day of our trip due to being fired slack while running light engine as the coal was well back in the tender and this resulted in sparks from the chimney.

The reports in some quarters that the cause was a brake or lubricator fault are not correct. This resulted in the 'Torbay Express' of Sunday, June 18, running with a diesel pilot and with hindsight it was surprising that the return run of our train was allowed to run with pure steam.

There had also been speed restrictions imposed on some lines in the south. So with some trepidation we boarded the 6.27am Cross Country train from Southampton Airport to Banbury in order to make a comfortable connection into the 6.56am from Solihull 'Whistling Ghost V' to Minehead. This rolled in early with the Pacific on 10 coaches and REG, the water carrier, total about 415 tons gross and not a diesel in sight! After shuffling seats with the help of the stewards (why do we always get seats back to engine on the wrong side for mileposts with Vintage Trains?), we settled down to time the first section to a water stop in the Up loop south of Oxford which is shown in Table One.

We were away on time and gained three minutes to the stop. Our driver was Ray Poole, ably assisted by Alastair Meanley who soon had No. 46233 running easily into the 70s which got us better than even time by Kidlington, just 17.06 miles from the start. Although we heard the *Duchess* working from four coaches back soon after the start, Ray Poole appeared to be exercising great care not to push the engine on this stretch or indeed anywhere else, no doubt

with the fire risk in mind.

From Oxford right through to Taunton the running was subdued and marred first by an incident at Swindon, then by some poor operating decisions and late running service trains. We were due to take the slow line from Wantage Road to Challow, but the stop just short of the latter was unexpected and soon word came that there was an HST on fire in the platform at Swindon. We got away after 51 minutes and ran nicely past Shrivenham and Bourton with speed touching 70mph. I fully expected us not to call at Swindon but we were looped into the platform and proceeded to crawl through the station at 11mph, before regaining the main line, now 65 minutes late; an unaccountable delay which also caused time to be lost by an Up HST.

A good climb

Speed reached just over 70mph after Brinkworth before *Duchess of Sutherland* made a good climb up the nine mile long climb at 1-in-300 to Badminton topped at a minimum of 65mph with hardly a sound from the engine. Control then decided to loop us at Bristol Parkway where we stood for 17 minutes during which time very little happened. So, from being 56 minutes down at Westerleigh, we were 76 late arriving at Bristol Temple Meads.

Here I had high hopes of a clear run to Taunton as the 11am from Cardiff to Taunton stopping train should be well out of the way, being due to depart at 11.53 and arrive at Taunton at 12.55. As we left at 12.23, 68 minutes late, we should have had a clear run with expectation of making even time. We made a good start to top the climb to Milepost 123 at 53½mph and running up to 71½mph before getting checked before Yatton. Surely it couldn't be the Cardiff stopper could it? And even if it was surely the signallers would hold it at Weston to give us a clear run to recover some time? But yes it was the late-running unit which was losing time and no it wasn't held at Weston. So the rest of our run to Taunton was ruined and we dropped another minute on the easy 57 booking from Bristol.

Some slick working by the train crew saw us get to Bishops Lydeard 54 minutes late where Modified Hall No. 6960 *Raveningham Hall* backed onto our train after the *Duchess* had removed the support coach and water carrier. Nine coaches for 335 tons is a big load for the heavily-graded line and driver John Gibbons



No. 46233 at Bristol Temple Meads on June 17 with the return 'Whistling Ghost' from Minehead to Solihull. DON BENN



LMS Princess Coronation Pacific No. 46233 Duchess of Sutherland arrives at Banbury with Vintage Trains' 'Whistling Ghost V' from Solihull to Minehead on June 17. DON BENN

with fireman Damien Moore did very well within the constraints of the overall speed limit. The climb out of Bishops Lydeard up the 1-in-80/99/81 to Crowcombe Heathfield was particularly vigorous with lots of lovely GWR noise from the Hall and the curving 1-in-76 from Watchet, basking in the sun, was equally good. I have tabulated the run as far as Blue Anchor as it is worthy of inclusion even if it isn't main line.

John Gibbons was full of praise for the engine when we talked to him at Blue Anchor while we waited to pass a service train hauled by No. 7820 *Dinmore Manor*. We had left Bishops Lydeard 44 minutes late and arrived at Blue Anchor just 28 late, and then Minehead 39 minutes late, a much better result than had seemed possible earlier in the day, due in no small part to the slick operation on the West Somerset Railway, for those responsible of operating the big railway had certainly been no help.

Minehead appeared to be populated by youngsters apparently the worse for wear after a long liquid lunch, being controlled by bouncers on the pub doors and police on the street and it was a relief to find somewhere quiet for our lunch after a bit of a walk. Maybe Minehead is the new Newquay? Back at the

station No. 6960 was ready for the off on the 5.15pm back to Solihull and we left slightly early in order to try to compensate for very tight allowance for the engine change at Bishops Lydeard.

With a different WSR crew, No. 6960 did well enough sustaining 23-24 mph up the long mainly 1-in-100 climb from Williton to Crowcombe and getting us to Bishops Lydeard six minutes early where No. 46233 took over, running easily to Taunton where, after a brief stop, driver Andy Taylor got us away just under two minutes late.

Rolling easily along

Our fireman was Dean Morris and the pair soon had the 415 ton train rolling easily along at around the 70mph mark, on what was still a very hot afternoon. At its we had a clear road which lasted 42 miles to the outskirts of Bristol. For once that day, luck was with us as the Taunton to Cardiff stopper had been delayed at Weston and so we ran nicely with speed in the 70-74mph range, averaging 71.92mph over the 28 miles between mileposts 155 and 127, before topping the summit after Flax Bourton at just over 60mph. The actual time to Bristol was 46 minutes 6 seconds, net 44 minutes for the 44.74 miles. Table Three shows the details and once again this competent piece of running had been accomplished with very little effort from the big Pacific.

Here we alighted in order to get home at a reasonable time but this plan was thwarted by many delays on our Great Western service which was finally diverted to Eastleigh where, not for the first time that week South West trains was in complete disarray, not knowing where the few trains which were running actually were. So we gave up and walked the two miles back to Parkway to collect our car. An enjoyable and interesting day on a railway system which simply could not cope in weather which though hot was not exceptionally so.

Finally this time an old friend Peter Trapp has supplied me with details of a fine run with an LNER A1 Pacific No. 60145 *Saint Mungo* on the 6.12pm King's Cross to Leeds which he used to catch as far as Peterborough, returning on the 7.35pm all stations to Hitchin and then fast to King's Cross, also still steam

TABLE THREE: TAUNTON TO BRISTOL

Date	Saturday, June 17, 2017
Train	1715 Minehead to Solihull
Loco	Class 8P 4-6-2 No. 46233 <i>Duchess of Sutherland</i>
Load	10 coaches plus REG, 391½ tons tare 415 tons gross
Driver	Andy Taylor
Fireman	Dean Morris
Recorder	Don Benn
Position	ninth coach of 11
Weather	Hot and Sunny

	miles	sched	mins	secs	speed
Taunton	0.00	0.00	00	00	
Creech St Michael	2.91		05	19	57½
Cogload Junction	4.76		07	12	62½
MP 157	6.16		08	26	65/70½
Fordgate	8.70		10	41	69½/70
River Parrett	10.75		12	29	68½
Bridgwater	11.58	13.00	13	07	71½
MP 150	13.16		15	30	72
Dunball	14.13		16	20	73
MP 148	15.16		16	08	74
Huntspill River	16.16		17	01	74½
Highbridge	17.89		18	23	72
MP 144	19.16		19	25	71½
Brent Knoll	20.66		20	40	71½
MP 141	22.16		21	57	71
Uphill Junction	25.10	25.00	24	25	71½/70½
Worle Junction	28.04	27.00	26	48	72
Worle	28.63		27	19	72½
Huish Crossing	31.01		29	18	73
Yatton	32.83		30	48	74
MP 128	35.16		32	54	71½
Nailsea	36.75		34	02	68
Flax Bourton	38.89		35	58	64
MP 123	39.16		37	12	60½
Long Ashton	41.11		38	05	67½
Parson Street	42.99	43.00	40	47	28*sigs/32
Bedminster	43.84		42	25	31*sigs*
Bristol Temple Meads	44.74	52.00	46	06	

net time 44 minutes average speed mileposts 155 to 127=71.92 mph

*brakes or speed restriction



Andy Taylor opens the regulator of No. 46233 at Bristol Temple Meads with the 5.15pm Minehead to Solihull on June 17. DON BENN

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LMS Jubilee 4-6-0 No. 45690 *Leander* approaches Llandudno Junction with the Railway Touring Company's 'North Wales Coast Express' returning from Holyhead on July 23. ALAN WEAVER

August

SAT 29: 'Cotswold Venturer'

Paddington, Oxford, Worcester and return via Stroud.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. RTC

SUN 27: 'Waverley'

York, Settle, Carlisle and return.

Steam hauled throughout.

Loco: No. 45690 *Leander*. RTC

SUN 27: 'Cathedrals Express'

King's Cross, Scarborough and return.

Steam hauled: York, Scarborough and return.

Loco: No. 45699 *Galatea*. SD

SUN 27: 'Forth Bridge and Borders'

Linlithgow, Kirkcaldy, Tweedbank and return.

Steam hauled throughout.

Loco: No. 44871. SRPS

MON 28: 'Easterling'

King's Cross, Cambridge, Great Yarmouth and return.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. UKRT

TUES 29: 'Fellsman'

Lancaster, Preston, Settle, Carlisle and return.

Steam hauled throughout.

Loco: No. 45690 *Leander*, 45699 *Galatea*, 48151 or 46115 *Scots Guardsman*. SMR

Steam hauled: Taunton, Par and return.

Loco: No. 34046 *Braunton*. RTC

TUES 5: 'Cathedrals Express'

Victoria, Yeovil Junction and return.

Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

WED 6: 'Belmond Pullman'

Victoria, Salisbury, Bath, Bristol and return.

Steam hauled throughout.

Locos: No. 60163 *Tornado* (out), No. 35028 *Clan Line*. (return). BEL

WED 6: 'Dorset Coast Express'

Victoria, Weymouth and return.

Steam hauled: Victoria, Weymouth and

Southampton, Andover, Victoria.

Loco: No. 60009 *Union of South Africa*. RTC

WED 6: 'Scenic S&C Express'

Bedford, Carlisle and return.

Steam hauled: Hellfield, Carlisle.

Loco: No. 45690 *Leander*, 45699 *Galatea*, 48151 or 46115 *Scots Guardsman*. WCR

SAT 9: 'Cheshireman'

Norwich, Nuneaton, Chester and return.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. RTC

SAT 9: 'Cathedrals Express'

Euston, Shap, Carlisle and return via Settle.

Steam hauled: Carnforth, Carlisle, Farington.

Loco: No. 45690 *Leander*, 45699 *Galatea*, 46233 *Duchess of Sutherland* or 46115 *Scots Guardsman*. SD

SAT 9, SUN 10: 'Steam on the Met'

Harrow-on-the-Hill, Amersham and return (x2). Steam hauled throughout.

Locos: No. 1 and No. 9466. LUL

SUN 10: 'Waverley'

York, Settle, Carlisle and return.

Steam hauled throughout.

Loco: No. 45690 *Leander*. RTC

FRI 15: 'Moors & Dales'

Victoria, York, Whitby.

Steam hauled: Victoria, York.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 16: 'Border Raider'

Tame Bridge, Shap, Carlisle and return via

Settle.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. UKRT

SAT 16: 'Cotswold Express'

Tyseley, Worcester, Swindon, Oxford,

Evesham, Tyseley.

Steam hauled throughout.

Loco: No. 5043 *Earl of Mount Edgumbe*. VT

SAT 16: 'Dorset Coast Express'

Victoria, Swanage and return.

Steam hauled: Victoria, Swanage and

Southampton, Andover, Victoria.

Loco: No. 60009 *Union of South Africa*. RTC

MON 18: 'Moors & Dales'

Scarborough, Victoria.

Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. SD

Regular Steam

DAILY: 'The Jacobite'

Fort William, Mallaig and return.

Steam hauled throughout.

Loco: No. 44871, 45212, 45407 or 62005. WCR

THURS to SEP 14: 'Scarborough Spa Express'

Carnforth, Scarborough and return.

Steam hauled: York, Scarborough & return.

Loco: 45699 *Galatea*. WCR

SUNS to Sep 3: 'Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-

Avon and return (x2).

Steam hauled throughout.

Loco: No. 4965 *Road Ashton Hall*. VT

SUNS Sep 3, 10: 'Torbay Express'

Bristol, Kingswear and return.

Steam hauled throughout.

Loco: No. 35028 *Clan Line* (3), No. 60163 *Tornado* (10). TEL

Tour Promoters

BEL	Belmond Pullman 0845 077 2222
LUL	London Underground
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
SMR	Statesman Rail 0345 310 2458
SRPS	SRPS Railtours 0131 202 1033
TEL	Torbay Express Ltd 01453 834477
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 01524 737751

The information in this list was correct at the time of going to press. We strongly advise that you confirm details of a particular trip with the promoter concerned.

All to play for as first XI vies for top honour

WITH no apparent standout candidate in their category, the 11 main line nameplates have it all to play for at Great Central's sale at Stoneleigh on September 2. Numerically, the selection is being led by the GWR with five, followed by the LNER with two, one apiece for the SR, LMS, and Standards, and a sole representative from across the Irish Sea.

The Great Western quintet comprises *County of Cardigan* (No. 1008), *Downton Hall* and its classmate *Trematon Hall* (Nos. 4994 and 5949), *Overton Grange* (No. 6879, the last of the class to be built, in May 1939), and *Lydford Castle* from No. 7006.

Across to the LNER, there's *Galopin* from A3 No. 60076 and *Happy Knight* (A2 No. 60533), each named after a Classics winner, while the SR and LMS contenders are respectively *Sir Harry le Fise Lake* (King Arthur No. 30803) and *British Honduras* from Jubilee No. 45602.

The BR Standard banner is being carried by *Charles Dickens* (Britannia Pacific No. 70033), and finally comes *Galteemore* from Great Northern Railway (Ireland) Class S 4-4-0 No. 173, built by Beyer Peacock in Gorton in 1913 for the Belfast-

Dublin route and withdrawn in 1964.

The name, from a 3015ft mountain in south-west Ireland, is not to be confused with *Galtee More* from LNER A3 No. 60049, named after a thoroughbred that won three Classic races in 1897 and which was itself named after the mountain, but with a different spelling. Do keep up at the back.

And talking of mountains, an overseas nameplate is *Mount Kilimanjaro*, from East African Railways' 4-8-2+2-8-4 No. 5928 built by Beyer Peacock in 1955, one of the Class 59 Garratts that were, at 83,350 lb ft tractive effort, the most powerful metre gauge steam locomotives ever.

A cabside numberplate and the smokebox numberplate from No. 4994 will also be going under the hammer, separately from the nameplate, while other cabsides include 4923 – one of whose *Evenley Hall* nameplates sold at Great Central's June 3 auction – 5031 (*Totnes Castle*), 6840 (*Hazeley Grange*) and 7902 (*Eaton Mascot*



Hall). There's also 7779 from a GWR 0-6-0PT that was withdrawn by BR in October 1958 and sold to London Transport, for whom it survived at Neasden depot as L93 until September 1968.

Other smokeboxes include 1022 (*County of Northampton*), 60061 (*Pretty Polly*), 61040 (*Roedeer*), and 60503 from LNER *Lord President* that started life as a P2 class 2-8-2 but had been rebuilt as an A2 Pacific by the time it carried this BR number. Among the headboards are 'Cambrian Coast Express' and 'The Aberdonian' King's Cross-Aberdeen sleeper express. Despite many trainspotting visits to both the Western Region and the ECML, I logged these expresses just once each. The former was at Banbury General on April 28, 1960, when the Up working was headed

by No. 4096 *Highclere Castle*, and the latter at Hadley Wood on July 8, 1961, when D9004 *Queen's Own Highlander*, a Haymarket Deltic then just two months old, passed through on the Down train. Coincidentally, on that same visit to Hadley Wood I recorded on an Up Edinburgh express A3 No. 60061, whose smokebox numberplate is being sold at the auction.

An auction debutante is totem sign Dolgelley, from a station on the Ruabon-Barmouth line that suffered something of an identity crisis during its 97-year existence, having been opened as Dolgelly in 1868, renamed Dolgelley in 1896, and finally Dolgellau in 1960, five years before closure.

The auction, the star of which is expected to be a George Cross medal awarded posthumously to Britannia Pacific driver Wally Oakes for heroism in 1965 – as reported in *Heritage Railway* issue 230 – is at Stoneleigh Park and starts at 10am.



A2 Pacific by the time it carried this BR number.

Among the headboards

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→ A nameboard from *Devizes* signalbox sold for £3000 at an antiques and collectables auction run by Henry Aldridge & Son in the Wiltshire town on July 22.

The station was opened in 1857, and the sign was rescued by a local railwayman after the station's closure in 1966.

A London Underground poster by Graham Sutherland (1903-80) issued in 1938 to promote travel into the countryside sold for £1600 in the same auction.

The two prices exclude buyer's premium of 17½% (+ VAT).

Payment changes are on the cards

COLLECTORS who pay for their items at railwayana sales by credit card will receive a boost from next January, thanks to an EU directive – but at the same time some auction houses are set to stop accepting that form of payment.

Many retailers add a small surcharge on credit card payments to reflect the charge made to them by the card companies, and leading railwayana auction houses who accept credit card payment currently do likewise, albeit with just a small addition of 2% or 3%.

From January that will be banned, meaning paying by credit card will have no surcharge added, bringing it in line with payments by debit card.

The top railwayana auction principals

have as a result been mulling over what action to take, and one, Simon Turner of GW Railwayana, has decided to stop taking credit card payments with effect from his next auction on November 18. "There's not a lot who pay in that way anyway, as most use debit cards," he said.

Dave Jones of Great Central Railwayana said: "We are assessing the situation, but will take them for the foreseeable future, and if we make any change it will be announced at our December auction."

Roger Phipps of Talisman Railwayana has decided to continue accepting credit card payments. "Most of our bidders who pay by card usually pay by debit card, which does not incur a surcharge," he

said. "So we will probably absorb what the credit card companies charge us, as we do not want people who wish to pay in this way to be deterred from bidding."

"The surcharge does currently help us with the hire of the terminals, and this cost will now have to be absorbed as well. One way to absorb the costs is of course to increase our buyer's premium slightly, but we have no present intention of doing that."

Great Northern Railwayana's Dave Robinson has decided on a watching brief. "We will assess it after our sale on October 7. The biggest bulk of our card payments are with debit cards, which incur no surcharge, so it should not be a big deal."

Italian dominance at poster auction

THE Italian artist Fortunino Matania dominated the railway section of Onslows' biannual online vintage poster auction on July 7, when two examples of his work, both for the LMS, sold for £7500 and £4200.

The former was of Southport Lido issued circa 1931, while the latter promoted Blackpool and dates from circa 1938.

Matania, born in Naples in 1881, was noted for his portrayal of First World War trenches and regularly exhibited at the Royal Academy. He died in

London in 1963 aged 81.

Behind these iconic posters came two issued by the LNER, by Frank Mason (1876-1965) promoting Cruden Bay in Aberdeenshire issued circa 1930 (£2600), and Vienna via Harwich by Frank Newbould (1887-1951) dated circa 1925 (£2100).

The third of the Big Four to make its mark in the auction was the GWR, with a Cornwall poster by Edward McKnight Kauffer (1890-1954) issued in 1932 that went for £1800. Prices exclude buyer's premium of 20% (+ VAT).

LMS double whammy at model sale

THE LMS hit the jackpot at a Vectis model train sale at Thornaby on July 21, with the two joint leading realisations flying the flag for the company. An 00-gauge Wrenn model of streamlined Princess Coronation No. 6237 *City of Bristol* went for £1400, a price matched by another 00-gauge example, made by DJH Models of Consett, Co Durham, of Cloughton 4-6-0 No. 6017 *Breadalbane*, a result that blew away its top estimate of £200.

A 'West Riding Limited' set of six carriages by Hornby comprising three

articulated pairs in two-tone blue went under the hammer for £800, and two further DJH 0-gauge models, of LNER A2 No. 525 *A.H. Peppercorn* and LNER V2 2-6-2 No. 4771 *Green Arrow*, sold for £700 and £680 respectively.

Close behind No. 4771, at £660, came a Hornby Dublo model of the same locomotive, albeit in its BR identity as No. 60800, itself followed closely by a Hornby 0-gauge LMS No. 6201 *Princess Elizabeth* (£640).

Prices exclude buyer's premium of 20% (+ VAT).

Jubilee is a golden success at Pershore

AND so the LMS Jubilee bandwagon keeps rolling along, defying the odds and batting aside any thoughts among collectors and auction houses that its day has passed. Thus, at GW Railwayana's July 15 sale at Pershore, *St. Vincent* from No. 45686 (named, I was assured by another auction house principal, after a former Admiral of the Fleet and not the Caribbean island), was at the top of the charts with a price of £11,000.

Behind the admiral came *Nunhold Grange* (GWR No. 6842) that went under Simon Turner's hammer for £7300. That's a class which, unlike the Jubilees, has occasionally entered choppy waters in recent times, so this realisation will come as something of a relief for those who have such a plate in their collection.

A further four-figure steam nameplate was *Leigh*, carried by an 0-6-0ST built by Hunslet Engine Co in 1923 for the West Leigh Colliery Co of

Lancashire, which made £1000 with its matching worksplate.

Top non-nameplate realisation was £3025 for a London & South Western Railway ex-Cosham signalbox 8in dial clock from 1870 that had retained its pre-Grouping dial, while others in the category included two GWR 12in dial examples from the same era at £1800 apiece.

A smidgen behind the LSWR timepiece came a trio at £3000 each comprising Doncaster worksplates from LNER A3 Nos. 60040

Cameronian and 60051 *Blink Bonny*, and the smokebox numberplate from GWR No. 7027 *Thornbury Castle*. A worksplate from

GWR No. 2166, an 0-6-0T built by Hudswell Clarke for the Burry Port & Gwendraeth Valley Railway in 1916 and withdrawn by BR in 1955, deserves mention for its £2300 realisation.

In pole position among the totem signs was Partridge Green from the former LBSCR station between Horsham and Shoreham that opened in 1861 and closed 105 years later (£2900), closely pursued by auction first-timer Bentley from the former GER station between

Colchester and Ipswich (£2700).

Target station signs also caught the eye, including London Underground pair King's Cross St. Pancras (£2500) and

Earl's Court (£1850), and Southern Railway Elephant & Castle (£1700), and so too a collection of 69 volumes of the *Great Western Railway Magazine* that went under the hammer for £1900.

A Midland & Great Northern Joint Railway handlamp plated Gatehouse Moulton went for £1700, a Somerset & Dorset Joint Railway ex-Bournemouth West fingerboard for £1400, and, still on a seaside theme, a seatback from Bude station for £1000. Prices exclude buyer's premium of 10% (+ VAT).

Auctioneer and director Simon Turner said: "Strong categories included totems and 9x5 worksplates, bidding was also strong on the internet, and there was a good attendance considering the sale was held in the holiday season. Also, our decision to list non-railway advertising and motoring signs at the end worked well."



Canopies and lamps: A Liverpool Street-bound suburban train approaches Coborn Road station in London's East End circa 1900. An LNER 1d platform ticket from the station, which closed in 1946, sold for £260 at a Great Central Railwayana ticket auction in July.

3s-9d ticket to ride stars with £290 realisation

A Cambrian Railways' ticket from Glandovey Junction to Welshpool, a journey which cost 3s-9d, was the top seller at a Great Central ticket postal auction in mid-July, with a

realisation of £290.

The remote station, which has no road access, was opened in 1867 where the Aberystwyth and Pwllheli lines diverge, and was renamed

Dovey Junction in 1904. It is still open today.

At £260 came an LNER 1d platform ticket for Coborn Road (Old Ford), a station on the main line in east London

2½ miles out of Liverpool Street.

The original station opened in 1865 as Old Ford, renamed in 1879, resited slightly in 1882 due to the track being quadrupled, and closed in 1946.



Warwickshire in steam at Bridgnorth on May 22, 1971. COLOUR-RAIL.COM 122108

WARWICKSHIRE

an important Manning Wardle survivor

Industrial steam locomotives played an important role in the early days of even our largest heritage lines. Mark Smithers reports on the interesting history and heavy overhaul of a saddle tank that has spent 50 years on the Severn Valley Railway.

On September 9, 1926, an important but sad event took place at the Boyne Engine Works of Manning Wardle & Co Ltd in Jack Lane, Leeds. Following unsuccessful attempts to keep the company afloat in the depressed environment for private locomotive manufacturers after the Armistice of 1918, its directors and staff were forced to accept the inevitable and cease production at the site.

The day in question therefore saw the outshopping of the last locomotive to be produced by Manning Wardle, works No. 2047, a 14in by 20in inside-cylinder 0-6-0ST supplied to Rugby Portland Cement Co Ltd of New Bilton, Warwickshire. The locomotive had been ordered on the preceding April under order number 83500. The events that gave rise to the evolution of No. 2047's design were a little less straightforward than was the case with some other Manning Wardle design specifications and began during the early 1870s.

The company's first attempt at a standard 14in by 20in design was designated the N class and its earliest member was No. 387, steam tested on March 3, 1873 and supplied the following day to the contractor Logan

and Hemingway (an important Manning Wardle customer) at Mexborough.

This locomotive was originally designed to conform to the usual principles associated with the company's six-coupled standard classes, namely wheelbase (in this case 12ft 9in) arranged so that the intermediate and trailing axles straddled the firebox; inside cylinders; flat-sided saddle tank, and domeless boiler barrel with raised inverted U-pattern firebox wrapper. Unfortunately, and against the normal pattern of events for Manning Wardle products, this latter feature was of insufficient height and proved to be the design's Achilles' heel.

A measure of fame

At some stage before the final steam test, presumably to cure priming therefore, it was decided to fit a dome to the boiler of No. 387 and its four classmates, two of which were exported to Australia. Although No. 387 later achieved a measure of fame, passing through MSRL and GCR ownership and finally being withdrawn from service as LNER No. 6469 in March 1929, the original boiler redesign cost all five locomotives their 'standard class'

status in the maker's records.

Even before the last two of these locomotives had been dispatched from the makers (Nos. 519 and 739 on October 29 1875 and October 23, 1879 respectively), a redesign of the basic specification had been undertaken, resulting in a reduction of the original wheelbase dimension to 12ft (5ft 11in + 6ft 1in); the adoption as standard of 3ft 6in 'double-boss' cast-iron wheel centres (in lieu of the 3ft 9in wrought-iron items initially used by the N class, later revised to 3ft 6in), and most importantly, a domeless boiler with a more pronounced raised firebox wrapper as a solution to the priming problem.

The first member of the new class, No. 547 *Manston* was sent away on May 14 1875, with two further members, No. 630 of 1876 *Ringing Rock* (a somewhat modified variant reverting to wrought-iron conventional wheel centres) and No. 638 of 1877 *Wharton Hall* following shortly afterwards. The members of this trio of locomotives originally bore the classification 'N', but to avoid any confusion, they were later reclassified 'Q', a tag borne by subsequent class members from new.



A front right hand three-quarter view of the mainframe/bufferbeam assembly and cab of *Warwickshire* undergoing restoration in the Bridgnorth workshops of the Severn Valley Railway. The components are restorable, as are the buffers, which had been removed.



The area between the mainframes looking backwards from the rear of the cylinders to the motion stretcher. The weighshaft is fitted with a single 'Y'-ended bellcrank which raises or lowers the drop-links to produce the requisite forward/reverse and cut-off settings. Note the degree of protrusion of the stretcher above upper frame level, an indication of the raised boiler pitch necessitated by the position of the firebox.



Warwickshire on display at Hampton Loade in September 1996. P CHANCELLOR/COLOUR-RAIL.COM 122110



The right-hand cabside of *Warwickshire*. It will be seen that there are no radiuses on the corners of the cut-outs: apart from the bunker sides and upper spectacle plate areas the cab is made up totally of rectangular plates. This type of Manning Wardle cab, which may be termed an 'austerity cab', was introduced during the year preceding the outbreak of the First World War and persisted on a small number of locomotives constructed after the Armistice, including the 1922 rebuild of still extant No. 1207 of 1890 *The Welshman*. The size of the inverted 'U'-shaped firebox wrapper is well demonstrated, as are the positions of the spectacles, necessitated by the need for the best-possible view for the crew over the saddle tank.

In all, some 21 mainstream Q class members were produced (two additional related locomotives were built with side tanks and domeless boilers in 1888 for the contractor TA Walker for work on the Manchester Ship Canal), incorporating a number of variations, some specified by individual customers and dictated by the makers' product development policies. The last class member, No. 1966, was completed in 1918 for the contractor Logan and Hemingway, while the class 'celebrity', at least if one disregards the extensively rebuilt No. 630 post-1902 on the GWR and KESR, was No. 1555 of 1902 *Northolt*, originally built for the contractor Pauling & Co Ltd, of which more will be said later.

Tightly curved lines

A major weakness of the Manning Wardle standard six-coupled classes was that placing the firebox neatly between the intermediate and rear axles necessitated the use of a coupled wheelbase longer than many industrial users, with their tightly curved lines, would have required. In order to get around this problem, a major design change was introduced on many inside cylinder 14in, 15in and 16in 0-6-0STs produced for home customers from the late 1890s onwards. As far as the 14 in by 20in

specification was concerned, this began with No. 1407 of 1898 for Farnley Iron Co of Leeds and constituted the root of the evolutionary process that led to No. 2047's design.

Essentially the wheelbase was shortened to 10ft 6in, with the firebox now being placed above the rear axle employing a foundation ring inclined upwards towards the rear end to facilitate this arrangement, while the boiler pitch was raised by 2in. Various other modifications were made to the design of chassis components, but what had evolved was a short-wheelbase version of the Q class.

By 1903, two further locomotives had been constructed to a similar specification, but with No. 1844 of 1914 *Success*, the all-important further reduction in wheelbase to 10ft was undertaken. This locomotive was followed by Nos. 1904 of 1916; 1925-26 of 1917 (both fitted with Isaacson's valve gear); No. 1943 of 1918, and, of course, No. 2047 of 1926, all built basically to the 1914 specification. The locomotive details for No. 2047 as built indicate that it differed from No. 1943 by reason of possessing 3ft 1½in wheels in lieu of 3ft 6in. There is no surviving evidence to suggest that No. 2047 ever possessed anything other than wheels of 3ft 6in diameter and this entry therefore may be a mistake in the locomotive



The ultimate irony – the final pattern of the Manning Wardle worksplate features a relief pattern of roses intended to be the white rose of Yorkshire. These can be discerned in this view, but at some stage in the locomotive's career, they have been painted red!



The rear left-hand mainframe area, emphasising the closeness of the spacing of the intermediate and rear axles on *Warwickshire* when compared with the standard Q class. The rear brake hanger pivot is also shown. In this Manning Wardle design the brake hangers were inverted and their pivots located near to the bottom of the mainframes, a configuration also found on *Dolobran* (No. 1762 of 1910) and its sisters.



A classic feature of many Manning Wardle locomotives was the cast-iron sandbox with lipped base and upper surface.



The balance weight for the weighshaft and the trailing face of the motion stretcher, with the hanger bearings for the leading springs. Unlike many six-coupled Manning Wardle products, *Warwickshire* was not equipped with compensating lever suspension between the leading and intermediate axles.



The saddle tank is restorable and currently awaits attention in the workshops at Bridgnorth. This front view shows the handrail, which passes around the chimney, and emphasises the cross-sectional profile, a standard Q class item, which was redesigned to be wider and lower during the early 1890s.



The leading and trailing split cotter pin bearings as used on the coupling rods of *Warwickshire*.



The lower left-hand area of this photograph illustrates well the longitudinal lap joint, that has proved to be the 'villain of the piece', ensuring that the original boiler, even if overhauled, would be effectively unsalvageable.



The life-expired smokebox and front tubeplate showing the tube arrangement. The uppermost two tubes appear to be of reduced diameter when compared with the others.

details, or indicates a change of heart on the part of the customer that was not recorded.

No. 2047 was delivered new to the Rugby Portland Cement Co Ltd's works at New Bilton, Warwickshire where, apart from a short visit to the company's Southam works in 1943, the engine worked for all of its pre-preservation career.

The locomotive's final year of operation at New Bilton (before replacement by Thomas Hill diesel No. 173V of 1966) was exactly four decades after its entry into service. Fortunately it was not immediately scrapped but remained on site out of use as the RPCL management had already appreciated its historic value and was sympathetic to a preservation bid.

During the following year, the Warwickshire Industrial Locomotive Preservation Group was formed with a membership of 30 subscribers, each contributing £10 to finance the purchase of No. 2047 from RPCL for £150, the £55 transport cost from New Bilton to the Bridgnorth base of the Severn Valley Railway on a low loader, and an initial sum of £95 towards the cost of returning the locomotive to operational condition.

Dismantling for overhaul

Following initial cleaning work by WILPG members during the preceding month, the removal operation took place on October 22, 1967 and dismantling for overhaul in the locomotive yard at Bridgnorth in January the following year. Restoration continued at a steady pace during the following spring and by June a successful hydraulic boiler test had been carried out. Some spares for the sanding apparatus were recovered from Manning Wardle 'de facto M' class

No. 2015 of 1921 *Abernant* then on display in a children's playground near Duddleston station in Birmingham, but now awaiting restoration in its own right at the GCR(N) premises at Ruddington.

Reassembly of the locomotive was completed by November 1968 and during the following month it was steamed for the first time on SVR metals. During the initial restoration, No. 2047 swapped its lined green livery for an unlined blue colour scheme. Much of its early operational career on the SVR was spent on shunting and works train services and its next major milestone was to receive lined-out livery in 1970, along with its current name *Warwickshire*, ultimately confirmed by an official naming ceremony on April 3 1971 in the presence of HA Vigar, former manager of the New Bilton works, and other former members of the locomotive's pre-preservation crew.

Life for the newly named *Warwickshire* continued largely as before, but there were some more varied duties including the giving of footplate rides, station pilot work and the occasional piece of filming for the BBC. In 1974, another repaint took place and *Warwickshire* emerged in Caledonian Railway-inspired livery before taking part in the August bank holiday Town and Country Fair at the National Agricultural Centre at Stoneleigh Abbey. Here, the locomotive gave footplate rides during its only post-1967 return to its initial county of operation, and on its return found itself facing in the opposite direction (i.e. towards Bridgnorth).

During 1975-76, *Warwickshire* underwent a boiler retube, but its return to service proved to be shortlived as it was laid-up in 1977 with a defective fusible plug. Subsequent examination of the boiler revealed myriad difficulties: the



Warwickshire in steam at Bridgnorth on August 17, 1974 with LMS 2MT 2-6-0 No. 46521. COLOUR-RAIL.COM 113263

inner firebox was badly wasted, while the fusible plug of a non-standard design required total replacement, which was also necessary in relation to the recently replaced boiler tubes. Competing demands on the SVR boilermaster's attention had pushed *Warwickshire* down the queue, and, with further delay being caused by the temporary cessation of boiler work at Bridgnorth while a new boiler shop was built, it was considered necessary to send *Warwickshire*'s boiler to Roger Pridham in Devon in April 1988 for the essential repairs to be carried out.

During the following year a report submitted from Devon to the WILPG revealed a difficulty that was to prove fatal to any hope of returning the locomotive to working order with its existing boiler. The original boiler barrel is held together with a simple longitudinal lap joint rather than the later pattern of butt-joint (involving the use of an additional plate). This survival from the early days of locomotive boiler construction is more prone to longitudinal grooving (in the upper plate's lower face and along the line of the rivets) than the butt-joint and even by 1989 a repair to the boiler would have been virtually uninsurable.

With no suitable secondhand replacement boiler being available and the cost of a suitable new-build item, even at early 1990s prices, being in excess of £40,000 the decision was taken to return *Warwickshire*'s original condemned boiler to Bridgnorth where it was refitted to the frames in August 1993.

During the following two years, the locomotive was reassembled and repainted in lined green livery for static display, firstly

at Hampton Loade in 1995-97 and latterly at Kidderminster. Sadly, at both locations, this was in the open and consequently the locomotive suffered a certain amount of weather-induced deterioration, but fortunately as early as 1993 the Warwickshire Industrial Locomotive Trust had been formed, gaining charitable status the following year, in order to raise funds for the construction of a new boiler of correct appearance but conforming to modern insurance requirements.

Major overhaul

The boiler fund was launched in 1995, but it was not until the autumn of 2010 that *Warwickshire* was moved from Kidderminster to Bridgnorth for a major overhaul to commence. In September 2011 the life-expired boiler was removed from the rolling chassis and cab assembly, although at this stage the engine's main constituent parts, whether reusable or not, were still stored in the open in Bridgnorth yard.

By the summer of 2013, the chassis/cab assembly had been taken inside the workshop to enable further dismantling and storage of small components, such as springs, eccentric sheaves and slide bars, to take place before the rolling chassis was once again taken outside to enable removal of the cylinder /steam chest block. The main block is composed of two castings, one each for right-hand and left-hand cylinders, the latter of which carries the main steam pipe flange, and both of which carry exhaust passages, which merge above the steam chest.

During the locomotive's career at New Bilton, the exhaust passageway had been



Warwickshire's original boiler and smokebox assembly has been declared to be a total write-off and it currently sits in the yard at Bridgnorth. In addition to the domeless barrel and raised firebox wrapper, other trademark late Manning Wardle features are also visible, including the handwheel and reinforced seating strip for the smokebox door.

repaired with a patch and further corrosion had reduced the thickness of the upper parts of the cylinder bores to less than ¼in in places. On examination at Bridgnorth, the exhaust passage portion of the right hand casting was found to be very heavily corroded.

A repair was attempted using cast-iron welding techniques two years later but further examination revealed a major crack in the main bore that could not be rectified.

Although the left-hand cylinder casting was initially overhauled, it was eventually decided to have new CAD drawings made for the production of polystyrene patterns suitable for the replacement of both castings. In order to prevent surface damage to the castings caused by residue generated by 'burning-off' of the patterns, these items were completely removed from the mould (being destroyed in the process) before inserting sand cores and pouring the metal.

At the time of writing the completed castings at the premises of Timsons Ltd of Kettering are awaiting machining. In August 2014, the tyres were turned in the workshops at Bridgnorth and the eccentrics and sheaves have since been refitted and the centre castings have been repainted. The wheelsets are currently to be found stored in the yard with the requisite protective grease and cladding having been applied to the axle and crank journals.

Other important restoration work that has been undertaken during the last three years has included the stripping and repainting of the internal and external surfaces of mainframes; the refurbishment of the axleboxes, bearings and keeps; the overhaul of the springs and hangers; the application of primer to the

buffers and the repair of sundry small components, many of which have been moved from Bridgnorth to Bewdley to enable the necessary work to be carried out.

The current plan is that once the fully machined cylinders have been delivered, they will be fitted to the frames and these latter items rewheeled. This will then allow for the overhaul and reinstatement of the motion and brake gear before the refurbishment of the platework.

Long-awaited replacement

New drawings have also been prepared by Graham Morris for the long-awaited replacement for the original boiler, which currently still sits in the open at Bridgnorth. *Warwickshire's* return to working order when it eventually takes place will, as with many other preservation projects, have been a protracted affair, but it is certainly hoped that its return to steam will take place by 2020.

Much fundraising has already taken place towards this objective, for which the trust is grateful, particularly in relation to the cylinders and boiler, but further fundraising will be required to cover the costs involved in the production of new platework and other items.

Although of major significance in its own right, given the locomotive's historic value, the restoration of *Warwickshire* could facilitate the resurrection of a well-known Manning Wardle product that came into the ownership of a main line company.

Mention has already been made of Order No. 50700, No. 1555 *Northolt* supplied on February 28, 1902 to the contractor Pauling

& Co Ltd. This was sold on June 4, 1913 to the Freshwater Yarmouth and Newport Railway on the Isle of Wight, losing its name and being fitted with dual Westinghouse/ vacuum braking. In May 1924 the locomotive was allocated to Medina Wharf as shunter and repainted in Southern Railway Maunsell green livery, losing its vacuum brake fittings in the process, but retaining the Westinghouse apparatus fitted on the left -hand side near to the leading portion of the saddle tank. This was presumably to allow for maximum access to the injector, but carried a greater-than-normal risk of damage owing to its relatively exposed position.

In October 1928, a final overhaul was undertaken in which the name *Medina* was affixed to the tank sides, the boiler retubed and the upper cabsides renewed to give a rather Drummond-inspired appearance. The Westinghouse brake pump was also moved further back to a position immediately ahead of the left-hand waist-sheet, giving a less-cluttered appearance. In this form, *Medina* was one of the most handsome Manning Wardle products ever to run, but this phase in its career was to be sadly shortlived as the engine soon fell victim to the SR's O2, E1 and A1X-only steam motive power policy for the island that was implemented in the early 1930s. Withdrawn in June 1932 shortly before the arrival of a replacement E1; *Medina* remained out of use on the island until being shipped to the mainland a year later and scrapped at Eastleigh in July 1933.

Although a drawing of July 24, 1891 shows that the mainstream Q class locomotive at



Warwickshire at Bridgnorth on May 26, 1969.
COLOUR-RAIL.COM 122109



A future prize worth having! Later standard Q class celebrity SR W1 Medina (No. 1555 of 1902) could one day be recreated using, in part, the expertise (and cylinder patterns) currently being used to restore Warwickshire. This is the left-hand side of the engine, with the Westinghouse pump and foreshortened tank handrail visible.

this stage possessed a boiler barrel 8ft 8in long and 3ft 6 in diameter with 128 tubes of 2in diameter and a heating surface of 660sq ft (60sq ft for the firebox; 600sq ft for the tubes), the locomotive details for the final class member, No. 1966 of 1918 (built for the contractor Logan and Hemingway Ltd) show 115 tubes with a 537sq ft tube heating surface, which, given a slight variation, would appear to correspond to a straight reduction in the number of tubes from 128 to 115, retaining both the original 2in diameter and, crucially by necessity the barrel length of 8ft 8in and diameter of 3ft 6in.

Current standard

The locomotive details for No. 1844 (which it will be remembered, was the prototype for No. 2047), gives the same number of tubes; 115, and the same tube diameter and tube heating surface as No. 1966 while indicating that this revised configuration was the

current standard for the mainstream Q class. These observations show therefore, that the mainstream Q class boiler external barrel dimensions were retained on No. 2047 and its classmates, a fact confirmed by measurement of the boiler at Bridgnorth, while the engine's original cylinders are known also to be of standard Q class pattern.

Assuming that no major regulatory changes take place relating to the relevant component manufacture in future years, the drawings, tooling, patterns and expertise relating to the production of the new cylinders and boiler barrel of Warwickshire would be suitable for the production of a replica of Medina, as would measurements taken from certain other components. Would there be any takers for such a project?

In conclusion I would like to thank Carl and Robin Jones of the Severn Valley Railway for their help during the preparation of this article. 



At its last major overhaul in 1928, Medina's upper cab was remodelled and the Westinghouse pump moved further back. The engine was arguably at its most handsome in this form (the only minor 'blemish' being that its left-hand tank handrail was not restored to its original length, although this could be corrected in any replica), although it was to be shortlived, being withdrawn four years later, a victim of the SR's 'O2, E1 and A1X-only' policy of the 1930s and broken up at Eastleigh in 1933.



By the early 20th century, the cast-iron chimney had superseded earlier fabricated items as standard for most Manning Wardle products, and Warwickshire's chimney conformed to this trend. Currently deemed repairable, it is still mounted on the life-expired smokebox in Bridgnorth yard. A copper band was riveted on to the lower part of the chimney cap but this is currently painted black.



The driving wheelset with crankshaft and eccentrics, in the yard at Bridgnorth, with the newly overhauled crank and axle journals being protected from corrosion by the obligatory grease, cloths and wooden cladding.



Most early Manning Wardle locomotives had cast-iron wheel centres with their familiar double-crank boss configuration, but these were superseded by a more conventional pattern during the first decade of the 20th century. Close examination of Warwickshire's wheel centres, particularly the balance weight configuration, still shows its descent from the earlier design, however.

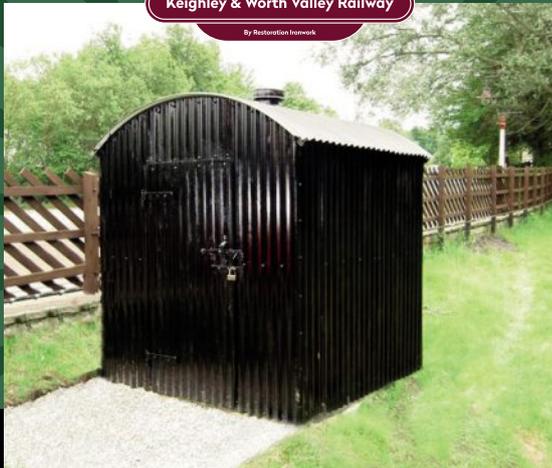
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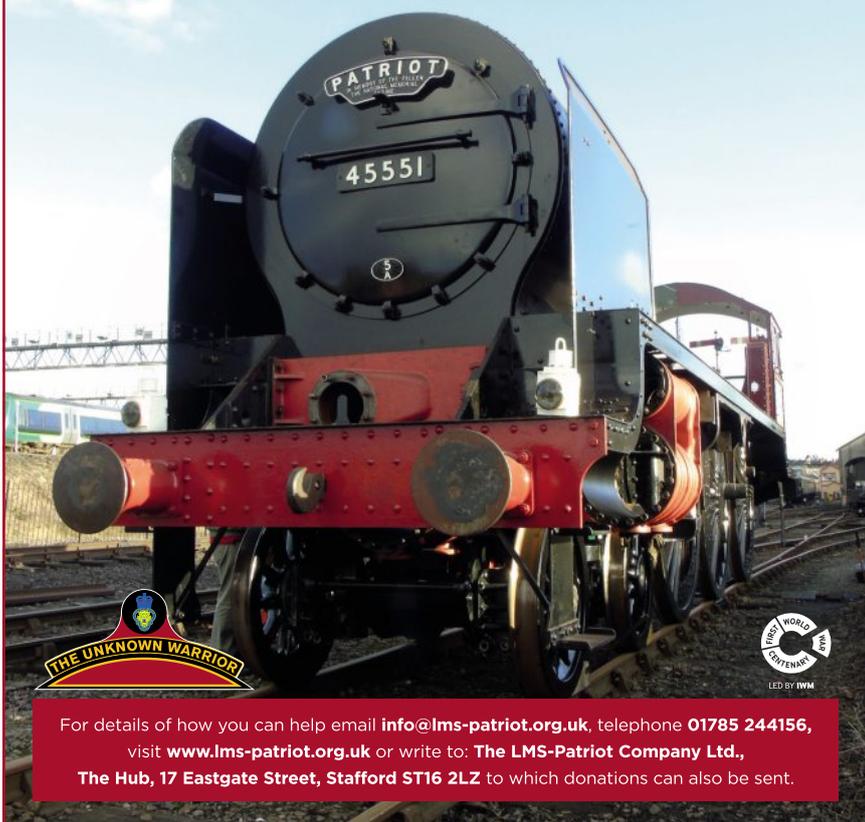
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STEAMING TO BUNDORAN

60 years ago this summer

The railways on the west coast of Ireland were decimated long before those on the mainland. **Hugh Dougherty** revisited Bundoran Junction, and recalls a journey on the Great Northern Railway of Ireland just before it closed.

We were driving through the more remote parts of County Tyrone last year, on our way to Donegal, when an amazing sight came into view among the bushes near Kilskeery, as we passed over what was clearly a railway bridge below our narrow country road.

There, almost lost among the lush undergrowth of a long-closed railway, was the station building of Bundoran Junction, looking sadly neglected. I was immediately transported back to a late June day in 1957, now 60 years ago, when, as six-year-old, I stood on its platform with my parents and sister, waiting for the train that would take us to our holiday in Bundoran itself, a holiday resort which, with the trains that ran to it, had a firm place in our family history.

We had left the old Glasgow Airport at Renfrew that same morning in 1957 via a Pionair, BEA's posh name for a Second World War Dakota pressed into passenger service, for Belfast's now-long-gone Nutt's Corner airport, and it was so unusual to fly in those days, that, Mrs Cairney, our upstairs neighbour, offered up special prayers all night, for our safe deliverance!

But, she needn't have worried, as the steward, who had handed out the then-obligatory boiled sweets from a silver tray before take-off, was a former pupil of my father, and I was treated to a look into the cockpit and even a sit on the pilot's seat as we droned across the North Channel, picking out ships and even gulls. Such was air travel to Northern Ireland in those days.

An Ulster Transport Authority Leyland PS1, green-and-cream, single-decker, took us into Belfast, our traditional, family holiday wicker hamper, carrying all we needed for our four-week stay, firmly secured on its roof rack – I can remember the driver and conductor cursing as they heaved it up – and we were duffed off at Great Victoria Street Station.

Blue locomotives

Here was the gateway to the enticing lines of the Great Northern Railway of Ireland, with its blue locomotives, pioneering railcars and the Fintona horse tram which, if we were lucky, we might see on our epic trip westwards to Bundoran. It was a time when distances seemed longer, West Ulster much more remote, and when steam railway travel had that



Omagh, where the Dougherty family changed trains for Bundoran Junction, with GNR(I) QL 4-4-0 No. 127 heading the 9.25am Londonderry to Belfast with coaches from Enniskillen on April 3, 1953. THE LATE WILLIAM ROBB MBE, COURTESY CHARLES FRIEL

indefinable romance, which so many heritage railways strive to recapture today, about it.

I can recall my father, who had made the same journey as a boy each summer, way back in around 1916, showing me a schematic map of the GNR system above the booking office, and pointing out far-flung Bundoran. Our train, teak coaches of some vintage, and drawn by a blue 4-4-0, probably an S class, stood at the platform beyond the ornamental ironwork ticker barrier.

It was possibly even, now-preserved No. 171 *Slieve Gullion*, which would take us as far as Portadown on the Dublin main line, where a black-liveried, Qs class 4-4-0, from the same class as the RPSI's No. 131, a machine more



BUNDORAN JUNCTION—PETTIGO—BUNDORAN.									
STATIONS	WEEK-DAYS						SUNDAYS		
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	A	B	A
Dublin	dep.	..	..	..	..	..	..	..	..
Dundalk	dep.	..	..	..	..	..	..	..	..
Belfast	dep.	7 50	10 10	12 40	2 40	4 40	..	..	..
Enniskillen	dep.	8 45	11 05	12 50	2 50	4 50	..	..	..
Londonderry	dep.	7 15	9 35	12 35	2 35	4 35	12 10	..	..
Belfast	arr.	..	..	..	..	..	..	..	..
Omagh	arr.	8 25	10 50	11 45	..	..	..	..	..
Runs 1st July to 31st August only.									
BUNDORAN JUNCTION	dep.	9 10	11 40	..	2 35	4 10	12 25	..	..
Irvinestown	dep.	9 18	11 48	..	2 44	4 19	12 35	..	..
Pettigo	dep.	9 32	12 02	..	3 08	4 43	..	2 45	..
Castledwell	dep.	9 42	12 12	..	3 18	4 53	..	3 00	..
Belleek	dep.	9 52	12 22	..	3 28	5 03	..	3 10	..
Ballyshannon	dep.	10 10	..	..	3 46	..	1 5	..	..
BUNDORAN	dep.	10 22	..	..	4 04	..	1 17	..	..
Ballyshannon	arr.	10 29	..	..	4 11	..	1 25	..	..
Runs 1st July to 31st August only.									
Runs June, July and August only.									
BUNDORAN									
STATIONS	WEEK-DAYS						SUNDAYS		
BUNDORAN	dep.	a.m.	a.m.	only	p.m.	p.m.	B	A	A
Ballyshannon	arr.	7 25	10 30	12 25	..	..	1 30	2 45	3 50



suiting to the tight curves, harsh gradients, and rougher tracks of the 'Derry Road' on to Omagh, would tie on to our train.

This was railway travel as it should be, and, my father was quite amazed to find that the train was utterly recognisable from his boyhood days, he having made his last journeys on the route in the 1920s. The GNR, by this time, run by the Great Northern Railway Board, on behalf of Irish governments, north and south, was almost like a heritage railway before its time, given the vintage condition of most of its locomotives and rolling stock, but still one delivering vital services across the nine counties of Ulster and as far south as Dublin.

Waving firearms

Great Victoria Street looked and felt like a real, main line station, but I was slightly scared of the presence of the Royal Ulster Constabulary officers, armed with STEN guns, who were throwing suitcases belonging to a party heading for Dublin out of the back of a GNR lorry, on to the concourse, and insisting, with waving firearms, that their owners open them.

But this was 1957, the IRA was active, and the RUC looked unkindly on anything originating south of the border, and, as my father reminded me, might not take too kindly to ourselves, Catholics of Donegal ancestry, heading for the homeland. Best to keep our heads down until we were over the border then. Sadly, that's how

it was in the six counties, 60 years ago.

The station concourse was busy, but it had a great diversion in the shape of a sectioned model of a GNR SG3 class, 0-6-0 goods engine No. 202, whose wheels turned when a penny was inserted in the slot, while a sectioned side was reflected in a mirror at the back of the case. Naturally, I cadged a penny, and looked on fascinated as the wheels turned, the coupling rods rotated, and the valves and pistons worked. It's good to know that this model, lovingly made by fitter Webster at the GNR's Dundalk works in the 1930s, has been restored by the RPSI at Whitehead.

Preservation, however, would have been a word unknown to me back then, and my recollections of that journey 60 years ago this year, come up with our train speeding through the smaller stations, such as Adelaide, Finaghy and Lambeg, on the outskirts of Belfast, heading down the old Ulster Railway for Portadown, while we repaired to the restaurant car, where we enjoyed a magnificent railway Ulster fry, as the fields flew by, the telephone lines rose and fell, colliding with each passing pole, and with steam passing the window.

Not that earning the right to enjoy that fry – served up with genuine GNR(I) cutlery and with tiny jam pots with GNR(I) marked lids which have always fascinated me since, if only I had stolen one (!) – had been easy.

We were travelling on the eve of the feast of



St Peter and Paul, a holiday of obligation on which Catholics have to attend Mass, and we had to observe abstinence from meat on the eve of the feast. But my mother, a dab hand at all things theological, had discovered a clause in canon law which said that bona fide travellers were exempt from the rule. And after a quick visit to our parish priest, himself a Donegal

man, she returned with a dispensation: we could enjoy a GNR fry, just as my father had recalled from his own boyhood journeys. Such were the vagaries of rail travel for Irish Catholics in those pre-Vatican Council days!

Just to be sure, when the steward had given us a look over, clearly to determine whether we were Catholics or Protestants, which was normal in the North in those days, my mother told him straight that we were en route to Bundoran and had a traveller's dispensation. That was the signal for the Rolls-Royce treatment, for as many rashers, eggs and sausages and as much toast as we could eat. I've often wondered what would have happened if our smiling steward had kicked with the other foot....

I can clearly remember passing through Pomeroy station, up in remote hill country, and my sister singing the verse, "For the maid she bound her golden hair on the mountains of Pomeroy", from *The Mountains of Pomeroy*, that we sang at home in Glasgow as Irish exiles. Excitement rose, as we neared Omagh, where we had to change trains, our current one going on to Derry, to make the connection to Bundoran Junction.

Territory unknown

My childish paranoia had set in by this time. We were miles from home. We were in the middle of the Black North, so long portrayed in our community as unfriendly to Catholics, and what if I, or my sister, got left on the train at Omagh, and were carried away to territory unknown? I think we all forget in today's world of instant communications and shrunken distances, just how frightening and exciting a long railway journey was in those days of steam, especially to children, whereas today, youngsters are bundled into cars, entertainment is switched on, and that's all there is to it.

I will always recall the GNR trains as looking indefinably old, faded brown inside and out, and even older than the trains I was used to on Glasgow's Cathcart Circle or on trips to Troon on the Ayrshire coast. But it was the ancient, even-more-faded brown, four-wheeled, van attached to the rear of the passenger coaches that sticks in my memory of the Omagh station



Arriving at Bundoran station on the last day of service, September 30, 1957, showing the trainshed and platform, vintage GNR(I) coaching stock and the stationmaster's house and bus stances beyond the train to the right. Nothing now remains of the station at Bundoran. COURTESY CHARLES FRIEL

stop. I have a very vivid memory of the station having curving platforms and sitting above the town, while it was very busy, with a train, this time a GNR, blue-and-cream AEC diesel set, sitting in the opposite platform to head back to Belfast.

The porters were dragging our hamper out of the van, and, there was an all-pervasive smell of fish coming from its dark and, to a child, quite threatening interior, while the floor was covered in sawdust, with piles of parcels and newspapers in the dark recesses of its corners. My father, in his sports jacket and flannels, remember that you got dressed up for travel in those days, was directing proceedings as the porter asked in his Omagh accent "Whur yeez fur? Bundoran?" humping our hamper on to a trolley and taking it across a barrow crossing to the platform opposite, while we used the footbridge, to join the Enniskillen train. Even more vintage than the train we had left, it was made up of what I now know was a black 4-4-0 of great age, probably a PP class,

three equally old coaches, and a string of vans, similar to the one that had carried our luggage, and a couple of bread containers on flat wagons. Excitement rose, for we would travel to Bundoran Junction and pass Fintona Junction, where the horse tram of great fame and legend, would be waiting.

Memories are sketchy

My memories of this part of the journey are sketchy – as it was now, my researches using a 1957 GNR(I) timetable show me, 1.45pm when we departed from Omagh, and we had left home at 6.30am to catch the 8am flight to Belfast to make the 11.15am train out of Belfast, I probably fell asleep. But I can recall my father pointing out the horse tram at Fintona Junction, although, the horse, 'Dick', was in his stable beside the signal cabin, in case our steam engine upset him, and my sister, who had done a project on the tram for school, and who had sourced a colour illustration of the tram out of a



Alive and well in the Ulster Folk and Transport Museum is the Fintona horse tram, proving that my epic rail journey of 60 years ago, across Ulster, did in fact, take place.





Bundoran Junction, where the author stood watching the train come in from Enniskillen under the bridge at 2.20pm, on right for Bundoran, as the trains to and from Omagh wait for it to clear the line. The scene is rather different today. COURTESY CHARLES FRIEL



Bundoran Junction station today. HUGH DOUGHERTY



Northern Ireland tourist brochure, was duly disappointed not to see the horse too.

So, on to the junction, which was the gateway to Bundoran, a magical and mythical place that my father often spoke of, where he had stayed as a boy, and to which my mother had also travelled by train as a girl. This was the Promised Land, the ancestral homeland, the place we sang songs about round the piano in Glasgow, and we would be safe across the border, in the Catholic-friendly Republic. How historical those thoughts and feelings seem today, but they were common in those far-off times. The GNR ran across the border, past the customs men and carried passengers from both sides of the religious divide without fear or favour. The railway was a great leveller.

We got off at Bundoran Junction at 2.20pm, crossed the footbridge to the curving Bundoran platform, hamper duly moved by a friendly porter, and stood there, waiting for our train which came from Enniskillen, to arrive.

There was 15 minutes before we departed at

2.35pm, and it was hot, and so we went into the refreshment room, for what they called in Ireland, in those days, 'a mineral', a soft drink in today's language, the sort of drink everybody enjoyed without fear of sugar, before bottled water was even invented.

GNR catering

And, that was where I first fell in love with Club Orange, which I have ever since, associated with the Great Northern Railway of Ireland and Bundoran Junction. The lady poured it into a tall glass. The drink fizzed and small pieces of orange drifted across the surface, the trick being to catch them with your straw, and all with the parents with one eye to the clock, as we were rebuked for making slurping noises as we tried to catch the last orange particles at the bottom of the now-drained glasses. This was GNR catering at its best!

But back to the present. I'm standing outside the old refreshment room, closed on September

30, 1957, just a few months after we travelled, with all the West Ulster and Irish North lines, by a Northern Ireland government, which hated railways generally and railways serving Nationalist areas even more, and I could see myself, clad in shorts and school blazer. Yes, you really did wear one to go on holiday, and I was clutching a tin bucket and spade, set for use on the Bundoran beach, and looking up the line, through the cut-stone road bridge arch, that I now tried to prise from the all-encompassing greenery, for a sight of the train that would take us to paradise.

The grey stonework of the bridge, today, wreathed in the silence of the countryside, and bereft of the railway sounds of steam escaping, signal wires twanging, signal cabin instrument bells dinging and the west Ulster and Donegal chatter of passengers and staff, conjured up a half-buried memory of two black engines with the usual brown coaches and vans behind, steaming towards us and passing the grey stonework.

I now know that this train, from Enniskillen to Omagh, split at the junction, one locomotive and part of the formation heading for Bundoran, and the rest continuing on the main line to Omagh, while the train we had come down from Omagh on, waited at the opposite platform. This was otherwise sleepy Bundoran Junction under pressure, and a rural railway scene typical of so many country junctions in Ireland, and across the UK, was unfolding.

Looking at today's deserted junction, with the platform edges barely discernible, although someone had made a replica of the station nameboard, it was hard to see all of this in my mind's eye, and harder, still, to realise that when we made that journey in 1957, the railway was in its last months of operation.

So, we boarded the Bundoran branch train pulled, research suggests by a black P or Ps class 4-4-0, and off down the line towards the scenic shores of Lough Erne, passing stations such as Kesh, where there were RUC men, sandbags and a machine-gun nest to ward off the IRA, then conducting a border campaign. I can recall, as a child does, three things about our carriage: there were brass handrails on the inside of the corridor windows to help passengers walk along the train which rode somewhat bouncily: there were doors that



Castledwell station seen from the Bundoran train in 1957. The signalman waits to change staffs with the driver, while the rose bush that the porter picked a rose from for my mother is at the left, between the notice board and the waiting room. COURTESY CHARLES FRIEL

swung both ways separating the open sections of our coach; and, better still, there was a small hole in the floor and you could see the ballast rushing by. I wondered if I might fall through the hole and never be seen again. That's what you think when you're six.

Excitement was rising as we headed for the border at Pettigo and where many of our fellow travellers, mostly young women, dressed in their best costumes of tailored jacket and skirt, as they said in those days, got down their 1950s-style, unwieldy suitcases from the netting luggage racks, to get off. Pettigo, sitting right on the border, was the station for Lough Derg, St Patrick's Purgatory, and pilgrims from all over Ireland boosted the GNR's traffic when travelling to and from their three days of fasting and penance there. Young, single women, in those days before political correctness, went to pray for a good husband. That was what my mother told us, anyway, as the throng walked out of the station.

Whether they got a man, or not, we never did find out, but at least they got a good train service, a GNR bus taking them on to their purgatory at Lough Derg, and we were on our way to Bundoran on a train considerably emptier and carrying locals and holiday makers like ourselves. This was a railway that met all human need, both spiritual and temporal.

We were in border country now, a dangerous place at that time, and my father fell into conversation with a young man in a trench coat, huddled in the corner of the carriage open section in which we sat. He turned out to be a Mr O'Connell and was very polite. Years later my father found out that he had been in conversation with the local IRA commander, which probably explained why Mr O'Connell was taken off the train for questioning by two not-so-friendly plain clothes men at Belleek station.

At Castlecaldwell was a station among the trees on the shore of Lough Erne, which my father had used often in the past to visit the Greens, cousins, who had a farm beside the line. He could recall his mother who had been shopping in Enniskillen, throwing parcels out of the train windows to him and his sisters around 1916, to save her carrying them back from the station. This still conjures up images for me of a C Hamilton Ellis painting of the era. We stopped, with our door beside a

magnificent rose bush.

"This is for you, maam," said the porter who opened the door and presented my mother with a magnificent rose, a genuine gesture of welcome and country railway politeness that has long disappeared in our busy world. She was delighted and always told the story until she died, as one of her own memories of the Bundoran line and our journey into the far west.

Now, on past Belleek, home to the famous pottery whose products took pride of place in my mother's display cabinet, which we visited during our holiday on a GNR bus tour from Bundoran station, and, at last, with the Dartry Mountains above Bundoran coming into view, we were over the border and into Donegal itself at Ballyshannon.

We were on safe ground, home ground, the Republic of family legend, and the train seemed to heave a collective sigh of relief, as we stopped at the platform. The Eire customs men, with their white-topped caps and naval uniforms, came on board and frisked a few regular passengers, no doubt looking for copies of the *News of the World*, pounds of butter bought in the North, football pools, or God forbid, contraceptives, not that I knew what they were, but all were banned in de Valera's Ireland of 1957.

Luck was with us

The customs men were quite brisk with some people, and my father dreaded being made to go to the guard's van to open our hamper, for the contents to be gone through, a process which the Northern Ireland customs would repeat on the return journey, not that we had any contraband! But luck was with us, and a few words of Irish from my father resulted in a friendly "On youse go, now. God bless the holidays," and we were off, along the last four miles to fairyland, with the outline of Ben Bulbin beckoning.

I can remember detraining on Bundoran's long platform around 4pm - my timetable shows 4.5pm, so that it had taken us nearly five hours for the 120-mile journey from Belfast, which was not surprising, given the customs checks, single track beyond Omagh, two changes of train, and the fact that the GNR trains and equipment were at best Edwardian, even though they were superbly maintained and run with efficiency and genuine pride.

GNR(I) S class 4-4-0 No. 174 Carntuohill heads the 5pm Belfast to Londonderry Foyle Road express past Portadown goods yard on June 26, 1952.
COURTESY CHARLES FRIEL



The engine sat outside the trainshed, waiting to uncouple and run round, while the crew hung over the cab rail, chatting to regulars and having a good look at the visitors. We had reached journey's end. I wanted to linger, to take in the station scene, but the parents and sister were more interested in making for our boarding house, McManus's Rock Villa on the Main Street, and owned by now-grown-up boyhood friends of my father, for food and a wash, for this had been an epic journey, by the standards of the 1950s.

Of the four weeks in McManus's boarding house, I remember a great deal, especially that the blue-and-cream GNR Sligo-Derry bus passed it several times a day, and that we spent the time dodging the rain and, occasionally, sunshine, both in the resort's shelters and in





the amusement arcades, where one penny released silver balls in ancient machines that always managed to divert the spinning balls, which you launched with a silver trigger, down the losing tube.

This was the traditional holiday in the railway-built holiday resort in its dying years, and, although in its last summer, Bundoran station was busy that July, with the Belfast 12th week influx, the Glasgow fair 'Scotchies' most of whom had sailed from Glasgow on the legendary Burns & Laird Derry boat, before travelling by train, down through Strabane to Omagh, and some Dubliners, who came on the GNR bus from Sligo station. In those days before cars, Bundoran was a busy place in summer, depending on the GNR for its trade, and, every Sunday we were there, excursions would arrive from all across the GNR system to swell the town's trade.

Pride of the line

At the end of our holiday, we travelled back to Belfast at 12.25pm in the through coach attached to the Dublin-bound and named, 'Bundoran Express', the pride of the line. I can vaguely remember my father pointing out a Sligo Leitrim and Northern Counties train at Enniskillen, as we passed through non-stop to avoid customs examination. At Clones, our through coach was shunted on to the end of a GNR AEC diesel railcar at 2.41pm, which took us through Armagh, up to Portadown, and into Belfast Great Victoria Street, for 4.55pm, in good time to catch our flight back to Glasgow.

By September 30 that same year, all those lines serving Donegal and Fermanagh and between the border, Enniskillen, Clones, Armagh and Portadown, were cruelly axed, in one of the most brutal railway closures seen, up until the time of Beeching, in these islands. When we returned in 1958, we had to leave our Ulster Transport Authority BUT diesel train

at Omagh now ex-Great Northern Railway of Ireland, following the winding up the GNR(I) Board, and change into a bumpy UTA, single-decker, PS1 Leyland bus for Bundoran, with tantalising views of the now-rusty, but, as yet, unlifted railway along the way.

It was the combination of the rough riding of the spartan, single-decker and the smell of smoke puffed out by almost every passenger, and by the conductor and driver, too, which did it for me, and the now-UTA fry, which I had enjoyed between Portadown and Omagh, ended up in a bush, somewhere between Kesh and Pettigo, after my mother asked the conductor to stop the bus in a hurry. How I longed for the train.

Today, Bundoran Junction pokes its buildings and the odd railway relic through the shrubbery. The silence is deafening and my memory strained to recall that day, 60 years ago this year, when I made my first and last, journey to Bundoran on the GNR steam train. I felt a strong sense of loss of childhood, of parents, of an age when rail journeys seemed long and exciting, and when Bundoran was an exotic destination, and it was frightening to realise just how clearly politically inspired railway closures impact years after they were forced on communities.

All along that line, the chaos of nature has replaced the order of the railway, and it's sad to see. The spot where we changed trains at Omagh, lies buried under the town's ironically named Great Northern Road, as the 'Derry Road' was forcibly shut in February 1965. Fintona town uses a an image of its famous horse tram, now safe in the Ulster Folk and Transport Museum, on its welcome signs, and a house near Bundoran Junction boasts a GNR signal in its garden, while both Pettigo and Ballyshannon station buildings are extant.

Headhunters Barber Shop and Museum in Enniskillen has saved and put on show

a surprising variety of artefacts from the lines that I travelled on, almost as proof that the railways actually did exist for close on a century. The same is true of Bundoran Junction North Signal Cabin, now rescued, restored and safe at Downpatrick, thanks to the Downpatrick and County Down Railway.

But it continues to be a tragedy that Fermanagh, Tyrone and Donegal were denuded of all of their GNR(I) trains, for if they had survived for even a few years more, they might have been better valued and modernised, playing their part in providing sustainable transport between Belfast, Omagh and Enniskillen, and, even a seasonal service to Bundoran itself.

Wonderfully atmospheric

And what atmospheric and scenic routes they would have provided for the fine GNR 4-4-0s, No. 171, *Slieve Gullion*, and Qs class No. 131, of the RPSI, steaming through Fermanagh and on into Donegal, recalling an era of railway travel, which now astonishes me as having ceased to exist six decades ago, given my still vivid memories of those wonderfully atmospheric train journeys of 1957.

Perhaps, now-abandoned and neglected Bundoran Junction would still be with us. As an unstaffed halt most likely, it would surely delight another generation of travellers taking the train into the fastness of west Ulster, just as I had the privilege of doing in another time, when the late-lamented Great Northern Railway of Ireland steamed westwards, all the way to Bundoran, in its then timeless and seemingly permanent fashion, but which would cease for all time, on September 30, 1957, 60 years and a lifetime ago now.

The author would like to thank Charles Friel MBE, of the Railway Preservation Society of Ireland, and a fellow traveller on the Bundoran line, for all his help in sourcing illustrations of the railway before closure. 



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TRACK TALK

→ Longer is not better?

OVER the past few years many heritage lines have been planning and are now extending the length of their lines at the cost of hundreds of thousands or even millions of pounds.

I am not convinced this is always in the interest of the lines.

To keep the same frequency of service on a longer line will mean more locos in service or a less-frequent service.

A longer ride will mean extra costs, does this mean fares will go up? Do people want a longer ride?

On a business basis will these extra costs actually be recouped in increased fares, I think not.

I think the most important parts of a heritage railway are the locomotives not extra track, and I would rather see these vast sums of money spent on keeping locos running not being out of service for long spells.

So is longer better? Not in my opinion.

Gary Maddock, Derbyshire

→ Two Merchants back to be celebrated

I was very interested to read the cover headline story of issue 229 'Two Merchant Navies Back On The Same Day'. What a wonderful achievement.

It reminded me of headlines from long ago which said: 'Not another Merchant Navy being saved from Barry!'

How attitudes and expectations have changed, and for the better.

Tony Cashmore, email



→ Is Thomas the new Alfie?

SAD news about Alfie the Rushden station cat (issue 230). However, Thomas the Yeovil Pen Mill signalbox cat is still going strong.

He is more than 14 years old and is firmly in charge here!

Nigel McBay, signaller

STAR LETTER

Could Coventry Electric Museum move to Ashford?

I HAVE just read the story about the Coventry Electric Museum which is to close in October. I must admit I did not know it existed.

I was very fond of the CEP units with their big windows. They dashed through Petts Wood on the fast line as we waited for our single compartment cattle trucks to Cannon Street, which still had a roof in 1957 but no glass.

My question is; could Ashford give a new home to the Coventry Electric Museum?

Our '150' in 1992 was my idea so I

have some history; it made £53,000 for BR Woking Homes for Children. The owner of the surviving half of the Bulleid double-decker electric unit is an old friend, who also owns SECR O1 0-6-0 No. 65 on the Bluebell Railway and Pullman cars. We had the South Eastern Steam Centre at Ashford in the 1970s.

Longest workshop

We still have most of the longest railway workshop in the UK; now a listed building owned by Keiry, but in

a sorry state.

We also have Chart Leacon depot, now closed, where the CEP and VEP electric units were serviced. Hastings units used to refuel and a steam crane still survived, smoking away in the 1980s.

So we have two vacant sites in this SR railway town, which built 790 steam locomotives between 1847 and 1944. Our railway history has been badly neglected over the years but we live in hope.

Roger Airey, Ashford

What happened to Tralee & Dingle?

IN your report on the extension of the Gwili Railway to Abergwili Junction in issue 230, you mentioned that the nearby Swansea Vale Railway was one of the few heritage railways to close.

Another to suffer this same fate is the Tralee & Dingle Railway in County Kerry in south-west Ireland.

Although this 32-mile line between the two towns closed to passengers in 1939 and to freight in 1953, two miles between a new station by the Aquadome at Tralee and Blennerville

were reopened as a heritage railway in 1993, but by 2013 this had closed.

According to its website, a consortium proposed reopening in 2015 but on visits to stay with a friend who lives in Tralee, both in 2016 and in June this year, there is so far no sign of this happening.

The track is still in situ but overgrown as are the two stations at Tralee and Blennerville.

Does anybody know why this line, in an Area of Outstanding Natural

Beauty with the county town of Kerry at one end and the tourist attraction of the Blennerville Windmill at the other, had to close and what, if anything, is happening about the 2015 plan to reopen it?

David Boshier, email

→ The Tralee & Dingle Railway Preservation Society is aiming to reopen the line and has called on Kerry County Council to refurbish the track – Editor.

The disused platform at Blennerville station looking towards Tralee on July 17. DAVID BOSHER



Not always 'fond memories' of hop-picking in the 1950s

THE article by Geoff Courtney in last month's issue on the Kent & East Sussex Railway's hop-pickers' gala in September brought back memories of when I went down to Kent for many years as a youngster in the early 1950s.

From the age of six to around 11, when I lived in Walworth, I travelled by train with my mum, grandmother, two sisters and an aunt, from London Bridge to Tonbridge, where we were met by the farmer who took us by an open-back lorry to Golden Green, near Paddock Wood. It was our annual holiday and we stayed for three weeks from late-August, and dad came down at weekends.

We stayed in huts on the farm with hundreds of other pickers. There was no electricity or gas, and we cooked on open fires, had oil lamps, and slept on straw-filled mattresses on a concrete floor. There was a washhouse with baths.

We kids helped with the picking – which was very messy and stained our hands – but we were also free to roam and play. At the end of each day the tally-man came round to weigh what each family had picked, and the hops were taken off to the oast house by horse and cart. If we wanted a cuppa during the day we built a fire in the hop field.

If you add bad weather to the living conditions it could be grim, and I wouldn't say I recall the times with fond memories, although occasionally it was fun and I have retained some nostalgia for the area.

Carole Lambert, email



Terrier in support: Class A1X 'Terrier' No. 32655 provides assistance at the rear of a hop-pickers' train departing from Junction Road Halt on the Kent & East Sussex Railway on October 2, 1954. Another member of the class, No. 32678, has already rounded the curve at the head of the packed and heavy train on its way to Robertsbridge, where a main line locomotive will take the hop-pickers onward to London Bridge. NW SPINKS

Britannia blowback fitter was one of the first I worked with at Crewe

IN connection with your article in issue 230 on the blowback that occurred on Britannia No. 70051 *Firth of Forth* on June 5, 1965, I can add some detail as to what took place.

The petticoat pipe on the bottom of the chimney just below the vacuum ejector exhaust ring became partly detached and in doing so, obscured the exhaust blast. This caused the blowback.

When the engine was examined after the incident, the petticoat pipe was only secured by one of its four mounting bolts and nuts. Within the smokebox ash two other sets of nuts and bolts were discovered and as the engine had a self-cleaning smokebox, the conclusion was that not only was the fourth bolt and nut missing when the engine had its last X day Examination at Crewe South, but in all probability, at least two of the other ones were loose.

The integrity of the smokebox equipment was part of the X Day work schedule as a result of which the

fitter who undertook the work was held partly responsible.

I will not mention his name for obvious reasons, nor more the unpleasant events that followed, but he was one of the first fitters I worked with during my apprenticeship at Crewe North shed and you could not have wanted to be involved with a nicer person. I well remember going to see the locomotive when it was standing on Crewe South shed after the investigation was completed, with the petticoat pipe still partly detached.

Some years later when I found myself as chief maintenance foreman and later depot manager at Finsbury Park depot in north London, Wally Oakes former fireman on that fateful day, was one of our King's Cross drivers. He had transferred there shortly after the incident for personal reasons and in typical Cockney fashion, his Christian name had been corrupted from Gwilym to George!

Allan C Baker, High Halden, Kent

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LNER A3 Pacific No. 60103 *Flying Scotsman* passes Greengates with the Railway Touring Company's 'Waverley' on August 13. ROBERT FALCONER

Paying for 90mph steam tours

I THINK Rob English is asking the wrong question about the cost of 90mph running on steam tours.

The real question is whether there will be any main line tours anyway in the future, if steam is not allowed to run at realistic speeds on the major main lines? It is the difference between a decent day out with time for passengers at the destination, or wasting most of the day in a sad procession from siding to siding.

I understand the A1 Society has already answered him anyway, by saying that they will not impose a premium on their tours, once *Tornado's* new limit is confirmed? What they don't add is that they will have no need to, since *Tornado* will then have a monopoly and can fill its trains because it offers a fast and comparatively unchecked run.

Meanwhile, all the other steam tours are watching it go whistling by while they are stuck in a loop.

I just hope the other locomotive societies wake up soon, and follow suit. It really is to everyone's advantage, service trains as well as steam tours.

My original 90mph argument in *HR* issue 226 certainly provoked two furious broadsides, of two very differing natures, but in many ways both have been answered by the superb response from *Tornado*, whose performance was worth 10,000 words from me.

Attaining 100mph has overtaken

most of the objections to raising the current steam speed limit set out in the letters from Mr Ward, which was what provoked my article in the first place!

In agreeing to the high speed test run, it is apparent that the various certification authorities involved fortunately do not, in principle, share his reservations in this regard.

Heralding new era

My own comments about NR have also been overtaken by the amazing attitude displayed by Sir Peter Hendy in both the BBC film and his reported interviews – I really do hope this heralds a new era for steam tours.

One major question is whether *Tornado* is passed generally for 90mph running, or if it will be the only engine ever to have a dual speed limit, essentially requiring 90mph to be specially sanctioned each time? I can think of no logical reason for that to be the case, but I have every faith in some official's ability to find one!

I was disappointed that *Heritage Railway* did not print my own riposte to my critics, since both failed to understand the point of my simulated runs. This was that the 75mph limit is an arbitrary limit which imposes an unnecessary straightjacket and has no relevance to normal economical steam running.

All the major Pacifics were designed to run at 90mph, and used that speed to even out the demand on the boiler so that a reasonably constant performance was maintained at a moderate power output. If an engine is passed as fit to run, it should be allowed to run at its design speed – as indeed are all the preserved diesels and electrics, which have probably had a harder life anyway (a Deltic, for instance is now 56 years old, yet is still allowed to run at 105mph – so does this imply the inevitable 'metal fatigue' excuse only applies to steam?). In fact, a steam engine has to work far harder overall to maintain even a modest 60mph booked average, if this arbitrary 75mph limit means it first has to waste time and effort braking every time it goes downhill.

Waste of time and energy

So if, for example, you come through Stevenage at 75mph, you will be braking hard before Hitchin, again at Arlesey, and probably at Sandy as well, to keep down to that speed – which is an utterly pointless (and infuriating) waste of both time and energy.

It also denies the steam engine any opportunity to make up lost time, which hurts both tour and service train travellers alike.

However, like Mr English, I have also vastly reduced my patronage of

steam tours – in my case the major deterrent is not the cost but the way certain operators add a diesel to the consist – in some cases, almost as a standard practice. This totally devalues a steam tour, and I for one will not travel if it means having a diesel pushing at every point! It adds the equivalent of three extra coaches to the load, and thus makes its working a self-fulfilling prophecy.

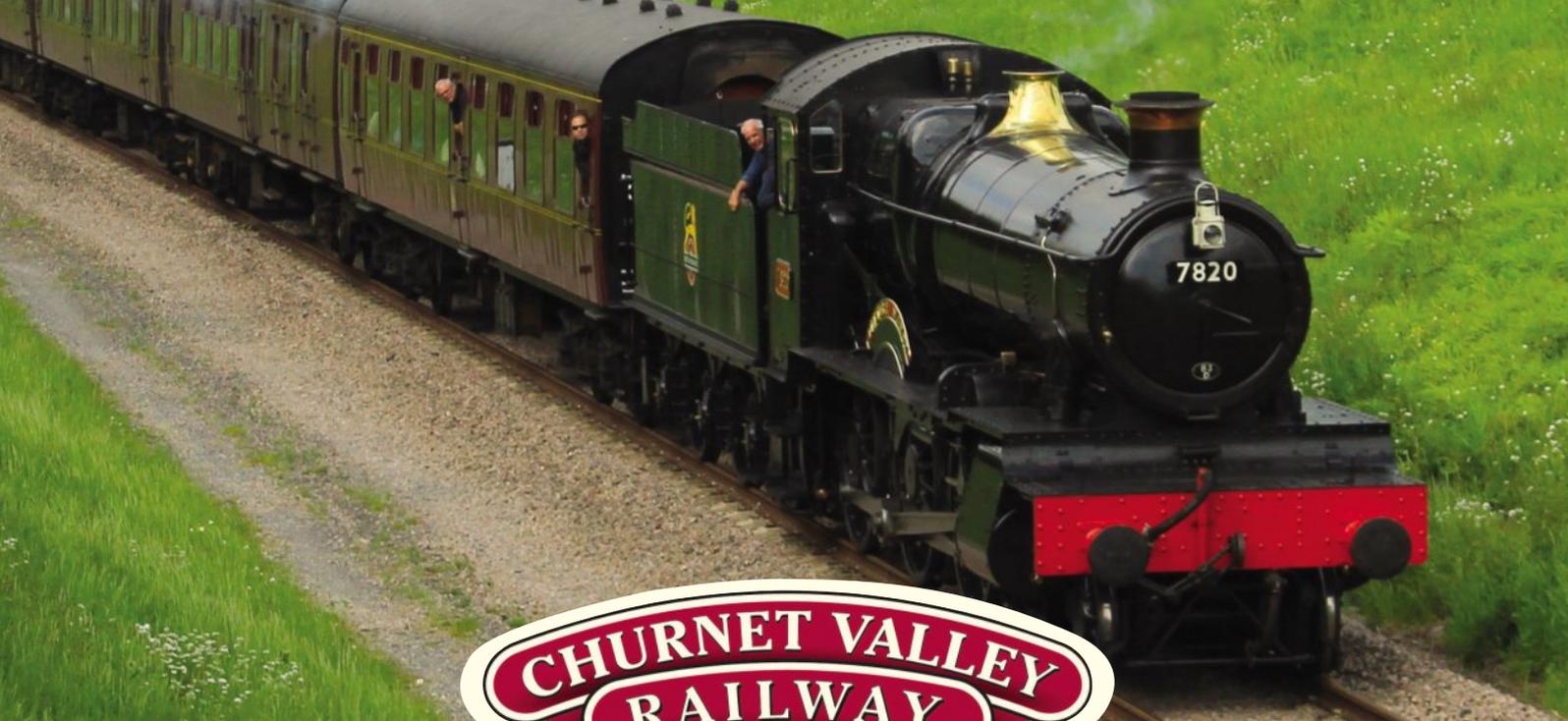
I can imagine that premier class diners neither worry nor care about this – but every enthusiast I know most certainly does. It is the main reason many of us no longer even bother to look at tours organised by RTC or SD – it's no use asking them in advance.

I have several times suggested that magazines such as *Heritage Railway* should publish monthly tables showing the totals of 'steam' tours which have then also included unadvertised diesels in the consist, and the cumulative performance for each operator in percentage terms. I think it would make extremely grim reading.

It might also help other enthusiasts to form a proper opinion before they shell out their hard-earned pennies on a 'steam' tour which turns out on the day to be a pre-planned quasi-diesel tour.

The advertising should be absolutely clear (surely a legal requirement?).

John Forman, email



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Britain's Declining Secondary Railways Through the 1960s: The Blake Paterson Collection

By Kevin McCormack and Martin Jenkins, (hardback, Pen & Sword Transport, 168pp, £25, ISBN 1473860296).

THIS magnificent volume starts at simply evocative, and goes up from there.

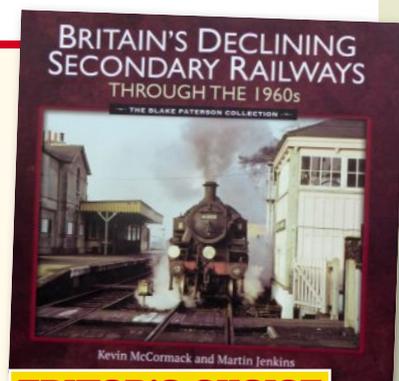
It is based around the collection of Blake Paterson who spent 45 years capturing the end of the steam age and the changeover years to diesel and electric before the Beeching Axe fell on cross-country lines which were judged to "double up" on better patronised routes.

Each picture tells its own story, and the large square format makes the most of the wonderful array of colour transparencies of scenes that can never be repeated.

Green DMUs and railcars on the 'Withered Arm' including the Bude branch, Bulleid Pacifics heading for Barnstaple, 'Jinties' on the Somerset & Dorset at Radstock, panniers and prairies over the spectacular

Crumlin viaduct, green DEMUs on the New Romney branch, an Adams O2 approaching Ryde Esplanade, schoolchildren inspecting the finer point of an H class 0-4-4T... there is not one dull or uninspiring page in the entire collection.

Not only is the length and breadth of the British mainland covered, but the final section includes Blake's visits to Northern Ireland.



EDITOR'S CHOICE

It is now more than half a century since most of these routes were lost, and here is a wonderful way to experience them again if not for the first time.

STUNNING HISTORICAL PORTRAIT

Branch Line from Leek to the Manifold Valley

By Vic Mitchell (hardback, Middleton Press, 96pp, £18.95, ISBN 978 1 910356 01 2)

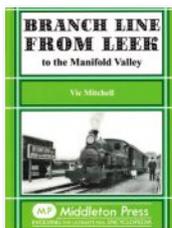
THE Leek & Manifold Valley Light Railway lays claim to a unique place in the heritage era, for it is the biggest major English narrow gauge passenger-carrying line not to have been the subject of a restoration attempt. The Lynton & Barnstaple was at one time seemingly lost forever, but is now making rapid strides at reinstatement, and after decades of trying, green shoots are appearing in the Southwold Railway revival, but there is nothing in the Manifold Valley, nor does it seem there is ever likely to be.

Rail passengers arrived at the line's Waterhouses terminus via a standard gauge line from Leek, built by the north Staffordshire Railway under a Light Railway Order. Serving sparsely-populated peak moorland, its passenger service was withdrawn as early as September 20, 1935, just 18 months after that of the narrow gauge line.

The standard gauge line, however, stayed open for quarry traffic to Caldon Low until 1989, and the subsequently mothballed lines quickly came to the attention of revivalists at the somewhat parallel Churnet Valley Railway and its 'companion' outfit Moorland & City Railways.

Steam specials did return to Caldon Low, but to save on maintenance pending a full restoration of the branch, MCR cut the track back to Ipstones station, where the railhead is today.

However, the appearance of this volume is timely, appearing at the same time as renewed council support for the reinstatement of a railway into Leek, for heritage purposes in the first instance. It also follows on from



the companion volume, Uttoxeter to Macclesfield via Leek, reviewed in this column last issue.

The volume follows the standard MP format of essential black and white archive pictures accompanied by track diagrams and large scale Ordnance Survey plans to outline the route of both standard and narrow gauge lines every meaningful step of the way. For those who are delighted by the thought of a most rural of rural railways in the heart of England, it is a journey to savour, even if it will never be done all the way on the ground again.

ESSENTIAL ROUTE HISTORY

Rails Through Barnsley: A Photographic Journey

By Alan Whitehouse & Peter Rodgers (hardback, Pen & Sword Transport, 136pp, £25, ISBN 1473892716)

IF you live in Barnsley, and especially if you did your steam age linesiding there, this one's definitely for you.

However, this volume has a far wider appeal, if only for the impressive collection of atmospheric photographs that populate its pages.

As the author points out, Barnsley was once the centre of a railway universe, with several companies vying to build lines to or around the town. The net result was a labyrinthine network dominated by coal trains, but, as was largely the case in the Valleys of South Wales, one that was surprisingly overlooked by trainspotters.

This volume is far more than a mere photographic collection. Through pictures, it brings into 3D focus the beginnings, rise, heyday and fall of the railways around the town.

One of the later chapter covers the

fabled Woodhead electrics.

From Midland 4Fs and LMS 'Crabs' to LNER Beyer-Garratts and Class 37 diesels, this book is almost a definitive biography of motive power in the area. You don't have to have even visited Barnsley to delight in every page.

LOCAL HISTORY WITH ATTITUDE

Southern Steam Swansong: the final years 1964-67

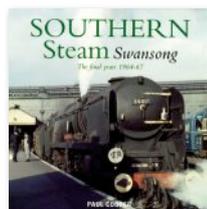
by Paul Cooper (hardback, Crecy Publishing Ltd, 176pp, £27.50, ISBN 978 1 90932 867 9)

THE £15 million Bournemouth electrification scheme heralded the elimination of a 100% steam service in a little over two years and the author resolved to record as much of the action as he could, before it was gone forever.

Over the next three years, the author travelled all over the Southern Region, photographing not just the special trains of the era, but the daily workings and the scenes in the stations, sidings and workshops where steam locomotives were seeing out their final years in service.

The book contains over 250 photographs, of which 187 are in colour and most have never been published before. The images are supported by detailed captions which tell the story not just of the pictures themselves, but of the people, places and machinery that were part of the Southern Region in the years of transition from a steam railway to the diesel and electric era.

Chapters cover: the Eastern Section, the end of the Southern veterans, the Somerset & Dorset, visitors from other regions and the final week of steam in



July 1967. The book forms a record of an era that is now half a century behind us, but of which the memories have lasted well.

EXCELLENT NOSTALGIC RECORD

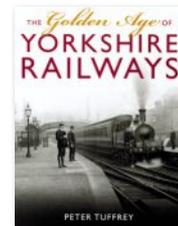
The Golden Age of Yorkshire Railways

by Peter Tuffrey (hardback, Great Northern Books, 192pp, £19.99, ISBN 978 1 912101 72 6)

THE county of Yorkshire is Britain's largest and one of its most varied; many of its railways being familiar to enthusiasts from all parts of the British Isles. This book features many aspects of railway development in Yorkshire prior to the Grouping in 1923 as well as the years afterwards, up to 1948 and the establishment of British Railways.

From Doncaster works to Damems; Dent to Goathland and Lofthouse-in-Nidderdale to Kippax; there is an extensive selection of historic views of locations familiar to present-day enthusiasts and places long-forgotten. Oakworth on the Worth Valley complete with signalbox and passing loop will come as a surprise as will Penistone in its heyday well before electrification, not to mention Rillington, the junction for the line to Pickering and Whitby, complete with overall roof prior to 1930.

An impressive geographical spread across the region is covered through an outstanding collection of over 300 previously unpublished black and white photographs gathered from postcards, original prints, and glass plate negatives. These are paired with well-researched captions that will please railway enthusiasts and a wider audience alike. Alongside the traditional images of locomotives and trains, these pictures capture social history through the



architecture, advertising and fashion.

Arranged alphabetically, this is a book that can be dipped into at leisure to provide many a happy hour for railway enthusiasts, railway modellers or just anyone interested in the passing local scene.

PREMIER COUNTY NOSTALGIA

Drem to Edinburgh including the Gullane, Haddington, Tranent, Musselburgh and Fisherrow branches

By Roger Darsley and Dennis Lovett (hardback, Middleton Press, 96pp, £18.95, ISBN 978 1 91035606 7).

CONTINUING MP's stated aim to evolve the ultimate rail encyclopaedia, this volume covers several lines east of the Scottish capital on the south side of the Firth of Forth at a stroke.

The area covered by the volume includes what is believed to be both Scotland's first wagonway and the world's first military railway! The wooden-railed line opened in 1722 from Tranent to Cockenzie harbour for horses to haul coal wagons, and during the Jacobite Rebellion, it was used during the Battle of Prestonpans on September 21, 1745.

It was the North British Railway that built the main line from Edinburgh through Drem to Berwick, and indeed started what became the East Coast Main Line.

It sprouted several branches, one to the former country town of Haddington, another to the golfing resort of Gullane and a new line to the coal mining area of Tranent.

Track plans and diagrams plus the usual plethora of key monochromatic pictures expand the why and wherefores of this network in a way no other series can do.

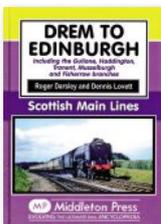
ESSENTIAL HISTORICAL GUIDE

Steam Nostalgia in the North of England

By Paul Hurley and Philip Braithwaite (softback, Amberley Publishing, 96pp, £14.99, ISBN 978 1 4456 6200 8).

THE north of England, in particular the industrial North East, was the cradle of the world's railways, and steam played a major part in everyday life there right up to its withdrawal in the 1960s.

This volume contains 180 previous-unpublished photographs taken by Philip Braithwaite since the



late 1950s, majoring on those last years of steam when history was made and unmade at the same time, with Paul Hurley providing the narration.

Linesiders from the time will readily identify with the photographs which form a pleasing collection for all steam fans to relish.

ATMOSPHERIC DAYS CAPTURED

The Railway Preservation Revolution: A History of Britain's Heritage Railway

By John Brown (hardback, Pen & Sword Transport, 300pp, £30, ISBN 1473891175)

THE volunteer-led operational heritage railway movement began in 1951 with Tom Rolt's saving of the Talylyn.

That was 66 years ago. If we take the starting point of the self-propelled railway locomotive as

1804, when Richard Trevithick gave the world's first public demonstration of one, then the heritage railway sector has been around for just under a third of the entire history of locomotive-hauled railways.

Therefore those who wished to save classic pieces of railway history for posterity are now part of history themselves.

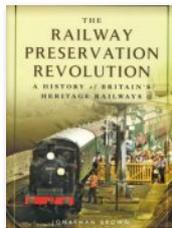
With around 120 heritage lines in operation today, trying to produce a definitive history of the sector is a mammoth and complicated task. Here, the author has succeeded admirably, not only giving a linear history of a movement which now accounts for a sizeable slice of the UK tourist economy but also attempts to ask and answer many of the frequently-asked questions about the sector.

The narrative begins with the Welsh pioneers in the early Fifties and the first two standard gauge lines, the Bluebell and Middleton railways, in 1960. It then looks at the snowballing movement in the 1960s and the birth of the premier lines, as well as attempts to preserve closed main lines like the Waverley Route.

The third part examines the sector in the last two decades of the 20th century, with new lines, projects and extensions, and the emergence of big projects like the Ffestiniog Railway's revival of its sister the Welsh Highland.

Part Four looks at the heritage railway phenomenon in the 21st century, with the demands placed on motive power, continuing expansion, community railways providing 'real' public transport and latter-day entrants to the portfolio under the banner of New Generation lines, plus handling main line connections and through traffic.

The last part looks at whether preserved lines will continue to expand, or whether the sector has already grown



AS we closed for press, the number of followers on our facebook.com/heritagerrailway page was approaching the 332,000 mark.

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too big for its boots.

Thought provoking throughout, the volume offers a comprehensive overview for the relative newcomer to the subject, and something of a handbook for those involved in it for longer.

ESSENTIAL HERITAGE HISTORY

Stations and Lineside Views In and Around London

By BWL Brooksbank and Peter Tuffrey (softback, Fonthill Media, 144pp, £16.99, ISBN 978 1 78155 552 1).

FOR those who visit Creative Commons sites like Geograph.org.uk or use Wikipedia in search of railway knowledge, the name Ben Brooksbank will be familiar. The retired British Medical Council researcher was out and about from 1946 until the demise of steam

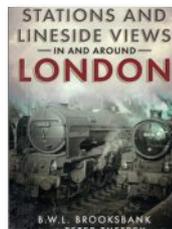
capturing action from the lineside, despite the postwar shortage and cost of photographic materials, and in recent times, has generously made many of his classic images available online through Creative Commons licences.

Here, author Peter Tuffrey, who has previously used many of Ben's pictures in his books, has collaborated to produce a wonderfully atmospheric album of quality black and white photographs of London stations big and small between 1946-62.

A total of 250 pictures were chosen from more than 300 negatives, and the quality in an age where basic snapshot cameras reigned supreme amongst enthusiasts, has to be seen to be appreciated.

All of London's main line stations belonging to the Big Four companies are included, and there are many shed shots. Locomotives range from GWR Castles and Thompson A2/2 Pacifics down to LBSCR E3 tanks. Overall, here is a marvellous snapshot of London's railways as they were pre-Beatlemania and modernisation, and a browser's delight for hours.

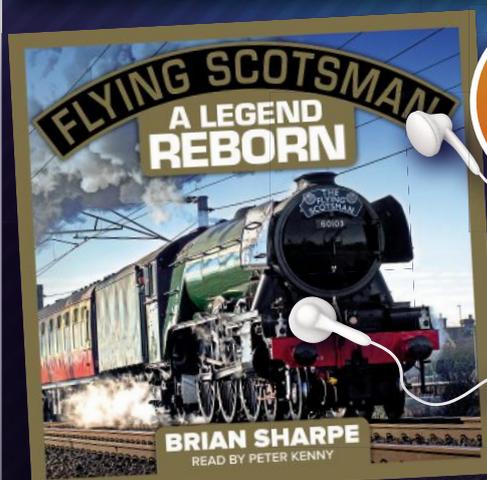
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- British Railways (Western Region) Manor's 7820 "Dinmore Manor" and 7822 "Foxcote Manor"

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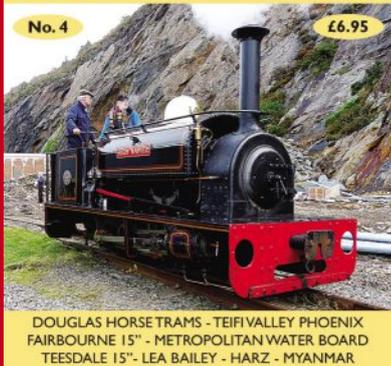
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Photo: Don Bishop

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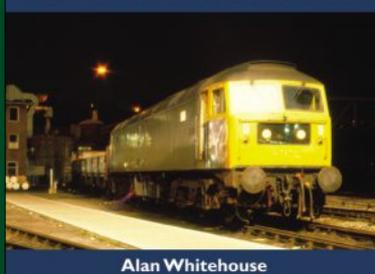
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POPPY LINE

NORTH NORFOLK RAILWAY

AUTUMN STEAM GALA

Friday 1st - Sunday 3rd September



War Department 90733 2-8-0, Courtesy of KWVR
WD 90733 will be paired with our newly overhauled WD 90775. We believe this is not only the first time these locomotives have met in preservation, but also the first pairing since BR days of BR black liveried WD's.

S&D 7F 53809 2-8-0,
Courtesy of John Moorhouse and the WSR



Visit our website for more details
www.nnrailway.co.uk/autumn-steam
General Office: 01263 820 800

MID-SUFFOLK LIGHT RAILWAY

Suffolk's only standard gauge heritage railway.
Steam Railway Gala 9th & 10th Sept.
Two Y7s together - 4 locos in steam



This year's Middy steam Gala is very special indeed as we will have both surviving Y7s in steam - a great photo opportunity! Together with our Bagnall saddle tank and Cockerill tram, all four locos will be working over the two day event. Further attractions will be two road rollers, a display by Ipswich Model Engineers, a 5" model railway, a showman's engine steam powering our real ale bar and our cafe, shop and Museum will all be open. A treat for families and steam buffs alike.

Don't miss the Bank Holiday Bash 27th & 28th August.
Welcome to Y7 (N.E.R. class H) no. 1310.
Two locos in steam plus extra live music and hog roast.

**For full details visit www.msrl.org.uk
or call: 01449 766899**

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Scottish Charity SC002375

All locomotives are subject to availability and the SRPS reserve the right to change subject to operational requirements.



GWR 0-6-2T No. 5643 departs from Stoneacre loop on the Emsay & Bolton Abbey Steam Railway on August 5. ROBERT FALCONER

BRIAN SHARPE'S FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

Narrow gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Running: Daily except Sep Mon, Tues.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.
Engines: 263, 178, 323, 592, 65, 847, 30541, 73082.

Running: Daily.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Suns + Aug 26, 28, Sep 2.

Eastleigh Lakeside Railway

Narrow gauge, 1¼ miles,
footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

Narrow gauge, 600 yards,
Rock-a-Nore Road, Hastings, East Sussex.

Running: W/Es + sch hols.

Hayling Seaside Railway

Narrow gauge, one mile.
Hayling Island, Hants.

Running: W/Es, Weds + sch hols.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Engines: 8, 11, 24, 41298.

Running: Daily except Sep 15, 22.

Kempton Steam Railway

Narrow gauge, ½ mile, Hanworth.
Tel: 01932 765328.

Running: Suns.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Engines: 32670, 30065, 1638.

Running: Daily except Sep Mon, Fri.

Lavender Line

Standard gauge, one mile, footplate experience, wine and dine. Isfield, East Sussex. Tel: 01825 750515.

Running: Suns + Aug 28.

Mid Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Aldersford, Hants SO24 9JG.
Tel: 01962 733810.
Engines: 45379, 92212, 41312, 76017, 925.

Running: Daily except Sep Mon, Fri.

Romney, Hythe & Dymchurch Railway

Narrow gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353. Running: Daily.

Royal Victoria Railway

Narrow gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway

Narrow gauge, 1¾ miles.
Sittingbourne, Kent.
Tel: 01795 424899.

Running: Suns + Aug 28, 30.

Spa Valley Railway

Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: Aug 26-31, Sep W/Es, Thurs + 15.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.

Running: W/Es, Weds + Aug 28, 29, 31.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.
Tel: 01208 736666.

Engines: 4612, 4277, 75014, L94.

Running: Daily.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.
Tel: 01837 55164.

Running: TBA.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine. Paignton, Devon.
Tel: 01803 555872.

Engines: 7827, 4277, 75014, L94.

Running: Daily.

Devon Railway Centre

Narrow gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Daily except Sep 11, 18.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Engines: 46447, 5637, 41313.

Running: W/Es, Weds + Aug 28, 31.

Gartell Light Railway

Narrow gauge, ½ mile. Common Lane, Yenston, Templecombe, Somerset BA8 0NB. Tel: 01963 370752

www.newglr.weebly.com

Running: Aug 28.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Thurs, Suns.

Lynton & Barnstaple Railway

Narrow gauge, one mile. Woody Bay, north Devon. Tel: 01598 763487.

Running: Daily.

Moors Valley Railway

Narrow gauge, one mile.
Ringwood, Hants.

Tel: 01425 471415.

Running: W/Es + sch hols.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Suns + Sep 1, 2.

Seaton Tramway

Narrow gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, ½ mile, Midsomer Norton station, Silver Street BA3 2EY.

Tel: 01761 411221 (Sun, Mon).

Open Sun, Mon.

Running: Sep 16, 17.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

DIESEL GALA

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- 'Small England' No. 2 Prince



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Severn Valley Railway Official Site @svrofficialsite

All locomotives and attractions are subject to availability.

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UP & RUNNING

South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine. Buckfastleigh, Devon. Tel: 01364 644370.

Engines: 5542, 5526.

Running: Daily.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.

Swanage, Dorset. Tel: 01929 425800.

Engines: 34070, 80104, 31806, 30120.

Running: Daily.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.

Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: W/Es + B/H.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine.

Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

Engines: 60103, 44422, 53808, 53809, 6960, 7822.

Running: Daily.



Returning SR Schools 4-4-0 No. 926 *Repton* leaves Goathland on the North Yorkshire Moors Railway on August 11.

BARRY MARTIN

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.

Tel: 01379 686900. Engine: 662

Running: Daily.

Bure Valley Railway

Narrow gauge, nine miles, footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: Daily.

Colne Valley Railway

Standard gauge, one mile,

footplate experience, wine and dine.

Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Suns + Aug 26, 28, 30, Sep 2.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,

Essex. Tel: 01206 242524.

Running: Aug 26-28.

Mangapps Railway

Standard gauge, one mile.

near Burnham-on-Crouch, Essex.

Tel: 01621 784898. Engine: 80078

Running: W/Es + B/H.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.

Tel: 01362 690633. Engine: 9466.

Running: W/Es, Weds, Thurs + Aug 25, 28, 29.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.

Brockford, Suffolk.

Running: Aug 27, 28, Sep 9, 10.

Nene Valley Railway

Standard gauge, 7½ miles,

footplate experience. Wansford,

Peterborough, Cambs.

Tel: 01780 784444. Engines: 34081, 1450, 60009.

Running: W/Es + Aug 28, 30, Sep 13, 20.

North Norfolk Railway

Standard gauge, 5½ miles, footplate

experience. Sheringham, Norfolk

NR26 8RA. Tel: 01263 820800.

Engines: 564, 8572, 92203, 76084, 53809, 90733, 1744.

Running: Daily.

96 Heritagerrailway.co.uk

Wells & Walsingham Railway

Narrow gauge, four miles.

Wells-next-the-Sea, Norfolk.

Tel: 01328 711630

Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk. Tel: 01603 871694.

Running: W/Es, steam first Sun.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience. Quainton Road, Bucks.

Tel: 01296 655720.

Engine: 30585.

Open: Tues-Thurs.

Running: Suns + Weds + Aug 28.

Chinnor & Princes

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 01844 353535. Engine: 6412.

Running: Suns + Aug Thurs + 28.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067.

Running: Aug 26-28, sep 2, 3, 9, 10.

Didcot Railway Centre

Standard gauge, footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 6023, 4144, 60009, 60103, 813.

Open: Aug 26-Sep 10, Sep 16, 17.

Running: Aug 26-28, 30, Sep W/Es.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200. Engines: Met 1, 6430.

Running: W/Es + Aug Weds + 28.

Leighton Buzzard Railway

Narrow gauge, 2¼ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns + Aug 28.

MIDLANDS

Amerton Railway

Narrow gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: Daily to Sep 1, Sep w/Es.

Apedale Valley Railway

Narrow gauge, ½ mile. Apedale,

Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: W/Es + B/H to Sep 10, Sep 16.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield,

Derbyshire. Tel: 01246 472450.

Engines: 60103, 60163

Open: Sep 21-23.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754

Running: W/Es, Weds + Aug Tues, Thurs + 28.

Chasewater Railway

Standard gauge, two miles. Walsall,

West Midlands. Tel: 01543 452623.

Running: W/Es + Aug Tues, Thurs + 28.

Churnet Valley Railway

Standard gauge, 5¼ miles,

footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755. Engines: 6046, 5197.

Running: W/Es + Weds + Aug 25, 28.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate

experience, wine and dine.

Norchar, Lydney, Glos.

Tel: 01594 845840. Engine: 5541.

Running: W/Es + Weds + Aug 28, Sep 15.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076. Engine: 47406.

Running: W/Es, Tues, Thurs + Aug 25,

28, Sep 1.

Evesham Vale Railway

Narrow gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + Aug 26 - Sep 1.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Suns + Aug Weds + 26, 28.

Gloucestershire

Warwickshire Railway

Standard gauge, 12 miles, footplate

experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903.

Running: Aug 26 - Sep 3, W/Es, Tues-

Thurs.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. Engines: 48624, 46521,

92214, 45305, 777, 6990, 78018, 70013.

Running: W/Es, Tues-Thurs.

Great Central Railway

Nottingham

Standard gauge, four miles.

Ruddington, Notts.

Tel: 0115 940 570. Engine: 8274

Running: W/Es + B/H.

Midland Railway – Butterley

Standard gauge, 3½ miles,

footplate experience, wine and dine.

Ripley, Derbyshire.

Tel: 01773 570140. Engine: 5619.

Running: Aug 26 - Sep 3, W/Es.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants. Tel: 01604 820327.

Running: Suns + Aug 28.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire. Tel: 01629 580381.

Running: W/Es, Tues, Weds + Aug 28.

Perrygrove Railway

Narrow gauge. B4228, Coleford, Glos.

Tel: 01594 834991.

Running: Aug 26 - Sep 5, Sep W/Es, Tues,

Thurs + 15.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Tues, Thur, Sun.

Running: Aug 27, 28, Sep 17.

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Adults: £11 Concessions: £10 Children: £9
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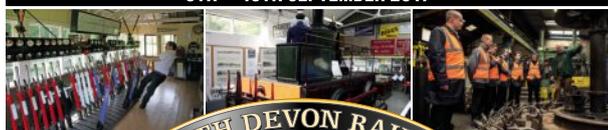
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Rudyard Lake Railway

Narrow gauge, 1½ miles.
Leek, Staffs. Tel: 01995 672280.

Running: Aug 26-Sep 3, W/Es.

Rushden Transport Museum

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Open: W/Es. Running: Aug 27, 28.

Severn Valley Railway

Standard gauge, 16 miles,
footplate experience.

Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.

Engines: 1501, 7812, 2857, 43106, 1450,
34027, 34053, 7802, 813, 7714, 323, 564, 926.

Running: Daily.

Steeple Grange Light Railway

Narrow gauge, ½ mile, footplate
experience.

Wirksworth, Derbyshire.

Running: Suns + Aug 26, 28.

Telford Steam Railway

Standard gauge, one mile, footplate
experience. Telford, Shropshire.

Email: sec@telfordsteamrailway.co.uk
Tel: 01952 503880.

Running: Suns + Aug 28.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate
experience. Bury, Lancs.

Tel: 01617 647790.

Engines: 13065, 52322, 34092.

Running: Wed-Sun + Aug 28, 29.

Eden Valley Railway

Standard gauge, two miles.

Warcop, off A66, Cumbria CA16 6PR
01768 342309.

www.evr-cumbria.org.uk

Running: Suns.

Heaton Park Tramway

Standard gauge, ½ mile. Manchester.

Running: Suns pm.

Isle of Man Steam Railway

Narrow gauge, 15½ miles.

Douglas, Isle of Man. Tel: 01624 662525.

Running: Daily.

98 Heritagerrailway.co.uk

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

near Ulverston, Cumbria.

Tel: 01539 531594. Engines: 42073, 42085.

Running: Daily.

Ravenglass & Eskdale Railway

Narrow gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Daily.

Ribble Steam Railway

Standard gauge, one mile.

Preston, Lancs.

Tel: 01772 728800.

Running: W/Es + Aug 28.

Stainmore Railway

Standard gauge, ½ mile.

Kirkby Stephen East Station,

Kirkby Stephen, Cumbria CA17 4LA.

Open: W/Es.

Running: TBA.

West Lancashire Light Railway

Narrow gauge. Hesket Bank, Lancs.

Tel: 01772 815881.

Running: Suns + Aug 28.

NORTH EAST

AIn Valley Railway

Standard gauge, ½ mile.

Lionheart station, Alnwick,

Northumberland.

Running: Suns.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.

Running: Aug 26, Sep 2, 16.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847.

Open: Sep 2, 3.

Cleethorpes Coast Light Railway

Narrow gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Daily.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,

Layorthorpe, York.

Tel: 01904 489966.

Running: Suns + Aug 28.

Elsecar Railway

Standard gauge, one mile. Footplate
experience.

Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Suns.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Engine: 5643.

Running: Daily to Sep 3. W/Es + Tues.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate
experience, wine and dine.

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Engines: 43924, 1054, 5820, 75078, 85,
90733.

Running: Daily.

Kirkstalls Light Railway

Narrow gauge, four miles. Huddersfield,

West Yorks. Tel: 01484 865727.

Running: Daily to Sep 3. W/Es.

Lincolnshire Coast Light Railway

Narrow gauge, ½ mile.

Water Leisure Park, Walls Lane, Skegness,

Lincolnshire.

Running: Aug 26, 27, Sep 17.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Aug 27, 28, Sep 2, 3.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Engine: 1310.

Running: W/Es + Aug 28, 30.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106

Running: W/Es.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks.

Tel: 01751 472508.

Engines: 76079, 80136, 44806, 61264, 926.

Running: Daily.

South Tynedale Railway

Narrow gauge, 3½ miles.

Alston, Cumbria.

Tel: 01434 382828/381696.

Running: Daily to Sep 3. W/Es, Tues,
Thurs.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + Aug 26, 28, 31, Sep 2.

Weardale Railway

Standard gauge, five miles.

Stanhope, Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: W/Es + Aug 25, 28, 30.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Engine: 69023.

Running: Daily except Sep 1, 7, 8, 11, 18.

WALES

Bala Lake Railway

Narrow gauge, 4½ miles.

Llanuwchllyn, Gwynedd.

Tel: 01678 540666.

Running: Daily except Sep 8, 15, 18, 22.



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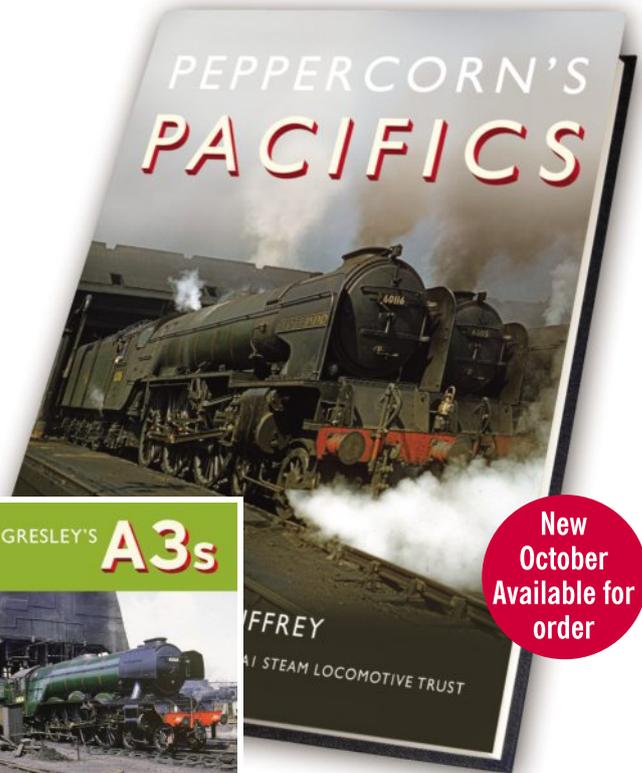
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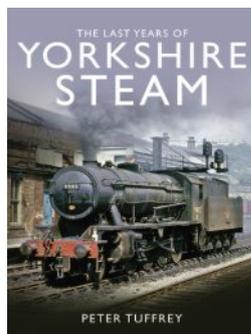
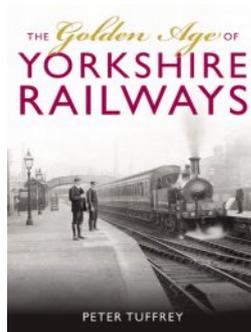
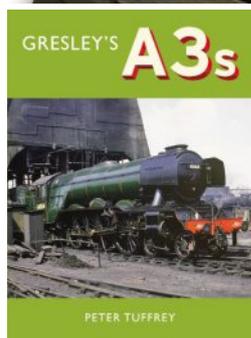
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County Durham. The Living Museum of the North. Open: Daily.

Col Stephens Railway Museum

Tenterden Station, Kent. Open: W/Es. Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy. Open: Daily. Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe. Open: W/Es + B/H. Tel: 01270 212130.

Head of Steam

North Road Station, Darlington. Open: Tues-Sun. Tel: 01325 460532.

Museum Of Scottish Railways

Bo'ness. Open: Daily. Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants. Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. Open: SVR operating days. Tel: 01562 825316.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Daily. Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza. Open: Daily. Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester. Open: Daily. Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. Open: Daily. Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily. Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset. Open: Sat, Sun and Wed. Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends. Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts. Open: Daily. Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly, dates as per Facebook entry or email petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.



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Barry Tourist Railway

Standard gauge, two miles. Barry Island, Glamorgan. Tel: 01446 748816.

Running: W/Es.

Brecon Mountain Railway

Narrow gauge, 3½ miles. Merthyr Tydfil, Glamorgan. Tel: 01685 722988.

Running: Daily except Sep 8, 15, 22.

Cambrian Heritage Railways

Standard gauge, ¾ mile. Llyncllys station & Oswestry station (museum open Tues-Sun). Tel: 01691 728131.

Running: W/Es + 28 (Llyncllys), Aug 27, 28, Sep 9, 10 (Oswestry).

Corris Railway

Narrow gauge, ¾ mile. Corris, Machynlleth. Tel: 01654 761303.

Running: Aug 26-29, Sep 2 + Suns.

Fairbourne Railway

Narrow gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: Daily except Sep Mons, Fris.

Ffestiniog Railway

Narrow gauge, 15 miles. Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Daily.

Gwili Railway

Standard gauge, 2.5 miles. Bronwydd Arms, Carmarthenshire. Tel: 01267 238213.

Running: Daily to Sep 7, Sun, Tues-Thurs + Sep 9.

Llanberis Lake Railway

Narrow gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Daily except Sep Fris.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine. Llangollen, Denbighshire. Tel: 01978 860979.

Engines: 5199, 80072, 45337.

Running: Daily.

Pontypool & Blaenavon Railway

Standard gauge, two miles. Blaenavon, Torfaen. Tel: 01495 792263.

Running: W/Es + Aug 28.

Rhyl Miniature Railway

Narrow gauge. Rhyl, North Wales. Running: Daily to Sep 3, W/Es.

Snowdon Mountain Railway

Narrow gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talyllyn Railway

Narrow gauge, 7½ miles, footplate experience. Tywyn, Gwynedd. Tel: 01654 710472.

Running: Daily.

Vale of Rheidol Railway

Narrow gauge, 11¾ miles. Aberystwyth, Ceredigion. Tel: 01970 625819. Engines, 8, 9.

Running: Daily.

Welsh Highland Heritage Railway

Narrow gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.

Running: Daily to Sep 10. W/Es, Tues-Thurs.

Welsh Highland Railway

Narrow gauge, 26 miles. Caernarfon, Gwynedd. Tel: 01766 516000.

Running: Daily.

Welshpool & Llanfair Light Railway

Narrow gauge, eight miles. Llanfair Caereinion, Mid-Wales. Tel: 01938 810441. Engines: 822, 823.

Running: Daily to Sep 7. W/Es, Tues-Thurs.

Keith & Dufftown Railway

Standard gauge, 11 miles. Dufftown, Banffshire.

Running: Fri-Sun.

Leadhills & Wanlockhead Railway

Narrow gauge, one mile. Leadhills, South Lanarkshire. Tel: 0141 556 1061.

Running: W/Es.

Royal Deeside Railway

Standard gauge, one mile. Milton of Crathes, Kincardineshire.

Running: W/Es.

Ayrshire Railway Centre

Standard gauge, ½ mile. Dunaskin, Dalmellington Road (A713), Waterside, Ayrshire.

Running: Aug 27, Sep 24.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.

Engines: 828, 46512.

Running: Daily except Sep Mon, Tues.

IRELAND

Cavan & Leitrim Railway

Narrow gauge, ½ mile. Dromod, County Leitrim. Tel: 00353 71 9638599.

Running: TBA.

Downpatrick & County Down Railway

Standard gauge, four miles. Downpatrick, County Down.

Running: W/Es.

Giant's Causeway & Bushmills Railway

Narrow gauge, two miles. Bushmills, County Antrim. Tel: 0282 073 2844.

Running: W/Es.

Waterford & Suir Valley Railway

Narrow gauge, two miles. Kilmeadan, County Waterford.

Running: Daily.

West Clare Railway

Narrow gauge. Moyasta Junction, Co Clare.

Open: Daily.

SCOTLAND

Almond Valley Railway

Narrow gauge, ¼ mile. Livingston, West Lothian. Tel: 01506 414957.

Running: W/Es + sch hols.

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 822298.

Running: W/Es + Tues + Aug 28, 29.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.

Running: Aug 26, 27, Sep 3, 10.

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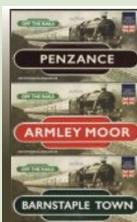
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RECALLING THE GREAT DAYS OF STEAM ARCHIVE STEAM VIDEOS FOR THE ENTHUSIAST
Vol 210 SOUTHERN STEAM MISCELLANY No. 4
The fourth in our miscellany series covering the London Midland steam. It features much previously unseen film and is largely assembled in order the film runs off the original cine reels. There is coverage around the north-west that includes Crewe South Shed, Crewe Station, Crewe Works (including western diesel-hydraulics under construction), Stoke-on-Trent Shed, Moore Water Troughs, Warrington Bank Quay, Warrington (Arpley). A brake van tour behind 76077 of obscure lines around Warrington and Widnes including: a refuge siding at Daresbury (part of the original Birkenhead route abandoned with the opening of the Manchester Ship canal in the 1890s), plus that famous railway curiosity at Widnes - the rail flat crossing by No 4 signal box. There is plenty of steam action at Wirwin Junction, Wigan North Western, plus also Wigan Wallgate, before moving on to Leyland, Farington Junction, Pleasington and Preston. At Carlisle, visits are made to Kingmoor shed plus Citadel Station, Chester, Gresford Bank, Llangollen Line Junction (Ruabon), and Hooton are all visited in March 1967 coinciding with the end of the through Paddington to Birkenhead service. Moving away from the north-west, in 1964 visits are made to the Bletchley fly-over, Aynho water troughs, Gloucester, Banbury, the Lickey Bank (including an amazingly long freight train going up hill), and Summer Saturday holiday maker trains are seen at Birmingham. The last fifteen minutes are made up of off-cuts from Colin White such as, Shap, Tebay Shed, Dillicar Water Troughs, Oxenholme, Camforth, Heat Bank, Heaton Mersey and Warrington. A cross-section of LMR motive power is seen such as: Black 5 (including a number of the experimental types plus one with self-weighting tender), Jinty 2-6-4, 4F, Princess and Coronation Pacific, Jubilee, Rebuilt Patriot, Bf, Britannia, Clan, 73xxx, 75xxx, 76xxx, 92xxx (including ex-Croft). Filmed in colour and black and white and mostly taken between 1963 and 1968, a commentary plus sound track complement this nostalgic look at the last years of London Midland Steam.
Running time: 81 minutes. DVD £19.75 (Post Free)

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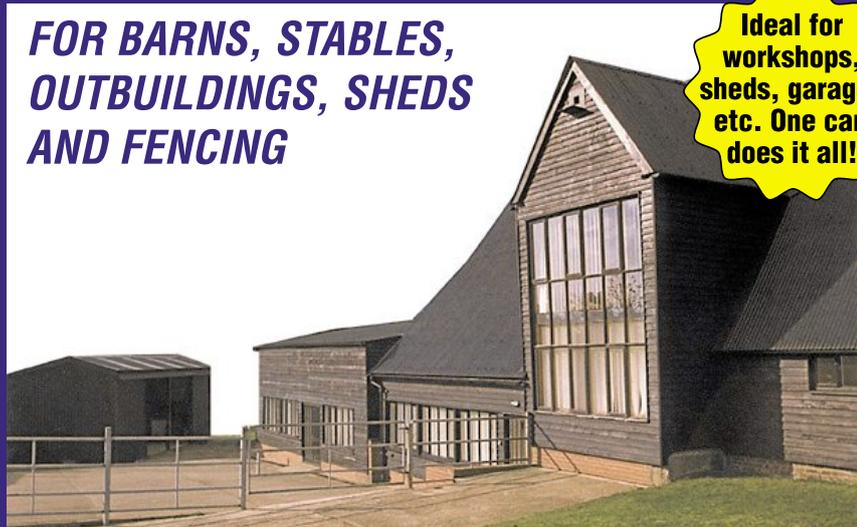
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Here we go again!

As the peak summer season draws to a close, the heritage lines waste no time in starting on the autumn programme of gala events from the August bank holiday weekend onwards. *Flying Scotsman* immediately comes to the fore with a visit to Didcot along with A4 No. 60009 *Union of South Africa*, followed by a weekend on the West Somerset Railway. The traditional Isle of Wight steam show is quickly followed by the North Norfolk and

Welshpool & Llanfair gala weekends, then comes Pontypool & Blaenavon, the Statfold Barn Railway which always produces some surprises, the Welsh Highland Super Power weekend, two Pacifics on the Nene Valley and the big Severn Valley autumn event towards the end of September. *Heritage Railway* will be covering the best of what will be a lot of action over the coming month.



LNRA A3 Pacific No. 60103 *Flying Scotsman* at Bishops Lydeard with a Steam Dreams' 'Cathedrals Express' evening dining train to Bristol and Westbury on May 26. The engine will be running on the West Somerset Railway on September 5-7 and 9-12. D W V HUNT

SPECIAL EVENTS

August

25-28: Bala Lake Railway: Annual Steam Gala

25-28: Didcot Railway Centre: *Flying Scotsman*.

25-28: Isle of Wight Steam Railway: Island Steam Show ■

The 43rd in this annual series of events features much more than an intensive programme of steam trains, with even more engines available for traffic than usual this year. There will be cars, bikes, stunts, displays and comedy plus fairground rides and working steam demonstrations, not to mention live bands.

25-28: Mid-Norfolk Railway: Ales by Rails

26/27: Caledonian Railway: Days Out with Thomas ■

26-28: East Anglian Railway Museum: Days Out with Thomas. ■

26-28: East Somerset Railway: The Way We Were, 1930s-50s

26-28: Midland Railway – Butterley: Vintage Train Event

26-28: Northampton & Lamport Railway: Gala Weekend

26-28: Ribble Steam Railway: Friendly Engines ■

26-28: Spa Valley Railway: 20th Anniversary Bash

26-28: Stapleford Miniature Railway: Operating Weekend

27: Colne Valley Railway: Bus & Commercial Vehicle Rally

27/28: Sittingbourne & Kemsley Railway: Gala Weekend

September

1-3: North Norfolk Railway: Autumn Steam Gala ■

Visiting for this event will be WD 2-8-0 No. 90733 from the Keighley & Worth Valley Railway and SDJR 7F 2-8-0 No. 53809 from the West Somerset.

1-3: Welshpool & Llanfair Railway: Annual Gala Weekend ■

The star visitor for this event will be Bagnall 0-6-2T *Superb* from the Sittingbourne & Kemsley Light Railway, which will be hauling both passenger and goods trains as part of an intensive service including mixed and freight trains. There will be a firework display on the Saturday evening; photographers' special trains on the Friday and an evening photographic session.

The event will also see the grand return of ex-Sierra Leone Hunslet 2-6-2T No. 85 on the Friday. The workshop will be open and there will be visiting vintage vehicles, machinery and traction engines.

2/3: Cholsey & Wallingford Railway: Bunkfest

2/3: Lincolnshire Wolds Railway: 1940s Weekend

5-7: West Somerset Railway: *Flying Scotsman* ■

The first of two long weekends of A3 Pacific action on one of Britain's longest standard gauge heritage lines, is certain to attract large crowds.

8-10: Pontypool & Blaenavon Railway: Steam Gala ■

The star guest for this three-day event will be GWR 2-8-0T No. 4270 from the Gloucestershire Warwickshire Railway, which spent most of its working life at Newport Ebbw Junction shed, and would have worked through Blaenavon. It will be the first time that a GWR 2-8-0T has worked in South Wales in preservation. It will be joined by Ivatt 2MT 2-6-2T No. 41312 and home-based engines in action will be RSH Austerity 0-6-0ST No. 71515 and Barclay 0-4-0ST *Rosyth* No. 1.

9: Bodmin & Wenford Railway: Diesel Gala ■

9: Chinnor & Princes Risborough Railway: Blue Electric Day ■

9: Statfold Barn Railway: Steam Gala ■

Probably the most intensive steam service to be sampled anywhere in Britain with more working engines than any other railway. Entry to this twice-a-year event is strictly by ticket only, purchased in advance.

9/10: Bo'ness & Kinneil Railway: Day Out With Thomas ■

9/10: Chasewater Railway: Summer Gala

9/10: Emsay & Bolton Abbey Railway: 1940s Weekend

9/10: Great Central Railway: Diesel Gala ■

9/10: Kent & East Sussex Railway: Hop Festival

9/10: Kirklees Light Railway: Steam & Diesel Gala

KEY ■ Major or featured galas

9/10: Leighton Buzzard Railway: Iron Warhorse Centenary

9/10: Mid-Suffolk Light Railway: Steam Gala

9/10: Nene Valley Railway: Mixed Traffic Gala

9/10: Ribble Steam Railway: Steam Gala

9/10: South Devon Railway: Heritage Open Days

9/10: Swindon & Cricklade Railway: Wartime Weekend

9-12: West Somerset Railway: *Flying Scotsman* ■

10: Great Central Railway: Quorn Swapmeet

15-17: Dean Forest Railway: Diesel Gala ■

15-17: Welsh Highland Railway: Super Power ■

With a theme of Welsh Highland Stars, this promises to be an exciting event.

There will be an intensive service operating over the three days with many additional departures of passenger, vintage, freight and mixed trains.

Snowdonia is well known for its stunning landscapes during daylight hours, but Wales now leads the world in the percentage of its territory enjoying protected status for its night skies as an International Dark Sky Reserve, and there will be a number of special opportunities for visitors to enjoy. 'Dark Sky Wales' will be at Dinas with its Digital Planetarium which can be booked online.

Dinas works will be open all day on the Saturday with Quarry Hunslet *Lilla* giving short train rides.

16/17: Chatham Dockyard: Salute to the 40s

16/17: Locomotion: Autumn Steam Gala

■ Diesel and/or electric galas

16/17: Moors Valley Railway: Autumn Gala

16/17: Nene Valley Railway: Pacifics Gala ■

The gala on 9/10 will now be a mixed traffic event, followed by this one with two Pacifics in action, resident Bulleid No. 34081 *92 Squadron* plus LNER A4 No. 60009 *Union of South Africa*, probably making its last visit to the line. As well as service trains, the two engines will be giving brakevan rides to Yarwell and will doublehead on certain services.

16/17: North Norfolk Railway: Wartime Weekend

16/17: Vale of Rheidol Railway: Roaring 20s & 30s

21-24: Severn Valley Railway: Autumn Steam Gala ■

Star visitors will be newly-overhauled SR Schools 4-4-0 No. 926 *Repton* from the NYMR, GERY 14 0-6-0 No. 564 from the NNR and SECR P class 0-6-0T No. 323 *Bluebell*.

As well as an intensive service, there will be overnight running on Friday and Saturday with Bulleid Pacifics Nos. 34027 *Taw Valley* and 34053 *Sir Keith Park*, marking 50 years since the end of Southern steam. It will be the last gala appearance of No. 7812 *Erlestoke Manor* before overhaul.

Additional attractions will be an early morning breakfast train, goods train brakevan rides, shunting demonstrations, autotrains with No. 1450 and Victorian narrow gauge steam train rides with Ffestiniog Railway No. 2 *Prince*.

RAILWAYANA

September

2: Great Central Railwayana, Stoneleigh Park

■ Thomas and family event



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