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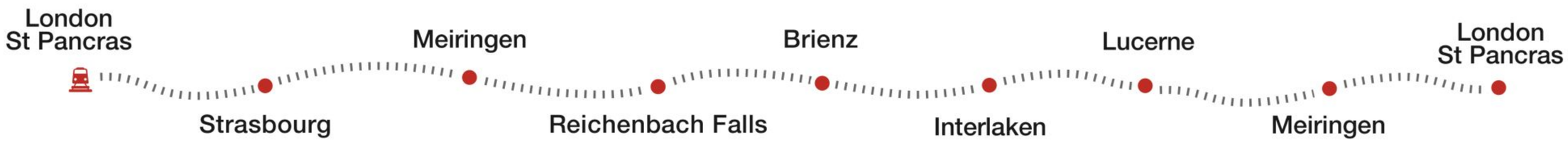
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'Saint' No. 2999 *Lady of Legend* at Didcot Railway Centre – next stop Kidderminster. NIGEL VALENTINE

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COMMENT



We knew it had to come. We knew, as soon as the Department for Environment, Food & Rural Affairs unveiled its new Clean Air Strategy last January that – sooner or later – it would eventually enforce a coal ban. That day has finally arrived.

On February 21 2020, DEFRA announced that, by February 2021, sales of traditional house coal will have been phased out, followed by the sale of loose coal to businesses via approved coal merchants by February 2023.

Despite the protests of the Heritage Railway Association, this magazine and heritage coal-consuming organisations, warning that any ban on the sale of coal to the household market would have consequences for the steam preservation industry, DEFRA has ploughed ahead with its proposal, seemingly little thought for the damage this ban will do to Britain's £400 million steam railway movement.

We perhaps shouldn't be surprised by this attitude. Last year, the then DEFRA minister, Thérèse Coffey, asked a meeting of the All-Party Parliamentary Group on Heritage Rail – which was investigating the potential impact of such a ban – "why should the Government care?".

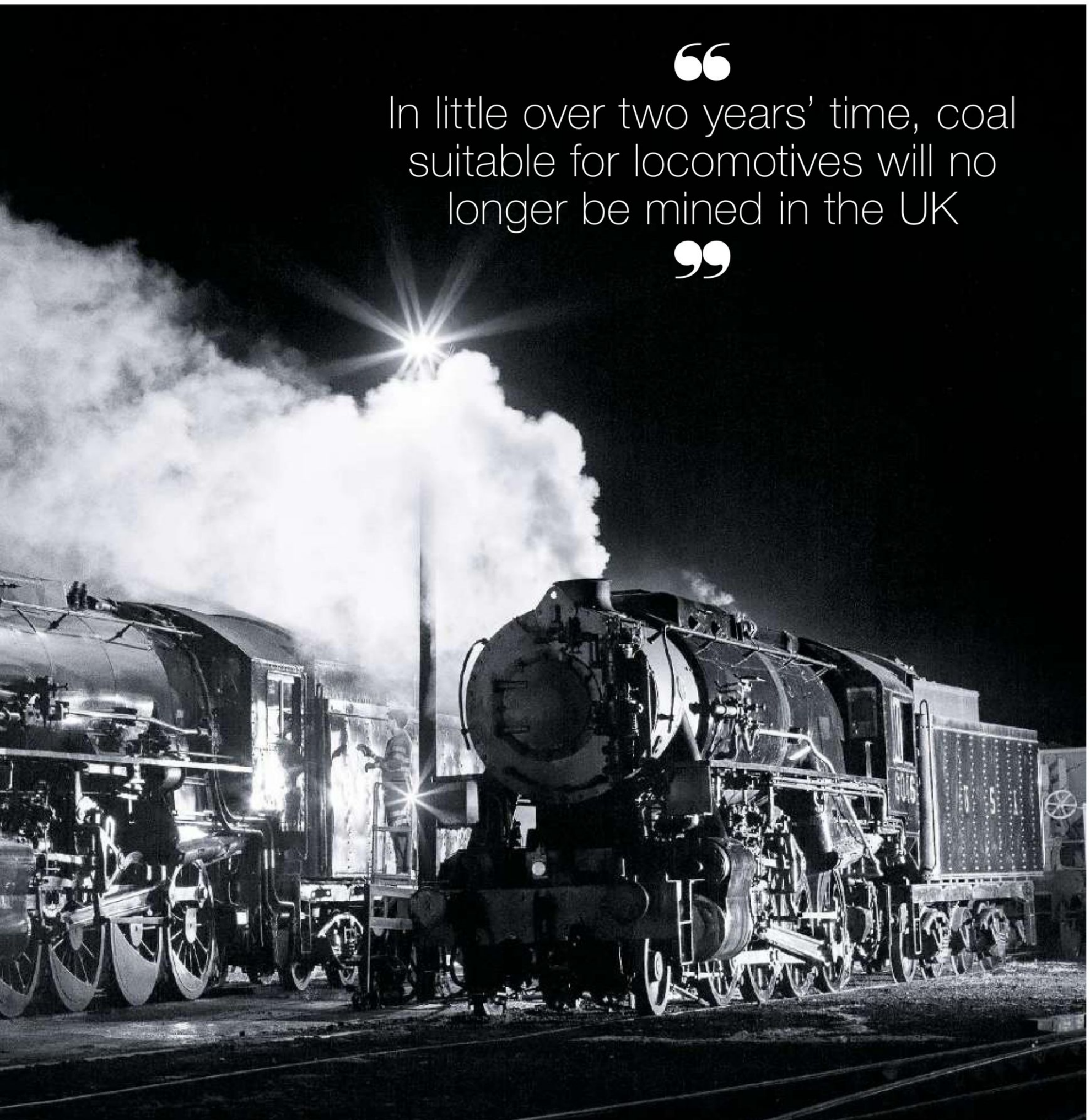
It should care because, while the aim of reducing particulate matter emissions is a worthy one, coal is not the main culprit; the burning of wet wood is – something DEFRA itself has admitted. Of the household sector's particulate matter emissions, 86% of that comes from wood, not coal. To include coal with this wider ban, particularly when the vast majority of coal burning, whether via households or railways, is conducted in rural areas – where smoke emissions will have minimal effect on overall air quality – is misguided.

One suspects that the Government has imposed a coal ban because household burners – and, indirectly, steam railways – are an easy target. It feels less motivated by a genuine desire to curb the nation's environmental impact, and more like political point-scoring – a way of telling the environmental lobby 'we're eradicating dirty, smoky coal. Look how green we are'.

In fact, this won't actually achieve very much in the medium term, particularly when Britain will still need around six million tonnes of different grade coal for the steel and cement-making industries alone for at least the next 20 years. Allied to the Government's unwillingness to grant planning permissions for new mines, or extensions to existing sites – thus forcing us to import the entirety of the country's coal needs – all this plan will do is *increase* carbon emissions through the greenhouse gases emitted via the transportation of such coal from Russia, Australia or Colombia.

When we have more than enough coal here in Britain to satisfy our needs, why import it from the other side of the world?

It's worth reiterating that this ban is not *aimed* at steam railways or the heritage



> In little over two years' time, coal suitable for locomotives will no longer be mined in the UK

movement directly. Indeed, there is no mention of 'heritage', 'railways', 'steam' or 'locomotives' anywhere in DEFRA's announcement, but the fact remains that, as the preservation movement relies on the continued demand from and supply of coal to the household market, the eradication of that market would therefore make it difficult, if not impossible, for our coal merchants to remain in business. The circa 26,000-tonne demand from steam railways is insufficient to keep them going.

Let's not forget that, around the same time as the wider coal ban comes into force in a little over two years' time, coal suitable for locomotives will no longer be mined in the UK. The combination of both these factors means we will be totally reliant on imports, which are also likely to be much more expensive than what railways pay currently for indigenously mined coal.

The only realistic option for ensuring supplies of coal could be to form a joint, coal-buying syndicate, whereby all railways combine their respective purchasing powers to buy a year's supply from one source. It's the only way we can ensure supply at a reasonable price – assuming, of course, that there's any supply at all.

● *Steam Railway* is sad to report that after almost 12 years at the helm, and more issues than she probably cares to remember, Julie Cox (see right) is retiring as the magazine's advertising account manager. We wish her all the best for the future. Happily, she promises to keep in touch with the movement and to continue enjoying preserved lines up and down the country. She also harbours ambitions of beginning a new life as a volunteer in the not too distant…



Nick Brodrick, Editor

Black and white shades of O. Winston Link… Three 'S160' 2-80s complete a scene almost befitting of an American railroad depot at the Churnet Valley Railway on February 1. See News for the full report. ANDREW RAPACZ



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STEAM RAILWAY IN PICTURES







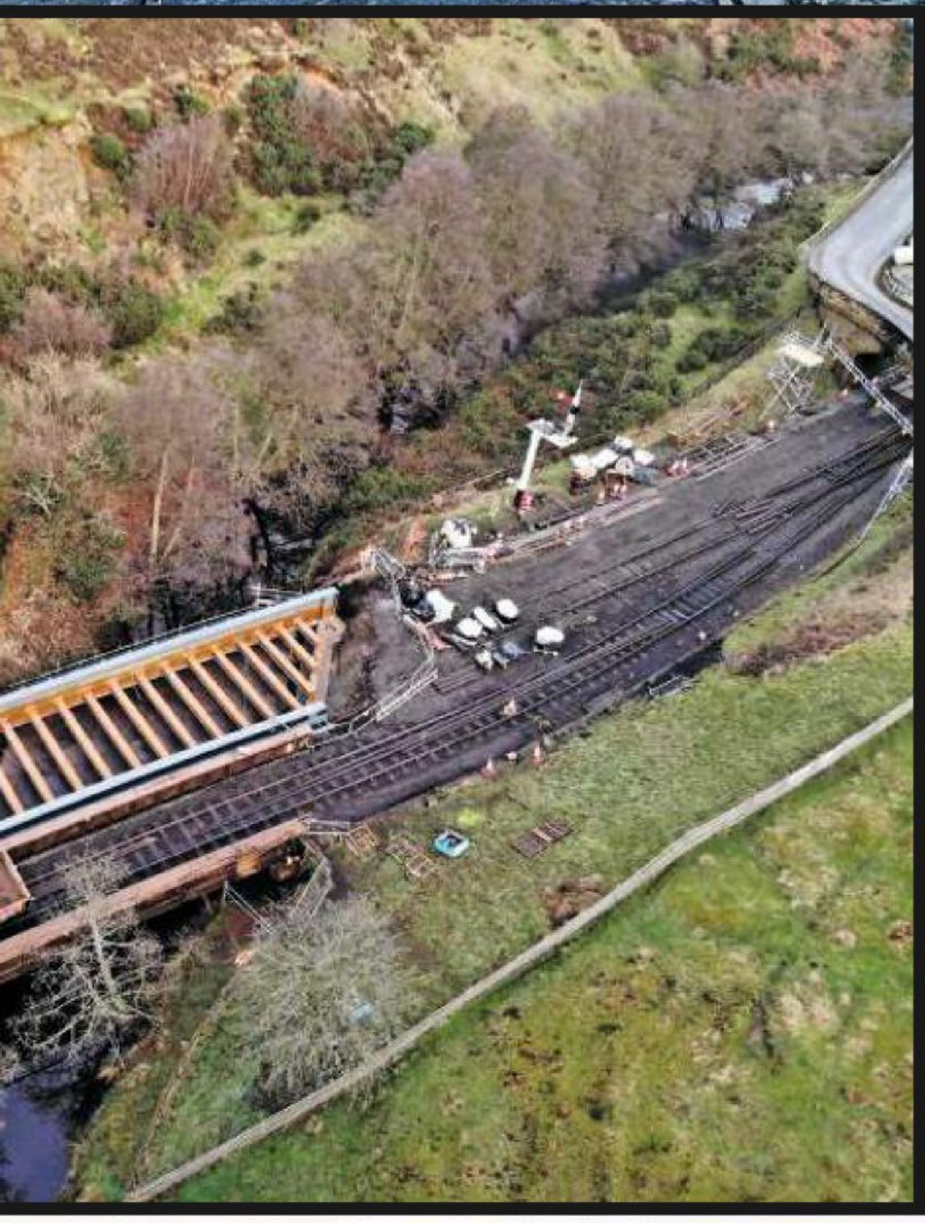


↑ **Celebrity 'A3' No. 60103 *Flying Scotsman* breaks the ceremonial banner across Butts Junction Bridge on February 14, marking the reopening of the full route of the Mid-Hants Railway between Alresford and Alton; the latter having been severed from the rest of the line owing to extensive rebuilding of the bridge (see page 22).** DAVE RYDING

← **The Grade II-listed former Midland Railway Keighley Junction signal box has been installed at its new home of Irlam, on the Cheshire Lines Committee route from Liverpool to Manchester. Once fitting out is completed, it will be used to demonstrate the principles of mechanical signalling.** MIKE HADDON







↑ **Great Central goes Great Western, with this line-up of Swindon-built machinery at Loughborough on February 10, following the arrival of ex-Barry 'Castle' No. 7027 *Thornbury Castle* (right) for restoration (SR502). To the left are visiting 'Hall' No. 4953 *Pitchford Hall* and resident 'Modified Hall' No. 6990 *Witherslack Hall*.** CRAIG STINCHCOMBE

← **Goathland station as you've never seen it before. Work to install the first of two new bridge decks to replace their life-expired predecessors is well under way, as recorded in this view from a drone, taken on January 24. The railway plans to reopen fully in April.** LUKE TAYLOR





↑ **Following a livery refresh courtesy of Heritage Painting, out-of-ticket SECR 'C' No. 592 has taken up residence inside the Bluebell Railway's SteamWorks! shed at Sheffield Park. It takes the place of BR '4MT' No. 75027, as it provides better wheelchair accessibility to its cab and footplate.** JON BOWERS

← **Ivatt '2MT' 2-6-0 No. 46464 has been seen outside for the first time in many years, following its arrival at the Strathspey Railway where its overhaul-cum-restoration will be completed (SR500). The 'Mogul's' frames, cab and smokebox take a spin on Aviemore's turntable with Class 08 No. D3605 on February 19, the day the locomotive arrived at the line.** IAIN SMITH

IN THIS ISSUE

Some of the feature highlights in SR501



BOSTON LODGE BOOST

Boston Lodge works on the Ffestiniog Railway boasts a remarkable history. Thomas Bright details the FR's project to conserve this extraordinary site and make it fit for purpose in the 21st century.

PAGES 50-55



FADING STARS

Evening Star – the last main line steam locomotive built by BR – turns 60 this year. Railway historian Phil Atkins looks at some of the world's other last-built steam locomotives, many of which were outshopped long before the '9F' emerged from Swindon.

PAGES 70-75



TAFF VALE No. 28

Unique Taff Vale Railway 'O1' No. 28 is finally on its way back to steam, following the formal launch of a £160,000 appeal. Toby Jennings charts the incredible history of this one-off survivor and the Gwili Railway's plans for a vintage 'Welsh Train'.

PAGES 88-95

SPECIAL REPORT

COAL INDUSTRY: 'DEFRA BAN C

…However, Government agency insists that new solid fuel legislation will not affect railways.

BY THOMAS BRIGHT

One of Britain's leading coal producers has urged the Government to reconsider its "badly thought-through" coal ban, claiming it may "inadvertently force the closure" of some steam railways as a result.

On February 21 – 216 years to the day since Richard Trevithick's 'Penydarren' locomotive made the first journey by a steam engine on rails – the Department of Environment, Food & Rural Affairs announced that, among other legislation, sales of bagged traditional house coal would be "phased out" by February 2021, as would sales of loose coal direct to customers via approved coal merchants by February 2023.

This move has been on the cards since DEFRA unveiled its Clean Air Strategy in January 2019, in which it committed to restricting solid fuels for household use in a bid to curb particulate matter emissions, which have been identified by the World Health Organisation as the most serious air pollutant for human health.

Although the ban does not apply to railways and steam locomotives, there are widespread concerns that it would jeopardise future coal supplies by pushing coal merchants out of business if they are unable to serve their biggest market.
In response, DEFRA said: "The Government fully understands the importance of our nation's heritage industry sectors that use coal as a source of fuel. As set out in the consultation, the proposals relate to fuels used for the purpose of domestic combustion, and will not apply to other uses, such as for heritage railways. An exemption is not required for this use to continue."

A DEFRA official added: "These changes are related to burning in domestic homes only. Therefore, heritage sectors (e.g. railways/ traction engines) are not included in these changes; they will be able to continue to buy from coal merchants as they do now.

"We will also be continuing to work with heritage railways to mitigate any indirect impact of these regulations."

However, Banks Mining – one of Britain's biggest coal producers and leading suppliers to the heritage industry – has hit back at DEFRA. "British-built steam trains were designed to run on British coal. We urge the Government to reconsider this badly thought-through ban on house coal, which may inadvertently force the closure of many of our much-loved heritage railways, as, even if they can source the bituminous lump coal they need from foreign suppliers, the increased cost of doing so may be out of reach for projects that already often run on shoestring budgets," warned Banks Mining managing director Gavin Styles.

He added: "While we support improvements to air quality, the Government is clearly out of touch with the needs of countryside dwellers and heritage railways that will both suffer an unnecessary and excessive rise in energy costs."

DEFRA's ban comes as Steve Oates, CEO of the Heritage Railway Association, warned at the organisation's annual awards ceremony on February 8 that many railways "haven't yet grasped the depths" of the looming coal crisis. He said: "I see and hear a lot of nonsense and a lot of negative sensationalist comments about coal and emissions and importing and switching to alternatives, and I meet a lot of people – from government ministers to some of our own heritage railways – who haven't yet grasped the depths of the issue.

"Unless new permissions are granted, England's last mine will cease production in June this year and the last mine in Wales will cease production in September 2022."

HRA chairman Brian Simpson added after DEFRA's announcement: "We have some concerns about where our future fuel will come from, and its cost, but DEFRA has confirmed that their proposals for domestic coal burning won't prevent heritage railways continuing to use the fuels we need."

Representatives from the Department of Digital, Culture, Media & Sport are holding meetings with DEFRA to "carefully consider how to achieve a balance between environmental and public health protection and ensure that the UK's heritage vehicle industry continues to thrive," said the HRA in a statement.

It added: "Environmental, health and safety matters are always highest on heritage rail's list of responsibilities. Through the HRA, the sector has been actively working with government, engaged in processes that will mitigate the impact of emissions on the environment."



One locomotive which won't be affected by DEFRA's coal ban is soon-to-be retired 'A4' *Union of South Africa*, which is pictured departing Ramsbottom with an East Lancashire Railway service train on January 19. ANDREW BELL

WHAT DEFRA'S COAL BAN ACTUALLY MEANS

DEFRA's intended coal ban is not aimed at railways or locomotives directly, and the agency insists that, as its new regulationsa do not apply to heritage users, railway preservation therefore does not need an exemption to buy or burn coal.

However, this comment should not necessarily be taken at face value and assume steam will not be affected, as this ban nonetheless presents a very serious challenge to railways' ability to source the right coal at the right price, and we should not underestimate the threat this poses to preservation's future.

Currently, the household market consumes approximately 130,000 tonnes of coal per annum; by comparison, the heritage market consumes around 30-35,000 tonnes, of which 26,000 tonnes is used by railways. Coal merchants have warned that, if they are banned from selling lump coal to household consumers, the demand from the heritage industry alone will not be enough to sustain their businesses.

This problem is exacerbated by the reality that, unless the Government grants planning permissions for new coal mines or extensions to existing sites, the mining of coal suitable for locomotive use will come to an end in 2023 – the same year that DEFRA's wider coal ban is enforced.

Railways are concerned that both these factors will force them to source coal from overseas, a move that will likely result in much higher coal prices. Depending on the extent to which coal prices rise, railways might be compelled to reduce steam services, cut staff numbers, or close altogether, some have warned.

OULD END STEAM RAILWAYS'



COAL CONCERN

Nigel Yaxley, managing director of the Association of Coal Importers and Producers (CoalImp): "This draconian ban on house coal will cause UK producers to cease production of this high-quality coal, and our steam railways may no longer be able to source the bituminous lump coal they need from foreign suppliers – or at least not at a price they can afford. This would lead to the demise of these much-loved visitor attractions."

Richard Johnson, Gloucestershire Warwickshire Steam Railway plc chairman: "While the GWSR recognises the need for the Government to reduce carbon emissions in accordance with its long-term strategy, we do not believe that it has yet fully understood the impact that this announcement may have on the future of heritage railways in the UK. We are heartened by the fact that we have been told by the HRA that heritage railways will get a derogation from DEFRA on burning coal after 2023, but that does not address the continuing availability and subsequent distribution of lump coal throughout the UK after that date.

"The Government needs to fully grasp the economic benefits that heritage railways bring to their areas and do all that it can to support them through this changing situation."

Chris Price, North Yorkshire Moors Railway general manager: "The NYMR is committed to working alongside the Heritage Railway Association to ensure that all avenues are examined to ensure the heritage railway world will continue steaming into the future.

"The effect of the domestic coal ban will call into question the viability of sized coal production and the supply chain. We are committed to working with all parties in ensuring sized coal will continue to be available."

James Hervey-Bathurst CBE DL, Heritage Fuels Alliance chairman: "We are pleased that the use of coal on heritage railways is outside the scope of the eventual ban. The HFA will be seeking clarification that other heritage users are also not deemed to be 'domestic'.

"When UK mining ends and the washing and grading plants cease to operate, the heritage sector will face great difficulty in securing good supplies from overseas, though we know that many heritage railways are already importing coal from Russia. Whether that will still work after the end of UK production and processing is not yet clear."

S&D TRUST GIVEN NOTICE TO LE

Group told to quit by February 2021 over lack of financial contributions and alleged safety concerns.



The West Somerset Railway has given the Somerset & Dorset Railway Trust 12 months' notice to leave its Washford site.

The trust has received a formal letter from the WSR plc, via the latter's solicitors, to terminate its current 50-year lease on the site by February 10 2021. The lease had run for less than two years, having been signed in April 2018 (SR480).

Washford has been home to the group since 1975, when it was forced to abandon its original base at Radstock. The station building now contains its museum, while the yard and three-road shed house its collection of rolling stock, including Peckett 0-4-0ST 'Kilmersdon', three Somerset & Dorset Joint Railway six-wheel coaches, 15 wagons, and narrow gauge stock from Somerset Levels peat railways.

S&D '7F' 2-8-0 No. 53808, also owned by the trust and on loan to the WSR under a 25-year agreement until May 2030, is currently unaffected by this development.

Explaining its reasons for the eviction, the WSR plc said that the trust has not supported the line in its prolonged period of financial difficulty – describing it as a "cuckoo in the nest" – and also cited concerns over the safety of operations at the site.

The trust refutes these allegations.

The WSR stated: "Sadly, despite the efforts of other WSR groups who helped raise funds away from their own specific interest areas, such as the Friends of Minehead Station who bought track and other items for the common WSR good, the Somerset & Dorset Railway Trust are governed in such a way that they felt unable to assist us financially other than by allowing the WSR to hold and retain the modest profits from a Real Ale Festival last year.

"They wished to pursue their own specific agenda and, in our crisis period, acted rather like a 'cuckoo in the nest', which the plc found unacceptable. As a result of this and other concerns, they have been served with a year's notice to remove themselves from the Washford site completely which the WSR plc now wishes to use for different purposes." Moving the permanent way depot from Dunster, new covered workshops, and "a visitor attraction with some small farm animals" are cited as possible uses for the site.

> **"IT WAS NOT PREPARED TO CONSIDER A TWO-WAY DEAL TO BENEFIT BOTH PARTIES. THAT HAD TO CHANGE"**
>
> WSR PLC

The plc continued: "The rent the trust pays for this land is much lower than any other organisation occupying space elsewhere on the railway, and none of the monies that they raise there comes to help the WSR directly, but it is raised to help their own station and other causes they support.

"In looking at the financial situation we were in, the WSR had sought to raise the S&D Trust rent to a more meaningful level but, with their current finances, and their own, perhaps understandable, focus on wanting to give any spare cash towards their own causes, the WSR plc decided with regret that it was now time to give the S&D Trust 12 months notice of termination on its lease. This issue has been raised with the S&D Trust before, during its long occupation of the site, but it was not prepared to consider a two-way deal to benefit both parties. That had to change.

"The S&D Trust had also suggested that it might seek a change to our Light Railway

AVE WASHFORD



The Somerset & Dorset Railway Trust's flagship, Fowler '7F' 2-8-0 No. 88 (currently 53808) in Washford yard with restored SDJR six-wheel First No. 4 on March 27 2014. JOHN STORER

Order at the Washford site and so operate the rail lines there as a separate entity. This would be not only expensive for them, but also is not acceptable to the WSR. We would have to object, since the plc has some concerns about how they have operated the site, and we must also obviously protect our own operational Safety Management System with the ORR so that everyone on the line complies with it."

A WSR volunteer, who wished not to be named, told *Steam Railway*: "The SDRT rather saw themselves as a totally separate entity and not part of the 'WSR Family', and therefore would not follow the rules and regulations laid down. They wouldn't even accept having WSR staff ID cards. As a result the WSR placed a ban on any movements taking place on the site last year until they complied with the requirements – don't forget the WSR has been under the ORR's spotlight."

Despite this, he added, he understood that a movement took place on the site without using a locomotive, resulting in a collision between two vehicles.

SDRT director Nigel Davies responded: "We have WSR staff ID cards, and the WSR has written a safety management procedure SMS13 with which we comply. We only use our sidings for moving and exhibiting our museum exhibits, and therefore our track is regarded by the ORR as private sidings, which doesn't come under regulations for lines carrying passenger traffic.

"The WSR talks about having a museum and track at Washford, yet it does not appear to realise that everything at Washford belongs to the SDRT. Should we leave, everything will go and it will be left with a bare site with no track or buildings. It seems to have forgotten that it is in a very poor financial position and has no money for reinstatement."

In an official statement, the trust said: "We have assisted the WSR in recent years with their great financial crisis, even to the extent of giving them most of the proceeds from the 2019 Real Ale Festival held on our site at Washford, and furthermore have purchased items from them to help satisfy their urgent cash requirement. We are unable to 'give' actual cash to a plc in any other way owing to the charity restrictions we have to work within.

"The WSR also says: 'They wish to pursue their own agenda.' Our only agenda has always been to promote the memory of the old S&D through our museum and our exhibits, which include a fully restored S&D carriage, No. 4, and numerous wagons with an S&D history. The intention has always been to enhance the heritage offering to visitors who travel on the WSR.

"It is regrettable that the WSR have embarked on this confrontational and negative approach. The WSR have made no contact with us prior to their letter of February 7 which was a complete 'bolt from the blue'. We were surprised that no formal discussions had been offered prior to this process.

"We are currently seeking legal advice and will consider when this has been received."

Ian Young, chairman of the SDRT, added: "Whatever the outcome might be, it will put the trust under severe stress and cause a great deal of concern to our dedicated membership, if not the heritage movement generally.''

FORMER YOUTH GROUP MEMBER IS NEW WEST SOMERSET GM

One of the first members of the West Somerset Railway's 'Trackers' youth group has been appointed as the line's new general manager.

Justin Kerr-Peterson, aged 36, joined 'Trackers' in 1998, later becoming a travelling ticket inspector and guard, before joining the line's commercial department full-time. He served as assistant to the previous general manager, Paul Conibeare, before becoming deputy operating superintendent.

Seven years ago, he moved to the 'big railway' as a senior Network Rail manager, and since 2017 has worked for Great Western Railway as Senior Possession Strategy Manager at Swindon, remaining a WSR volunteer throughout.

WSR plc chairman Jonathan Jones-Pratt commented: "We are very pleased to announce our new GM appointment and we welcome Justin back to the WSR team as one of our own home-grown talent. I am looking forward to working with him closely, and I know our staff are also very pleased that we have appointed 'one of our own'."

Mr Kerr-Peterson commented: "I am absolutely thrilled and proud to be re-joining the WSR 'family' on a full-time basis and look forward to working hard with Jonathan, the plc board, our stakeholders, staff and supporters. The WSR holds a very special place in my heart.

"Working for Network Rail and GWR has given me a much wider appreciation of railways as a whole, and the importance of having clear goals and how to achieve them. I'm looking forward to continuing the work of not only strengthening and rebuilding the railway's family, but re-establishing the WSR's position in the premier league of UK heritage railways."



JUSTIN KERR-PETERSON

THE WAIT IS OVER: 'SAINT' IS 'VALLEY' AND NYMR BOUND

Bahamas and Taff Vale tank No. 85 also in the running for 'Moors' September gala.

Replica 'Saint' No. 2999 *Lady of Legend* is to be given its first real test of performance in April, when it attends the Severn Valley Railway's Spring Steam Gala – and *Steam Railway* can exclusively reveal that the '29XX' has also been booked for the North Yorkshire Moors Railway's Autumn Steam Gala.

The Churchward-design 4-6-0's attendance at the SVR's April 16-19 event marks its first visit away from its Didcot Railway Centre base since it was completed there in April 2019, and the first opportunity for it to stretch its 6ft 8½in driving wheels; hitherto, *Lady of Legend* has been limited to Didcot's half-mile long demonstration line. The gala also provides an opportunity for the SVR to pair the 'Saint' with its rake of GWR 'Toplight' carriages, vehicles with which the original '29XXs' would have operated during the 'Big Four' era.

Steam Railway understands that the second guest locomotive would be Great Central Railway-based '8F' No. 48305 which, in addition to appearing at the gala, would be spending the 2020 season at the Bridgnorth-Kidderminster line, although its attendance had not been 100% confirmed at the time of going to press,. A further two visiting locomotives are also in contention, although the SVR was unable to confirm their identities as of late February.

This is the first time the SVR has held its popular spring gala in April, having moved it from its usual March slot owing to ongoing repair work on Falling Sands Viaduct, which has temporarily severed Kidderminster from the rest of the railway.

Lady of Legend is also the first visiting engine confirmed for the NYMR's September 24-27 event. It follows in the Great Western footsteps of Didcot stablemate 'King' No. 6023 *King Edward II*, which starred in the line's 15-engine line-up at last year's event, as well as the GCR's 'Modified Hall' No. 6990 *Witherslack Hall*, which attended the same event.

The 'Moors' will be very much alien territory for No. 2999; the furthest north the original 'Saints' would have travelled in steam days is Birkenhead – the northernmost outpost of the GWR's empire.

Although their attendance had not been confirmed at the time of going to press, NYMR general manager Chris Price confirmed to Steam Railway that he hoped to also secure the services of double-chimney 'Jubilee' No. 45596 *Bahamas* and the Keighley & Worth Valley Railway's Taff Vale Railway 'O2' No. 85. Such a prospect would reunite the 0-6-2T with fellow Lambton, Hetton & Joicey Collieries veteran, the NYMR's resident LHJC Kitson 0-6-2T No. 29, with the plan to double-head the pair during the event.



Destined for galas at both the Severn Valley and North Yorkshire Moors railways, 'Saint' No. 2999 *Lady of Legend* hauls Edwardian stock on Didcot's demonstration line in June 2019. PETER ZABEK

'S&D' SENTINEL FOR 'GLOSWARKS' COTSWOLD FESTIVAL OF STEAM

This year's Cotswold Festival of Steam at the Gloucestershire Warwickshire Steam Railway will have a distinct 'Somerset & Dorset' theme, following confirmation of the event's first visiting locomotive – Sentinel 4wVBT No. 7109 'Joyce'.

Visiting courtesy of owner Andrew Chapman and the Somerset & Dorset Railway Heritage Trust, it will be No. 7109's first foray away from its Midsomer Norton base. It will be based mostly at Winchcombe during the May 23-25 event, but it is planned for it to haul a service train during mornings and late afternoons.

Although itself not a veteran of the 'S&D', the 1927-built locomotive is built to the same design as a pair of Sentinels purchased by the SDJR for shunting at Radstock.

GWSR press officer Ian Crowder was unable to confirm any further guests at the time of going to press, but commented: "You can probably guess by the theme the sort of visitors you can expect." He added that, while it was highly unlikely that West Somerset Railway-based '7F' No. 53808 would attend, classmate No. 53809 from the North Norfolk Railway "quite possibly" could be appearing.

Steam Railway understands that the Somerset & Dorset Railway Trust at Washford has also offered the use of its SDJR coach No. 4.



Destined to star at the Gloucestershire Warwickshire Steam Railway's Cotswold Festival of Steam on May 23-25, Sentinel No. 7109 'Joyce' hauls a two-coach train at its Midsomer Norton base on September 7 2019. CALLUM WILLCOX

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Days 5-6. Rocamadour, Martel and home
This morning you travel to the village of Rocamadour, crowned by l'Hospitalet Abbey. Perched high on a rocky hill above a meandering river, the village is a focal point of the region due to its pretty towered skyline and sweeping countryside views. This afternoon you continue to medieval Martel, an attractive place steeped in history, for a ride on the restored Truffadou Steam Train. A great way to absorb the views over the Dordogne valley, the railway originally ran from 1889 until 1980, but thanks to railway enthusiasts was reopened as a tourist attraction in 1997. It is now run by volunteers. Transfer by coach to Brive on Day 6 for the train to Paris. Here, you change for the Eurostar to St Pancras, where your tour concludes.

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UNFINISHED ‘D49’ TO DEPART CASH-STRAPPED LLANGOLLEN

North Wales line says it is ‘still a going concern’ thanks to donations following urgent appeal.

The Llangollen Railway has narrowly avoided going into administration as a result of problems with the contract overhaul of LNER ‘D49’ No. 246 *Morayshire*.

The Gresley 4-4-0, owned by National Museums of Scotland and in the care of the Scottish Railway Preservation Society at Bo’ness, will leave the North Wales line imminently, having been undergoing overhaul there since 2016.

Announcements to this effect from the SRPS and Llangollen came just days after the latter’s trust sent out an urgent letter to members, appealing for £125,000 to “repay money loaned by the plc many years ago”.

This stated that, owing to “two very difficult trading years”, the plc would be entering a company voluntary arrangement to provide time to pay its creditors – and that the trust was trying to raise finance against its Hudswell Clarke 0-6-0T ‘Jennifer’ and Kitson 0-6-0ST *Austin 1*, with the latter being offered for sale.

However, Liz McGuiness, chairwoman of the plc and trust, subsequently told *Steam Railway*: “We did consider a CVA but did not need to go ahead with this. The railway is still a going concern and was never going to close.

“The trust now does not need to raise funds against either locomotive as we have raised the money required from the very kind donations of our shareholders and members.”

Explaining the reasons for the financial problems, she stated: “The Llangollen Railway and the SRPS entered into an agreement to carry out works on *Morayshire* some time ago. While both parties have worked hard to honour this agreement, it is clear that the work specification and associated costings did not accurately reflect the true extent of the overhaul required. Unfortunately, after a comprehensive review of the situation, we have concluded that it is impossible for us to meet the aspirations of the SRPS without causing significant financial harm to our organisation.

> **“THE RAILWAY IS STILL A GOING CONCERN”**
> LIZ McGUINNESS, LLANGOLLEN RAILWAY CHAIRWOMAN

“As a result, we have had no choice but to request that the locomotive return to the SRPS. We understand that this is not an ideal situation but is in the best interests of all parties. We thank the SPRS for their understanding and their recognition that this decision has not been taken lightly.”

SRPS chairman Jim Verth said: “There have been problems about how much the repairs should cost, the quality of some of the work and changes at Llangollen, that have significantly delayed its return.

“The locomotive and tender had been largely assembled while work on the boiler continued. Llangollen Railway Company’s new chief mechanical engineer felt the records and evidence of the work done on the locomotive and tender were not satisfactory and had them dismantled for that recording and evidence to be collected. That process identified work that had not been done to a satisfactory standard.

“Last week [early February] Llangollen said that, to avoid going into administration, they will return *Morayshire* to us in two weeks. This is a measure of just how serious Llangollen’s financial problems are. Given this position, our reluctant decision is that we should go ahead with the plan to move her.”

Mr Verth added that, owing to ongoing preparation work for the society’s Steaming Ahead Project at Bo’ness, “We are in discussion with a company who may be able to store the ‘Shire’, in a secure place, until we are in a position to bring her back to Bo’ness – perhaps straight into the new shed.

“There are many questions to be sorted, not least on the money we have paid and how the contract has got into this position. We are getting legal advice and have kept National Museums Scotland up to date with developments.”

Originally estimated at £200,000, said Mr Verth: “The [overhaul] costs were broadly in the original range. The actual costs are commercially sensitive.”



MORAYSHIRE TO STEAM AFTER WELSH OVERHAUL

CELEBRATED LNER ‘D49’ *No. 246 Morayshire* could be back in steam at the Bo’ness & Kinneil Railway within two years, with plans afoot to send it to the Llangollen Railway for a contract overhaul.

The Scottish Railway Preservation Society is in the process of finalising arrangements with the National Museums of Scotland, which owns the unique Gresley 4-4-0.

It is planned that the locomotive will leave Bo’ness in the coming weeks for its trip to Wales, where – subject to inspection – the target date for completion is March 2018.

Morayshire ran on the main line during its first stint of service between 1975 and 1981, but was confined to preserved lines in its second period of operation between 2003 and 2015. This time, an issue with the driving wheels precludes a return to the national network.

LNER practice was to rivet the tyres to the wheel rims, but when the engine was retyred in 2010, it was found that the distance from the centre of the rivet holes to the wheel rim had reduced as the rims were trued for previous tyre fittings. While acceptable for preserved line use, this means that either repositioning the rivets, or new wheels, would be needed for the main line.

The boiler is expected to require significant work, including new sections of the outer firebox wrapper, throatplate and backhead, as well as a new stayed/roof, while the locomotive is also described as “mechanically very tired”.

The cost remains to be confirmed, but is expected to be around £200,000. A full appeal is to be organised, but in the interim donations made out to the *SRPS* and marked ‘Morayshire Appeal’ can be sent to Alistair George, 4 Baberton Mains Avenue, Edinburgh EH14 3EQ.

Returned to BR black towards the end of its last ‘ticket’, *Morayshire*’s next livery is still to be finalised, but is expected to be LNER apple green.

↓ *Morayshire* with GWR 4-4-0 *City of Truro* and ‘Small Prairie’ No. 5526 in Llangollen shed yard during the 6880 Betton Grange Society’s ‘Steel, Steam & Stars II’ gala in 2009. DAVID WILCOCK

IN BRIEF

- **NEW BLUEBELL PULLMAN**
Pullman car No. 36 arrived at its new home of the Bluebell Railway on January 14, having moved from the Colne Valley Railway (SR500). David Jones of the Brighton Atlantic Project has purchased the 1926-built vehicle, which served on the ‘Bournemouth Belle’ and ‘Devon Belle’. Its restoration at Horsted Keynes will follow that of Pullman Car 54.

- **FIRE REPAIRS COMPLETED**
A BR pallet van that was damaged following a fire at an adjoining property to the Middleton Railway during July 2018 returned to the Leeds line in early January. The restoration was carried out by Stanegate Restorations in Haltwhistle, Northumberland.

CORWEN TRACK LAYOUT COMPLETE AS SIDING IS LAID

It may look almost as though the Llangollen Railway is laying double track – but in fact it’s the final part of the layout at Corwen station.

The completion of the 300ft siding means that all the track at the new western terminus is in place, although it requires ballasting and tamping. The ground frame for the points is awaiting the laying of its concrete base.

The project won the Runners Up certificate in the Large Group category of the Heritage Railway Association’s annual awards on February 8.

The volunteer team are now installing four new cast lamp posts on the eastern end of the platform, all of which have been sponsored by supporters, and will be followed by pillars for the running-in board.

Despite the line’s financial problems (see above), LR chairwoman Liz McGuinness stressed that “Corwen had no bearing on this” and that “we will run our trains as normal this year; they will not be affected and Corwen will open at some stage this year.”



↑ **Simon Baynes (third from left), the recently elected MP for Clwyd South, visited Corwen on February 1. Here, he views the newly laid siding and ‘double track’ section with volunteers Peter Neve, Richard Dixon-Gough (project leader) and Phil Rogers.** LLANGOLLEN RAILWAY TRUST

LANCASHIRE & YORKSHIRE ‘PUG’ GOES BR BLACK AS ‘51456’ IS RELAUNCHED

Hot on the heels of 0-6-0ST No. 51456, another Lancashire & Yorkshire saddle tank has received a BR makeover – ‘Pug’ No. 19.

Moved from the Ribble Steam Railway to the East Lancashire Railway in January for the latter’s Spring Steam Gala on March 6-8 (SR502), the 1910-built Horwich 0-4-0ST has been temporarily adorned with early BR emblems and the identity of scrapped classmate No. 51241 for the event. It had a solitary trial steaming in preservation, in the 1970s, but its owning group, the Lancashire & Yorkshire Railway Trust, is considering a restoration to working order (SR502).

Volunteer Dr John Sagar said: “No decision has been taken, but a preliminary boiler inspector’s report is positive, stating that it only appears to have been put to light use. It will, nevertheless, need a new front tubeplate and perhaps a new foundation ring. Virtually all the pipework will also need replacement, as it is largely to factory rather than railway standards.”

Its appearance at the ELR gala will help mark the return of Aspinall Class ‘23’ 0-6-0ST No. 51456, which was officially relaunched into traffic on February 22, hauling a special train for members and volunteers of the LYR Trust.

Since its initial trial runs in December (SR501), it has covered approximately 70 miles, and is “running very well”, said Dr Sagar. The only glitch has been the replacement of the original ejector, which “had been damaged by steam cutting over the years – it was struggling to maintain vacuum on one or two coaches.”

A new casting, made to original drawings obtained from the National Railway Museum. was fitted before the launch.

“It then worked perfectly on six coaches,” said Dr Sagar, “though a Lower Darwen engineman told us they had no trouble maintaining vacuum on ten!” In ELR service, No. 752 will be restricted to a maximum of four coaches.





↑ Lancashire & Yorkshire Railway ‘Pug’ 0-4-0ST No. 19 in Bury shed, carrying temporary BR guise as No. 51241 for the East Lancashire Railway’s March 6-8 gala. JOHN SAGAR

← Members of the Lancashire & Yorkshire Railway Trust with its Aspinall Class ‘23’ 0-6-0ST No. 51456 at Rawtenstall during the engine’s launch day on February 22. TOBY JENNINGS/*SR*

NRM UNVEILS CENTRAL HALL DESIGN CONCEPTS FOR YORK

Five design concepts for the National Railway Museum’s proposed £16.5 million Central Hall gallery have been unveiled.

To be built as part of the museum’s £55m Vision 2025 development project, the new 48,430sq ft building will include a 10,760sq ft gallery to “showcase innovative rail technology and the museum’s world-class railway collection,” said the museum.

Created to a brief which dictated “a need for the final building to be sensitive to the railway heritage of surrounding buildings and to the city of York, as well as ensuring that designs are environmentally sustainable”, the shortlisted designs are available to view via an online gallery and at a free public exhibition in the NRM’s Great Hall until March 29.

NRM Director Judith McNicol said: “I encourage people to visit and to share their feedback. Although the final designs are some way off, the winning team will go on to create the final building which will be the cultural focal point at the heart of York Central.”

To view the design concepts online, visit: *https://competitions.malcolmreading.com/railwaymuseum*



What Atelier d’Architecture Philippe Prost has envisaged for the interior for the Central Hall. ATELIER D’ARCHITECTURE PHILIPPE PROST

The proposed exterior design of the Central Hall, submitted by 6A architects and OFFICE Kersten Geers David Van Severen. 6A ARCHITECTS/OFFICE KERSTEN GEERS DAVID VAN SEVEREN

CIARA FLOODS KWVR BUT SEVE UNSCATHED

Great Central, Embsay and Bure Valley railways also affected by severe weather in February.

Floods hit the Keighley & Worth Valley Railway in the wake of Storm Ciara on February 9.

Bridgehouse Beck, which runs through Haworth, overflowed onto the line and shed yard, causing all trains to be cancelled.

Thanks to what KWVR chairman Matt Stroh described as "an amazing turn-out of volunteers", the debris was cleared up for services to recommence the following weekend, with staff staying overnight to monitor the river level. "When we get a flood alert, we have people on call," said Mr Stroh, "which helps the village as well, because when it floods, it happens fast.

"Sadly, the Class 25 diesel has suffered significant damage – we may find more damage as we assess the equipment."

The railway has a long-term plan to replace the bridge over the beck south of the shed, and will then take the opportunity to improve the water flow.

The nearby Embsay & Bolton Abbey Steam Railway also cancelled one day's services on February 9, owing to the line being flooded at Priors Lane near Draughton, between Stoneacre passing loop and Bolton Abbey.

Because the site has had a history of flooding since BR days, said EBASR manager Stephen Walker, "we've taken action to improve the drainage, so the water goes away quickly, and it was all back to normal by the afternoon."

Despite severe flooding in the Severn Valley, with residents evacuated in Ironbridge and Bewdley, the Severn Valley Railway itself was unaffected and ran all its February half-term services between Bridgnorth and Bewdley as planned (the Bewdley-Kidderminster section of the line being closed at present for repairs to Falling Sands Viaduct).

Although unaffected by Storm Ciara, the Great Central Railway was forced to truncate its services owing to Storm Dennis the following weekend. On Sunday February 16, the line was found to be under water at Greengate Lane Bridge between Rothley and Leicester North, meaning that trains could run only as far as the former station.

The North Eastern Locomotive



Despite serious floods in the area, the Severn Valley Railway operated its February half-term trains between Bridgnorth and Bewdley as planned. With the River Severn at an all-time high between Sterns and Hampton Loade, '4MT' No. 43106 approaches Little Rock Cutting on February 18. ALAN CORFIELD



BR '2MT' 2-6-0 No. 78022, Class 08 shunter No. 08993 and Class 37 No. 37075 are among the Keighley & Worth Valley Railway locomotives marooned in Haworth yard during the floods of February 9. DAVID OXTABY

TWO LANDSLIPS LEAVE £500,000 GAP IN 'GLOSWARKS' FINANCES

The Gloucestershire Warwickshire Steam Railway has been left facing a £500,000 repair bill, following yet another landslip near Gotherington, while a second landslip has caused problems near Winchcombe.

Signs of the first slip, on the embankment near the bridge over Manor Lane south of Gotherington station, were first detected before Christmas, but the recent wet weather following a very dry summer has increased the damage.

It will not prevent trains from running when the season starts on March 7, as the slip is on the Up side of the double-track formation, whereas the GWSR running line is on the Down, although there is a 5mph speed restriction until repairs have been effected.

GWSR plc volunteer chairman Richard Johnson said: "We expect the work to take until April or early May and, unfortunately, this will make a £500,000 dent in the railway's finances, although the Gloucestershire Warwickshire Railway Trust has made a significant contribution. We are very fortunate that we were able to secure the services of specialist contractors at short notice and that an appropriate supply of soil nails could be secured."

It is not the first time the GWSR has experienced earthwork problems at Gotherington, as a similar slip in April 2010 severed the line for several months, as did another landslip at Chicken Curve north of Winchcombe in 2011.

A second, less serious landslip has also occurred in the cutting between Greet tunnel and Winchcombe, where a section on the Up side has started sliding towards the track although, as with the slip at Gotherington, it has not affected the running line.

The cause is understood to be the siting of rainwater soakaways from new houses close to the top of the cutting which, owing to the recent heavy rain, have become overwhelmed, saturating the embankment and causing them and part of the gardens to collapse.

Said Mr Johnson: "The problem has been stabilised by removing all the loose spoil and installing large concrete blocks at the bottom of the slope. This will secure it for the coming year and a permanent solution will be started next winter.

"Our claim for compensation is against the householders and their insurers and we have been working with them on this."

- Donations can be sent by cheque to Finance Director, GWSR Plc, Churchward House, Winchcombe Station, Gloucestershire GL54 5LD. Alternatively, you can send an email headed 'Landslip Fund' to *finance.director@gwsr.plc* who will provide bank details for a direct transfer.
- In contrast to some other railways, the GWSR is expanding its timetable this year. "During 2019, it was evident that many trains were full on weekdays and, as a result, all midweek services are running to the 'Purple' timetable, which provides extra seating capacity and features two steam locomotives and a diesel-hauled service for the last train from Broadway to Cheltenham Racecourse and return to Toddington," said GWSR press officer Ian Crowder.

RN VALLEY IS



Preservation Group's Peppercorn 'K1' 2-6-0 No. 62005 – making the last runs of its visit to the GCR – and resident '9F' No. 92214 worked in 'top and tail' formation with Class 37 diesel No. 37714, as Rothley has no run-round facilities. However, the weather discouraged many visitors, with takings at the booking office reported to be around half the expected figure.

At the Bure Valley Railway, eight trees fell across the 15in gauge line during Storm Ciara on February 9, including one near Coltishall station that also brought down two neighbouring trees in the process.

No trains were running at the time, and all the obstructions were removed during the following week. Managing director Andrew Barnes said: "We had all the required equipment to deal with it, and a great showing from staff and volunteers to clear up.

"It took us three days to clear all eight trees, and we had to replace about 100 yards of fencing between us and the neighbouring footpath.

"We were up and running for half term on February 15, but with the continuing poor weather and Storm Dennis, our passenger numbers were about 15% down that week."

MAIN LINE CONNECTION PROPOSED FOR ISLE OF WIGHT STEAM RAILWAY

A main line connection is proposed for the Isle of Wight Steam Railway as part of the impending Island Line upgrade.

At the Isle of Wight Bus and Rail User Group's meeting on January 18, Andrew Mundy, Island Line programme manager, said that the reconnection of the preserved line to the Ryde-Shanklin route at Smallbrook Junction would give engineering trains access to better siding and loading facilities.

The Island Line is short of siding space for the upgrade, which will include the provision of a new passing loop at Brading and the arrival of new Vivarail 'D-Trains' to replace the existing 1938 tube stock.

Steve Backhouse, the IoWSR's new general manager, told *Steam Railway*: "To date, Andrew Mundy has made an informal visit to Havenstreet to see our facilities, but no formal discussions have taken place. We've said publicly that we're supportive of the Island Line upgrade and that we're happy to discuss whether we can assist."

Close, but not connected. During its farewell event on September 28 prior to being withdrawn for overhaul, Adams 'O2' 0-4-4T No. W24 *Calbourne* runs round its train at Smallbrook Junction, while a 1938-built Class 483 tube train departs for Ryde on the Island Line. TOBY JENNINGS/*SR*



SWANAGE APPEALS FOR £32,000 TO HELP BUILD NEW CARRIAGE SHED

The Swanage Railway has launched an appeal to raise £32,000 towards its new £220,000 carriage shed.

Construction of the two-road shed at Herston, which will house the line's historic Maunsell and Bulleid coaches, began in January. Project manager Nick Coram said: "This is an important investment in the future of the Swanage Railway.

"The new shed will also house some of our post-1948 Mk 1 carriage stock that forms the backbone of our fleet, reducing carriage body corrosion and increasing the life of the carriage paint schemes. Owing to the restricted size of the site – next to the running line – the new shed will cover two tracks, one track accommodating six carriages and the other four.

"It will have full sides on its south side, while the north side of the new shed will have a half-height wall down from the roof with the lower half being open. The west and east ends of the shed will be open, to allow ease of access, while the roof of the new carriage shed will have air vents and skylights.

"The new carriage shed will ensure that our customers are able to ride in carriages that are in the best possible condition."

The Swanage Railway Trust has allocated £153,000 towards the expected £220,000 total cost and has launched an appeal to raise an additional £32,000. At the time of going to press, the total stood at over £11,000. The trust is also applying for grant funding towards the project.

Being built by contractors Avon Construction of Ringwood, Hampshire, construction of the new shed is expected to be completed by the summer, with full fitting out finished by the end of the year.

For more details and to donate, visit: *www.swanagerailwaytrust.org/carriage-shed-appeal*



← LSWR 'T9' No. 30120 steams tender-first past the construction site of the new Herston locomotive shed on February 18. ANDREW P.M. WRIGHT

ONE LAST CHIME? 'A4' 60009 COULD FINISH ON MARCH 7

Time is running out for fairytale ending in Scotland for John Cameron's retiring Gresley 'Pacific'.

BY DAVID WILCOCK



***Union of South Africa* stands under Brunel's Paddington station roof for one last time on February 22.** MICHAEL RHODES

Hopes that celebrity 'A4 No. 60009 *Union of South Africa* would end its 83-year working career with one last symbolic run on home Scottish turf before its permanent main line retirement on April 22 were rapidly fading as this issue went to press.

As it stands, John Cameron's 'Pacific' has just one remaining scheduled main line tour assigned – the Railway Touring Company's Ealing Broadway-York 'Yorkshireman' trip on March 7, which runs via the Midland Main Line.

Whether 'Number Nine' runs again after this, appears now to be in the gift of another main line operating entrepreneur – David Smith, of West Coast Railways.

He has been approached by RTC, and asked if he is willing to allow *Union of South Africa* to take over the running of the March 28 'Winter Cumbrian Mountain Express' – a trip which includes ascents of both Shap (northbound from Carnforth) and Ais Gill (southbound to Preston).

That tour is currently earmarked to be hauled by one of two locomotives in the Carnforth pool – either 'MN' No. 35018 *British India Line*, or 'Jubilee' 4-6-0 No. 45699 *Galatea*.

Mr Cameron has previously stated that he will not submit the 'A4' for a further boiler overhaul – and it is already running on a final extension.

The former ScotRail chairman was away on business in late February, and unavailable for further comment.

His intention to permanently retire *Union of South Africa* and his other former main line engine, 'K4' No. 61994 *The Great Marquess* to a purpose-built visitor centre on his farm at Balbuthie, near St Monans, Fife – first announced in *Steam Railway* in 2017 – remains undiminished, but it was his abiding wish that his beloved 'Number Nine' would end its distinguished main line career in Scotland, where it began in the summer of 1937.

Disappointment at the way in which *Union of South Africa* looks to be signing-out, without such a run agreed, was summed up by the locomotive's full-time engineer, Fraser Birrell. "Going out with a whimper is not what any of us would want," he said.

Station platforms and linesides saw a noticeable increase in turnout by enthusiasts in February, as 'Number Nine' ran what many believe will be two of the engine's final three main line appearances – the Saturday February 15 'Valentine's White Rose' from York to Ealing Broadway, and the Saturday February 22 'Cotswold Venturer' (both Railway Touring Company trips). The latter saw the 'A4' departing Worcester Shrub Hill with its 11-coach load, under semaphore signals, bound for Paddington (via Swindon).

At least two steam railways, the East Lancs and the Great Central, have made overtures to the owner about running the 'A4' on scheduled timetabled trains following April 22, given that it's boiler certificate will allow it to run on private lines only until the end of 2020.

However, no decisions have yet been taken.

'S160' TRIPLE-HEADER RAISES £30,000 FOR CHURNET VALLEY EXTENSION

UK preservation's first triple-header of 'S160' 2-8-0s has raised £30,000 towards the Churnet Valley Railway's Leek extension.

Originally planned in October last year, but cancelled because of flood damage (SR499), the 'Super Power' event went ahead on February 1/2, with visiting 'S160' No. 2253 'Omaha' running alongside resident examples Nos. 5197 and 6046.

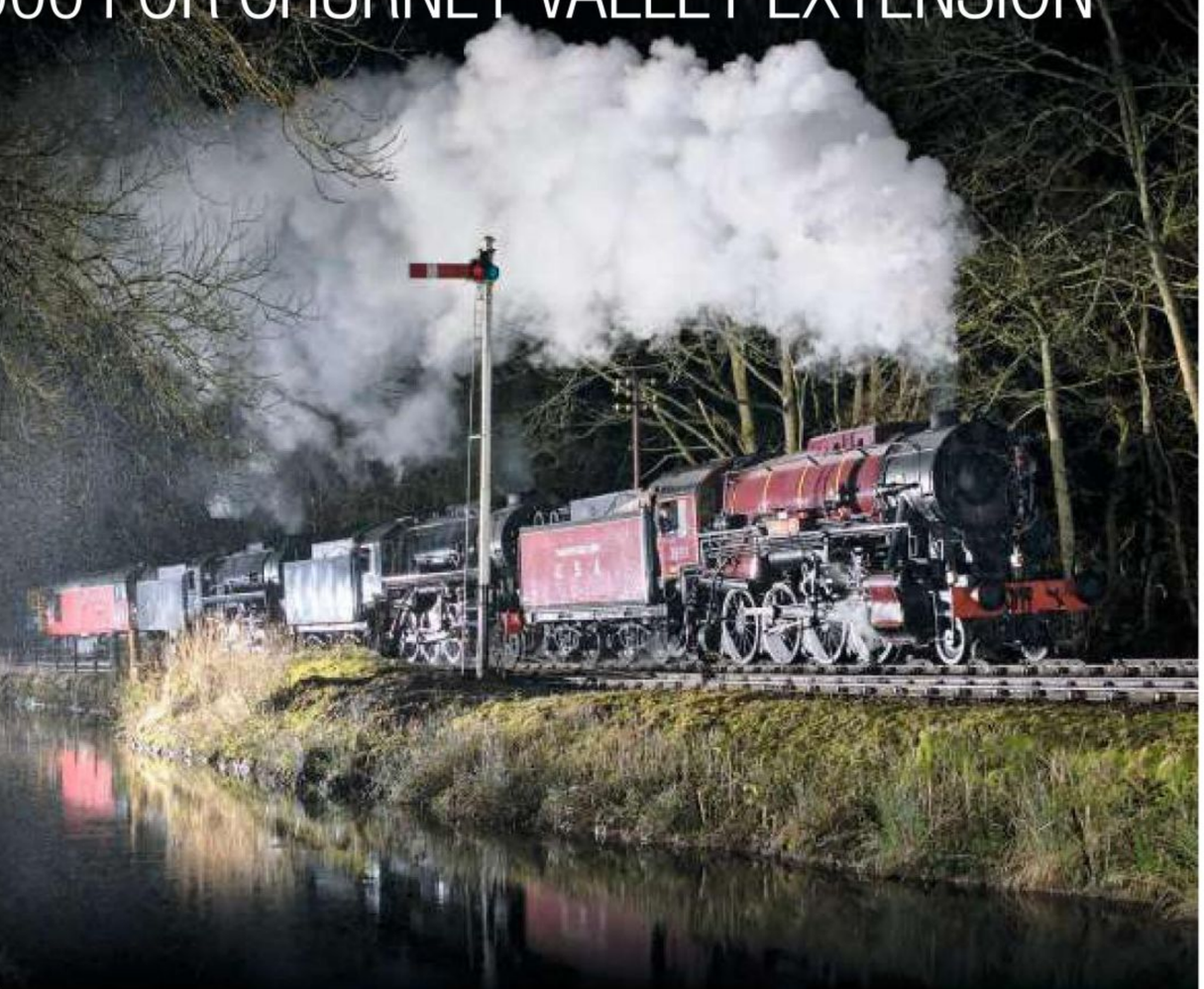
Paired up in various double-headed combinations, the trio rounded off each day with a triple-headed run up the 1-in-40 Ipstones branch, hauling eight Mk 1 coaches with two dead Class 33 diesels on the rear.

It was the first triple-header of the US Army Transportation Corps 2-8-0s in British preservation, although three examples (thought to be Nos. 607, 611 and 612) worked in tandem in America in 1963, as part of a military convention at the Fort Eustis Military Railroad.

Intended to raise money for the £1m northern extension to Leek, the event made "in round numbers, £30k" for the project, said CVR director Chris Meadowcroft. "It was standing room only – the eight Mk 1s seat 330 people, but the second train on Saturday had 460 on board!

"I know I'm biased, but who knew three 'S160s' would be so popular?"

● A series of special trains titled 'The Borders Explorer' are scheduled to run on the CVR on April 5 and 18/19, with proceeds going towards the 'Reconnect Leek' project. The trains will run over the newly laid section of the Leek extension, and along part of the mothballed freight-only line towards Stoke as far as the CVR's boundary with Network Rail, as well as the main running line.



'S160s' Nos. 2253 'Omaha', 6046 and 5197 run light from Kingsley & Froghall to Cheddleton with two diesels on the evening of February 1, following their triple-headed run up the Ipstones branch with the last train of the day. 'Omaha' has now moved to the Dartmouth Steam Railway. ANDREW RAPACZ

AVON VALLEY RAILWAY

SPRING 2020

(All events subject to change or cancellation without prior notice)

'RSH' 7151 FUNDRAISING DAY

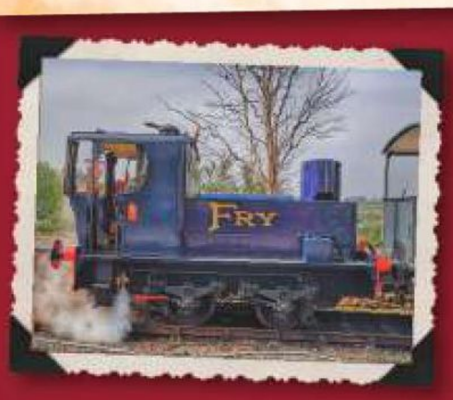
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21 MARCH

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5824





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10 – 13 APRIL

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GREAT CENTRAL LAUNCHES ‘FACTORY FLYOVER’ APPEAL

Two bridges done… now the GCR needs £3 million to span another ‘Gap’ on northern extension.

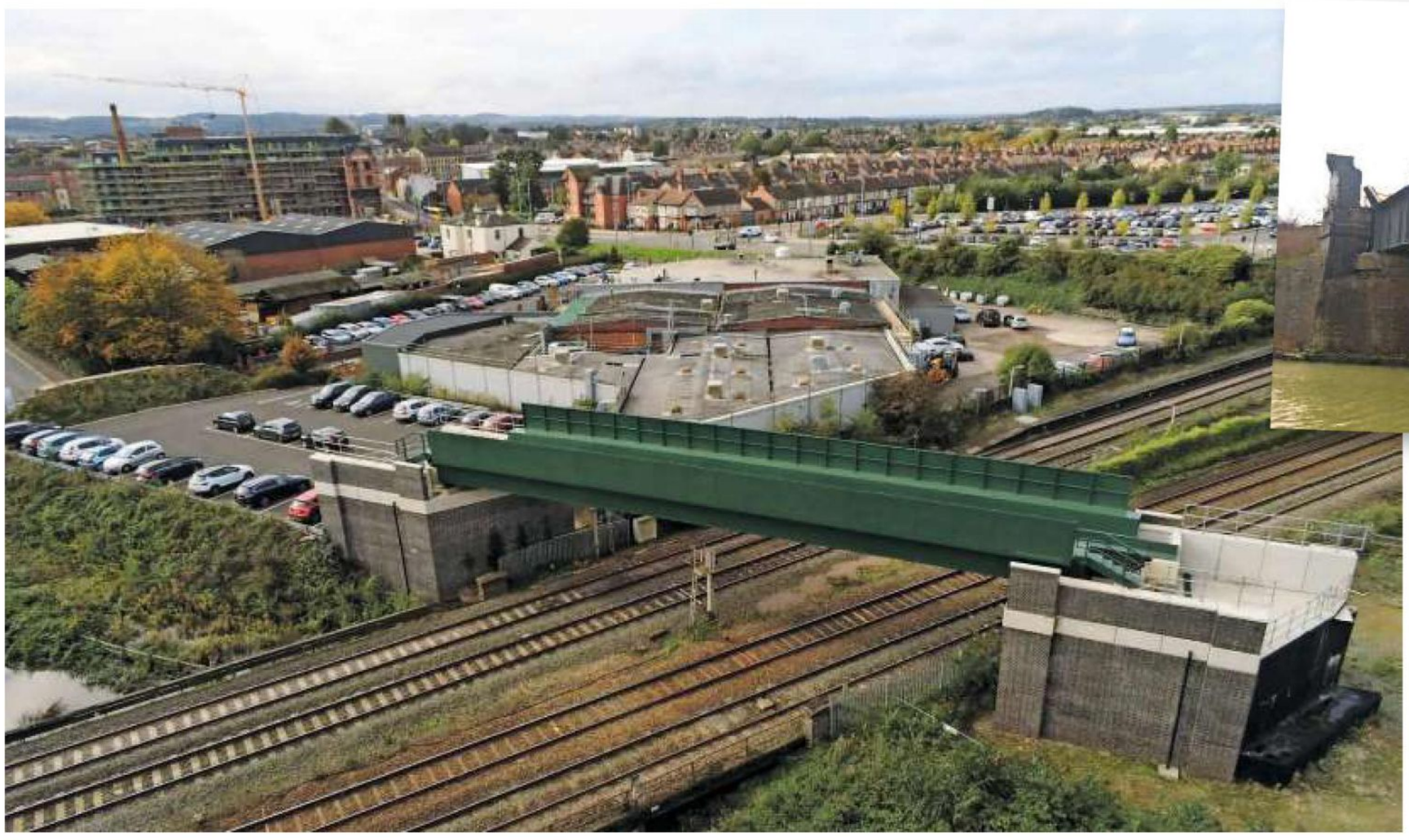
A £3 million appeal to raise funds for Stage Three of the Great Central Railway’s ‘Reunification’ project has been launched.

Following the installation of a bridge over the Midland Main Line at Loughborough, and completion of refurbishment work of the bridge which carries the GCR over the Grand Union Canal, attention has shifted to build yet another bridge over the Preci Spark car park and an adjacent road.

Dubbed the ‘Factory Flyover’, the £3m fundraising campaign to complete the next stage of the project to reconnect the GCR with the GCR (Nottingham) to create an 18-mile preserved railway has benefited from two redundant bridge decks, ex Reading, donated by Network Rail. Building both bridges at the same time is expected to reduce the overall costs for this stage of the project.

£100,000 is already in the bank for thispart of the scheme. Andy Fillingham, chairman of the Friends of the Great Central Main Line, added: “We have an ambitious target for our new appeal of £3m. We’ve already raised that amount of money for previous elements of the project so we know it can be done, if we can get everyone’s support.”

To find out more about the project and to donate visit *www.gcrailway.co.uk/unify*





↑ The newly restored 1897 bridge over the Grand Union Canal in Loughborough, which stands ready to carry trains again for the first time since the Sixties. BOTH: FRIENDS OF THE GREAT CENTRAL MAIN LINE

← An aerial view of the newly installed bridge desk over the Midland Main Line. The ‘Factory Flyover’ will span the adjacent car park.

DOUBLE SUCCESS FOR SINGLE-CHIMNEY ‘SPACESHIP’ IN HRA AWARDS

The owners and restorers of unique surviving single chimney ‘9F’ No. 92134 collected two gongs at the Heritage Railway Association Awards in February.

First up was the *Steam Railway* readers’ award, presented by magazine editor Nick Brodrick to the Self family, owners of the ‘9F’ for 21 years, and long-serving volunteer Charlie Dore, who helped oversee the successful conclusion of its restoration from Barry scrapyard condition. 32% of the 2,385 votes cast had clinched the award for No. 92134.

Following the February 8 presentation at the Burlington Hotel in Birmingham, Howard Self said: “We were delighted to win the *Steam Railway* Award for the restoration of 92134. It is a great tribute to everyone who has been involved in the project from 1980 onwards and we would particularly like to thank all the readers of *Steam Railway* who voted for us.”

Its second accolade was the Coiley Locomotive Engineering Award, recognising No. 92134 as the standout locomotive restoration project of 2019.

Members of the North Yorkshire Moors Railway’s locomotive department collected the award, having put the finishing touches to the restoration since its arrival at Grosmont in 2018.

Another locomotive project, the Great Western Society’s recreated GWR ‘Saint’, was presented with the newly designated Chairman’s Award. Meanwhile, the society’s former chairman Richard Croucher was jointly presented with the *Railway Magazine* lifetime achievement award alongside time served engineer Bob Meanley.

Other winners included the West Lancashire Railway (Small Groups Award) for saving its site from redevelopment, the Bala Lake Railway (Outstanding Visitor Attraction) for its interpretation discovery centre, the Chasewater Railway’s Phil Civil (Young Volunteer of the Year Award); the Dartmouth Steam Railway (Special Events Awards) for its pioneering Train of Lights; the LMS-Patriot Project (Communications Award) for its *Warrior* magazine; and the National Railway Museum won the interpretation award for its Brass, Steel & Fire exhibition.



↑ Matthew, Heather and Howard Self and Charlie Dore (from left), collect the *Steam Railway* award from Nick Brodrick on behalf of *SR* readers. HRA

NRM REACTS TO DARLINGTON MAYOR'S 'WORLD OF PAIN' THREAT

The National Railway Museum has responded to the Mayor of Darlington's threat to leave it in a "world of pain" over its decision to move George Stephenson's *Locomotion* to Shildon.

The decision to transfer the 1825-built Stockton & Darlington Railway veteran from Head of Steam Museum in Darlington to the NRM's Locomotion outpost at Shildon when its loan agreement expires in March 2021 attracted considerable criticism from the town's political parties (SR502).

At a Darlington Borough Council meeting, councillors voted unanimously to use "all and every means available to it to oppose the decision," and Mayor of Darlington, Councillor Nick Wallis, said: "The National Railway Museum needs to know that they are going to be in a world of pain if they continue to pursue this ill-judged plan.

"This isn't something that's going to happen in a year or so and go away; we will fight tooth and nail to keep our history in our town. If, God forbid, it does move, we will continue fighting and campaigning until it is returned."

In response, the NRM said: "Far from seeking conflict, we remain committed to working together with Head of Steam and Darlington Borough Council.

"We continue to enter into these conversations in the spirit of cooperation and civility, looking to find ways to make the most of all of the National Collection, to the benefit of Darlington and Shildon, and all those who are interested in telling authentic and inspiring stories of the early railways in this small corner of the world."

● Darlington Borough Council's 'Save Our Loco' campaign to keep *Locomotion* in the town had attracted 2,253 signatures at the time of going to press.

78018 AND '9F'-HAULED 'MEGA TRAIN' FOR WEST SOMERSET GALA

Two extremes of BR Standard steam will be on show at the West Somerset Railway's April gala – '2MT' No. 78018, and a '9F' on a 12-coach 'mega-train'.

Great Central Railway-based No. 78018 will join two other Riddles-designed guest engines at the April 23-26 event – '4MT' 2-6-0 No. 76084 from the North Norfolk Railway, and '9F' No. 92134 from the North Yorkshire Moors Railway.

On the Friday evening, the '9F' will haul a 12-coach train from Bishops Lydeard to Minehead and back, with an additional fare payable (discounted for Rover Ticket holders) to help offset costs. The train will include a 'Quantock Belle' dining option.

'Manors' Nos. 7822 *Foxcote Manor* (due to visit the WSR for the 2020 season) and 7828 *Odney Manor*, 'Mogul' No. 9351 and SDJR '7F' No. 53808 are all expected to be in steam from the home fleet, along with Tyseley-based pannier tank No. 7752, subject to completion of winter maintenance.

Several Mk 1 carriages will be launched back into service at the gala following repaints into BR maroon, including the 'Quantock Belle' stock.



During a previous visit to the West Somerset Railway, BR '2MT' 2-6-0 No. 78018 crosses Liddymore Bridge, between Williton and Doniford Halt, during the Spring Steam Gala on April 28 2017. DON BISHOP

UNION PACIFIC PERMANENTLY RETIRES 'CHALLENGER' 4-6-6-4

Union Pacific has confirmed that 'Challenger' 4-6-6-4 No. 3985 will remain officially retired.

Restored to operating condition by UP employees in 1981, the 'Challenger' – the design of which influenced UP's 'Big Boy' 4-8-8-4s – last steamed in 2010, when it was withdrawn for overhaul. Now that UP's 'Big Boy' No. 4014 has been restored to working order, the railroad has decreed that "there are no plans to [overhaul] No. 3985."

In a statement, UP added: "Many years of hard operation have resulted in the locomotive requiring a complete frames-up restoration similar to what was needed to make No. 4014 operational. Where No. 3985 will ultimately reside is still in question, but it's safe to say the locomotive will remain officially retired from service."

The UP steam programme's other locomotive, 'FEF-3' 4-8-4 No. 844, will remain in service alongside No. 4014. The company said: "Historically, Union Pacific's steam program has had two steam locomotives on its roster, and that count will remain the same."

● UP has also confirmed that, despite a company-wide streamlining of its operations, the steam workshop at Cheyenne will remain open, the heritage fleet will continue to be housed in Council Bluffs, Iowa, and that planning is under way for its 2020 steam activities.

RIVER ESK IN LEVEL CROSSING COLLISION AT ESKDALE GREEN

Ravenglass & Eskdale Railway 2-8-2 *River Esk* was involved in a collision with a DPD delivery van at Eskdale Green level crossing on February 23.

In a statement, the RER said: "At approximately 12.45pm, the 12.30pm from Dalegarth was involved in an incident at Eskdale Green Level Crossing. There were no injuries to passengers, staff or members of the public. The locomotive was not derailed and returned to Ravenglass with its train.

"As per normal procedures, the incident has been reported to the Rail Accident Investigation Branch and Her Majesty's Railway Inspectorate at the Office of Rail and Road. There will be no further comment until investigations are completed."

RER general manager (visitor experience) Stuart Ross told *Steam Railway*: "*River Esk* was able to continue on its journey once permission had been received from RAIB and the ORR, and our duty fitter was comfortable for it to do so. It appears there is little damage to the locomotive. Importantly, nobody sustained injuries."



FLYING SCOTSMAN REOPENS BUTTS BRIDGE AT MID-HANTS

'Watercress Line' hopes that 'A3's' appearance will help reverse decline in passenger numbers.

Gresley 'A3' No. 60103 *Flying Scotsman* has officially reopened the Mid-Hants Railway's new bridge at Butts Junction.

The National Collection LNER 'Pacific' headed the special reopening train across the new span on February 14, after which celebrity gardener Alan Titchmarsh (patron of the 'Watercress Line') unveiled a plaque at Alton station to mark the occasion.

The four-mile section of the MHR between Alton and Medstead & Four Marks had been closed since January 2019 for the bridge to be rebuilt in connection with nearby road improvements. As a result, the line's passenger numbers declined by 30%, from 132,553 in 2018 to 90,100 in 2019.

Flying Scotsman was also due to run at the MHR on February 29/March 1 and March 7/8, working four round trips each day, all 350 seats having sold on each train.

MHR Preservation Society Chairman Richard Lacey said: "We hope that having *Flying Scotsman* here, and the publicity surrounding the reopening, will take us back to the passenger figures for previous years. The optimist in me hopes we might even exceed that number."

As reported last issue, the MHR was due to hire four Bulleid coaches from the Bluebell Railway, to provide extra capacity on normal service trains during *Flying Scotsman*'s visit. However, as this issue went to press, the movement of the vehicles by rail was still to be confirmed, following a landslip on the main line between Dormans and the Bluebell's connection at East Grinstead.

Ironically, although the reopening train travelled into Alton station, the rest of the 'A3's' workings would instead terminate at the passing loop just to the west of the station.

This was partly prompted by concerns over lack of space for the expected crowds on the platform, owing to work being undertaken to dismantle the station's LSWR footbridge (see story below).

However, the main factor was that Ivatt '2MT' 2-6-2T No. 41312 was due to assist the LNER 'Pacific' on all its trains – banking in the rear before being piloted by No. 60103 for the return trip – and the loop in Alton station is too short for the 'A3' to run round both the six-coach train and the Ivatt.

With No. 60103 working tender-first up the 1-in-60 gradient out of Alton, explained MHR operations manager Richard Bentley, this method of working was necessary because "*Flying Scotsman* doesn't have any rear sanders – and a lot of people don't realise this, but it's got no front steam-heating connection!"

● The only 'A3' with German smoke deflectors to reach Southern Region metals in BR service was No. 60112 *St Simon*, with the Southern Counties Touring Society's 'Southern Counties Enterprise' railtour from Waterloo to Weymouth on August 25 1963.

***Flying Scotsman* crosses the Mid-Hants Railway's new bridge at Butts Junction on its way into Alton on February 14.** PETER ZABEK

IN BRIEF

• INGROW BRIDGE APPEAL
A £120,000 appeal has been launched to replace the Keighley & Worth Valley Railway's Bridge 11, south of Ingrow Tunnel. New concrete deck sections were delivered on January 29. Donations can be sent to The Treasurer, KWVR Trust (Bridge Funding Appeal), The Railway Station, Haworth, Keighley, BD22 8NJ or at *https://kwvr.co.uk/ingrow-bridge-appeal/*

• AWARD FOR DFR FOOTBRIDGE
The Dean Forest Railway has won a 'highly commended' position in the National Railway Heritage Awards for its restoration of St Mary's footbridge. The Grade II-listed bridge dates from 1892 and is one of two original Severn & Wye Railway structures on the DFR, the other being Parkend goods shed.

• VANDALS ATTACK SPA VALLEY
A GoFundMe page has raised the £2,500 cost of repairing two coaches in the Spa Valley Railway's dining train, including Mk 1 bar car 'Kate', after vandals broke into them on New Year's Eve.

ALTON FOOTBRIDGE TO BE SAVED FOR PRESERVATION

A long-running campaign to save Alton station's LSWR footbridge for preservation has succeeded.

Network Rail contractors will remove the 1892-built structure – the only surviving example of 26 timber footbridges constructed by the LSWR – on March 6-9. It closed to passengers in July 2015, two years after a second bridge was built with lifts for disabled access.

It will be taken to a local storage site for restoration by the Friends of Alton Station, who had been lobbying for its retention. The costs of removal and transport will be covered by a £50,000 grant from the Railway Heritage Trust, although the group needs to raise an estimated £80,000 for the restoration. Donations can be made at *https://www.justgiving.com/crowdfunding/alton-station-footbridge-campaign*

The plan is to re-erect the bridge at Alton, said Shaun Wood of the Friends group: "It cannot be put back over the electrified main line, but an option we are discussing with the Mid-Hants Railway is to put it over their line on the south western end of the platform.

"It may give them options to build another platform, or an alternative entrance to the station, if ticket gates are introduced. This still has to be engineered and agreed, but the MHR has said it does not object to this plan."

GWR GUESTS FOR NENE VALLEY AND NORTH NORFOLK

GWR locomotives are heading to East Anglia in March for galas at the Nene Valley and North Norfolk railways.

Collett '8750' 0-6-0PT No. 4612, from the Bodmin & Wenford Railway, is to run as No. 6779 for the NVR's 'Swindon 70' event on March 7/8, marking seven decades since the latter engine was the last of the class to be built at Swindon in 1950.

It will work passenger and goods trains alongside Class 14 diesels Nos. 9520 and 9529, designed to replace pannier tanks on Western Region shunting and trip freight duties.

At the end of the month, two heavy freight engines will star in the NNR's Spring Steam Gala.

Churchward '28XX' 2-8-0 No. 2857, from the Severn Valley Railway, will be joined by '42XX' 2-8-0T No. 4270 from the Gloucestershire Warwickshire Steam Railway at the March 27-29 event, running alongside the 'Poppy Line's' resident steam fleet.

The BR surburban Mk 1 and LNER 'Quad-Art' sets will be in operation, along with a goods train.

'WESTERN EXTENSION' FOR NENE VALLEY AT YARWELL

The Nene Valley Railway has extended westwards from its Yarwell Junction terminus… by ten feet.

The small addition to the headshunt, on the former LNWR line towards Nassington and Rugby, will allow large visiting locomotives such as 'A3' No. 60103 *Flying Scotsman* and 'A1' No. 60163 *Tornado* to run round trains – such machines having previously been unable to run on the Wansford-Yarwell section.

NVR Locomotive Department Manager Paul Roe explained: "It will allow a safer distance for such locomotives as *Tornado* – although they did fit, it was marginal with no room for error."

A grant from local construction specialist, the Mick George Group, funded the £15,278 cost of the project.

NELPG DROPS PLAN TO RECREATE PROTOTYPE 'K1'

A plan to renumber 'K1' No. 62005 as class prototype No. 61997 *MacCailin Mor* for the 2021 'Jacobite' season has been dropped.

At a Special General Meeting on February 14, the North Eastern Locomotive Preservation Group considered a motion to modify the Peppercorn 2-6-0 for what will be its last stint on the Fort William-Mallaig line before being withdrawn for overhaul.

Members voted against the proposal by a margin of 52% to 48% – but voted by 83% in favour of the 'K1' carrying its preservation-era name 'Lord of the Isles' for this year's 'Jacobites'.

The original No. 61997, later classified 'K1/1', was rebuilt by Edward Thompson from Gresley 'K4' No. 3445 in 1945. It had several detail differences from the production 'K1s' built under the auspices of Arthur Peppercorn, the most noticeable being the original 'K4' tender and a curved front running plate instead of the cut-away design on the later engines.

NELPG director John Hunt explained: "Paul Hutchinson, who looks after the 'K1', was going to modify the front running plate to a curved form to match the 'K1/1', remove the electric lights and generator, and renumber and rename it. We couldn't modify the tender, so that's the best he could do, but it was a splendid idea!"

At the same meeting, it was decided that 'Q6' 0-8-0 No. 63395 will revert to its BR identity, following a spell in original NER livery as 'T2' No. 2238 to celebrate its centenary.

A proposal to retain the 1918 guise until the engine's next overhaul did not receive the 75% majority of votes required to pass a special motion, and was therefore not carried.

Although the 'Q6' is due for overhaul in 2024, it is hoped that its boiler certificate can be extended to 2028. If so, it could be in operation alongside 'J27' 0-6-0 No. 65894 for the 60th anniversary of the end of North Eastern steam in 2027.

GNR dining car broken for parts

A rare 1901 Great Northern Railway dining car body has been broken up after an abortive appeal to save it for restoration – but parts will live on in other carriages.

The former 12-wheeled Brake Third clerestory coach, No. 436, was found in the grounds of a property in Rotherham by members of the LNER Coach Association, LNER Society and GNR Society. It was listed as 'exceptionally important' by the Vintage Carriages Trust.

Dave Cullingworth, secretary of the LNERCA, said: "We tried to find someone to take it on, but nobody could commit to such a huge undertaking that would have effectively been a new build using bits from the original body."

It was dismantled in February, but salvaged parts will assist in the restoration of GNR Luggage Composite No. 2935 (on a private site), East Coast Joint Stock Restaurant Third Open No. 189 (North Yorkshire Moors Railway) and two GNR vehicles at the Buckinghamshire Railway Centre.



→ **Prototype 'K1' 2-6-0 No. 61997 *MacCailin Mor* hauls a ballast train near Glenfinnan on the Fort William-Mallaig 'West Highland Extension' on April 3 1961.**
DAVID HEPBURNE-SCOTT/ RAIL ARCHIVE STEPHENSON

RUGBY-THEMED APPEAL FOR UNIQUE WELSH VALLEY TANK

Gwili group kicks off restoration project for Taff Vale Railway 0-6-2T No. 28 and matching train.

A £160,000 appeal to return National Collection Taff Vale Railway 0-6-2T No. 28 to steam at the Gwili Railway was officially launched on St David's Day.

The Welsh Railways Trust, formed last summer through a merger of the Gwili Vintage Carriage Group and the Caerphilly Railway Society, is the new custodian of the unique surviving 'O1' class locomotive on loan from the National Railway Museum – and aims to return it to steam by 2025 to haul a vintage 'Welsh Train' of TVR carriages.

In a nod to the engine's Welsh Valleys origins, the appeal has been given a rugby theme, with the first two elements, 'The Kick-Off' and 'The Grand Slam', going live on March 1.

'The Kick-Off' aims to raise £32,000 to begin the restoration, the group having agreed with the NRM that the engine will not be dismantled until 20% of the total £160,000 restoration cost has been raised.

The initial sum will be used to overhaul the 'bottom end', and thanks to an £18,000 grant from the Association for Industrial Archaeology, combined with £7,000 already raised, 'The Kick-Off' needs only a further £7,000 to reach its target.

£5,000 of the initial £32,000 will be kept as a contingency fund, to allow the locomotive to be reassembled at any point in the project if required.



↑ **Taff Vale Railway 'O1' 0-6-2T No. 28 in 1983, following its first restoration by the Caerphilly Railway Society.** LESTER BROWN

'The Grand Slam' is a scheme for supporters to donate £1,000 each, as a lump sum or to pledge £40 per month for 25 months, in return for incentives such as behind-the-scenes tours and a special preview day before the engine's return to service.

The trust has six TVR and two GWR carriages in its collection, of which two – TVR Brake Third No. 220 and GWR Third No. 216 – are expected back in traffic within two years following overhaul.

A pair of TVR Thirds, Nos. 145 and 153, will then be sent away for contract restoration, with the aim of completing a four-coach rake by 2025 to run with the 0-6-2T.

An initial assessment of the locomotive has shown it to be in better condition than expected, thanks to work undertaken at the Dean Forest Railway and the Flour Mill during an earlier, abortive restoration attempt in the late 1990s and early 2000s.

Saved for preservation in 1960 following National Coal Board service, No. 28 was first returned to steam by the Caerphilly Railway Society in 1983. It last ran in 1990, and went to the DFR in 1996 after the CRS moved to the Gwili. More recently, it was stored at the Llangollen Railway before arriving at the Gwili in 2014.

Full details of the project and how to donate can be found at *www.taffvalerailway28.co.uk* – for more, see pages 88-95.

MAIN LINE RETURN FOR NYMR 'BLACK FIVE' 44806 IN SALE TO PETER BEST

'Black Five' No. 44806 is to run on the main line for the first time since the early 1970s, following its sale to Peter Best for a fast-track overhaul.

The North Yorkshire Moors Railway Historical Trust has owned the Stanier 4-6-0 since 2013, but decided to sell it because – having reached the end of its previous 'ten-year' boiler certificate in 2018 – it was behind four other locomotives in the overhaul queue at Grosmont.

With BR '4MT' No. 75029 and 'West Country' *Hartland* being the current main priority, to be followed by '4MT' 2-6-4T No. 80135 and Lambton 0-6-2T No. 5, NYMR general manager Chris Price said: "Morally, we have to overhaul those first, but then 44806 would have been stuck outside for four years.

"That's not fair on the locomotive, and it would have increased its overhaul costs."

Instead, Mr Best plans to overhaul the '5MT' to main line standard, with modern safety equipment, for use on the NYMR's regular services over the Esk Valley line to Whitby.

Purchased straight from BR service by the late Ken Aldcroft in 1968, No. 44806 last steamed on BR metals in the early 1970s at Helmshore – the first base of what became the East Lancashire Railway – having been towed from Carnforth by a diesel.

Said Mr Best: "The timescale is largely being driven by when the NYMR will need her in traffic. By their calculation, they will need it for the 2024 season but, playing safe, we are aiming for 44806 to be ready in 2023.

"The aim is to select a boiler contractor within the next six months. It will need a fair amount of work! The engine overhaul will also be contracted out."

A return to steam by 2024 will allow No. 44806 to replace BR '4MT' No. 76079 in the NYMR's fleet of Whitby-certified engines, the Riddles 2-6-0 being due to come out of ticket that year.

It will be the tenth and last overhaul that Mr Best will have managed, after '42XX' No. 4277 (twice), No. 75029 (twice), 'S160' No. 2253 (twice), '5MT' No. 45212, SAR 'NG/G16' Garratt No. 130 and the construction of Lynton & Barnstaple 2-4-2T *Lyn*.

He said: "My reason for this being my last restoration is down to my age once its 'ten-year' ticket has expired. I will be 79 in 2033!"

BR SWANSEA SADDLE TANK TO BE RECREATED AT GWILI RAILWAY

A lost BR class will be recreated at the Gwili Railway, with Robert Stephenson & Hawthorns 0-4-0ST 'Olwen' to run as Swansea Harbour Trust engine No. 1144.

Built by Hawthorn Leslie in 1909 for shunting Swansea Docks, the original No. 1144 worked from Swansea Paxton Street and Swansea East Dock sheds in BR days, before being withdrawn from the latter on January 8 1960 and sold for scrap on April 1 that year to Woodfield & Way of Cardiff.

With Hawthorn Leslie and its designs having been taken over by Robert Stephenson & Co. to form RSH in 1937, the Gwili Railway Preservation Society's former Earley Power Station, Reading shunter (Works No. 7058 of 1942) is very similar to the original No. 1144.

It has previously carried this identity in GWR green in 1991, and in BR black at Gotherington station during the Gloucestershire Warwickshire Steam Railway during the 'GWR175' celebrations in 2010, having been repainted in just a week for the latter event. New numberplates for the latest makeover have been cast by the Victorian foundry at Blists Hill, Ironbridge Gorge Museum.

It last steamed in October 2010, having been in operation every year since 1986 and visited many other lines, including the Bluebell, Llangollen and Great Central railways, in the guise of 'Percy' for Thomas the Tank Engine events.

Its overhaul will be supported by a new locomotive fund launched by the GRPS, which will also raise funds for Vulcan Foundry 'Austerity' 0-6-0ST Works No. 5272 *Haulwen*. The latter is in the queue for the workshops once the contract overhaul of RSH 0-6-0ST Works No. 7849 'Moorbarrow' is completed this spring.

Of the £30,000 needed for *Haulwen*'s overhaul, £10,000 has been raised in six months, while £20,000 worth of boiler work has already been carried out on 'Olwen', leaving firebox stay work and two springs to be replaced before reassembly.



↑ **The Gwili Railway Preservation Society's RSH 0-4-0ST Works No. 7058 'Olwen' in BR livery as Swansea Harbour Trust No. 1144, on the private line at Gotherington station during the 'GWR175' celebrations at the Gloucestershire Warwickshire Steam Railway in 2010.** DEWI JONES

Supporters of the locomotive fund will receive a range of incentives, including prints of 'Olwen' or *Haulwen*, and footplate rides. Donations can be sent to the GRPS at Bronwydd Arms Station, Carmarthen, SA33 6HT or transferred to Santander bank account number 74534006, sort code 09-01-54.

CARRIAGE SHED PROMPTS MORE NYMR BRIDGE WORK

A shed housing up to 40 of the North Yorkshire Moors Railway's coaches will be built this year – and has led to another of the line's bridges being renewed.

Construction firm Hobson & Porter has been appointed to build the four-road shed at Trout Farm, north of Pickering station, as part of the line's £10 million 'Yorkshire's Magnificent Journey' project.

The building is expected to be complete by the end of this year, for an Easter 2021 opening.

Supported by a £4.4m grant from the National Lottery Heritage Fund, the 'Yorkshire's Magnificent Journey' project has also received £1.75m from the Rural Payments Agency.

The carriage shed accounts for £4.1m, while the other major part of the project is the renewal of three bridges to the south of Goathland station at a total cost of £2.6m –the first of which, Bridge 27, was replaced during January and February (SR502).

However, the construction of the carriage shed has also prompted the replacement of Bridge 8 near Trout Farm, costing a further £200,000. Not being part of the 'Yorkshire's Magnificent Journey' project, this has been financed by members of the railway's Foundation scheme.

NYMR general manager Chris Price explained: "Bridge 8 hails from the same era as the rest of our bridges, which is roughly the turn of the 20th century, and like those that have been or are going to be replaced, was almost certainly second-hand from elsewhere on the NER when installed at Trout Farm.

"To gain access to the new carriage shed, the track has to be lifted by 300mm over Bridge 8. Before this was carried out, a routine inspection highlighted that the bridge, while not unsafe, was nearing the end of its useful life. Therefore, it was decided, as the cranes were on site for Bridge 27, that we would keep them around and change Bridge 8. The plan is to start this work imminently."

NYMR vice chairman Andrew Scott added: "We set up the foundation six years ago to encourage NYMR members to contribute monthly to a fund which can help out with some of the 'less sexy' infrastructure works and to be there for the proverbial 'rainy day' projects. That's exactly what's happened here, with the foundation fund being able to make £180,000 available at short notice towards an unplanned project", the balance coming from the NYMR's own funds.

"Although we could have delayed renewal by spending a smaller amount on interim repairs, we've been able to get much better value by doing the whole job now, while we have [contractors] Cleveland Bridge on site at Goathland for Bridge 27. Needless to say, we are hugely grateful to the (around) 350 members of the foundation for their support."


NEWS FOCUS

£178,000 RAISED AS NYMR UNVEILS 'CARRIAGE STABLE'

Artist's impression of facility released as 'Moorsline's' £2.4m appeal nears £200,000.

BY TONY STREETER

"WE ARE DETERMINED TO BE A GOOD NEIGHBOUR... THE BUILDING HAS TO LOOK RIGHT AS WELL"

IN BRIEF

• MUSEUM APPROVED
Shropshire Council has approved the Bishop's Castle Railway Society's plans to restore the line's former weighbridge building as a museum, along with a GWR banana van for display. Opened in 1865, the BCR went into receivership two years later and remained so until it closed in 1935.

• S&D MINERAL WAGONS
Two BR 16-ton mineral wagons are moving to the Somerset & Dorset Railway Heritage Trust at Midsomer Norton, having been acquired from the Swanage Railway. The trust is appealing for donations to restore them, as the first part of a demonstration coal train typical of the line.

• FOUR STEAM AT RIBBLE GALA
Up to four of the resident industrial locomotive fleet are expected to be in action at the Ribble Steam Railway's annual spring steam gala on March 28/29. The event will also provide an opportunity for visitors to view the large workshops at Chain Caul Road.

• DAWLISH COACHES REOPENED
The famous Mk 1 camping coaches at Dawlish Warren have reopened to the public after a long period of refurbishment.

70% OF 'P2' FUNDS PLEDGED - PONY TRUCK NOW UNDER WAY

Construction continues apace as trust faces race to raise remaining funds by end of 2022.

Seventy percent of the funds for 'P2' No. 2007 *Prince of Wales* have been pledged, with supporters signing up to donate £3.5 million towards its £5m cost.

Of this sum, £2.7m has been donated, and so far, £2.1m has been spent on the building of the LNER 2-8-2. Trustee Mark Allatt commented: "We now have less than three years to raise the remaining 30%!"

Construction of the engine's front pony truck has commenced at the A1 Steam Locomotive Trust's Darlington Locomotive Works, and the tender tank was also expected to arrive as this issue went to press. It was awaiting final tests at its builders, North View Engineering Solutions of Darlington, to confirm it was watertight.

This was due to be followed by grit-blasting before delivery to the works, where the tender wheelsets are being painted and its springs have been delivered.

The computer-generated 3D model of the three-cylinder 'monobloc' for the Gresley 'Mikado' is complete, and will now be turned into 2D manufacturing drawings, in order to seek quotations for its fabrication.

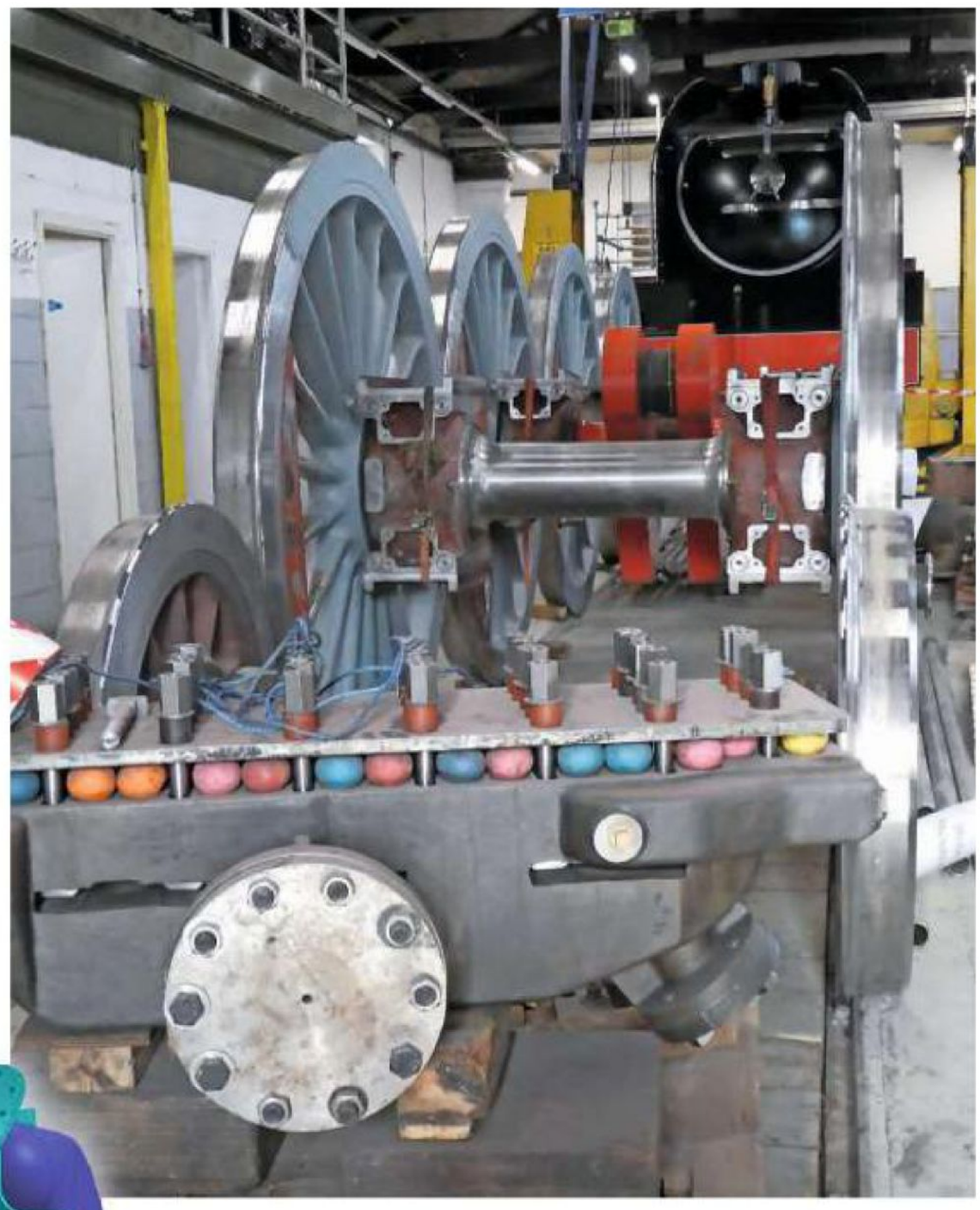
Other design work is currently focused on the engine's Lentz poppet valve gear, while the motion parts forged so far are being heat-treated prior to machining.

The locomotive's superheater header casting is due to undergo full pressure hydraulic testing – using rubber balls to blank off the holes.

The Tender Club is over 20% of the way to its target, with 58 members pledging a total of £109,000 including Gift Aid, the aim being 250 members to raise the required £450,000.

The £210,000 Motion Club is nearing its target of 175 members pledging £1,000 each plus Gift Aid, with 160 places taken up and £200,000 pledged including Gift Aid; while the £600,000 Boiler Club has recruited 184 of 300 members, pledging a total of £460,000 plus Gift Aid.

For details of the clubs and the Dedicated Donations fundraising scheme, call 01325 460163 or visit *www.p2steam.com*



→ The superheater header of 'P2' No. 2007 *Prince of Wales* in front of the engine at Darlington Locomotive Works on February 1, with the holes blanked off using rubber balls in preparation for a hydraulic test. MICHAEL DENHOLM

→ The tender tank for the 'P2' at North View Engineering Solutions of Darlington. DAVID ELLIOTT/ A1 STEAM LOCOMOTIVE TRUST



← The design for the 'P2's' fabricated cylinder block with Lentz-Franklin B valves. DAVID ELLIOTT/A1SLT

IN BRIEF

4709: Polystyrene patterns for the cylinders of the Great Western Society's '47XX' 2-8-0 are complete at Premier Patterns of Dudley. It is hoped that the cylinders will be cast, machined and fitted to the 'Night Owl's' frames in the spring.

54398: New Build Locomotive (Scotland) has produced the driver's and fireman's coat hooks for the cab of its replica Highland Railway 4-4-0 *Ben Alder*, using the original drawings. The bush for the rear drawhook has also been cast.

RECORD FUNDING YEAR RAISES £135,000 FOR 'CLAN'

2019 was a record funding year for 'Clan' No. 72010 *Hengist* – with £135,000 raised.

The total for the 2018/19 financial year is more than double the £66,000 raised during the 2016/17 period, and more than three times the £40,800 gathered in 2014/15.

The BR Standard Steam Locomotive Company raised £23,000 in 2011/12 – but only £2,900 in 1996/7, its first year as a registered charity.

However, the total cost of the Riddles 'Pacific' is estimated by the group's engineering director, Geoff Turner, as "a ballpark figure" of £3-5 million, "although this is subject to change owing to inflation."

Since 2011, £571,000 has ben raised (previous figures are not available) of which £400,000 has been spent on the construction of the locomotive.

The frames of the 4-6-2 are under construction at CTL Seal of Sheffield, and the latest component to be delivered was the central stretcher casting for the bogie in February.

Although 2026 has previously been stated as a possible target completion date – being the 60th anniversary of the last 'Clan's' withdrawal from BR service – this is now considered unlikely.

Said Commercial Director Bob Ife: "While fundraising is going well, it is not possible to guarantee our income in any given year, which affects the timescale."

FIRST DRIVING WHEELS CAST FOR HOLDEN 'F5'



→ Following its leading and trailing truck wheels (SR502), the driving wheels are being cast for GER 'F5' 2-4-2T No. 789 at the Micron Foundry, Stourbridge. All four were due to have been made as this issue went to press. JASON SMITH

GER-DESIGN TENDER CHASSIS FOUND TO BE 'B17' EXAMPLE

A Great Eastern Railway-design tender chassis acquired for new 'B17' No. 61673 has been found to be one built for the original class.

The first batch of the Gresley 4-6-0s built for the Great Eastern section were paired with GER tenders from other locomotives, in order to fit on the turntables – but because there were not enough of these tenders available, a further ten were ordered from Vickers Armstrong.

During ultrasonic testing of the axles on its GER tender chassis, which ended its BR service as a snowplough, the B17 Steam Locomotive Trust discovered the inscription 'B17' inside the axlebox covers, and 'LNER 1928 Vickers Armstrong 2802' on one axle – indicating that it probably ran with No. 2802 *Walsingham*, the first of the class recorded as entering service.

The trust would like to hear from anyone who would like to display the GER-design tender pending restoration, as its other tender – an LNER Group Standard example latterly used as a sludge carrier – will be more suitable for main line use with *Spirit of Sandringham*.

Analysis of the GER-design tender's axles showed them to be made from nickel chrome steel – a material introduced in 1928 which, 92 years later, is needed to produce the crank axle for No. 61673.

The trust stated: "Nickel chrome steel is not used widely today. We are aware that an increasing problem is sourcing materials, as there is a world shortage, and we are not alone in facing this problem. Apparently, the industry has now gone back to using grades of carbon steel.

"If any other group or organisation is facing a similar situation, the trust would love to hear from them, as there may be strength in numbers when it comes to persuading steel manufacturers to produce a batch of the correct material."

The B17 Steam Locomotive Trust's two tenders on the Mid-Norfolk Railway. Nearest the camera is the GER-design chassis, discovered to have run with one of the original Gresley 4-6-0s. B17 STEAM LOCOMOTIVE TRUST



Railwayana round-up

by David Brown

FOR SALE

Great Central Railwayana Auctions, The Royal Showground, Stoneleigh Park, Warwickshire CV8 2LZ. Saturday March 28. *www.gcrauctions.com*

GWR brass nameplate *Albert Hall* ex-'49XX' class 4983.
LMS brass nameplate *Keppel* ex-'Jubilee' 45673.
LMS brass nameplate *Renown* ex-'Jubilee' 45713.
London & North Eastern Railway 67702 Darlington Works 1948 brass worksplate ex-'L1'.
BR cast iron smokebox numberplate 42729 ex-'Crab' 2-6-0.
BR cast iron smokebox numberplate 61294 ex-'B1'.
BR cast iron smokebox numberplate 61918 ex-'K3'.
BR cast iron smokebox numberplate 76083 ex-Standard '4MT' 2-6-0.
BR cast iron shedplate 10H (Lower Darwen) with SC (self cleaning) plate.
GWR brass cabside numberplate 6973 ex-*Bricklehampton Hall*.
BR(M) enamel station totem sign Bramhall.
BR(S) enamel station totem sign Hackbridge.



BR(S) enamel station totem sign Three Bridges.
SR enamel station target sign Bickley.
SR enamel station target sign Blackfriars.
SR enamel station target sign Tulse Hill.
SR enamel station target sign Vauxhall.
BR(M) enamel station sign Deganwy.
BR(M) enamel station sign Harpenden Central.
Airdrie lamp tablet.
Dumbarton Cent lamp tablet.
Wooden signal box nameboard Werrington Junction.
Single line fibre token Catterick Camp Catterick Camp Jct 30.
Single line fibre token Kirkby Stephen Jct Warcop 23
Single line fibre token Turvey Olney 26.
Single line fibre token Wolsingham Stanhope 11.
Single line brass-faced token Luffenham Junction Seaton Junction 15.



SOLD

Bridlington Station Buffet and Refreshment Rooms Auction, Spicers, The Exchange Saleroom, Driffield, YO25 6LD. Friday February 14. *spicersauctioneers.com*

LOT 82 A limited edition alloy plaque commemorating the Golden Jubilee of *King George V* locomotive, No. 934 of 1,000. **SOLD FOR £50**
LOT 123 A 3.5in gauge live steam 'Q5' 0-8-0 in LNER livery No. 3261 and tender. **SOLD FOR £1,650**
LOT 147 Single line aluminium tablet Wroxham North Walsham 3. **SOLD FOR £190**
LOT 148 Tyers single line chromed steel key token with brass panel Ely Dock Junction Soham No. 48. **SOLD FOR £150**
LOT 161 LNER Burner Steam Pressure gauge by Dewrance, London, together with a Combined Vacuum Pressure gauge by C&A Stewart Limited, Glasgow. **SOLD FOR £45**
LOT 162 An assortment of five locomotive gauges. **SOLD FOR £80**
LOT 163 A brass locomotive whistle, hooter style, with pipe mounting flange. **SOLD FOR £100**
LOT 164 A brass locomotive whistle, hooter style, with pipe mounting flange. **SOLD FOR £110**
LOT 166 An LMS brass locomotive whistle, hooter style, with pipe mounting flange ex-Stanier 'Black Five' or '8F'. **SOLD FOR £220**
LOT 168 A Great Northern Railway lamp case plated Waltham. **SOLD FOR £180**
LOT 175 Great Eastern Railway 12in mahogany cased clock with plate for Standon Station. **SOLD FOR £750**
LOT 182 A cast iron Water Scoop plaque together with a fore and back plate. **SOLD FOR £60**
LOT 188 Brass oval worksplate No. 62037 1948 ex-'K1' 2-6-0. **SOLD FOR £300**
LOT 204 A limited edition brass and enamel plaque commemorating *Mallard*'s world speed record, No. 62 of 250. **SOLD FOR £250**
LOT 212 A framed BR poster Seaside Excursion to Bridlington, dated May 25 1953, together with framed 1891 NER grain receipt. **SOLD FOR £280**
LOT 240 Brass locomotive nameplate *Braveheart* as carried by BR Standard 4-6-0 No. 75014 on the North Yorkshire Moors Railway. **SOLD FOR £200**
LOT 253 BR(NE) enamel sign Refreshments. **SOLD FOR £550**
LOT 257 Cast iron BR shedcode plate 24K (Preston). **SOLD FOR £100**
LOT 258 Cast iron BR shedcode plate 51L (Thornaby). **SOLD FOR £120**
LOT 263 Cast iron BR shedcode plate 50C (Selby). **SOLD FOR £100**
LOT 266 Cast iron BR shedcode plate 25B (Huddersfield). **SOLD FOR £180**
LOT 332 Brass worksplate R&W Hawthorn Leslie & Co. 3740 1929 ex-0-4-0ST *George* supplied to Bedlington Coal Co. **SOLD FOR £90**
LOT 335 Brass worksplate Andrew Barclay Sons & Co. 1954 1906, ex-0-6-0ST supplied to New Lonsdale Iron and Steel Co. **SOLD FOR £280**
LOT 337 Brass worksplate The Hunslet Engine Co. 3509 1947, ex-0-6-0ST named *Astley* supplied to Airedale Collieries. **SOLD FOR £100**
LOT 348 GWR brass cabside numberplate 6128 ex-2-6-2T. **SOLD FOR £450**
LOT 349 BR(W) brass cabside numberplate 8438 ex-0-6-0PT. **SOLD FOR £520**

THE ROSTER

LOCOMOTIVES IN FOCUS

GWR & CONSTITUENTS

4110: Work on the three-year contract restoration of the former Barry 'Large Prairie' got under way at the East Somerset Railway on February 20, with the boiler lifted from the frames, and the frames off the wheels. The tanks, cab and bunker had been removed two weeks earlier, following delivery of the locomotive from the Dartmouth Steam Railway on January 9.

ESR Chief Mechanical Engineer Steve Masters said: "It is clear that a lot of work has been previously carried out on the frames, with them being fully painted. It is unusual not to have very much scraping of oil and grease to do at this stage, as everything is so clean already. Many parts will need renewing, including the tanks and cladding, along with all the non-ferrous fittings and pipework."



GET YOUR LOCOMOTIVE 'ROSTERED'

Would you like to see your engine featured here? Send your reports and pictures to *steam.railway@bauermedia.co.uk* or the editorial address in 'Mailbag', page 105, marked for 'The Roster'.

Originally rescued from Dai Woodham's scrapyard by the Southall-based GWR Preservation Group, No. 4110 later moved to Tyseley before the GWRPG sold it to the West Somerset Railway plc in 2015. However, the WSR sold it on to the Dartmouth Steam Railway last year to raise funds.

4144: Didcot Railway Centre's '5101' 2-6-2T is going on tour this year, visiting the Keighley & Worth Valley and Kent & Sussex railways.

The 'Large Prairie' will be the star guest at the KWVR's Spring Steam Gala on March 6-8, alongside the resident fleet of Taff Vale Railway 0-6-2T No. 85, Ivatt 2-6-2T No. 41241, '4F' No. 43924, 'Black Five' No. 45212, 'Jubilee' No. 45596 *Bahamas*, BR '2MT' No. 78022 and 'S160' No. 5820.

It will then be based at the KESR from April to September this year, which will not only be its debut

← The frames of 'Large Prairie' No. 4110 being lifted off the wheels at Cranmore on February 21. Its tanks are in the foreground. LEE THORP

'West Country' No. 34105 *Swanage* is shunted past Ivatt '2MT' 2-6-2T No. 41312, on its way back into Ropley shed after having its driving wheels and trailing truck refitted. ALFIE LLOYD



PECKETT 0-4-0ST GETS AIR BRAKES IN RETURN VISIT TO EAST KENT

A Peckett 0-4-0ST is being fitted with air brakes – not so it can run on the main line, but to keep steam running on the East Kent Railway.

Class 'OY1' Works No. 2087 'Achilles' arrived back at the EKR on February 21, having visited last year for the railway's 30th anniversary – the first steam locomotive to run on the two-mile Shepherdswell-Eythorne line for nearly two decades.

But, because the former Colonel Stephens light railway's only two working passenger coaches – a BR Mk 2 buffet and 4-VEP driving car – are air-braked, the 1948-built Peckett had to run in top-and-tail formation with a Class 08 diesel shunter providing the brake power.

The locomotive's owner, Martin Staniforth, described the improvised operation as "something Colonel Stephens would have been very proud of!" – but pipework for the new air-braking system was being fitted to the ex-Courtaulds engine as this issue went to press.

The EKR has raised approximately 65% of the £10,000 contribution that it is making towards the overhaul of 'Achilles', which is due at the end of this year. Once this is complete, the engine will remain in regular operation at the line until 2026.

Peckett 'OY1' 0-4-0ST Works No. 2087 'Achilles' leaves Old Heath station at the Mangapps Railway Museum with a 'Santa Special' on December 24 last year. The engine was covering for Mangapps' resident Andrew Barclay 0-4-0ST Works No. 2157 'Fambridge', which is undergoing a 'ten-yearly' boiler overhaul, having failed in the seventh year of its ticket with a cracked firebox throatplate. STUART CHAPMAN

on the line, but is believed to be the first time a member of the class has visited Kent. As well as working normal services and dining trains, it is expected to take part in the 1940s weekend on May 16/17 and the Vintage Steam event in September.

6412: The South Devon Railway's '64XX' 0-6-0PT is to be the visiting engine at the Chinnor & Princes Risborough Railway for the 2020 season, moving to the Oxfordshire line almost immediately after the SDR's 'Old Friends Reunited' gala on March 14/15 (see SR502 for details of this event, which is also to star '45XX' No. 4555).

SR & CONSTITUENTS

W24: *Calbourne's* boiler was lifted from the frames at the Isle of Wight Steam Railway on January 29, and "within minutes of it coming off, needle-gunning had started on the firebox wrapper", said IoWSR photographer John Faulkner. Non-destructive testing of the boiler then took place, along with the boiler from 'Terrier' No. W8 *Freshwater* and a welded

'SPAM CAN' *SWANAGE* REWHEELED AT ROPLEY

New middle cylinder is next on the list for 1950-built Bulleid 'Pacific'.

Youngest surviving 'West Country' No. 34105 *Swanage* is back on its wheels at the Mid-Hants Railway.

The Bulleid 'Pacific', jointly owned by a group of 'Watercress Line' members and the MHR Preservation Society, had its driving wheels and trailing 'delta' truck refitted on the wheeldrop at Ropley works in early February, although the front bogie remains to be installed. This has been left off the engine in order to carry out the next major step in the overhaul – the replacement of the centre cylinder casting.

It will be the first time this operation has been undertaken on a Bulleid 'Light Pacific' in preservation. Drawings are being prepared for a polystyrene pattern, although MHR operations manager Richard Bentley said that the production of the castings is "still a way off".

The existing cylinder, he said, "isn't life-expired, but it is questionable whether it would get through a whole 'ten-year' ticket.

"We tried to build up the casting with weld – it is possible with cast iron, but very difficult because you have to heat it up and let it cool down very slowly – and a new casting could last 50 to 60 years, instead of maybe doing ten years and being back in the same boat."

The 'Spam Can' already looks largely complete, with its air-smoothed casing and smokebox (all of which is new) and the cab (which has new panelling on the original frame) – but appearances are deceptive, for the boiler is still under overhaul, in parallel with that from 'Merchant Navy' No. 35005 *Canadian Pacific*.

With the 'MN's' boiler receiving the first all-new inner firebox for the class in preservation, said Mr Bentley, "while the boiler shop was geared up to do one Bulleid boiler, we decided we may as well do another concurrently.

"*Swanage*'s boiler isn't too bad, and it's going pretty well – at the moment we're doing the new firebox tubeplate."

A return to steam in mid to late 2021 is currently anticipated for both engines, he concluded: "It's a difficult call to say which will be finished first – probably *Canadian Pacific*, but not by a lot.

"*Canadian Pacific*'s bottom half is virtually complete – replacing the middle cylinder will probably slow *Swanage* down, but the valve gear is all done and in store, so it should be a relatively quick reassembly."

STRATHSPEY 'BLACK FIVE' BOILER REFITTED AS NEW IVATT ARRIVES

Oldest surviving 'Black Five' No. 5025 has had its boiler refitted at the Strathspey Railway, as Ivatt 2-6-0 No. 46464 arrived for completion.

The Stanier 4-6-0's boiler, which passed its official out-of-frames steam test on January 28, was craned back onto the largely complete 'rolling chassis' on February 19, the same day that the '2MT' arrived from its previous base at Bridge of Dun on the Caledonian Railway.

The 'Black Five' is being restored as close as possible to its original appearance, as turned out from the Vulcan Foundry in 1934, and dummy rivet heads are being applied to the new welded tender tank.

The next jobs, said Aviemore shed foreman Nathan Lightowler, will be to drill and bolt down the smokebox to the saddle, fit the superheater elements, finish the cab and install its fittings, complete the boiler cladding and fit new pipework, including that on the tender.



'Black Five' No. 5025 in Aviemore yard on the Strathspey Railway after having its boiler refitted on February 19. NATHAN LIGHTOWLER

However, there is no estimate for a steaming date, he added: "It happens when it happens." The engine last ran at the Strathspey in 1993, following a preservation career that has also included main line operation and a stint on the Keighley & Worth Valley Railway.

Donations towards the 'Black Five' can be made via the trust's website at *https://thewatkinsontrust.blogspot.com/*

As detailed in SR500, No. 46464's overhaul is to be completed at Aviemore by its owning group, the Carmyllie Pilot Company, and Strathspey Railway staff, before the former Dundee (Tay Bridge) engine becomes part of the resident operating fleet.

SEVERN VALLEY ACHIEVES RECORD LOCOMOTIVE AVAILABILITY

The Severn Valley Railway achieved record levels of steam locomotive reliability last year, with over 99% of its timetabled steam services hauled by a steam engine.

This figure represents an increase from 96% in 2016, and services hauled by the locomotive rostered on the railway's website increased dramatically from 78% to 96.7% over the same period – the line's highest figure to date.

SVR Engineering Services Manager Neil Taylor said: "These are pretty good figures for any heritage railway – in fact, if you compare us with the main line, we're coming out more favourably. Considering we're working with some locomotives that are over 100 years old, that's a pretty impressive achievement.

"Reliability is key if we want to remain a leading visitor attraction – just one disappointing visit can put people off for life."

Mr Taylor put the increased availability and reliability down to changes behind the scenes: "The way things were structured meant that the maintenance team was being distracted by overhauls and we were pulling teams off overhauls to work on maintaining running locomotives. We now have separate teams, which has resulted in an effective maintenance regime, keeping the locomotives in good condition."



JOHN FAULKNER

repair to the foundation ring and lower firebox plate of 'Austerity' No. 192 *Waggoner*. Loose rivets in *Calbourne*'s frames have been replaced, but the Adams 'O2' 0-4-4T's motion is in good order. The aim is to have it back in steam for the IoWSR's 50th anniversary celebrations in 2021.

LNER & CONSTITUENTS

60007: Lagging is being fitted to the boiler of 'A4' *Sir Nigel Gresley*, which was craned back into the Gresley 'Pacific's' frames in November (SR500). Since this picture was taken on January 28, the lagging and cladding has been fitted to the firebox backplate, and the crinolines for the streamlined casing are being painted in preparation for reassembly.



TREVOR CAMP

BOILER CERTIFICATES ENDING 2020/EARLY 2021

Locomotive	Railway	Ticket expires
178	Bluebell	Extended to August (SR502)
828	Strathspey	Last days in service April 13/14
1450	Severn Valley	April, but may be extended to September gala
5637	East Somerset/Swindon & Cricklade (SR502)	Farewell events in late March (SR502)
6023 King Edward II	Didcot Railway Centre	Late summer
8572	North Norfolk	October/November
30120	Swanage	September
31806	Swanage	April 2021
45305	Great Central	July/August, but may be extended
47406	Great Central	May
60009 *Union of South Africa*	Main line	April 22 (see News)
70000 *Britannia*	Main line	September 1

PRE-BOOK & SAVE

SPRING STEAM GALA

APRIL 16TH-19TH

Our momentous festival of steam starring new-build GWR Saint No. 2999 Lady of Legend!

- Lady of Legend's first heritage railway visit
- Up to four visiting locomotives, including 8F No. 48305
- Double-headers & goods train
- Beautiful rakes of 20th Century carriages
- Evening services on Friday & Saturday



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For further information or to book tickets, visit **svr.co.uk** or call **01562 757900**

SEVERN VALLEY RAILWAY

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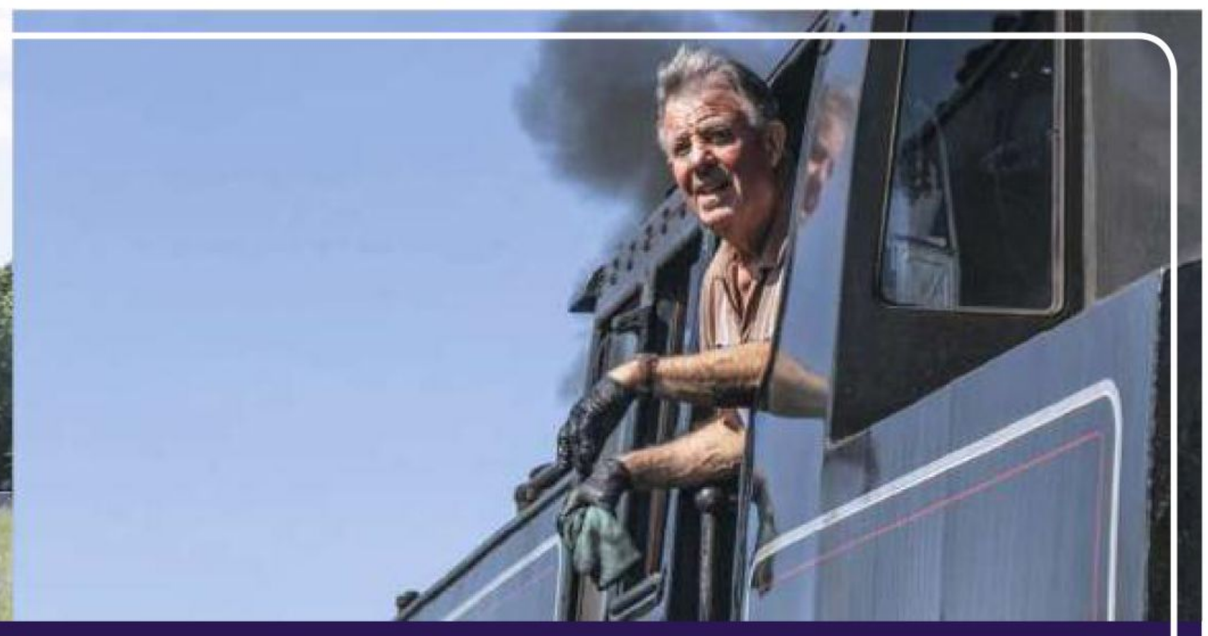
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BY **MARK PEARCE**
industrialsteamnews@gmail.com



RESTORED AND RENUMBERED – EMBSAY BARCLAY RETURNS

0-4-0ST to steam again after nearly 20 years, in guise never seen in preservation.

Embsay & Bolton Abbey Steam Railway-based Andrew Barclay 0-4-0ST No. 22 is expected back in steam this summer after an absence of almost 20 years – but in a different form.

The 1952-built, 14in-cylindered locomotive (Works No. 2320) will return to the identity it had when it was first delivered to East Hetton Colliery in County Durham, National Coal Board No. 54.

Although it has always run as No. 22 in preservation, this was only adopted after 11 years in traffic at East Hetton Colliery in Kelloe, north of Sedgefield in Co. Durham. It remained there until 1973, when it had a brief sojourn at Blackhall Colliery on the Durham coast before moving to Fishburn Coke Works in May 1974.

After just two and a half years at Fishburn, No. 22 was saved for preservation at what is now the E&BASR. It was a mainstay of services for many years but was taken out of traffic around the turn of the 21st century. The current overhaul began in 2008.

Its boiler is currently at Heritage Boiler Steam Services for final work to be completed before it can be hydraulically tested, which is expected within weeks, followed by an out-of-frames steam test. While in Liverpool, the new firebox stays are being riveted over, new gauge glass pads and ashpan studs fitted, and new mudhole doors are being manufactured. The regulator swan neck is also due to be fitted before the boiler leaves HBSS. It was removed when a new inner firebox was fitted at Israel Newton earlier in the overhaul.



Waiting for a boiler at Embsay, Andrew Barclay 0-4-0ST Works No. 2320 temporarily looks after the chimney from a gas producer-fitted 'Austerity' 0-6-0ST while in the workshop.
AARON BOYCE

The chassis is essentially ready to receive the completed boiler when it returns to Embsay. Substantial work on the valve gear has already been completed, including the fitting of two replacement eccentric straps. A new piston rod has also been fitted to replace a bent original. The small amount of outstanding work includes new slidebars and crosshead slippers.

The two-man team who care for No. 54 are hopeful that the boiler will be back in place and new cladding fitted during the spring. They then aim to move on to painting, including gold leaf 'National Coal Board No. 4 Area' lettering, before running-in the engine during the summer.

CHASE-ING COAL TRAINS IN APRIL

The Chasewater Railway's gala weekend on April 4/5 will have a pits to power stations theme. Mineral wagons, including the recently expanded rake of 'HAA' hoppers, will be headed by a mixed traction. It is hoped that Bagnall 0-4-0ST Kent Electric Power Company No. 2 – pictured here with the 'HAA' wagons – and Hudswell Clarke 0-4-0ST *Waleswood* will be in action. Hunslet 0-6-0ST 'Hollybank No. 3' could steam if its overhaul is completed in time.
ALISTAIR GRIEVE



IN BRIEF

Hunslet 'Austerity' 0-6-0 Works No. 2890: The unique 'Austerity' tender locomotive conversion is booked to visit the Spa Valley Railway from June 2020. The 1943-built machine, which originally gained a tender when it was transformed into 'Thomas' character 'Douglas' at the Mid-Hants Railway, is expected to stay in Kent until at least March 2021.

Hawthorn Leslie 0-4-0ST No. 2 (Works No. 2859): Beamish Museum is set to welcome Keighley Corporation Gas Department No. 2 for its Great North Steam Fair on April 2-5. The 1911-built locomotive will be making the short trip from the nearby Tanfield Railway to work on the recreated colliery railway system at Beamish.

LOST ORIGINAL WORKSPLATE SOUGHT FOR '*NEWSTEAD* THE LOST ENGINE'

Volunteers restoring Hunslet 0-6-0ST *Newstead* are on the hunt for one of the locomotive's original worksplates.

A plate for the ex-Woolley Colliery locomotive, Hunslet Engine Company Works No. 1589, was auctioned in April 2002, selling for just £100. Now the group are looking to track down the plate in the hope of reuniting it with *Newstead*. Anyone with information is invited to get in touch via *contact@thelostengine.co.uk* or call Alex Alder on 07710 750366.

As detailed in SR491, *Newstead* shot to fame in 2016 after being found in a barn in remarkably good condition after decades of careful care by its previous owner, years after many enthusiasts believed that it had been scrapped.

It is now under restoration at the Spa Valley Railway, and its wheelsets have had their tyres re-profiled at the South Devon Railway. All the tyres had deep flanges following colliery service, but it is expected that the turning at the SDR will leave one more opportunity for re-profiling before replacements are required. The journals and horn guides are being measured to prepare for re- wheeling of the frames.

The 1929-built engine is being prepared for the fitting of vacuum brake and steam-heating equipment. The next stage will involve lifting the boiler, which is likely to take place at the same time as the boiler of Andrew Barclay 0-4-0ST Works No. 2315 'Lady Ingrid' is returned to its frames.



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Mandy Grant

EDWARD SHOLTO WITHDRAWN TO 'CONSERVE ORIGINALITY'

Owners decide to preserve uniquely original 'Quarry Hunslet' and return it to static display.

'Quarry Hunslet' *Edward Sholto* is to be permanently withdrawn from service and placed on static display to conserve its "uniquely original condition."

Owned by Andrew and Margaret Neale – who repatriated the 1909-built 0-4-0ST (Works No. 996) in 2006 from Chicago, where it had been based since 1961– it returned to steam following careful restoration in March 2010. "During the locomotive's restoration, it was discovered that the locomotive remained in a uniquely original condition," said Mr Neale.

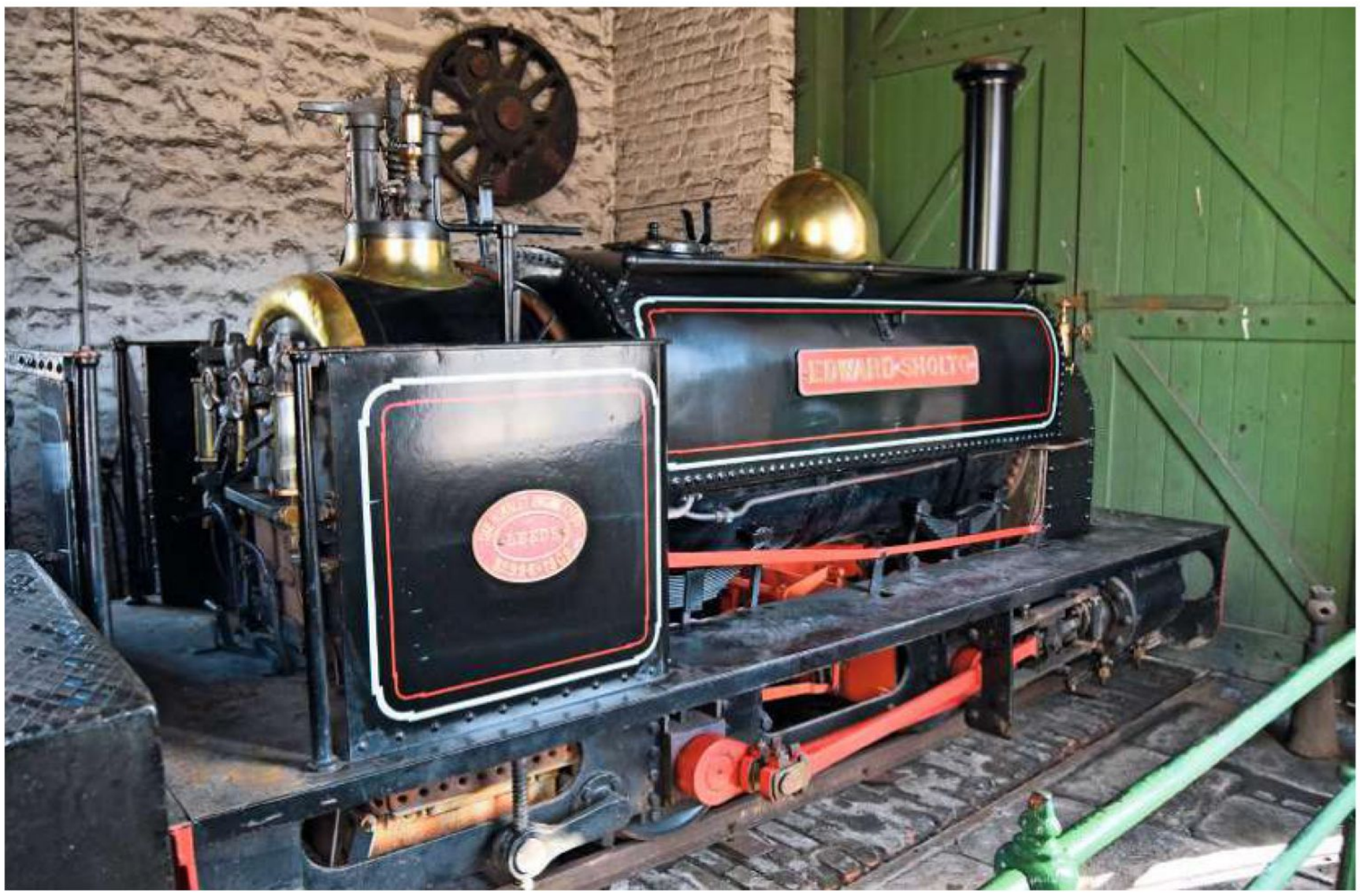
"*Edward Sholto* retains in it today a high percentage of the material with which it was built. Not only is the boiler the original one, but the copper firebox is also original. In contrast to most similar Hunslet locomotives, it contains only a minimal number of parts taken from its sister locomotives.

"It has always been the aim of its owners to maintain this unique originality and not modify it for passenger use, as with most of its sister locomotives."

Based at Beamish on loan since 2012, it last steamed in 2017, when it was stopped for minor boiler repairs. However, "further examination of the stripped-down boiler has shown that it has now worn to the extent where further repairs to both boiler and firebox to keep it in working order are impossible. For the foreseeable future, therefore, it has been agreed that the locomotive will be placed on static display at Beamish, thus preserving its uniquely original status."

The owners have not ruled out a return to steam but added: "On the basis that one can only destroy originality once, it is being conserved in its original state, so that those interested can see a Hunslet locomotive exactly as it was built and not as altered by a succession of owners over the years."

Edward Sholto has been reassembled and is being prepared to move for display in Beamish's Colliery Engine Works.



↑ Unlikely to steam again owing to its owners' decision to conserve its originality, *Edward Sholto* now stands on static display at Beamish. MATT DITCH

BEAMISH TO RESTORE FORMER DUNDEE GASWORKS KERR, STUART



While *Edward Sholto* may never steam again, another Beamish-based locomotive will, as the museum has been given the go-ahead to restore ex-Dundee Gasworks Kerr, Stuart 0-4-0WT Works No. 721 by the Narrow Gauge Railway Musuem Trust.

The 1901-built locomotive was dismantled in late 2019 to assess whether restoration to working order was practical (SR501); prior to receiving the green light from the Tywyn-based NGRMT, all work undertaken had been reversible but "work has now commenced on more destructive dismantling," said Beamish assistant director Paul Jarman.

"The current priority is to remove the front tubeplate and tubes," he added. "Once the boiler dismantling has been carried out and repair work fully established, the disassembly of the frames and coupled wheels will commence."

One area of concern is the well tank, which has been punctured; as the tank acts as a frame stretcher, it "will not be easy to remove," said Mr Jarman. "We are confident the tank casting is repairable, however, having had other castings in high-stress areas repaired on other objects at Beamish."

No timescale for No. 721's return to steam has been set, as work will progress as available resources and funds dictate.

← An artist's impression of what ex-Dundee Gasworks Kerr, Stuart 0-4-0WT No. 721 will look like once restored. The boxes on either side of the firebox are for sand, rather than coal. JONATHAN CLAY

BY **THOMAS BRIGHT**
thomas.bright@bauermedia.co.uk



K1 WILL RETURN TO STEAM THIS YEAR AT STATFOLD

2020 will mark the much-anticipated return to steam of pioneer Beyer-Garratt K1, at the Statfold Barn Railway, six years after it last ran.

It comes as the SBR confirmed a deal in late January with the 0-4-0+0-4-0's owners – the Ffestiniog & Welsh Highland Railways – to overhaul the 1909-built locomotive to working order, something the F&WHR "had neither the funding nor resources" to do "for at least four years," said F&WHR marketing officer Chris Parry. Such a deal was not unexpected; as reported in SR502, both organisations had been close to signing an agreement to overhaul K1 at the time of going to press.

Ffestiniog Railway Company director Mike Hart said: "It is so refreshing to cut through all the red tape usually associated with locomotive deals and to get things moving on the overhaul straight away. This is a great example of how things can work in the railway world if we put our minds to it."

Statfold Barn Narrow Gauge Museum Trust trustee Henry Noon added: "This is a win-win situation for everyone involved. Statfold Barn has always appreciated the support of the narrow gauge community and we really look forward to making K1 available to them at our forthcoming open days.

"K1 will be a valuable addition to our roster and adds greatly to the narrow gauge story we are telling with our variety of locomotive types on display and in action."

The overhaul of the former North East Dundas Tramway Beyer-Garratt is already under way at Statfold. Once complete, K1 will operate at the SBR under a ten-year loan agreement but will be made available to the F&WHR free of charge for selected periods each year. No timescale for the overhaul's completion has been set, but the intention is for K1 to run at Statfold first before making a return visit to the Welsh Highland Railway in the late autumn.

↓ **A dismantled K1 in the roundhouse at the Statfold Barn Railway on February 17.** JOEY EVANS



IN BRIEF

- **NORTH WALES' UNESCO BID**
The Ffestiniog, Corris and Talyllyn railways are a step closer to being part of a UNESCO World Heritage Site. Gwynedd's slate mining landscape, which was once served by the aforementioned railways, has been formally submitted by Heritage Minister Helen Whately as the UK's next nomination to UNESCO for inclusion in its World Heritage List. A decision is expected in 2021.

- ***BLYTH* ON ITS WHEELS**
Construction of replica Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth* at North Bay Railway Engineering Services in Darlington reached a major milestone in late February, with the fitting of its pony and driving wheels. The boiler, which has already been completed, is expected to be fitted to the 'rolling chassis' in the coming months.

- **£2,500 FOR AMBERLEY *PETER***
Amberley Museum's £40,000 appeal to complete the overhaul of Bagnall 0-4-0ST *Peter* has received a £2,500 donation from the Hampshire Narrow Gauge Railway Trust. The HNGRT has a long relationship with Amberley, which has hosted both the trust's Bagnall *Wendy* and 'Quarry Hunslet' *Cloister* in the past. Both have since been donated to Statfold.

- **FFESTINIOG DEFIBRILLATORS**
Supporter donations have enabled the Ffestiniog & Welsh Highland Railways to install defibrillators at principal stations between Caernarfon and Blaenau Ffestiniog, as well as in the five main carriage sets.

ROMNEY'S *SOUTHERN MAID* FOR RAVENGLASS SOCIETY'S 60TH GALA

Romney, Hythe & Dymchurch Railway 'Pacific' No. 3 *Southern Maid* is the second guest engine at the Ravenglass & Eskdale Railway Preservation Society's 60th anniversary gala.

The Greenly-designed 4-6-2 is one of only three RHDR locomotives not to have graced the RER this century, having last visited the 15in gauge line in 1998; the others are Nos. 10 *Doctor Syn* and 11 'Black Prince'. The latter is currently based at the railway, receiving a contract overhaul at Ravenglass by John Fowler Engineering (SR494).

Southern Maid is the second RHDR locomotive to have attended the RER's May gala in as many years. RER gala co-ordinator Keith Herbert said: "The 2019 event featured [RHDR No. 4] *The Bug* and raised the bar for future galas. We hope to showcase all that is good about our railway to celebrate 60 years of the company and preservation society working together, and hope that the ambitious timetable we are crafting – and the chance to ride behind visiting and museum locomotives – will draw in the crowds this bank holiday weekend."

Joining *Southern Maid* at the May 8-10 event is Kirklees Light Railway-based 2-4-2 *Siân* (SR501) as well as operational members of the RER home fleet.



↑ **Destined to help celebrate the RERPS' 60th anniversary in May, No. 3 *Southern Maid* stands on the turntable at Hythe during the RHDR's line's 90th anniversary gala on May 14 2017.** THOMAS BRIGHT/*SR*

SEVERN VALLEY COMPLETES FIRST OF FIVE MANX BOILERS

Isle of Man Steam Railway *Maitland* and either *G. H. Wood* or *Hutchinson* will be the recipients.

The first pair of five new boilers for the Isle of Man Steam Railway have been outshopped by the Severn Valley Railway.

A contract for the quintet of new boilers was awarded by the Isle of Man Department of Infrastructure to the SVR in late 2017, in response to the IoMSR's ageing boiler fleet. The first is intended for IoMSR 2-4-0T No. 11 *Maitland*, the bottom end of which is currently under overhaul at Alan Keef Ltd's workshops near Ross-on-Wye; by the time this issue goes on sale, the boiler was expected to have completed both its hydraulic and steam tests, and was expected to have been dispatched by mid-March.

The second boiler, which was having its hydraulic test at the time of going to press, is destined for either Nos. 10 *G. H. Wood* or 12 *Hutchinson*, and will be delivered directly to the Isle of Man for fitting to the chosen engine.

The first two boilers have been completed almost simultaneously, owing to a manufacturing defect.



← The first two new boilers built for the Isle of Man Steam Railway at Bridgnorth on February 13. The one for *Maitland* is furthest from the camera. PETER JOHNSON

SVR Engineering Services Manager Neil Taylor explained: "The first boiler would have been delivered last year but unfortunately, on the hydraulic test, it was discovered that there were issues with the new dome base. X-rays confirmed that the issue was replicated on all of the dome bases, so there was a delay while the problem was rectified. Because of this, boiler number two caught up with the first boiler and both have been finished in parallel."

Work on the remaining boilers continues at Bridgnorth. Mr Taylor said: "Boiler three is progressing well and will also be complete this year," and that it will be fitted to whichever of Nos. 10 and 12 does not receive the second boiler. He added: "Boiler four has just been started and this is planned for completion next year. This will probably be a working spare. Boiler five has no firm plan as yet."

In addition to building the new boilers for the IoMSR, the SVR has overhauled boilers for 2-4-0T No. 4 *Loch* and ex-Manx Northern Railway 0-6-0T No. 15 *Caledonia* in the last two years. *Loch* will assume a more authentic guise when it returns to traffic this year, as it will sport Salter safety valves, which have been fitted as part of the work done at Bridgnorth.

IN BRIEF

- **TALYLLYN GOES ELECTRIC**

The Talyllyn Railway has been making use of a community electric car – one of four introduced in the district by Arloesi Gwynedd Wledig – for off-site meetings. General manager Stuart Williams said: "We hope that visitors in the future will look at using the car as part of their visit; potentially people can arrive by main line train, take our steam service to Abergynolwyn, hire the car and explore further – all in a sustainable way."

- **LA MEUSE TO BARBADOS**

The Statfold Barn Railway has supplied a second locomotive to the St Nicholas Abbey Steam Railway in Barbados – La Meuse 0-4-0T Works No. 3243. The 2ft 6in gauge, 1926-built Belgian locomotive left the Staffordshire line on January 21, arriving on February 14. It follows the restoration and delivery of ex-Indonesian sugar mill Arn Jung 0-4-4-0T Mallet No. 5 *Tjepper* in January 2019 (SR489).

BURE VALLEY ALSO CONSIDERS NEW BOILERS

The Bure Valley Railway is considering ordering new boilers for its locomotives, to have a standard design compatible with its entire fleet.

Upon lifting the boiler from 'ZB' 2-6-2 No. 7 *Spitfire* for its 'ten-yearly' overhaul in January, the line's boiler inspector raised a number of concerns about its condition. All five BVR engines currently carry boilers of nominally the same design, but all with minor differences. "These boilers are not ideal and have a number of poor design features," said BVR managing director Andrew Barnes.

While the boiler of No. 7 will be repaired, "what we want to do is move to a standard design of boiler which is interchangeable across our fleet in the same way as the main line did historically. This will allow us to reduce the time a locomotive is out of traffic," explained Mr Barnes.

"As the boilers begin to require more work, it was a natural progression to look to standardise them as well."

Invitations to quote have been sent to seven potential suppliers. Mr Barnes said that the initial enquiry is for one boiler but "if a material saving is possible if two are ordered at the same time then we will do that."

- BVR No. 8 'John of Gaunt', based on the Vale of Rheidol Railway 2-6-2Ts, has returned to traffic following a bottom end overhaul, with an enlarged cab to provide more room for the footplate crew.

MANNIN IN LINE FOR POSSIBLE RETURN TO STEAM

Work to assess the possibility of returning unique Isle of Man Railway Beyer Peacock 2-4-0T No. 16 *Mannin* to steam is expected to get under way shortly.

It comes as the 1926-built locomotive – the last and biggest steam locomotive supplied to the Manx railways – was extracted from Port Erin museum, where it has been on display almost continuously since 1975, on February 3 to make way for No. 1 *Sutherland*, which has recently been cosmetically restored and is taking *Mannin*'s place (SR502).

Although a return to steam for No. 16 is not guaranteed, Isle of Man Department of Infrastructure Chief Engineer Andrew Cowie confirmed: "We are investigating the possibility of refurbishing *Mannin*. There are a number of issues to be resolved prior to commencing any work on it, including a boiler design, as the locomotive is unique from the other Beyer Peacocks we have at the IoMSR. Work is proceeding to this end."



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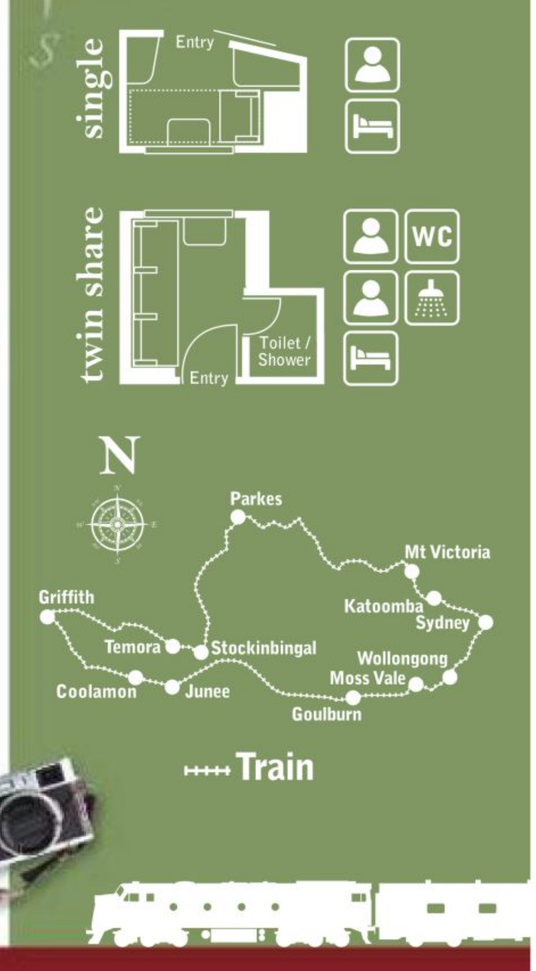
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PERMISSION GRANTED FOR DONEGAL *DRUMBOE* DISPLAY

Council approves new structure to protect County Donegal Railway 2-6-4T *Drumboe*.

Plans to bring County Donegal Railway 2-6-4T No. 5 *Drumboe* back home have taken a step forward with planning approval for a new display area at Donegal Town.

Donegal Railway Heritage Museum had submitted an application for permission to construct a new platform and canopy to protect *Drumboe* and other items of rolling stock.

Approval was granted in February by Donegal County Council and the museum has started fund-raising for the new structure.

The display area will be at the front of the museum, which is located in the original CDR station building at Donegal Town.

As reported in SR501, an announcement is imminent to the effect that the museum has received a grant of around €90,000 under the EU LEADER programme to complete the restoration of *Drumboe*.

It had been hoped that the package would be signed off in January, but this was delayed until March.

The funding should cover reassembly of the engine at Whitehead, a cosmetic overhaul and its transfer to Donegal Town. The museum's ultimate aim is to restore it to working order.

Drumboe was built by Nasmyth Wilson in Glasgow in 1907 and operated until the CDR system closed in December 1959. It was sent from Donegal Town to the RPSI at Whitehead in 2006, where significant restoration work was carried out, especially to the motion. However, the project was paused several years ago pending fresh funding.



IRISH NEWS

BY ROBIN MORTON

APPEAL LAUNCHED TO BRING *DRUMBOE* BACK TO DONEGAL

Cosmetic restoration appeal could spearhead plan to restore locomotive to working order.

DETAILED EXAMINATION FOR 0-4-2T *DROMAD* PENDING RESTORATION

A detailed examination of the Cavan & Leitrim Railway's Kerr, Stuart 0-4-2T No. 1 *Dromad* is set to take place in March to estimate the cost of restoration.

The 1916-built 3ft gauge engine is currently in store at the Stoke-on-Trent yard of DJ Milner Haulage, the company which ferried it back from Ireland in March last year.

The locomotive was transported as the return load on a low-loader which delivered newly restored Avonside 0-6-0T *Nancy* to the C&LR at Dromod (SR492, Narrow Gauge News).

Patrick Keef of Alan Keef Railways in Ross-on-Wye, the company which handled the restoration of *Nancy*, said that *Dromad* was in store at Stoke-on-Trent owing to a lack of covered space at its own yard.

He added: "At this stage the mechanical and boiler survey work is still pending, but scheduled to be done in March. I can confirm that it is the Cavan & Leitrim Railway's aspiration to return the locomotive to full working order.

"Costs involved will be very much dependent on the outcome of the survey, but it is known that the locomotive is mechanically tired and that there are issues with the current boiler, particularly the firebox."

Following a rebuild at Alan Keef's in the late 1980s, *Dromad* was sent to the C&LR in 1994 and operated until the early 2000s, when its boiler certificate expired and it was put on display.

The 'Brazil' class engine was built for contractors Balfour Beatty and originally named *Sir Murray Morrison*. It assisted in the construction of the Lochaber railway in Scotland, and in 1918 the British Aluminium Company bought the locomotive outright and operated it on the Lochaber line.

After withdrawal from traffic, it was bought in the 1960s by the Hampshire Narrow Gauge Society for use as spare parts, including the boiler. The remaining components were acquired by Alan Keef in the early 1970s as a long-term personal project.

When the company moved to Ross-on-Wye, the locomotive was sold on to the C&LR which subsequently commissioned Alan Keef Ltd to complete the restoration.



← **Kerr, Stuart 0-4-2T No. 1 *Dromad* (left) with Avonside 0-6-0T *Nancy* at the Cavan & Leitrim Railway in March last year.** NIGEL BILLETT

'GUINNESS' GETS STEAM-HEATING

Hudswell Clarke 0-4-0ST No. 3BG 'Guinness' has become the smallest standard gauge Irish steam engine ever to be equipped with steam heating.

The 25-ton locomotive, the mainstay of the Railway Preservation Society of Ireland's train rides at its Whitehead base, has received the steam heat connection on the bunker end.

James Friel, the RPSI locomotive running officer, said: "We fitted 'Guinness' with steam heat so we can test that system on our Mk 2 carriages and for trains in cold weather.

"The connection is fitted to the rear end as No. 3BG doesn't currently run far enough to merit running round a train."

The system was tested on February 9 in the gale-force winds of Storm Ciara, and proved effective. Mr Friel said: "Rearrangement of the steam-castle [manifold] valves to accommodate one for steam heat has unexpectedly improved the vacuum ejector, which sometimes seemed sluggish.

"This is also a non-original fitting which was added in the 1980s and has been found to have been taking its steam supply from a rather small valve intended for the whistle. This has gone back to the whistle and the ejector has gained its own new, larger valve."

No. 3BG was the RPSI's first steam engine, presented by Guinness Brewery in 1965 when the rail operation was scaled back and lorries took over.

In its working life it operated transfer trains along public roads from the brewery to the yard at Kingsbridge (now Heuston).

↓ **At Whitehead on January 19, Hudswell Clarke 0-4-0ST No. 3BG 'Guinness' shunts a Great Northern Railway (Ireland) 'U' class tender which, it is hoped, will operate with the RPSI's new-build 'Mogul' No. 105.** JONATHAN CLINTON



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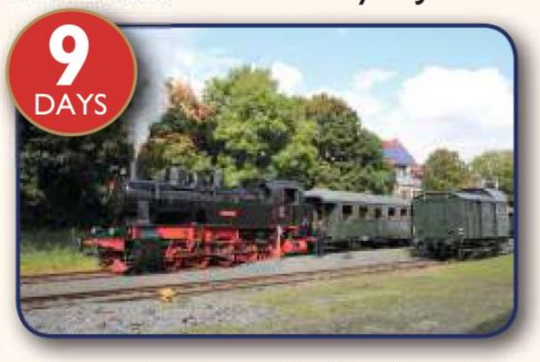
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THE BIG PICTURE

Despite appearances to the contrary, the two surviving Lancashire & Yorkshire 'Pugs' have never steamed together in preservation. That could change if the L&YR Society's plans to overhaul its prized pocket-sized pair are successful. The Aspinall duo last appeared together for a farewell to Southport Derby Road shed event in February 1998 before its demolition. On the right, No. 19 appeared as scrapped 'Pug' No. 51231 alongside No. 68 in its later BR guise as No. 51218. TERRY EYRES


51231
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51218

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12 A.
1/60.
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D.2220.
P.C.
W.J.
104/107

RISING STAR

Evening Star is 60… **PAUL CHANCELLOR** pays tribute to the engine that was launched into the world in a blaze of glory – and melancholy – at Swindon Works on March 18 1960.

Only five years' service on BR and barely a mark on *Evening Star*'s motion…
NICK BRODRICK/*SR*

Extract from the speech made by R.F. Hanks, chairman of the Western Area Board of the British Transport Commission at the naming ceremony for *Evening Star* on March 18 1960.

When some of us were here last Sunday morning examining the exhibits and when, perhaps, I was showing a little too much interest in the 'steamers', an official of these works made the remark that our future lay with the diesels.

I am sure it was not intended as a rebuke, but it made me resolve there and then to preface my comments on this special steam locomotive day by pointing out that, whatever I may say in praise of steam, I am not looking backwards. Indeed, surely we all know, by now, that the greatest need of British railways today is more and more modernisation in all its aspects, including, of course, the most modern motive power.

I know you will all be with me. Nevertheless, when I say that, in many ways this is an emotional occasion, not to say a sad one, marking as it does the completion, the naming and the putting into service, very shortly, of the last steam locomotive to be built for British Railways.

But it is also a very great day for Swindon, and, to my friends from other regions and from the BTC [British Transport Commission] I trust I shall not be considered parochial when I say that it is a proud day for Great Western men everywhere who will find much satisfaction, since there had to be a 'last one', that it should fall to the lot of Swindon to see the job through.

For 118 years, these works have specialised in steam locomotive production of quite outstanding merit and, in this last of a great line, I like to think that we are paying tribute to Gooch, Armstrong, Dean, Churchward and Collett, and also to that great band of Swindon craftsmen who, through so many decades, have backed their leaders and given of their best to produce such a fine fleet of locomotives.

I am sure it has been said that no other product of man's mind has ever exercised such a compelling hold upon the public's imagination as the steam locomotive. No other machine in its day has been a more faithful friend to mankind and has contributed more to the cause of industrial prosperity in this, the land of its birth, and throughout the world.

No other machine somehow is so human and so gentle and yet, when unleashed, is capable of such prodigies of noble power and strength – nothing quite so graceful in action and nothing quite so romantic.

Those of us who have lived in the steam age of railways will carry with us always the most nostalgic memories, and I think it is a great privilege that we should do so.

And coming now to the hero of the day, No. 92220. She is not of the Great Western family although, as the more discerning of you will notice, we have done our best to make up for that deficiency by dollying her up in Great Western colours and by conferring upon her the halo or crown of Swindon – that mystical copper top to her chimney.

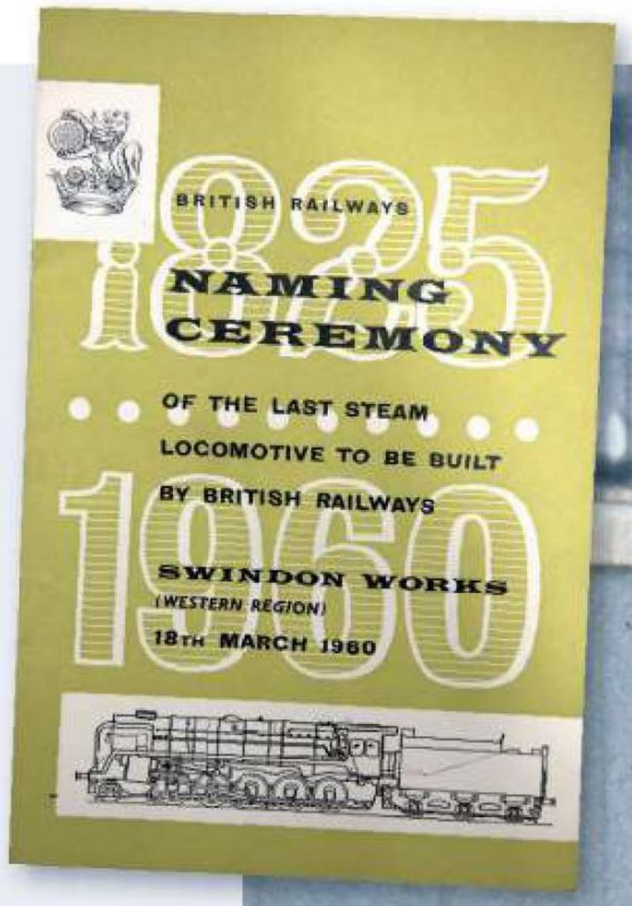
This engine is representative, however, of the best of the British Railways Standard types and, in spite of her somewhat diminutive driving wheels, she is well capable of the 90s.

And into the building of her has gone, I know, all the skill and dexterity of the many trades which have played a part and a great deal of affection, too. I am reasonably sure that 92220 will never see the breaker's yard but that, when her useful days are over, she will take an honoured place with *City of Truro*, *Lode Star*, one of the old '23s' and, if I have my way, certainly a 'King' and a 'Castle', in our own Western museum here in Swindon.

While I have said that this is an emotional day, we must not be gloomy, but very thankful that steam has served the railways for so long, and so faithfully. I submit, too, that we shall need steam locomotives for a few years yet.

We are also very thankful that the steam locomotive engineers and craftsmen of the present generation have been able to adapt themselves so quickly and so skilfully to the building of diesel-hydraulic and electric locomotives and multiple unit sets.

As this is a very special steam locomotive occasion, I want to tell all locomotive engineer hero worshippers who are present, and I am sure there must be many, that we are honoured today by the following:





Sir William Stanier – the doyen of locomotive engineers – quite ageless (known in my days here as the 'Black Arrow'), who carried the fame of the Western and Swindon to other climes.

Mr Oliver Bulleid – who produced some fine locomotives for the Southern and had the great moral courage to break away from tradition.

Mr H.G. Ivatt – famous son of a famous father. I could tell you a lot about his enthusiasm, one who always described the old LNW engines as having "three beats and a waffle" and who fitted a 'Black Stanier' with outside Stephenson gear.

Mr R.A. Riddles – who was responsible for the design of this fine engine and all the standard British Railways types…

And now, the most important act – I am going to call upon Mr K.W.C. Grand to name the last British Railways steam locomotive. Mr Grand – now a member of the British Transport Commission and who covers a wide variety of specialised railway functions there, was one of the great general managers of the Western and one whom we all hold in high esteem and affection…



Swindon Works staff and their families inspect No. 92220 following its unveiling on March 18 1960. COLOUR RAIL

It is perhaps ironic that K.W.C. Grand was asked, and agreed, to pull the string for the curtain that revealed the brass *Evening Star* nameplates. While he would have no doubt welcomed the choice of name (first used on a broad gauge locomotive), he was far from smitten by the Standards, to the point that he even refused to travel behind one of the newly allocated Western Region 'Britannias' in 1954. The previous year, he had made a strong case for building more of the 50-year-old design of Churchward/Collett 'Heavy Freight' 2-8-0s, instead of BR's new order.

Perhaps his indifference, or indeed dislike of the Standards, provides a hint as to why his own speech wasn't quoted to anywhere near the same length as that of Hanks. Regardless, a huge cheer resounded on the capacious floor of Swindon Works 'A Shop' from the thousands of employees and esteemed guests who had gathered around the brand spanking new '9F' as the GWR-style brass nameplate was exposed.



Today, *Evening Star* remains one of the most famous, celebrated and important of Britain's steam survivors and was even the subject of the £1 million question on *Who Wants to be a Millionaire?*, but its survival was far from a straightforward affair, despite it being designated for preservation from day one. For one of the attendees not named above was none other than John Scholes, BTC Curator of Historical Relics. This locomotive was intended, but not necessarily assured, to be a museum piece from the day it was built…

Although not numerically the last of the 251 '9Fs', No. 92220 was the last to be completed; No. 92250 had been put into traffic from Crewe Works in December 1958.



No. 92220 did not go straight into service following its naming, and it lingered at Swindon for a week – as pictured on March 20, two days after its naming ceremony. COLOUR RAIL

The '9Fs' proved to be particularly adept at working heavy passenger trains, with a turn of speed that would have put many express engines to shame. Until senior management became aware of what was going on, *Evening Star* was put to work alongside 'Britannias' on named trains between South Wales and Paddington. Here it is on the Fast line at Ealing Broadway with the 'Capitals United Express' in June 1960. COLOUR RAIL



In May 1961, No. 92220 was selected to appear at the British Transport Commission's Golden Jubilee of the Institution of Locomotive Engineers at Marylebone. It was exhibited together with Midland Compound No. 1000, '8P' No. 71000 *Duke of Gloucester* and 'A4' No. 60022 *Mallard*. COLOUR RAIL





In August 1962, *Evening Star* passes Wincanton during its first, popular stint on the Somerset & Dorset. The use of '9Fs' over the Mendips had been first suggested to BR management by famous railway photographer Ivo Peters. COLOUR RAIL

Swindon Works did not put the first of the final batch, No. 92203, into service until April 1959 and Nos. 92218/9 had the honour, along with 92220, in being new in 1960. The latter was completed in standard black livery in early February for initial running-in, but was then held at the works pending the outcome of a naming competition and the inspired decision to repaint it into lined passenger green, topped off with typical Swindon decoration.

Evening Star's official date of entry into traffic was March 25 1960, and it was on BR's books for just five years, being condemned on March 16 1965. Remarkably, there were others that had even shorter working careers, including a '94XX' pannier tank, built in 1949 and withdrawn just 4½ years later.

STAR TO FARCE

Evening Star's first home was Cardiff Canton, from where it was very quickly rostered for a railtour on April 3 1960. It headed the Locomotive Club of Great Britain 'Six Counties Limited' from Paddington as far as Princes Risborough via Bourne End, and later took the train to Yarnton.

Passenger duties quickly became the order of the day, with remarkably fast running on the 'Capitals United Express' and 'Red Dragon' being well recorded in the railway press, before Western Region senior management got wind of what was going on, and had '9Fs' banned from front line work and limited to 60mph.

Evening Star stayed in South Wales until the summer of 1962 when, along with a small number of classmates, it was selected to work from Bath Green Park on summer duties over the Somerset & Dorset route to Bournemouth West. On September 8 that year, it famously hauled the final 'Pines Express' over the S&D in both directions.

At the end of the season, it moved briefly to Old Oak Common before reallocation to Oxford in October 1962. It returned to Bath late in the 1963 summer season, and lingered on the shed's book until October, before returning to Cardiff – this time East Dock, as Canton shed had by then become a diesel-only depot.

Sometime late in 1964, it was found that the nameplates had been stolen, thought to have been when it was at Tyseley, although strangely this was not reported to the police until 1966! New plates were cast, but in the event, this proved to be somewhat futile as the celebrity '9F' was involved in an accident at Pontypool Road, leading to its condemnation in March 1965.

At this point, it would have been expected that the engine would be taken into the care of the National Collection, but the curator of historical relics, John Scholes, refused to take it on in damaged condition, with repair costs of £1,029 being quoted. The general manager of the Western Region refused to stump up the funds.

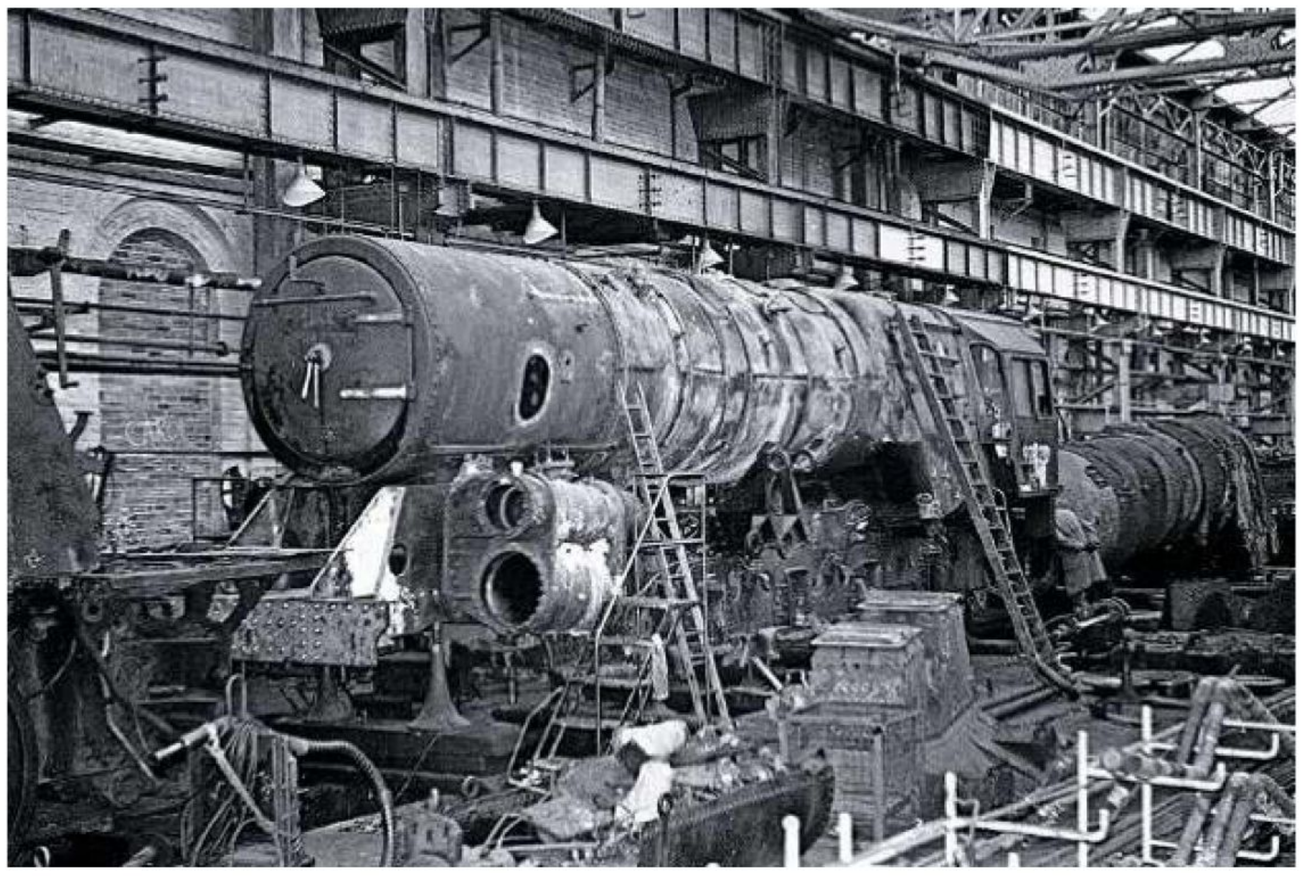
In an effort to circumvent the situation, the engine was offered to Swindon Corporation, but this too was declined.

A private sale was then pursued, initially with a Mr Snowden at an asking price of £4,000, but funds were not forthcoming. During this time, the engine was in open storage, but following subsequent acquisition interest from a Mr Green, it was moved to Crewe Works for inspection in November 1966.

Rampant inflation pushed the purchase cost, including a repair, to £14,000. Negotiations with the prospective buyer dragged on, and somewhere along the line, Crewe undertook its restoration and repaint at an estimated £10,000 – even though it remained in public ownership.

In January 1968, the engine was moved to the former Pullman works at Brighton for storage, and a year later Mr Green was apparently still interested.

Further inspections were carried out; one of which found that rust was discernible, leading to a further dispute over responsibility for rectification.



Following much internal wrangling, *Evening Star* was overhauled at Crewe Works in 1967, two years after withdrawal. This included repairs to the front-end frame damage which had brought about its premature condemnation. Photographic evidence suggests that this was confined to the left side of the locomotive. D. PRESTON/COLOUR RAIL

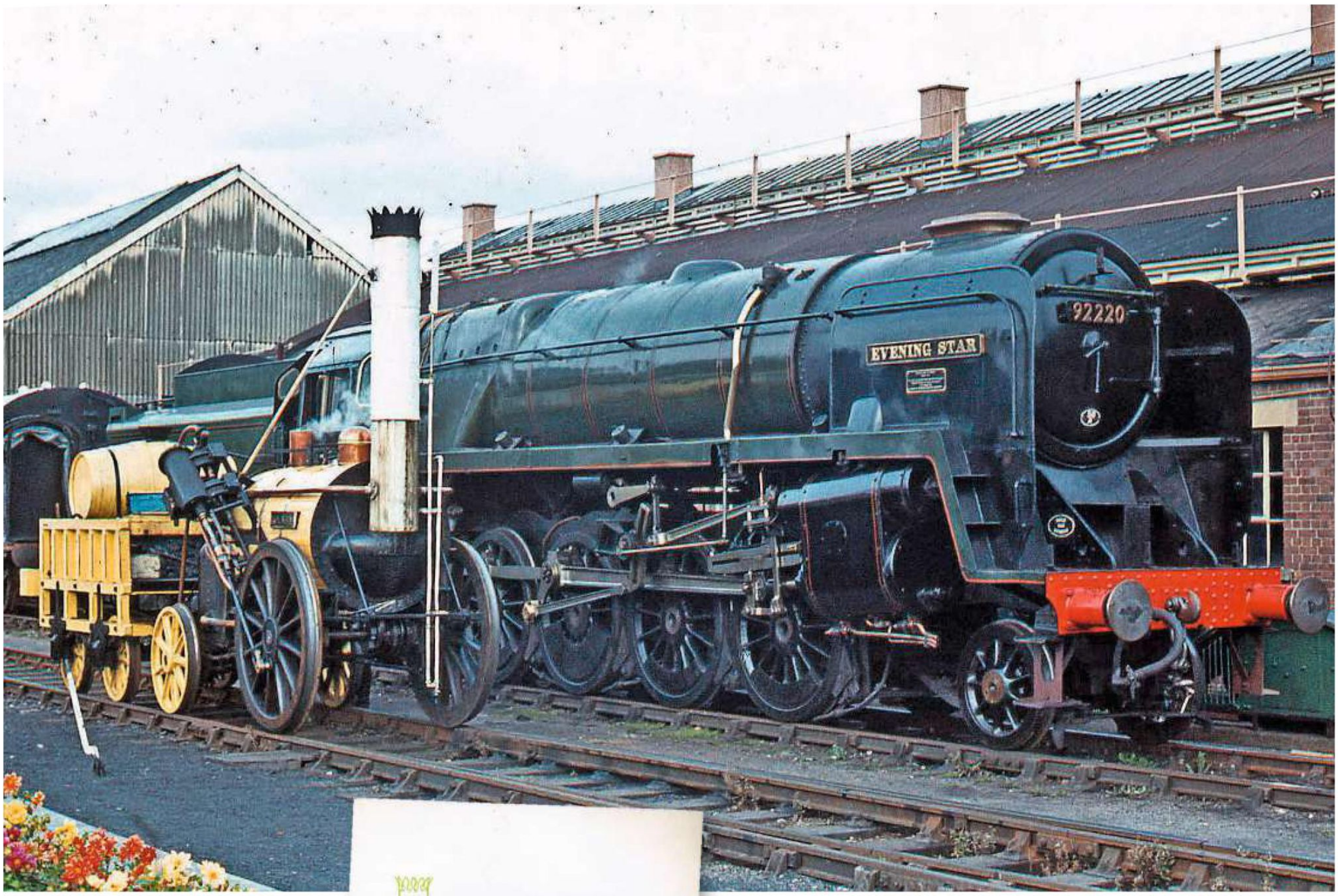
Crewe's famously unflattering pink undercoat covers No. 92220 in the paint shop in early 1967. PAUL COOPER COLLECTION



Did you know?

BR's 1959 Western Region staff competition to name its last locomotive was won by three individuals who all proposed the name *Evening Star*: Driver T.M. Phillips (Aberystwyth), Boilermaker J.S. Sathi (Old Oak Common) and F.L. Pugh (Paddington).

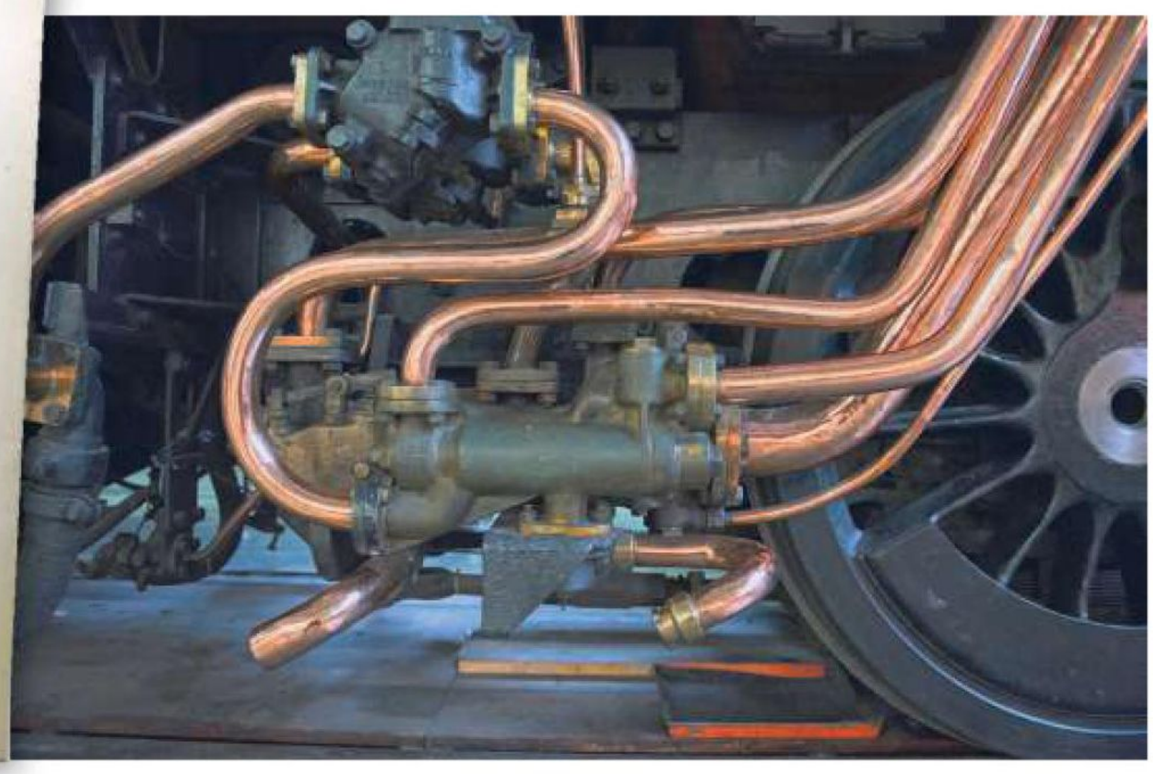
> "Sometime late in 1964 it was found that the nameplates had been stolen… strangely this was not reported until 1966!"



↑ *Rocket* 150 meets *Evening Star* 20! The replica of Stephenson's pioneering 0-2-2 meets BR's historic 2-10-0 at Didcot on September 28 1980…
PETER CHATMAN



→ …A link not lost in 1960, depicted on the naming ceremony booklet.



While Mr Green was believed to be procrastinating over the purchase options for a sale that might have meant its export to the USA, Scholes even considered getting an engine out of Barry scrapyard to replace the slated No. 92220 for the National Collection.

SAVED FOR THE NATION

Eventually the Department of Education & Science intervened, bringing to bear Section 144 (7) of the Transport Act of 1968, which, crucially, stipulated that the BR board could not dispose of the engine without first offering it to them.

The cheerful upshot of all of that wrangling was that the engine survived long enough to be taken into (or remain in) the nation's hands.

After a flurry of operational activity on the main line and preserved railways, *Evening Star* last ran in 1989, since when it has been a popular exhibit at the National Railway Museum, York and STEAM in Swindon – with no prospect of ever running again. SR

SCHOOL WORKS BUNK

I feel a particular attachment to *Evening Star*, having been present, by special request, on the day it was named. Being of school age, a midweek naming ceremony and works open day was not something that many youngsters could attend, but a friend and I asked for permission to have a half-day off school to travel to Swindon to see the engine.

In some ways it was a disappointing trip; the weather was dull, and all of the usual mass of engines which would normally surround the works had been hidden from view. The only occupants of the yard outside 'A Shop' were a couple of new 'Warship' diesels.

↑ Far from Standard! Showroom-condition injector pipework on the '9F' in the NRM's Great Hall.
NICK BRODRICK/*SR*

SOURCES:
RCTS publication British Railways Standard Steam Locomotives Volume 4.

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Rolling back THE YEARS

The Ffestiniog Railway's Boston Lodge is one of the oldest workshops in the world. **THOMAS BRIGHT** explores how National Lottery Heritage Fund money will help transform this historic location and enhance its great heritage.

Three centuries. How many railway workshops can claim to have built locomotives and rolling stock in three different centuries? Boston Lodge – the engineering hub and beating heart of the Ffestiniog Railway – is one of an exclusive number that can boast such a record, having served the FR through the 19th, 20th and 21st centuries. However, much of the works' historic fabric has been lost over the years, particularly in the preservation era, and many of the buildings – some of which actually predate the railway itself – are in urgent need of attention.

That is where the FR's Boston Lodge redevelopment project comes in.

In December, the FR secured first-round approval from the National Lottery Heritage Fund in its bid for £4.2 million to conserve and improve the works (SR501). However, if the railway is successful in unlocking the NLHF's financial backing, the funds will cover but a part of this extensive and substantial project which, once complete, will not only transform Boston Lodge, but protect it for decades to come.

HISTORY IN THE MAKING

"As a lot of the buildings have been knocked down, the character has ebbed away somewhat, but we're just in time to save it, and that's what this project is all about."

So says Paul Lewin, general manager of the Ffestiniog & Welsh Highland Railways and the man charged with overseeing the redevelopment of Boston Lodge.

It's a formidable task. Paul and the rest of the Ffestiniog team must tread the fine line between creating a works fit for the railways' 21st-century requirements, and protecting and conserving Boston Lodge's incredible history for posterity. After all, there is nowhere else like it in the world.

A striking aerial view of Boston Lodge (bottom), with the Cob stretching into the distance and Porthmadog in the background. F&WHR

Boston Lodge, circa 1887. One of the original England engines, with the cast iron 'sham' tank on top of the boiler, can be seen on the right. This view shows the original layout of the site. F&WHR

A modern-day view of Boston Lodge. Gone are the stone walls between the office block and barracks, the sawmill (next to the office block) and the iron foundry chimney, which dominated the 1887 scene. CHRIS PARRY

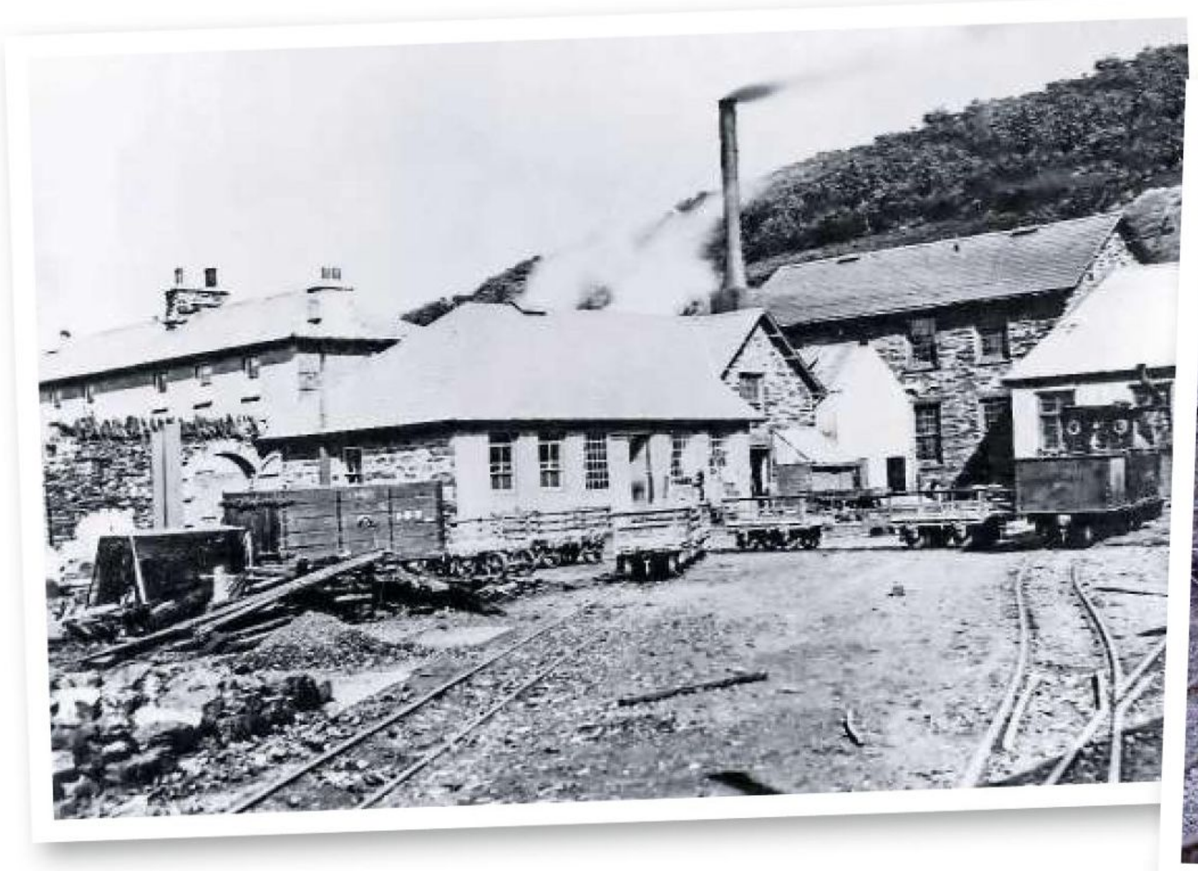
The echoes of yesteryear still reverberate through this warren of ancient buildings; you can almost hear the gravity trains careering down from the slate quarries, the blacksmiths and fitters toiling away to keep the line's locomotives and rolling stock in working order. This place is a perennial hive of activity.

Boston Lodge owes its existence to the landmark with which it will forever be associated – the Cob; the nigh-on mile-long embankment which carries the railway and adjacent road across Traeth Mawr. The stone used to build the Cob was excavated from the land upon which Boston Lodge is built, and during the Cob's construction, the workers were tenanted in the building commonly known as the Barracks. This is the oldest building on site, dating from around 1808 – almost 30 years before the Ffestiniog Railway opened.

But what of the works' name? William Alexander Madocks, after whom Porthmadog – previously Portmadoc – is named, was the MP for Boston in Lincolnshire, hence the barracks in which the workers were based became known as Boston Lodge.

When construction of the Festiniog Railway (as it was spelt then) was authorised under an Act of Parliament in 1832, Boston Lodge proved to be the ideal location for the works necessary to support the FR's initial horse-drawn operation, and thus the site was greatly expanded to include stables, brass and iron foundries, a sawmill and various repair shops. The arrival of steam traction in 1863 prompted further modification to cater for the maintenance – and later construction – of locomotives and proper passenger rolling stock.

Thus, the core of the works that we know today developed over a period of nearly 50 years, continually







evolving and adapting to the railway's ever-changing needs. The line's sudden closure in 1946 left Boston Lodge frozen in time, preserved in aspic until the arrival of the preservationists in the early 1950s. It was a real time capsule.

However, in the bid to return services to the line and keep the Ffestiniog running at all costs, many of Boston Lodge's original buildings and historic features were sadly lost. Some, however, were already in an advanced state of decay when the Ffestiniog Railway Society took over the moribund line, but in the determination to return services to Blaenau, the character and history of the works was perhaps neglected.

That trend has reversed in recent decades and is going to accelerate if – when – the FR secures lottery money to transform Boston Lodge.

BUILDING A GATEWAY

The origins of the scheme can be traced back a decade or so, "when we realised that we had an operating workshop which is very congested," says Paul.

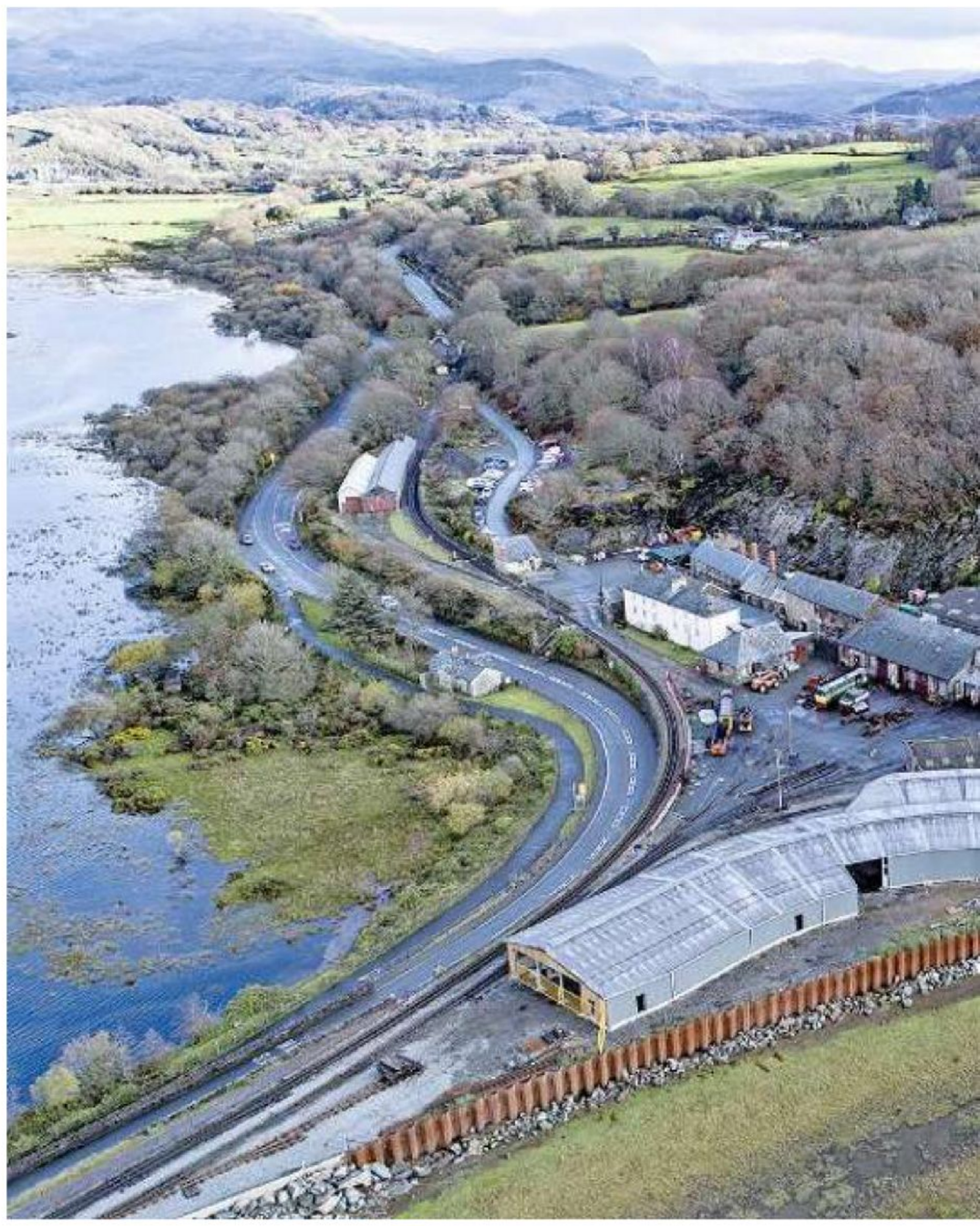
The railway tried to identify somewhere to build a new, bespoke works, "as it would make a great deal of sense to find a large flat area, with good road and rail access, and within easy striking distance of Porthmadog, but there were two fundamental problems," says Paul. The first was that, aside from the yard at Minffordd – which is already fairly congested itself – there was nowhere suitable. The second was that any available land of a decent size to support such a works would be on a floodplain – again, hardly ideal.

"That left us saying that we had to redevelop Boston Lodge," Paul says.

In 2012, the Department for Culture, Media & Sport submitted a bid to UNESCO for the North Wales slate industry to become a World Heritage Site and included the Ffestiniog Railway as part of that submission.

But if and when this bid is successful, just how do you interpret such a large and disparate industry to visitors? The answer, as far as the Welsh government sees it, is to create a number of 'gateways' through which visitors can access the UNESCO World Heritage Site, and the Ffestiniog Railway – or, rather, Boston Lodge – is a fundamental part of that plan.

Paul says: "We have become increasingly conscious that many of our visitors gain little beyond the briefest of understanding of the history of the FR, the slate industry it served, or the social history of the local area. We hope to change this situation.



The FR's new carriage shed dominates this aerial view of Boston Lodge. The old locomotive shed can be seen on the left, with the Barracks visible as the white building left of centre. F&WHR

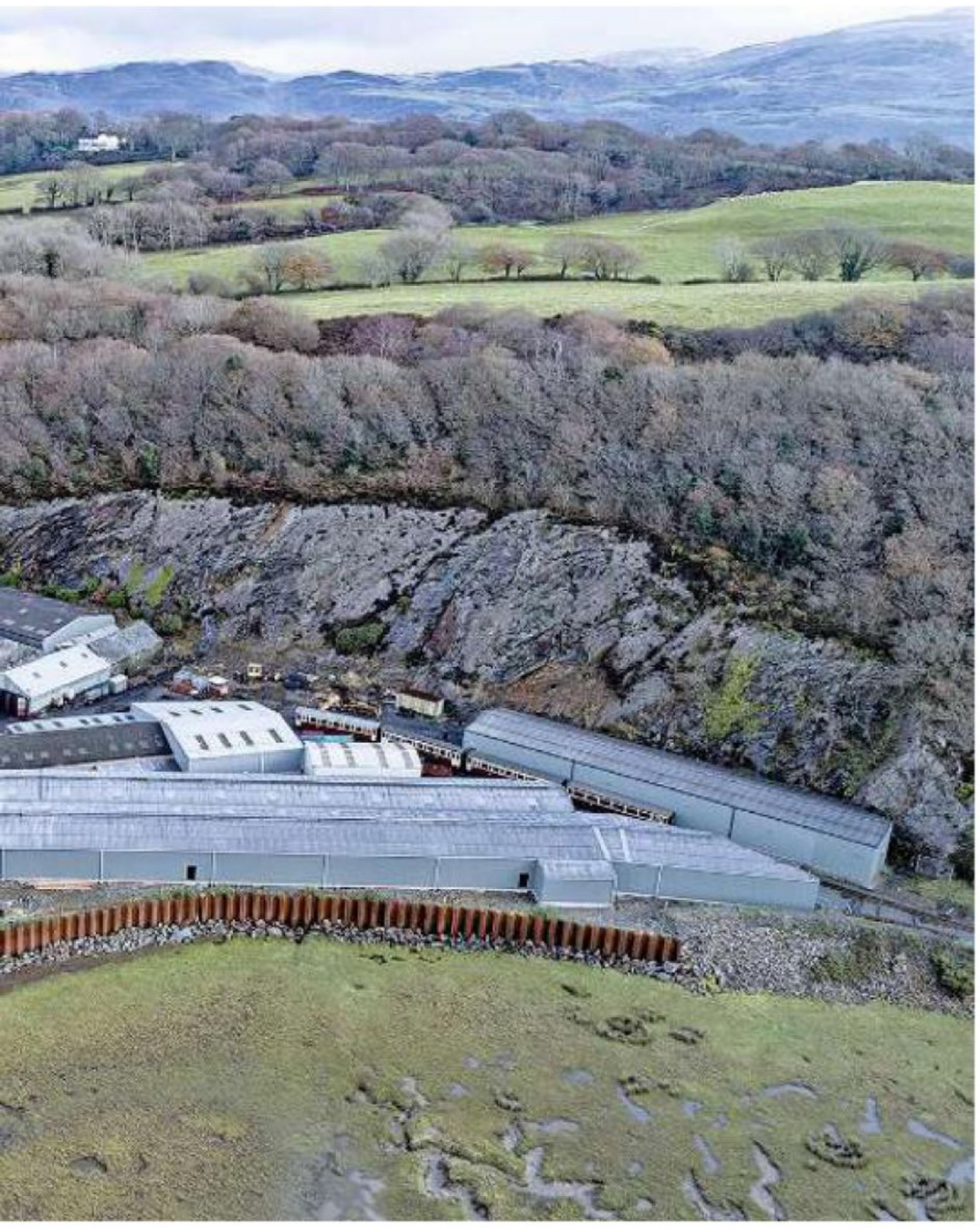
"We are particularly interested in explaining the story of the early railway in the horse-drawn era. This element of our history is probably the part most at risk of being lost, as it pre-dates photography, and many of the buildings associated with it have already been lost.

"Also, many, but not all, of the physical features of that early railway have been obliterated by later developments, starting with the changes made to accommodate steam locomotives and heavier trains from the 1850s."

These key considerations – the need for a new workshop fit for the 21st century, the need to enhance the railway's heritage, and to create a gateway to interpret the FR's role in North Wales' slate industry – are the catalysts behind the redevelopment project.



The archway, which once crossed where the access road is now (see right), will not be recreated, but the buildings across the bottom of the adjacent rock face will. THOMAS BRIGHT/*SR*

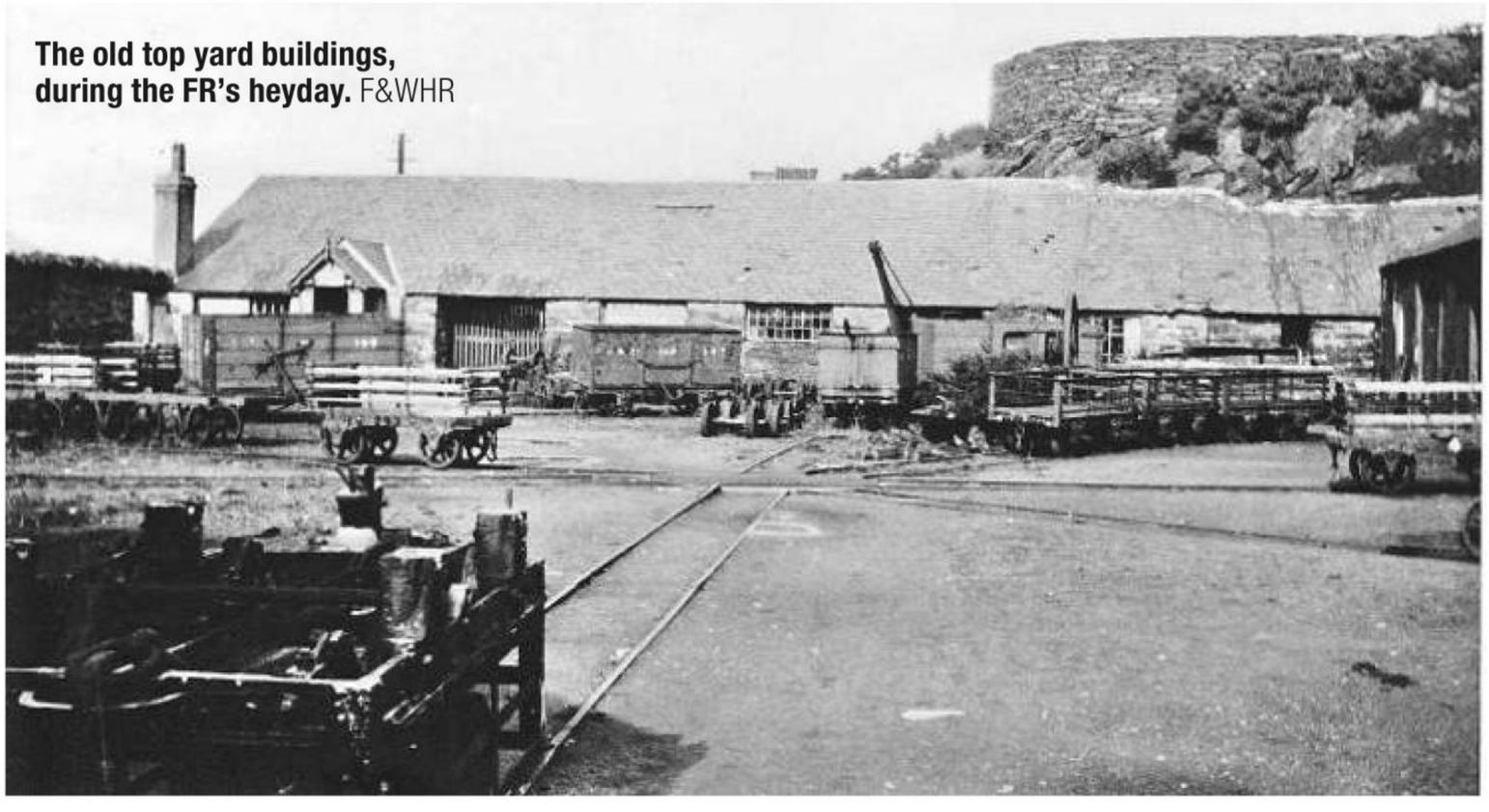


To give some idea of the scale of the redevelopment, the NLHF money will fund 14 of the 35 phases and individual schemes encompassed by the overall project over a ten-year period. Ten of these 35 have already been completed: a new access road; sewerage and drainage; the erection of the new heritage carriage shed; improved sea defences and ground stabilisation; a new track layout in Glan-y-Mor yard; extending and raising the roof of the existing carriage shed; building a new carriage shed; restoring the works superintendent's office; and stabilising the blacksmith's workshop.

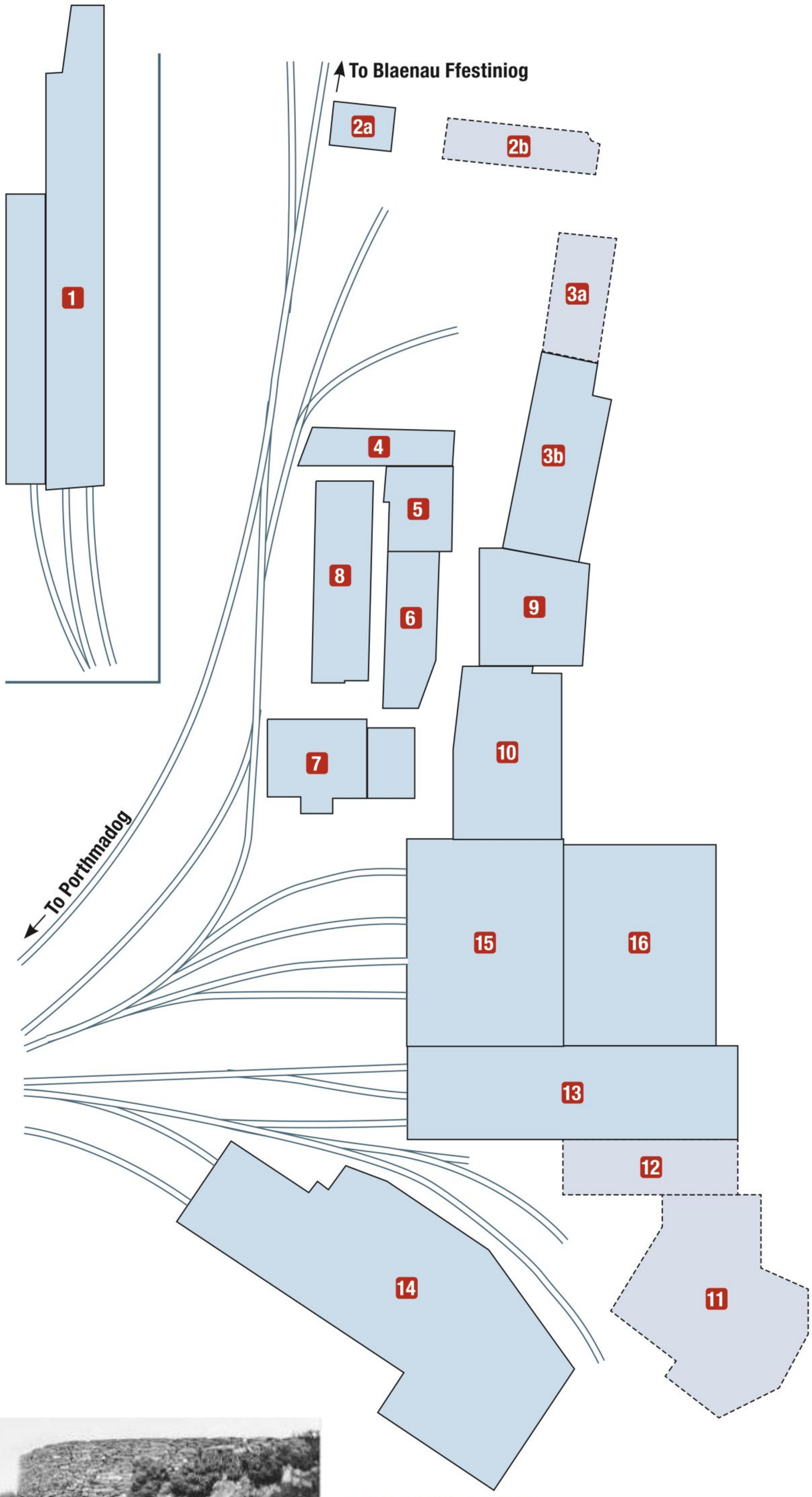
MAGICAL HISTORY TOUR

While the work completed so far has largely been focused on improving facilities, the NLHF-funded side of the project will focus more on conserving and recreating the works' history, while providing the railway with a workshop fit for its modern-day requirements.

Paul explains: "We have lost a great deal of important



The old top yard buildings, during the FR's heyday. F&WHR



KEY TO MAP:

(Not to scale, some lines and structures omitted for clarity)

1. Old Locomotive Shed
2a. Plas Smart superintendent's office
2b. Top Yard buildings (former waggon repair shops)
3a. Extension to blacksmith's shop
3b. Blacksmith's shop
4. Old oil store
5. Brass foundry
6. Mess room
7. Old office block
8. Barracks
9. Iron foundry
10. Machine shop
11. Small locomotive shed
12. Garratt shed
13. New locomotive shed
14. Carriage works
15. Old erecting shop
16. New erecting shop

infrastructure on the site over the years since 1954, and it is intended that this project will reverse this trend. It will identify a new role for each building on the site, and a key aim will be to ensure the character of Boston Lodge is retained.

"We have no desire to see Boston Lodge become a museum or a sterile visitor attraction. We want to keep the workshops as a fully functioning engineering facility where visitors can see behind the scenes."

To fully appreciate what's happening where, let *Steam Railway* take you on a tour.

OLD LOCOMOTIVE SHED (1)

Arriving by train at Boston Lodge Halt, visitors will be escorted to the Old Locomotive Shed.

Thanks to funding from the Welsh government and private donations, this historic building was restored around ten years ago, and has hitherto been used to store the line's historic carriages and half-finished projects. However, following the completion of the new heritage carriage shed at Glan-y-Mor, it can once again be used to store and display the line's vintage locomotives.

Visitors will enter into what was once the machine shop, where a number of original features survive. The dividing wall, which formerly separated the machine shop from the locomotive shed, will be reinstated. There will be audiovisual interpretation – as well as a few vintage machine shop 'props' – explaining what the area was used for, recreating the sights and sounds that once emanated from here.

Stepping into the locomotive shed itself, the plan is to display *Princess*, which hasn't steamed since 1946, in here, as well as the remains of *Welsh Pony*, evoking the immortal image of *Prince*, double Fairlie *Merddin Emrys* and the wreck of NWNGR single Fairlie *Moel Tryfan* as discovered inside the shed by the original FR revivalists.

George England 0-4-0STTs *Prince* and *Palmerston* slumber in the old locomotive shed. A scene similar to this greeted the FR's original preservationists and will be recreated with another 'Small England', *Princess*, for future visitors to Boston Lodge as part of guided tours.
THOMAS BRIGHT/*SR*

"The evocative scene of a grimy and tired double Fairlie, alongside partly dismantled England engines with a ray of light shining in through the odd missing slate on the roof could well be recreated, as could cameo scenes of days long gone," says Paul. The plan is to include the odd glass roof tile to achieve this effect – a delightful touch which demonstrates the FR's desire to honour its heritage.

TOP YARD BUILDINGS AND SUPERINTENDENT'S OFFICE (2)

Leaving the old locomotive shed, visitors will then enter the Top Yard. This area is the original works site and was used to support the FR's horse-drawn operations. It suffered much in the preservation era, as the row of waggon repair buildings which spanned the width of the site underneath the rock face were demolished during the late 1950s owing to their poor condition.

These will be recreated, except for the gateway section which today forms the new access road to the yard, to provide a 'goods inward' area for small deliveries to the works. The locomotive superintendent's office, known as Plas Smart, which was fully restored a few years ago, gives an idea of what the new buildings will eventually look like.

BLACKSMITH'S SHOP (3)

The blacksmith's shop, which forms one side of the Top Yard quadrangle, is already under restoration. The roar of a furnace and the clanging conflict between hammer and anvil will return, as the plan is to install a demonstration forge and this area will become "a significant feature of works tours," says Paul.

The extension to the blacksmith's shop, demolished in the 1950s after it partially collapsed, will be recreated to evoke the look of the original, but will be used instead for palletised storage and as an electrical workshop.



OLD OIL STORE (4)

On the third edge of the quadrangle is the old oil store, which is currently in use as a telecoms room and general store. Modern IT equipment and servers will be installed here instead, although the original fabric of the building will be conserved.

Finding a new use for this comparatively tiny building highlights the problems facing Paul and his team. He says: "You'll notice that Boston Lodge is made up of lots of small buildings because the stone they're built of was expensive, but when you need a lot of space for a training room or whatever, it makes it somewhat tricky."

BRASS FOUNDRY (5)

Behind the old oil store is the brass foundry. Inside, it's a real treasure trove of assorted bits and bobs – everything from *Linda*'s original Penrhyn sandboxes to the upright stanchions from one of the original George England locomotive cabsides.

Paul says: "We have lots of boltholes like this full of stuff. We've cleared all of them out bar this one. We're going to take everything out, restore the building then put almost everything back exactly as it was, to reflect the somewhat rough-and-ready revival period in the history of Boston Lodge."

Not everything will be kept however, as some junk will be disposed of, not only to rationalise the collection but to improve visitor access to the brass foundry.

MESS ROOM (6)

Continuing towards the erecting shop and locomotive running shed, visitors are greeted by the 1970s carbuncle that is the mess room. Built on the footprint of the old sawmill, this will be replaced with a two-storey structure built to a similar outline as the former building, with more space for crew facilities, plus extra office space.

The upper storey of the new building will extend over the old oil store in the same way that the sawmill did.

OLD OFFICE BLOCK (7)

After the erecting shop, this is the largest single covered space in Boston Lodge. Currently in use as the electricians' workshop, this will be converted internally into a multi-function meeting room and training space, as well as a working space for archive research and tour development.

THE BARRACKS (8)

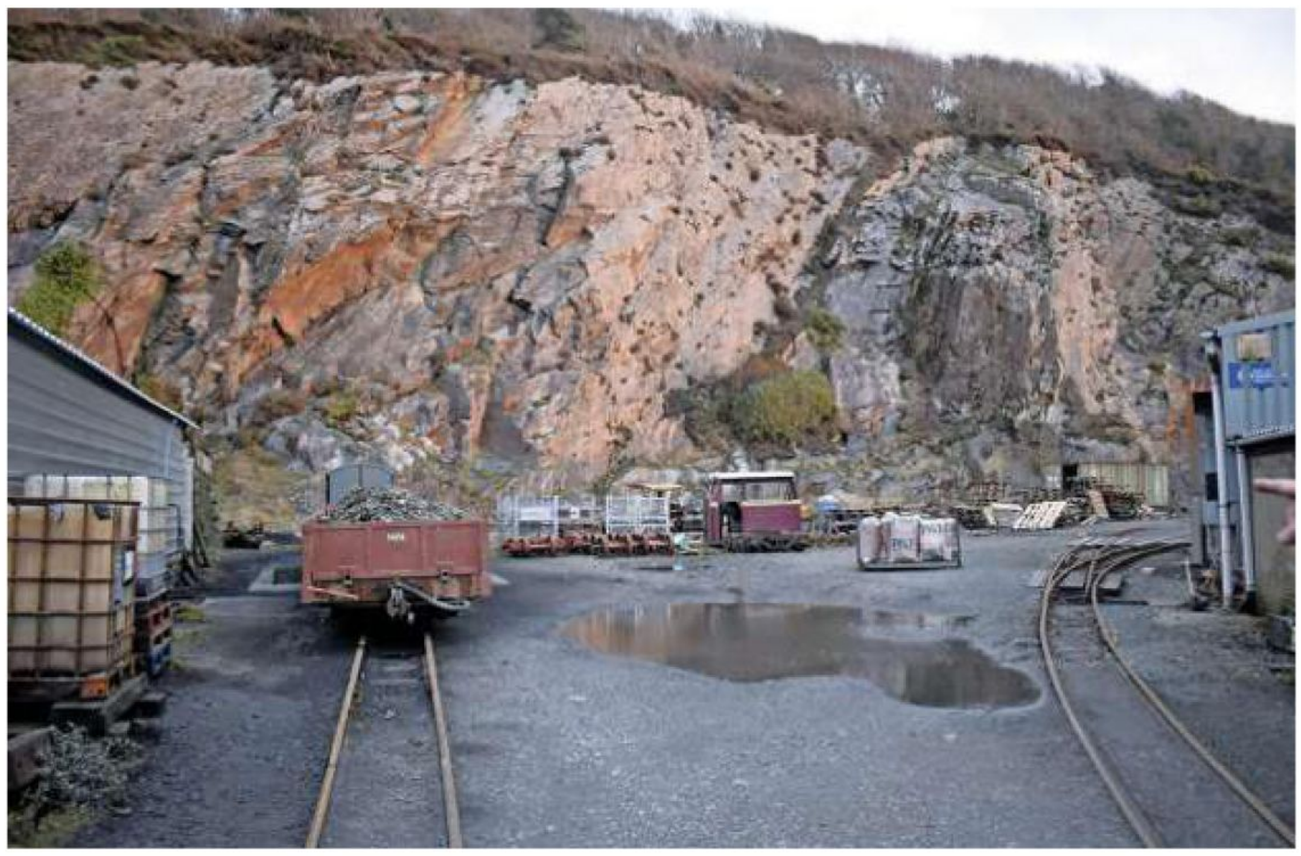
Dating from 1808, the Barracks – or Nos. 1 & 2 Boston Lodge – is the oldest building on site and in urgent need of repair, requiring "considerable renovation," says Paul. He estimates it will cost around £300,000 to restore the building which, once completed, will be used partly for residential accommodation and partly as office space. Externally, the plan is to provide the Barracks with more 'in keeping' features.

Archaeological excavation is also planned to investigate the site of the horse stables originally sited in front of the Barracks.

IRON FOUNDRY AND MACHINE SHOPS (9 & 10)

Originally the iron foundry, then – post-1954 – the No. 2 machine shop, and currently in use as a store, this building requires extensive conservation work and will form part of the interpretative tour of Boston Lodge. It has a number of historic features, including support walls that held the cupola furnace of molten iron for pouring.

The adjacent machine shop is still in everyday use and features remnants of the original overhead line shafting.



This area, sandwiched between the new locomotive shed and the carriage works, will be home to both a dedicated Beyer-Garratt shed for some of the F&WHR 'NG/G16s', and a new shed for the line's smaller locomotives. THOMAS BRIGHT/*SR*

After conservation work, the building will continue in its current role.

NEW SMALL LOCOMOTIVE SHED (11)

One all-new building to be funded by the NLHF grant is the small locomotive shed. Paul says: "Lots of small locomotives have joined the FR fleet over the years, but what do we do with them when they're not in use? We're going to give them their own shed so that people can come and see them as part of the tours."

The new shed will be a three-road affair, providing a home for up to nine engines, including the likes of ALCo 2-6-2PT 'Mountaineer', 'Quarry Hunslet' 0-4-0STs *Britomart*, *Hugh Napier* and *Lilla*, the FR's new resident Baldwin 4-6-0PT No. 608, and the replica Lynton & Barnstaple Manning Wardle 2-6-2T No. E190 *Lyd*.

Paul adds: "These locomotives are only in occasional use and rarely accessible to visitors. The intention is to store these locomotives in a modern space where they can be inspected, maintained and operated without recourse to complicated shunting moves.

"There will also be space for interpretation and viewing as part of the tour arrangements. The plans for the shed include an inspection pit and exhaust extraction to allow locomotives to be lit up under cover."

50-YEAR PLAN

It will be some time yet before these works get under way. Now the FR has first-round approval from the NLHF for the redevelopment project, so begins the year-long development phase. The earliest the FR will know if its bid is successful will be spring next year, so the team is focused on making its bid as comprehensive as possible so there are no delays to the green light.

Even with the NLHF money, the redevelopment of Boston Lodge won't be complete. There are still renovations to the current erecting shop to fund, the new Garratt running shed (12), the main locomotive shed (13) and the carriage works (14) to name just a few, but as Paul points out: "In an economic environment where many heritage railways are making tough decisions about the future, and where grant funding is becoming ever more difficult to find, we have an opportunity to make a real difference to the future of the FR.

"We can set our railway on a strong course for the future and equip Boston Lodge works to operate efficiently for at least the next 50 years."

● Next time, we explore the other projects happening on the Ffestiniog Railway. SR



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Gallery

The best in steam photography



REFLECTED GLORY

Work-stained Gresley 'A4' 4-6-2 No. 60009 *Union of South Africa* simmers in the yard at Bury Buckley Wells on February 2 ahead of its main line return. DAVID WILCOCK

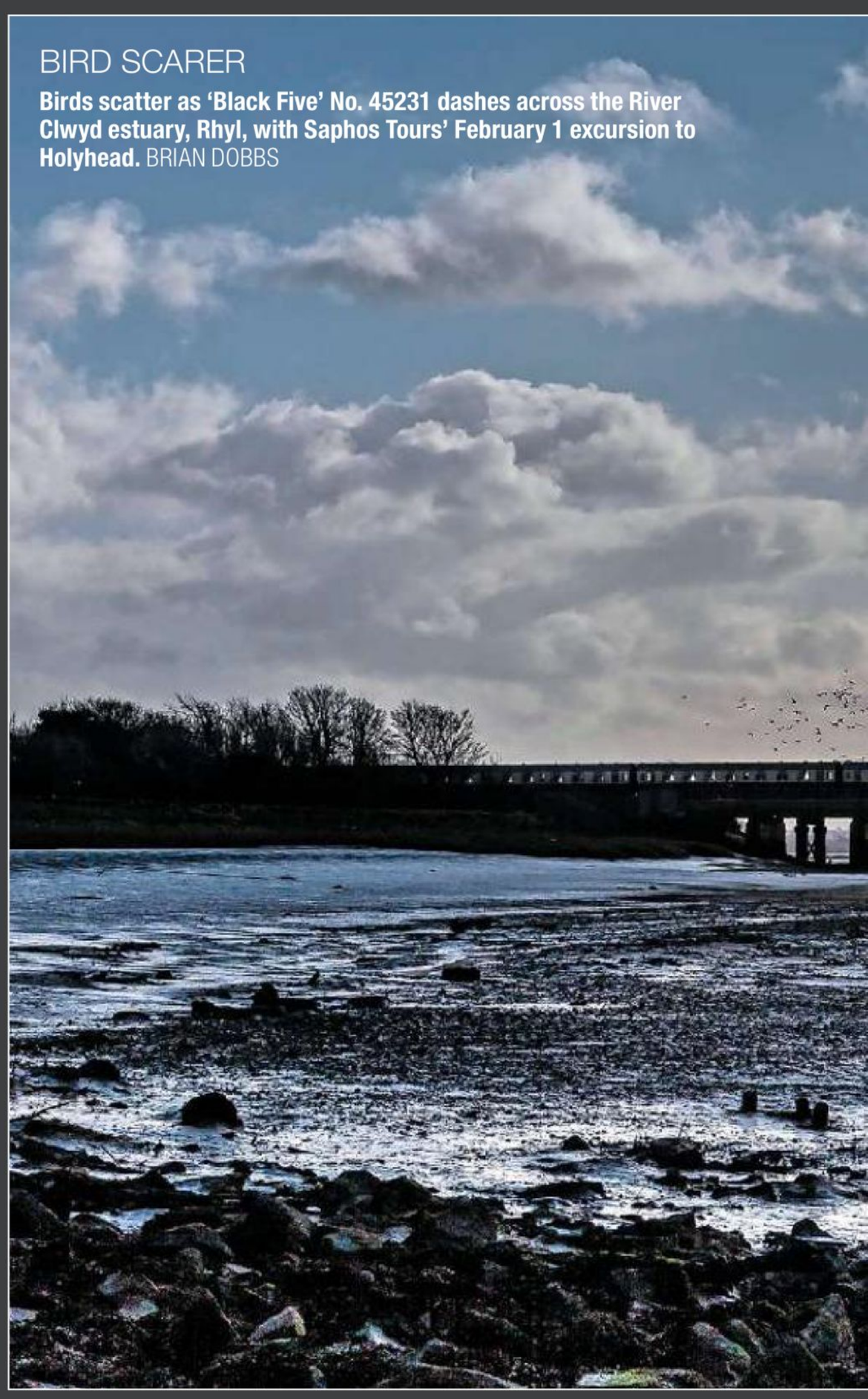
SIGN OF THE TIMES

'Black Five' No. 45231 'The Sherwood Forester' returns to Crewe from Shrewsbury near Wrockwardine during fireman training for Locomotive Services Ltd. Note the uniform rake of Mk 1s. BOB GREEN



BIRD SCARER

Birds scatter as 'Black Five' No. 45231 dashes across the River Clwyd estuary, Rhyl, with Saphos Tours' February 1 excursion to Holyhead. BRIAN DOBBS




30925

CHELTENHAM RACER

Destination Southampton? The route discs suggest so, but 'Schools' No. 30925 *Cheltenham* can venture no further than Alresford on the truncated Mid-Hants Railway. This splendid re-creation deploying the newly repainted Maunsell 4-4-0 at Chawton Woods was for a Timeline Events charter on February 8. PETER ZABEK

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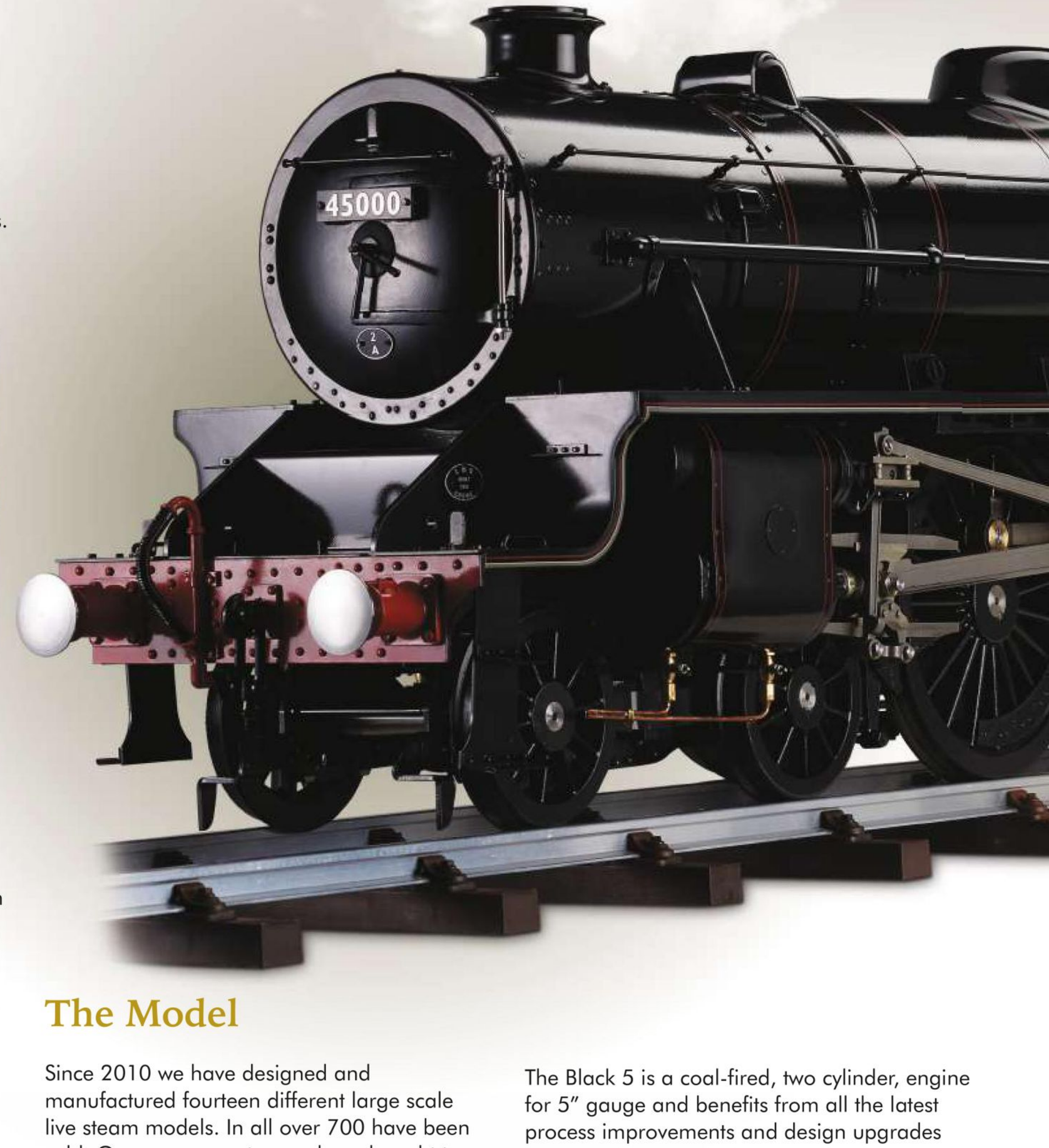
The Ubiquitous “Black 5”

With eight hundred and forty-two of the class built the Class 5’s were probably the most widely used steam locomotives ever to run on Britain’s railways. They were designed soon after Sir William Stanier took over as Chief Mechanical Engineer and incorporated several GWR features.



Designated as mixed traffic locomotives the Black 5’s were equally at home pulling a rake of coaches, or at the head of a freight train. With 6ft diameter driving wheels and a tractive effort of 25,445lbs the Black 5 proved itself a highly capable “go anywhere, do anything” locomotive.

In service the locomotives were always in black livery. In LMS days a thin straw coloured lining was used. In BR service red/white/grey lining was standard. Early, or later BR crests were carried according to period.





“We are pursuing a course of continual product improvement. The Black 5 incorporates all of our latest improvements, delivered as a result of design and manufacturing process changes. The Black 5, like the full size prototype, is a versatile and highly capable engine that is certain to attract attention at any get-together. As an award winning professional builder I am proud to have been involved in the design and development of this fine model.”

Mike Pavie

The Model

Since 2010 we have designed and manufactured fourteen different large scale live steam models. In all over 700 have been sold. On average customers have bought two models each, some a dozen, or more. To us there is no better testament to the quality and value our models represent than the number of customers who buy, and buy again.



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The Black 5 is a coal-fired, two cylinder, engine for 5” gauge and benefits from all the latest process improvements and design upgrades we have demanded of our suppliers in recent times - from the tighter tolerances on valve gear and axle boxes through to the fitting of mechanical lubricators as standard.

The model offers a good level of fine scale detailing and is to a high engineering standard. This combination of appearance and performance is rarely matched by our competitors. Certainly, our value-for-money and after sales service are second-to-none. Each model comes complete with a silver soldered copper boiler, CE marked and hydraulically tested to twice working pressure. We provide a full 12 months warranty with every model so you can buy with confidence.



Length approx 71″

Summary Specification

- Coal-fired live steam
- Safety valves
- Two outside cylinders
- Sprung axle boxes with needle roller bearings
- Silver soldered copper boiler
- Piston Valves
- Walschaerts motion
- Mechanical lubricator
- Reverser
- Tender brake
- Etched brass body work with rivet detail
- Boiler feed by axle pump, injector, hand pump
- Working drain cocks
- Stainless steel motion
- Multi-element superheater
- Bronze cylinders with steel pistons and valves
- Ready-to-run
- Fully painted and lined
- Choice of liveries

Approx Dimensions:

- Length 71″
- Width 9.5″
- Height 13″
- Weight (inc tender) 105kg



Delivery and Payment

The model is the subject of a single batch production for delivery by the end of 2020. Once the batch is sold there is unlikely to be any further production until 2024 at the earliest. The model represents excellent value at £10,995.00 + £195.00 p&p.

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A stage payment of £3,500.00 will be requested in June 2020 as the build of your model progresses, a further £3,500.00 in September, and a final payment of £2,000.00 in advance of delivery.

Limited Production Run

We have presently reserved capacity for the production of 25 models only. With the Black 5 being such an iconic and popular locomotive we are confident the edition will sell out quickly. It may be possible for us to extend the production run a little, but this cannot be guaranteed and depends on our supplier's capacity.

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VINTAGE TRAINS FINALLY GETS THE KEYS TO STRATFORD

Greater flexibility for Birmingham-based train operating company as it takes over 'Shakespeare' paths from West Coast.



Vintage Trains Ltd has confirmed a renewed focus on the 'Shakespeare Express', with the announcement that the Birmingham-Stratford trains will run for eight Sundays between July 19 and September 6 – plus on April 5.

It follows Network Rail's allocation of the working timetable paths for the train, previously held by Tyseley's former operator West Coast Railways, to VTL. That means – as new VTL chairman Michael Whitehouse explained when the dates were announced on February 24 – "we are now able to run trains in these paths any Sunday of the year."

Confirmation of details for what has long been Tyseley's 'staple' brings more clarity to VTL's new season, and also follows, to a large extent, the vision outlined by former VTL Managing Director Cath Bellamy; she left in January along with then chairman Adrian Shooter (SR502) and has now joined Birmingham-based railway consultancy SLC.

In an interview in SR499, the then MD had discussed aims for an expanded 'Shakespeare' season, as well as the return of catering to the short-haul trips. That is to happen this year; the options are for breakfast/high tea from Birmingham, or lunch from Stratford.

At nine days, the advertised 'Shakespeare' programme is around double that of last year, and one day longer than the previous season (2017), though slightly under the 11 days originally planned for 2020 in the 2017 business plan that envisaged VTL starting public trains before it actually did in late 2018.

PRIVATE CHARTERS

However, given that these are working timetable paths that can be turned on effectively 'at will', Tyseley has also now raised the prospect of booking 'your very own' train as a private charter.

There is, however, no sign (as yet at least) of the previously mooted third 'Shakespeare Express' in a day from Birmingham, which Cath Bellamy suggested last year as a vehicle for an evening diner. Instead, 2020's confirmed timetable sticks to the traditional two return trains each operating day, leaving Snow Hill at 10am and 2pm, and Stratford-upon-Avon at 12.40pm and 4.15pm.

Beyond the 'Shakespeares', the charter programme VTL has published so far remains much as before (see box) – but No. 7029 *Clun Castle*'s planned April 18 Settle-Carlisle trip is full with a waiting list, and Tyseley is now planning a second such spin for the autumn. Precise details of that though are still to come.

In addition, more trains are expected to be finalised in coming weeks, with the total number this year remaining 'TBC' as these words were penned.

Tyseley also says *Clun Castle* has now been gauged for the April train, a symbolic trip for the outfit's only currently working steam main liner, despite the former Midland route hardly being classic 'Castle' territory: although Tyseley classmate *Earl of Mount Edgcumbe* has run on the 'S&C' in recent years, this is to be the 1950-built Collett 4-6-0's first attack on Ais Gill since it went in 1967, early in its preservation career.

> **"TYSELEY HAS ALSO NOW RAISED THE PROSPECT OF BOOKING 'YOUR VERY OWN' TRAIN AS A PRIVATE CHARTER"**

February also featured a further flurry of announcements from Tyseley, some of which are developments of previous stories: one is that it is to 'adopt' nearby Tyseley station, a classic early 20th-century GWR ensemble with island platforms, surviving canopies and steps up to a road level booking hall. This follows the announcement last year of a tie-up between Tyseley and the local West Midlands Rail Partnership (SR491). Inside the grounds of the former 84E MPD itself, work is underway on refurbishment of the 1957-built turntable; this uses money from a £½ million legacy given not only towards that end, but for the locomotives too (SR499).

Also to come just announced is an incentivised 'Pullman Club' to fundraise for the upkeep of Tyseley's four Met-Camm Pullmans, with supporters to be given priority on seats; the first target is to be Parlour Car No. 99353, with a return to use planned for this summer.

So much for the 'stuff' – what of the people? Well, change continues, with news that familiar Tyseley face Ben Mason has resigned his position as commercial director and is to take up employment elsewhere.

Although it was perhaps less the case recently, Ben was, for a long time, one of Vintage Trains' main points of contact for passengers and gricers alike, so this news may be met with some dismay. But it actually doesn't mean the man who often answered the phone will disappear completely, as VTL spokesman Denis Chick reports that Ben "is now supporting VT as a consultant while we are reorganising".

Meanwhile, proving that not all 'bush telegraph' messages are right, suggestions that Alastair Meanley has resigned from his role as general manager of VTL (which, since January, he has held alongside the equivalent for Tyseley Locomotive Works) are actually a case of 'Chinese Whispers'; Alastair did stand

By **Tony Streeter**



Green LMS 4-6-0 (1). Double-chimney 'Jubilee' No. 45596 *Bahamas* – an engine with Vintage Trains pedigree – catches a rare flash of sunlight at Garsdale on an otherwise miserable February 22, on its return southbound special train for the Keighley & Worth Valley Railway. JOHN COOPER-SMITH

TYSELEY'S DIARY

April 5: 'Shakespeare Express' (x2)
April 18: Birmingham-Carlisle return (No. 7029 Hellifield-Carlisle return)
May 9: Dorridge-Llandudno return (No. 7029/ diesel Llandudno-Chester)
May 23: Tyseley-Hereford return (No. 7029)
May 30: Dorridge-Minehead return (No. 7029/ West Somerset Railway engine Bishops Lydeard-Minehead return)
Sundays July 19-September 6: 'Shakespeare Express' (x2)
September 26/27: Tyseley open weekend
Autumn TBC: 'S&C' (No. 7029)
● *As of February 25.*

down as a director of the train operator in late January – but he remains in place as GM.

TRUSTEE CONTROL

As a reminder of the recent reorganisation, under the structure announced in January after Cath Bellamy and Adrian Shooter moved on, the company is now more directly controlled by trustees from parent body the Vintage Trains Charitable Trust. Michael Whitehouse has become VTL chairman, with former HM Railway Inspectorate deputy chief inspector David Keay covering ops/safety; although the Charity Commission does allow payments to trustees for carrying out work, both of these are volunteer positions. They are backed up on a consultancy basis by another former HMRI man, Ian Bertram (SR502).

Looking outside VTL itself, Denis Chick says that no collaboration is planned with other operators – a question raised last issue – but that "our relationships are good and will continue".

● As a related aside to VTL's personnel changes, you may recall that in her SR499 interview, former MD Cath Bellamy outlined a vision in which activities such as training and vehicle moves for rolling stock companies would be used to help support steam charters which, she argued, "don't pay for themselves."

That is a vision she is still in a position to deliver – albeit without the steam – in her new role. In February, consultancy firm SLC announced that the former Chiltern, Hull Trains and VTL managing director would be MD of new company SLC Operations Ltd, set up to "provide rail operations and specialist training services for UK Rail".

SLC's chairman is also a familiar figure from Tyseley, as well as the modern rail industry – previous VTL chairman Adrian Shooter.



TORNADO FINDS A WAY OF MAKI

2020 brings a flurry of trips beginning north o' the border.

Received wisdom has it that the market for rail tours starting 'north o' the border' is not a big one. Yet, check out *Tornado*'s 2020 diary and you'll find that nigh on half the A1 Trust's own promoted tours start in Scotland. Add in the fact that the Scottish Railway Preservation Society is also promoting tours, and that yet other trips begin in England before running north, and No. 60163 will probably spend more time there this year than ever before.

So is the 'received wisdom' just a myth, has the new-build 4-6-2's owner found a niche, is it that the trust is just a small player…? Trustee Graeme Bunker is cautious about drawing such conclusions, saying that he thinks "there is a difference between repeats and one-offs."

An interesting angle, perhaps – but one which ties in with the idea that repeat-itinerary trips can be marketed to a wider audience, rather than just gricers out for a spin; all the trust's own trains originating 'north 'o the border' are repeats, as indeed are all but one of the five SRPS trips.

Tornado's first Scottish train of the season isn't actually with either of those two promoters, but the Railway Touring Company. That though is merely a foray – albeit a substantial day out – being from York to Edinburgh and back on March 21.

The main months are July through to September, starting with the trust's July 18 Birmingham-Glasgow 'Caledonian' (reviving the name of the high-speed service from

By **Tony Streeter**



Green LMS 4-6-0 (2). A fierce westerly wind buffets No. 46115 *Scots Guardsman*, climbing Shap with the February 8 'Cumbrian Mountain Express' to Carlisle. JOHN COOPER-SMITH

NG SCOTLAND PAY

Euston introduced in 1957), a bash down the West Coast Main Line including Shap and Beattock. Modern traction then brings the train south.

The 'Caledonian' precedes this year's 'Aberdonian' season (Edinburgh-Aberdeen return), which runs on July 23 and 30, August 13 and 20, and September 3 and 10. That's interspersed with SRPS 'Forth Circles' (twice on August 9), 'Fife Circles' (also twice, on August 23) and a Linlithgow-Inverness trip between them on August 16.

Tornado's return south is by yet another classically titled train, 'The Queen of Scots' on September 12, which runs from York diesel-hauled before the 'A1' takes over for the way back. That is also promoted by the trust.

Of course, none of this really compensates for the looming loss of *Union of South Africa* (what could? – see News). But ironically, the former Haymarket 'A4' has actually traditionally chased trips down south; so 2020 will probably bring as much green 'Pacific' action in Scotland as there's been in years, even as the only home-based one retires forever…

'DUKE' – BACK WITHIN A YEAR

It seems a million or so quid is ever more the going rate for a 'heavy general' – and roughly that figure is what Trevor Tuckley reckons will have been spent by the time his organisation's *Duke of Gloucester* returns to the main line.

"It'll be the thick end of £800,000", he explained in February, "plus an estimated contribution by the support crew over the six years of £150,000."

Even so, the BR Class 8 Steam Locomotive Trust chairman seems a pretty happy person these days, now a way forward for the replacement of its crank axle has been agreed (SR502).

"The return to the main line is guaranteed now," says Trevor, "the only question is when."

That 'when' is about money – and right now, No. 71000's owner is looking at raising another £80,000 to close the 'gap'. But annual income, mainly from supporters, is now almost exactly… £80,000. So you have a pretty decent idea of the timeframe we're now talking for the unique BR 4-6-2's return.

"It's not going to be longer than a year," reports Trevor, "but if we get a bit of extra help it could be ten months."

Other than work with a value approaching £1m, that point when steam fills the Crewe engine's three cylinders will also come the best part of a decade after the '8P' last moved under its own power. Since failing outside Eastleigh in August 2012 (SR406), the 'Duke' has been shifted into a new trust (in 2014) and physically too – arriving at Tyseley for overhaul in 2015. The trust, a Vintage Trains Ltd shareholder, also has a deal to run with the Tyseley organisation after the Riddles engine's return.

There are now very nearly 400 members, the latest update reports, and Trevor says the trust's business plan envisages taking £2m in income from various sources over the next ten-year 'ticket'- with the idea being to make the next overhaul a smooth process.

As well as cash from outside, the trust is also looking for more potential bodies to help out.

See *www.theduke.uk.com*

SAFE HOUSE OF WINDSOR – STEAM DREAMS TRIPS GROW

Adding diesel power pushes up the number of steam trips.

It's not Down Main's wont or function to discuss diesel trips – but let's make an exception. Why? Because Steam Dreams has effectively added a diesel leg to what's until now only been a one-way journey.

I'm talking here about the promoter's 'Royal Windsor Steam Express' from London, which is soon to return for its second, bigger roll-out. Steam Dreams chairman David Buck decided early on last year that he'd be back for more (SR494) – and you can gain an idea of the debut season's success by digesting that the 2020 version is to start on May 26 and run every Tuesday until September 8. Some Saturdays are sprinkled in this time out as well, with June 27, August 8 and September 5 all currently in the diary. The three trains each day are expected to leave the capital at 8am, 11.15am and 2.05pm.

That amounts to a season around 50% bigger than last year's, says David. And – while these are shuttles, so it's a bit of a false way to look at it – in terms of numbers of trains, this operation now makes up more than half of Steam Dreams' annual programme. Once again, the 'Windsors' are expected to feature David's 1948-built 'B1', No. 61306 'Mayflower', running 'top and tail' with a diesel.

However, despite the boosted number of dates, growth is arguably not the big story for this year. Nor even is the fact that the 2020 'Windsors' will run from Victoria rather than nearby Waterloo.

Last time out, passengers had a spin behind the Thompson 4-6-0 to Windsor – and that was it. The diesel-hauled returns were empty stock moves, used to set up the coaches ready to receive the next bunch of passengers on arrival in the 'Smoke'. In other words, the 'Windsors' were very much one-way – and if you wanted to return to London you needed to use a normal service.

With this year's re-jig, that's now different – and passengers can choose to return on either the first or second trains; the last is still an ECS move as the train goes for servicing, ready for the 'Sunset Steam Express' Surrey circular, which also returns this year for the days the 'Windsors' are out, but also tweaked. This time, the evening jaunts are expected to set off at about 6pm, around an hour earlier than last year.

Adult tickets start at £39 for the 'Windsors', and £59 for the 'Sunset' trains.



Green LMS 4-6-0 (3). No. 46100 *Royal Scot* runs non-stop through Preston at the business end of Saphos Tours' February 15 'Pennine Peaks & Valleys Explorer'. MIKE TAYLOR



By **Tony Streeter**

MAIN LINE MISCELLANEA

● Nigel Furness of Thaxted (Essex) raises an interesting point on the topic of whether *Flying Scotsman* or *Tornado* have a better claim to 100mph (SR502).

● He says that, if I was calling into question the accuracy of the LNER Dynamometer car – which I was, or at least pointing out that no less a respected timer than O.S. Nock expressed doubts about the recorded speed – "then perhaps he needs to be reminded that the same dynamometer car recorded 126mph from *Mallard* on July 3 1938 and that is universally accepted as the world record for steam power."

That's an argument that can be taken both ways of course, though perhaps it's something we don't want to get into right now…

However, to be absolutely clear, I certainly wasn't suggesting No. 60163 was the first LNER-design 'Pacific' to reach a 'ton'. For if the then-'A1' *Flying Scotsman* didn't manage it in 1934, 'A3' (or 'Super Pacific') *Papyrus* surely did the following year; No. 2750, which incorporated the refinements that followed the exchange trials with the GWR of 1925, was recorded at a nicely-more-than-any-margin-of-error 108mph on Stoke Bank.

So, as the National Railway Museum has still to announce details of any centenary celebrations for 'Scotsman' in 2023, here's an idea: how about running it as the proper, definite 100mph machine?

That's right, forget about '4472 v 60103' debates – and turn it out as No. 2750…

● There's no breakthrough to report – at least yet – on Jeremy Hosking's bid to take on Springburn (SR502). The 'Caley' Works on the outskirts of Glasgow is now redundant, and would give Locomotive Services Ltd a base far further north than either Southall or Crewe, obviating the need for what LSL MD Tony Bush has described as "400-plus-mile round trip" empty stock moves. The former St Rollox dates back to 1853.

● Two green 'Jubilees' on the Settle-Carlisle. It's happened for the first time since 1967… though not on the same day. The latest Keighley & Worth Valley-backed foray by *Bahamas* took place on February 22, ten days after 'Alberta' (*Galatea*) was out on West Coast's 'Pendle Dalesman'. Winter conditions…? Pah! In both cases the prevailing sounds pretty grim – the later trip even having its empty stock move diverted by flooding. Still, if you're a 'glass half full' type, *Galatea*'s run enjoyed a smattering of snow around Ais Gill, while I'm told the briefest ping of sun lit up No. 45596 at Garsdale… it's all about timing.

● Bulleid coaches back on the main line! Alas not, but the plan to bring the Bluebell's four Southern-design vehicles to the Mid-Hants to help out during *Flying Scotsman*'s visit (SR502) is still going ahead – albeit by road, owing to ongoing work to repair a landslip on Network Rail north of East Grinstead.

Still, at least we know now there is a possibility, if still a distant one, that one day we might see Bulleid coaches back on the national network – perhaps behind a 'Merchant Navy'? It may only be an empty stock move, but one can dream…

● The number of electrics likely to be used on rail tours has just risen further, with acquisition of 'AL6' No. 86401 by West Coast Railways; *Mons Meg* had previously been used on Caledonian Sleeper work. The former No. E3199 adds to Nos. 86259 *Les Ross* (privately owned and working with WCR), and 86101 *Sir William A. Stanier F.R.S.* (Jeremy Hosking's Locomotive Services) as potential for modern traction charter legs.

Most of the Class 86s built for West Coast electrification in 1965/1966 have now been scrapped or exported to Eastern Europe, though a handful remain with Freightliner.

These are not the only withdrawn electrics with a potential passenger-hauling future: Hosking's grouping can also call on No. 87002 *Royal Sovereign* as well as an impending pair of Class 90s. What's more, the Crewe organisation continues to acquire diesels: the latest are English Electric 'Type 1s' Nos. 20096 and 20107, previously with Harry Needle Railroad Company. Oh, and the first Mk 3 coaches for its High Speed Train sets have started to arrive as well.

Grateful thanks to *RAIL* colleague Richard Clinnick, for keeping us up to date on such things…



Green LMS 4-6-0 (4). The second outing for freshly turned-out 'Jubilee' No. 45699 *Galatea*, disguised as lamented classmate No. 45562 *Alberta*, runs south over the 'S&C' at Stockber on the February 12 'Pendle Dalesman'. PETER ZABEK

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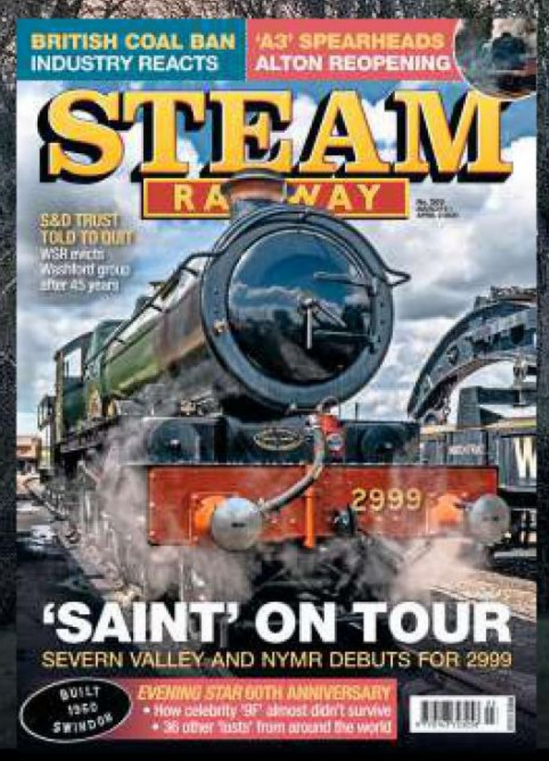
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Fading STARS

As ‘9F’ No. 92220 *Evening Star* celebrates its 60th anniversary, **PHIL ATKINS** takes us on a journey across the globe to find the other steam locomotives that were the last to be built in their respective countries.





Indian Government Railways metre gauge Class 'YP' 4-6-2 No. 2870, unofficially named 'Evening Star'. Built by Telco in India in 1970, replicas apart, this was the world's last new passenger tender steam locomotive. 871 of these engines were built from 1949 to 1970, compared to 755 of their 5ft 6in gauge 'WP' counterparts. LAWRENCE MARSHALL



During its stint of service on the Somerset & Dorset line, last-built '9F' No. 92220 *Evening Star* rests on Bath Green Park shed on August 29 1962. Ten days later, it would chalk up another claim to fame, by hauling the last 'Pines Express' over the route on September 8. COLOUR RAIL

This year marks the 60th anniversary of one *Evening Star*... and the 50th anniversary of another.

A decade after '9F' No. 92220 was turned out from Swindon Works, ceremoniously named to commemorate its status as the last main line steam locomotive to be built in Britain, another steam locomotive was given the same name to mark an equally historic moment half the world away.

Although the *Evening Star* title painted on its smoke deflectors was unofficial, its elaborate front-end decorations put the lined green livery and copper-capped chimney of the Riddles 2-10-0 to shame.

It was Indian Government Railways metre gauge Class 'YP' 4-6-2 No. 2870, constructed by Telco in 1970, and it was – replicas apart – the world's last new passenger tender steam locomotive.

Coincidentally, in June of that year, India's Chittaranjan Locomotive Works completed the last broad (5ft 6in) gauge steam locomotive for Indian Railways, Class 'WG' 2-8-2 No. 10560, naming it *Antim Sitara* – 'Last Star'. Two years later, another 'Mikado' turned out from the same workshop would be IR's last metre gauge steam engine, finally bringing down the curtain on steam locomotive construction in India – until the 21st century.

LONG GOODBYE

By the 1970s, India was one of only a handful of countries in the world still building steam locomotives, but the portents had already been there across the Atlantic more than two decades earlier. At the very same time as the BR Standards were first being formulated, the world's second largest locomotive builder, the American Locomotive Company, despatched seven powerful green 2-8-4s, Nos. 9400-9406, to the Pittsburgh & Lake Erie Railroad during May and June 1948. Then ALCo announced that these would probably be its final steam locomotives, and so they were; already cut back from the original order for ten engines, these were temporarily stored throughout 1954 and would be cut up in 1957 when not yet ten years old.

Twenty years after BR steam ended in 1968, the world's last main line steam locomotives were built in China. These 'JS' 2-8-2s and 'QJ' 2-10-2s, built at Datong in 1988, were similarly doomed to short lives, as had indeed been the case with the equivalents of *Evening Star* and the '9Fs' in many other countries.

1917

Switzerland: With no coal reserves, Switzerland began electrification of its railway network early, and built its last domestic main line steam locomotive as early as 1917 – 'C 5/6' class 2-10-0 No. 2978, which is preserved and active on the main line today. However, this was not the end of steam locomotive construction in the country, for SLM (Schweizerische Lokomotiv-und Maschinenfabrik) was still building new rack locomotives as the 20th century drew to a close (see 1996).

1927

'Italy's *Evening Star*' is a mystery; it was previously believed to have been 2-8-2 No. 746.110, constructed in 1927, but the last domestic steam locomotive was outshopped some time later, and its details are unknown. The final steam locomotives built in Italy were for export in the 1950s – 2-8-2s for India (Class 'WG') and metre gauge engines, as well as the huge standard gauge 2-10-2s for Greece.

1939

Belgium: Streamlined 'Type 12' 4-4-2 No. 12.006 was Belgium's final main line steam locomotive. Classmate No. 12.004 is displayed in the new 'Train World' national railway museum in Brussels.

1941

Norway's last main line steam locomotive was four-cylinder compound 2-8-4 No. 473 of Class '49', nicknamed 'Dovregubben' ('Dovre Giants') after the line they were designed to work. Classmate No. 470 survives at the NSB Railway Museum.

1948

Japan: Japanese National Railways 2-10-4T No. E10-5 was the country's last new domestic main line steam locomotive. The only examples of this wheel arrangement in the world, the five-strong class of banking engines was displaced early by electrification and finally retired in 1962, but No. E10-2 is preserved at Ome Railway Park, Tokyo.

1949

Canada: Canadian Pacific Railway Class 'T1c' 2-10-4 No. 5935, built by the Montreal Locomotive Works (a subsidiary of ALCo) was Canada's last new main line steam locomotive. It is preserved at the Canadian Railway Museum in Saint-Constant, Quebec.

United States: The world's largest locomotive builder, the Baldwin Locomotive Works, despatched the last commercially built steam locomotive for a US railroad, compound 2-6-6-2 No. 1309, to the Chesapeake & Ohio Railway.

In 1948, Baldwin had built 30 0-8-0 switchers and five very heavy poppet valve 4-6-4s for the C&O, followed by an order for 25 of the compound 2-6-6-2s (Nos. 1300-24) in 1949. However, that year, the C&O had a rapid change of heart regarding its traction policy, doubtless influenced by the repeated and crippling coal strikes in the USA, and the 0-8-0s were sold in 1950 to the Norfolk & Western Railway (see also 1953). The fairly limited C&O passenger services were dieselised in 1951, rendering the big 4-6-4s redundant, and they were scrapped circa 1955. The 2-6-6-2 order was cut to only ten; there is a suspicion that the C&O wanted to cancel them altogether, but Baldwin held them to ten, which were delivered between June and November 1949. Baldwin continued to build limited numbers of steam locomotives for export, mainly to India, until 1955.

The last two 2-6-6-2s, Nos. 1308/9, are preserved, with the latter undergoing restoration to working order at the Western Maryland Scenic Railroad.

Chesapeake & Ohio Railway No. 1309 leads classmate No. 1300 near Island Creek, West Virginia, in August 1952. GENE HUDDLESTON/ COURTESY C&O HISTORICAL SOCIÉTY



1950

Denmark: Danish State Railways Class E 4-6-2 No. 999, turned out by the Frichs Locomotive Works of Aarhaus, was Denmark's last main line steam locomotive. The four-cylinder 'Pacific' was preserved, but scrapped in 1981 after being damaged in an engine shed fire; however, five classmates survived in Denmark, and No. 996 is on display at the Railworld centre, adjacent to the Nene Valley Railway's Peterborough station.

1952

France: SNCF 2-10-2T No. 151TQ12 was France's last domestic main line steam locomotive.

1953

United States: Having acquired the surplus 0-8-0s from the Chesapeake & Ohio Railway in 1950, the Norfolk & Western Railway proceeded to build 45 near-duplicates at its Roanoke works. The last of these, No. 244, was the final conventional steam locomotive to be



NEW ZEALAND RAILWAYS



Norfolk & Western '51a' 0-8-0 No. 244 poses at its birthplace of Roanoke in December 1953. N&W

built for service in North America – and, like *Evening Star*, it would only be in service for five years before it was retired in August 1958! Sadly, unlike the '9F', it was not preserved.

Sweden: Statens Jarnvagar Class 'S1' 2-6-4T No. 1929, constructed by NOHAB, was Sweden's last main line steam locomotive. Again, it was not preserved, but three 1952-built classmates survive in Sweden – and the penultimate example, No. 1928, is at a private site in Britain, having operated on the Nene Valley Railway in the 1980s.

1956

Soviet Union: The 20th Communist Party Conference resolved to curtail steam locomotive construction as soon as possible. This very quickly ended with 'P36' 4-8-4 No. 0251 being outshopped from Kolomna works in June 1956, followed by 'Lv' 2-10-2 No. 0522 from Voroshilovgrad (now Luhansk) later the same year, the latter being the country's last main line steam locomotive. A further 2,500 2-10-2s originally envisaged, and 50 'P38' 2-8-8-4s already on order, were cancelled. The SZ steam locomotive stock also peaked at circa 36,000 during 1956.

New Zealand: New Zealand Government Railways 3ft 6in gauge Class 'Ja' 4-8-2 No. 1274, completed by Hillside Works, Dunedin in December 1956 and now preserved, was the country's last main line steam locomotive. Also the world's last new 4-8-2, its boiler and bar frames had been supplied by the North British Locomotive Co. in Glasgow in 1953, but the announcement of the BR Modernisation Plan in January 1955 resulted in an almost overnight drop in enquiries for new steam locomotives being received by the British locomotive industry from railways in the British Commonwealth. During 1956-57 Beyer, Peacock & Co. drafted a number of ambitious but unsolicited new Beyer-Garratt designs for past regular customers in the



forlorn hope of persuading them to 'keep the faith' with steam, but without success. *(See picture 1, below left)*

Canada: The last steam locomotive to be built in North America, Indian Government Railways Class 'WP' 4-6-2 No. 7635 (the last of a batch of 120 engines) was despatched to India by the Canadian Locomotive Company.



FINNISH RAILWAYS 2

Switzerland's equivalent of *Evening Star* – its last main line steam locomotive built for domestic use – is also a 2-10-0, but of 1917 vintage. Here, the Class 'C 5/6', No. 2978, pilots newly restored 1915-built classmate No. 2969 at Intschi during a railtour over their original Gotthardbahn stamping ground on October 21 2017, to celebrate No. 2978's centenary. ARMIN SCHMUTZ

1957

Finland: Finnish Railways (VR) 5ft gauge Class 'Tr1' 2-8-2 No. 1096, fitted with roller bearings, was completed by Tampella in December 1957 as the last steam locomotive to be built for service in Scandinavia. It is preserved in Finland's national collection. *(see picture 2)*

1958

Great Britain: Two of Britain's largest commercial locomotive builders, the North British Locomotive Company (Glasgow), and Beyer, Peacock & Co. (Manchester) built their last steam locomotives for export. The Vulcan Foundry had ceased in January 1956.

Australia: Queensland Railways Class 'BB18¼' 4-6-2 No. 1089 was the last domestic main line steam locomotive to be built – about two years overdue! – and is preserved. However, in 1969, New South Wales Government Railways Class 'AD60' 4-8-4+4-8-4 No. 6042 was assembled from a set of spare parts that had been manufactured by Beyer Peacock in 1956/57; 50 of the class were ordered, but only 42 were despatched complete, while three were sent as complete sets of parts, two as incomplete sets, and three were cancelled.

Czechoslovakia and Poland: As well as *Evening Star*, examples of the 2-10-0 wheel arrangement were the last steam locomotives built in six other countries. CSD 2-10-0 No. 556.0510 was Czechoslovakia's equivalent of No. 92220 and is now preserved, while PKP 2-10-0 No. Ty51-232 was Poland's counterpart. The 'Ty51' did not survive, but other classmates still exist.

1959

Hungary: MAV 2-6-2T No. 375.1032, now preserved in the Hungarian Railway Museum, Budapest.

West Germany: In an echo of Denmark's experience, Germany almost lost its equivalent of *Evening Star* in October 2005, when Deutsche Bundesbahn 2-6-2 No. 23.105 was one of 15 national collection locomotives caught in the Nuremberg West roundhouse fire (SR316). It has since been moved to Heilbronn and cosmetically restored.

1960

East Germany: In the same year that *Evening Star* appeared, two more 'last' 2-10-0s were constructed. In East Germany, Deutsche Reichsbahn 2-10-0 No. 50.4088 was unveiled under the red flag of communism and in the face of new diesel power at the Babelsberg locomotive factory on December 28. Unofficially, what amounted to new 750mm gauge 0-4-4-0Ts were built for the Deutsche Reichsbahn in the mid-1960s. *(See picture 3, next page)*

Romania: CFR 2-10-0 No. 150.282 was turned out from the Resita works in 1960, and is still extant but derelict.



ROBIN GARN COLLECTION

West Germany's equivalent of *Evening Star* survives in preservation, but sadly, it is unlikely to work again after being damaged in the Nüremberg roundhouse fire of 2005. In happier times, the 2-6-2, No. 23.105, passes Sulzbach-Rosenbach with the 4.40pm train to Nuremberg. NILS HUXTABLE



1961

Spain: A class of ten magnificent 2-8-2+2-8-2 Garratts ended domestic steam locomotive construction in Spain, with the last, No. 282F-0430, delivered to the Spanish National Railways (RENFE) in 1961. The first of the class, No. 282F-0421, still exists.

Turkey: Yet another 2-10-0, No. 56202 *Bozkurt* (Grey Wolf) was the TCDD's last steam locomotive. It and classmate No. 56201 *Karakurt* were the only two steam locomotives ever built in Turkey, and both are preserved.

1963/64

The last significant steam export orders anywhere in the world were ten new 760mm gauge 2-10-2s built in Japan in 1963 for the Rio Turbio Railway in Patagonia, Argentina, and 17 new 3ft 6in gauge 0-10-0T rack and adhesion locomotives built in Germany and Japan for the Padang Railway in Sumatra, Indonesia, between 1964 and 1967. The Rio Turbio engines incorporated major improvements over the previous 1956 series, developed by Livio Dante Porta, which increased their maximum power output by about 70%.

Great Britain: The last two British standard gauge steam locomotives, 'Austerity' 0-6-0STs Works Nos. 3889 and 3890, were built by the Hunslet Engine Co., Leeds, for the National Coal Board. Both are preserved; Works No. 3889 (NCB No. 65) is awaiting overhaul at the Dean Forest Railway, and Works No. 3890 (NCB No. 66) is operational at the Buckinghamshire Railway Centre.

1967-68

South Africa: Eight 2ft gauge 2-6-2+2-6-2 Garratts were built up to 1968 using boilers supplied by Hunslet in Leeds. South African Railways No. NG156 was the last new steam locomotive to enter service in Africa (although in the early 1970s, the Benguela Railway in Portuguese West Africa was recommended to purchase further 4-8-2+2-8-4 Garratts, if these could still be obtained at an acceptable price).

1970

India: Chittaranjan Locomotive Works completed the last Indian Railways 5ft 6in gauge steam locomotive, Class 'WG' 2-8-2 No. 10560 *Antim Sitara* ('Last Star'). It then started work on an order for 100 metre gauge 'YG' 2-8-2s, of which only 60 were built (see 1972). A 'WG', alleged to be *Antim Sitara*, is preserved today at the works, but there is some doubt as to whether it is the genuine article.

Telco delivered the world's last steam passenger tender locomotive, metre gauge Class 'YP' 4-6-2 No. 2870 *Evening Star*, to the IGR *(see page 71)*.



As befits its historic status, last-built Hunslet 'Austerity' 0-6-0ST Works No. 3890 has been restored to original condition as NCB No. 66 at the Buckinghamshire Railway Centre, where it was photographed in action on the Up side demonstration line in 2016. TOBY JENNINGS/*SR*



THOMAS BRIGHT/*SR*

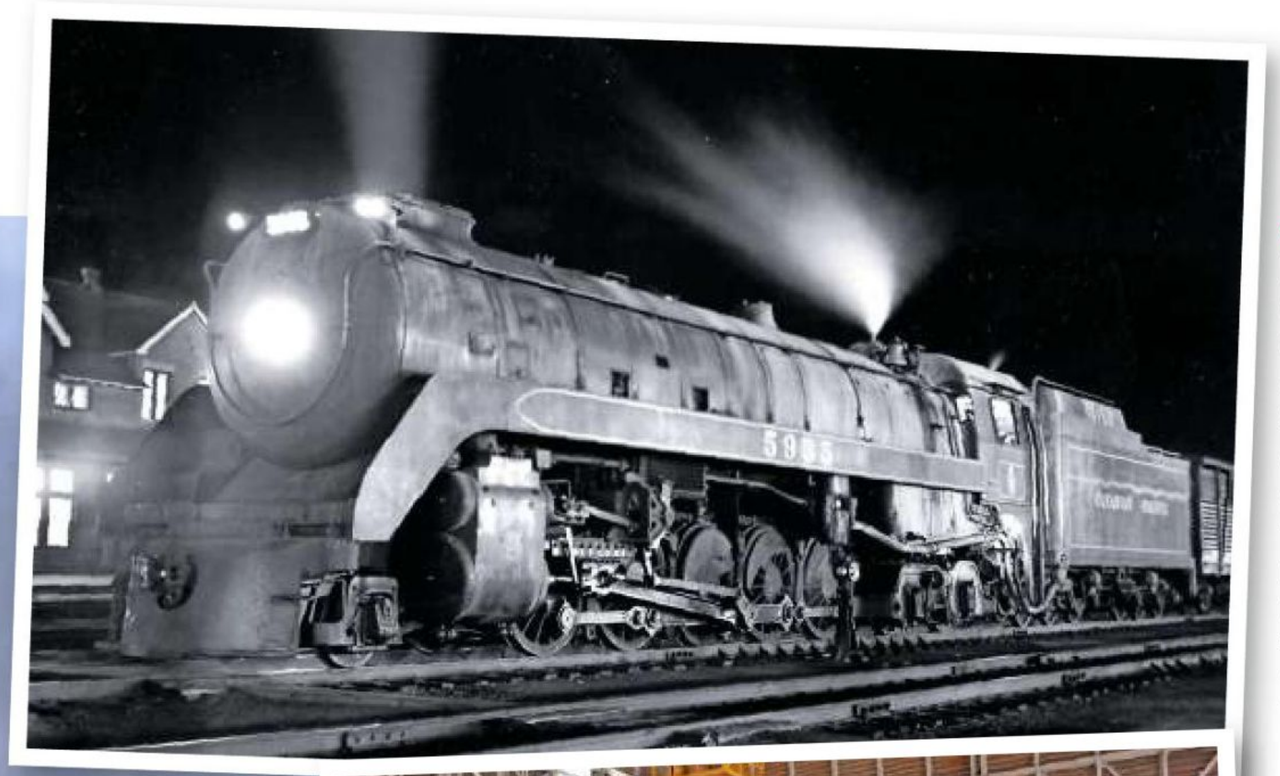
1971

Great Britain: Hunslet 2ft 6in gauge 0-4-2ST *Trangkil No. 4*, constructed for export to the Trangkil Sugar Mill in Java, was the last steam locomotive built in Britain for commercial (i.e. non-preservation) use. Repatriated in 2004, it is now part of the Statfold Barn Narrow Gauge Museum Trust collection and has been converted to 2ft gauge. *(See picture 4, left)*

1972

India: Chittaranjan Locomotive Works completed the last IR metre gauge Class 'YG' 2-8-2, No. 3573.





Canada's last new main line steam locomotive, Canadian Pacific Railway Class 'T1c' 2-10-4 No. 5935, was recorded after dark at Medicine Hat, Alberta, by the noted American photographer Joe Collias in September 1956. Developed from 30 earlier engines built in 1929 and 1938, all of these oil-burning engines were specifically intended to work over the Rocky and Selkirk mountain ranges between Calgary and Revelstoke. These lines were fully dieselised by 1953, after which the 'T1cs' worked east of Calgary until withdrawal in 1959. J.G. COLLIAS



Will this be the world's last new, non-replica steam locomotive? Nilgiri Railway 0-8-2 rack tank No. 37399 gleams inside Golden Rock Works in March 2014. It still closely resembles its predecessors built in Switzerland between 1914 and 1952, save for the 'saddle tank', which in fact contains its fuel oil.

Baderbahn Molli, the latest and probably last steam locomotive to be built in Germany, other than replicas.

1982-1988

Romania: 12 new 762mm gauge 0-8-0Ts of circa 1905 design were built for Romanian forestry railways.

1984-1988

East Germany: 202 new 0-6-0 fireless steam locomotives were built for industry by Meiningen Works.

1988

China, December: Datong works completed 'QJ' 2-10-2 No. 7207 and thereafter ceased steam locomotive construction.

1992-1996

Switzerland: SLM constructed eight new oil-fired 0-4-2RTs for Swiss and Austrian mountain railways. At the time, SLM had high hopes of building more and larger steam locomotives, such as 2-10-2Ts and 4-8-4Ts, but in the event these rack tank engines proved to be the last steam locomotives built in Switzerland.

1999

China: The last 'SY' 2-8-2, No. 1772, was assembled at Tangshan.

2009

Germany: A new 2-8-2T was built at Meiningen to 1932 drawings for the 900mm gauge Mecklenburgische

2011-2014

India: Four new metre gauge 0-8-2RTs were built for the Nilgiri Railway at the IR's Golden Rock Works, the last being No. 37399, outshopped in March 2014.

Entirely new steam locomotive designs continued to appear until 1955-56, after which, in terms of new-build, the world's last was the comparatively little-known Indian 5ft 6in gauge Class 'WT' 2-8-4T in 1959. Ironically, this was intended for the very duties – heavy suburban passenger – upon which steam had first encountered significant competition from electric traction in Europe and the USA around 1900. In the event, although a total of 136 of these imposing engines were initially authorised, only 30 were actually built, indeed curtailed by increasing suburban electrification. (A 4-8-4 with 12-wheeled tender was subsequently proposed by the design office in Lucknow in 1960, as was a 'double WG', two 2-8-2s back to back sharing a 10,000 gallon tender in 1962, but neither scheme came to fruition with advancing electrification and dieselisation.)

The last steam locomotives to be built in quantity anywhere in the world, the rugged American-style 'SY' and 'JS' 2-8-2s, together with the 'QJ' 2-10-2s in China during the 1980s, essentially harked back 60 to 70 years in their conception. More than 2,000 examples would be built at Datong during the 1980s until 1988, yet the previous year, it had already been decreed that steam should finish on Chinese Railways in 2001!

Again, just like *Evening Star*, some 'QJs' are understood to have been scrapped when due for their first heavy repair after only five years. They were actually being produced at the government's behest, to avoid importing oil fuel, rather than to meet the actual requirements of the railway, which itself by then preferred diesels. It is possible that some 'QJs', having been completed, may never have been steamed at all. Meanwhile, the construction of the smaller 'SY' 2-8-2 for industry continued in diminishing numbers elsewhere for another decade, until 1999, although the last one built was noted already lying out of use only about three years later.

That in its turn could well have been the end, but against all the odds, the new millennium would feature new sub-standard gauge tank locomotives being built in both Germany and India. What could well prove to be the last steam locomotive to be built worldwide (ongoing replicas excepted), was Nilgiri Railway 0-8-2RT No. 37399, completed in March 2014 (SR448, and *see above*). Made essentially to a Swiss design, the first of which had been built in 1914, it should still be with us for some years to come. SR

The progress of 'QJ' 2-10-2 and 'JS' 2-8-2 construction at Datong

China built its first class 'HP' (later reclassified 'QJ') 2-10-2s, with Russian technical assistance, in 1956, and serial production at Datong began in 1964.

The 500th locomotive was built in 1968, the 1,000th in 1970, the 2,000th in 1974, the 3,000th in 1979, and the 4,000th in 1982.

1980: A peak annual total of 310 'QJs' was built at Datong, and during 1981-1988 1,243 2-10-2s and 781 'JS' 2-8-2s, were also built there. Elsewhere, primarily for industry, 'SY' 2-8-2s continued to be built, mainly at Tangshan (see 1999).

1987: A peak annual total of 251 'JS' 2-8-2s were built at Datong, which also completed 'QJ' No. 8001, modified by David Wardale.

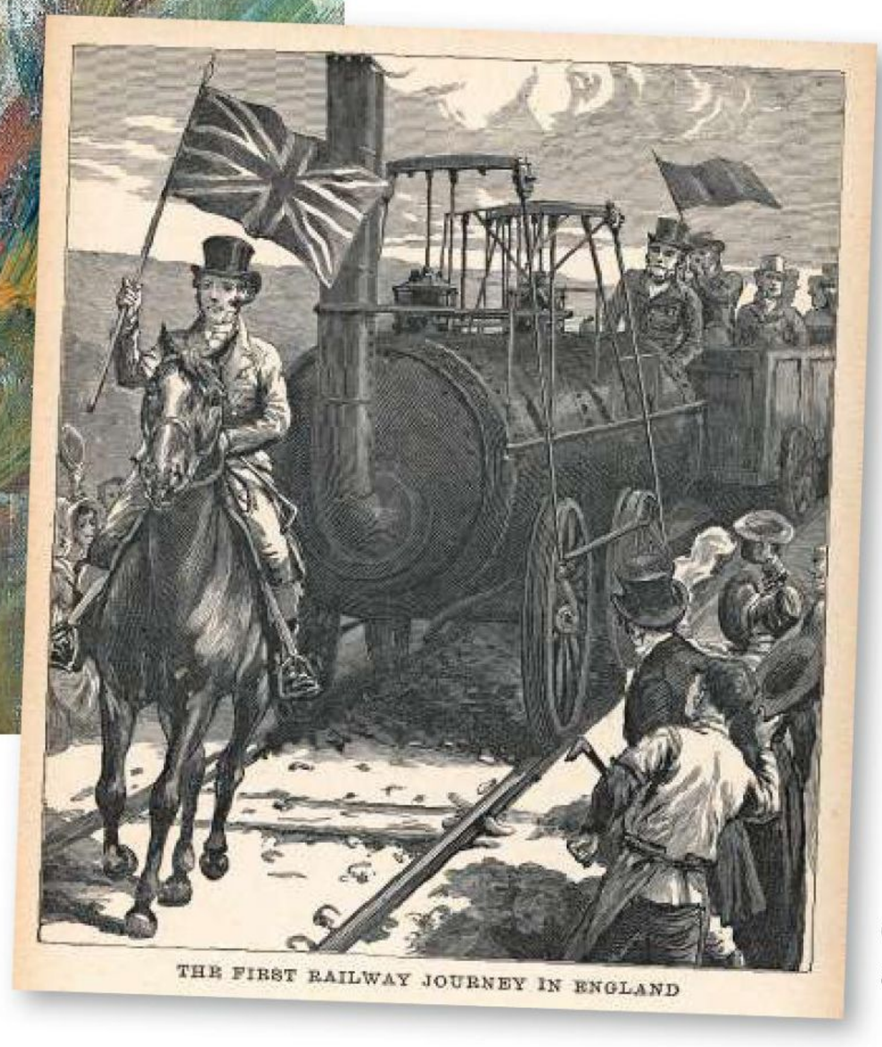


PARIS to PHILADEL



The 1949 depiction of the first passenger train on the S&DR in 1825 captures *Locomotion* in much the same condition as we know it today, complete with its non-original plug wheels. TERENCE CUNEO/ GETTY

It's nowhere near as detailed as Terence Cuneo's masterpiece, but this contemporary engraving adds weight to the evidence that *Locomotion* was built with spoked wheels. ALAMY



PHIA

Amid the controversy surrounding the future display of 1825 icon *Locomotion*, North Eastern railway historian **ROB LANGHAM** delves into its long and remarkable preservation history.

The National Railway Museum's contentious decision to relocate Stockton & Darlington Railway No. 1 *Locomotion* from Darlington, where it has resided since 1856, to its namesake museum in Shildon has thrust this important early locomotive into the spotlight for the first time in many years.

Locomotion's early life, principally its place in history hauling the inaugural S&DR train on September 27 1825 from Shildon, through Darlington to Stockton, is well known. What is less clear is its later history with the S&DR and the circumstances of its preservation.

From looking at various publicly accessible archival sources at The National Archives, the Ken Hoole Study Centre at the Head of Steam Museum in Darlington, and from important early published works now easily accessed via the internet, it is clear that *Locomotion* was heavily modified during its service.

This raises the question of whether *Locomotion* as can be seen today – in its configuration of four wheels, a straight single flue and flat-ended boiler – ever actually appeared like that while in service, or whether it is the result of an early – yet well-intentioned – 1850s attempt at restoring it 'close enough' to its original appearance.

Certainly, its original appearance was broadly similar to its current form. This was well covered in an article in the October 17 1941 edition of *The Engineer* by Science Museum curator E.A. Forward. It featured a well researched, likely highly accurate, yet (in lieu of concrete evidence) conjectural drawing which shows it with an egg-ended boiler (like *Puffing Billy*), straight single flue, and four wheels with eight spokes (with varying views of different possible types of spoked wheels). Otherwise, the illustration largely matches its current appearance.

The two-piece 'plug' wheels it now sports are well known to differ from its 1825 appearance, the design coming from Robert Wilson's S&DR No. 5 'Chittaprat', which was delivered with them. This design of wheel was soon adopted by Timothy Hackworth and became standard for heavy goods locomotives on the S&DR for over 20 years, as they offered greater strength than single-piece spoked wheels which were prone to failure.

LOCOMOTION EXPLOSION

Locomotion's boiler exploded in 1828 following a flue collapse which, of course, necessitated a new one.

Certainly, five years later, it had a different design of flue from when it was built, as observations of work done on S&DR locomotives between July 1 and December 1 1833 (Nicholas Wood's 1838 book *A Practical Treatise on Rail-Roads*) mentions "Boiler with a flue and two returning tubes", which surely would have required an unusual chimney arrangement.

Similarly, in George Dodds' valuation of S&DR locomotives in April 1834, No. 1 was described as being in 'tolerable condition' with an iron double-tube which double-returned,

with four wheels which were 'much worn' and could haul an ordinary load of 20 waggons. Complete with tender, it was valued at £370.

An interesting description appears in Francis Whishaw's 1842 *The Railways of Great Britain and Ireland Practically Described and Illustrated*, which mentions how *Locomotion* "is mounted on six solid cast-iron wheels, with case-hardened tires" and how the "fire-tube of 24 inches diameter passes from the furnace to the end of the boiler, and back again to the chimney, which is at the same end as the furnace, and is therefore called a return-tube". The description suggests a very heavy rebuild between 1834 and 1839, during which it gained an extra pair of wheels and the fire tube arrangement was changed again.

It was suggested by Brian Reed (*Loco Profile 25: Locomotion*, Profile Publications 1972) that the description was in error, but Whishaw describes the S&DR's other six-wheelers "as No. 1".

You couldn't imagine an historic locomotive like *Locomotion* being kept outside today, but that's exactly how it was between 1857 and 1892. GETTY

INSET BELOW: **The outline of *Locomotion* – original or otherwise – is known across the world and has been immortalised on the £5 note and this 1975 stamp…** GETTY



The other three Stephenson-built 0-4-0s, Nos. 2 *Hope*, 3 *Black Diamond* and 4 *Diligence* had all also been heavily modified, two of them as six-wheelers with *Black Diamond* as the sole four-wheeler but now having outside sloping cylinders and a multi-tube boiler leading to a smokebox.

That *Locomotion* was heavily modified during its service life makes sound commercial sense. As with the other S&DR locomotives, it was an industrial machine, required to earn its keep and make as much money as possible for its owners, or be sold or scrapped with no sentimentality for keeping it for posterity at this stage.

As locomotive design progressed rapidly in the 1820s and 1830s, the existing locomotives were modified and rebuilt to suit their purpose of moving heavy, slow mineral trains, usually from colliery to shipping point at Stockton and, later, Middlesbrough.

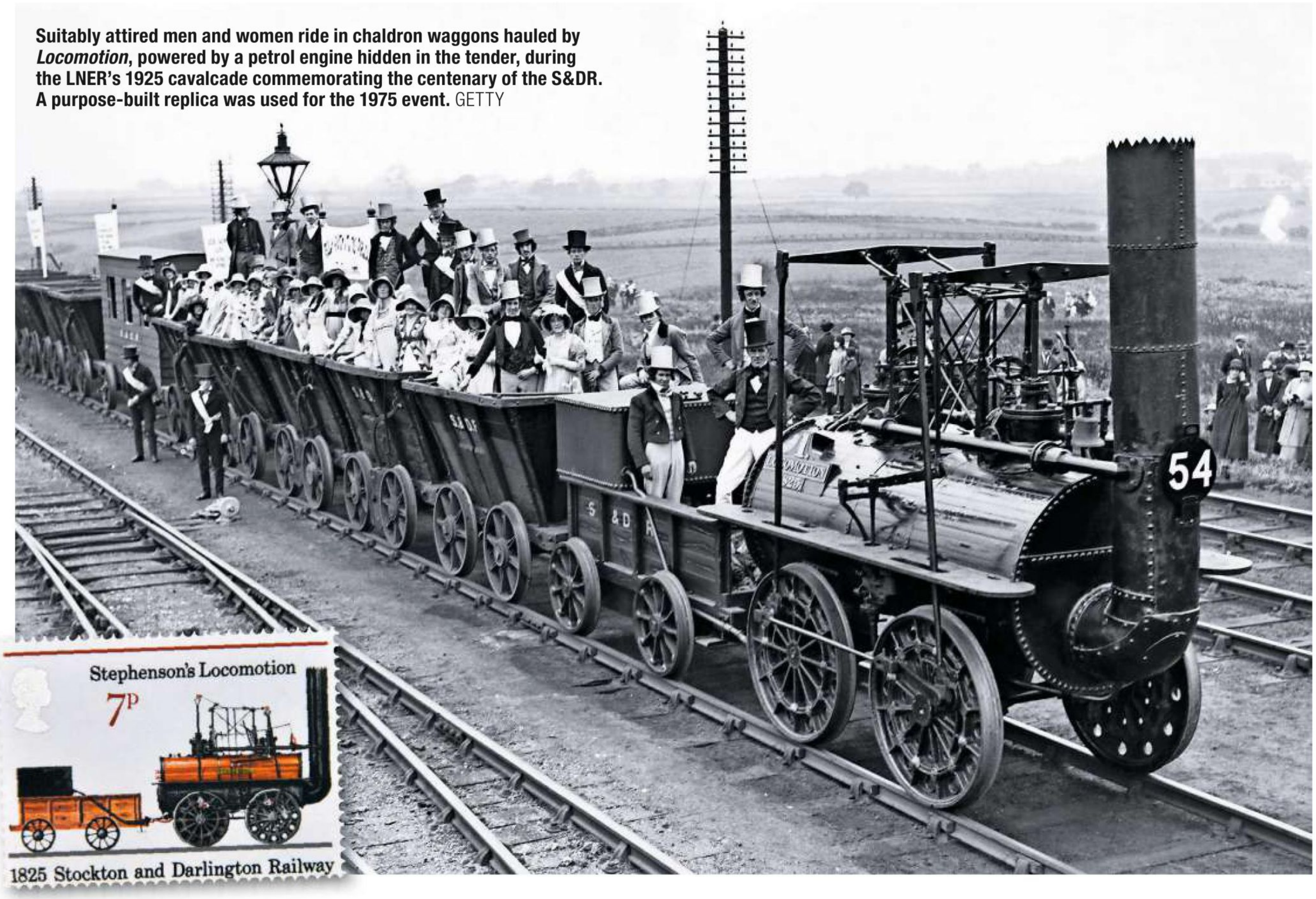
It was almost sold to industry in 1839 when R&W Hawthorn asked the S&DR if it had any locomotives for sale that would be suitable for construction work. A price of £300 was agreed for *Locomotion* but another locomotive was sold instead.

It is also possible that *Locomotion* was modified further in late 1839/40, following an incident reported by John Graham, traffic manager of the S&DR, on October 25 1839 when "the *Locomotion* engine was throwing off the Road and turned on to her side at Middlesbro yesterday and is much broke".

PRESERVATION MYTHS

In 1846, *Locomotion* went to Peases West colliery – run by the same Pease family who were heavily involved with the founding of the S&DR – for use as a static

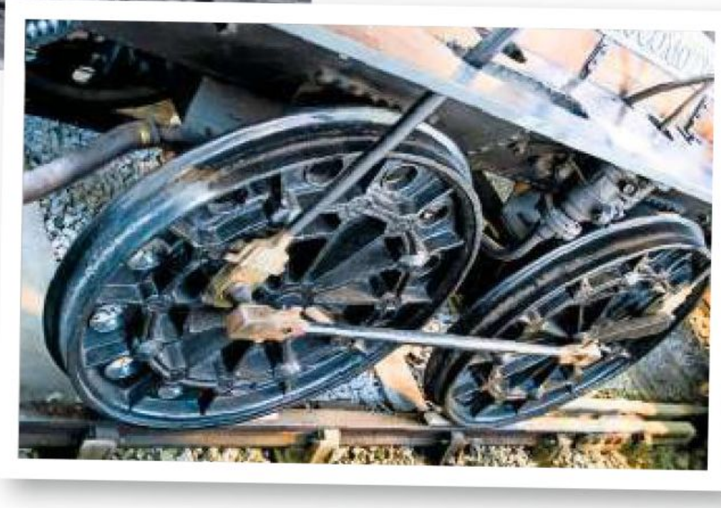
Suitably attired men and women ride in chaldron waggons hauled by *Locomotion*, powered by a petrol engine hidden in the tender, during the LNER's 1925 cavalcade commemorating the centenary of the S&DR. A purpose-built replica was used for the 1975 event. GETTY





Passenger locomotive designs a century apart… 1922 Raven 'A2' No. 2401 *City of Kingston upon Hull* towers over *Locomotion* at Darlington in 1925. GETTY

The plug cast wheels that *Locomotion* might have sported from as early as 1826. ALAMY



pumping engine at Howden. Subsequent confusion around the terms of *Locomotion*'s time at Peases West have resulted in mistaken descriptions that the Peases purchased *Locomotion* from the S&DR and later presented it to the town of Darlington. This is not borne out by the surviving records.

The S&DR's *Locomotive Deterioration Book No. 1*, which commenced its records in 1849, clearly mentions that *Locomotion* was "lent to Joseph Pease to pump water" prior to the commencement of the book, so it could not have been in use as a pumping engine for more than a few years, and this confirms that *Locomotion* was loaned and not sold. From June 30 1849, it is consistently valued at £100 but with the remark of 'Done no work for contractors', and this is repeated for subsequent years. Additionally, the S&DR would not be valuing a locomotive that was not owned by them.

In January 1856, *Locomotion* appeared in a list of engines to be sold by auction at Stockton, but was withdrawn from sale before the auction took place. On March 24 1856, William Bouch, manager of the S&DR's Shildon works, was instructed to report on how *Locomotion* could be maintained. After inspecting it, Bouch wrote to the Power Committee of the S&DR on April 26: "The old Locomotive No. 1 was about nine years ago considerably altered in its working parts to adapt it for pumping water out of a Pit at Peases West Colliery. It was returned to Shildon Works on the March 28 and remains in its altered state, the connecting and side rods being packed in the tube.

"To restore it to its original state as a Locomotive will probably cost £50 irrespective of any repairs that may be rendered needful by its use at the Colliery."

The decision was taken that *Locomotion* would be preserved (having been noted in a list of 120 S&DR locomotives in November 1856); the Pease family donated £50 towards its restoration (also mentioned in the deterioration book), and a site outside Darlington North Road station was chosen for it.

The first stone was laid at a ceremony on June 6 1857, although, bizarrely, the final design of the plinth was not approved until a week after. Judging from the drastic changes in appearance *Locomotion* would have had during its service life, with different flue arrangements and conversion to six wheels, as well as it being 'considerably altered' for its use as a pumping engine, it is unlikely much original material remains from its as-built condition in 1825.

LOOKALIKE?

What does remain to be answered, if it can be answered at all, is how close a resemblance did the *Locomotion* which was put on a plinth in 1857 bear to the *Locomotion* at any point in its revenue-earning service with the S&DR? The flue arrangement from at least 1833 to 1839 was very different, and it had an extra pair of wheels from, at the latest, 1839. Plus, in as-built condition, it would almost certainly have had an egg-ended boiler and spoked wheels.

It could be that *Locomotion* appeared as it does now between its boiler explosion in 1828 and pre-July 1833 when it had its new flue arrangement fitted, or perhaps post-1839 if (for a strange reason, which would defy commercial logic from a railway which was known to make sound commercial decisions), it was converted into a less efficient engine with four wheels and a straight flue. Or, as is most likely, it did not quite look like it does now, and the engine we know today is the result of a well-intentioned restoration to look how it did in September 1825, as a four-coupled single straight flue locomotive, albeit a restoration not to more modern standards.

It would be extremely insensitive to criticise those who restored it in this way if this was the intention – preservation of locomotives was not only a completely alien concept in 1856, but it was also done by those who had much more important things to do: the running of the railway. Instead, the foresight shown in preserving *Locomotion* and the time and money spent on doing so should be rightly lauded as a decision for which subsequent generations should be thankful, when many

> "It was an industrial machine, required to earn its keep and make as much money as possible for its owners, or be sold or scrapped"

other important early locomotives have been lost to history in the years before and long after.

In keeping it with the 'plug' wheels (of which one fitted differs in style to the other three) and flat-ended boiler, it may also incorporate more original material from its service life than if it was amended to strictly original appearance, which would no doubt have necessitated new material for the egg ends and spoked wheels.

LOCOMOTION IN MOTION

Locomotion was moved off its plinth many times for events – the first appearing to be the Railway Jubilee at Darlington in 1875. A year later, it was taken to the USA to appear at the Philadelphia Centennial Exhibition. It was also on display in 1881 in Newcastle, for the centenary of George Stephenson's birth, Chicago in 1883, Liverpool in 1886, Paris in 1889 and Edinburgh in 1890.

It was decided in April 1891 to relocate it to Darlington Bank Top station the following year which, being on the route of the East Coast Main Line, placed it in a more prominent location and, crucially, under a roof. The presenting of S&DR 0-6-0 No. 25 *Derwent* by the Peases – who had purchased it in January 1869 – to the NER involved moving *Locomotion* slightly so that the two locomotives could be displayed together. This was done deliberately as it was felt that *Derwent* in a separate area might be confused for *Locomotion*.

Both locomotives stayed on display at Bank Top for a quarter of a century, *Locomotion* leaving for display alongside *Flying Scotsman* at Wembley for the Empire Exhibition of 1924, and they would both have starring roles at the 1925 S&DR centenary.

Amazingly, *Derwent* was put back into steam and ran second in the cavalcade, following the Hetton 'Lyon' locomotive which, at the time, was believed to have been built by George Stephenson in the 1820s, hence its prime position. Subsequent research revealed that *Derwent* of 1845 is almost certainly older by at least five years. *Locomotion*, meanwhile, was propelled by a petrol motor fitted inside its tender, and was the final item in the cavalcade. It hauled an authentic recreation of the 1825 opening day train consisting of chaldron waggons with a replica of the *Experiment* carriage based on an incorrectly captioned drawing which appeared some years before. *Locomotion* in motion, complete with smoke emitting from the chimney (burning oily rags!), thrilled the crowds.

"When *Locomotion* No. 1 drew up with its load at the grandstand, the enthusiasm was great, and as it resumed its journey with the band playing 'John Peel' and the quaintly attired passengers waved cheerfully, one got the distinct atmosphere of 1825" (LNER, North Eastern & Scottish Magazine).

Locomotion and *Derwent* returned to their positions at Bank Top station until 1941 when they were moved to



The very definition of 'plinthed'. A 1900 view of *Locomotion* at Darlington Bank Top station during the pomp of the North Eastern Railway. GETTY



Jack Cudbertson (right) was threatened by a group of soldiers at Bank Top station in the 1950s and used the old shovel kept on *Locomotion*'s footplate – the closest heavy object he could find(!) – in self defence. He kept hold of the shovel until 1988 when he handed it over to enthusiast friend Charlie Dennis (left), who symbolically handed it back to the engine in 2008. HEAD OF STEAM MUSEUM

Stanhope for safekeeping to avoid potential damage in any air raids on Darlington. They returned after the war and were briefly displayed at York in 1951.

Although under cover at Bank Top station, pollution from the constant passing of steam locomotives, as well as other factors, took their toll on both locomotives. Consequently, they were loaded onto a train of flat and well wagons in 1961 and hauled to North Road Works by 'J94' 0-6-0ST No. 68060. Here they were stripped down and overhauled for cosmetic display. Both locomotives returned to their position at Bank Top until 1975 when they were placed in Darlington North Road Station which had been restored and converted into a museum using the 1842 station building.

Locomotion was officially transferred to the National Museum of Science and Industry in the early 1970s, ending almost 150 years of continuous railway ownership from the S&DR through to the NER, LNER and BR.

It was originally displayed on the platform on short sections of the fish belly rail on stone sleepers on which it ran originally but, since 2008, *Locomotion* has been on display at track level. In that same year, *Locomotion* was reunited with an object from its past – a shovel that had been taken from it in the 1950s by a man who used it to defend himself from a group of soldiers! It was later given to a friend who subsequently presented it to the museum.

The renewed interest in *Locomotion* created by recent news coverage, and the likelihood of this interest increasing as the bicentenary of the S&DR in 2025 nears, will hopefully spur further research into the history of this early locomotive. There is certainly much to be learnt regarding its career and its history in preservation. Its role as a significant object relating to both the Stockton & Darlington Railway and to the town of Darlington is equally as fascinating and important as its service life of hauling coal trains. SR

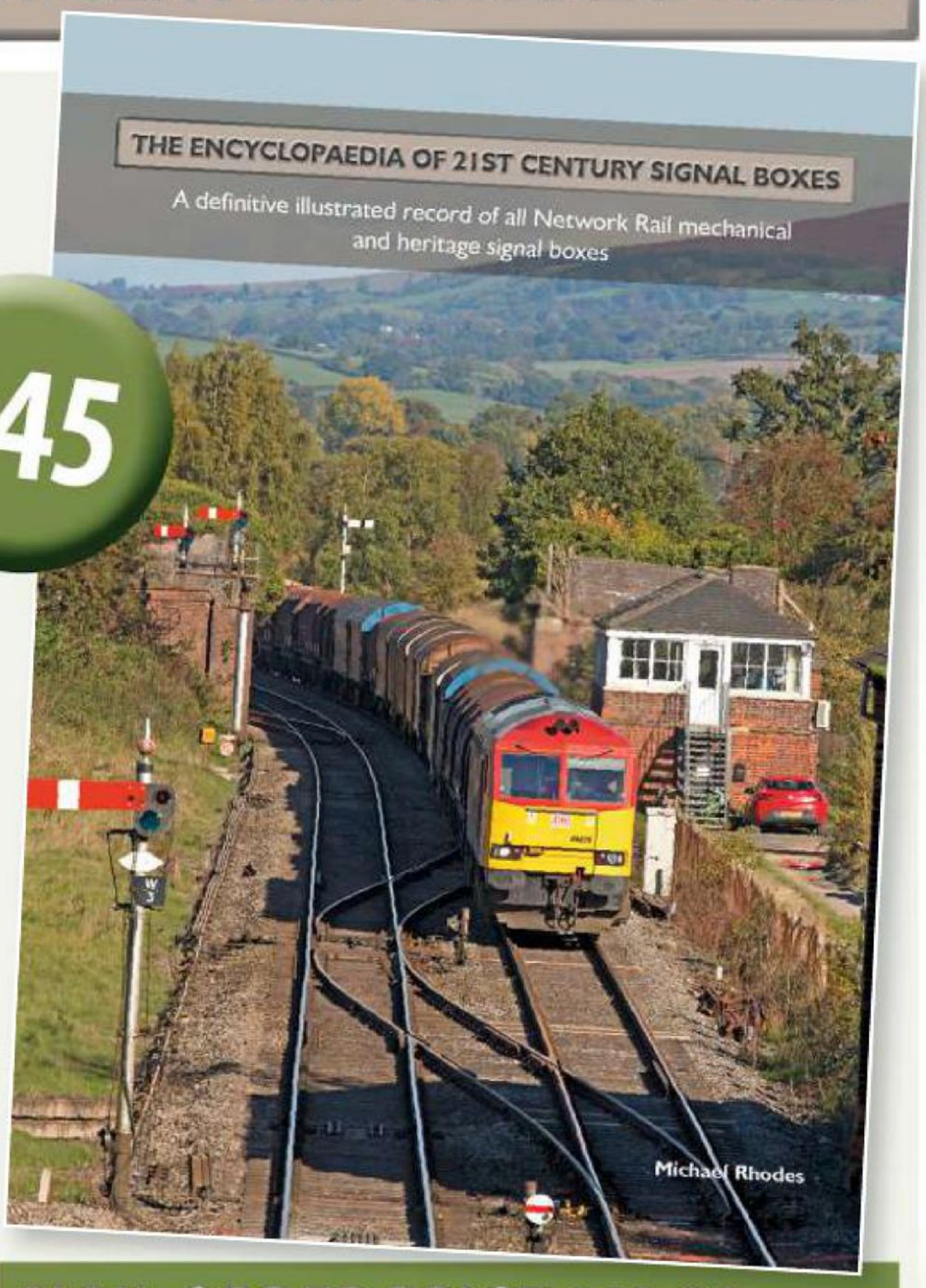
> "*Locomotion* in motion, complete with smoke emitting from the chimney (burning oily rags!), thrilled the crowds"

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Preservation THUNDERBOLT

PETER ZABEK's Railway Roundabout of British Railways re-creations takes us back to the Western Region. This time it's the turn of the idyllic branch lines.

It doesn't get much more chocolate box than this… Collett 0-4-2T No. 1420 saunters over Nursery Pool Bridge on the South Devon Railway with Hawksworth autocoach No. W225W on March 14 1999. A substantial concrete deck now carries trains above the 1872 wrought iron original.

‘8750’ No. 4612 was repainted into BR black as one-time Bodmin North branch veteran No. 4666 for the last months of its boiler certificate in 2011. The recreated Wadebridge shed old-timer goes for a stroll among the spring flowers near Boscarne Junction on the Bodmin & Wenford Railway on May 9 2011.

If there was a sequel to *The Titfield Thunderbolt*, what would it look like?

Would this new private branch line railway venture – linking the fictional village of Titfield to Mallingford – have bought another ‘14XX’, to replace sabotaged 0-4-2T No. 1401 and the makeshift museum relic 0-4-2 ‘Thunderbolt’ (aka *Lion*)?

Perhaps an autocoach would have been paired with it; providing more appropriate passenger accommodation than the powder blue Wisbech & Upwell tramcar…

Thanks to the efforts of preservationists, we can see how it would have transpired in real life. And perhaps the closest living embodiment of Ealing Studios’ 1952 premonition is the South Devon Railway.

Rolling hills and a tranquil river echo the Titfield branch. And if you’ve timed your visit well over the last 50 years, you’ll have seen that it has the ‘14XX’ to match.

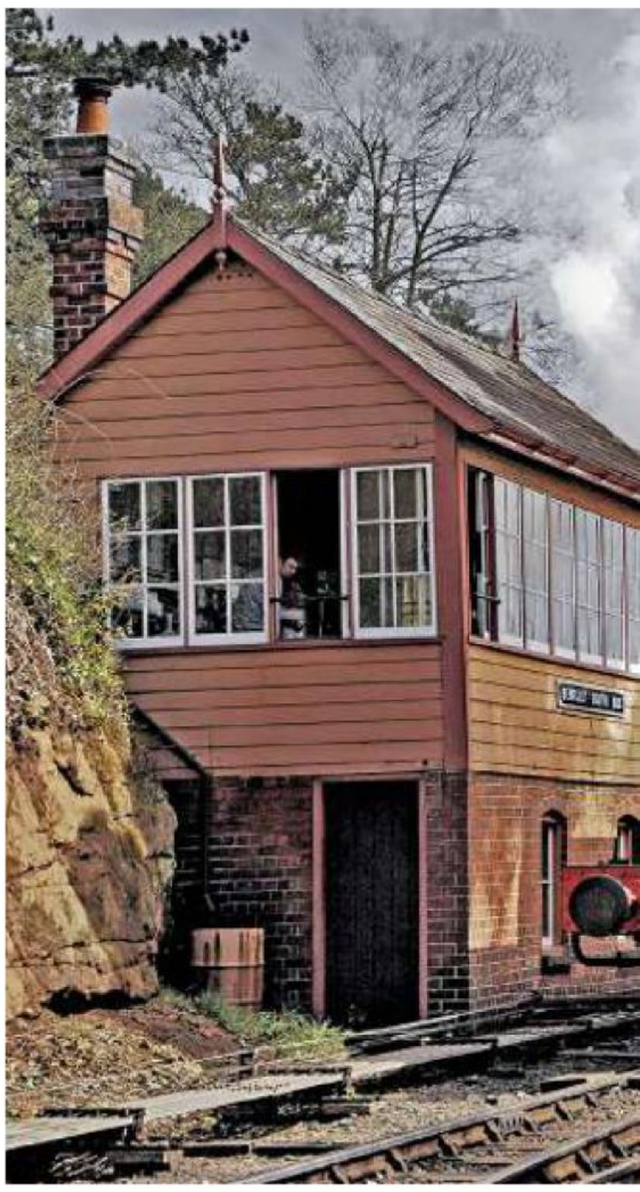
As far as quintessential railway images go, No. 1420 shuttling to and fro with a solitary autotrailer past hamlets and farms is about as good as they come.

But the 1950s image isn’t necessarily preserved in aspic. Take the opening picture from Peter Zabek’s archive: it is now significantly altered. That’s because, in 2004, the wonderful rickety wrought iron Nursery Pool Bridge over the Dart has been bedecked in concrete as an unavoidable measure to preserve the listed structure beneath, which could no longer bear the weight of trains.

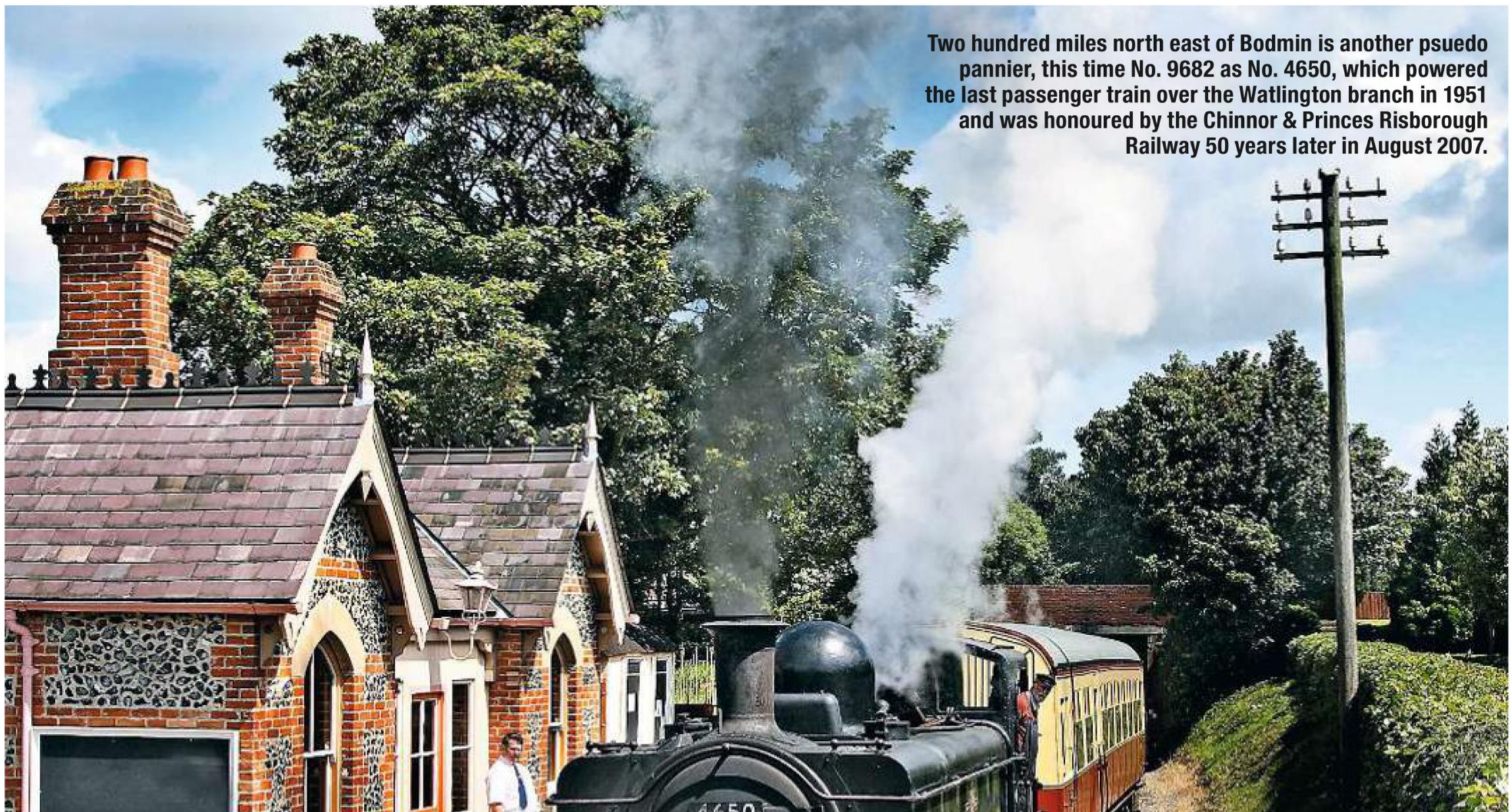
And yet, like the rest of the Buckfastleigh-Totnes Riverside branch, there are still plenty of other locations where time has truly stood still.

Indeed, from Cornwall to North Wales, the Great Western branch line lives on in eclectic fashion… China clay, narrow gauge, panniers and ‘Prairies’ – we really are blessed with such an array of representative re-creations. Happily, 1950s enthusiast photographer Peter Zabek has been able to indulge in a world of cycling lions and smokebox numberplates, as have thousands of others, thanks to the sterling efforts of volunteers.

Long may that continue. SR



Bewdley station on the Severn Valley Railway ranks as one of its busiest and best. ‘14XX’ No. 1450 eases past the Inner Home signal at Bewdley South signal box with matching 1954 autocoach No. W238W ‘Chaffinch’ on April 15 2013.



Two hundred miles north east of Bodmin is another psuedo pannier, this time No. 9682 as No. 4650, which powered the last passenger train over the Watlington branch in 1951 and was honoured by the Chinnor & Princes Risborough Railway 50 years later in August 2007.





BR liveries have not featured heavily on narrow gauge lines in the recent preservation era, but the Welshpool & Llanfair Railway has made an exception with its chunky Beyer, Peacock 0-6-0T No. 822 *The Earl*. With a splendid assortment of pre-1956 wagons, the lightly weathered 1902 machine rounds the long curve at Heniarth on October 1 2018.

Initial tracklaying over the Dean Forest Railway's extension to Parkend in the mid-1990s enabled a brief but memorable period when a locomotive and wagons would be shunted along the overgrown track for the pleasure of photographers. The tyre flanges of 'Small Prairie' No. 5541 squeal over the rusty rails in May 1995.

A little pannier bursting with character is Collett '1366' No. 1369, which eked out its last years of BR life at Wadebridge shed as one of the replacements for the trio of LSWR Beattie well tanks, lasting well into 1964. Fifty-four years later, it replicates a Wenfordbridge branch goods in the woods of the South Devon Railway in 2016.

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- Machining components for both steam and diesel locomotives.
- Taking measurements from locos and working from drawings including monitoring wear.
- To maintain a running fleet of Steam and diesel locomotives capable of meeting the needs of the operating department.
- To carry out heavy overhauls on Steam and Diesel locomotives that are out of traffic to return them to operational condition.
- Working alongside the machining and fitting teams, work planning in the machine shop to meet operating requirements and keeping the machine shop store in good stock.
- To overhaul heritage traction to network rail standards.
- To perform shunting operations if required.
- Machining work on other vehicles and projects as required working with Motive Power Team.
- Developing future machine shop capabilities.

The Traction and Rolling Stock department restores and maintains a fleet of heritage vehicles for use on the NYMR.

The role of the machinist will be to help repair, overhaul and make new components for our heritage rolling stock. This will include such items as pins and bushes, machining valves and screw cutting shafts and bores. This is in a variety of materials including steel, cast iron and bronze.

The person in this role needs to be competent in working in imperial measurements, limits and fits, able to read drawings and be able to solve engineering problems. A knowledge of steam traction is preferred.

Please refer to the Job Profile relating to this position to see the exhaustive list of tasks required of the post holder, and the criteria outlined as essential for the role.

Please contact Paul Middleton on extension 01751 473799 *431 for an informal discussion about the role.

The position is a permanent contract based on 36.5 hours per week. A flexible approach to working hours is required as some weekend work will be necessary. You will also need a full driving licence as although based in Grosmont, you may also be required to work at other locations on our railway in line with business requirements.

For an application pack please visit our website to download an application pack at www.nymr.co.uk or E-mail: hr@nymr.co.uk / Tel: 01751 473799 ext *261

Closing date: Friday 27th March 2020

Preserving the PIONEERING SPIRIT

For all its rich railway history, South Wales has struggled to be the mecca for steam preservation you might expect. **TOBY JENNINGS** describes how one group is rallying to the cause with the restoration of a complete train.



It holds arguably the strongest claim to being the birthplace of steam locomotion, and its Barry scrapyard was fundamental in shaping the preserved railway industry we enjoy today. Yet, when it came to those preserved railways themselves, South Wales has been one of the poorest served areas of the country.

One of the movement's earliest schemes, the Eastern Valleys Railway Company at Cwmbran, fizzled out almost as soon as it began in the 1970s; and since then more preservation schemes in South Wales have folded, or merged with others, than have survived in their own right.

Railway societies have come, sometimes in a blaze of publicity, and then gone, while others are still struggling to get off the ground in the face of insufficient funding, lack of volunteers, indifferent local authority support and rampant vandalism.

For an area with such a rich pre-Grouping railway history, built on the proud coal mining industry that fuelled much of Britain's Industrial Revolution, it's a sorry state of affairs. But one of South Wales' preservation success stories is looking to redress the balance – by restoring an entire train from one of those pre-Grouping companies.

WEST WALES HAVEN

The Gwili Railway has acted as the kind host to several of South Wales' beleaguered preservation societies, taking in groups that have given up hope of reopening their original stretches of railway, been evicted by their local councils, or simply driven out by the mindless attacks of scrap thieves and vandals.

An example of the latter was the Caerphilly Railway Society, which was, in the words of *Steam Railway*'s founding editor David Wilcock, "virtually burgled into submission". Anything that wasn't bolted down, and some things that were – down to and including the rails themselves – disappeared in an unrelenting series of break-ins before the group decided to throw in the towel, and threw in its lot with the growing line near Carmarthen.

Yet, since its inception as one of the pioneering preservation groups of the 1960s, the Caerphilly society had achieved some notable things; not least restoring, to working order, Taff Vale Railway Class 'O1' 0-6-2T No. 28, the sole surviving standard gauge steam locomotive built in the Principality.

Constructed at the TVR's Cardiff West Yard Works in 1897, No. 28 was one of the last batch of six engines built by the railway – most of the company's motive power coming from outside contractors, such as the only other preserved example, Neilson Reid-built 'O2' No. 85, based at the Keighley & Worth Valley Railway. Extended piecemeal to cater for the needs of the TVR and the booming Welsh coal traffic, West Yard Works was so cramped by the early 20th century that the standard 0-6-2Ts could not be brought inside without removing

Taff Vale Railway 'O1' 0-6-2T No. 28 on display at Cardiff Cathays wagon works for the 'Taff Vale 150' celebrations in June 1991, along with TVR Brake Third coach No. 220 – one of the carriages with which it will run again on the Gwili Railway. Close to the works is the site of the former Cathays steam shed, to which No. 28 was allocated in TVR days, as well as Aberdare and Abercynon depots.
JOHN WILTSHIRE /PETER BRABHAM COLLECTION

their trailing trucks, in order to fit on the traverser. Having absorbed the TVR in May 1922, the GWR instead chose the Rhymney Railway's Caerphilly Works as its main South Wales engineering site, and closed West Yard on August 28 1926 – the same year that No. 28, now GWR No. 450, was withdrawn from service.

However, thanks to its good mechanical condition – the result of an overhaul at West Yard in November 1923 – it was sold to the army in 1927 for use on the Woolmer Instructional Military Railway, better known to most as Longmoor.

For 20 years, it ran here carrying the numbers WD205, WD70205 and the identity of *Gordon*, but when it was sold on again to the newly formed National Coal Board in 1947, that name – though not the actual plate – was transferred to the famous blue WD 2-10-0 now preserved at the Severn Valley Railway. Explains David Murray, the project leader for No. 28's restoration:



In its later National Coal Board guise as No. 67, the 'O1' sits outside Swindon Works in 1964, along with Ivatt '4MT' 2-6-0 No. 43115.
A.E. DURRANT/ MIKE MORANT COLLECTION

"Amazingly, the locomotive left the LMR with its nameplates still attached and one of these still exists in the National Railway Museum collection."

In NCB ownership as No. 67, the 0-6-2T followed its Scottish-built cousin to the County Durham area. Thankfully, while No. 85 was privately preserved, the NCB was persuaded of No. 28's historical importance,





Churchward 'Mogul' No. 5336 tows No. 28 through Gloucester Central station on its way to Caerphilly Works on February 22 1962. The 'Taffy tank' completed the last leg of the journey up the Rhymney Valley line to Caerphilly in a goods train behind Collett '56XX' 0-6-2T No. 6633 on February 26. BEN ASHWORTH

and donated it to the National Collection when it was withdrawn in February 1960.

But, like most of the National Collection engines at that time, it had nowhere to go; although initially housed at Caerphilly Works, it was later transferred to Swindon and Stratford for storage alongside No. 6000 *King George V*, before an offer came to give it a home back at Caerphilly…

Following closure by BR in 1963, the main Caerphilly Works buildings and erecting shop had been sold to South Wales Switchgear Ltd, and one of the company's directors came up with the idea of displaying a steam locomotive on the site, which, at that time, was still rail-connected.

It is reported that his initial request was for No. 4073 *Caerphilly Castle* – but since the GWR 4-6-0 was in the Science Museum, he was offered No. 28 instead. The 0-6-2T began its journey back to South Wales in December 1966 – but ran a hot axlebox at Southall and did not arrive at Caerphilly until July 11 1967.

Cosmetically repainted, it was placed on display in the SWS yard, alongside a signal box recovered from Rhiwderin and a newly constructed platform – but, as it turned out, these were just the start of the preservation efforts on the site. In 1969, the South Wales group of the Great Western Society rescued GWR '43XX' 2-6-0 No. 5322 from Barry scrapyard and brought it to Caerphilly, returning it to steam just two years later.

When the 'Mogul' moved to the GWS' Didcot headquarters in 1973, the group re-formed as the Caerphilly Railway Society to look after No. 28 (and several industrial locomotives) on behalf of the Welsh Industrial & Maritime Museum which was, by now, its official custodian.

Tony Smith, chairman of the Gwili's new Welsh Railway Trust and a former Caerphilly volunteer, remembers: "During the summer of 1973, the tubes were removed from 28, though the society was then involved in moving locos, fencing the site, getting the depot operational and holding open days.

> "It's a sorry state of affairs. But one of South Wales' preservation success stories is looking to redress the balance"

"By 1977, attention turned back to 28, and it was found that the boiler was not in as bad a condition as we had been led to believe. After discussions with the WIMM, it was decided to return her to steam, but this took longer than we thought as we were a small group and had the depot to operate as well.

"Led by our chairman, Doug Webb, eventually it was achieved – even to the extent that, as she was being repainted, original Taff Vale Railway transfers were found and applied." Resplendent in the ornately lined black livery of the TVR, No. 28 steamed for the first time in preservation on April 8 1983, being officially unveiled on May 25 that year by Doug Webb, WIMM curator Dr Stuart Owen-Jones, and NRM deputy keeper Peter Semmens.

LIVING RELIC

The Gwili Railway's current plan is to restore No. 28 as a live, travelling show of Welsh railway history. But, so long has this engine been on the sidelines, it's all too easy to forget how it has already been just that. Tony remembers the days when 'Taffy', as he fondly refers to the engine, went on tour around South Wales and beyond – though not always quite as planned.

Not long after its 1983 launch, he recalls: "I took a phone call at home from Dave Rees, who was organising a rail fête at Newport station to raise money for the local widows and orphans fund, and wanted 28 to be a star attraction. He said they would organise road transport (by this time we were not rail-connected) and the



unloading would be at Newport Ebbw Junction diesel depot, after which 28 would be towed to the station."

In the event, he continues, the engine never left Caerphilly on this occasion: "Unfortunately, the haulage contractor sent a low-loader with a bed too short for 'Taffy', and it sat on the trailer's swan neck, making it too high to go under the railway bridge in Van Road near the depot.

"The contractors were going to take it out via the back road to Newport – until they drove the route in a car and found it was far too narrow to take a low-loader.

"Luck was with us, because I drove to Ebbw Junction shed and found that the off-loading point had not been prepared, so the trip was abandoned. We went to the fête as visitors and were invited to take the engine in 1984.

"Learning the lessons of the previous year, we approved the haulage contractor, Mike Lawrence [who also transported many engines from Barry scrapyard], and the off-loading point at British Steel, Llanwern."

Along with No. 4930 *Hagley Hall* from the Severn Valley Railway, No. 28 was towed to Newport station by Class 40 diesel No. 40044. Unlike the GWR 4-6-0, No. 28 was not allowed to steam on BR metals – but, remembers Tony: "At the end of the day, when we were awaiting a path back to Llanwern, we were told we could have the surplus coal that the 'Hall' did not need. By the time we got the green light for the trip back, we had filled the bunker!"

Also on the footplate of No. 28 from Llanwern to Newport was Dr Owen-Jones from the Welsh Industrial & Maritime Museum, and Tony recalls that it was during this movement that agreement was reached for the engine's next trip – to Tyseley, as part of the following year's 'GWR 150' celebrations.

Still carrying its *Gordon* nameplates from its stint on the Longmoor Military Railway, No. 28 is at Caerphilly Works in 1962 shortly after entering preservation. JOHN WILTSHIRE/ PETER BRABHAM COLLECTION

This time, says Tony: "Leicester Heavy Haulage was the contractor, but soon after the lorry arrived, we realised that its two-man crew did not get on – so what should have taken a couple of hours took over half a day.

"We arrived at the shed just as they were unloading 28, and after a phone call to BR, a Class 20 diesel arrived to tow us from the turntable to the shed."

Over several weekends, No. 28 was steamed alongside Tyseley's own No. 7029 *Clun Castle*, though the 'Taffy tank' was only allowed to work goods trains because, at that time, it had no vacuum brake.

"Then came the shock," continues Tony, "because it was originally planned for 28 to go on to the Swindon exhibition, which was cancelled – so how was it to get home? After many phone calls, the trip was arranged with Leicester Heavy Haulage – it was the same driver, but with a different mate, so within the hour we were loaded and waiting for the police escort."

TVR TV STAR

In the same year as its Tyseley visit, No. 28 made two television appearances – one for ITV's *Highway* programme presented by Harry Secombe, and the other for a BBC2 *Timewatch* episode documenting a small but hugely significant event in the TVR's history – the 1901 legal case between the company and the Amalgamated Society of Railway Servants, commonly known as the 'Taff Vale case'.

Following a strike in August 1900, in which the railwaymen sabotaged locomotives and rolling stock, the TVR sued the union for its loss of profits. Justice Sir George Farwell ruled in favour of the railway, and in 1901, his decision was upheld in the House of Lords – though it was effectively reversed by the Trades Disputes Act of 1906, and the case is seen today as a factor in the rise of the Labour Party.

But No. 28's real moment of stardom came in 1991, with the celebrations at Cathays wagon works to mark the 150th anniversary of the TVR. Almost a century after it was built in the city, the locomotive was once again assembled in a Cardiff workshop.

Explains Tony: "By this time, we had started to take 28 apart for an overhaul and a new boiler certificate" – but naturally, "the request was that it was important for the locomotive to attend the event, so it was agreed to take it in pieces, and reassemble and repaint it in Cathays works.

"At the beginning of the week before the event, the chassis and boiler were put on low-loaders and the rest on a flat wagon. We used the depot crane to reassemble the loco, but at midnight on the Friday we were still working."

Successfully completed at the eleventh hour, No. 28 took pride of place in the event on the Saturday morning, along with TVR Brake Third coach No. 220 from the Gwili Railway – one of the carriages with which it will run again in the future.

Sadly, this proved to be its preservation swan song – for the overhaul never went ahead at Caerphilly. In one of the burglaries that forced the society out of its home, recalls Tony: "The stores van containing most of 28's parts was raided and some were taken. Society members located them in a scrapyard in Pontypridd, where we found most of the items in stills ready to be melted down.

"When we had collected all we could find, the yard owner asked for £500 to cover his costs. He was told to release the parts immediately, or the police would be called, and he would be looking at a charge of handling stolen property. He agreed, and the items were moved to a member's home."

On the main line – though not under its own steam – No. 28 stands at the west end of Newport station prior to being displayed at Newport Rail Fete on August 11 1984. *STEAM RAILWAY* ARCHIVE

BOTTOM: **Two of the coach bodies for the future Gwili Railway 'Welsh Train', Composites Nos. 31 and 52, being unloaded at Bronwydd Arms in August 2012, following restoration at a private site near Bewdley. TVR passenger coach livery, says David Murray, "was chocolate below the waist with white-ish cream upper panels, similar in appearance to the GWR's house colours. The chassis were black and lettering was in gold shaded red."** DEWI JONES

When the group gave up and decamped to the Gwili, No. 28 did not go with them, instead being placed in the care of the Dean Forest Railway.

Another two decades later, the engine ended up as beleaguered as any of those South Wales preservation societies – dismantled for an overhaul that never gained sufficient momentum, moved from pillar to post, and finally scattered across a yard in rusting pieces without any plan or finance to put it back together again, let alone return it to steam.

For what is, let's remind ourselves, a National Collection artefact, it was a sorry state of affairs. But once again, the Gwili stepped in to give it a safe home – and now wants it to steam once more, taking pride of place at the head of preservation's only full rake of Taff Vale coaches.

SAFE BOLTHOLE

In 2007, South Wales lost yet another preserved line, with the closure of the Swansea Vale Railway to make way for redevelopment. Once again, the Gwili provided a safe bolthole for the group and their stock, though not before the local arsonists bade them an unpleasant farewell by torching several DMU cars.

But out of the ashes of that project, and the Caerphilly scheme, is rising the best hope yet of No. 28 returning to steam. Last summer, the Caerphilly Railway Society merged with the Gwili Vintage Carriage Group to form the Welsh Railway Trust – now the custodian of No. 28 on loan from the NRM – while agreement has been reached in principle for the Swansea Vale Railway Society to become part of the new body as well.

"It was all about creating a strong and sustainable charity," says David Murray. "The merger has allowed the charities to move forward as a bigger and







stronger entity, creating a sustainable long-term future for the collection."

That collection now includes another former Caerphilly engine, Vulcan Foundry 'Austerity' 0-6-0ST Works No. 5272 which, remarkably, was based on the Longmoor Military Railway from 1945 to 1959, and so worked alongside the 'Taffy tank' for two years. Its Welsh connection comes from its later work for the NCB at Mountain Ash, where it was named *Haulwen* after the colliery manager's granddaughter – the name translating from Welsh as 'bright star'.

But the brightest stars in the new trust's collection are the vintage carriage group's huge collection of TVR and GWR coaches that will eventually run with the 0-6-2T.

"Despite the first ever powered locomotive having moved in Wales at Penydarren, Welsh railways have largely been forgotten," says David. "The railways of South Wales have had an immeasurable impact on all our lives, through the huge industrial impact of moving coal or the social impact of connecting outlying communities to the wider world.

"The Welsh Train Project will not only tell a story, but you will be able to experience it by riding on an original Victorian Welsh train. Why tell the story when you can live it?"

> "Despite the first ever powered locomotive having moved in Wales at Penydarren, Welsh railways have largely been forgotten"
>
> DAVID MURRAY

THE NEXT CHAPTER

You've been able to live part of the story at the Gwili for some time already, thanks to TVR Brake Third No. 220, the only known Welsh-built standard gauge carriage still in existence. First restored by pupils of Brynteg School in the 1980s, this four-wheeler has in recent years formed a short Victorian train at the Gwili with GWR five-compartment Third No. 216. Both are currently out of service for overhaul, with No. 216 awaiting the return of its doors from a contractor, and both are expected back in traffic within two years following similar work on No. 220. But that's just the start…

Back in 2009, when the Gwili Vintage Carriage Group became a registered charity, it was donated several privately owned coach bodies, meaning that its collection now stretches to six TVR and two GWR vehicles. In what David admits is "quite an ambition", its ultimate aim is to restore them all for passenger use.

One is every bit as historically important as No. 28 – the 1874-built TVR Third, No. 145, being the oldest surviving standard gauge carriage from a Welsh railway company.

"When found, it had been boarded out internally for use as a chicken coop," says David. "Behind the boarding, all the seat locations still exist, allowing the original configuration to be recreated."

The next step in the Welsh Train Project, it's planned, will be to send this coach away to a contractor for restoration, along with another Third from the same batch, No. 153. Having ended up as a holiday home on Hayling Island, the latter body was mounted on a plate wagon underframe at the Vale of Glamorgan (now Barry Tourist) Railway in the 1990s, though another new underframe will be needed for No. 145.

These, says David, are considered to be "the two most fragile bodies in the collection" – but it was for precisely that reason that it was decided to tackle them first. Subject to funds, GWR Dean four-wheel Composite No. 215 (on loan from the GWR 813 Preservation Fund)



TVR No. 28 hauls a goods train at Tyseley during its visit for the 'GWR 150' celebrations on June 8 1985. PETER BRABHAM COLLECTION

is next in the queue for attention; while the remaining three TVR bodies, all Composites, are in use as part of the station tea room at the Gwili's Bronwydd Arms station (Nos. 31 and 52) and as the group's fundraising shop at Llwyfan Cerrig (No. 48, transferred from the National Museum of Wales in 2015).

Such roles, says David, "ensure they have a safe and protected future," but "a return to service is seen as a long-term ambition. New chassis and running gear will be required."

In order to ensure a similarly safe and protected future for the restored coaches, groundwork has commenced on another part of the project, a carriage shed at the line's southern terminus of Abergwili Junction, titled 'Dan Do' – the Welsh translation of 'Under a Roof' (SR502).

Restoring all eight carriages will be a long and expensive exercise – although the costs of each vehicle are still to be verified, David confirms "they will certainly be six-figure sums per coach." However, if support is forthcoming, there will be something to show for it within a relatively short period.

Says David: "We believe 216 and 220 will be back in service within the next two years, and after securing funding, we would look to contract out the work to restore 145 and 153, which is estimated to take two years each.

"Currently, our estimate for returning TVR 28 to steam is five years. When you align that with the timescales above, you can see that our goal is to have a true four-coach Welsh train running in 2025."

APPEAL

With the launch on St David's Day of a fundraising appeal for No. 28 (see News), and an £18,000 grant from the Association for Industrial Archaeology towards the overhaul of the engine's bottom end, the ball is now well and truly rolling for the 'O1's' return to steam.

The £18k figure, and the estimated total of £160,000 for the complete job, may seem remarkably low for such an elderly engine with a long history of industrial use, and a more recent history as a kit of parts exposed to the elements. But, David assures us, it's actually in fairly good condition – largely thanks to the amount of work already undertaken before the previous overhaul stalled.

"We've undertaken as much of an assessment as possible with the locomotive still assembled," he says. "We were expecting it to be in very poor condition given its hard industrial life. However, we have been pleasantly surprised with what we have found. The locomotive had a considerable amount of work carried out on the chassis at the Dean Forest Railway and Flour Mill, which has given us an enormous head start.

"The tanks are beyond repair and new welded tanks will be manufactured with dummy rivets – the original riveted tanks were replaced with welded tanks during the loco's time at Longmoor. Recently, we've acquired a number of photos of 28 at the LMR with its original riveted tanks."

However, when a locomotive's been dismantled and batted around like a shuttlecock to multiple preservation centres over several years, some parts inevitably go missing. Says David: "One of our biggest challenges is the boiler fittings. Apart from some parts of the gauge frames and some oil pots, all was missing, or so we thought until December 2019. While undertaking a sort-out, the Llangollen Railway found a number of parts that had been put into storage while the locomotive was there, including both Gresham & Craven backhead injectors, the blower valve and regulator parts. That still leaves us with lubricators, the safety valve and all associated pipework and valves to source. If anyone knows of their whereabouts we would love to hear from them."

Llangollen's tidy-up wasn't the only stroke of luck, he adds: "One of our members identified an uncatalogued roll of drawings at the NRM that had come from Swindon and were simply marked as 'Taff Vale Drawings'. On examining the roll, we found a considerable number of TVR 'O1' class drawings, including original fittings such as the displacement lubricators, blower valve and whistles. It is our intention to return the locomotive as close as possible to its original TVR condition and livery, so finding these drawings has been fantastic."





INSET TOP: **David Murray, project leader for No. 28's restoration, and NRM Senior Curator Anthony Coulls, with the 0-6-2T at Bronwydd Arms.** NRM

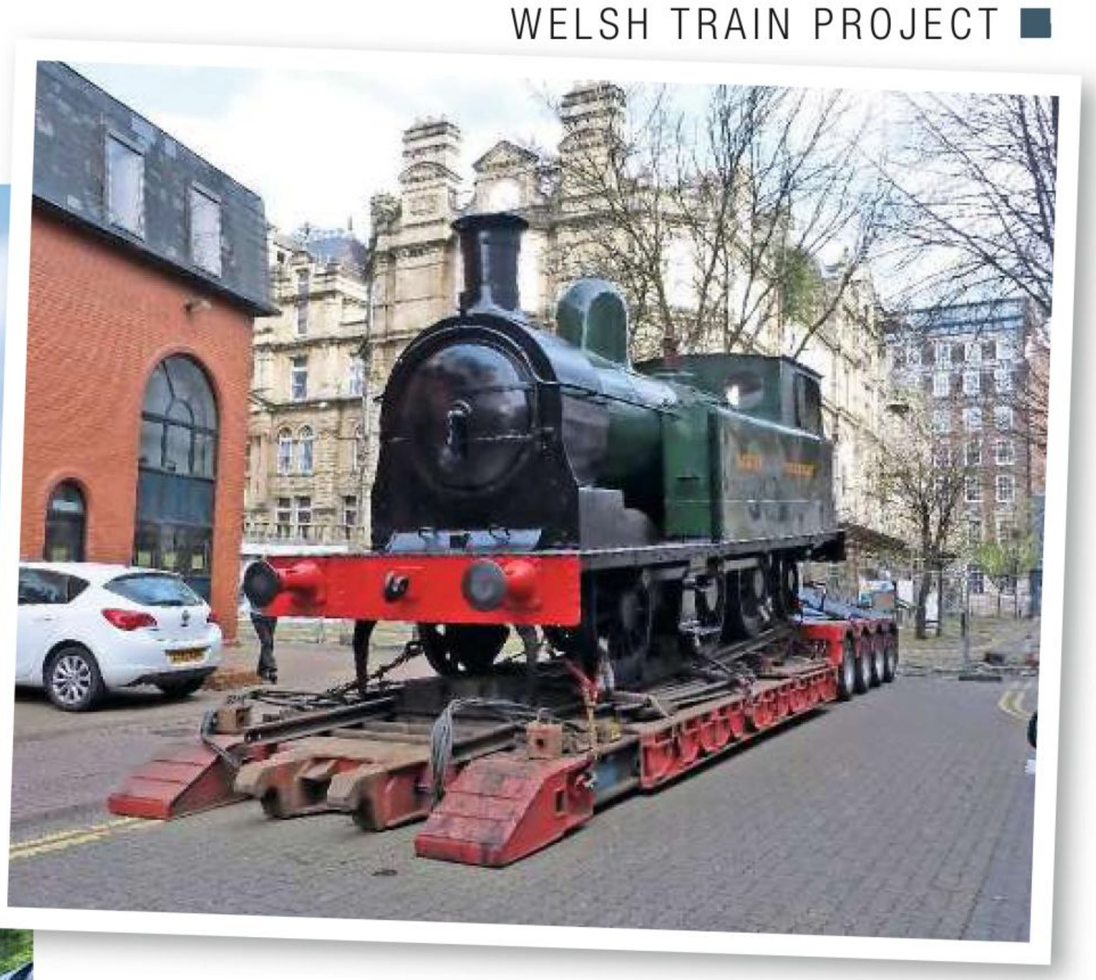
Cosmetically restored to GWR livery as No. 450, the 'O1' is displayed at the Gwili's Llwyfan Cerrig station in May 2014, along with GWR Third No. 216 (nearest the camera) and TVR Brake Third No. 220. PETER BRABHAM

ASSURANCE

Mindful of how this valuable National Collection artefact had ended up dismantled and neglected, we asked, will it be safeguarded against such a thing happening again? David assures us: "When we developed our own plans, we didn't want the locomotive to end up in the same position again.

"We sat down in 2018 to consider what was next, the key goal being to ensure that 28 was safeguarded for the future. We set about undertaking an assessment





of the loco, its condition and historically important components, and developed an option selection report.

"We concluded that the most secure future was through a restoration, allowing the locomotive to earn its keep and be accessible to the public. I have to say the NRM has been fantastic; it has carefully considered our plans and ideas with honest and open discussion.

"The loan agreement is an extension of the previous display agreement, converted to a restoration agreement. We estimate that it will take five years to restore the loco, but the loan agreement is on a three-year basis.

"Before we even approached the NRM, we agreed that we would raise a certain amount of funding before starting the dismantling, and also that we would put aside an amount of money as a 'rescue fund'. This will be held safely until such time as the repaired boiler is refitted to the frames, then released back into the restoration pot. In the event the project failed, the money would be used to pay someone to reassemble the locomotive and cosmetically restore it."

The railway is confident that such a situation will not arise, however. Says David: "We have committed to raising £32k before we lift the boiler out. It is easy to get carried away, strip the locomotive and then find you cannot fund the work. Currently, we have raised £25k and we are hoping to be in a position in mid-2020 to hit the £32k mark and start the restoration in earnest."

With its locomotive department boosted by a new shed (SR502), the Gwili's volunteers are up for the challenge.

TOP RIGHT:
During its journey from Llangollen to the Gwili Railway in 2014, No. 28 returned to its birthplace of Cardiff Bay, where it is pictured outside the Coal Exchange building.
DAVID MURRAY

Says David: "Overall, we have a group of around 40 people involved in various aspects of the project, of whom around 30 are hands-on volunteers. The locomotive has brought a number of new people to the railway who have never been involved in the railway world.

"While many of our members remember 28 at Caerphilly, it was the first ever steam engine our Volunteer Coordinator, Neil Phillips, saw in the flesh as a child. Little did he realise that he would be living the dream of restoring the locomotive in later years.

"We've got a fantastic team, ranging in age from 14-70 years old and from all walks of life. More than half the team are under 40 and this is one of the reasons we are keen to use 28 to develop heritage skills and knowledge.

"Our intention is to carry out as much of the overhaul as possible in-house. While the locomotive would be back in service much quicker if we put more work out, we firmly believe in investing the time and effort to develop these skills in our own volunteers. Of course, there will be times where we will need to employ specialist contractors, but these will be the exception.

"Of course it won't be easy, but expanding the skills and knowledge we have will only serve to improve the Gwili as a whole."

QUALITY NOT QUANTITY

South Wales may have fewer preserved lines than we might like, or that such a historic area of the railway world arguably might deserve. The pivotal role of companies like the TVR, and their unsung workhorses like No. 28, in Britain's industrial and social history may have been largely overlooked for much too long. But, in its own way, No. 28 is poised to right both of those wrongs.

When the 'Taffy tank' proudly steams once more, to take its rightful place at the head of a complete Victorian train, it will not only be a shining beacon to draw attention to that forgotten history once again. It will be a fitting memorial to the Taff Vale Railway, to the lost Caerphilly preservation scheme, and to the determination of its volunteers, as well as those of the Gwili.

Perhaps most of all, though, it will show what can be achieved when, as David puts it, "everyone is working towards a common goal. That goal is to conserve, preserve and tell the history of Welsh railways."

South Wales may have lost more steam lines than anywhere else on the preservation map – but No. 28 and the Welsh Train Project will show how this has only served to make the remaining lines stronger, and will be one of preservation's best examples of working together for the greater good. SR

STEP FORWARD
Eric Butler-Henderson

There's more to preserved Great Central 'Improved Director' *Butler-Henderson* than meets the eye, because it might easily have not been built. **HOWARD JOHNSTON** pays a 100th birthday tribute with research on the man and the machine.

The full truth may never be known... Why was preserved Great Central Railway 'Improved Director' 4-4-0 No. 506 *Butler-Henderson* not named Eric Butler-Henderson?

CME John Robinson's 21 Class 'D10s' and 'D11s', built between 1913-22, honoured senior officials of the pre-Grouping company with their monikers, but for some unexplained reason, the Christian names of Butler-Henderson and fellow officer (Henry) Worsley-Taylor were never used.

It is exactly 100 years ago, on March 13, that Neasden shed staff were excited by the arrival of a sparkling No. 506 from Gorton Works to commence its first main line duties. After the disappointing performance of Robinson's larger 4-6-0s, *Butler-Henderson*'s surefootedness was welcomed by crews on the GC's London Extension out of Marylebone. In 2020, it is the company's only surviving express passenger locomotive.

There's a lot to the life story of No. 506 – BR's No. 62660 which, it can be explained, should never have been built in the first place.

Research reveals that the middle-ranking aristocrat it rewards had a life and career that was full of strange twists and turns.

Today, the National Collection engine stands silent inside Barrow Hill Roundhouse, and there are no plans to return it to steam.

IN TOP GEAR

Who was Butler-Henderson?

Eric Brand Butler-Henderson was born in 1884 as the Hon. Eric Henderson, but changed his name to include a middle name from his wife (Sophia Isabelle Butler Massey) after their marriage in 1910. This was to smooth the inheritance of Sophia's family home at Castle Crine in County Clare, Ireland, which they later sold and was demolished in 1955.

Eric was the sixth child of the well-heeled Sir Alexander Henderson (1850-1934), a Liberal MP who was the chairman of the GCR board from 1899 until its absorption by the LNER in 1923, and later became the new deputy chairman of the LNER. He was also a ally of royalty, and was elevated to the peerage as Lord Faringdon.

His name was rarely out of view because three engines were named after him. The first was '11B' (LNER 'D9') 4-4-0 No. 1014 *Sir Alexander* in 1901, the '11E' ('D10') 4-4-0 No. 429 (BR No. 62650) *Sir Alexander Henderson* in 1913, and then '9P' ('B3') 4-6-0 No. 1169 *Lord*





Now classified 'D11/1' and numbered 62660, *Butler-Henderson* departs Trent with a Lincoln to Derby train on July 30 1955. T.G. HEPBURN/ RAIL ARCHIVE STEPHENSON

In original '11F' form, GCR No. 506 *Butler-Henderson* is prepared for duty at Neasden c1920. RAIL ARCHIVE STEPHENSON



> There's a lot to the life story of No. 506 – BR's No. 62660, which should never have been built in the first place

Faringdon in 1917. LNER 'A4' 4-6-2 No. 34 (60034) also carried *Lord Faringdon* nameplates from 1948-66. Sir Alexander's wife (Eric Butler-Henderson's mother) was also honoured twice on the same '8E' 4-4-2 No. 439, first as *Lady Henderson* and later *Lady Faringdon*.

To return to the story, there might not have been an engine named after Eric Butler-Henderson because he almost didn't make it through the First World War, being wounded in battle in 1915 while serving as a captain with the Mediterranean Expeditionary Force in Gallipoli and Salonika.

As well as being a GCR director, Eric was also on the LNER board for some years, and research also reveals he had many other business roles associated with his prominent public life, including major interests in Argentina. He quickly backed out when the Catalinas Warehouses and Mole Co. which supplied water and drainage in Buenos Aires went bust in 1953. He died that year.

Moving forward half a century, Eric's great grand-daughter Vicki Butler-Henderson, now a celebrity TV presenter and racing driver, often tells stories of her famous ancestry.

As a 19-year-old, she was employed as an editorial assistant on our sister magazine *Practical Classics*, and had no idea of her railway background until she paid a visit to the GCR, at *Steam Railway*'s instigation, on November 9 1991; she was accompanied by her 12-year-old brother Charles.

Both are now racing drivers, and since then, Vicki has achieved fame of her own by presenting BBC's *Top Gear* and Channel 5's *Fifth Gear*.

FAMOUS FAMILY

The GCR's Chief Mechanical Engineer John Robinson is probably best remembered for his 666 excellent 2-8-0s that were in service both with the company and in conflict zones in both world wars (represented in UK preservation today by No. 63601).

In sharp contrast, Robinson only had mixed success with his passenger designs.

His first 4-4-0s, the LNER 'D9' (GCR '11B', '11C' and '11D'), built between 1901-04, were minor updates of engines designed by his predecessor, Thomas Parker, and regarded as weaklings, despite extensive rebuilding. They started their lives on secondary routes around Sheffield, Manchester, Lincolnshire and deep into East Anglia and over the M&GN system between Yarmouth, Norwich and Leicester. They were all gone by 1950.

Into the 20th century, 4-6-0s were becoming fashionable among all British companies, but Robinson's six 'Sir Sam Fays' (GCR Class '1', LNER 'B2'/'B19') fell down badly on the job, so he returned to the 4-4-0 arrangement with a scaled-down 4-4-0, using the same firebox more efficiently, a shorter boiler and smaller cylinders. They proved to be good engines.

This now brings us to *Butler-Henderson*, which can be traced to the '11E' (LNER 'D10'), which was part of another Robinson pride recovery exercise after another 4-6-0 flop. Ten '11Es' with new features were constructed from 1913, and the decision to name them after GCR senior officials produced the obvious nickname of 'Directors'.

Unfortunately, the short series of ten engines meant it was not possible to honour them all, but this would have been rectified with the order of another six in 1916. However, the First World War resulted in their cancellation, otherwise Butler-Henderson's name might have gone on one of these.

Allocated to Neasden shed, the '11Es' worked on the GCR main line out of Marylebone, but like other Robinson engines, lost out to more modern types, such as the mass-production LNER Gresley 'B17' 'Footballers' and Thompson 'B1' 4-6-0s, and ended their days around Sheffield and Manchester. They were withdrawn as BR Nos. 62650-9 between 1953-55, and all scrapped.

Eric Butler-Henderson's eternal recognition came in the closing weeks of 1919 with the appearance of the first of the more refined '11E' (LNER 'D11'). It was known as an 'Improved Director' because of its revised front end, better cylinders, higher pitched boiler and side window cab. The other GCR director who had missed out of the original batch, Gerard Powys Dewhurst, was recognised on No. 507, after which three 'D11s' were named *Prince of Wales*, *Prince George* and *Princess Mary*, the children of King George V, and the balance after war battlegrounds, *Mons*, *Zeebrugge*, *Somme*, *Jutland*, *Ypres* and *Marne*.

LNER CME Nigel Gresley was impressed enough to build another 24 'D11s' in 1924 to Scottish loading gauge to work over former North British metals, although their Sir Walter Scott novel characters *Baillie MacWheeble*, *Luckie Mucklebackit* and *Laird of Balmawhapple* were arguably not classic steam locomotive names.

No. 506 *Butler-Henderson*, or BR No. 62660 as it became, was a routine member of its class for its 40-year working lifespan.

It was completed at Gorton Works in the closing days of 1919, and after three months commissioning and fettling, was dispatched to Neasden shed for regular top link duties on the London-Sheffield route, plus outings to Manchester. On June 25, No. 5506 (renumbered by the LNER) was sent up to Gorton shed for the same duties.

Transfer to the LNWR Copley Hill (Leeds) shed in April 1927, and twice subsequently, was a complete change of role, as it took No. 5506 regularly into King's Cross, with high-speed running on the East Coast Main Line. Soon, displacement by more powerful Great Northern 'Atlantics' meant the engine was returned to Neasden, and it would remain on general GC duties until August 1938, peppered with occasional forays onto GWR territory with a York-Bristol train, coming off at Swindon.

The downward slide had begun, and *Butler-Henderson* and its London classmates drifted to Sheffield in 1938, and Mexborough for purely local duties. After a brief return to London, it slipped further down the pecking order in July 1947, being sent to Immingham for working local stopping services to Doncaster, Lincoln and Boston.



Glorious in green. *Butler-Henderson*, on display outside at Barrow Hill Roundhouse in April 2012. ALISDAIR ANDERSON

OUT OF USE – BUT NOT LUCK

In the opening years of BR, there was precious little employment left for the Eastern Region 'D11s', and No. 62660 (as it had been renumbered) became a Trafford Park engine in March 1951, spending long periods out of use between a handful of Manchester and Chester local passenger duties. It came out of store in October 1953 for four years at Lincoln St Marks shed for Nottingham and Derby services. No. 62660's move to Sheffield Darnall in March 1957 would be its last, and after its final sporadic outings in the summer of 1960, it was taken to Gorton on October 29. Repairs were not sanctioned, and it was officially condemned seven days later with a recorded mileage of 1,280,897.

Record-keeper, the late Willie Yeadon, records that this was its 18th and final visit to Gorton Works.

The selection of No. 62660 to represent the Great Central's passenger fleet within the National Collection was almost certainly because it was the last surviving 'D11' with original cylinders and valve gear.

Gorton restored it to original GCR green and brown livery in 1961, with the boiler last carried by No. 62666 *Zeebrugge* and the tender from No. 62665 *Mons*, and it was put on static display at Clapham Transport Museum.

After a memorable return to steam at the Great Central Railway between 1982-1992 (SR495), the 'D11' has been a static exhibit.

On *Butler-Henderson*'s 100th birthday, there are no clear plans for its future, with its mooted inclusion in a future museum at Leicester North station on the GCR currently on ice. Meanwhile, No. 506 remains at Barrow Hill Roundhouse, where it has quietly resided since 2005. SR

The author also acknowledges referring to the *RCTS Locomotives of the LNER* part works, and also *Yeadon's Register* Vol. 29 for allocation and overhaul dates.

In *Butler-Henderson*'s final flourish before withdrawal in 1992, it departs Loughborough in temporary BR black livery.



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VOLUNTEERS – THE VITAL

The more you can rely on volunteers, the more you can achieve, says **RICHARD JOHNSON**, chairman of the blossoming Gloucestershire Warwickshire Steam Railway.



Every day, groups of volunteers assemble up and down the length of the Gloucestershire Warwickshire Steam Railway's 15 miles to enable steam trains to run on more than 200 days each year.

We now have over 950 regular volunteers, undertaking all aspects of running what is now a multi-million pound business, carrying 125,000 passengers in 2019.

How has this rather remarkable situation arisen, and how can we do it with so many volunteers, and just seven paid staff?

The answer lies in the fact that each and every volunteer on the railway is immensely proud of what has been achieved, dearly wants the railway to continue on the current volunteer basis for as long as is realistically possible, and makes clear to the board that employing staff is not acceptable without the most considerable justification.

We realise that, as the railway grows, management and accountability could become more fragmented unless we have the right organisation in place, and that that might necessitate adding a small number of extra paid staff.

We often get asked by members of other large preserved railways: "Why do you employ so few paid staff?" My answer – without being flippant – is "why do you employ so many?" Therein lies the difference in culture.

We all know that once someone is appointed to a paid position, it is essentially impossible to get a volunteer to do it subsequently. I believe that it becomes ingrained in the mindset, and from speaking to some directors of other railways, it is clear that they believe that many aspects can only properly be undertaken by paid staff.

I do realise that one of the biggest challenges we face is that in promoting a timetable of over 200 running days per year, and taking many advance bookings, we then have to deliver. To do this, we assess what we believe our volunteers are capable of achieving, and then cut our cloth accordingly.

For example, we operate three rakes each of eight coaches. They are restored, overhauled and maintained by our dedicated volunteer department. To enable necessary work to be done, we don't operate public trains on Mondays or Fridays throughout the year. On Mondays, a team of ten volunteers come along and give all the coaches a thorough internal and external clean. On Fridays, our volunteer light maintenance team assemble, and deal with all running repairs which have ben flagged up throughout the week. Anything which requires more serious attention is booked for attention at our carriage workshops.

Incidentally, not running public trains on Fridays allows us to run our very popular 'Fire & Drive' trains, which are constantly sold out.

This is an example of doing what we know we can do, rather than trying to do too much by running services every single day. For similar reasons, we don't operate an evening 'Wine & Dine' train. We recognise that we would have great difficulty staffing and operating it with volunteers. We run much simpler 'Fish & Chip' trains, which are constantly sold out in advance.

> **"EACH AND EVERY VOLUNTEER ON THE RAILWAY IS IMMENSELY PROUD OF WHAT HAS BEEN ACHIEVED"**

Of the seven full-time staff we employ, four are office-based, which combine customer-facing roles with finance and administration. Everyone understands the need for the administration of our growing business to be dealt with on this basis and, in 2019, we purchased an office block adjacent to Winchcombe station, to give more permanent accommodation for our staff. We employ a full-time operations manager, to oversee and control all our day-to-day operations, and a full-time head of our signalling department.

In 2019 ,we also employed a full-time process assurance manager whose role is to liaise with all our operating departments and ensure that all their processes and procedures are compliant with the requirements of ORR. Like many other railways last year, we had a visit from the ORR, and were generally very pleased with the outcome. Although, inevitably, there were areas which we were asked to review, there was nothing that we were unable to deal with.

The Gloucestershire Warwickshire Steam Railway is a public limited company with approximately 8,000 shareholders, which owns and operates the railway. The plc is supported by one of its larger shareholders, the Gloucestershire Warwickshire Railway Trust, which is a charitable trust and which recruits and supports all our volunteers – as well as supporting the railway in a whole host of other ways.

All directors are volunteers and, without exception, they can all be seen volunteering in different departments of the railway. One of the directors is our volunteer resources director, which is essentially an human resources position, and deals with all such matters for our volunteers, thus ensuring that any difficult personal issues can be dealt with professionally and confidentially.

We have a recruitment team, which deals with the induction of all our new volunteers. Induction days are held each month, and we have a steady stream of people volunteering to join us. New volunteers receive a full day of induction with basic health and safety training, and then they join their respective departments for further induction, and training.

Knowing that everyone who is working on a particular day is also a volunteer brings a great feeling of comradeship and satisfaction, and avoids any suggestion of a 'them and us' situation. As is often said, we all get the same rate of pay, with double time at weekends!

GROWING BUSINESS

The fact that we have been able to develop and grow the business as an essentially all-volunteer operation has allowed us to keep control of our finances and invest any surplus each year in the development of the railway. About 37p in every pound we take is currently spent on our infrastructure. This year, in January and February – our closed season – several large engineering projects have got under way. Contractors have been clearing out the drainage chambers on our long viaduct. A river which flows through a culvert under the railway has been realigned as it was eating into the embankment. We've dealt with two landslips, and we are upgrading about a mile of track to get rid of life-expired wooden sleepers.

In addition to that, we are building a new welfare block for our locomotive department and are investing in and refurbishing Churchward House, the office block mentioned earlier. Very little of this would have been possible if we'd had a large monthly wage bill to contend with.

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COMPONENT



Volunteers on the GWSR celebrate winning of the Queen's Award for Voluntary Service underlining the huge contribution volunteers make towards the success of the Cotswolds railway. JACK BOSKETT

What does the future hold? We extended our railway to Broadway two years ago and saw visitor numbers increase dramatically – to the extent that we had to take measures to reduce overcrowding on some trains. I said at the time that we were then embarking on a five-year period of consolidation, and the work outlined above, together with other projects in the pipeline, is an indication of that.

We are currently the second biggest visitor attraction in Gloucestershire and have plans to become the biggest. We recently regained land occupied by a garden centre which was operating from premises within our Toddington station site. There are exciting ideas for the future development of this important site, and it now gives us a considerable additional area of land for car parking for visitors.

We are always asked about further extensions to our line. We currently operate for 15 miles, and that is longer than many other preserved railways. We recognise that in addition to the cost of building an extension, it would stretch our volunteer resource considerably and that might mean the need to employ more people.

Theoretically, we could extend the railway southwards into Cheltenham town. We own a further half-mile of trackbed, and much of the original formation into Cheltenham still remains. Unfortunately, there are areas which have been breached, and the site of the original station is now a supermarket. With substantial external funding it could be done, but we would have to be assured that there would be sufficient extra passenger traffic to fund the incremental running costs. It would potentially be of great benefit to Cheltenham itself if we did ever extend towards the centre.

Similarly, we could possibly extend northwards towards Honeyborne where there is a main line connection. The trackbed north of Broadway is not owned by us. It is owned by Track Paths Limited. It is in a poor condition, with at least three bridges requiring major attention and potentially absorbing significant funds. Other than the main line connection, there is little at Honeybourne to attract us as it is largely a residential area.

We do, however, recognise that the original goal of all those who started rebuilding this railway 40 years ago was to reopen as much as was possible of the original line between Cheltenham and Stratford-upon-Avon; hence the name. We won't do anything to end that dream, but we can only extend provided it is viable to do so, and continue to attract sufficient volunteers to operate and maintain it.

We are very fortunate that with our current northern terminus of Broadway we have probably the finest passenger destination of any preserved railway in the country. Broadway is, for good reason, known as 'the jewel in the Cotswolds', and we have anecdotal evidence that, on days when our trains run, some shops have extra staff to cope with the business. Great news all round.

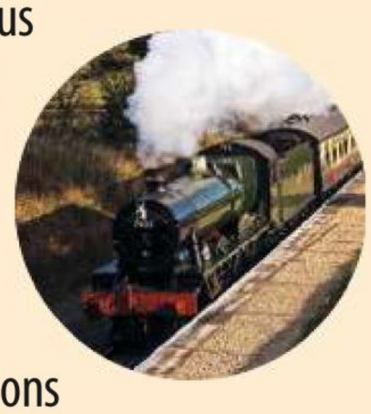


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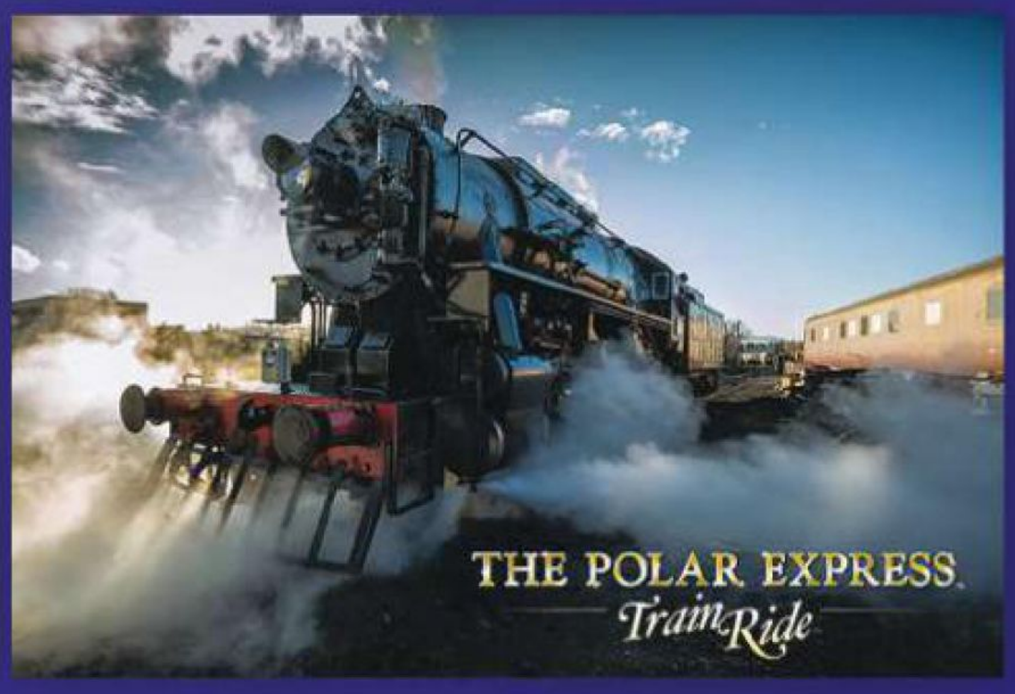
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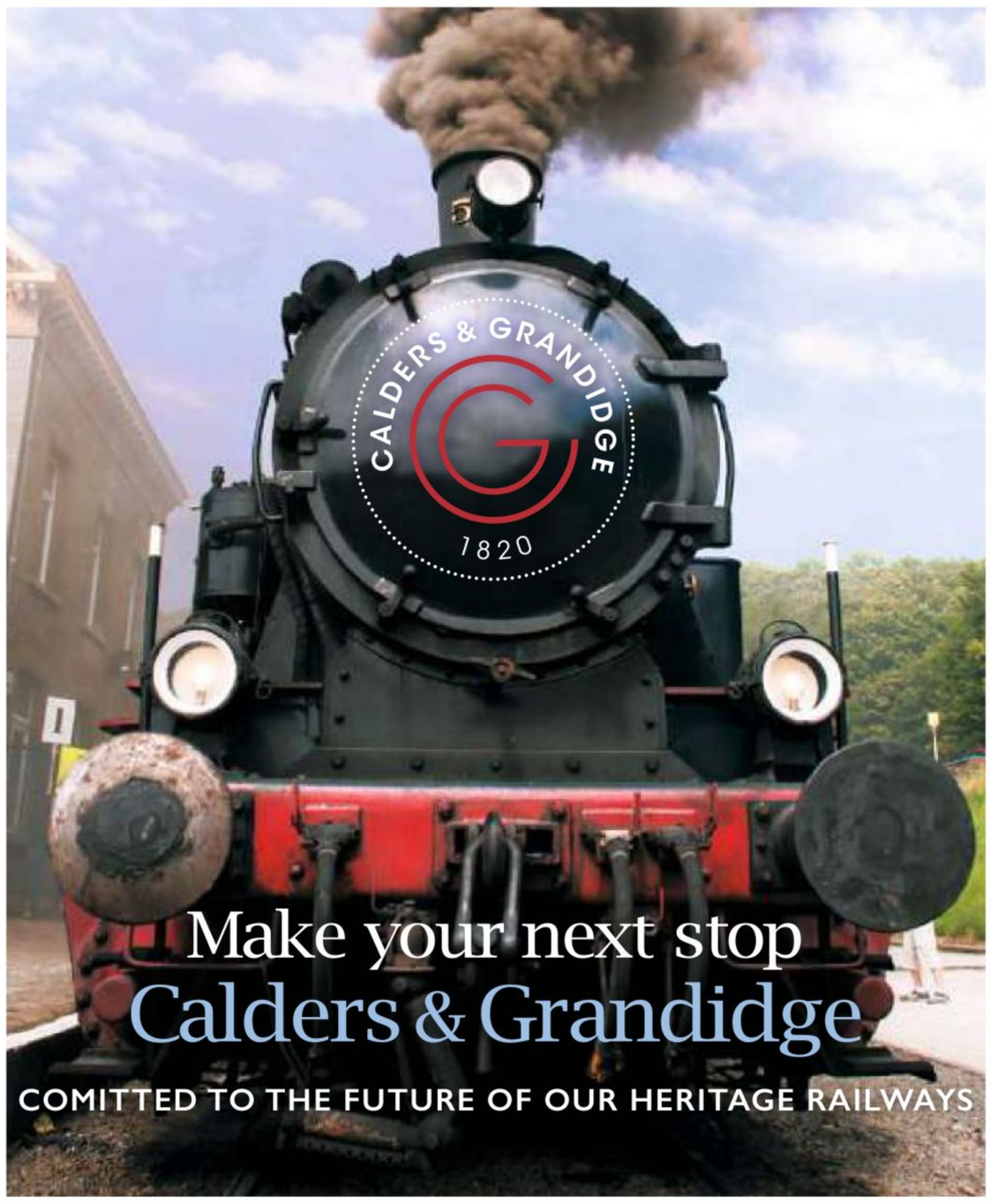
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'RADIAL' RESEARCH

As an exiled 'Boltonian', I enjoyed your L&Y special (SR502), in particular 'The other Radial Tank' article.

Unfortunately, the undated photo of No. 50621 throws up as many questions as answers. The photograph does indeed suggest that No. 50621 may be running, as a wisp of steam appears to be coming from the whistle.

The Hoy buffers and Ross pop safety valves it carried at withdrawal have been replaced by the original Aspinall/Turton-type buffers and Ramsbottom safety valves, but the later type 'dogged' smokebox door and parallel chimney are also present in the image, but they were replaced when the locomotive was finally restored.

There are several copies of a photo of No. 50621, which show it inside Horwich Works, supposedly in 1955. The buffers had been removed but the rest of the engine appears to be in as-withdrawn condition, so I reckon that the photograph in the last issue was taken after 1955. The Lancashire area had very heavy snowfalls in January-February 1955 and 1956, so it is more likely to be the latter.

Someone has plugged the bolt holes in the soon-to-be-replaced smokebox door, presumably for the purpose of steaming the locomotive.

'Radial' No. 1008 was restored to L&Y livery in 1958, which was when the dummy wooden tapered chimney (designed by Geoffrey Drinkwater, the chief draughtsman) and Aspinall smokebox door were fitted. It was then stored in the Horwich paintshop.

CORRECTIONS

I'm sorry to advise that Tony Warnes is a few miles adrift in his location of 'E' class No. 507 at Eastbourne (SR502). Yes, it was on the south coast and in the shadow of the South Downs, but it was firmly on 'Chatham' territory – as hinted at by the coaches – on Dover Priory shed (a hunch confirmed by reference to *An Historical Survey of Southern Sheds*, Hawkins & Reeve, OPC 1979)
Neil Knowlden, Hon. Membership Secretary, Southern Railways Group

LOCOMOTION DISPUTE: SHILDON MUST COMPLEMENT DARLINGTON

My reaction to reading your special report on the future of *Locomotion* is that merely following the correct protocols does not entitle the Science Museum Group (SMG) to claim that it is the right thing to do. Such a claim reeks of arrogance and appears to be completely dismissive of any contrary view.

For me, the most telling item in your *Locomotion* timeline is: 1857 – Withdrawn, restored at Shildon and plinthed at Darlington North Road.

Clearly, both Darlington and Shildon have valid claims on the original *Locomotion*, as does Newcastle.

Equally, the timeline shows that it hasn't been completely static since 1857, but has taken part in many celebrations at different locations at different times; however, it has always returned to Darlington.

These are historical facts and such celebration of this magnificent artefact at other venues must continue. Therefore, compromise is the only acceptable outcome and the SMG must not be allowed to ride roughshod over a little local museum.

I strongly support the suggestion in Nick Brodrick's editorial that the SMG should relocate *Locomotion* to Shildon next year, and for it to take pride of place at the 200th year anniversary, but to be symbolically handed back during the 2025 celebrations.

However, I feel that both Newcastle and Shildon have valid claims for temporary display. Requests from other museums, both at home and abroad, should also be regarded as historically valid.

Yet, while *Locomotion* is an important national artefact of international significance, its home should remain at Darlington.

Shildon, instead of depriving Head of Steam of its key exhibit, should focus on the opportunity to create something special and unique – a magnificent and memorable celebration involving demonstrations of all the operable replicas in action.

The SMG must have a rapid reappraisal of its intentions and drop this arrogant attitude to reach a win-win compromise. No other outcome is acceptable from an important national institution.

Shildon must complement, not compete with Darlington.
David Essame, by email

In *Horwich Locomotive Works*, the author, M.D. Smith, states: "… eventually refurbished leaving the works September 7 1964". The official BR photo was probably taken at around this date after the 'refurbishment' at Horwich, as Winter Hill appears in the background.

If the plans for a museum in one of the remaining parts of the works come to fruition, wouldn't it be nice to acquire 0-6-0 diesel shunter No. D4157/08927 when it comes out of service with RSS, and display the last locomotive built at Horwich alongside the first?
Ray Hulock, Isle of Man

MAJOR PR JOB FOR STEAM REQUIRED

I wonder if preserved railways are becoming concerned over the global warming frenzy?

Surely it can't be long before people who have no interest in steam railways, the global warming brigade – even people who live near one – will turn their attention towards them. We could see staff and volunteers being harassed, even damage being done, to make a point.

Furthermore, railways could discover that their applications for an extension to the line are being refused on environmental grounds.

Even now, there are objections to coal mine planning permissions being extended, or new ones opened. If some people think this is being done to help support steam railways, they might not be too pleased.

Imagine turning up at your local railway to be confronted by demonstrators trying to persuade you not to travel as the railway is destroying the planet?

All this might appear to be abject doom and gloom, but I can see things heading in this direction. Steam is going to have to work hard on its public relations.
Mick Griffiths, by email

We understand that members of The Extinction Rebellion protest organisation have already visited at least two preserved railways… ***Ed.***

WE ALL POLLUTE FOR FUN

We really have to nail this 'polluting for fun' thing (SR502) or it will get us all in the end! We should never use the expression without qualifying it.

We, especially in the West, all pollute for pleasure; every time we get in our cars to go somewhere for a fun weekend, let alone fly long-distance to visit family, friends or Disneyland.

The point has already been made about the number of planes and flights. Unless these are strictly necessary business flights, are they not polluting for fun?

My wife and I have been 'green' all our lives, and never fly, among other lifestyle choices, so I do not feel too guilty about shovelling a few tons of coal into my favourite steam locomotives, especially if it gives pleasure to other people too!
James Evans, Cornwall

FUEL BANS COULD HARM PRESERVATION

I was fascinated to read in SR501 about the challenges that are likely to affect steam railways in the future.

The article focused entirely on the railways themselves, though, without considering the external environment (apart from a brief mention of Brexit). In particular, it was assumed that visitors and staff travelling to steam lines will continue to be able to reach them just as easily as they do at present.

I think it would be unwise to assume that we will necessarily be able to drive easily to these attractions for too many more years. The Government has said that, for climate reasons, petrol and diesel cars are to be phased out over the coming years.

How successful the huge transition to electric vehicles will be remains to be seen. In the meantime, a sharp increase in the price of petrol and diesel could cause a significant fall in visitor numbers.

If I were running a preserved railway, accessibility for visitors and staff would be a significant concern for the future.
Richard Keeling, Royston

The Guide

SEND EVENT DETAILS TO
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Steam Railway cannot accept responsibility if services differ from those listed

• GALAS & ENTHUSIAST EVENTS

MARCH

6-8 East Lancashire Railway – Spring Steam Gala
6-8 Keighley & Worth Valley Railway – Spring Steam Gala
7/8 Kirklees Light Railway – *Katie* & *Sian* Weekend
7/8 Mid-Hants Railway – *Flying Scotsman*
7/8 Nene Valley Railway – 'Swindon 70' Spring Steam Gala
14/15 East Anglian Railway Museum – Spring Steam Gala
14/15 South Devon Railway – Spring Steam Gala
15 Yeovil Railway Centre – Steam Train Day
21 Appleby-Frodingham RPS – Brake Van Tour
21 Avon Valley Railway – RSH 7151 Fundraising Day
21/22 Chatham Dockyard Railway – Running Weekend
21/22 East Somerset Railway – Steam Gala
21 Statfold Barn Railway – Back to Basics Enthusiast Day
27-29 North Norfolk Railway – Spring Steam Gala
28/29 Great Central Railway – Goods Galore Gala
28/29 Ribble Steam Railway – Spring Steam Gala
28/29 Swindon & Cricklade Railway – Steam Gala

APRIL

3-5 Bluebell Railway – Branch Line Weekend
4/5 Aln Valley Railway – Greenrigg Halt Extension Launch
4/5 Chasewater Railway – Pits to Power Stations Gala
4/5 Chatham Dockyard Railway – Running Weekend
4/5 Nene Valley Railway – Mixed Traffic Weekend
5 Isle of Wight Steam Railway – Island Heritage Train Day
5 North Ings Farm Museum – Open Day
5 & **12/13** Rocks by Rail – Open Days
10-13 Didcot Railway Centre – Railcar Rendezvous
10-13 East Lancashire Railway – *Britannia*: Best of British
10-13 Isle of Man Steam Railway – Rush Hour on the Railways
12 Bredgar & Wormshill Light Railway – Easter Open Day
12/13 Mid-Suffolk Light Railway – Easter Steam Up
12 Whitwell & Reepham Station – Easter Steam Sunday
13 Gartell Light Railway – Open Day
16-19 Severn Valley Railway – Spring Steam Gala
18 Appleby-Frodingham RPS – Brake Van Tour
18 Ffestiniog & Welsh Highland Railways – 'The Snowdonian'
23-26 West Somerset Railway – Spring Steam Gala
25/26 Embsay & Bolton Abbey Steam Railway – Mixed Traction Weekend
26 East Kent Railway – Steam Running Day



Hawthorn Leslie 0-4-0ST Works No. 3718 Swanscombe No. 4 passes RSH 0-4-0ST Works No. 7063 'Eustace Forth' at Pitsford sidings during the Northampton & Lamport Railway's Winter Gala on February 8. JAMES KINDRED

• VINTAGE & TRANSPORT EVENTS

MARCH

14 Bure Valley Railway – Norfolk Railway Society Exhibition/Open Day
14 Cleethorpes Coast Light Railway – Volunteer Recruitment Day

APRIL

2-5 Beamish – Great North Steam Fair
4 Abbey Pumping Station – Classic Vehicles & Railway Day
4/5 East Lancashire Railway – Working Members Model Railway Exhibition
4/5 Whitwell & Reepham Station – 1940s Weekend
5 Amberley Museum – Vintage Cars
10-13 Great Central Railway – Easter Vintage Festival
12/13 Chatham Dockyard Railway – Festival of Steam & Transport
13 Rushden Transport Museum & Railway – Easter Craft Fair
18/19 Beamish – Meccano Exhibition
19 Amberley Museum – Classic Car Run/Spring Industrial Trains
19 Colne Valley Railway – 75th Anniversary of the End of WW2
25/26 Avon Valley Railway – Model Railway Weekend
25/26 Beamish – Horses at Work
25/26 GlosWarks Steam Railway – Wartime in the Cotswolds
25/26 North Gloucestershire Railway – Wartime in the Cotswolds
25/26 Old Kiln Light Railway – Working with Wood
26 Amberley Museum – Spring Bus & Coach Show
26 Great Central Railway (Nottingham) – Road Transport Event

• REAL ALE EVENTS

MARCH

14 & **21** East Lancashire Railway – Guided Rail Ale Trails
21 Spa Valley Railway – Ales on Rails
29 Leighton Buzzard Railway – Gin & Whisky Festival

APRIL

4, 18 & **25** East Lancashire Railway – Guided Rail Ale Trails

• EASTER & OTHER EVENTS

MARCH

15 Lincolnshire Wolds Railway – Volunteers Day
28 Abbey Pumping Station – Steam with the Team
28/29 Amberley Museum – James Bond Weekend
28 Bodmin & Wenford Railway – Volunteer Day

APRIL

4-19 Bure Valley – Easter Eggspress
4 Isle of Wight Steam Railway – Playday & Volunteer Recruitment Day
4 Middleton Railway – Volunteers Day
4/5 Pontypool & Blaenavon Railway – Volunteer Recruitment Weekend
9-13 Isle of Wight Steam Railway – Easter Fun
10-13 Avon Valley Railway – Chocolate Train
10-13 Bala Lake Railway – Easter Egg Hunt
10-13 Bluebell Railway – Springing Into Easter
10-13 Bo'ness & Kinneil Railway – Easter Egg Special
10-13 Cleethorpes Coast Light Railway – Easter Eggspress
10-13 Colne Valley Railway – Easter Egg Hunt
10-13 Devon Railway Centre – Easter Egg Hunt
10-13 East Somerset Railway – Easter Fun
10-13 Eastleigh Lakeside Steam Railway – Easter Egg Hunt
10-13 Embsay & Bolton Abbey Steam Railway – Easter Egg Hunt
10-13 Epping Ongar Railway – Easter Egg Hunt
10-13 Gwili Railway – Easter Bunny Specials
10-13 Kirklees Light Railway – Easter Eggspress
10-13 Lakeside & Haverthwaite Railway – Easter Egg Weekend
10-13 Lincolnshire Wolds Railway – Easter Rock & Roll Weekend
10-13 Midland Railway – Butterley – Easter Holidays
10-13 Moors Valley Railway – Easter Egg Hunt
10-13 Pecorama – Easter Weekend
10-13 Pontypool & Blaenavon Railway – Easter Weekend
10-13 Ribble Steam Railway – Easter Weekend
10-13 Sittingbourne & Kemsley Light Railway – Easter
10/11 South Downs Light Railway – Easter Egg Hunt
10-13 Spa Valley Railway – Easter Specials
10-13 Swindon & Cricklade Railway – Easter Eggspress
11-13 Aln Valley Railway – Easter Steam Weekend
11-13 Apedale Valley Light Railway – Easter Egg Hunt
11/12 Caledonian Railway – Easter Eggspress
11-13 Downpatrick & County Down Railway – Easter Eggspress
11-13 Llanberis Lake Railway – Easter Egg Hunt
11-13 Middleton Railway – Easter Holiday
11-13 Mid-Norfolk Railway – Easter Event
11-13 Northampton & Lamport Railway – Easter Specials
11-15 Peak Rail – Easter Egg Hunt
11/12 Ravenglass & Eskdale Railway – Easter Fun
11-13 Welshpool & Llanfair Light Railway – Easter Fun
12/13 Brecon Mountain Railway – Easter Weekend
12/13 Corris Railway – Easter Weekend
12 Evesham Vale Light Railway – Easter Egg Hunt
12/13 Great Central Railway (Nottingham) – Easter Steam Weekend
12/13 Leighton Buzzard Railway – Easter Chocolate Hunt
12 Lynton & Barnstaple Railway – Easter Sunday Funday
12/13 Old Kiln Light Railway – Easter Weekend
12 Plym Valley Railway – Easter
12/13 Rhyl Miniature Railway – Easter Egg Hunt
12/13 South Devon Railway – Behind the Scenes & Recruitment days
12 Talyllyn Railway – Easter
12 West Lancs Light Railway – Easter Egg Hunt
13 Gloucestershire Warwickshire Steam Railway – Easter Eggspress
25 Abbey Pumping Station – Steam with the Team
25/26 Ffestiniog & Welsh Highland Railways – Join the F&WHR Volunteers Weekend
25 Welshpool & Llanfair Light Railway – Sierra Leone Independence
26 Bala Lake Railway – Volunteer Recruitment Day
26 Lincolnshire Wolds Railway – Making Tracks for Louth Day

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4D-011-005 Streamlined Railcar 12 GWR chocolate and cream shirtbutton emblem £125.76
4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding £125.76

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4F-027-015 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 064-3 - weathered NEW £29.71

Signals

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms £55.50

Hattons Bundles - Diesel train packs



H4-B-J-002 Janus bundle 0-6-0 Janus diesel shunter in ICI maroon three matching open wagons (RRP £129.90) ..BARGAIN... £69.50

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266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker £212
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266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker £212
266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered £221
266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered £221

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R3544 Class B12/3 4-6-0 8527 in LNER apple green NEW £145
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R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (RRP £139.99) ..... BARGAIN £99
R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (RRP £169.99) ..... BARGAIN £124



R3679 Class W4 Peckett 0-4-0ST 74 in Port of London Authority lined blue NEW £90
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Diesel locos

R3706 Ruston 48DS Army 802 in War Department green match wagon ..£72
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Diesel train packs

R3750 Belmond Pullman Train Pack Class 67 67021 Pullman and three pullman coaches £270

Electric locos



R3739 Class 87 87001 "Royal Scot" and "Stephenson" in BR blue - as preserved NEW £154

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Publications - model and prototypical railways

R8159 Hornby 2020 range Catalogue - 66th Edition - 100th anniversary limited edition NEW £9.50

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Diesel locos

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2555 Class 25/3 in BR green small yellow panels - unnumbered . £446.25
2558 Class 25/3 in BR blue - unnumbered £446.25
3393 Class 33/0 in BR green no yellow ends - unnumbered NEW £466.65
3394 Class 33/0 in BR green small yellow panels - unnumbered NEW .. £466.65



3396 Class 33/0 in BR blue - 1970s condition - unnumbered NEW £466.65



3400 Class 33/0 33012 in BR blue - weathered NEW £466.65



3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered NEW £466.65



3402 Class 33/0 33030 in EWS red and gold NEW. £466.65
3403 Class 33/0 33035 "Spitfire" in Network SouthEast blue NEW £466.65



3405 Class 33/0 in Railfreight Construction sector triple grey - unnumbered NEW £466.65



3406 Class 33/0 D6508 "Eastleigh" in BR green - 1990s style NEW £466.65
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3586 Class 35 'Hymek' in BR green small yellow panels - unnumbered NEW £421



3588 Class 35 'Hymek' in BR blue - unnumbered NEW . £421



4023 Class 50 in revised Network Southeast - unnumbered £594.15



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The Guide

Main Line Diary

MARCH

SAT 7 'THE YORKSHIREMAN'
Ealing Broadway-St Albans-Corby-Melton Mowbray-Loughborough-Chesterfield-Doncaster-York by No. 60009. RTC

SAT 7 'THE WHITE ROSE'
Crewe-Warrington Bank Quay-Manchester Victoria-Sheffield-Meadowhall-Church Fenton-York-Wakefield-Todmorden-Rochdale-Crewe by No. 70000. Saphos Trains

THURS 12 STEAM DREAMS EXCURSION
Clapham Jnc-Redhill-Dorking-Shalford-Guildford-Bath and return by No. 61306. SDRCo.

SAT 21 'THE CHESHIREMAN'
Euston-Northampton-Rugby-Lichfield-Chester and return by No. 6233. RTC

SAT 21 'THE EDINBURGH FLYER'
York-Edinburgh and return by No. 60163. RTC

SUN 22 'THE PENNINE PEAKS & VALLEYS MOTHERS' DAY EXPLORER'
Liverpool Lime Street-Wigan-Preston-Bolton-le-Sands-Carnforth-Wennington-Settle-Hellifield-Blackburn-Leyland-Lime Street by No. 34046/46100/70000. Saphos Trains

SUN 22 STEAM DREAMS EXCURSION
London Victoria-Slough-Winchester and return by No. 61306. SDRCo.

SUN 22 STEAM DREAMS EXCURSION
Winchester-Eastleigh-Fareham-Littlehampton and return by No. 61306. SDRCo.

SAT 28 'THE WENSLEYDALE RAILWAY'
Carnforth-Wennington-Settle-Hellifield-Skipton-Leeds-York-Northallerton-Redmire-York by TBA. RTC

APRIL

SAT 4 'THE FEN & FELLS FLYER'
Cambridge-Peterborough-Durham-Hexham-Carlisle-Settle-Skipton-Doncaster by No. 60163. A1SLT

SAT 4 'THE PENNINE BLACKPOOL EXPRESS'
Blackpool North-Preston-Blackburn-Hellifield-Settle Jnc-Wennington-Carnforth by 35018/45690/45699/46100/48151. RTC

SAT 11 STEAM DREAMS EXCURSION
Stratford-Chelmsford-Colchester-Ipswich-Bury St Edmunds-Ely-Lincoln-Peterborough by No. 61306. SDRCo.

FRI 17 'THE GREAT BRITAIN' (DAY 1)
King's Cross-York by No. 60163, York-Edinburgh by No. 6201. RTC

SAT 18 'THE GREAT BRITAIN' (DAY 2)
Edinburgh-Inverness by No. 35018. RTC

SAT 18 STEAM DREAMS EXCURSION
Carnforth-Carlisle-Settle-Blackburn by No. 35018/45690/45699/46100/48151. SDRCo.

SAT 18 'THE MERCHANT OF NORFOLK'
King's Cross-Cambridge-Norwich and return by No. 35028. UK Railtours

SAT 18 'SETTLE & CARLISLE'
Hellifield-Appleby-Carlisle and return by No. 7029. Vintage Trains

SUN 19 'THE GREAT BRITAIN' (DAY 3)
Inverness-Aviemore-Perth-Stirling by No. 35018. RTC

MON 20 'THE GREAT BRITAIN' (DAY 4)
Stirling-Coatbridge-Motherwell-Carstairs-Edinburgh-North Queensferry-Kirkcaldy-Dunfermline-Culross-Alloa-Stirling by No. 6201. RTC

TUES 21 'THE GREAT BRITAIN' (DAY 5)
Stirling-Cumbernauld-Carstairs-Beattock-Lockerbie-Carlisle by No. 6201. Carlisle-Grange-over-Sands by No. 45690. RTC

WEDS 22 'THE GREAT BRITAIN' (DAY 6)
Grange-over-Sands-Carnforth-Preston-Warrington-Chester-Wrexham-Chirk-Gobowen-Church Stretton-Hereford-Pontrilas-Abergavenny-Caerleon-Newport-Cardiff by No. 46115. RTC

THURS 23 'THE GREAT BRITAIN' (DAY 7)
Cardiff-Bristol-Taunton-Exeter-Teignmouth-Newton Abbot-Totnes-Plymouth-Truro-Penzance by No. 6233. RTC

THURS 23 'THE WILLIAM SHAKESPEARE'
Crewe-Stafford-Walsall-Stratford-on-Avon and return by No. 34046/46100/70000. Saphos Trains

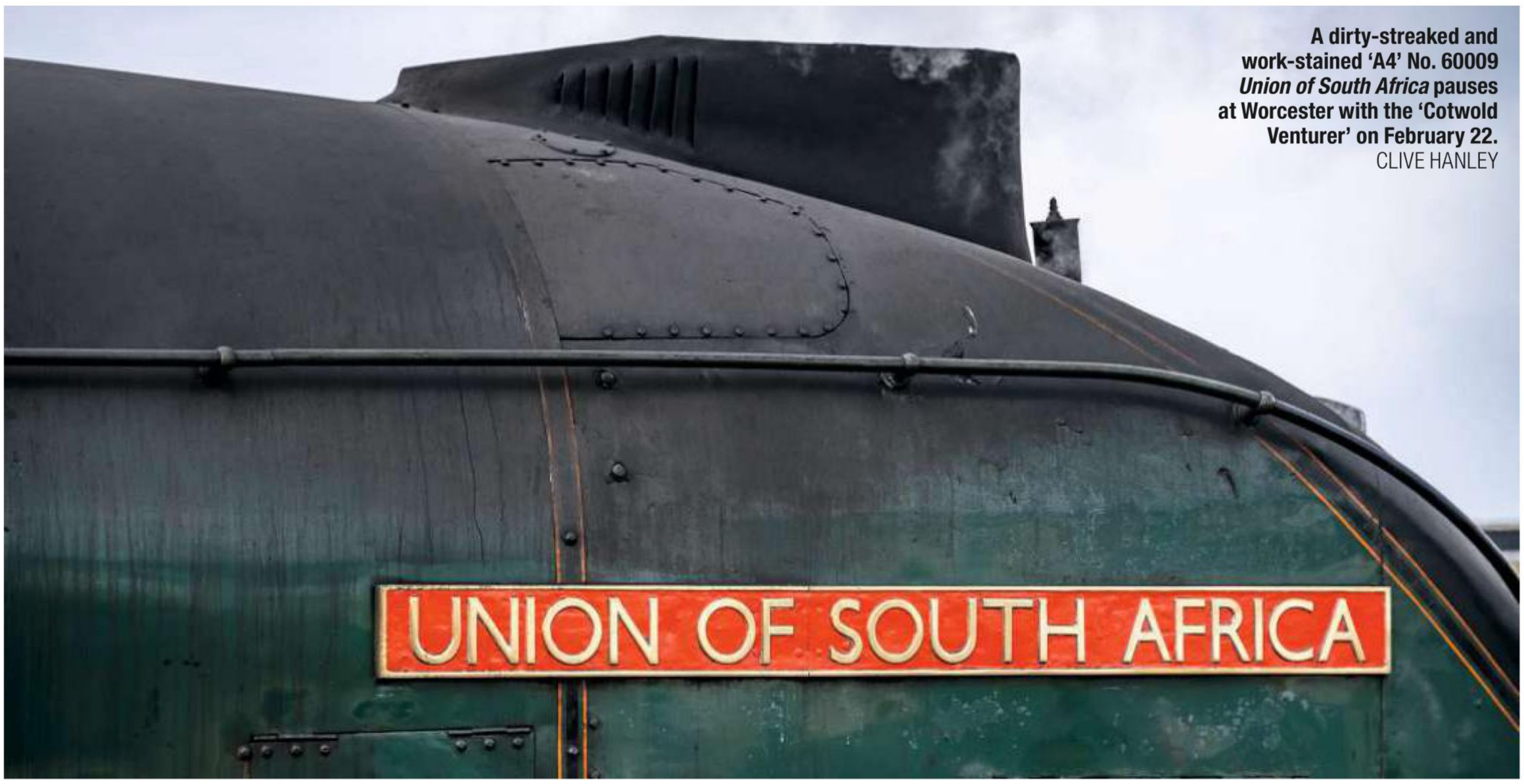
THURS 23 STEAM DREAMS EXCURSION
Paddington-Slough-Reading-Oxford-Warwick-Stratford-on-Avon by No. 61306. SDRCo.

SAT 25 'THE GREAT BRITAIN' (DAY 9)
Penzance-Dawlish-Exeter-Taunton-Westbury-Savernake-Newbury-Reading-Ascot-London Victoria by No. 6233. RTC

• BOOKING INFORMATION
A1SLT: 01325 488215 (*www.a1steam.com/category/tours*)
Belmond: 0845 0772 222 (*www.belmond.com*)
Pathfinder Tours: 01453 835414/834477 (*www.pathfindertours.co.uk*)
RPSI: + 44 28 9358 6200 (*www.steamtrainsireland.com*)
RTC: 01553 661500 (*www.railwaytouring.net*)
Saphos Trains: 0800 038 5320 (*https://saphostrains.com/#*)
SRPS: 0131 202 1033 (*www.srps.org.uk*)
Steam Dreams (SDRCo.): 01483 209888 (*www.steamdreams.co.uk*)
Torbay Express: 01453 834477/835414 (*www.torbayexpress.co.uk*)
UK Railtours: 01438 715050 (*www.ukrailtours.com*)
Vintage Trains: 0121 708 4960 (*www.vintagetrains.co.uk*)
West Coast Railways (WCRC): 0844 850 4685 (*www.westcoastrailways.co.uk*)

Repeat itineraries

TOUR	ROUTE	DATES	LOCO(S)	PROMOTER
'Belmond British Pullman'	London Victoria-Staines-Guildford-Shalford-Redhill-Victoria	March 27	35028	Belmond
'Cumbrian Coast Express'	Carlisle-Workington-Sellafield-Dalton-Furness-Ulverston-Grange-over-Sands-Carnforth	March 14	35018/45690/45699/46100/48151	RTC
'The Dalesman'	Hellifield-Settle-Carlisle and return	April 28	35018/45690/45699/46100/48151	WCRC
'The Jacobite'	Fort William-Mallaig and return	April 6-12 (am), Mon-Fri April 13-October 23 (am)	45212/45407/62005	WCRC
'The Pendle Dalesman'	Hellifield-Settle-Carlisle and return	April 1	35018/45690/45699/46100/48151	WCRC
'The Salopian Express'	Carnforth-Preston-Shrewsbury and return	March 11 & 25	35018/45690/45699/46100/48151	WCRC
'Winter Cumbrian Mountain Express'	Carnforth-Shap-Carlisle-Settle-Hellifield-Preston	March 28	35018/45690/45699/46100/48151	RTC



A dirty-streaked and work-stained 'A4' No. 60009 *Union of South Africa* pauses at Worcester with the 'Cotwold Venturer' on February 22.
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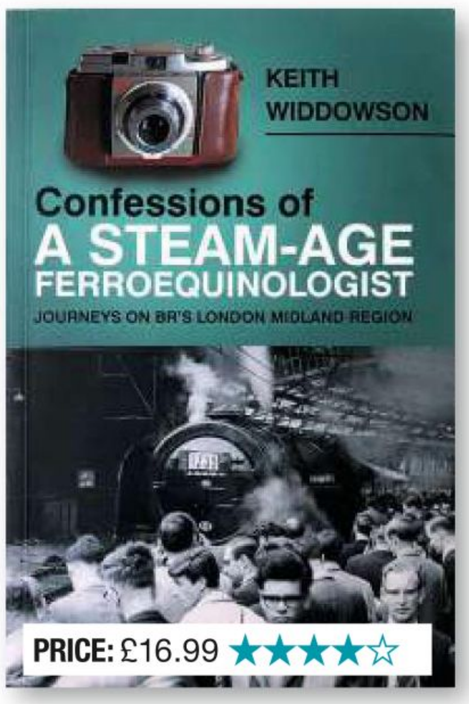
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Reviews

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Entertaining memories
Poor paper quality

CONFESSIONS OF A STEAM-AGE FERROEQUINOLOGIST

KEITH WIDDOWSON
• THE HISTORY PRESS

Keith Widdowson's series of reminiscences about 'haulage bashing' moves on to his exploits chasing the London Midland Region's last Stanier engines and 'Britannias' up to 1968.

If you're wondering, the title's word 'ferroequinologist' means 'someone who studies the 'iron horse', and some of the entertaining tales therein really are 'confessions' – not least that of the enthusiast who brought a Glasgow express to a stand at Preston to get a ride behind *Oliver Cromwell*!

The illustrations are mainly the author's own record shots, which are of reasonable quality, but unfortunately they haven't been helped by the matt-finish paper, which is a distinct decline from the previous instalments. ***(TJ)***

W: *www.thehistorypress.co.uk*
ISBN: 9780750991971



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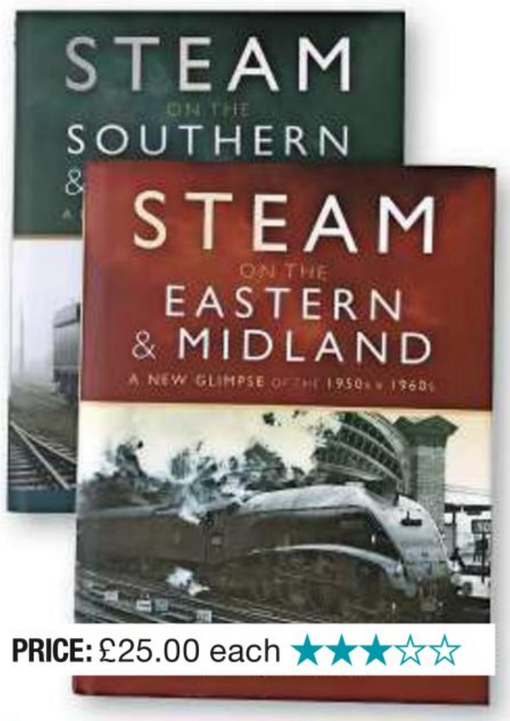
JOHN HILLIER
• SILVER LINK PUBLISHING

Having been a founder member of the Bahamas Locomotive Society in 1967 and, more recently, photographed every stage of its lottery-funded overhaul, John Hillier tells the story of 'Jubilee' *Bahamas* in this pocket-sized album.

Although it starts from the beginning in LMS days, much of the book concentrates on what makes the Stanier 4-6-0 an enthusiast celebrity – its latter-day BR work with the double chimney, and its preservation career as one of the early main line trailblazers.

The photography is excellent, though one gets the impression that it was a case of fitting a quart into a pint pot; some of the page layouts are a little cluttered, and many pictures deserve the extra space that Silver Link's larger format books would have provided. ***(TJ)***

W: *www.nostalgiacollection.com*
ISBN: 9781857945096



Wide coverage
Photo reproduction varies

STEAM ON THE SOUTHERN & WESTERN/ EASTERN & MIDLAND

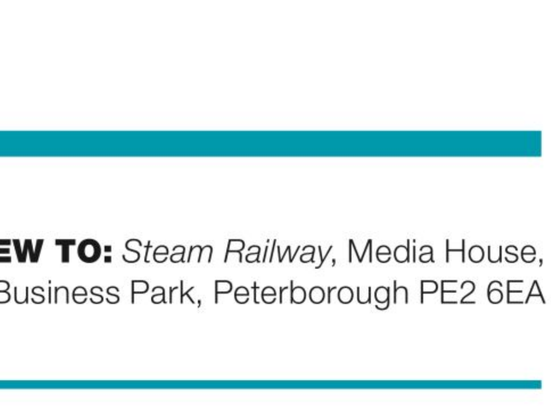
DAVID KNAPMAN
• PEN & SWORD

These albums by David Knapman cover every BR region except Scotland. Growing up near the Reading-Redhill line, and later moving to Essex, he travelled widely, taking in the Isle of Wight, the Cambrian and Cumbrian coast lines, and York, to name just a few.

Many of the pictures are fairly standard station or shed scenes – but because David was latterly wielding a 35mm Agfa camera in place of the ubiquitous Box Brownie, they're a cut above most schoolboys' steam-era shots.

The description on the jacket of 'a gentle meander through the 1950s and 1960s railway scene' sums the books up; an enjoyable look back at bygone days. ***(TJ)***

W: *www.pen-and-sword.co.uk*
ISBN: 9781473892408 (S&W), 9781473891784 (E&M)



Good production values
Not pure steam content

THE PHOTOGRAPHIC ARTISTRY OF RAIL CAMERAMEN – VOLUME 2

JOHN HILLIER
• SILVER LINK PUBLISHING

Following the success of *Rail Cameramen* in 2018, it was perhaps inevitable that the Rail Camera Club would be motivated to showcase a second helping.

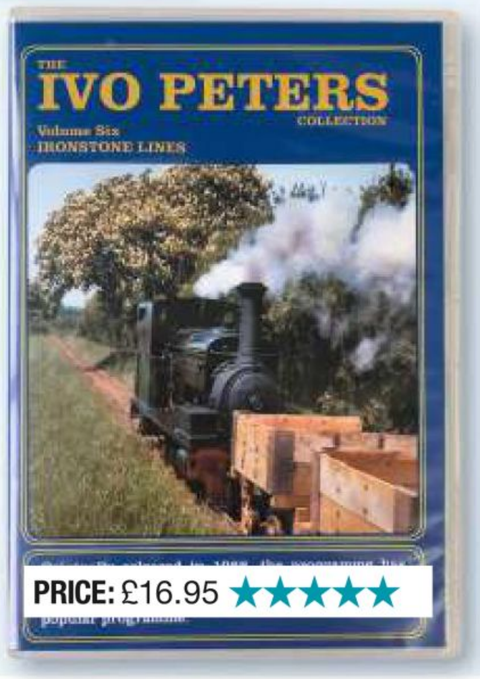
Volume 2, like the debut album, features an eclectic array of subject material and styles that will suit most tastes. This includes the back catalogue of traditional, yet legendary, former RCC members Eric Treacy, W.J.V. Anderson, Maurice Earley and Derek Cross.

This is naturally complemented by the work of contemporary photographers, with an entirely new selection of favourite images.

Further amendments include a feature looking at Ribblehead Viaduct and an introduction by Network Rail's steam-friendly chairman Sir Peter Hendy. ***(TB)***

W: *www.nostalgiacollection.com*
ISBN: 9781857945645

TOP RATED



THE IVO PETERS COLLECTION VOLUME SIX: IRONSTONE LINES

Fascinating historical record
Little of note

When it comes to Ivo Peters' films you know what you're getting: superb picture quality, synchronised sound, interesting and informative narration, and fascinating subjects.

The ironstone lines of the East Midlands were – and still are – largely overlooked, so this is a wonderful and absorbing insight into these interesting railway systems. Populated by rare and unusual narrow and standard gauge locomotives, and often running through idyllic scenery, these railways were true industrial gems, and all their virtues are comprehensively explored here.

This covers a lot of ground and leaves barely a stone unturned.

Remastered from the original one-inch tapes, these films – originally released on VHS in 1988 – have never looked or sounded better. And look out for a cameo by the Rev. Teddy Boston and Rev. Wilbert Awdry.

Given that so little remains of these systems, these films are therefore a vital historical record, particularly as few enthusiasts ventured to these systems during their final years.

Let's hope for more of the same in future… ***(TB)***

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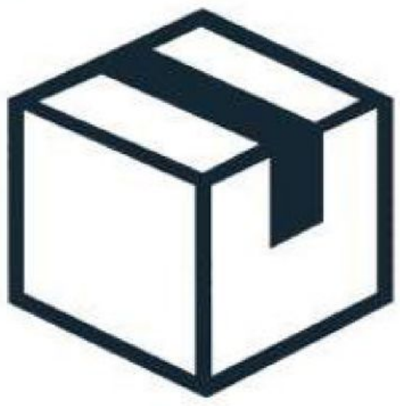
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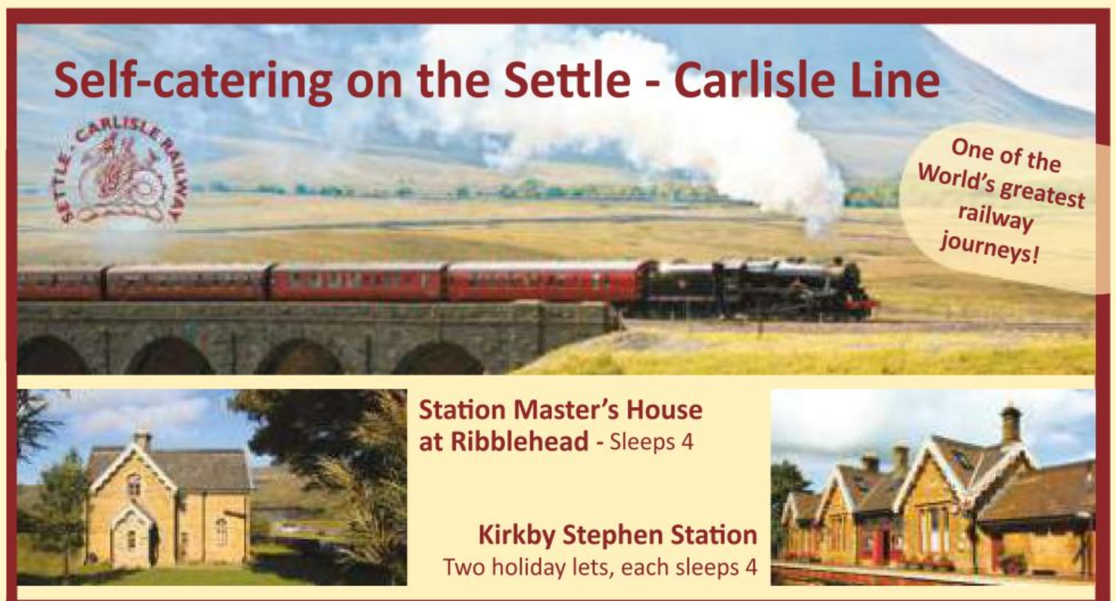
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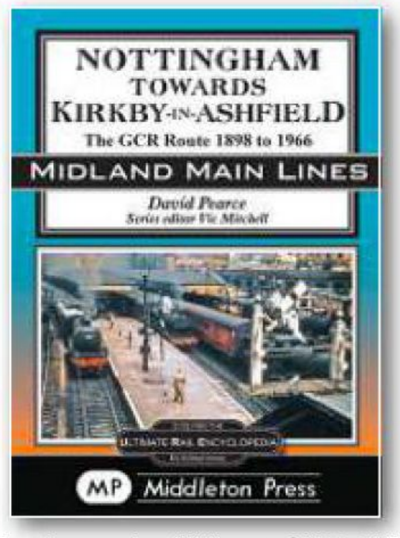
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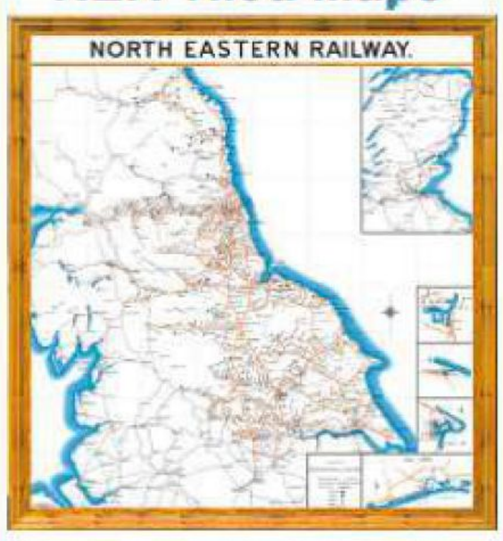
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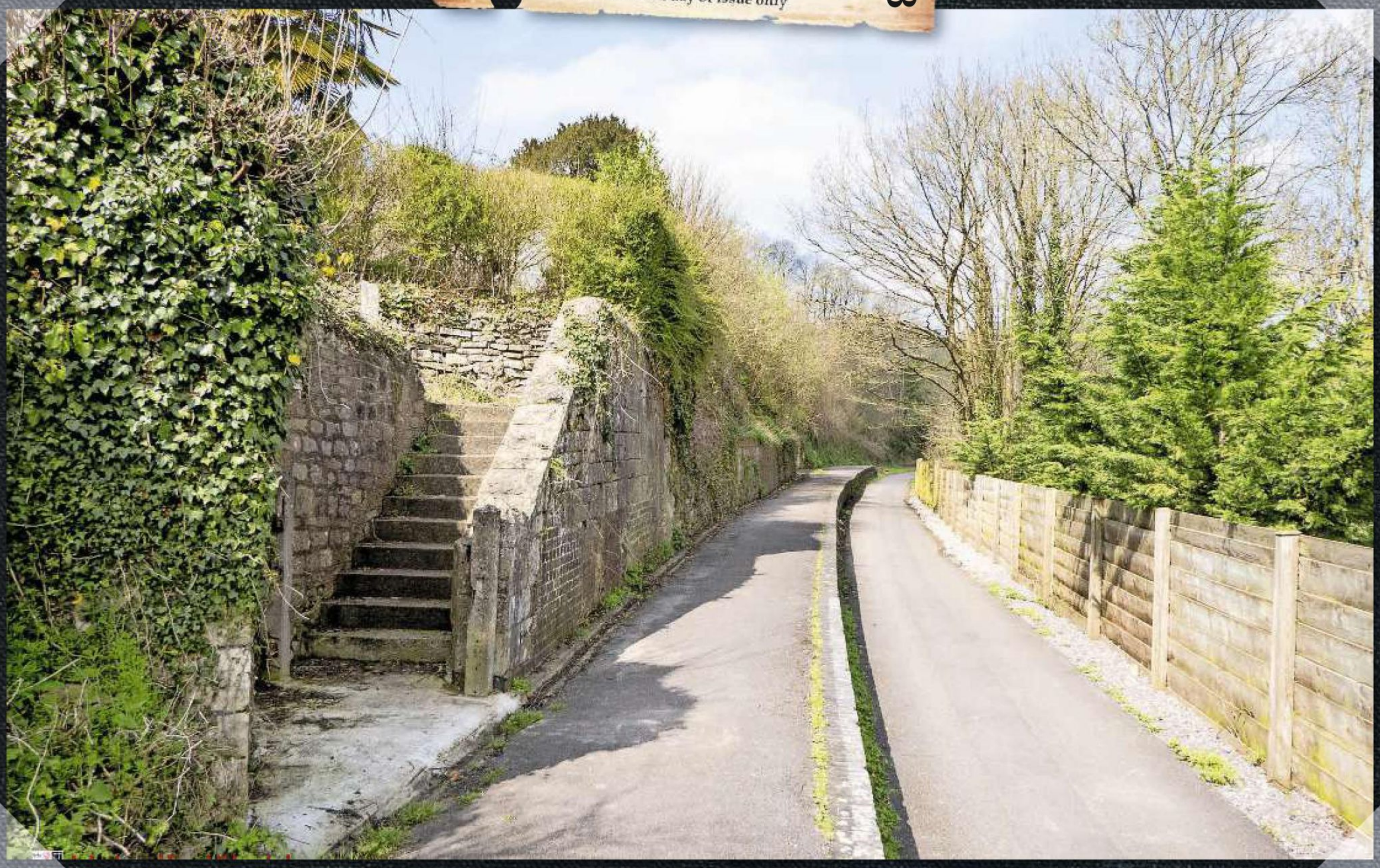
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Then ↑ **A summer's day on the Somerset & Dorset as rebuilt Bulleid 'West Country' No. 34028 *Eddystone* passes Midford (presumably returning home to Bournemouth shed from a spell at Bath Green Park). It is hoped that the now-preserved 'Pacific' will return to steam for a second spell of running at the Swanage Railway this summer.** COLOUR RAIL



Now ↓ **The last trains famously ran over the S&D in March 1966, leaving Midford to a permanent slumber. Happily, this part of the route can still be enjoyed as part of the Two Tunnels Greenway cycle path. Indeed, following years of neglect, volunteers have cleared the former station platform, access steps and retaining wall, but all of the buildings are, sadly, long gone.** PAUL HAYWARD



Tail Lamp

Two-year-old Lewis Brodrick is transfixed by retiring LNER 'A4' No. 60009 *Union of South Africa* as it eases away from Peterborough, for the last time, on February 15.

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