

INDUSTRIAL RAILWAY SOCIETY

Founded 1949



E-Bulletin No.1000



September 2017



The cover features a loco built when Bulletin 1 was being prepared so here are a couple for this Bulletin. In 1949 the name Clayton would have been associated with steam wagons or railcars rather than locos but, unlike Peckett and most British builders, Clayton has adapted to changing markets and technologies. Today it is one of very few British firms still building locos and, even more unusual in a period when Britain imports much of its railway equipment, a successful exporter.

(Above):

On 13th July new 6 ton battery loco B4629 was on test at the Clayton works in Burton-on-Trent before being shipped to Korea.

(Below):

Under construction on 22nd January for the 4ft 0in gauge Glasgow Underground system were these two 4wBE locos, B4624A and B4624B. They were delivered in June. *(Photos and [video](#): Clayton Equipment Ltd.)*



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BULLETIN INFORMATION

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Bulletin 995	This was accompanied by <ul style="list-style-type: none"> ➤ 992 Essex Handbook Amendment List 2 ➤ 993 South Western England Handbook Amendment List 2 ➤ 994 Handbook 7BRD Amendment List 6 ➤ 996 Handbook 17EL Amendment List 8 ➤ 997 Overseas News Bulletin July 2017
Bulletin 1000	This is accompanied by <ul style="list-style-type: none"> ➤ 998 Sussex and Surrey Handbook Amendment List 2 ➤ 999 UK Handbooks Combo Bulletin ➤ 1001 Handbook 17EL Amendment List 9
Next Bulletin	November 2017 – Items for inclusion must reach the Editor by 10 th October.
Cover Photo	Peckett 2111 was brand new when IRS Bulletin No.1 was printed and so its entire career will have been recorded in various Bulletins over the years. Now named LYTHAM ST ANNE'S and newly restored to working order it is seen here hauling the Midland Railway Centre Vintage Train at Swanwick Junction station on 29th April. <i>(Photo: Sydney Leleux)</i>

CHAIRMAN'S STATEMENT

I cannot let this go by without a few words from the Chairman:

Bulletin 1000

It is a great achievement to reach our 1000th edition and perhaps an opportune moment to look back at its development. Bulletin No.1 was edited by Bill Williams and published in April 1949. Those early editions reported the amendments to published Pocket Books. The Bulletin content eventually evolved into a composite report that not only included Pocket Book amendments, but also UK and overseas news. When the EL series was published, these had their own dedicated Amendment Bulletin, as by then Amendment Bulletins were produced for each published Handbook. In recent years Overseas News has had its own Bulletin, all these each with a different editor but all continue to be numbered in one continuous series.

From No.1 these were typed foolscap size sheets (slightly longer in page length than A4 paper size we know today), printed on one side only and produced on a Romeo type duplicating machine. With this machine the master sheet was placed on the outside of the drum, alcohol based fluid was added (to the drum, not the editor), with each rotation of the drum one copy was produced and this was repeated page by page. It was to be a long time into the future before photocopying machines became available and even longer before their cost came within the reach of IRS finances. The advent of word processing was a great advantage to our editors. A gradual change to A5 size took place in the mid 1970s from No.217 and now we have colour photographs on the cover.

I congratulate all our editors who have worked very hard over many years meeting publication deadlines month after month, year on year. I wish to take this opportunity to thank Richard Sherwood who took over the editorship from Eric Tonks with issue No.375 in March 1984 - 33 years ago. Well done Richard and thank you.

Richard has now handed over in a seamless transition to our new editor Martin Shill. Good luck Martin.

Ian R Bendall, Chairman.

EDITOR'S NOTES

The Society owes a great debt of gratitude to Richard Sherwood for having edited this Bulletin over more than three decades. Richard has maintained the high standard of concise and accurate reporting whilst adapting the bulletin to reflect the major change of emphasis following the decline of industrial railways in this country. Fortunately Richard, whilst now having more well-deserved free time, will continue to assist in the compilation of the Bulletin and to be involved in the Society in general.

Changes to the method of preparing the Bulletin for printing have allowed the production lead-time to be reduced by about a month, so the cut-off date for this Bulletin was deferred from 6th July to 10th August. These changes also account for some cosmetic alterations to the format of the Bulletin. Other changes may be made during 2018 but for the present these have been confined to the E-Bulletin.

E-Bulletin

Hitherto the E-Bulletin was a copy in PDF format of the printed Bulletin. From this issue onwards that will no longer be the case, so for the first time there are two versions of the same Bulletin. This is a radical change, and one which has caused some controversy, so I feel an explanation is required.

When Richard began editing the Bulletin 33 years ago most reports were still received by letter, just as they had been since the Bulletin started. The terms 'internet' and 'email' were almost unknown outside military and academic circles, and the World Wide Web was still five years in the future. If data had to be transmitted over the telephone network it was by copper wires via a telephone handset connected to an acoustic coupler or an expensive modem transmitting, if you were lucky, at the painfully slow rate of 2400 bits per second. Data storage was also expensive, about £200 per megabyte. Today we live in a very different world. A megabyte of data costs a fraction of a penny to store and the development of fibre optics, broadband and mobile technologies have transformed telecommunications for data. As a result today about half the world's population use the Internet - in Europe the proportion is nearly 80%. This has been reflected in the way that reports for the Bulletin are received. Almost all now come via online sources, mainly email and chat groups. Since May I have received just three letters, with a couple more forwarded to me from Committee members. The implications of this go well beyond the method by which reports are sent. The Bulletin used to be the only means of collating all those letters and distributing the information to the membership. Today members with access to the Internet will already be aware of most of the basic facts reported in the Bulletin, and probably a month or two earlier. Therefore the membership is now divided into two basic categories, those without internet access who still rely on the Bulletin for basic information, and those with internet access who will expect something more. It is this latter category that the changes to the E-Bulletin are attempting to cater for.

A digital PDF file is more than just a printed document viewed on a screen. Of course, it contains text and images but it is also, through the use of hyperlinks, a gateway to the Internet. Although links can be included in a printed document as well, they take up a lot of space and would then have to be tediously typed into a web browser, whereas in the PDF you just click on the link and the web page will be displayed. But even for text the digital file has a clear advantage because, unlike printing costs, data storage costs have plummeted, to the extent that storing a PDF for an E-Bulletin four or five times the size of the printed Bulletin costs the IRS not a penny extra. This means that reports no longer need to be

heavily edited to fit within the page limits imposed, for financial reasons, on the printed Bulletin. It also provides capacity for additional material which may be outside the scope of EL but still possibly of interest to a significant proportion of the membership. The same applies to colour. Estimates I have received from the printer suggest that to produce a full colour, illustrated Bulletin would double or even triple the print cost, depending on how many photos were included, whereas in a digital document colour is standard, at no extra cost. These considerations have led to the following changes in this E-Bulletin, compared to the printed version:

- Many reports, particularly in the 'Preservation' section, have been far less heavily edited than the printed version. (There was not enough space in the printed Bulletin to include some reports at all; that was already a problem even back in the 1950s).
- Text is spaced more generously, to make it more readable, and colour is used for headings or emphasis.
- More photos are included within the text. (In the printed version, for reasons of cost, they are usually restricted to the cover pages).
- The basic format is A4, rather than A5 as used for the printed version. (Of course, a PDF can be displayed at whatever degree of magnification the reader chooses but the base A4 size makes it easier to position photos when building the document).
- Each main section (Industrial, Non-Loco worked, Preservation etc) begins on a new page. This is to make it easier for those members only interested in some areas to print just those sections if they want a hard copy as well.
- Far more hyperlinks are included, for websites, facebook, internet articles or Flickr/You tube links. They are also normally shown as simple text, rather than the full internet address. For instance, Flickr photos are shown as a hyperlink on the works number (e.g. [MW 465](#)).
- The sections 'Industrial Railway Articles In Other Publications' and 'Items Of Interest On The Internet', which only appear in the printed Bulletin when there is spare space, will be a regular feature of the E-Bulletin, in the section 'Other Items Of Interest'.
- If a long, detailed report has been received the EL-related content will be summarised, as now, in the Notes and News section but the full report may also be included in a new 'Detailed Reports' section. This is to keep the Notes and News sections concise (and primarily EL-related) but still allow those members who are interested to read the full report.
- Sometimes preserved railways or groups send the IRS press releases, from which information may be included in the Notes and News section. If any of these releases are considered particularly noteworthy the full text will be included in a 'Press Releases' section at the end of the E-Bulletin.
- The latest list in the Photographic Service, provided by Kevin Lane, is included in full, to give more prominence to this service.
- Some references of a 'then and now' nature have been included, as an attempt to provide background information to a subject included in the current reports. For instance, in this issue a report on the derelict locos at South Bank coke ovens includes a hyperlink to a video of the plant being constructed and the electric locos originally used there. Old photos from Penmaenmawr and Mountain Ash are included as a contrast to the current state of the locos concerned. There are also a couple of 'From the Archive' boxes which cite reports from old Bulletins that have a link to locos currently in the news. These are experimental features and will not be included in future E-Bulletins if there is no interest in the concept.

Regarding the last item in particular, this Bulletin is only relevant if members want to read it and find it useful – perhaps, occasionally, even entertaining. Therefore feedback on these changes (what is right, what is wrong, what is missing) would be very welcome, either through conversations on the Yahoo group or by email to bulletin@irsociety.co.uk. A sub-committee is currently discussing the future format of the Bulletin and all suggestions will be considered.

One potential option would be the inclusion of additional sections, beyond the scope of EL (plant, heritage trams, modelling etc.). This is difficult to justify in the printed Bulletin because everyone has to pay for the extra pages involved, even if they are not interested in the topic concerned. By contrast, the extra data storage required for adding sections to the E-Bulletin will not increase the cost of the PDF, and any members who do not want to read that section can just scroll past to the next one. Therefore it is a lot easier to justify adding more content to the E-Bulletin, even if only of interest to a minority of members. The aim is to use the flexibility that the digital format allows to give the E-Bulletin as a whole the widest possible appeal.

Some may feel the effect of these changes will be to reduce the printed Bulletin to a second-class status, discriminating against those members who do not have internet access. That is certainly not the intention, in fact quite the opposite. Those without internet access are usually long standing, loyal members who deserve the best service that can be provided. The problem is money. Currently 850 copies of each issue of the Bulletin are printed, so over 5000 copies per year. Any significant improvement to the printed Bulletin, whether it is more content or photos, will involve more pages and colour printing, the latter in particular being expensive. Based on the current print run, that could increase the total cost of the Bulletin by several thousand pounds, which is out of the question. Therein lies the paradox. The only way a real improvement to the printed Bulletin can be financed is to persuade as many members as possible to switch to receiving the digital version only. If half the membership did so it would be possible to double the printing cost of each Bulletin but still keep within the same total budget as now, which would allow at least some of the changes to format and content of the E-Bulletin to be applied to the printed Bulletin as well. Ink on paper will never match the flexibility of the digital format but it is certainly possible to significantly improve the presentation of the printed Bulletin. For many years Richard has been using word processing software and, more recently, digital photography, to produce a document of a quality far superior to anything Bill Williams could have achieved on the Romeo duplicating machine. Unfortunately, it has never been possible to exploit this fully because of the printing costs. Now that these changes have been made to the E-Bulletin it is hoped that those members who are happy to receive only the digital Bulletin, or themselves to print just those

sections they want, will opt out of receiving the printed Bulletin. Please contact David Kitching (admin@irsociety.co.uk) if you wish to do so. The more who switch, the more we will be able to provide for those members who still rely on the printed Bulletin.

I look forward to receiving feedback from members on these changes, and how they feel the Bulletin, whether printed or digital, could be made more relevant to their requirements.

SOCIETY PUBLICATIONS

North and East Yorkshire Handbook.

Stewart Liles has taken on responsibility for editing this book and members with information are encouraged to contact Stewart (granite.boss@hotmail.com). Meanwhile **Cliff Shepherd** is continuing to prepare the handbook for **Teesside**.

Complete EL Index **** NEW ****

A new version of the Index to the Existing Locomotives Books, compiled by **Andrew Smith** and **Guy Tritton**, is now available for download as an Excel file from the online IRS Shop for £12. This version is a great improvement on the previous one and covers 1EL to 17EL (up to 17EL Amendment List No.5), including cross-references to the relevant Bulletins for all additions and deletions of locos.

CORRECTIONS TO PREVIOUS BULLETINS

In Bulletin 995 (July), the entry for Peak Rail (page 11) identified 65 as HE 3889. The loco concerned was actually the other No.65, HC 1631. As reported in this Bulletin HE 3889 moved to the Dean Forest Railway in 2015.

SALES STANDS

Statfold Barn Railway Enthusiast Day - 9th September

New, shop-soiled and second-hand books will be available. Book orders can be collected by prior arrangement.

Amberley Museum, Industrial Train Day - 15th October 2017

See [website](#) for opening times.

Warley National Rail Model Railway Exhibition, NEC Birmingham – 25th/26th November

Only IRS publications will be available but other books can be ordered for collection.

Bredgar & Wormshill Open Day & Model Railway Show - 6th May 2018 (10.30 - 4.30)

ACKNOWLEDGEMENTS

Magazines

Leighton Buzzard Narrow Gauge Railway Society
Narrow Gauge Railway Society

Cardiff & Avonside Railway Society
Clive Stevens
Twyford Waterworks Trust

Donations to the Archive

Narrow Gauge Railway Society
Lightmoor Press.
Chris Fisher
Rob Pearman
Mike Kennard
RCHS
ILS

Chaloner No.171 (Summer 2017)
Narrow Gauge News No.339 (March 2017)
Mardyke Miniature Locomotives (The Narrow Gauge No.241, Spring 2017)
Magazines Issues 540- 544
Preservation Leaflet
The Works July 2017

Class 'A' Barsi Light Railway
Archive Nos 91 & 92
Motor Rail/London Brick Co correspondence
Light Rly Research Soc of Australia magazines
Books and magazines
Journal 229 July 2017
IL No. 163 2017

A further reply to the Appeal in Btn 986/4 regarding an Avonside Engine Co. Ltd Cast Iron Lamp Post in Exeter.

Following the response from Mike Smith in Bulletin 991, Mr.R.D.Smith, who raised the original appeal, reports that he has also now found Avonside lamp posts on the platform at Devils Bridge station, Vale of Rheidol railway (*These were installed about three years ago, recovered from another site – see the [Show Me Wales blog](#). The original lamp posts at Devils Bridge were removed in GWR days after winter services ceased – Ed.*)

STATFOLD BARN

The last **Enthusiasts Day** of 2017 will be held on Saturday 9th September.

The entrance fee is £10 per person.

IRS members and their friends can obtain tickets by sending an SAE together with a cheque payable to “Friends of Statfold Barn Steam Railway Trust” (NOT to IRS) to Ted Knotwell, 35 Hall Drive, Harefield, Uxbridge, Middlesex UB9 6LA.

The closing date for applications is **TEN** days prior to the Enthusiast’s Day.



Representing a period when Britain was a major exporter of railway equipment, FIJI (HC 972) was built in 1912 to serve the sugar cane industry in Fiji. Returned to Britain a century later, it was restored at Statfold Barn, where it is now a regular performer. *Peter Stamper's* competition winning photo shows it in action during the Statfold Charter day, 2016.

PHOTOGRAPHIC SERVICE

KC-09: The latest list is from the Ken Cooper collection.

Appleby-Frodingham Steel, Frodingham Steelworks	10, 0.6.0ST (VF5302/45), LH ¾ front view, 17/4/49 50, 0.6.0T (RS4085/34), RH ¾ front view, 17/4/49 34, 0.6.0ST (YE2439/48), RH ¾ front view, 17/4/49 27, 0.6.0ST (YE2423/47), RH ¾ front view, 17/4/49 52, 0.6.0T (RSH6952/38), LH ¾ front view, 17/4/49	KC-0056 KC-0058 KC-0060 KC-0061 KC-0062
John Lysaght's Scunthorpe Works, Normanby Park	No.7, 0.6.0ST (HC677/03), LH ¾ front view, 11/4/48 No.15, 0.6.0ST (AB1205/11), LH ¾ front view, 11/4/48 No.3, 0.6.0T (HC1413/20), LH ¾ front view, 11/4/48	KC-0063 KC-0064 KC-0065
RTB, Redbourn Works, Scunthorpe	NORTHUMBRIAN, 0.6.0T (HL3027/13), RH ¾ front view, 17/4/49	KC-0066
Clugston Cawood, Lincoln Slag Works, Frodingham	0.6.0ST (YE2340/34), LH ¾ front view, 17/4/49 No.2, 0.6.0ST (MW860/83 rebuilt Kitson 1928), LH ¾ front view, 17/4/49	KC-0069 KC-0070
Aberthaw & Bristol Channel Portland Cement Co.	PENMARK, 0.4.0ST (P1588/22), RH ¾ front view, 11/9/49 RHOOSE, 0.6.0ST (P1550/22), RH ¾ front view, 11/9/49	KC-0076 KC-0077
GK&N, Cardiff	No.1, 0.6.0ST (BP186/60, rebuilt 1911), LH ¾ front view, 10/9/49	KC-0083
Briton Ferry Steel Works	LINDSEY, 0.4.0ST (P1225/12), LH ¾ front view, 11/9/49 DOREEN, 0.4.0ST (P1531/20), LH ¾ front view, 11/9/49 HERBERT ECCLES, 0.4.0ST (BP6785/35), LH ¾ front view, 11/9/49 ALBION No.10, 0.4.0ST (P2094/48), LH ¾ front view, 11/9/48 BFW No.1, 0.4.0ST (AB861/99), LH ¾ front view, 11/9/49	KC-0084 KC-0085 KC-0086 KC-0087 KC-0088
NCB, Handen Hold	0.6.0ST (RS1919/69), LH ¾ front view, 28/3/48	KC-0142
NCB, South Hetton	10, 0.6.0ST (SS1011/57), LH ¾ front view, OOU, late 1940s 4, 0.6.0T (SS2358/73), LH ¾ front view, OOU, late 1940s SIR GEORGE, 0.6.0ST (RS624/1848), RH ¾ front view, late 1940s GORDON, 0.6.2T (Cardiff 306/97), RH ¾ front view, late 1940s	KC-0143 KC-0144 KC-0145 KC-0146
NCB, Bowes Railway (at Springwell)	6, 0.6.0ST (HL2515/01), RH ¾ front view, late 1940s 14, 0.6.0ST (HL3569/23), RH ¾ front view, late 1940s No.13, 0.6.0ST (HL2545/02), RH ¾ front view, late 1940s	KC-0148 KC-0149 KC-0150
London Transport Executive, Neasden	L48, 0.4.4T (HL2477/01), LH ¾ front view, 22/6/47 L53, 0.5.0ST (P664/97), RH ¾ front view, 22/6/47	KC-0171 KC-0172
WD, Kinnerley Depot	GAZELLE, 0.4.2WT (Dodman), LH ¾ front view, OOU, 19/4/47 75187, 0.6.0ST (RSH7173/44), LH ¾ front view, 19/4/47 70197, 0.6.0 (ex-GWR 1581), LH ¾ front view, 19/4/47	KC-0194 KC-0195 KC-0196
NCB, Baddesley	WILLIAM STRATFORD, 0.6.0T (AB1799/23), LH ¾ front view, 4/48	KC-0227
NCB, Kingsbury	KINGSBURY No.2, 0.6.0ST (P2001/46), RH ¾ front view, 4/48	KC-0228
Cohen, Kingsbury	0.4.0ST (HE215/79), LH ¾ front view, 21/4/48	KC-0230
Penrhyn Slate Quarries	CEGIN, 0.4.0WT (AB1991/31), RH front ¾ view, 4/6/63 GLYDER, 0.4.0WT (AB1994/31), LH ¾ front view, 4/6/63 GWYNEDD, 0.4.0ST (HE316/83), LH ¾ front view, 24/7/50 WINIFRED, 0.4.0ST (HE364/85), RH ¾ front view, 24/7/50 LILLA, 0.4.0ST (HE554/91), LH ¾ front view, 24/7/50 LINDA, 0.4.0ST (HE590/93), RH ¾ front view, 24/7/50	KC-1645 KC-1646 KC-1651 KC-1652 KC-1653 KC-1654
Penrhyn Slate Quarries (continued)	JUBILLEE 1897, 0.4.0ST MW1382/97), RH ¾ front view, 17/5/64 NESTA, 0.4.0ST (HE704/99), LH ¾ front view, 20/9/63	KC-1655 KC-1656

	ELIN, 0.4.0ST (HE705/99), LH ¾ front view, 24/7/50 HUGH NAPIER, 0.4.0ST (HE855/04), LH broadside view, 24/7/50 SYBIL MARY, 0.4.0ST (HE921/06), LH ¾ front view, 24/7/50 GERTRUDE, 0.4.0ST (HE995/09), RH ¾ front view, 24/7/50 EIGIAU, 0.4.0WT (OK5668/12), LH ¾ front view, 24/7/50 EIGIAU, as above, RH ¾ front view, preserved at Coaly Farm, Wychbold, 9/4/67 EDWARD SHOLTO, 0.4.0ST (HE996/09), LH ¾ front view, 24/7/50 STANHOPE, 0.4.2ST (KS3295/17), RH ¾ front view, 24/7/50 MARCHLYN, 0.4.0T (AE2067/33), LH ¾ front view, 19/4/63 View of Top Level shed with HE half inside, 24/7/50	KC-1657 KC-1658 KC-1659 KC-1660 KC-1661 KC-1661A KC-1662 KC-1663 KC-1664 KC-1665
Dinorwic Slate Quarries	BERNSTEIN, 0.4.0ST (HE678/98), RH 3/3 front view, 19/4/63 HOLY WAR, 0.4.0ST (HE779/02), LH ¾ front view, 19/4/63 AMALTHAEA, 0.6.0T (HE410/86), RH ¾ front view, 24/8/61 CLOISTER, 0.4.0ST (HE542/91), LH near broadside view, 25/7/50 JERRY M, 0.4.0ST (HE638/95), LH ¾ front view, 25/7/50 GEORGE B, 0.4.0ST (HE680/98), RH ¾ front view, 24/8/61 MAID MARIAN, 0.4.0ST (HE822/03), RH ¾ front view, 19/5/64 SYBIL, 0.4.0ST (WB1760/06), LH ¾ front view, 24/8/61 No.1, 0.4.0ST (HE1429/22), LH ¾ front view, 25/7/50 No.1, as above, LH ¾ front view, no cab, 28/3/67 DOLBADARN, 0.4.0ST (HE1420/22), LH ¾ front view, 24/8/61 WILD ASTER, 0.4.0ST (HE849/04), LH ¾ front view, 24/8/61 MICHAEL, 0.4.0ST (HE1709/32), LH ¾ front view, no cab, 24/8/61 MICHAEL, as above, LH ¾ front view with cab, 9/8/65 View of Top Level shed, 25/7/50	KC-1649 KC-1650 KC-1666 KC-1667 KC-1669 KC-1670 KC-1671 KC-1672 KC-1673 KC-1673A KC-1674 KC-1675 KC-1676 KC-1676A KC-1677

Postcard-size prints are 80p each

Postage is 80p for 12 prints or less

£1.25 for 13 to 50 prints

£1.50 for more than 50 prints

Orders should be sent to Kevin Lane, 15 Beech Green, Dunstable, Bedfordshire, LU6 1EB

 01582 601458  kevin-lane@hotmail.co.uk

Please place your order by 21st October 2017, quoting the 'KC' reference numbers

Hope Cement Works, Derbyshire, 10th May 2017

The sign board above the Reception entrance proclaims "A Breedon Group Company".

The visit commenced by viewing 5 0-6-0DH AB (assumed 613) pulling JPA bogie cement tanks through the silo loading them with Ordinary Portland Cement. The locomotive is remote controlled and the other remote controlled 0-6-0DH AB number 4, which we saw later in the loco shed receiving maintenance, are the preferred locomotives for this job. Whilst watching this Class 20 Bo-BoDE No.3 coupled onto a rake of loaded 4w PCA wagons and tripped them to Earles Sidings. For those not familiar with the site, the works is connected to Earles Sidings by a 1½ mile long private branch line which is now usually worked by the Class 20. This was formerly a job done by the B-BDH BLUE JOHN (HAB 773). Earles Sidings is on the south side of the Hope Valley Sheffield to Manchester line, one mile west of Hope Station.

A walk over to the loco shed found another Class 20 (No.82) parked nearby. This was formerly hired by HNRC to Scunthorpe Steelworks. Outside the shed was 08865 GILLY and inside was 4 0-6-0DH AB (assumed 616) receiving attention.

The sidings continue past the loco shed to a dead end and here were stored 0-6-0DH AB 20/10685 (assumed AB 647, engineless), BLUE JOHN B-BDH HAB (plated 773), 62 6wDH TH (assumed V316), 0-6-0DH Sentinels DERWENT (reb plate AB 6004), PEVERIL (reb plate AB 6140) and HNRC 0-6-0DE's 08714, 08905 and 09201.

On an adjacent wagon siding at the buffer stops was a gem from the past: 4w COVHOP wagon B886400. The current mainline wagon fleet consists of 4w PCA and bogie JPA's. The latest batch are silver (stainless steel), internationally registered and lettered "Hope Construction". A 4w frame of a former PCA wagon was noted and this is probably used for track maintenance etc. Whilst we were here the Class 20 No.3 had returned, it was then coupled to a rake of empty bogie coal hoppers and set off with them to Earles Sidings. Rail traffic consists of cement to Dewsbury, Dagenham and Theale terminals and two trains per week in-bound loaded with coal from South Wales.

Harry Needle Railroad Co. (their van on site was lettered HNRail) provides the locos on a contract hire basis but also seems to store other locos from his fleet here. It is believed that BLUE JOHN, PEVERIL and DERWENT are still the property of Hope Cement.

The final call was to the wagon repair sidings which has a two road covered building that has now been extended. This is operated by Freightliner. A road tractor fitted with a heavy metal plate buffer beam at the front is used to position wagons for maintenance. As the visit concluded the party was treated with the sight of Class 20 No.3 returning light engine up the tree lined branch from Earles Sidings.

Thanks are due to Hope Cement for allowing the visit, to the two guides from the company for a very extensive and informative tour of the rail facilities. A donation was made to the company's nominated charity.

Ian Bendall

Norfolk, 13th May 2017

The IRS group, consisting of 13 members and partners, visited the Mid-Norfolk Railway, the Yaxham Light Railway and M.Mayes

Mid-Norfolk Railway, Dereham

The group was met at **Dereham Station** by Charlie Robinson, the railway's Groups and Charters Manager, who escorted us to a reserved carriage on the first service train of the day, hauled by 37688. We de-trained at **Yaxham** and crossed the line for the **Yaxham Light Railway** and **M. Mayes** (see below). The Mid-Norfolk Railway tour then resumed at Yaxham with a two car DMU carrying no running number, but with VR VB CL101 on the buffer beam, which was working the opposite turn to 37688 and on which the group returned to Dereham for an organised yard visit. It proved possible to view the stored Wickham trolley (Wkm 1308) in the **goods shed** from the access stairs although Health & Safety concerns meant that we could not enter the shed.

Stored in the **yard**, off the rails was a Bruff road/railer, which we were told the owner had long term plans to restore to operational order. In the **sidings** were DMU (55009), carrying the destination RYBURGH, 50119, Thos. Smith 6wD crane MNR 81330 with two match trucks, DMU 51942, D2334, 37003, BSC1 (EEV D1049), DMU 51503, 47367 KENNY COCKBIRD, 47596 ALDBURGH FESTIVAL and 73210

Yaxham Light Railways, Yaxham

Here we were met by Paul Hemnell and the other members of the group. No.6 COLONEL (RH 202967) and No.14 ARMY 25 (RH 22210) were ready, 'top and tail' on a passenger train. The group variously rode a number of times over the entire railway or photographed the train. A number took the offered opportunity to drive one or other of the Rustons before inspected the remaining stock and partaking of the tea, coffee and delicious cakes provided by the team at Yaxham.

The following locomotives were seen: No.10 OUSEL (MR 7153), stabled in a siding alongside the Mid-Norfolk Railway line, No.18 (FH 3982) and No.13 (MR 7474), both stabled at **Whinburgh Road Halt**. L 54684 was off the rails in the undergrowth near **Whinburgh Road**. In the Carriage Shed was No.7 (RH 170369), partly stripped for overhaul. Outside the **Locomotive Shed** were the partly restored Moes, No.4 GOOFY (OK (6501?)) and No.2 PEST (L 40011), whilst inside (*below*) were No.19 PENLEE (HE 2668) and No.20 KIDBROOKE (WB 2043):



(Photos: Huw Williams)

M.Mayes, Yaxham

After our welcome refreshment and a final inspection of the Yaxham Light Railway stock, we re-crossed the Mid-Norfolk Railway to enter the yard of M.Mayes, where we were welcomed by the [Norfolk Hunslet Preservation Group](#). The history of the locomotive (HE 3193) was explained in detail, together with an explanation of the major overhaul it had been undergoing since arriving in Norfolk. The group were expecting to commission the locomotive back into service in the summer of 2017.

By kind arrangement with Mr. Mayes, limited access was allowed to view the two standard gauge locomotives in his care: S 9596, which is well on the way to completion, and RSHN 7818, on which little has been done for some time. The group were advised that the owner had the locomotive up for sale.

Huw Williams

Compiled by the Editor from reports submitted to the Records Team and reports posted on the IRS Yahoo Group Site.

ENGLAND

Alan Keef, Ross-on-Wye

[17EL/100]

Chris Weeks, 14th May.

Present were:

900mm gauge

RR009 (HE 9282) and RS106 MARY (RFSD L106).

600mm gauge

HE 9352.

2'0" gauge

No.4 BELLA (AK68) ex Cotswold Wildlife Park, SKIPPY (AK 2), MR 40SD502/75 and BATTY (WR 1393).

Monorail

AK M002 and AK M003.

Bryan Lawson, July.

Following a quick 'overhaul' to AK 68 the loco was returned to the [Longleat Light Railway](#) on 6th July. All the monorail equipment has now been sold to [Olympic Aquatic Engineers, Norwich](#), including locos AK M002 and AK M003, four skip wagons and all the track. They were moved on 12th July.

Internet: [Website](#)

Brett Aggregates Ltd., Cliffe

[17EL/107]

Gary Segger and Mark Jones, 17th June.

331 (Werk 868) was OOU, stored adjacent to the loader.

British Steel (Greybull Capital), Appleby Frodingham Works

[17EL/128]

Justin Edwards, 6th May.

This was a visit with the Branch Line Society. Locomotives were noted at the following locations:

In use around the works

817 (MaK 1600 017), 8.708 (MaK 1600 008), 8.719 (MaK 1600 019), 70 BIG KEITH (HE 7281) and 80 (HE 7474).

Outside Heavy Repair Bay

8.712 (MaK 1600 012), 8.716 (MaK 1600 016), 8.718 (MaK 1600 018), 4 (BD 3737) with a damaged cab, 6 (BD 3739), 30 FUSION (CNES/HE 7290) jacked up off bogies, 51 (YE 2709) and 93 (YE 2902). Tamper TRU51030 (Plasser 2620) was also present.

Winns Sidings

81 (20056) was here, apparently in store.

North side of Rail Service Centre

44 (YE 2768), 90 (YE 2943), 91 (YE 2944), 92 (YE 2788), 94 (RR 10238) and 95 (YE 2690) were all stored out of use. 44 and 95 had the middle wheelsets removed and 90 had no rods.

Dawes Lane Coke Ovens

Red coke oven loco GB 420383 (presumed).

Mill Exchange Sidings

8.701 (MaK 1600 001), 8.702 (MaK 1600 002), 8.703 (MaK 1600 003) and 74 (HE 7285).

High Lines

2 (BD 3735) and another unidentified BD.

PW Yard

A tamper (presumed CHARLIE).

British Steel (Greybull Capital), Skinningrove Works

[17EL/216]

Andrew Murray, 23rd June.

[YE 2825](#), yellow, was in the head shunt overlooking the cliffs. From the A174 Brotton Road Andrew could just see the front of the nose of a yellow loco in exactly the same position that he saw YE 2832 in September 2014.

Celsa Manufacturing (UK) Ltd., Cardiff

[17EL/289]

Internet sources report 08389 returned here from [HNRC Barrow Hill](#), w/e 7th July.

Cleveland Potash Ltd., Boulby Mine

[17EL/212]

Andrew Murray, 23rd June.

Viewed from adjacent fields were CHARLIE ([S 10107](#)), in Ed Murray branded yellow, and LADY POTTER ([RR 10214](#)).

Cobra (Middlesbrough) Ltd.

[17EL/213]

Andrew Murray and Gary Pullan, 25th June.

From a BLS tour of the A.V.Dawson site 11 ([EEV 3994](#)), 15 H006 ([HE 6294](#)) and ELIZABETH ([TH 276V](#)) were seen. Only TH 276V appeared operational.

Crossrail

[17EL List 2,974/12]

Westbourne Park

Chris Weeks noted Schöma 6844 here on 13th May.

Plumstead

Chris Weeks, 13th May

Three of the four blue Jung locos were noted, as well as OK 26880 (red), 1 (CE B4618.1), 2 (CE B4618.2), 3 (CE B4618.3), 5 (CE B4618.5), 6 (CE B4618.6) and Unimogs 1, 3, 4, 5 and 7.

Martin Shill, 1st June



Not quite seeing double. Some of the detail differences between 3 (Jung 13289) and 2 (Jung 13286) can be discerned here, whilst both were working at Plumstead on 1st June. Within two hours 2 would find itself on the back of a lorry, heading for Crossrail's Westbourne Park site (although it has since returned to Plumstead).

Alex Betteney, 3rd June.

Alex joined a private visit to the Plumstead site. A full account is included in the [Detailed Reports](#) section, but the EL related observations are summarised here:

Small compound adjacent to the entrance gate

Bance STDN1/PAC/278-2016, silver.

Main Yard

1 (CE B4618.1), yellow, shunting; 2 (CE B4618.2), yellow; 5 (CE B4618.5), yellow; 7 (CE B4618.7), yellow, shunting; N3 (Jung 13289), blue; 4 (Jung 12347), blue; PZB-90 (OK 26880), red, out of gauge for tunnel work so used as yard shunter; 1 (Unimog 215665/Zagro), yellow; 3 (Unimog 240938/Zagro 4346), yellow; 4 (Unimog 240933/Zagro 4345), yellow and E-DRA-10 APV 325 (SVI 1602359), yellow.

Maintenance Shed

Inside were 6 (CE B4618.6), yellow, and N1 (Jung 12842 reb Newag), blue.

'Trace' to the tunnel Portal

3 (CE B4618.3) paired with 4 (CE B4618.4), both yellow.

'Old Coal Yard'

OH 1 E-DRA-02 (Cometi 1710-1), ATC/Alstom white.

Storage area [Compound 3]:

5 16303 (Unimog 214126/Zagro 3781), SAS Lemonnier blue and 7 16305 (Unimog 226761/Zagro), ARL Lemonnier white.

Andrew Murray, 3rd August.

Observed from the Connaught Road footbridge, Silvertown, between 17:15 and 20:00 (all trains were heading towards Plumstead, using both tracks):

[Schöma 6321 reb. Schöma 6844 \(17:40\)](#), [.66761 \(18:24\)](#), [.66757 \(18:30\)](#), 3 ([CE B4618.3](#)) and 6 ([CE B4618.6](#)), propelling, (19:20); 4 ([CE B4618.4](#)) and 5 ([CE B4618.5](#)) (19:21); N1 ([Jung 12842](#)), propelling, (19:28); N4 ([Jung 12347](#)) (19:32), N2 ([Jung 13286](#)) (19:36).

W.H.Davis, Langwith Junction

[17EL/52]

A report on [WNXX](#) states that 01520 (TH V322) was moved here on 10th July, on hire from [HNRC](#).

Davy Markham, Sheffield

[17EL/241]

Martin Shill, 26th May.

From The Archive

Alan Bridges reports from Yorkshire, 17/6/67... Three Sentinels were in the yard of Thos Hill, Kilnhurst - No.1 S 9559 (ex Rugby P.C.), No.13 S 9556 (ex Barrington), TIMOTHY S 9536 (ex Chesterfield Tube); only S 9559 had a works plate, TIMOTHY had its name, and the other had had a name (CRAVEN) and had been renumbered from No.9

(Bulletin 98, October 1967)



Of those three Sentinels 9559 was the lucky one, later resold to R.Y.Pickering, Wishaw and now at Tanfield, but the frames of 9536 have also survived, incorporated by TH in 25 ton 4wdH 189C. On 15th November 1967 the 'new' loco was put on a Pickfords low-loader and made the short journey to the Davy and United Engineering Co. works in Sheffield. Fifty years later it remains at the same site, today an Industrial Park although the business, now known as Davy Markham, still has a presence there. On 26th May the Vanguard was stabled with its companion flat wagon between Unit 6 (BAW Coatings) and the Davy Markham Fabrication Shop.



A.V.Dawson, Middlesbrough

[17EL/213]

Andrew Murray and Gary Pullan, 25th June.

A BLS tour was hauled by [08598](#) and [08600](#) in top and tail formation. Also seen were ARTHUR VERNON DAWSON ([08774](#)) and [08912](#), the latter off the track and apparently a source of spares. ELEANOR DAWSON ([Bg/DC 2725](#)) and 7900/58 ([RSHN 7900](#)) were also seen.

Internet: [Rail services webpage](#)

Docklands Light Railway

[17EL/140]

Chris Weeks, 13th May.

994 KEVIN KEARNEY (GECT 5577) and 92 (Wkm 11622) were at [Poplar Depot](#).

Eastside 2000 Ltd, Hereford

[17EL/101]

Chris Weeks, 14th May.

ARMY 220 (AB 359) was plinthed by the main gate.

Flixborough Wharf Ltd., Flixborough

[17EL/127]

Huw Williams, 25th July.

A HE 0-6-0DH in HNRC livery was seen from the adjacent road, stabled in the sidings. The running number was not visible, but it assumed to be 29 (HE 7017).

The Flour Mill, Bream

[17EL/89]

Colin Alliez, 27th July.

Colin has been informed that 0-6-0PT 9642 was moved here in July for cylinder block & buffer beam repairs.

Grand Central Railway Co. and Northern Rail, Heaton

[17EL/342]

Alex Betteney, 25th April.

Noted from a passing metro was hire loco 08588 H047, in RMS Blue/Grey.

Great Eastern Traction, Hardingham Station

[17EL/157]

Paul Membely, 25th June.

DL82 (RR 10272) and RACHEL (Byers /1998) were seen here, together with another three locos under tarpaulins.

Internet: [Website](#)

Hitachi Rail Europe, Doncaster Carr Depot

[17EL List 7, 990/13]

Adrian Booth, 21st June.

The KUBO 10000E (Zephir 2590) was noted in use alongside the road.

Internet : [The Kubo range of depot shunters](#)

Hope Cement Works

[17EL/52]

Steve Livesey, 11 May.

This was a visit organized by Phoenix Railtours. The plant is busy and dispatches an average of 18 to 21 trains a week (24/7 operation), mainly to Walsall, Dewsbury, Dagenham or Theale. All locos were seen:

In Use

5 (AB 613, Rbt HNR DHL101) was shunting the cement loading station 3 (20906) was shunting cement tankers and working to the exchange sidings.

Yard

4 (AB 616, Rbt HNR DHL102) was stabled between duties.

Former Cement Loading Bay

82 (20066) was stabled under the canopy – restricted to yard because of its noise levels.

Harry Needle Loco Shed

08714 (not currently operable) and 08865 (seldom used) were stabled outside the shed. Stored OOU in the three sidings at the rear were 08905, 09021, BLUE JOHN (HAB 773), PEVERIL (S 10087 Rbt AB 6140), DERWENT (S 10156, Rbt AB 6004) and 62 (TH V316), whilst 20/109/09 (AB 647) was dismantled (no engine). It seems unlikely that BLUE JOHN, DERWENT or PEVERIL will be used here again.

Not on site

2 (20304) was at Barrow Hill for repairs and a service, due to return w/c 15th May.

Lafarge Tarmac Ltd., Swinden Quarry

[17EL/232]

Gary Segger, 14th June.

CRACOE (RFSD 067/GA/57000/001), white with Tarmac branding, was hauling wagons under the loader.

Leander Architectural, Dove Holes (2ft 0in gauge)

[17EL/53]

Ted McAvoy.

6 (WR 7967) moved to [Ashton Packet Boat Co](#) on the Saturday before Easter. "THE WASP" (A.J. Wilson) arrived on 29th March for repairs (with an interlude attending the Ffestiniog 'Quirks' weekend). A Ruston LAT or LBT (418776 or 418676?) ex Charles Matthews, Canada and now belonging to one of the Ashton Packet Boat fraternity arrived from [Statfold Barn](#) on 13th May for restoration.

LH Group Services, Hunslet Engine Co & LH Access Technology, Barton-Under-Needwood [17EL/189]

Alex Bettaney, 21st June.

Viewed from the public footpath which skirts the Northern edge of the site were:

Outside the Workshop

08615, Wabtec black; 08913, Malcolm yellow/green/blue; DH50-1 (TH 278V reb HE 9376), GBRF blue/orange, engine removed; 08873, RES red/black; ALEX (AB 614), red/white, MADDIE (HE 6662), green and 08785, Freightliner green.

In a separate area outside the Workshop

VALIANT (S 10108 reb TH), green; 08891 and 08575, both Freightliner green and OOU.

Inside the workshop

An unidentified Class 08 loco and an unidentified Sentinel loco in green undercoat.

Motorail UK Ltd., Quinton Rail Technology Centre, Long Marston

[17EL/218]

Alex Bettaney, 21st June.

For the full report of the Rail Live exhibition see [Detailed Reports](#) (Long Marston - Rail Live 2017) but here is a brief summary of the resident locos seen:

Stored in sidings around the show site

01547 (TH 308V), DLO purple/white and Robel 56.27-10-AG35, green; both are owned by HNRC.

Viewed from the main show site, access roads and off site from Long Marston Road

873 (AB 512), faded blue; WD 70047 MULBERRY (AB 362), faded WD green (part sheeted); 11720 (NBQ 27648), black (sheeted); 2856 (YE 2856), green (sheeted) and DMUs 513xx PSteel/1959 in yellow (one of 51352 or 51376); PANDORA (PSteel/1960), green/blue/grey, under repair; (960301 977987 51371) and (960301 977988 51413), both PSteel/1960 in BR green.

Liberty Speciality Steels, Stocksbridge (formerly Tata)

[17EL/243]

Andrew Hurrell.

Through the autumn and winter (since 17th Sept) the service has been maintained by No.35 (YE 2635), with No.33 (YE 2740) seeing occasional use. No.38 (YE 2798) was returned to site, repaired and repainted, around the end of January (seen working 3rd Feb). Since then it has made very few appearances. The use of No.33 (the reserve loco) through early May suggested that No.38 was not usable and No.35 in need of attention.

Martin Shill, 26th May.

No.35 was back in action, hauling bogie bolster wagons between the works and the sidings beyond Fox Valley retail park. No.38 was stored at the west end of the site.

Huw Williams, 25th July.

A number of DBS bogie bolsters loaded with billets of various forms, both cast and rolled were in the sidings at the opposite end of the retail park to the steelworks. A Janus, later identified as 33 was seen to approach the works side of the overbridge light engine twice. A member of the rail operations crew took a leisurely stroll down the line and through the sidings, followed about 15 minutes later by 33, propelling a rake of bogie bolster wagons loaded with cast billets, preceded by one open wagon loaded with billet ends, slowly along the line and into the sidings. The wagons were deposited in one siding and some shunting took place, ending with 33 hauling two bogie bolsters loaded with rolled billets back into the works.

Andrew Hurrell also provides information on vantage points to observe the railway operations. The railway is clearly visible over the boundary wall of the car park at Fox Valley retail park or from Smithy Hill bridge (now re-named Fox Valley Way). Because only one loco is in use, and that intermittently, depending on production and which crew are on shift, a lot of patient standing around may be required. (*Site security at Fox Valley are not fond of people 'standing around'. I was asked (politely) if I had permission from the site manager to be standing in the car park. I replied (with equal politeness) that I did not need permission to stand in a public place, which they accepted. However between the car park and the boundary wall to which Andrew refers is a service road that is not a public right of way, so you could be prevented from taking photos over the wall – Ed*). The best chance of seeing rail movements is from 07:30 through to early afternoon, but there are breaks around 08:30 and 12.30. Between duties the loco is parked where it can be seen from the Christ Church car park at the west end of the town centre but the view is restricted by trees. Spare locos are sometimes visible further west, where the main road passes the "Venue" event hall (best seen from Manchester Road). Deepcar is not recommended because steelworks locos only run across the bridges to Exchange Sidings when long incoming trains have been brought in. That can be late at night or early in the morning but is not predictable. The main line train from Aldwarke currently runs once a day (weekdays), usually around 22:00 and is routed through Rotherham Central (the only timing point recorded on Realtime Trains for this duty).



35 (YE 2635) recently celebrated its 60th birthday, having been delivered to Appleby Frodingham in May 1957, after a few weeks on tour as a demonstration loco. On 26th May this year it is seen approaching the Fox Valley Way bridge en route to Stocksbridge Works after collecting a wagon from the sidings. (Photo: Martin Shill)

Moveright International Ltd., Wishaw

[17EL/219]

Alex Betteney, 21st June.

Alex had permission to walk round the yard.

In front of the workshop

HAMBLE-LE-RICE (TH 294V), bright green (stored for HNRC); 08411, BR Blue, stripped/dismantled; 08580/08414, EWS red/yellow (carries 08414 on battery box); 003 (08846), blue, OOU and 08995, EWS red/yellow.

At the side of the workshop

08593, EWS red/yellow, stripped/dismantled (to be scrapped); 09015 ROB, EWS red/yellow, OOU. Also seen were (DRC 80116) 6wVB 15t crane CS 8741/1946, black, jib removed, under repair; a class 58 spare cab and, at the other side of the workshop, 47484, GW Green (part sheeted).

New ten road storage area in the neighbouring yard

08939, EWS Euro-Cargo Rail grey, fitted for multiple working; 08752, 08802, 08709, all EWS red/yellow; 08738, EWS Euro-Cargo Rail grey, fitted for multiple working, and "TOBY" (RH 235513), s/o, in bare wood.

Colin Alliez, 27th July.

The following were on site: 003 (08846), 08411, minus engine; 08580, 08593, minus engine; 08709, 08738, 08752, 08802, 08939, 08995, 09015, 47484, HAMBLE-LE-RICE (TH 294V) and RH 235513. Colin was told that 08632 was due from Tata, Trostre Works in the next couple of weeks, and would then move on to Leeds.

Internet: [Website](#)

Ed Murray, Hartlepool

[17EL/213]

Andrew Murray, 23rd June.

The two locomotives on site were JAMES ([TH 288V](#)) and LOCO-NO9 T J THOMSON ([TH 287V](#)), both dark green.

Internet: The [website gallery](#) include shots of GECT locos on lorries and Moyses locos shunting at Tata's Hartlepool 42 inch mill.

Harry Needle Railroad Company, Barrow Hill

[17EL/54]

Brian Cuttall, observations, dates as shown:

31st May.

Outside the [HNRC Shed](#) doors were 37025, BR large logo livery; 37421, Colas livery, and 86101, BR blue.

Stored in a line next to the [Compound](#) were 01515, "08765", orange, not numbered; 08786, grey; IEMD 01 (08824, black), WIGAN 1 (08877, grey) & 08428, EWS livery.

Also visible stored in the [sidings](#) were 20905, 47769 Resolve, 47853, L127 BILL (EEV D1199), L149 BEN (EEV D1200), AB 612, green, no engine; EEV D1228, RFS grey, identity assumed, and RR 10213, RFS grey livery, identity assumed.

37099 (Colas livery) was in the [Roundhouse shed yard](#) and 37038, DRS blue, was at the [road entrance](#), probably just arrived by lorry. 37409, DRS blue, was stabled just outside the [rail entrance gates](#).

20096 + 20107, both BR blue, were hauling two barrier wagons and 20311 + 20314, both HNRC orange, southbound at Clay Cross, mid-afternoon on 29th May – presumably leaving Barrow Hill for mainline work after weekend stabling.

1st June.

47739 (Colas livery) was noted outside the [HNRC Shed](#) doors.

18th July.

Identified were 20096 (now named IAN GODDARD 1938-2016), 37025, 37099, Colas livery; 37218, DRS blue; 37219, Colas; "37418", 47739, Colas, and L149 BEN (EEV D1200 -stored). 37418 is in BR 'Large Logo' livery but without number or logo (the number is on a card in the cab window) – in effect blue livery with yellow cabs.

31st July.

Identified were 01543 (TH 303V), 08782, grey; 20096, BR blue; 20118, 20132, both BR railfreight grey; 20311, 20314, both HNRC orange, engines running; 20901, 20905, 37099, Colas; 37175, Colas, engine running; "37418", 47769, Virgin red & black, stored, and 47853, stored.

Stored in a line next to the compound were 01515 (TH V321), "08765", orange, not numbered; 08786, grey; IEMD 01 (08824), black; WIGAN 1 (08877), grey, and 08428, EWS livery.

[WNXX](#) reports that 09106 that has been purchased by HNRC and moved to Barrow Hill.

[Shunterspot forum](#) reports that 01527 (TH 274V) from [MOD Bicester](#) was moved to Barrow Hill for repairs during w/c 19/6/17, and returned to Bicester during w/e 30/6/17.

Nemesis, Burton-on-Trent

[17EL/191]

Steve Livesey, 29th April.

Steve participated in a tour and supplies information on the Harry Needle locos stored here. Unfortunately the group were not allowed access to the long siding containing most of those locos but they could be viewed from the bridge and adjacent industrial estate. Steve identified HE 7181, HO13 (S10137), EE 5352 (assumed), 08500, 9 (TH 237V), 08994, KAMARA 2 (EEV D1233), 20904, 09006, 20903 and grey liveried loco either 09014 or 08918. LAURA (HE 8805) and HE 7041 had been seen earlier on the visit. Two or three other locos could be seen in the distance towards the buffer stops but were too far away to identify.

Nexus Tyne Wear Metro

[17EL/167]

Alex Betteney, dates as stated.

Benton PW Yard

At the site of the former Benton PW Sidings, located immediately to the west of Benton Station, one siding had been temporarily re-instated for engineering work and the stabling of plant. Viewed from a passing Metro on 1st June was TXM 5020 99709 979023-7 FA51 XOY (Unimog 199725), as well as Future Rail ATMW 751 99709 940039-9 R/R Doosan DX160W Flash Butt Welding Unit /2001, with a rake of trailers including: TXM 318 - 99709 010909-8; TXM 320 - 99709 010911-4; TXM RT323 - 99709 010914-8; TXM 327 - 99709 010932-0. A further two R/R excavators, which were not identified, were also present.

Chillingham Road PW Yard, Heaton

A temporary spur had been installed to the East of Chillingham Road station into a ballast loading yard and compound. This compound is located between the Grand Central/Northern Heaton Maintenance Depot and a 'self storage' container compound. Access on foot is very limited, hence several passes were made by train in an attempt to identify vehicles present on 25th April. These included 5020 FA51 XOY 99709 979023-7 (Unimog 199725) and 7097 99709 977038-7 (Unimog 107598), off track; as well as 5430 99709 911093-1 (R/R Komatsu PC138 crawler), 6196 99709 940204-9 (R/R Case WX170 excavator) and a number of 'Predator' Trailers (those identified: RT323 - 99709 010914-8; RT324 - 99709 010929-6, 327 - 99709 010932-0; TXM 328 - 99709 010933-8 and 329 - 99709 010934-6).

On 1st June Alex noted that the temporary spur had been lifted, suggesting that work at this site had been completed. 5430 99709 911093-1 and four unidentified TXM trailers were present.

Gosforth East Junction Compound

F171 DUA (Unimog 140729/Zweiweg 1188) was present on 25th April, OOU.

Operations Centre Car Park

NK12 CWZ (Unimog 228343) and YR10 FDP (Ford 833517/Aquarius) were present on 25th April.

South Gosforth PW Shed

HCT 035 (Permaquip 035) was here on 25th April, together with tamper 08-16 (Plasser 2437).

Stodart Street Sidings, Newcastle-Upon-Tyne

Tampers MA60 (Plasser & Theurer 08-275NX S&C), VolkerRail TSB 51022 (99709 908009-2) and Plasser & Theurer Beaver 90/4ZW were seen on 25th April.

Plasmor Ltd., Heck

[17EL/231]

Alex Bettaney, 3rd June.

JF 4220038, in three-tone green, was stabled at the works rail gate.

Siemens Rail Systems, Northam

[17EL/96]

Chris Weeks and friends, 20th May.

Niteq B193 was being used to move EMU 450001 along the wheel lathe area.

SSI UK and British Steel (Greybull Capital), Lackenby Works

[17EL/215]

Andrew Murray, 23rd June.

The following locos were viewed from the A1085.

In front of the loco shed

260 ([GECT 5429](#)), 269 ([GECT 5466](#)), 257 ([GECT 5426](#)) and 265 ([GECT 5462](#)), all in Corus yellow and grey.

Between the shed and the A1085

253 ([GECT 5416](#)), 276 SPAWOOD ([GECT 5474](#)), 266 ([GECT 5463](#)), all in Corus yellow and grey and 8.711 ([MaK 1600.011](#)), yellow and red.

SSI UK, South Bank Coke Ovens, Teeside

[17EL/214]

Andrew Murray, 23rd June

The two coke oven locos, numbers 1 ([HartlepoolBSC /86](#)), and 2 ([HartlepoolBSC /86](#)), in filthy yellow, were visible at a distance from the footbridge of South Bank station.

Internet:



The Building of Dorman Long South Bank Coke Ovens 1952.

A professional quality video comprising a series of still shots, between 1952 and 1957, of the plant under construction and newly commissioned. Unfortunately no sign of the rod-drive Sentinels built for South Bank but it does include (almost at the end) a couple of views of what are probably the original (WSO?) coke oven locos.

Length 4mins 20 secs.

Stobart Group, Widnes

[17EL/37]

Mick Tick, 12th May.

HE 7189 was present.

Stobart Rail Ltd, Carlisle

[17EL/46]

Alex Bettaney and Allan Brooks, 22nd July.

W031 99709 977011-4 (Unimog 160572), yellow, was in the Workshop.

Story Rail Ltd., Carlisle

[17EL/47]

Alex Bettaney and Allan Brooks, 22nd July.

The yard gates were locked but SR 924 99709 977013 (Unimog 130580), yellow, could be seen.

Port of Sunderland, Sunderland South Dock

[17EL/76]

Alex Bettaney and Roger Darsley.

The last two locomotives at this site, RH 395294 and RH 416210, were moved on 21/12/2016 to the [Bowes Railway](#) for preservation. They were last used here in 2001.

Ridham Sea Terminals, Ridham Dock

[17EL/109]

Gary Segger and Mark Jones, 17th June.

Unfortunately access to the building thought to house EEV D1227 is now blocked from the level crossing by palisade fencing.

Tata Steel, Hartlepool Works

[17EL/215]

Andrew Murray, 23rd June

Viewed from a footpath which runs along the other side of the Hartlepool to Stockton line were [GECT 5425](#) and 264 PORT MULGRAVE ([GECT 5461](#)).

Also present was a yellow Moyses, believed to be [Moyses 1464](#).

Transport for London, Northumberland Park Depot

[17EL/141]

Andrew Murray, 4th August.

During a Branch Line Society tour of the Victoria Line [Niteq B184](#) was noted in the Wheel Lathe building at this depot.

Transport for London, Ruislip Depot

[17EL/141]

Gary Segger, 22nd July.

Seen from a passing train and the depot approach road were L28, L31, L44, 4 PAM (Schöma 5406, rbt CE B4607.04), 7 ANNEMARIE (Schöma 5409, rbt CE B4607.07), 8 EMMA (Schöma 5410, rbt CE B4607.08), 11 JOAN (Schöma 5413, rbt CE B4607.11), 13 MICHELLE (Schöma 5415, rbt CE B4607.13) and 14 CAROL (Schöma 5416, rbt CE B4607.14). Also present were six Class 20s.

Wabtec Rail, Doncaster

[17EL/243]

Alex Betteney, 18th April.

08669 BOB MACHIN and 08724, both in Wabtec black, were viewed from a passing train.

Wheal Jane Ltd., Cornwall

[17EL/40]

Ian Bendall, 5th May.

The preserved loco (a 1ft 10in gauge 1¾ ton Clayton) is located in the Earth Science Park, Wheal Jane, Baldhu, coupled to a 4w wagon frame, at 90 degrees to the private road leading from the public highway into the reclaimed mine site. The metalwork on the loco looked new in places and the CE plate on the battery box had been refitted upside down. Neither the works number nor date could be deciphered. The cab has a roof supported on posts in the style of those fitted to locos at Wheal Pendarves when they were new. Unlike most of the South Crofty locos this one does not have a hinged footplate and across the top of the battery box are two semi-circular uprights suggesting some attempt at a steam outline.

SCOTLAND

Nuclear Decommissioning Agency, Chapelcross Works

[17EL/255]

Simon Guppy and friends, 23rd July.

One of the two RH locomotives was seen from the western perimeter of the site. It was outside a shed but could not be identified. The other loco was presumed to be inside the shed.

W & D McCulloch, Currarie Farm, Lendalfoot

[17EL/254]

Simon Guppy and friends, 23rd July.

The Road/Rail vehicle listed here could not be found. The farm is abandoned, and there were no vehicles on site.

Thomas Muir Haulage and Metals, Kirkcaldy

[17EL/254]

Colin Alliez, 4th August.

Colin was told that the locos were still present in the bushes, but an appointment is necessary to view them. From the road Colin could see three loco chimneys.

Westland Horticulture, Springfield Moss (2ft 6in gauge)

[17EL/256]

Hamish Stevenson.

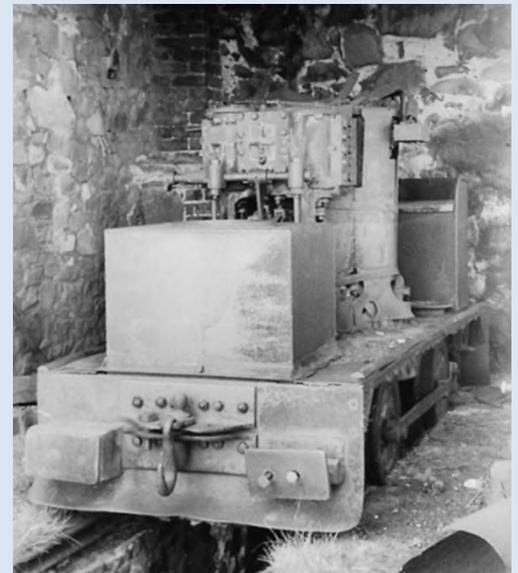
CHRISTINE (Byers/1998) has moved to the [Tweeddale Railway Society](#), initially to a site at Skirling near Peebles for cosmetic restoration in January, and then in March for display at the [Newlands Activity Centre, Romanno Bridge, near Leadburn](#), where a model railway exhibition took place over the weekend of 18/19 March. It is intended to restore the loco to working order over the next year.

Hanson Quarry Products, Penmaenmawr Granite Quarry (3ft 0in gauge)

[17EL/271]

Martin Shill, 20th June.

A hill walk from Llanfairfechan and a slither down three inclines was rewarded with this view of the remains of PENMAEN outside its equally decrepit shed. It is almost 140 years since DeWinton dispatched this loco from their Caernarfon factory to Brundrit's Penmaen East quarry, where it (or, more accurately, some of it) has remained ever since, albeit now disused for some seventy-five years. That length of stay at an original location must be a record for an industrial loco in this country. The closest comparison that comes to mind is FIRE QUEEN at Dinorwic, but that only lasted a mere 121 years before removal for preservation. PENMAEN's isolated location precluded such a move. Instead, in the 1970s it was stripped of those parts which could be salvaged for other locos. (The photo on the right, taken by *Sydney Leleux* in 1968, shows it when still largely complete). As for what remains, it seems to be a case of "Remember you are rust and to rust you shall return"



Internet: [Photos of the abandoned workings and inclines](#) , [1978 article by Keith Jagers, including site map](#)

IRELAND

Attymon Peat Co-Op Society, Co.Galway (3ft 0in gauge)

[17EL/311]

Ted McAvoy, March 2017.

The remarkable Attymon Peat Co-operative is closing down. Their two railways are equipped almost entirely with rolling stock built in the 1940s and 50s and their bog machinery is of similar vintage. Closure is due to the old age of the members and Irish carbon taxes that have made the turf (peat) too expensive. It is expected that loco movements to clear stocks will finish in April or May 2017 on both sites. Moves are in hand to save as much as possible of the rolling stock

and machinery. Ted comments that the whole operation was unique and it's sad to see the last 'traditional' industrial narrow gauge in the British Isles coming to an end.

Ballymena PW Depot

[17EL/300]

Simon Guppy and friends, 27th May.

7015 (P&T 46) was in the compound.

Bord Na Móna (3ft 0in gauge)

BnM, Ballivor

[17EL/326]

Simon Guppy and friends, 30th May.

LM 220 (HE 6253) was on the fuel train on the opposite side of the main road to the works. LM 236 (HE 6315) and LM 327 (HE 8933) topped and tailed a loaded train from the bog. LM 203 (HE 6236) was inside the workshop whilst LM 207 (HE 6240) was outside, with no wheels. In the scrap line were LM 63 (RH 259744), LM 251 (HE 6330) and LM 358 (Dun EW).

BnM, Bellair

[17EL/322]

Simon Guppy and friends, 30th May.

LM 219 (HE 6252), LM 227 (HE 6306) & LM 277 (HE 7242) were all parked here, apparently seldom used. LM 411 (BnM) was working on the Bog, as was another unidentified loco.

BnM, Blackwater System

[17EL/322]

Simon Guppy and friends, 29th May.

Blackwater Bog

LM 400 (BnM) was on the ash train. Coming off Blackwater Bog, with loaded trains heading for West Offaly Power Station, were LM 396 (BnM), LM 411 (BnM), LM 428 (BnM) and LM 432 (BnM). Also in action were LM 410 (BnM), LM 411 (BnM), LM 432 (BnM) and LM 436 (BnM).

The Diamond, Blackwater Bog



With the help of directions from *Ted McAvoy* and after driving for a couple of miles from Blackwater on a rough track, then walking for another 20 minutes, Simon and party finally tracked down the elusive LM 313 (HE 8549) on the fuel train (and much to the amusement of the BnM staff in the Tea Station). *(Photo:Simon Guppy)*

Blackwater Works

Inside the **workshop** were LM 295 (HE 8532), LM 399 (BnM) and LM 409 (BnM). Outside in the **yard** were LM 212 (HE 6245), LM 229 (HE 8531), LM 230 (HE 6309), LM 234 (HE 6313), LM 281 (HE 7247), LM 286 (HE 7254), LM 320 (HE 8939), LM 433 (BnM), RM 1 (BnM), F836 (BnM), F 842 (BnM) and F 878 (BnM). In the **scrap area** were LM 217 (HE 6250), LM 261 (Deutz 57842), LM 276 (HE 7241), just a frame; at the far side of the scrap area, in undergrowth, LM 292 (HE 8529), LM 294 (HE 6308), LM 357 (Dun EW) and LM 365 (DunEW).

West Offaly Power Station

LM 405 (BnM) and LM 425 (BnM) were stabled here. In the space of an hour LM 396 (BnM), LM 400 (BnM), LM 403 (BnM) and LM 431 (BnM) were noted arriving at the Power Station. Museum Line

This held C 55 (Wkm 7680), C 80 (BnM), LM 105 (RH 375344), LM 111 (RH 379079), LM 184 (Deutz 57130), LM 254 (Deutz 57835), LM 280 (HE 7245), LM 343 (SMH 60SL746), LM 354 (DunEW), LM 367 (DunEW), LM 368 (DunEW), LM 372 (DunEW), RH 422567 and F 630 (BnM).

BnM, Boora System

[17EL/322]

Simon Guppy and friends, 29th May.

Boora Works

LM 160 (RH 402176) was the only locomotive inside the workshop. It has been cosmetically rebuilt with a steam outline, and is being painted green. When complete it will go to Lough Boora Parklands. Outside in the yard were LM 126 (RH 379927), LM 235 (HE 6314) and LM273 (HE 7246).

Clongowney Tea Centre

LM 283 (HE 7250) was here.

Derrinlough Briquette Works

Stabled around the shed area were LM 392 (BnM), LM 393 (BnM), LM 394 (BnM), LM 398 (BnM), LM 439 (BnM) and LM 440 (BnM).

Derrymore

LM 244 (HE 6323) and LM 319 (HE 8926) were on what appeared to be some newly laid track, grid reference N 218207.

Alex Betteney/CARS, 17th April.

Boora Works

The access road to the Discovery Park affords a good view of the works. In a compound was F 308 (BnM converted tractor), yellow. On a **disused siding** were LM 109 (RH 379024), out of use; LM 275 (LM 328 HE 7240), dismantled; five disused bogie fuel tank wagons and several bogie flat wagons. **Outside the workshop** were LM 277 (HE 7242) and LM 126 (RH 3799270), both BnM brown/cream, identities assumed; a Clonmacnoise & West Offaly Railway coach and peat wagons were also present.

BnM, Coolnagun

[17EL/326]

Simon Guppy and friends, 28th May.

LM 384 (HE 9256) and RM5 (BnM) were outside the workshop; other locos may have been hidden in the undergrowth. C77 (BnM) could not be found on Coole Bog - *Andrew Waldron* advises that it lives in the middle of the bog, not on track but on a skid platform, and is complete with wheels and chassis.

BnM, Lemanaghan

[17EL/322]

Simon Guppy and friends, 29th May.

LM 266 (HE 7232) was at the works and LM 269 (HE 7235) was at the Tea Centre, on the fuel train.

BnM, site near Templeharmey

Simon Guppy and friends, 28th May.

LM 302 (HE 8539) was found at what appears to be new track, approximate grid reference M995758.

BnM, Timahoe

[17EL/313]

Simon Guppy and friends, 28th May.

The gates were shut and padlocked and an attempt to call the works was unsuccessful, the phone number no longer valid, so it is possible this site has closed. Accordingly, Simon was unable to establish whether LM 134 (RH 382811) is still there.

BnM, Derrygreenagh System

[17EL/322]

Derrygreenagh Works

Ted McAvoy, March 2017.

Bord na Móna have launched a major locomotive rebuilding project, expected to cost more than €3 million. Fifty of their modern 4wDH are being completely rebuilt on a production line at the works at the rate of one every three weeks. By the end of March 2017 eleven or twelve should have been completed.

Also authorised is a €2 million track upgrading project for power station main lines. During week ending 1/3/2017 (their weeks end on Wednesdays), BnM moved and delivered around 10,000 loaded peat wagons - because narrow gauge rail remains easily the cheapest and most effective way of moving huge tonnages of peat around the Irish Midlands.

Derrylea



A work-stained LM 305 (HE 8544) was found about 15 minutes' walk out onto the bog.

(Photo: Simon Guppy)

BnM, Lullymore, Co. Kildare

[17EL/313]

Steve Livesey and Danny Sheehan, 22nd March.

The railway system closed about 25 years ago. There was torrential rain whilst they were travelling and snow on the ground on their arrival. Searching the bog in those conditions was very difficult, even the smallest of hidden ditches was full of water whilst others were very fast flowing making some areas inaccessible.

Following instructions it took nearly an hour to locate LM97T (RH 375332), about 200/250 yards from the rear of the Briquette Works, the end furthest from the canal and on some very uneven and overgrown ground. The loco was a mangled wreck with the flattened cab alongside and leaning on part of the frames which was gradually sinking into the bog with one end covered with peat and grass. They cut away some of the brambles and the vegetation to make the loco more visible and easier to find and photograph. They tried to follow the old track bed from the works on to the bog but the terrain had altered so much over the years that it proved impossible. However, they made a circuit of the bog but did not locate any locos or derelict wagons said to be nearby. They were unable to access the area from the road side because of the flooded ditch.

BnM, Mountdillon System

[17EL/318]

Simon Guppy and friends, 28th May.

Mountdillon Depot

LM 66 (RH 259750), LM 247 (HE 6326), LM 267 (HE 7233) and LM 374 (HE 9239) were outside; LM 209 (HE 6242) and LM 242 (HE 6321) were in the Permanent Way Yard, visible from the road.

Mountdillon Old Works

LM 205 (HE 6238) was inside the shed, LM 135 (RH 382814) and LM 300 (HE 8535) outside. *Andrew Waldron* comments that LM 135 is here for cosmetic restoration and will then be plinthed locally, probably in Lanesborough.

Corlea

No locos were found. *Andrew Waldron* advises that this bog is earmarked to become a country park, with part of the rail system retained as a tourist train. The park authority should take control soon.

Lough Rea Power Station

LM 375 (HE 9240) and LM 385 (HE 9257) were at the head-shunt. LM 270 (HE 7237), LM 401 (BnM) and LM 428 (BnM) were parked by the Tippler. There were three other unidentified locomotives in the yard.

Derryad

LM 37 (RH 252245) was on a fuel train.

Derryaroge

C49 (BnM 5) was found abandoned, off track (approximate grid reference N028718). About a mile further east, by a level crossing (approximate grid reference N065742) were RM3 (BnM) and LM 330 (HE 8937).



As can be seen from *Simon Guppy's* photo, "abandoned" is an accurate description for the current state of railcar C49.

Bulrush Peat (750mm gauge)

[17EL/300]

Simon Guppy and friends, 27th May.

New Ferry Road, Bellaghy

L5 (Schöma 4979) and slave unit Schöma 4980 were coupled together with loaded wagons at the Tippler.

Magheralane Road, Randalstown

L4 (Schöma 5601) and slave unit Schöma 4992 were coupled together on track. L6 (Schöma 5602), 2 (MR 40S307) and Schöma 5603 were all off track.

Dublin LUAS, Red Cow Depot (4ft 8½in gauge)

[17EL/309]

Simon Guppy and friends, 26th May.

Road/Rail vehicles 97D 67550 and 162D 16509 and Richard loco ENG 5873 13 006 were viewed from car park.

Iarnród Éireann

[17EL/310]

Alex Betteney/CARS, dates as shown.

Kildare Plant Depot, Co. Kildare

17th April. The plant yard was viewed from Kildare Station car park. Present along with on track plant were inspection railcar 723 (MatisaSPA 0215) and MPV 790 (Geismar 999), both yellow.

Limerick Maintenance Depot and Wagon Works, R511 Roxboro Road, Limerick, Co. Limerick

15th April. A pre-arranged visit to view 4wBH R/R AVB 5735/1/2010, yellow/red and which is used to move/position bogies, resulted in a full tour of the maintenance facility and a partial visit to the adjacent yard.

Limerick Junction Plant Depot, Co. Tipperary

15th April. Seen from the platform of Limerick Junction Station were 721 JESS (HPET 1068) and 728 (Plasser/1974 reb Inchicore/1999), both yellow, plus other plant.

McCormack Bros, Ballymahon

[17EL/318]

Simon Guppy and friends, 28th May.

This site is on the R 392, west of Ballymahon. The Road/Rail tractors in 17EL were not present, although there was a newer tractor (not a rail vehicle) on site.

Internet: The brief company [website](#) includes photos of the rail operations and a map to find the site.

Northern Ireland Railways, York Road Depot

[17EL/300]

Simon Guppy and friends, 26th May.

Road-Rail vehicle AFZ 7054 was visible in the car park.

Chris Shilling, Munster Railway Works, Kealkill, nr Bantry, Co. Cork

[17EL List 3,976/15]

Alex Betteney/CARS, 14th April.

An extremely isolated and difficult to find location. Chris Shilling constructs small gauge vehicles for Industrial and pleasure lines. The main workshop is located in the grounds of a cottage, with an additional 3-road shed alongside and is served by an incomplete 1ft 3in gauge railway. The ground has been levelled and ballasted to connect the two workshops via a sharp corner and probably a small turntable. Inside the workshop was 4wPE OIM 010/2015, green.

Also seen were several wagons and a short length of monorail track for demonstration. On the monorail track was a 2-wheel monorail wagon frame with raised handle for pushing. A flat body was proposed for the wagon. A set of monorail points were also displayed.

Sunshine Peat, near Dungannon (2ft 6in gauge)

[17EL/301]

Simon Guppy and friends, 27th May.

The Sunshine Peat site was fenced, and all gates locked. From the perimeter, the track could be seen splitting into 4 lines, leading to a locked shed which it was assumed contained all of the Sunshine Peat locomotives. *Andrew Waldron* advises that locos have not been used here since 2010.

Three Rivers Heritage Group, c/o Don Butler Transport & Plant Hire, Kilmacow

[17EL/314]

Alex Betteney/CARS, 14th April.

Stored, pending resale/disposal, in one corner of the yard were 5ft 3in gauge C202 (MV 973), silver; 3ft 0in gauge LM 117 'MÍCHAÉL' (RH 379910), BnM brown/cream; LM 125 O (RH 379084), green, partly sheeted; LM 189 (Dtz 57125), "LM 257" (Dtz 57836) and LM 314 (HE 8548), all BnM brown/cream; LM 356 'SEAN' (DunEW), yellow; C 53 (BnM 9/Southern Motors), BnM brown/cream; C 78 (BnM), BnM brown/cream; ex West Clare Railway and BnM enclosed saloon coaches 3386 and 3389 and some wagons.

Unilokomotive Ltd, Ida Industrial Estate, Dunmore Road, Tuam

[17EL/312]

Alex Betteney/CARS, 16th April.

The business was closed for the weekend, so the yard was viewed through the gates. Visible were 5ft 3in gauge 4wDH (Unilok), incomplete as built for a cancelled order, and 5ft 6in gauge 4wDH (Unilok 2353/2012), yellow, fire damaged ex Israel.

Internet: [Company website](#), showing their range of road/rail vehicles.

ISLE OF MAN

National Air Traffic Services, Laxey (3ft 6in gauge)

[17EL/337]

Andrew Waldron, 9th May.

During his visit to the Isle of Man (see [Isle of Man 4th-10th May](#)) Andrew found Wkm 10956 inside the small shed. He was told Wkm 11730 was locked up inside the SMR engineering shed.

NON-LOCOMOTIVE WORKED LINES

These notes incorporate observations received up to the end of July 2017. Compiled by Hon. Records Officer – Non- Locomotive Worked Lines (*Graham Feldwick*).

ENGLAND

Bude Harbour Tramway, Bude, Cornwall

John Bishop, 25th June.

Although this horse-worked line has been closed for over 70 years, around 150 yards of track, 2ft 0in gauge, remains embedded in concrete along the route. The line ran from the beach to transport sand, and of particular interest is the wagon turntable still buried in the sand.

Egremont Mining Co Ltd, Florence Iron Ore Mine, Egremont, Cumbria

Graham & Lesley Feldwick, 19th May.

The mine closed in 2008 but the company remains in existence and the buildings are intact. A short length of 2ft 6in gauge track remains running from the main buildings, with a flat wagon on it partially protruding under a closed doorway, whilst in the yard, which is being used by a metal-working company, were found a complete tub and a chassis and separate body. An adjacent scrap heap had a further chassis and two bodies, and curiously a 2ft gauge chassis, although this gauge has not previously been recorded here. The short length of standard gauge track remains under the loading chutes, albeit overgrown.

Wasdale Sawmill, Netherwasdale, Cumbria

Graham & Lesley Feldwick, 23rd May.

The sawmill closed in 2015 and was auctioned in 2016. New owner is the nearby Church Stile Farm & Holiday Park, who have renovated the cottage as a holiday let but have retained the short 1ft 8in gauge railway, flat wagon and hand-crane as features, and have given an assurance that these will be looked after in the future.

Haig Colliery Mining Museum, Whitehaven, Cumbria

Graham & Lesley Feldwick, 19th May.

The former colliery became a museum, closed for major repairs and development in 2014, reopened in 2015 but closed due to financial difficulties in 2016. Several items of narrow gauge railway interest are on display on track outside and can be seen from the perimeter fence, including 4 tubs, 2 flat wagons and a bogie wagon.

Treak Cliff Cavern, Castleton, Derbyshire

Paul Teather, 13th July (via IRS Yahoo Group).

The 2ft 0in gauge incline was in operation bringing construction materials down from the cavern entrance building to the road, with the track shiny so seeing regular use at present. The incline is operated by a motor at the top lowering and raising the wagon with a wire rope.

Internet: [Website](#)

Qinetiq, Portland Breakwater, Bincleaves, Dorset

Graham & Lesley Feldwick, 14th July.

The 200 yard ballasted 2ft 0in gauge handworked line connecting buildings on the breakwater remains clearly visible from the adjacent clifftop, but the site is closed and the track has not seen recent use. No rolling stock could be seen.

Grange Iron Company, 56 Broomside Lane, Carrville, Durham

Matthew Feldwick, 27th July.

Under the namesake of a former Durham manufacturer of mining equipment and colliery plant, Graham Robson has been building and restoring coal tubs along with mining equipment and machinery for display and industrial use for 15 years.

Internet: [Website](#)

Bovingdon Brickworks Ltd, Bovingdon, Hertfordshire

Graham & Lesley Feldwick, 19th July.

The brickworks, with its 2ft 0in gauge hand-worked system serving the brick making areas and the drying ovens, closed for production in October 2016, due to a shortage of available suitable clay. The works has since been mothballed, but is not expected to reopen.

St Agnes Lifeboat Station, St Agnes, Isles of Scilly

Chris Pack via HRO, 16th July.

The station opened in 1891 with a single slipway. A new slipway 350 yards long was additionally provided in 1904 but the station was closed in 1920. The lifeboat was carried on a double bogie trolley running on broad gauge track – a point immediately outside the station enabled the lifeboat to be launched from either slipway depending on the tide. The rails and bogie have long gone, but where they ran can still be easily seen.

Spalding Bulb Museum, Birchgrove Garden Centre, Pinchbeck, Spalding, Lincolnshire

Matthew Feldwick, 24th April.

Opened in 1995, this museum has a range of buildings, machinery and equipment relating to the growing of flower bulbs in the area. The forcing house has a 2ft 0in gauge handworked railway running to it. The straight lines are connected by a wagon turntable, and there are three wagons, once used to bring boxes of bulbs inside to give early flowering.

Internet: [Website](#)

Matthew T Shaw, Iron Bridge Works, Clyde Wharf, Westferry Road, Millwall, London

Harvey Smith, 9th May (via IRS Yahoo Group, and identified by Chris Fisher).

During recent site clearance a remnant of the once extensive 2ft 0in gauge system here came to light, with a point and track set in concrete and visible from the entrance in Westferry Road, near to Chapel House Street.(HRO – Google Street View also shows this clearly).

National Trust, Sheringham Park, Sheringham, Norfolk

Huw Williams, 16th May.

A preserved sawbench alongside one of the walks through the park is served by a railway of approximately 2'6" gauge. There is a 4-wheel bogie either side of the saw. One side has about 3.5m of track, the other about 5m.

RNLI, Lifeboat Station, Southwold, Suffolk

Graham & Lesley Feldwick, 11th June.

The Atlantic 85 class RIB lifeboat was inside the lifeboat building on a rail-mounted trolley, which is moved by hand to a hoist position above the river. Gauge is 4ft 8½in gauge, with modular track set in concrete.

Ministry of Defence, Queen Elizabeth Barracks, Strensall, near York, North Yorkshire

Matthew Feldwick, 8th June.

Noted initially on a report on Facebook, it appears that the narrow gauge (most likely 2ft 6in) railway at Strensall is still in use. IRS records show this as 1,165 yards long, mainly straight with a siding at one end. Main use is to move materials around the ranges, and there is at least one flat wagon. It has not been reported for many years and the site is due to close in 2021.

WALES

Glynllifon Country Park , Clynnog Road, Caernarfon, Gwynedd

Mike Shaw, 8th May.

A short length of, presumably surviving, track can be found in the former sawmill, which is now a shop, with further track outside which may be reconstructed. A 4w flat wagon contains some new components but is no doubt an accurate reproduction.

Internet: [Website](#); [Facebook](#)

IRELAND

Lisselan Estate Golf Club, Clonakilty, West Cork, Co. Cork

Alex Betteney/CARS, 14th April.

An unusual Golf Course with 9 holes, played twice. Of interest were two 5ft 3in gauge funicular railways used to transport golfers between holes. Operating between hole 1 and 2 and also between hole 3 and 4 were separate 4-wheel electric winding cars with a blue cabin at one end and a platform at the other for carrying clubs/trolleys

Access to the car is via a concrete platform at each end of the line. They are operated using a cable and electric powered winch, located at the top of each line. A control unit was located at each platform.

CHANNEL ISLANDS

The War Tunnels, Jersey

Roger Bagnall, 16th June.

There is plentiful evidence inside these tunnels, which were built with slave labour by the German occupation forces during WW2, of a network of 600mm lines, presumably then as now, laid in concrete. The tunnels are on a grid pattern, and there are signs of wagon turntables at the junctions. Just inside one of the unfinished tunnels there is a section of sleeper track with a large side tipping skip wagon on display.

Internet: [Website](#)

Aylesbury Depot**[17EL/342]***John Dicks and friends, 27th May.*

01509 LESLEY (RH 468043) was seen.

Copmanthorpe Yard, York**[17EL345]***Alex Betteney, 13th April.*

950001 (999600+999601), forming the 2Q08 Doncaster West Yard to Tees Yard, was viewed from a passing train.

Darlington Park Lane OTPD**[17EL/346]***Alex Betteney, 3rd June.*

DR 97501 (Robel 69.40/4) was viewed from a passing train.

Heaton Traincare Depot, Newcastle-upon-Tyne**[17EL/342]***Alex Betteney, 25th April.*

08588 H047, RMS Blue/Grey (RMS Hire loco), was viewed from a passing Metro.

Holgate Engineering Works, York**[17EL/342]***Alex Betteney, 17th July.*

Viewed from vantage points around the perimeter were TM 4150 MAGNUM (Trackmobile LGN971310198), yellow, and DR 98905 (Windhoff 2526) and trailer DR 98955, NR green/blue.

Middlesbrough Carriage Sidings**[17EL/346]***Alex Betteney* reports a number of sightings from the A66 road:*2nd April:* DR 75302 (Matisa B41E tamper – VolkerRail).*10th to 12th April:* DR 97501 99709 481001-4 (Robel) with trailer cars DR 97601/99709 559001-1 and DR 97801/99709 580001-4.*28th April:* DR 73904 (Plasser & Theurer 08-4x4/4S RT S&C tamper).**Neville Hill Traincare Depot, Leeds****[17EL/342]***Alex Betteney 22nd April.*

Noted from a passing train were 08525 DUNCAN BEDFORD, 08690 DAVID THIRKILL and 08908 IVAN STEPHENSON (OOU), all in EMT Blue/Red/Orange.

GB Railfreight, Peterborough**[17EL/345]***Alex Betteney, 13th April.*

EMU translator vehicles 64664 LIWET and 64707 LABEZERIN, both green, were viewed from a passing train.

Retford OTPD**[17EL/346]***Alex Betteney, 3rd June.*

DR 97505 (Robel 69.40/4) was viewed from a passing train.

St. Philips Marsh, Bristol**[17EL/342]***Internet sources* report 08663 was moved here from [Loram, Derby](#), w/e 7th July.**Swindon Transfer Yard****[17EL/346]***Alex Betteney.* Viewed from passing trains:*13th April:* DR 7623 GAVIN ROBERTS, yellow.*18th April:* DR 98001, DR 98007, DR 76906, DR 76910, DR 76921 and DR 76922 (all yellow).**Virgin Trains East Coast Main Line, Bounds Green Depot****[17EL/342]***Alex Betteney, 3rd June.*

08441, in RSS green and stabled with a VTEC coach, was viewed from a passing train.

PRESERVATION AND PLEASURE LINES

Compiled by the Editor from reports submitted to the Records Team and reports posted on the IRS Yahoo Group Site. The Editor has also received three letters since May.

ENGLAND

Aln Valley Railway, Alnwick

[17EL/168]

Andrew Murray, 25th June.

In Use

20/110/711 ([AB 615](#)), in blue with yellow NCB branding, working brake van rides.

Shed

Inside were ([12088](#)), under repair and currently unnumbered; PENICUIK ([HL 3799](#)) and RICHBORO ([HC 1243](#)), in lined maroon. Outside were "DRAX" ([EES 8199](#)), green on one side, green with a black cab on the other; BUZZ ([Wkm 10648](#)), yellow and blue, and [Wkm 4985](#), yellow and converted to a trailer for WkM 10648.

Car Park

Plinthed was [RH 312989](#), in the process of being repainted green. Out of public view behind the car park were [Perm 006](#) in an all over 'bronze' and [Perm 007](#) in maroon and black with yellow front. The current intention is to get one of the two working as a more sheltered passenger carrying vehicle instead of the Wickham.

Siding at the far end of the line

[RH 265617](#) and 73010 ([Plasser 712](#)), yellow.

Roger Darsley, 4th August (additional to the report above).

The railway was closed but a lady volunteer was painting the bogie bolster wagon. RH 312989 was still being repainted:



Internet: [Website](#); [Facebook](#)

Amberley Museum & Heritage Centre

[17EL/211]

Hugh Smith, 8th July.

This was the first day of the Museum's "Railway Gala Weekend".

In passenger service were POLAR BEAR (WB 1781) with four Groudle Glen coaches and PETER (WB 2067) with an ex-RAF Fauld coach and two MoD Lydd coaches. (At least one GGR coach and one of the MoD Lydd coaches are replicas). TOWNSEND HOOK (FJ 172L) and MONTY (OK 7269) were outside "[Betchworth Hall](#)" (the 3ft 2¼in gauge shed), while BARBOUILLEUR (Decauville 1126) was also enjoying the sunshine. SCALDWELL (P 1316) was in her usual place

outside the "[Railway Exhibition Hall](#)", her saddle tank looking decidedly moth-eaten. Guinness No.23 (Spence 23L) was in the [Annexe](#), her 5'3" gauge transporter being outside. Inside were MR 872, MR 10161, HU 45913 and EEDK 808.

Demonstration goods trains ran between the passenger workings, using PELDON (JF 21295) amongst others. Among the various locos in action were 3101 (MR 1381), R&R 80/37, one of the ex-Thakeham Tiles Hunslets (no plate or running number); HE 8969 and a Hudson-Hunslet 4wDM of c1940 which carries no worksplate and whose identity was unknown to its driver.

The standard gauge 4wDM BURT (MR 9019/50) was in the newly completed "[Wagon and Engine Shed](#)" which is a black corrugated iron building at the southerly end of the standard gauge line, near the timber yard. It was due to run on the 9th July only.

(This is not a complete list of all the locomotives on site)

James Smith reports the move of SCALDWELL (P 1316) from Amberley to the Southwold Railway Trust on 10th July.

Internet: [Website](#); [Facebook](#)

Ian Ashby, Valley Nurseries, Evesham

[17EL/228]

Hugh Smith, 2nd July.

A pre-arranged NGRS visit.

1'6" gauge

This was not operating as the sole motive power, CLIFF (Eng Emporium /2010), (*photo, right*), was temporarily out of order.

2'0" gauge

This comprises a circuit of about 340 yards. ARCHER (MR 4709), (*photo, below*), provided the motive power. The rolling chassis (no engine, gearbox or bodywork) of MR 7128 was also present.

(Photos: Hugh Smith)



"Track barely visible in the undergrowth and with trees & bushes brushing the sides of the train. Utterly delightful!"



Appleby Frodingham RPS, Scunthorpe

[17EL/130]

Justin Edwards 6th May.

This was a Branch Line Society tour. Noted were CRANFORD (AE 1919), 3138 (Chrz 3138), rolling chassis; 1 (YE 2877), ARNOLD MACHIN (YE 2661), dismantled (under overhaul); P 1438, HE 3846 (assumed) and DMU cars 56207 and 59245 (assumed). HE 7409 provided motive power for the BLS train.

Internet: [Website](#)

Barrow Hill Roundhouse, Derbyshire

[17EL/55]

Brian Cuttall, observations, 31st May.

D5814 is stored in the commercial area sidings. 89001 is still stored alongside the HNRC shed and green liveried EMU car "62321" (not numbered) is still located down the side of the Rampart shed in static use.

The compound held stored EMU coaches 62266 and trailer cars 76527, 76528, 76762 plus Brighton Belle trailers 287 & HAZEL (both sheeted). EMU trailer 70950 was removed from the compound in May 2017 but it isn't known whether it has left Barrow Hill or moved elsewhere on site.

Several DRS Class 20 were stored on the mainline storage siding in the shed yard, including 20308 & 20312.

On 18th July 37612 (DRS blue) was noted on the mainline loco storage siding and 20312 (DRS blue) on 31st July.

Internet: [Website](#)

Battlefield Line, Market Bosworth

[17EL/213]

Ian Ashby, 30th April.

SIR GOMER (P 1859) was working and CUMBRIA (HE 3794) in steam on shed.

Internet: [Website](#);

Bilthorpe Heritage Museum

[17EL List 1, 967/17]

Andrew Murray, 7th May.

[CE B1504A](#) rbt [CE B3156](#). in white and red, was visible from the car park.

A.J.R. Birch & Son, Hope Farm, Sellindge

[17EL/109]

Gary Segger and Mark Jones, 17th June.

35011, 35025, 68078 (AB 2212) and ANTWERP (HE 3180) were seen.

Bluebell Railway

[17EL/207]

Gary Segger and Mark Jones, 18th June.

The following were seen:

Sheffield Park

9017 EARL OF BERKELEY, 96 NORMANDY, 30541, 488, 847, 928 STOWE, 27 PRIMROSE, 65, 178, 323 BLUEBELL, 592, 31618, 1638 (31638), BEACHY HEAD (under construction), B473, 55 STEPNEY, 672 FENCHURCH, 21C123 BLACKMOOR VALE, 34059, 73082 CAMELOT, 78059 (frames only), 80064, 80151, 92240, D4016 and 3 CAPTAIN BAXTER (FJ 158).

Horsted Keynes

WD 1959, 263, (58850), 75027, 80100, H 957/1926, SHARPTHORN (MW 641) and RR 10241.

Internet: [Website](#); [Facebook](#)

Bowes Railway, Springwell

[17EL/77]

Alex Betteney and Roger Darsley.

Sunderland North Community Business Centre (a subsidiary of Sunderland City Council) is now running operations at the Springwell site in co-operation with the Bowes Railway Co Ltd. Very few volunteers from the Bowes Co are active, generally due to age, and the SNCBC are assisting with providing volunteers.

Andrew Murray, 24th June.

Loco shed

Inside were 101 ([FH 3922](#)), lined green; No. 22 ([AB 2274](#)), lined black, branded N.C.B. No.6 AREA "B" GROUP, and W.S.T. ([AB 2361](#)), lined green. In an adjacent room displaying mining equipment were [HC DM842](#), white; [EE 2476/RSHN 7980](#), white; No.8 ([CE B1840](#)), white, and B03 ([HE 8515/AB 651](#)), white and blue.

Locked in a storage shed

No.2 ([CE B3060](#)), yellow, and No.1 ([CE 5921](#)), rusty white.

Former Wagon Shop

Inside were PINKY ([RH 395294](#)), green; REDHEUGH ([RH 476140](#)), green; PERKY ([RH 416210](#)), green, and [HE 6263](#), green and red.

Internet: [Website](#)

K. & J. Bownes & Sons, Worksop

[17EL/172]

Andrew Murray, 7th May.

Andrew visited with prior permission and saw [WB 3019](#) in green, located within a walled garden.

Andrew Briddon, Darley Dale, Derbyshire

[17EL List 1, 967/5]

Brian Cuttall, 21st May (view only).

"RS 8" (SCW/1960) has recently been stripped down for restoration and the rolling chassis was noted outside the shed doors. Yard shunter 2 JAMES (YE 2675) was outside the other door.

On the line nearest the Peak Rail running line (from north to south) were 685 HO45, HO49 13, "TOM" (S 10180), green; D9500, BR green; 98307 (GP-TRAMM), 03901, black, and HC D1186, green.

Stored on the next line (from north to south) were 95301 (PCV, ex-EMU trailer E75102), 107 (NB 27932), black; BT 803, NB 27097, green; "GRACE" (HC D1345), YE 2940, black, and "JACK" (YE 2679), red; all were sheeted.

Internet: [Website](#)

Buckinghamshire Railway Centre, Quainton Road

[17EL/33]

Mick Tick, 30th April and Alan Sturrock, 1st May.

5080 DEFIANT was still present but was due to be transferred to Tyseley shortly, for overhaul to mainline standards, its place at Quainton Road to be taken by 3020 CORNWALL from the [NRM](#), [Shildon](#) (arrived at Quainton Road on 12th June). There is a suggestion that JUNO (HE 3850) may also come here from Shildon.

In use

30120 (due to return to Swanage) and 9466 were on one side and SWANSCOMBE (AB 699), MILLOM (HC 1742), "SCOTT" (WB 2469) were working the Vintage train, demo freight and Driver for a Fiver on the other.

In the museum

AP 807, REDLAND (KS 4428), HL 3717, TP 53P (Wkm 8263) and EEDK 803.

Upside Shed/Workshop

COVENTRY No.1 (NBH 24564) was inside, out of ticket and unlikely to be overhauled for some years as new cylinders are required. The overhaul of L99 (7715) has begun in the [Ivatt Shed](#). Outside was 6989, nearing complete restoration from Barry condition. The intention is for it to be in service by the October Gala, although initially it will have to run with the tender from 6984.

Around the site

30585 (out of ticket), TARMAC (FH 3765), "WALRUS" (FH 3271), WD849 (HE 2067), 66 (HE 3890), OSRAM (JF 20067), 3405 JANICE, GIBALTAR (P 2087), boiler condemned; ROKEBY (P 2105), awaiting boiler repairs; D2298, HILSEA (RH 463153), RH 425477, 5208 (S 9418), CHISLET (YE 2498), DMUs M59761, M51886 & M51899, London Underground 53028, 013063, 54233 and ESL118A/B. ARTHUR (HE 3782) is being rebuilt to replace COVENTRY No.1 as "THOMAS", after which work should begin on SYDENHAM (AP 3567).

Internet: [Website](#); [Facebook](#)

Bure Valley Railway, Aylsham

[17EL/159]

Huw Williams, 16th May.

Two brief visits on the same day found 4 (HE 4556, Reb EAGIT) shunting empty coaching stock and 2nd DIVISION USAAF (BVR) stabled in Aylsham station in the morning. In the early evening, 8 JOHN OF GAUNT (Winson 16) was found in the station, having just arrived from Wroxham. 4 was stabled in a siding with coaches and SPITFIRE (Winson 14) was undergoing overhaul in the workshop.

Internet: [Website](#)

Cambrian Heritage Railways

[17EL/179]

Sydney Leleux, 3rd June.

Oswestry Station

The museum was closed but in the running shed/workshop were AB 2261 and ALPHA (FH.3953). In the yard outside were AB 885 (more or less complete), TELEMON (VF D295/DC 2568), SCOTTIE (RH 412427) and a Peckett 0-4-0ST, wheels frame & boiler. Its cab and tank were in the yard, together with the tank from HE 3770 (presumed) – but no sign of the rest of the loco. Behind the shed/workshop was a silver painted boiler, suitable probably for an 0-4-0. Assorted items of rolling stock were present, and an exhibition in the old station booking hall, accessible from the street. The yard is offered for use as a public car park, with an honesty box in the museum door. Cambrian Heritage Railways hope to run trains 'properly' next year. The leased line includes two ungated level crossings over main roads (one the A5), but the Highways Authority should meet any costs associated with them as the railway had been established originally by Act of Parliament.

Llyncllys Station

Three DMU power cars were present: W51205, W56055 and one with no visible number. 11517 ALUN EVANS (RH 458641), black, and an un-numbered blue 0-6-0D (EE?) were in the yard, plus a quantity of coaches etc. Against the boundary hedge behind the station were several 2ft gauge wagons.

Blodwell Junction

Standing in the loop about 100 yards from the road were H037 (EEV D1230), red, and a yellow track machine 98205 with trailer unit. In the quarry, moved there a week or so before, were D1388 (HC D1388), green, and a rusty European 0-4-0D which Sydney did not recognise. These two locos were at SJ257233. Nearby were underframes for a wagon and a coach and a couple of bogies. The quarry yard had a number of van bodies as sheds.

Internet: [Website](#); [Facebook](#)

Caister Castle Car Collection, near Great Yarmouth

[17EL/159]

Huw Williams, 17th May.



42 RHONDDA (MW 2010) which has been repainted recently in the same bright green livery as it has carried for some time, is visible (just) from the car park. Displayed with the various cars and motorcycles is a horse drawn double deck London tram trailer of circa 1903

(Photos: Huw Williams)



Internet: [Website](#)

Canterbury Heritage Museum

[17EL/110]

Gary Segger and Mark Jones, 17th June.

'INVICTA' (RS 24) was present.

Alex Bettaney and Allan Brooks, 9th July.

The Burton Brewery Locomotives Day event. Unfortunately the beer tent did not materialise. However, this did little to thwart an excellent well attended event on a hot summers day.

In Use

Operating top 'n' tail passenger trains were D3429, BR green, and COLIN McANDREW (AB 1223), light green, with coach 14024 and DMU trailers 59444 and '59603'.

In the yard, alternating between shunting and top 'n' tail brake van rides were 21 (KC 1612), dark blue; No.5 (Bg 3027), ochre/brown; MARSTON THOMPSON EVERSHED (Bg 3410), blue/green, and 15099 (MR 2026), BR black.

By the signal box

RD 2001 / RD 2003 (74041) Permaquip Ballast Packer BP047/1984, yellow.

Headshunt

Stabled here was "HELEN" (TH 264V), green; off the track nearby was UID R/R Excavator O&K MH4S, dismantled chassis (ex AP Webb).

Station

Stabled in **Platform 1 siding** were 917 (P 917), blue, and 431 (HC 431), grey. Stabled in **Platform 2 siding** were 255 (GECT 5418), Corus yellow/silver; HC D615, BP & Shell-Mex Green; JF 4220015, faded maroon; RH 305306, green; DERBYSHIRE STONE No.2 (FH 1891) and JF 4100013, both green.

Yard

Stabled here were Bg 3590, blue; "HEM HEATH No.3D" (WB 3119), NCB green; WB 3208, blue (peeling to show orange beneath); 306 (GECT 5383), Corus yellow (ex Tata Steel Llanwern, 12th June); 267 (GECT 5464), Corus yellow/silver; 251 (GECT 5414), Corus yellow/silver; 97 513 9-529 60-4 R/R Excavator O&K MH4S 232207615/1992 (2312314 chassis), yellow; (80115 DE 330274) 6wVB 10t Crane T&H 1576/1945, black, and the wheelsets from GECT 5469, scrapped at Hartlepool in June.

'Running Shed'

Inside were 5 (S 9632), maroon; TEDDY (P 2012), green, and "LINDA" (WB 2648), green.

Museum Building

Inside the Museum were D2911 (NBQ 27876), BR green; 15097 UBIQUE (MR 1930), BR black; ZZ 267 (EEV 4003), yellow, (ex Ed Murray, Hartlepool 3rd May); "MYFANWY" (RSHD 8366-WB 3211), green/mustard, cab removed; HOLLY BANK No.3 (HE 3783), dark blue; 4 (RSHN 7684), green; 900331 (Wkm 496), green, on top of a wagon; HC 1822, NCB red, under restoration; N 2937, black; A14W PWM 2786 (Wkm 6885), BR maroon; ASBESTOS (HL 2780), green; 4w Hand 25cwt Crane Derby/1881 and a 2w-2 hand pump trolley.

Inside the Museum Workshop were BBT 3097, green, under restoration; GECT 5430, yellow/silver/grey, under overhaul, and Wkm 6857, black chassis, under restoration.

Off track near the Narrow Gauge Sheds

Wkm 6857, blue body detached from chassis, and MPP 3868 (RD 2002 74039) Permaquip Ballast Packer BP045/1984, yellow.

Chasewater Heaths yard

6678 (HE 6678), NCB blue.

Narrow Gauge Railway

The railway was not running and on this occasion was not investigated thoroughly, but RH 476106, green, was noted outside the loco sheds.

Bob Darvill.

Railcar BD 3707 arrived on 24th July from the **Midland Railway Centre, Butterley**.

Colin Alliez.

WB 2842 moved here circa 26th July, on permanent loan from the **Foxfield Railway**.

Internet: [Website](#); [Facebook](#)

Chinnor & Princes Risborough Railway

Mick Tick, 11th May.

D5581, D8059, D8188, D8568, 45041, 50026, 66741 were all in use, top and tail. DMU W55023 and EMU 1198 were also in traffic. D3018 was shunting at Chinnor. 08825 and DMU 960010 were also seen.

Steve Livesey, 3rd June

The first day of the Annual Open Day/Volunteer Recruitment weekend, when areas normally out of bounds including the yard and Restoration shed are open to the public.

In Use

DMU W55023.

Chinnor Station

D3018 and DMU W55024 were stabled in the platform.

Station Yard

On display were 6412, visiting for the summer season; 08825, operational but in need of attention; D5581, under restoration, and EMU 1198.

Restoration Shed

WD9024 (Wkm 7090) and Bance AL2025 were inside.

Princes Risborough Station Sidings

IRIS (RH 459515) and 977992 (stored Class 117 power car used as parts donor, and also as a stores van for the S and T Department) were viewed from the car park.

Internet: [Website](#); [Facebook](#)

Crossness Engine Trust, Abbey Wood

[17EL/145]

Robin Parkinson, June.

7 tons of 35lb rail, together with fishplates, sleepers and a set of right-hand points, was delivered in May, with another batch due in August. Restoration of WOOLWICH (AE 1748) is also progressing. (For a more colourful description see the Press Releases section (Royal Arsenal Railway Progress Report)).

Darlington Railway Preservation Society

[17EL/77]

Andrew Murray, 21st May.

This was the annual Open Day.

Museum

Inside were PATONS ([WB 2898](#)), light blue; [RSHN 7925/DC 2592](#), green; 1 ([GEC /\(28?\)](#)), lined brown; 185 ([JF 4110006](#)), light blue and red; [Wkm 7611](#), maroon, and No. 39 ([RSHD 6947](#)), lined maroon.

Workshop

Inside was [P 2142](#) recently returned from the Cholsey and Wallingford Railway and undergoing overhaul. Outside were [Wkm 10647](#), yellow, operating along the standard gauge track; [JF 4200018](#), very weathered, which has been sold and is likely to be restored and displayed outside the new owner's business; [RH 279591](#), maroon and red oxide (next in the restoration queue). On the 1ft 8in gauge was [RH 476124](#), green, running along a short section of track, and [RH 354013](#), yellow and black, dismantled and awaiting parts.

Car Park

Plant MPP 12771 ([Perm PC035](#)), yellow, was here.

Carriage Works track

[RH 312988](#), black, could be viewed from the adjacent Head of Steam site.

Internet: [Website](#)

Dean Forest Railway

[17EL/90]

Colin Alliez, Ian Ashby, Nigel Attwood, Martin Shill and Bob Yate, between 14th and 24th May.

These reports mainly cover the Wartime Forest Steam Galas (13th/14th and 20th/21st May)

In Use

The Wartime Galas saw the return to service of RSH 7139 (Rbt HE 3880), restored to Longmoor WD blue livery as 152 RENNES. Also in operation were WD 75008 SWIFTSURE (HE2857) visiting from Nene Valley Rly, and 132 SAPPER (HE 3163 Rbt HE 3885) visiting from East Lancs. Both SWIFTSURE and SAPPER had mechanical problems by the end of the event. 5541 was also in steam, and at times helped cover for the ailing 'Austerities'.

Norchard

Present here were AB 2221, sheeted over and partly dismantled; GUNBY (HE 2413), smokebox and chimney removed, but otherwise complete; WILBERT (HE 3806) minus boiler, repairs continue; D3937 GLADYS, D9521, D9555, DON CORBETT (HE5622), SALTY (HE 6688), 3947 (FH 3947) and DMUs E50619, M51566 and M51914. On 24th May SWIFTSURE was also noted here, believed awaiting repairs before returning to Nene Valley.

Lydney Junction

Near the signal box were 37308 and 73002 (both sheeted over, so identity presumed) and 08238 CHARLIE. In the sidings beyond the platform-end were HE 2411 (minus cab), the remains of 08473, JF 4210127, apparently complete, but very rusty, and HE 3889, yellow, minus boiler and partially sheeted over. This (one of the last two steam locos built for British industrial service) had not been reported here before, but apparently was transferred in 2015 from Peak Rail - the boiler is now on RENNES.



RENNES (RSH 7169, Rbt HE 3880) lifts the 12.35 Lydney-Parkend out of Norchard on 24th May. Superbly restored to Longmoor 'Spit and Polish' standard, its current condition contrasts sharply with the period when it was a workhorse on the Mountain Ash system (as shown right, 23rd June 1972).

It may be 'just another Austerity' but after many years out of use this is a welcome return to active service, and I'm sure the Editor isn't the only member who recalls a footplate ride on this loco (and others of the Mountain Ash fleet) over the lively trackwork there!

(Photos: Martin Shill)



Internet: [Website](#); [Facebook](#)



Wartime Forest Steam Gala, 20th May 2017.

Good quality video showing the three Austerity locos in action at various locations on the line, single, double-headed and triple-headed
Runtime: 8 mins 35 secs.

Doncaster Museum and Art Gallery

[17EL/244]

Andrew Murray, 7th May.

[LB 53977](#), green, was in the small Railways section on the ground floor.

Internet: [Website](#)

Dover Transport Museum

[17EL/111]

Gary Segger and Mark Jones, 17th June.

ST. THOMAS (AE 1971) was seen.

Internet: [Website](#)

R.Dixon, Bicester (private site)

[17EL List 6, 987/15]

John Dicks and friends, 27th May.

This was a mini open day. LB 54181 and DORIS (RH 462365) were in use. Also present were CE 5196C, HE 9053, frame only, and LMM 1066, frame & wheels. An ex Cameroon Tamar Class 0-4-2T is expected, but had not yet arrived from Kent. Construction work has just begun on a WB Sipat type 0-4-0ST. The frames do not yet exist.



RH 462365, now restored to original condition, is seen here working on Richard Dixon's private railway, 8th August

(Photo: Bob Darvill)

D2578 Locomotive Group, Moreton on Lugg

[17EL/101]

Chris Weeks, Mike Newport and Keith Day, 14th May.

D2302 was on static display, whilst 03145 and D2578 worked an enthusiasts charter along the full length of the line.

Internet: [Website](#)

Ecclesbourne Valley Railway, Wirksworth

[17EL/63]

Internet reports state LMS 'Jinty' 47406 arrived on hire 16th May (from previous hire at the Nene Valley Railway) for the summer season and is to work until late August 2017.

East Somerset Railway, Shepton Mallet

[17EL/185]

Bob Yate, 24th June.

This marked the debut of Ivatt tank No.41313.

In use

41313 and 46447 working passenger trains, sometimes singly and sometimes double headed.

Shed

5637 was in the shed, undergoing routine maintenance. 39 (RR 10218) was in the shed yard, complete. RR 10221, apparently complete, but sheeted over, was at the shed headshunt. (Identity assumed by the works number printed on the tarpaulin).

Works

1719 LADY NAN (AB 1719), undergoing overhaul, tanks and cab outside in yard.

Merryfield Lane siding

1 (RSHN 7609), dismantled, on three wagons, one each for boiler, wheels and frames.

Siding next to car park

51909, complete.

Not seen

D3044, D5410, 6566, 45 (HC D1373), CATTEWATER (RR 10199) and 2 JOAN (S 10165), presumed in the Diesel Shed and/or Carriage Shed, which were not open.

Martin Best, 25th July (additional to the report above, with photos).

In Use



The 'Driver For A Tenner' service along the shed sidings was operated by ex-MD&HB 45 (HC D1373) – according to a plaque in the cab the loco had been donated in 2008 by ESSO Bitumen Plymouth to the Sentinel Diesel Preservation Group. 46447 was working the heritage steam service and the heritage DMU service by 2-car set M51909 and M56271.

Shed

5637 was outside the shed. Inside were 41313 and PBA 39 (RR 10218, BTC Registration Plate No. 3051/1964). The latter had the rear wheel set replaced on 24th July following work by South Devon Rly to replace a bearing.



LADY NAN (AB 1719) was under overhaul. The frames, with wheels (dropped) and saddle tank were in the works, with the boiler on supports just behind the frames. The cab was not seen.

Internet: [Website](#); [Photo gallery](#)

Electric Railway Museum, Coventry

[17EL/219]

Martin Shill, 13th August.

An Open Day. All stock listed in 17EL was present, on static display, although a miniature railway was in operation. The two Class 309 'Clacton' EMUs house the Museum Exhibitions, shops and the "Clacton Café". Amongst other rolling stock present are Liverpool Overhead railway trailer car 7 (originally built 1898 but totally reconstructed in 1947 with an aluminium body) and the grounded bodies of two City and South London underground carriages, a timber-bodied example dating from 1903 and an all steel one from 1907, but both of which have seen better days.

The site is intended for redevelopment so the Museum seems likely to close in October. The remaining scheduled Open Days are 9th & 10th September and 8th October.

Amongst stock likely to be looking for a new home in the near future are (*below, right*) DOUG TOTTMAN (RSHN 7284, reb Kearsley) and (*below, left*) the first diesel electric loco built by Ruston & Hornsby, 268881. Both have electrical equipment supplied by BTH Rugby, where the Ruston was also employed as a works shunter from delivery early in 1950 until moving to Coventry in February 1986.



Internet: [Website](#); [Facebook](#)

East Kent Light Railway

[17EL/111]

Gary Segger and Mark Jones, 17th June.

Shepherdswell

ST.DUNSTAN (AE 2004), 9 (EE 2129/VF D319), SNOWDOWN (JF 4160002), 01546 (TH 273V), 08685, 08676 and 08799 were present.

Eythorne

THE BUFFS ROYAL EAST KENT REGIMENT 1572-1961 (RH 466616/1961) and RICHBOROUGH CASTLE (EEV D1197) were here.

Internet: [Website](#); [Facebook](#)

Elsecar Steam Railway

[17EL/244]

Adrian Booth, 7th June.

Viewed from the boundary fence, standing in the yard were GERVASE (S 6807), ELIZABETH (TH 138C), BIRKENHEAD (RSH 7386), EARL FITZWILLIAM (AE 1917), LOUISE (HE 6950), MARDY MONSTER (P 2150), dismantled, and S 9376, green.

Internet: [Website](#); [Facebook](#)

Fengate Agricultural Light Railway

[17EL/159]

Ken Scanes, 14th July.

The Weeting Steam Rally.



(Above left):

LITTLE BARFORD (AB 2069) was in light steam posed with a wagon loaded with logs.

(Above right)

1060 (LO 172) stood on track nearby, largely complete.

(Right)

No.7 "TYNWALD" (BP 2038) and an Isle of Man carriage were on the edge of a field a few hundred yards away; the carriage looked largely complete but No7 only consisted of a frame (bent), pony wheels and a few other bits.

(Photos:Ken Scanes)



Internet: [Website for rally](#); [Facebook](#)

Foxfield Railway

[17EL/194]

Andrew Smith, 15th July

Visiting locomotive for the Gala weekend was SIR GOMER (P 1859) from Shackerstone. Resident Foxfield locos in use included RSH 7063, 2 (WB 2842), WHISTON (HE3694), WIMBLEBURY (HE 3839) and BELLEROPHON (Haydock C).

Amongst other stock present was NSR No.2, Stoke/1923, per IRS records, but which, according to the Walkden fitter who did the job, used the frame of another NSR locomotive and the rest of the 1923 one (see the 'From The Archive' box below). A semantic point perhaps but one which the NCB Records Officer has long thought needs correcting. WD 820 (EE 1188/DC 2157) was alongside the [Heavy Repair Shop](#) with HAWARDEN (WB 2623), assumed, inside. CLIVE (AB 486) was outside the [Shed](#). In the [Museum](#) shed were MOSS BAY (KS 4147); KS4421; P 1803; a pair of RH and YE

2868. Locos in the **Yard** included HENRY COURT (P933), BAGNALL (WB3207); WOLSTANTON No.3 (WB 3150); MYFANWY (WB 3211); S 9535 and a Wkm trolley.

Internet: [Website](#)

From The Archive

Bob Fych informs us that on a visit to Walkden Yard 3/8/63 he was told that the last two working ex-NSR tanks were given by the boiler inspector the following periods of work - KING GEORGE VI six months, NSR No.2 twelve months.

(Bulletin 72, January 1964)

The special train consisted of: No.2-with three hired brake vans, and two open wagons, the sides of which had been specially sheeted over. 0-6-2T No.2 has recently been through Shops, and has again been repainted in North Stafford livery complete with crest, the painting having only been completed two days before the visit. The special left Walkden Yard under an overcast sky at 10.30, but fortunately the weather improved during the day, and No.2 in immaculate condition was a joy to the photographers.

(Bulletin 76, October 1964)

NSR No.2 has been in the news recently because of being discarded from the National Collection. However *Andrew Smith*, in his report above, mentions a much older debate, regarding the true identity of this loco following an overhaul at the NCB's Walkden Workshops in 1964.

As is clear from the report in Bulletin 72, by mid-1963 none of the four remaining ex-NSR New L Class 0-6-2T locos at Walkden were in good condition. Two were out of use and the other two likely to need major repairs in the near future. The plan seems to have been to make one good loco from the best bits of the rest. No.2 was something of a celebrity after it had been restored to NSR livery for the Stoke Golden Jubilee exhibition in 1960, and the intention was to hand it over for preservation as soon as it could be spared. It was assumed that, when preserved, it would only be on static display so major repairs would have been a waste of money. On the other hand, the external condition had to be excellent. So SIR ROBERT (NSR No.72, Stoke /1920) was chosen as the loco to be retained after a full overhaul, but No.2 was patched up first so that it could remain in service until the rejuvenated SIR ROBERT was available. The belief is that the frames (and probably cylinders and wheels) of No.2 were in better condition than those of SIR ROBERT so they were swapped and No.2 re-entered traffic with the frames of SIR ROBERT.



(Photo: Wikipedia)

Another source of confusion is the 1913 worksplate carried by No.2, which gave rise to speculation that the frames are actually those from KING GEORGE VI (NSR No.69). In fact, the plates had been transferred to No.2 when it was being prepared for the Stoke exhibition in 1960 because it was felt that if it carried its own 1923 plates visitors might object that a loco built in 1923 couldn't be a 'genuine' NSR product. (KING GEORGE VI was in regular service during both the 1960 and 1964 overhauls of No.2 so it is very unlikely that it could have been the frame donor).

One of No.2's first duties after it re-emerged from the workshops was to haul, on 3rd August 1964, a tour of the Walkden system organised by the IRS (or the Industrial Locomotive Section of the Birmingham Locomotive Club, as it was then known). The report in Bulletin 76, quoted above, confirmed that, at least as far as the external condition was concerned, it was a museum quality finish [\[click here for the proof!\]](#). Nevertheless, however good the paintwork, it seems clear that the mechanical benefits of the 1964 overhaul were indeed more limited, which lends credence to the swapped frame theory. Barely a year later, with SIR ROBERT now back in service, No.2 was withdrawn from traffic, as recorded in the Bulletin at the time:

At Walkden, SIR ROBERT is ready for the road again, repainted maroon and lined; the names are painted on, as one of the nameplates was stolen when she was dead outside for over a year. KENNETH is still by the side of the shed, and it has the old boiler of SIR ROBERT with one nameplate. KING GEORGE VI last worked at the end of January, but is now dumped some way from the shed on an old connection to the LNW line to Walkden Low Level.

(Bulletin 85, December 1965)

E.G. McAvoy tells us that Walkden have 11 locos serviceable ... The current working stock consists of: WITCH, WIZARD, REVENGE, REPULSE, WARSPITE, WARRIOR, WASP, W.H.R., STANLEY, SIR ROBERT and CHARLES. No.2 has a condemned boiler and will not work again.

(Bulletin 86, February 1966)

Evesham Vale Light Railway

[17EL/228]

Ian Ashby (dates as shown).

MONTY (ESR 300) working services with three closed carriages on 2nd January, 20th February and 7th May. On 10th April DOUGAL (SL /70) was in charge, with three semi-open carriages.

Hugh Smith, 2nd July.

A Gala weekend so all locomotives, steam & diesel, were in service, both singly and double-heading in various combinations. Good value at £2.50 (adult return) or £10 for a day rover. The main line comprises a single track with a balloon loop and the out-and-back run is about a mile.

Locomotives seen: No.3 DOUGAL (SL /70), No.4 SLUDGE (L 41545), CROMWELL (RH 452280, Rbt AK 13R), MONTY (ESR 300) and ST EGWIN (ESR 312).

Internet: [Website](#); [Facebook](#)

M. Fairnington, Wooler

[17EL/169]

Andrew Murray, 24th June.

The site was locked up but it was possible to see 424839 ([RH 424839](#)), green, at the back of the yard.

Gartell Light Railway, near Templecombe

[17EL/186]

Bob Yate, 25th June.

In use were No.1 AMANDA (Gartell /2003), No.6 MR.G. (NDLW 698), No.5 ALISON (AK No.10), with No.2 ANDREW (BD 3699) as spare. 9 JEAN (NDLW /2008) was in the **Shed** being prepared for its 10 year boiler exam. The brake van converted from RH 193984/1939 (presumed) was in the **Station Sidings**.

Although previously reported as being based here 8 FAITH (UphillJ /2016) apparently only visited for one weekend (date not known) and is now at the **Lynton & Barnstaple Railway**.

Internet: [Website](#)

Gloucestershire Warwickshire Railway

[17EL/91]

Mick Tick, 27th May.

The Cotswold Festival of Steam gala.

In Use

1450, 2807, 4270, 7820, 7903, 35006 and 76017.

Around Toddington

2874, 3850, 45149, E6036, 2001 (20035), 11230 (RSHN 7860/DC 2574), 21 (JF 4210130), 372 (YE 2760) and DMUs W51360 and W51405.

There was no access to the steam & diesel sheds.

Winchcombe

D2182, BD 3743 and DMUs W51363(?) & SC52029.

Internet: [Website](#); [Facebook](#)

Great Central Railway, Leicestershire

[17EL/125]

Colin Alliez, 6th May.

Working trains were 6990 WITHERSLACK HALL, lined BR green; 46521, lined BR black; 47406, BR black; 48624, BR black; 78018, lined BR green; 80136, lined BR black, and 92214, lined BR green.

Internet: [Website](#); [Facebook](#)

Great Western Railway Society, Didcot

[17EL/176]

Hugh Smith, 24th June.

In Use

The only steam loco working was an industrial Barclay 'pug' - AB 1047 with a GWR autococh in BR "Blood & Custard" livery on the '**Branch Line**'. D9516 with two coaches was working on the '**Main Line**'.

Loco shed

Inside the loco shed were 1338, 1466, 3650, 3738, 3822, 5051, 5322, 5572, 5900, 6106, 6697, 6998, 7808, "No.5" (GE /1857), red but with no name or number, and BONNIE PRINCE CHARLIE (RSH 7544). In the shed yard were 4144, green, lettered 'British Railways' in GWR-style lettering; 6023, blue; PHANTOM (08604) and DL26 (HE 5238), BR green. 18000 was near the turntable and 08742 was alongside the loco shed, derelict.

Steam railmotor shed

The railmotor could be glimpsed through an open door but not accessible for proper viewing. 5227 was adjacent to the shed.

Carriage shed.

The ex-Derby traverser loco was in its usual position.

Transshipment shed

This contained Broad Gauge locos FIRE FLY (FFP /1989) and IRON DUKE (Resco /1985), with the replica third class & second class coaches between them. Neither loco is believed to have a current boiler ticket.

Internet: [Website](#); [Facebook](#)

Hadley Learning Community, Telford

[17EL/179]

Sydney Leleux, 2nd June.

This education complex appears to include a nursery, infant, junior and secondary schools and a leisure centre. The replica of Trevithick's 1803 locomotive stands in a classroom or, possibly, a communal area. It appears to be greatly treasured, with no hint of graffiti on it.

Haigh Country Park

[17EL/155]

Andrew Murray and Sydney Leleux, 14th May.

An NGRS visit to the railway. Passenger services in the hands of HELEN ([AK 41](#)) in lined green. The train is a 3-car rake by Keef. Outside the shed were 15 RACHEL ([G&S/61 reb MossDW/2013](#)) not in use and missing its bonnet, and [Minirail/54](#) in grey, OOU with one bogie under [RRS /83](#). This was formerly the power vehicle of a multiple unit but is now being converted into a locomotive which will resemble a Class 91. Within the shed (open doors, but no admission due to trip hazards) were a couple of coaches and a milk float, whose cab will be used for a loco as it is within the 15in loading gauge. 2ft gauge BUSY BASIL (SL/86) was locked away in a compound in another part of the park.

Trains used to run anticlockwise round the circuit but following developments within the park road traffic now travels faster, so the change to clockwise operation was made a few weeks previously as it was thought this gave better visibility at the several ungated level crossings.

Internet: [Website](#)

Hampton & Kempton Waterworks Railway, Hanworth

[17EL/146]

Hugh Smith (7th.May), Tony Fawcett (21st May).

DARENT (AB 984) was in service; a three circuit ride costs £2.50. HOUNSLOW (SPL 1) was in the siding next to the station partly sheeted over. HE 9338 was parked outside the carriage shed and sister loco SPELTHORNE (HE 9357) was inside the loco shed. MR 4023 is dismantled under the A312 flyover.

A turnout from MoD Eastgriggs has been installed near the loco shed, from which the 'main line' towards Hampton will leave the existing Hanworth Loop. The trackbed is being prepared and the first sleepers were laid on 9th.May

Internet: [Website](#)

Head of Steam, Darlington

[17EL/78]

Andrew Murray, 21st May.

The museum contained [LOCOMOTION](#), [DERWENT](#), green and black; [1463](#), NER green, and [901](#), black.

Internet: [Website](#)

Heatherslaw Light Railway, Cornhill-on-Tweed

[17EL/168]

Andrew Murray, 24th June.

In use

BUNTY ([SmithN of 2005/AK 85R 2010](#)), lined blue.

Inside the shed

THE LADY AUGUSTA (TaylorB /89), green.

Sidings between the station and turntable

Stabled here were, BINKY ([SmithN /89 reb Heatherslaw](#)), in yellow and branded HEATHERSLAW LIGHT RAILWAY, and CLIVE ([SmithN /2000](#)), weathered maroon.

Internet: [Website](#); [Facebook](#)

Isle of Wight Steam Railway, Havenstreet

[17EL/106]

Paul Webb, 2nd & 3rd May.

In Use

41298.

Havenstreet Yard

8 FRESHWATER, W11, D2059, 03197 and 235 (AB 371).

Loco shed

INVINCIBLE (HL 3135), 92 WAGGONER (HE 3792), near the end of a 10 year overhaul; 198 ROYAL ENGINEER (HE 3798) and 24 CALBOURNE, undergoing a major overhaul.

Historic Collection (The Train Story)

AJAX (AB 1605), D2554 and No.2 YARMOUTH.

Internet: [Website](#); [Facebook](#)

Chris Fisher, 21st May.



A recent arrival is Plymouth 4848/45, a DL type 4wDM (10 tonnes, 125 hp) previously at C.F. de la Vallée de l'Ouche.

(Photo:Chris Fisher)

Internet: [Website](#); [Facebook](#)

Kent and East Sussex Railway

[17EL/114]

Gary Segger and Mark Jones, 17th June.

The following were seen:

Tenterden

D2023, D9504, 3174 DOVER CASTLE, 08888 and 1638.

Rolvenden

4253, 6619, 7822 FOXCOTE MANOR, 753, 30065, WD1960 WAINWRIGHT, 32670, 32678, D6570, No.1 (RH 423661), 14 CHARWELTON (MW 1955), 376 NORWEGIAN (Nohab 1163), 25 (HE 3797), 1 (MV /1932), 23 (HE 3791) and 12 (P 1631).

Bodiam

D2024.

Wittersham Road

5668.

Internet: [Website](#); [Facebook](#)

Lakeside Miniature Railway, Southport

[17EL/156]

Andrew Murray and Sydney Leleux, 13th May.

An NGRS visit. Services were in the hands of JENNY ([MossAJ /2006](#)) in lined blue. The other three locomotives at the railway were "re-assembled and cleaned-up" for the visit and were displayed outside the sheds; none are currently operational. They were GOLDEN JUBILEE 1911-1961 ([Barlow /63](#)), in green, DUKE OF EDINBURGH ([Barlow /50](#)), in light grey and PRINCESS ANNE ([SL /71](#)), in light blue.

Lakeside & Haverthwaite Railway

[17EL/48]

Colin Alliez, 27th July (steam stock).

VICTOR (WB 2996), dark red, was in use. Also present were 42073, lined black; 42085, boiler out; AB 1245, sky blue; AB 2333, dismantled; REPULSE (HE 3698), black, in working order, and PRINCESS (WB 2682), dark blue.

Internet: [Website](#); [Facebook](#)

Lavender Line, Isfield

[17EL/209]

Gary Segger and Mark Jones, 18th June.

Noted at Isfield were 16 (HL 3837), 422 VALIANT (RH 459517), 15 (FH 3658), EMPRESS (WB 3061), ARMY 221 (AB 354), Cockerill 2945, ARMY 830 (VF 5257/DC 2176) and D4113.

Internet: [Website](#); [Facebook](#)

Lea Bailey Light Railway, Ross-on-Wye

[17EL/92]

Ian Ashby, 14th May.

The Compressed Air weekend.

SID (HE 9902) and WHISTLING PIG (EIMCO 401-216) were in operation together with MR 21282 and a white (ex Mowlem) WR 4wBE. 18in gauge WR 7617 was on a 2ft gauge wagon and WR 7888R (type WR18) and blue WR L1009 were also present. An EIMCO rocker shovel was loading skips with material loosened by compressed air drills and which were then handworked to a tipping site, crossing the running line by a portable turntable.

Internet: [Website](#); [Facebook](#)

Leeds City Council, Armley Mills Museum

[17EL/248]

Sydney Leleux, 22 April.

On a low loader in the [Car Park](#) was W&L/Sierra Leone 2-6-2T 85 (HE 3815) 'on tour'. The Locomotive Shed area had been inundated by a flood in December 2015, now commemorated by a plaque showing the depth, 5ft 3in. It is mounted above a similar plaque for a flood in November 1866 which was a mere 2ft 4in! Within the [Locomotive Shed](#) clearing and clearing up has been done to a high standard, and there is little evidence of the flood. Narrow gauge items seen were HC D571, HT 9728/85 and JUNIN (HC D557). This appeared to be in the same condition as on a visit some years ago, although several components appeared to be missing – maybe stored elsewhere in the museum. The original livery was recognisable, despite years in the desert, two sea voyages, a flood and being almost 80 years old. Standard gauge locomotives nearby were: GB 1210, a 4w frame from 0-6-0 EBW /1855, ALDWYTH (MW 865 - beautiful condition), ND3066 (HE 2390), JF 22060 (assumed) and ELIZABETH (HC 1888). Outside in the [Yard](#) were SOUTHAM 2 (HC D625), coke oven loco GB 2543 (assumed), JF 20685 from Harbury cement works and two 0-4-0DM mines locos, together with assorted skips. Near the main building was an old isolated length of 18in gauge track, presumably dating from when the site was a working mill. A lot of relatively modern mixed 18in/24in gauge track exists on this level.

Internet: [Website](#)

K. Matthews, Fencote Old Station

[17EL/102]

Mike Newport and friends, 14th May.

Wkm 7517 was standing on track in the station.

Internet: [Wikipedia entry for Fencote station](#)

Marchwood Military Port

[17EL/99]

Chris Weeks and friends, 20th May.

PERCY (JF 22503) was noted here.

H. Meers, Beal Station Goods Yard

[17EL/169]

Andrew Murray, 24th June.

Easily visible from the road was 1611 ([P 1611](#)), in green and branded N.E.R.

Leighton Buzzard Narrow Gauge Railway

[17EL/26]

Mick Tick, 30th April and Sydney Leleux, 1st May.

This was an 'Anything Goes' weekend, so assorted motive power was used.

In Use

CREEPY (HE 6008), CARAVAN (MR 7129), PC ALLEN (OK 5834), PEDERMOURA (OK 10808), RISHRA (BgC 2007), TROTTER (MR 10409), 21 (MR 7956) and the converted ISABEL (MR 5608).

Pages Park

NG23 (BD 3702) and AMW15 (RH 194784) were working demonstration freights. DOLL (AB 1641), 778 (BLW 44656), PIXIE (KS 4260) and ELF (OK 12740) were in the workshop/shed, whilst outside was BEAUDESERT (SMH 101T018).

Stonehenge

ARKLE (MR 7108) 30 (MR 8695), LOD 758009 (MR 8641) and LOD 758220 (MR 8745) were working demonstration freights. Wkm 3282, PETER WOOD (HE 9347), 1 (KraussM 7455), 44 (MR 7933), 26 ANNA (MR 8720), 24 (MR 11297),

HAYDN TAYLOR (MR 7956), 20 (MR 60S317), MR 5613 (presumed - bowframe), L11221, RED RUM (MR 7105), MR 5612 (frame), DAMREDUB (MR 7036), 28 (RH 200516), NUTTY (S 7701) and PENLEE (Freud 73) were in the yard.

Chamberlains Barn quarry/New Trees quarry branch

24 (MR 4805) was here.

John Dicks and friends recorded some observations at **Stonehenge** on 27th May:

Gauge 2ft 6in

NUTTY (S 7701) and Wkm 3282.

Gauge 2ft 0in

PENLEE (Freud 73), OK 2544 (assumed) OOU, PETER WOOD (HE 9347), AMW No 165 (RH 194784), ARKLE (MR 7108), DAMREDUB (MR 7036), MR 11003, HADYN TAYLOR (MR 7956), ANNA (MR 8720), 27 (RH 408430), 28 (RH 200516), 30 (MR 8695), RED RUM (MR 7105), CARAVAN (MR 7129), TROTTER (MR 10409), 44 (MR 7933), MCNAMARA (HE 4351), MR (frame only - unidentified) and RH 218016 (assumed), dismantled.

'Up the Hill'

The following locos are beside the old running line parallel to the public road. They are on short lengths of track next to the old running line and are therefore isolated: LBNGRS 1/1989 (loco never completed), MR 60S317/1966 OOU and Krauss 7455 (Ex France).



21 & 43 TROTTER double heading a train along Vandyke Road on 'Anything Goes' day. This type of cab, which gives this design the nickname of 'Breadbin', permits the driver to drive standing up. The hinged curved roof can be pulled down for weather protection if required.
(Photo: Sydney Leleux)

Internet: [Website](#); [Facebook](#)

Metal Protection Services, St. Agnes, Cornwall

[17EL/43]

Ian Bendall 5th May.

YARD No.5200 (FH 3776) was plinthed on the grass between the B3277 road and the yard wall.

Mid Hants Railway (Watercress Line)

[17EL/98]

Colin Alliez, 2nd July (steam stock):

In use were 34046 (posing as 34052 LORD DOWDING), 34053 SIR KEITH PARK, 35006 PENINSULAR & ORIENT S.N.CO, all BR lined green, 34081 92 SQUADRON, malachite green, 76017 and 80078, both BR lined black. 30499, 506 (30506) and 30828 were dismantled. In the **Workshop** were 34105 (minus boiler) and 75079 (minus cab). E850 LORD

NELSON, malachite green, was in the [Headshunt](#). 34058, in ex-Barry condition, was in a siding at [New Alresford](#). 45379 was in the [Wheel Drop Shed](#). Also seen were 925 CHELTENHAM, turquoise green, 34007 (posing as 34019, the right side dirtied BR lined green) and 92212, black.

Internet: [Website](#); [Facebook](#)

Lincolnshire Coast Railway, Skegness

[17EL/131]

Chris Bates (see also 'Press Releases, 'JURASSIC' Restoration Report')



JURASSIC (P 1008) was successfully steam-tested on 10th June (*above, and below left*). Work then progressed to reassemble and repaint the locomotive, and by 2nd August it was ready for a trial run, seen (*below, right*) leaving Drainside Straight, returning to Walls Lane with the Ashover carriage and wagon 2572, with WILTON (MR 7481) providing air for the brakes. Further work is required to the air brakes before it can enter normal traffic, but it is rostered to haul passenger trains at the 'Classic Wheels' event, 17th September. (Photos: Dave Enefer/LCLR)



Internet: [Website](#)

Keith Day, 13th May.

HE 3193 rbt HE 3887, RSHN 7818 (Dismantled) and S 9596 (work in progress).were present. The 2'0" gauge stock (Potter and L 32801) were locked in a shed and not seen.

Midland Railway Centre, Ripley

[17EL/58]

Alex Bettaney, 21st June.

The annual 'Small Groups' open evening. Participating groups this year were the Golden Valley Light Railway, the Road Transport group, the stationary engines group and HMRS. The Matthew Kirtley building was also open. (On this occasion not all rolling stock was noted).

Swanwick Junction site road entrance

OSWALD (NW 454), blue.

Aspin Group - Training Centre

ASPRRV02 99709 940042-3 (R/R Colmar T10000FS excavator) and Aspin 61 99709 040011-7 (Richard Western trailer).

Readypower Rail Services Ltd - Training Centre

RR303 99709 911265-5 (R/R Komatsu PC138 crawler), RO522 99709 943076-8 (R/R Thwaites 5te dumper), FR1351 99709 909108-1 (Bance 106/02 2002), silver; FR1351A 99709 011691-1 (Bance trailer), (FR731) 99709 009004-1 (R/R Rexquote T13 trailer) and RABD U01 99709 009047-0 (GOS Ballast distribution unit).

Outside the Diesel Shed

45041 ROYAL TANK REGIMENT, BR blue.

Swanwick Junction Station

MR 460, faded brown and "RS 9" (MR 2024), faded green.

On-Track Plant Compound

Mercury 5337, faded blue/grey; BD 3707, MoD Green; 56305 (Plasser & Theurer HGR 230 slewer), Elmec PLO 15 99709 902021-3, Elmec PL0 001 99709 902023-9 (Permaquip Platform Lifts); Aspin 103 99709 040010-9 (Richard Western trailer).

Swanwick Junction Yard

D1048 WESTERN LADY, BR blue; D1516, BR two tone green, under repaint/repair, part sheeted; 08590 RED LION, BR blue; 37190, BR blue; 20142 SIR JOHN BETJEMAN, LU maroon; D8059 & D8188, both in BR green and visiting from the WSR (arrived 14th June); 20189, 20205, (both BR blue); ALBERT (HC D1114), green; MANTON (HC D1121), bright green, and RH 384139, green.

Beside the Museum building

47761, red/grey.

Beside the Running Shed

47564, dismantled/rusty; AB 441, blue; DRT 81340 6wDE Crane T&H 1794/1969, yellow - jib raised, but not working.

Outside the West Shed

44767, frames, in undercoat.

HMRS archive building

(7 $\frac{1}{2}$ in gauge) 1000 4-4-0 OC WallisAJ, crimson lake.

Inside the Matthew Kirtley Museum Building

158A, MR crimson lake; 73129, BR black; SDJR 23 (47327), SDJR black; AB 1875, green; No.2 PN 8292 (AB 2008), Boots blue; Mkm 109, black; VICTORY (P 1547), green; CASTLE DONINGTON POWER STATION 1 (RSHN 7817), CEGB blue; RS1001 (95202) 8wVB 50t crane CS 5112/1930, reb CS 6637/1938, red, and 27000 (ELECTRA), BR black.

Inside the Running Shed/workshop

5619, BR black; TAFFY (P 1163), green; D2138, BR green; D2858, BR green; D7671, BR green; 20048, BR blue, under overhaul; 12077, BR green; AB 416, dark green, and ADRC 96704 8wDH Crane 75t CS 82/1961, reb Derby/1976, yellow.

Road Transport Group shed

Amongst the buses were MA 9867 'WILD THING' (AP 2957/1892), steam roller, and an unidentified steam ploughing engine (said by staff to be a Ransomes, Sims & Jefferies from 1915, previously kept at Sawley, however a locker door gave the details of Marshall 45825/06).

Golden Valley Light Railway (2ft 0in gauge)

A visit was made here knowing that the GVLRL ladies offer a superb buffet in return for a donation.

In use

DARCY (BD 3753), purple, and SMH 40SD529/1984, yellow. Operating light engine/driver experience/demonstration around the shed yard were Dtz10249 (Dtz 10248), blue; NG 24 (BD 3703) and AD 34 (HE 7009), both in Army green.

Plinthed adjacent to the line

RH 7002/0567/6, yellow.

In the three-road shed

JOAN (Civil No.1), dark blue; OK 7529, red frame/rolling chassis; HE 7178, green undercoat, and TUBBY (MR 8667), dark green.

Outside the shed

BERRY HILL (RH 222068), green; LB 53726, green, with canopy, and L 10994, green.

Internet: [Midland Railway Centre Website](#); [Facebook](#); [Golden Valley Light Railway Website](#); [Facebook](#)

Mid Norfolk Railway, Dereham

[17EL/160]

Keith Day, 13th May.

In Use

37668 and DMUs 51503/51434.

Station & yard

BSC 1 (EEV D1049), D2334, 37003, 47367, 47596, 50019, 73210, DMU 51942 and EMU 62402.

Goods Shed

Wkm 1308 (green), covered.

Hugh Smith, 20th May

A Colonel Stephens Society visit.

Dereham Station

9466, BR black; D2334, BR green; 37003, 37688 and 47367, all in BR blue; 47596, Network SouthEast colours; 73210, BR InterCity livery, and EEV D1049, yellow. 50019 was under a tarpaulin. DMU vehicles 51226 + 51499 in BR green were working service trains with 51503 + 51434, in BR blue/grey. Single unit 55009 (presumed - number not carried) in BR green. Third rail/battery Motor Luggage Van 68004 (assumed) was also noted.

Thuxton

D8069 and 31235, both in BR blue, were seen from the train.

Paul Membely, 25th June.

The Steam Gala Weekend.

In use

60009 UNION OF SOUTH AFRICA, 9466 and 62 UGLY (RSHN 7673) were working trains between Dereham and Wymondham. (USATC S160 6046 had also been due to attend but was not ready in time). A DMU substitute operated the last service of the day.

Dereham

73210, 47367, BSC 1 (EEV D1049), 37003, 37688, 47596, EMU 62402 (1497), Luggage Van 68004 and DMUs 51503 & 59117.

Thuxton

D8069 and 31235.

Internet: [Website](#); [Facebook](#)

National Railway Museum, York

[17EL/236]

Alex Betteney, 17th July.

This report covers the all areas of the site open to the public.

Main Hall -Turntable Area

No.1 (Don 50), GNR green, was on the turntable. Around the Turntable were 35029, BR green, sectioned (**Road 1**); 3 (BuryC&K/1846), maroon/red (**Road 2**); ROCKET (RS 4089), yellow, sectioned; Coach 'Traveller'; open coach (All on **Road 3**); 1275, NER green (**Road 4**); C1 (33001), Southern black (**Road 5**); 66 AEROLITE, NER green (**Road 9**); No.1008, LNWR Black (**Road 10**); 2500, LMS black (**Road 11**); EMU 1293, Southern Green (**Road 12**); GW Railcar No.4, GWR brown/cream (**Road 13**); 4003 LODE STAR, GW green (**Road 14**); 4468 MALLARD, LNER Blue, with the LNER Dynamometer Carriage and NBR No.1 4-wheel Port Carlisle Dandy Car (**Road 15**); 6229 DUCHESS OF HAMILTON, LMS Streamline Maroon, with Bogie Corridor Brake Third 5987 (**Road 16**); AGENORIA, black (between **Roads 16 & 17**); 737, SE&CR green; TOPAZ, Pullman Coach; 3308 (GEC-Alstom/1995), Eurostar grey/blue/yellow; 26020, BR black (all on **Road 17**); KF7 (VF 4674), black (**Road 19**); Young&Co/1856, in Glass Case (between **Roads 19 & 20**); EMU 28249, LMS Maroon (**Road 20**); 31018, BR blue (**Road 21**); 92220 EVENING STAR, green (**Road 24**).

East Wall

RA 36 (HE 9423), TML White, (with RT 239 4-wheel Side tipping Muck Car); 809 (EEDK 809), green; BAUXITE No.2 (BH 305), black, and LIVINGSTON THOMPSON (FRCo 1885), FR Maroon.

West Wall

22-141 (Japanese Shinkansen), white/blue.

Lines leading to Workshop (the "Triangle")

D8000, BR green; D9002 KINGS OWN YORKSHIRE LIGHT INFANTRY, BR green; (BEL 2), NSR Maroon; Niteq B332/2012 in yellow; LITTLE GIANT (BL 10), maroon, and 3 MAGLEV (Monorail car).

Workshop

D1023 WESTERN FUSILIER, BR blue; ROCKET (LocoEnt No.2), yellow, stripped for overhaul, and 60007 SIR NIGEL GRESLEY, BR blue, stripped for overhaul.

Warehouse :

990 HENRY OAKLEY, GNR green, and monorail W.D. No.1 (Brennan/1907), silver.

Leeman Road Yard (Outside Main Hall)

45699 GALATEA, maroon, visiting from WCRC, Carnforth; 60103 FLYING SCOTSMAN, BR green; 09017, NRM Maroon; D6700, BR green; D9009 ALYCIDON, BR blue (regular visitor); 4wDE 12t Crane Coles 18791/1960, yellow; "HANDYMAN" (HC 573), green undercoat, atop B904697 4-wheel BR Lowmac Wagon.

Station Hall Entrance Foyer

WREN (BP 2825), black.

Station Hall

1247, GNR green, and 7050 (EEDK 874-DC 2047), LMS black ([Road 6](#)); 245, LSWR green, and 87001 ROYAL SCOT//STEPHENSON, BR blue ([Road 5](#)); 673, MR maroon ([Road 4](#)); 13000 and 1000, both in LMS maroon ([Road 3](#)), and 214 GLADSTONE, LBSCR Ochre ([Road 1](#)).

South Yard

178, SECR Green, visiting from the [Bluebell Railway](#); D2860, BR green; 13079, BR black, and DMUs 51562, BR blue; 51922, BR green, both ex [East Kent Light Railway](#).

Learning Platform (South Yard)

This building was partially closed to the public but noted were 82 BOXHILL, ochre, and three wagons.

Internet: [Website](#); [Facebook](#)

Nene Valley Railway

[17EL/35]

Andrew Murray, 4th June.

The 40th Birthday event.

In Use

Hauling the main service trains between Wansford and Peterborough were [34081](#), BR Southern Region green, and visitors [46100](#), BR green, and [D9000](#), posing as 55018 in BR blue. Shuttles were running between Wansford and Yarwell Junction top and tailed by 1 THOMAS [HC 1800](#), light blue, and [D9520](#), BR two-tone green; [31271](#), BR Trainload Freight livery, was giving footplate rides on the Fletton branch from Orton Mere.

Ferry Meadows

In the yard were [323 674-2](#), named 'SPUTTER' and in a DB-branded reddish livery; [FH 2895](#), brown; [Alco 77120](#), unpainted/blue, and MPP 10188 ([Bance 098/00](#)), grey. Inside the containers containing the Rail Mail/Great Train Robbery presentations was 2ft gauge 807 ([EEDK 807](#)), green, with the power bogies numbered 211 and 212.

Wansford (Station/Yard)

1212 HELGA ([EK](#)), orange and cream, was in the bay platform. Located between the turntable and station building was DEREK CROUCH ([HC 1539](#)), maroon. BARABEL ([RR 10202](#)), maroon, was stabled in the yard. On the line alongside the car park were 101 ([Nohab 2082](#)), blue and black; [YE 2654](#), green, partly dismantled, and NEWSTEAD ([HE 1589](#)), green, looking for a new home.

Wansford (Sheds)

Inside were 1178 ([Motala 516](#)), under restoration; 656 ([Frichs 360](#)), not much more than a rolling chassis; 9529 in BR blue; JACKS GREEN ([HE 1953](#)), mostly in primer; 75006 ([HE 2855](#)), lined red; TOBY ([Cockerill 1626](#)), under restoration; 64305 ([Krupp 1308](#)), rusty black, and [FH 2896](#), rolling chassis and cab.

Wansford (Workshops)

Inside were DL83 ([RR 10271](#)), London Transport branded green; NVR1612 ([Wkm 1642](#)), under restoration; [73050](#), BR black, and [EEV D1123](#), under restoration. This unexpectedly jumped the restoration queue due to an external company wishing to train their apprentices on it. DR 98500 (Plasser 52788), yellow, was stabled on the west side of the C & W Workshop.

Simon Guppy and friends, 2nd July.

In Use

Trains were being worked by GW 1450.

Wansford yard and station

DEREK CROUCH (HC 1539), on display at station, 101A (Nohab 2082), YE 2654, BARABEL (RR 10202), NEWSTEAD (HE 1589), THOMAS (HC 1800), 1212 HELGA (EK /58) and DL83 (RR 10271). DR 98500 (Plasser 52788) was west of the station, going towards the tunnel.

Workshops

73050 CITY OF PETERBOROUGH, 75006 (HE 2855), 656 (Frichs 360), 1178 (Motala 516), 64 305 (Krupp 1308), TOBY (Cockerill 1626), JACKS GREEN (HE 1953), EEV D1123, FH 2896, Wkm 1642, 31271, D9520 and D9529.

Ferry Meadows

FH 2895, 801 (Alco 77120), 098/00 (Bance 023), 323 674 (Gmd 4991) and Permaquip PL 043.

Internet: [Website](#); [Facebook](#)

Newham Borough Council, Stratford

[17EL/146]

Chris Weeks.

ROBERT (AE 2068) is still plinthed outside Stratford Station.

B. Nicholls, Gotheringham

[17EL/93]

Mick Tick, 27th May.

PWM 2779 (Wkm 6878) was present.

North Bay Railway Co., Scarborough

[17EL/237]

Gary Pullan, 25th June.

A 20 minute interval service was in operation with trains well loaded. 2 sets were in service hauled by GEORGINA (NBRES /2016) and 1931 NEPTUNE (HC D565). In the shed were 1932 TRITON (HC D573) and 1933 POSEIDON (HC D582). 570 ROBIN HOOD (HC D570) was not seen but Gary was told it was inside shed road 3.

Internet: [Website](#); [Facebook](#)

North Gloucestershire Railway, Toddington

[17EL/93]

Ian Ashby, 16th April.

CHAKA'S KRAAL No.6 (HE 2075) working, with three semi-open carriages. 1091 (Hen 15968) and TOURSKA (Chrz 3512) were in the shed with JUSTINE (Jung 939), boiler off for its 10-year inspection.

Mick Tick, 27th May

In Use

TOURSKA (Chrz 3512) and 1091 (Hen 15968).

Shed & yard

JUSTINE (Jung 939), CHAKA'S KRAAL No.6 (HE 2075), YARD No.A497 (HE 6647), "SPITFIRE" (MR 7053), 5 (RH 354028) and BRYNEGLWYS (SMH 101T023).

Stephen Mourton summarises the position in July:

CHAKA, 1091 and TOURSKA have all been used during this season. CHAKA was the engine for trains on the Bus Rally Sunday which was very busy. TOURSKA's next scheduled work is the THOMAS weekend in September. The Simplex diesel was due to be rostered for duty in August, when trains run on Wednesdays as well as Sundays.

Work continues on JUSTINE which has a new footplate and bottom to the well tank amongst other refurbishments. A contractor for overhaul of the boiler has been selected and it is hoped to arrange transport very soon.

One of the wooden signal posts at California Crossing station has been removed, a victim of old age. Its temporary replacement is a double dummy ground signal. There are plans to put up a metal post in due course.

A team of volunteers has been engaged on cutting back lineside growth, with very visible results.

Internet: [Website](#), [Facebook](#)

North Norfolk Railway

[17EL/160]

Hugh Smith, 21st May.

Colonel Stephens Society visit.

In Use

Service trains were being hauled by 4-6-0 8572 in LNER apple green and 1-Co-Co-1 DE D182 in BR blue. 0-6-0DE 12131 in BR black was shunting at Sheringham.

Holt

D2051, BR blue, and D2280, BR black, were seen from the train near Holt. Also present were 25057, BR blue; D3940, D6732 and 45133 in BR green.

Weybourne

76084 and 2-10-0 90775 (in light steam), both in BR black; D2063, in BR blue but with no insignia or numbers, and D3940, BR green. Also present were DMU vehicles M51192, M56352, E56062 and E51228, all in BR green.

Weybourne loco works

D5631 (partly dismantled) and an unnumbered Class 08 0-6-0 (D3935?), both in BR green; 92203, BR black, and 564, GER Royal blue.

Internet: [Website](#);

North Shropshire NG Group, Weston Station, Morda

[17EL/180]

Sydney Leleux, 3rd June.

This site is leased from the standard gauge Cambrian Heritage Railways, and there is a quantity of standard gauge rolling stock on site. Beside the standard gauge line is about 100 yards of 2ft gauge with a couple of sidings, including one into the former goods shed which is now a workshop and loco shed. Near the yard entrance was an 0-4-0D frame and wheels with jackshaft drive. Within the shed were three MR 4wDM, one with cab 3 EMRYS, another with cab T3 (MR 8738), and one without cab or identity. In the bottom of the yard was the frame of a Ruston 4wDM. There was an assortment of rolling stock, including two bogie coaches. The Cambrian Group may want to take back the site so the NG will have to find somewhere else. A lot can be seen from the adjacent road bridge.

North Yorkshire Moors Railway

[17EL/238]

Brian Cuttell, 20th-22nd June.

In Use

76079 & 80136 both noted in use on passenger services.

Grosmont

Inside the workshop were D2207 (BR green) with engine removed awaiting fitting of a replacement engine; D5032 under major overhaul with bodywork rubbed down; 30926, overhaul well advanced, and 45428 under overhaul, stripped to frame and wheels. The boiler of 30926 was being static steam tested outside.

Inside the shed were 44806, in light steam; 63395 and 12139, all three in black. D7628 SYBILLA, BR two-tone green, was stabled outside.

In the yard were stored 3672, 75029 THE GREEN KNIGHT with 08495, EWS livery, further down the yard.

The **Deviation Shed** was locked but 61994 THE GREAT MARQUESS, black, and 34101 HARTLAND, under overhaul, boiler removed, were outside with another unidentified tender engine.

The long siding running south alongside the running line held 26038, BR blue; 37264, BR large logo livery; DMU set 50164 + 59539 + 50160, all green with no letter prefixes to their numbers; D5061, green and DMU set E50204 + E51511, both BR green, stored, and an unrestored 4-6-0, no boiler, against the buffer stops at the end of the siding.

The two red liveried ex-BR steam breakdown cranes ADE 330102 (ADRR 95214) and No.107 (ADRC 95224) were both noted in the yard.

Pickering

Yard pilot 08850, BR blue, was stabled on the turntable near the C&W Workshops. Yellow liveried 4wD rail crane 16 (Coles 18790, built 1960) was also seen near the turntable.

New Bridge PW Depot

Yard pilot 08556, BR green, was stabled next to the level crossing.

DEPARTMENTAL LOCOMOTIVE No16 (EEDK 1195/DC 2164), green, was stored partially sheeted over visible from the adjacent road.

Yellow liveried ex-BR heavy-duty diesel hydraulic rail crane DRP 81516 (Plasser &Theurer 5514, built 1980) was noted in the yard. Stored maroon liveried 4wD rail crane (Coles 16973, built 1956) was also present.

Part of the bodywork (derelict) of scrapped ex-BR tamper DR 73214 was still present in the yard.

Internet: [Website](#); [Facebook](#)

Peak District Mines Historical Society, Matlock Bath

[17EL/61]

Andrew Murray, 17th June.

Andrew joined one of the twice-daily tours - these are run from the Peak District Mining Museum, a short walk away. The track starts just outside the mine where there are several wagons. There is normally a metal door sealing the entrance of the mine and just inside was [GB 1445](#), in rusty white with a plate carrying the name 'Greenbat'. The track continues on the same level within the mine and also on a higher level, more wagons were scattered throughout the mine.

Internet: [Mining museum website](#)

Peak Rail site, Rowsley, Derbyshire

[17EL/61]

Brian Cuttell, 21st May.

Peak Rail - In use:

D8 PENYGHENT, BR green, and No.20 JENNIFER (HC 1731), green, on hire, were 'Top & Tail' passenger trains to Matlock.

Peak Rail Shed area

The two GWR steam engines (5224 & 5553) owned by Pete Waterman are now inside the shed and work has started on the overhaul of 5553 with the cab and side tanks removed – both locos were visible through the shed windows. An unidentified yellow liveried Class 117 DMU centre trailer car (thought to be W59506) was also visible in the shed for repaint by Grinsty Rail (it arrived at Rowsley c5/2017 from Long Marston where it had been in some sort of temporary test use).

Stored in the open to the south of the shed were No.65 (HC 1631), on blocks with the boiler & tanks off and wheels out, and the rolling chassis of K 5470. In the shed yard were E1 CASTLEFIELD (HC D1199), 08830, BR blue; 31270 and stored DMU car W51354, green.

Rowsley Yard

01531 H4323 (HE 7018), YE 2480, RH 412431 (all stored); 37152, 46035, 50029 RENOWN, 50030 REPULSE, 58022 and DMU car 51396.

The two rail cranes were both noted - DRS 81139 (yellow) in working order, and steam breakdown crane ADRC 95223, black, not numbered, stored. Sleeper changer 2121 (ex-BR DX 30002) is still stored here although based on the Churnet Valley Railway.

Brian has also been told by from a reliable source that D7659 arrived at Rowsley on 13th July from **Boden Rail, Washwood Heath**.

Derbyshire Dales Narrow Gauge Railway, Rowsley

Stored between the shed containers are 22 (MR 8756), grey; 87009 (MR 4572), green and sheeted; HE 8917, black and sheeted; 85051 (RH 404967), yellow and part sheeted, and RH 260712, green. LB 52726 is with wagons in front of the containers.

The other locos are presumed locked inside the containers with the two coaches as passenger services on the DDNGR are suspended.

Heritage Shunters Trust, Rowsley

Ian Bendall, 10th May.

Ian met John Wade who was busy as usual working on the restoration of the Trust's fleet and was grateful for a guided tour by fellow volunteer Evander Bramhall. Although most of the stock has been or is being restored to former BR condition most worked in industrial service after their BR career.

Brightmoor Building

Outside in the sunshine was D2205 (w/p DC 2486/VF D212). Inside the building were two lines of locomotives, most in working order and restored: D2139, PWM654, 08016, 09001, 07001, 03113, 03099, D2854, 13000, D2953 (w/p AB 395), D2199, D2337, D2868, "BIGGA" (TH 102C) and D2284 (w/p DC 2661).

The two lines continued outside to a two road diesel shed/workshop which contained (D9525), painted but no number; (06003) in primer and D2866. In between these two buildings and sheeted over were Wkm 9688, D2017, D2272, D2229, 03180, D2587 and PWM650. In the sidings amongst Peak Rail stock was YE 2480.

Amongst this stock were locomotives belonging to other individuals and Peak Rail including RH 412431 (assumed), 37152, 46035, 50029, 50030, 58022 and Pete Briddon's H4343 (HE 7018), formerly at the Port of Felixstowe. HAB did a major rebuild of this with new bodywork etc. and it does not look anything like the original Hunslet.

Roger Bennet Workshop

This was locked but outside at the north end was E1 (w/p HC D1199) and 08830. At the south end off the track was the frame and wheels of an 0-6-0(ST) IC and frame, wheels and cab of 65 (HC 1631).

Internet: [Peak Rail Website](#); [Derbyshire Dales Narrow Gauge Railway](#); [Heritage Shunters Trust](#)

Preston Hall Museum, Eaglescliffe

[17EL/217]

Andrew Murray, 23rd June.

[HW 21](#), grey/metal and orange, was in a fenced off area to the north of the main museum. Despite not being able to access the loco, it was easily viewable and could be photographed through the gates.

Ravenglass & Eskdale Railway

[17EL/49]

Dave Peel, 11th May.

In use

RIVER IRT, RIVER MITE and DOUGLAS FERREIRA.

Carriage Shed

Inside was CYRIL (L 4404). In a small shed on the opposite side of line was ICL 1.

Headshunt

LADY WAKEFIELD was stabled with miscellaneous stock.

Engineering Workshop

Not seen but believed to be inside were NORTHERN ROCK and RIVER ESK (on slow rebuild after arson attack). In the yard outside were GB 2782 and ANITA (RH 277273), assumed.

Engine Shed

Not seen, but believed to be inside, was QUARRYMAN (MH 2), intended for the Museum due to open on 24th June.

Beckfoot

Not seen, but believed here was ELLA (DB 2).

Murthwaite

Dismantled L 40009 was not seen, but was believed to be here.

On loan to RHDR

SYNOLDA (BL 30).

Peter Excell, 28th June.

Railway Museum

Peter visited just after the Museum re-opened on 24th June. Locomotives displayed are KATIE (DB /1896, reb, Station Road Steam, Lincoln/2016), a lovely job; SYNOLDA (BL 30), ICL.No.1 (Ravenglass /1925), (QUARRYMAN) MH 2, no name or other ID now carried, and (ELLA) DB /1881, although this doesn't really "count" as it is only one side of the main frame plates, seriously bent as a result of a collision with a petrol loco in the 1920s.

There are also a few items of 15 in gauge rolling stock and, more unusually, a rebuilt 3 foot gauge tipping wagon and the body of a 3 foot gauge coach.

Very well presented and highly recommended.

Internet: [Railway Website](#); [Facebook](#); [Museum Website](#)

Rother Valley Railway, Robertsbridge

[17EL/209]

Gary Segger and Mark Jones, 18th June.

D2112, VF D77/DC 2251 and TITAN (VF D140/DC 2274) were at Robertsbridge.

Internet: [Website](#); [Facebook](#)

Salford City Council, Cadishead Way, Irlam

[17EL/154]

Andrew Murray, 13th May.

[P 2155](#), green, was plinthed beside the by-pass.

Severn Valley Railway

[17EL/181]

Mick Tick, 18th and 20th May.

The SVR 2017 Diesel Gala:

In Use

D1062, D1842, D8568, D9551, 20189, 20205, 31271, 33108, 45041, 45060, 50007, 50008, 55022 (posing as 55018), 60100, 66771, 73 107 and 88003

Bridgnorth Yard

813, 1450, 2857, 4566, 4930,7714, 7812, 34027, 34053, 82045, D1013, D3586 (shunting) and "CATCH ME WHO CAN

Kidderminster Diesel Depot

12099, D3201, D7029, 08635, 50035 and 50044.

Kidderminster Yard/station

RH 281269, D1015, D3022, D4100, 08896, 31271, 45060 and 50049

Internet: [Website](#), [Facebook](#), [SVR Diesel Gala video](#)

Shepreth Wildlife Park

[17EL/36]

Simon Guppy and friends, 2nd July.

The railway can be viewed from the entrance/shop area, without the need to actually enter the park. The train comprises the loco (UK Loco /2007) and 2 carriages, all painted red and yellow. It appears to run a circular route around the park. The locomotive has the name "DOTTO" on the works plate.

Internet: [Website](#); [Facebook](#)

Sheffield Industrial Museums Trust, Kelham Island

[17EL/245]

Simon Guppy and Andrew Murray both report BSC1 ([YE 2841](#)). in wasp stripes with a grey cab, visible from Ball Street Bridge.

South Yorkshire Transport Museum, Rotherham

[17EL/245]

Adrian Booth, 25th May.

Standing outside in the front yard, and easily accessible from the adjacent road, was HC 1689, formerly at Brown Bayley's works at Sheffield and now complete with painted 'Thomas' face.

Shrewsbury Steam Trust, Coleham Pumping Station, Shrewsbury

[17EL List 8, 996/8]

Martin Shill, 17th June.

As mentioned in the July bulletin (995/20) this is a new site in railway terms, although it has been a museum for many years, featuring two Renshaw beam engines and two Cornish boilers, one of which is operational. In 1994 track and two Hudson wagons were acquired by Ron Targett from Shelton pumping station, Shrewsbury but were stored at Coleham until 2014. Work then began to lay a short length of track, mainly as a straight line but including a section at right angles, served by a wagon turntable. The loco shed is at one end of the track, and the other end terminates just short of the boiler house. This arrangement is described as temporary, the intention is to extend it to serve the boiler house. A 2w-2BE loco was completed recently, utilising Hudson axles, a home-made chassis and the power unit from a mobility scooter. The other wagon was converted to a small open carriage. Rides are given to visitors on the Pumping Station open days.

The other item of railway interest here is a yard crane from the Shropshire & Montgomery Abbey Station in Shrewsbury, at present dismantled but it is hoped to have it in working order by September.



The new TargettR 2w-2BE and carriage awaiting its next customer on June 17th. Almost the entire layout is visible in the photo, apart from the loco shed which is just behind the photographer. (Photo: Martin Shill)

Internet: [Pumping station website](#) (currently makes no mention of the railway)

Spa Valley Railway, Tunbridge Wells

[17EL/115]

Gary Segger and Mark Jones, 18th June.

Tunbridge Wells West

32650, 47493, D3489, 09026, 6585, 33063, 33201, 33202, TOPHAM (WB 2193), 68077 (AB 2215), LASDY INGRID (AB 2315), 57 (RSHN 7668) and RSHN 7924/DC 2591 were seen.

Eridge

RING HAW (HE 1982) was here.

Colin Alliez, 1st July (additional to the report above).

In use were BEATRICE (HE 2705), dark green, visiting from Embsay, and RING HAW (HE 1982), mid-green. No.72 (VF 5309) had failed with regulator problems. LADY INGRID (AB 2315), dark red, was in the **Yard**. 32650 and 47493 were dismantled. 62 UGLY (RSHN 7673) had just returned after visits to the Tanfield and Mid Norfolk railways.

Internet: [Website](#); [Facebook](#)

Springfield Agricultural Railway, near Huntingdon

[17EL/36]

Hugh Smith, 6th May.

An NGRS visit. In use were WR 3557, yellow; No.10 (Moes), olive green with black & yellow wasp stripes; No.12 (Moes), green. On display were 2 (Diema 1553), dark green, awaiting restoration; Spoor 112, dark blue, and CE B0176, red.

The line is about one third of a mile long and may be described as "two rails in the grass". It is used to carry logs and horse manure. Rolling stock is a mixture of skips, flat wagons and open wagons, some of the latter having drop-sides and slatted floors.

Internet: [Web pages](#)

Mark Hambley, Brian Kiddy and Mike Newport, 6th/7th May.

This was the "Great Miniature Weekend". The principal focus of the event was miniature traction engines, steam lorries etc, which were able to stretch their legs between the showground field and Oak Tree via the concrete road. A two train service was operated for visitors, with ALPHA (HC 1172), MINAS DE ALLER No. 2 (Corpet 439), HOWARD (HE 1842), CSR No. 19 (HC 1056) and TINY (Plymouth 5800) sharing the work. FIJI (HC 972) was operating "Driver for a Fiver" trips and GREENBAT was Statfold carriage shed pilot. Tram B&A 14 was also in operation between Statfold and Oak Tree.

There were a number of model railway layouts of various scales and a 5 inch gauge ground level railway was operating in the yard at Oak Tree with a model of Penrhyn Railway 0-4-0ST CHARLES in steam.

Three recent arrivals for workshop attention were BARBER (TG 411/1908) in the **Grain Store Roundhouse** and THE GREEN DRAGON (HE 1859/1937), **Traverser**, both from the South Tynedale Railway, and GELERT (WB 3050/1953), **Running Shed**, from the Welsh Highland Heritage Railway.

Also in attendance were traction engines BS 8535 MAJOR SCHOLFIELD RN (JF 8726), BH 8166 ELSA (JF 12761), PN 5269 IKANOPIT (Foster 14608), BE 3044 JINGLIN' GEORDIE (Marshall 68823), ex Snibston Discovery Park; KE 1290 EMMA (AP 9267), which had been in the boiler shop in March, and steam rollers NT 2019 ROSETTA (AP 9024), RO 641 LOUISE (AP 11240) and UI 2066 CITY OF LONDONDERRY (JF 17492), together with about eighty miniature engines of all shapes and sizes.

(Photos: Martin Shill)



Enthusiast's Day, 10th June.

This report only details changes subsequent to Bulletin 995 (July 2017).

In use

Field Railway Upper Line

SACCHARINE (JF 13355), brown, top and tail with ISUBUTU (WB 2820), green, and also THE GOOSE (SBR 9905), red/yellow.

Field Railway Lower Line

CSR 11 FIJI (HC 972), maroon; 2 HOWARD (HE 1842 reb DLR reb SBR/2014), green; CSR 19 (HC 1056), maroon; ALPHA (HC 1172), green; LIASSIC (P1632), lined green, + JACK LANE (HE 3904), green; SRAGI No.1 (KraussS 4045), brown, + 2 MINAS DE ALLER (Corpet 439), green; RYAM SUGAR 1 (Dav 1650), black, + STATFOLD (HE 3903), maroon, and SYBIL MARY (HE 921), lined black, + MARCHLYN (AE 2067), lined black, and included in one of the trains was COMP A 35981 (MR 8640 conv to 4w air compressor unit/brake tender), brown.

Garden Railway

No.6 HOWARD (Wbton 2), brown, and ISC No.2 ROGER (KS 3128), lined grey, were in charge of separate trains.

Tramway.

Burton & Ashby No.14 was operating on this line.

Located around the site were:

Traverser Shed

9332 STATFOLD WORKS (HE 9332), lined green; GP 39 (HC 1643), red, boiler repairs; GELERT (WB 3050), ex Welsh Highland Heritage Railway 3rd April for repairs, and BARBER (TG 441) ex South Tynedale Railway, 30th April.

Running Shed

RH 283871, green, ex Purbeck Mineral & Mining Group, Norden 14th May, being fitted with new tyres; the frame only of CEGIN (AB 1991) on a flat wagon and GREEN DRAGON (HE 1859), ex South Tynedale Railway 3rd May, under repair.

Covered Shed opposite the entrance to Oak Tree Halt

Off track was the rolling chassis of HC DM803, white.

Oak Tree Tram Stop headshunt.

JACK (HE 684), maroon, was on display.

NB. No.1 HARROGATE (P 2050) went to the [South Tynedale Railway](#) on loan from 25th April, RNAD TRECWN A10 (BD 3782) was believed to be off site for repairs and "GALLOPING GOOSE" (StanhopeT/2005), incomplete, was not found.

Roy Etherington reports that the repairs to TG 441 have been completed and the loco was returned to the [South Tynedale Railway](#) on 6th July.

Internet: [Website](#)

From The Archive

Mr.C.R.Clinker sends us a cutting from the Yorkshire Evening Post of 11th April 1957 showing the T.Green loco BARBER of Harrogate Gas Works, which is to be preserved in Leeds City Museum at the instance of the Narrow Gauge Railway Society. The Society need to raise about £20 to carry out their part of the bargain (writes Ken Lister, the "industrial "rep) so if any members would like to contribute to this worthy cause - for BARBER is unique – please send what you can to E.G.Cope, 10, Piece Wood Road, Leeds, 16. (Bulletin 38, July 1957)



Needless to say, the £20 was raised; BARBER was saved for preservation and eventually restored to working order. Seen in the Grain Store roundhouse at Statfold Barn on 6th May, during its recent visit for repairs, it retains (unlike long-term Statfold resident Peckett 2050) the cab profile required for the Harrogate Gasworks tunnel. (Photo: Martin Shill)

Colonel Stephens Railway Museum, Tenterden

[17EL/111]

Gary Segger and Mark Jones, 17th June.

GAZELLE (Dodman 1) was present.

Internet: [Website](#)

Stephenson Railway Museum, Chirton

[17EL/169]

Andrew Murray, 25th June.

In use

Hauling passenger services was [D2078](#), in lined black with 'North Tyneside Railway' branding.

Museum

In the yard outside the museum were the frames of [WB 2994](#). The public area of the museum held [RS A4](#), wood and black metal; No.1 TED GARRETT JP, DL, MP. 1920-1993 ([RSHN 7683](#)), 10 ([Consett /1958](#)), in lined green and red; E4 ([Siemens 457](#)), in dark green, and [3267](#), in cream and orange. On the other side of the wall was [08915](#), BR blue; further into the workshop area were A.No.5 ([K 2509](#)), in lined brown, and P 1970, in lined green.

Internet: [Website](#)

Stoke Edith Station, Tarrington

[17EL/101]

Chris Weeks, 14th May.

RH 463150 was seen. Chris was told that Wkm 4171 was in a shed under a tarpaulin, unavailable for viewing. The owners of the station are rebuilding it and intend to let it out for holidays next year.

Swindon & Cricklade Railway

[17EL/227]

Russell Wear advises that Peckett 1555, which masquerades as IVOR THE ENGINE, was transferred here from the [Cholsey & Wallingford Railway](#) on 27th June, and that 45 (AB 2352) was due to leave mid-August for a private site near Oswestry.

Internet: [Website](#); [Facebook](#)

Tanfield Railway

[17EL/80]

Andrew Murray, 25th June.

In Use

Hauling passenger trains was No.2 ([HL 2859](#)), in two shades of green and black.

Carriage Shed

On the line beside the carriage shed was No.3 ([RSHN 7078](#)), blue.

Marley Hill shed

Inside were SIR CECIL A. COCHRANE ([RSHN 7409](#)), in two shades of green and black; TWIZELL ([RS 2730](#)), in lined black; 14 ([HL 3056](#)), lined green; 20 ([WB 2779](#)), lined dark blue and black, and 49 ([RSHN 7098](#)), lined green and minus boiler.

Workshop

In the yard, viewed from public vantage points, were No.13 ([HL 3732](#)), rolling frames, with a boiler on top; 38 ([HC 1823](#)) and IRWELL (HC 1672), both just frames. There were also at least two further locos present in the workshop area. On the other side of the large shed was [HL 3746](#), rusty and weathered green.

Behind the workshops was [Perm PC034](#), yellow; also a green narrow gauge vehicle in the undergrowth, which may or may not have been a loco ([see photo](#)).

Turntable area

No.48 ([RSHN 7944](#)), grey with its cab being painted black; [RSH 7697](#), green; No.44 ([RSHN 7760](#)), rusty; No.3 ([RWH 2009](#)), red.

Around the sidings

[Bg 3565](#), blue; No.6 ([JF 4240010](#)), rusty, red oxide and black; 9 ([AEG 1565](#)), blue; No.4 ([S 9559](#)), rusty 'bronze'; [HL 2711](#), black; M2 ([RSHD 7430](#)), rusty; [RSHD 7800](#), rusty; [HC DM1067](#), rusty white, located on a wagon; No.1 ([HE 7332](#)), rusty white frames laying upside down; 25 ([EE 2848/RSHN 8201](#)), white; [Perm BP025](#), yellow and blue; No.6 ([AB 1193](#)), rusty blue; [RSHN 6980](#), green; 2111-125 ([HE 6612](#)), rusty red; No.2 ([AW D22](#)), lined black.

Near staff car park

2201/266 ([HC DM1170](#)), rusty white, and "TYNESIDE GEORGE" ([HC DM1119](#)), yellow.

Internet: [Website](#); [Facebook](#)

Threlkeld Quarry & Mining Museum

[17EL/51]

Colin Alliez, 28th July (steam stock).

In use were 19 (HC 1056), dark red; STATFOLD (HE 3903), dark red; JACK LANE (HE 3904), light green; all visiting from Staffold Barn, CLOISTER (HE 542), dark red, and IRISH MAIL (HE 823), plum, both visiting from the West Lancs Rly, and SIRTOM (WB 2135), mid green. "ASKHAM HALL" (AE 1772) and the frames of the new build loco and were also present.

Internet: [Website](#); [Facebook](#)

Titley Junction Station, Kington

[17EL/102]

Chris Weeks, Mike Newport and Keith Day, 14th May.

In use were D2158 with DMU vehicle 51412, running trips over the full length of the line. FH 3906 and 10 BRESSINGHAM (TH 163V) toured Titley Junction station sidings with trains comprising a Brake Van and a Lowmac with bench seats. P 1738, green, was inside the shed; DMUs W51370 and W51372 were in the sidings. PWM2801 (Wkm 6684) was inside a lorry trailer that couldn't be opened.

Twyford Waterworks Trust, Twyford

[17EL/99]

The Trust's Newsletter, *The Works*, for July 2017 records that WR M7550 has been returned to working order but a full restoration will be required in due course.

Internet: [Website](#); [Facebook](#)

Tyseley Locomotive Works, Birmingham

[17EL/223]

Colin Alliez, 24th June.

The Castles Open Weekend.

In use were 4965 ROOD ASHTON HALL, 5043 EARL OF MOUNT EDGCUMBE, both lined green; 9600, lined black; 46233 DUCHESS OF SUTHERLAND, BR lined green, and P 2004, dark red. Also seen were 2885, 5080 DEFIANT, lined green; 6880 BETTON GRANGE, visiting from Llangollen; 7029 CLUN CASTLE, unlined green; 5593 KOLHAPUR, LMS maroon; AE 1977, light brown; RSHN 7280, minus boiler; No.670, boiler cladding off; No.14 SLR 85 (HE 3815), black; 34028 EDDYSTONE, 71000 DUKE OF GLOUCESTER, HL 3597, 4936 KINLET HALL, all dismantled; 3278 (Alco 71533), cab and boiler cladding off, and HE 2868, dark green, sheeted. 4121 and Cockerill 3083 were not seen but were believed to be on site. However Colin was told that the frame of 4115 was scrapped about two years ago.

Internet: [Website](#)

Vale of Berkeley Railway

[17EL List 1,967/11]

Colin Alliez 29th April.

Present were 54 D9553, 0-4-0F AB 2126, on loan, and rolling stock. Five lines of track had been laid in the car park and two were occupied by the above.

Mike Kennard, July

Wkm 7509 has been moved here from the [Lavender Line](#) – seen in transit in the Swindon area on 12th July.

Internet: [Website](#); [Facebook](#)

West Lancashire Light Railway, Hesketh Bank

[17EL/120]

Andrew Murray and Sydney Leleux, 13th May

An NGRS visit.

In use

Hauling passenger trains were 21 UTRILLAS ([OK 2378](#)), black, and JOFFRE ([KS 2405](#)), lined grey. One return trip was hauled by diesel "11" ([MR 5906](#)), green; diesel hauled passenger trains are extremely rare here as none of the diesel fleet is equipped with the required braking equipment for insurance purposes. Once the restoration of [HC DM750](#) is completed this will be equipped to haul passenger trains but is likely to be used only as a standby loco. Within the consist of the passenger train was brake van No. 2, this was converted from [MR 7955](#).

Other locos moving around during the day were 40 ([RH 381705](#)), blue; 21 ([HE 1963](#)), green; 8 ([HE 4478](#)), grey; TAWD ([RH 222074](#)), maroon; 10 ([FH 2555](#)), green, and MILL REEF ([MR 7371](#)), green and white.

Workshop

[JF 15991](#) unpainted; [HC DM750](#) undergoing restoration, and IRISH MAIL ([HE 823](#)), lined maroon.

Loco & Carriage Store

Near the back were WELSH PONY ([BEV 640](#)), green; [RH 264251](#), red; [RH 297054](#), rusty; [FH 1777](#), green, and [L 10805](#), green and black.

Large Shed

Outside the south end were [L 29890](#), green, and [Bredbury](#), grey/silver. Inside were [Bg 3002](#), green and red; 12 ([MR 11258](#)), green; [GB 1840](#), sheeted; 8 ([MR 11223](#)), green; 36 ([RH 339105](#)), green; MONTALBAN ([OK 6641](#)), lined black, and [WB 1760](#), chassis/boiler, under restoration. At the back of the shed were [RH 200478](#), green and black; [MR 8992](#), green, and [FH 3916](#), black. A turntable outside the sheds was an impressive feature.

Other Areas

[Chrz 3506](#), dark green, was plinthed near the [Entrance](#). Beside one of the containers were the frames of [HC DM1393](#). At the end of the [Headhunt](#), adjacent to the running line was [WR ?](#), yellow. At [Willow Tree Sidings](#) were the frames of [RH 202036](#) on a wagon and [MR 8995](#). Apparently the frames of Hen 14676 are stored in a container with parts scattered around the site, and JF 15513 was off site for restoration.

The remaining locos listed in 17EL were at a [private workshop near Leyland](#), viewed by invitation. [BLW 45190](#) was about two thirds of the way through its restoration, [BV 692](#) (now regauged to 2'0") was awaiting completion of its restoration and [BV 613](#) was being used for spares.

Internet: [Website](#)

West Somerset Railway

[17EL/187]

Mick Tick, 10th June.

In Use

D1010, D5343, D6575, D7017, D8059 and D8188 were working trains over the whole route; DMUs M51859, M51880 & M59678 were working between just Minehead and Dunster.

Bishops Lydeard

D4107 was shunting. 6960, 53808, 50007 and 50049 were also here.

Williton

D6566, D7018, D9526 and HC 1857.

Washford

AB 578 and RH 210479.

Dunster

DMUs M51663 (frame) and W59493 and 4163 (Geismar ST/02/28).

Minehead

4110, 7828, 53809, D1661, D2133, D2271 and DMU M51887.

Internet: [Website](#); [Facebook](#)

A.J.Wilkinson, Rowden Mill Station

[17EL/103]

Mike Newport and friends, 14th May.

Wkm 6941 was sheeted, on track in the station

Internet: [Wikipedia entry](#)

Windmill Animal Farm, Burscough

[17EL/121]

Andrew Murray and Sydney Leleux, 14th May.

In Use

Hauling trains were MOUNTAINEER ([WVanHeiden /72](#)) and SAFARI EXPRESS ([SL 15/2/79](#)). Often in the consist of the trains hauled by MOUNTAINEER was GWRIL ([L 20886](#)).

Workshop

This contained the incomplete locomotive listed in 17EL as USA? of 1948 and PRINCE CHARLES (Barlow /54). Under the covered area to the right of the shed were KÖNIGSWINTER ([SL 7217](#)), PRINCESS ANNE ([Barlow/48](#)), DUKE OF EDINBURGH ([Barlow /48](#)) and 14 ([WalkerG /85](#)).

Shed

Inside were [MossAJ /89](#) sitting on a workbench; BLACK SMOKE ([SmithEL /56](#)), [Guest 18](#), WHIPPET QUICK ([L 6502](#)) and BATTISON ([Battison /58](#)), which was moved out for photography.

Station Area

BLUE PACIFIC ([GuinnessNL /35](#)) was on a section of track between the station and sheds. Acting as Thunderbird was SAINT THOMAS ([Guest /57](#)). L 26366 has returned to the Cleethorpes Light Railway.

There used to be a balloon loop at the further end of the line, but the points have been removed and a run round installed, although the track remains up to the junction and is used to store stock. The reason is that the junction was in a remote location with trains travelling at speed, and a potential source of derailment as the rolling stock, from a variety of sources, has slightly different wheel back to back measurements.

Internet: [Website](#); [Facebook](#)

Woodhorn Narrow Gauge Railway, Ashington

[17EL/169]

Andrew Murray, 24th June.

In use were BLACK DIAMOND ([HE 6348](#)) and RIO GEN ENBACH ([HE 9353](#)). In the shed was No. 2 ([Schöma 5240](#)).

Internet: [Website](#); [Facebook](#)

Ayrshire Railway Preservation Group, Dunskin

[17EL/258]

Martin Shill, 25th June.**In Use**

No.10 (AB 2244) was operating the passenger service (in a brake van), whilst AB 1952, coupled to gunpowder van B887126, performed hourly demonstrations at the station.



For a plant which has a ready supply of steam fireless locos can be very economic to operate and several still survive in active industrial service on the Continent, long after conventional steam shunters have been displaced. Unfortunately, they are not well suited to the requirements of heritage railways, so the Ayrshire Railway Preservation Group deserves credit for having restored AB 1952 to working order and giving monthly demonstrations.

Museum

This housed No.16 (AB 1116) and HE 8816.

Loco shed

Inside the shed was RH 417890 (dismantled). In the shed yard were No.1 (AB 347) and S 10012. Stored on a track beside the shed were No.23 (AB 2260), AB 399, NBQ 27644 and RH 421697 (this cosmetically restored and externally complete, despite being described on the website as "*Frames and engine only. Suffered massive damage at the hands of scrap metal thieves*").

Station area

On a short length of 2ft 6in gauge track near the station was RH 210959. Near the station entrance was RH 183749, dismantled but with 3VSO engine 202787 (per worksplate). In a siding north of the station was RH 224352 (well concealed and easy to miss). Next to the weighbridge just south of the platform were AB 1614 and AB 2358.

Sidings next to running line

Stored here were JF 22888, RH 284839, HE 3132 and AB 2368.

Simon Guppy and friends, 23rd July (additional information).

Alongside the station there is a container in which RH 211681 and AB 561 reside. By prior arrangement these had been taken out of the container and put on display.

Internet: [Website](#); [Facebook](#)

Barclay House, Kilmarnock

[17EL/259]

Martin Shill, 24th June.

DRAKE (AB 2086) is in the glass fronted heritage centre, part of the residential development of the former AB works by the Klin Group. The loco was evidently intended to give this property development the Wow factor.

Internet: [Opening of the Barclay House development, 2013](#)

Carnegie Dunfermline Trust, Pittencrieff Park, Dunfermline

[17EL/260]

Colin Alliez, 4th August.

No.29 (AB 1996), olive green and lettered Fife Coal Co., was seen.

The Devil's Porridge Exhibition, Eastriggs

[17EL/261]

Martin Shill, 24th June.



Although stored in the open AB 1550, in 'crazy green and brown patchwork camouflage' livery, is well cared for. The exhibition is primarily devoted to the Gretna/Eastriggs munitions factories but there is a section on the Quintinshill rail disaster.

Internet: [Website](#); [Facebook](#)

East Lothian Council, Prestongrange Museum

[17EL/261]

Colin Alliez, 3rd August.

No.29 (AB 1142), minus saddle tank, boiler cladding and cab, was outside. It may go on permanent loan to [Shed 47 Railway Preservation Group](#) (Scottish Vintage Bus Museum, Lathalmond nr Kelty, Fife). The other steam locos were locked in the shed.

Internet: [Website](#)

Fife Regional Council, Lochore Meadows Country Park

[17EL/262]

Colin Alliez, 4th August.

AB 2259, mid-green, was seen.

Glasgow City Council, Riverside Museum

[17EL/262]

Colin Alliez, 2nd August.

103, lime green; 123, Caley blue; 256 GLEN DOUGLAS, olive green; 9 (NBH 21521), mid-green, and 3007 (NBQ 25546) were present.

Internet: [Website](#)

Ian Bendall, 9th May.

This thirty acre garden, laid out in the grounds of Portrack House north of Dumfries, is divided into 40 areas. The loco is in the area known as the Portrack Scotti Garden Of Rails 2004. This was created by the site of the old railway bridge across the River Nith after it was replaced by a new structure on a slightly different alignment. The garden is a private site, opened for charity only on one day a year. However, Ian walked along the river bank from the Robert Burns Ellisland Farm museum (on the A76 just north of Portrack) and was able to see the RH 0-4-0 diesel shunter sitting on the rails of one of the two truncated tracks that lead to the abutments of the old bridge. The loco is also visible from passing trains between Dumfries and Sanquhar.



Although it was previously suggested that the Portrack loco was RH 304471 Ian points out this is not possible because that belonged to one of the earlier batches which had jackshaft drive to the leading axle, whereas this loco, as can be seen here, drives on the rear axle. It has now been identified as RH 418790, which had been in the Shropshire Loco Collection and was sent to EMR Kingsbury for scrap in September 2003. *(Photo courtesy of TripAdvisor)*

Kingdom of Fife Preservation Society, Leven

[17EL/264]

Colin Alliez, 4th August (steam stock).

No.10 FORTH (AB 1890), red, and No.17 (AB 2292), green, dismantled, were seen.

Internet: [Website](#)

Lowthers Railway Society, Leadhills & Wanlockhead Railway

[17EL/264]

Simon Guppy and friends, 22nd July.

Trains were being worked by LUCE (RH 7002/0467/6); also in the train was a brake, built on MR 8884. The frames of MR 8564 and WR 1614 were seen in a siding to the north of the station. In containers were OK 6335, to the north of the station; Decauville 917 and ELVAN (MR 9792), next to the shed, and LITTLE CLYDE (RH 7002/0467/2), by the station. In the main shed were: NITH (HC DM1002), CLYDE (HE 6347), MENNOCK (HE 9348), CE B1819D and coach 251, built on MR 8863.

G. Mann, Saughtree Station

[17EL/264]

Simon Guppy and friends, 22nd July.

MEG OF SAUGHTREE (RH 275882) was parked in the old station, alongside the former station house. A little further along the line was Geismar ST/04/03, with a trailer.

National Mining Museum, Lady Victoria Colliery, Newtongrange

[17EL/265]

Colin Alliez, 3rd August.

AB 2284, fading black, was seen.

Internet: [Website](#)

National Museum Of Scotland, Chambers Street, Edinburgh

[17EL/265]

Colin Alliez, 2nd August.

All three locos listed in 17EL were on display.

Internet: [Website](#)

Scottish Railway Preservation Society, Bo'ness and Kinneil Railway

[17EL/266]

Colin Alliez, 1st August (steam stock).

In Use

No.19 (HE 3818), mid-green.

In the Museum

49 GORDON HIGHLANDER, mid-green; 65243 MAUDE, black; GLENGARNOCK WORKS No.6 (AB 2127), mid-green; 45170 WD 554 (NBH 24755), No.13 (N 2203), light brown; 68095, light brown, and AB 840, dark green.

Yard and Workshop

A guide showed Colin round the rest of the site. Steam locos seen were CR 419, minus boiler; 80105, stripped to its frames; LADY VICTORIA (AB 1458), No.3 (AB 1937), black; AB 1989, dark red; AB 2046, light blue; No.6 (AB 2043), mid-green; No.20 (AB 2068), light brown; No.24 (AB 2335), black; HE 2880, mid-green, cab off; No.5 (HE 3837), cab and saddle tank off; 6 (HL 3640), light green; NR 5710, sky blue; Sentinels 9561, 9627 and 9631 (two outside, one in the workshop, Colin's guide didn't know which was which) and 68007 (WB 2777), black.

Internet: [Website](#); [Facebook](#)

Summerlee Museum Of Scottish Industrial Life

[17EL/269]

Colin Alliez, 2nd August.

No.11 (GH), No.9 (HC 895), both dark green; ROBIN (S 9628), light blue, and 4112 (BP 7827/NBH 27770) were seen.

Internet: [Website](#)

Waverley Route Heritage Association, Whitrope

[17EL/269]

Simon Guppy and friends, 22nd July.

Parked around the site were RH 411319, JF 4240015, 26040, Perm 001 and Leyland Railbus RB004

West Lothian Council, Polkemmet Country Park

[17EL/269]

Colin Alliez, 4th August.

DARDANELLES (AB 1175), dark green, was still plinthed here.

Corris Railway Co. Ltd., Maespoeth**[17EL/273]***Jonathan Longbottom, 11th June.***In Use**

No.7 (Winson 17) was working passenger trains between Corris and Maespoeth.

Station Area

No.5 (MR 22258) and No.6 (RH 518493) were parked here.

Loco shed

This housed "No.11" (OK 25721).

Carriage Shed

No.8 (HE 7274) and No.9 (CE B0457) were both inside, together with the completed but as yet unused boiler for what will be No.10 (a replica of one of the original Hughes saddle tank locos). A maker's plate states it was built by Israel Newton & Sons Ltd of Bradford in 2012.

Internet: [Website](#)

When Kerr Stuart introduced the 'Tattoo' class in 1904 it is unlikely they realised the same basic design would still be being constructed a century later, yet here is Winson 17, built for the Corris Railway in 2005. Seen at Maespoeth Junction on 11th June, after returning from a performance-enhancing visit to the workshops at Statfold Barn.

*(Photo: Jonathan Longbottom)***Erwood Station Craft Centre, Builth Wells****[17EL/273]***Keith Day, 14th May.*

ALAN (JF 22878) was present.

Fairbourne Railway, Gwynedd**[17EL/273]***Colin Alliez 27th May.*

Working on the 1ft 3in gauge line was SIAN (Guest/1963). Also here was MOUNTAINEER (WVanHeiden/1972 reb SL/1985). Both were visiting from the Windmill Farm Railway.

Internet: [Website](#)

Gwynedd Council Blaenau Ffestiniog

[17EL/276]

Hugh Smith, 17th April.

HE2207 was plinthed with two FR slate wagons across the road from the railway station.

Inigo Jones & Co. Ltd., Tudor Slate Works, Y Groeslon

[17EL/276]

Jonathan Longbottom, 10th June.

The unidentified Logan built battery locomotive remains on a plinth in the yard and can be seen from the A487 road even when the premises are closed.

Llanberis Lake Railway, Gilfach Ddu

[17EL/283]

Jonathan Longbottom, 6th June.

No 3 DOLBADARN (HE 1430) was working all passenger trains. No 1 ELDIR (HE 493) and No 7 TOPSY (RH 441427) were stabled outside the workshop premises adjacent to the [Welsh Slate Museum](#). The frames of No 2 (HE 849) could be seen inside the workshops, identified as such by a volunteer working on the overhaul of this loco.

Internet: [Website](#); [Facebook](#)



HE 1430 was originally supplied to shunt slate wagons at Port Dinorwic, but later moved to the quarries. Now it earns its keep hauling tourists along part of the course of the Padarn Railway, which used to join those two locations. It is seen here entering Gilfach Ddu station on 6th June.

(Photo: Jonathan Longbottom)

National Museum of Wales, Welsh Slate Museum, Gilfach Ddu

[17EL/281]

Jonathan Longbottom, 6th June.

The four locomotives listed in 17EL remain on static display - UNA (HE 873), the unidentified 1917 built Brush battery locomotive, RH 175414, and the 4wPMR converted by WilliamsAJ from a motorcycle. The latter is partially obscured by the Ruston loco, and is easy to miss due to its small size.

Internet: [Website](#)

Rhiw Valley Light Railway, Manafon

[17EL/283]

Sydney Leleux, 2nd June.

This was an NGRS visit. Both steam locomotives (JACK and POWYS) were in use, taking alternate trains. The petrol loco was off site under repair. The circuit is basically an oval, roughly east west, about $\frac{3}{4}$ mile round, laid in a meadow beside the River Rhiw. There are minimal earthworks, but some short steep gradients in places. A triangular junction on the north

side, away from the river, gives access to the station, with four tracks beyond the platform leading into the loco and carriage sheds. There are traces of lifted sidings beside the main circuit near the eastern arm of the triangle. Most trains start at the station, travel down one side of the triangle to the main circuit, and return to the station up the other side of the triangle. Meanwhile the previous locomotive has run round the triangle to reverse, ready to back on to the train when it returns. The points are not reset after the locomotive has backed down, so trains run alternately clockwise and anti-clockwise round the circuit. Passenger rolling stock comprises three bogie coaches (one without Perspex in the windows), one 4-wheel coach and one 4-wheel guards van. All the coaches had foam covered seats. There were also three wagons, an open, a long wheelbase flat with about half its length fitted with an open box body, and another flat. Track is FB rail laid on wooden sleepers with broken stone ballast. From observation, and the periodic jolts when riding in the 4-wheel coach, minor changes of direction are achieved by laying one rail at a slight angle to its neighbour. The long curves, though, have properly bent rails.

Internet: [Website](#)

Snowdon Mountain Railway

[17EL/284]

Jonathan Longbottom, 9th June.

Six trains were in operation worked by 2 (SLM 924), 3 (SLM 925), 9 (HE 9249), 10 (HE 9250), 11 (HAB 775/HE 9305) and 12 (HE 9312).

5 (SLM 989) was seen in steam outside the loco shed. It was last in service in 2001 and is almost at the end of an overhaul which has been ongoing for over two years. Parts from 6 (SLM 2838) could be seen in the shed yard. Staff indicated that it remains under overhaul in the shed where it has been since September 2015. Staff also confirmed that the remaining steam locomotives (4, 7 & 8) are stored off site. 7 & 8 are in poor condition and have had their boilers scrapped. 4 should be regarded as "OOU", but 7 & 8 would be better described as "Dsm". The latter pair haven't worked since the early 1990's. It seems there is currently no plan to restore any of these three locos.

Internet: [Website](#); [Facebook](#)



One of the problems with visiting the Snowdon Mountain Railway is that the weather on the mountain can change very quickly. On June 8th the service had been suspended all day due to high winds and heavy rain but the next day Jonathan was able to photograph 3 WYDDFA just below Halfway, descending from the Summit in brilliant sunshine. Thirty minutes later, when the next train, headed by No.12, descended, the sky looked rather darker. A 180mm lens also emphasises the undulations in the track.

Vale of Rheidol Railway, Aberystwyth

[17EL/285]

Jonathan Longbottom, 14th June.

8, in GWR green, was operating all trains. 1213 (previously 9), also in GWR green and without nameplates, was in the [Loco Shed](#) and 10 (BMR 002) was stabled in the [Station Yard](#). The rolling chassis of 7 (Sdn 1923) could be seen through an open door in the [Workshop](#). At [Capel Bangor](#) the personnel carrier (Perm 005), now carrying no number since its overhaul and repaint, was seen heading back to Aberystwyth. The flail mover (HE 7495), also carrying no number, was seen stabled in the loop at [Aberffrw](#).

Bob Darvill.

NG G13 Garratt 60 (Hanomag 10551/1928) arrived on 17th July from the [Schinzacher Tree Nursery Railway, Schinzach, Switzerland](#). The loco is stated to be in working order. Part of this deal was the move of two 0-8-0T Feldbahn locos over to Switzerland- see www.effingermedien.ch/region/abschied-und-neuanfang/ The photo shows one of the 0-8-0T locos being unloaded and Bob is fairly certain this is Hanomag 8310, the other loco being either Hanomag 8282 or OK 8356.

Following the 'closure' of the [Penrhyn Quarry Railway](#) MW 1382 arrived on 20th July. The loco is still owned by [Welsh Slate Ltd.](#), and is on loan to the VOR.

Internet: [Website](#); [Facebook](#)

Birches Peatlands Park, Dungannon**[17EL/301]***Simon Guppy and friends, 27th May.*

No locos were found. At the station in the park a notice dated March 2017 stated that the railway operates at weekends and bank holidays from Easter until the end of August. However a second notice stated that, due to technical difficulties, the train will not operate until further notice. (*Andrew Waldron* points out that the only working loco, AK 44, had problems last year and may be out of action again).

Internet: [Web pages](#)

Dennis Collins, Newmarket Road, Kanturk**[17EL/307]***Alex Betteney/CARS 15th April.*

The site had formerly been operated as Kanturk Museum of Rural Life, but retains much of the former Museum collection including its railways.

Courtyard behind the house

A circular 2ft 0in gauge railway is located here.

On an isolated section of track was BR 1949 'WANDERING WILLIE' 0-4-0VBT/1949? (reb 0-4-0PM reb 4-2wPM CollinsD), red chassis/green bodywork, formerly used on a circuitous fairground ride and has rounded frames, with the wheel formation altered to try to run on normal 2ft gauge rails. It was with 2-2-0PM (CollinsD), a small-framed powered loco with small petrol engine and large flywheel. Also here were several wagons.

Inside one of the barns

3ft 0in gauge LM 360 (DunEW) and a 4-wheel ex-BnM turf peat wagon.

In the woods

2w-2PM (Ferguson, converted to rail use in 1985), out of use, blue/yellow. It ran on single flanged road wheels on 3ft 0in gauge track constructed from steel angle. The track has become distorted by tree roots and is overgrown whilst the 'loco' became unusable when a tree fell onto it. Also present was what appeared to be a BnM turf body mounted on a road chassis with similar flanged wheels.

Crowley Engineering, Upper Glanmire Bridge, Glanmire**[17EL/307]***Alex Betteney/CARS 14th April.*

At the rear of the yard were 3ft 0in gauge LM 371 (DunEW), yellow, and a 4-wheel flat wagon dumped on a pile of scrap.

Tim Crowley, Youghal Castle, Co. Cork**[17EL List 8,996/14]***Alex Betteney/CARS 14th April.*

A private site, where in a partly open sided shed with overgrown 3ft 0in gauge rails extending around 30 yards beyond a platform were LM 140 (RH 392139), yellow, and a coach converted from a BnM wagon with frame extensions.

Iarnród Éireann, Ceannt Station, Cork**[17EL/307]***Alex Betteney/CARS 14th April.*

Plinthed in the station entrance concourse was 36 (BuryC&K /1847), green.

Irish Traction Group, Carrick-On-Suir**[17EL/325]***Alex Betteney/CARS 14th April.*

Inside the Goods Shed were 226 (MV 972), orange/black/grey undercoat, and G 616 (Dtz 57227), green/black, both under restoration. Outside, adjacent to a platform were B 103 (BRCW DEL 22) and G 601 (Dtz 56118), both shrouded in corrugated grey sheeting.

Internet: [Website](#); [Facebook](#)

The Jameson Experience, The Old Distillery, Midleton**[17EL/307]***Alex Betteney/CARS 15th April.*

Plinthed adjacent to the car park were 2ft 6in gauge 2-2-2 VC Midleton/2012 in wood/black, a non-working replica, and a 4-wheel flat wagon loaded with wooden whisky casks.

Lartigue Monorailway, Listowel**[17EL/313]***Alex Betteney/CARS 15th April.*

The unique mono-railway runs in a double track formation, intersected with turntables and a siding to a loco shed, for around 500 yards from the goods shed using replica trestle monorails. The Locomotive and coaches are replicas of the original Lartigue designed Listowel to Ballybunion Monorail which ran from 1888 to 1924. The replica train of L.B.R. 4 (AK 62), green, with two coaches was demonstrated.

Also visited:

Michael Barry, Ballingowan Farm, Lisselton Co. Kerry (PRIVATE)

A small private collection of Listowel and Ballybunion Monorailway artefacts including Listowel & Ballybunion Monorail Saloon 1st twin 5 (BE/1888) which sits upon a section of the original Lartigue designed track with some original turntable/drawbridge pulley wheels which were constructed by Pickering Ltd of Stockton-on-Tees.

Internet: [Website](#)



Also, for comparison with the current operation, a Pathé Pictorial film of the original Listowel & Ballybunion Railway, issued in September 1931 as a retrospective using archive footage, the railway having closed seven years earlier. (This footage will be familiar to those who have seen the John Huntley 'Trains From The Arc' series).

B&W, silent, runtime 3 mins 31 secs

Lough Boora Parklands, Boora

[17EL/323]

Alex Betteney/CARS 17th April.

A parkland created from a disused peat bog incorporating various leisure facilities and sculptures. A number of 3ft 0in gauge railway exhibits are displayed on isolated or semi-isolated track sections.

Present were S/O LM 51 1 (RH 259191), TTTE blue; LM 181 (Dtz 57123), BnM brown/cream, with a bogie engineers caboose/flat; LM 127 (RH 379928), BnM brown/cream, with a 4-wheel peat turf/briquette wagon, and LM 23 (RH 244788), BnM brown/cream. Incorporated in the Sky Train Sculpture was LM 171 Q (RH 402983), yellow, with a bogie peat wagon, five 4-wheel peat turf/briquette wagons and a 4-wheel Tea Van.

Lullymore Discovery Park & Heritage Railway

[17EL/314]

Steve Livesey and Danny Sheehan, 22nd March.

The Park was closed to the public but *Andrew Waldron* had kindly arranged a visit. They were exceptionally hospitable, supplying refreshments, before allowing Steve and Danny to wander around the railway. The two operational locos, LM 85 (RH 329693) and LM 139 (RH 392137), were in the open ended shed either end of the ex C&WOR coach. LM 309 (HE 8545) and C 72 (BnM/1972), both BnM brown/cream, were stored on a siding about 200 yards out on the bog. They carry the numbers LM3 and LM9 respectively, painted yellow on the bottom of the cabs. Also most of the rolling stock had been given LM numbers, not ex BnM numbers, painted in yellow. LM 309 will be restored once a new engine is found.

NB. The railway will only operate on occasional 'Heritage Railway Weekends'.

Alex Betteney/CARS 17th April.

The 3ft 0in gauge railway runs in a circuit of around 1km in length with sidings on the bog for stock awaiting restoration and a siding to a workshop. Operating train services was LM 85, green, with an ex Clonmacnoise & West Offaly Railway coach.

The other locos were as reported above. There were numerous wagons present.

Internet: [Website](#)

Mayo North Old Engine & Tractor Club, Enniscoe Heritage Centre

[17EL/320]

Alex Betteney/CARS 16th April.

Only the 3ft 0in gauge railway was visited. It runs between a field and woodland for around 300 yards. In the platform was LM 129 (RH 383264), maroon, and two coaches.

Quirky Nights Glamping Village, Enniscrone

[17EL List 6, 987/26]

Alex Betteney/CARS 16th April.

The site is still under development and at present has two major landmarks - a Boeing 767 plane and the 4ft 8½in gauge ex 4-CIG EMU1498 (76844+76773+62411), BR green, which was visible through the fence. The site is expected to be opened in 2018.

Peter Scott, Finaghy, Belfast

[17EL/303]

Simon Guppy and friends, 26th May.

The locomotive built by Peter Scott around 1969 was viewed by prior arrangement.

Tralee & Dingle Steam Railway Co Ltd, Blennerville Windmill

[17EL/313]

Alex Betteney/CARS, 15th April.

The railway had not been operated for some time due to funding issues, following the boiler ticket on the steam loco running out. In a locked shed separate from the Windmill site which was opened up especially for the visit were 5T (HE 555), green, under restoration, and LM 92 L (RH 371967), yellow. There were two coaches and a 4-wheel flat wagon here.

Internet: [Website](#); [Revival \(Facebook group\)](#)

Tramore Amusement & Leisure Park, Tramore Miniature Railway

[17EL/325]

Alex Betteney/CARS 14th April.

The park was being prepared for that day's opening. The 1ft 3in gauge railway runs in a distorted circuit round part of the park, running through the loco and stock shed as 'tunnels'. There are no sidings. In one of the sheds, viewed through a crack in the door, was S/O SL 22, assumed.

Internet: [Website](#)

Waterford & Suir Valley Heritage Railway, Kilmeaden

[17EL/325]

Alex Betteney/CARS, 14th April.

The 3ft 0in gauge railway runs for 17km along the formation of the long closed Waterford, Dungarvan and Lismore railway. A pre-arranged visit including the workshops.

In Use

Operating passenger services was No.3 'ENTERPRISE' (MR 60S382 reb AK/2004), maroon.

Plinthed by the roadside

LM 259 (Dtz 57840), light blue/cream.

Workshops

Inside the main workshop were RH 375314 reb HE 9904), purple, and LM 348 (SMH 60SL744), green, which were pulled out for photographs. Inside a container behind the workshop were LM 179 (Dtz 57121), green, engine removed, and LM 256 (Dtz 57837), blue/cream.

Internet: [Website](#)

West Cork Model Railway Village, Clonakilty

[17EL/308]

Alex Betteney/CARS, 14th April.

This location closed for the day just as the Alex and the party arrived. Easily visible from the road (and accessible via a footpath through a garden area), was 5ft 3in gauge RH 305322, green and fitted with a crude steam outline.

Internet: [Website](#)

Westport House & Pirate Adventure Park, nr Knock

[17EL/320]

Alex Betteney/CARS 16th April.

The 1ft 3in gauge railway opened in 1990 and runs for 700 yards in a balloon loop with a run round loop leading to a turn table at the station and a siding to a loco shed. Operating trains was 'THE WESTPORT HOUSE EXPRESS' (SL 80.10.89), maroon.

Internet: [Website](#)

CHANNEL ISLANDS

The Pallot Steam, Motor & General Museum, Jersey

[17EL/336]

Roger Bagnall, 16th June.

Items on display in this museum range from a church organ to a typewriter, from a six wheel American Army recovery truck that landed on D Day to a single line token for the Ellesmere - Whittington HL section. Inside the building were P 2085, red; J.T.DALY (WB 2450), red, unusually with a full stop after the name as well as the initials, and LA MEUSE (LaMeuse 3442), black; while outside P 2129, red and sporting a 35B (Grantham) shed plate, was standing at the platform with two nicely restored North London Railway carriages.

The Museum has some 600 yards of track, and rides are given to the public on Thursdays in the summer. A small loco shed is built over an extension of the platform line, and presumably ventilation is difficult, as the Peckett was attached to a low outline tug by a long rigid tow bar, enabling it to be moved in and out of the shed while dead.

As well as the standard gauge line, there is a 2ft gauge oval running round a field adjacent to the building. MR 11143 (assumed) was standing at a platform with some home built (?) carriages. Both lines are built on virgin ground rather than the usual abandoned alignment of an old railway. At the far side of the field was 0-4-0DH, assumed NBQ 27734, dumped in a sorry state of dereliction.

Internet: [Website](#); [Facebook](#)

Andrew Waldron and friends, 4th to 10th May.

Andrew's full account of the visit to the Isle of Man is included in the Detailed Reports section (see [Isle of Man 4th-10th May](#)) but a brief summary of the EL related items follows:

Groudle Glen Railway

[17EL/337]

Operating the service was SEA LION (WB 1484) and two coaches, Outside the shed at **Lhen Coen** was WALRUS (HE 4395) and ANNIE (Booth R /1997). The shed held DOLPHIN (HE 4394) in green livery. Loaded on a 4w flat wagon next to ANNIE were the complete frames with wheels, cylinders and connecting rods for the new build 2-4-0T BROWN BEAR by Booth, not yet complete. The boiler was also on site. The other locos based here were not seen as there was no time to inspect the shed.

Internet: [Website](#)

Isle of Man Steam Railway

[17EL/337]

In Use

No.12 HUTCHINSON (BP 5126) and No.13 KISSACK (BP 5382) were handling services between Douglas and Port Erin.

Works

During a pre-booked guided tour No.15 CALEDONIA (D 2178) was seen, minus boiler which is at the SVR for overhaul but is due back in July. No.15 should return to service by October. Also present were No.4 LOCH (BP 1416), No.8 FENNELA (BP 3610) and No.10 G.H WOOD (BP 4662). The last two are serviceable but both have minor faults and No.10 is in the last year of its ten-year certificate. No.4's boiler is due to go to the SVR for overhaul when the boiler from No.15 returns. No.1 SUTHERLAND (BP 1253) was dismantled (boiler and frames). The plan to cosmetically restore this loco has been shelved. In the **Yard** was No.18 AILSA (HE 9446), mainly used for yard shunting.

No.2 Shop

This contained MR 22021 (presumed – green with a cab), for permanent way use. LM344 (SMH 60SL751) is no longer here, having moved to Auldyn Construction, Douglas.

No.3 Shop

Wkm 8849 (green, no running number carried) was here and retains its Ford 10 engine. When in use it travels with a small 4w flat wagon for any tools required. Although recorded as scrapped the Loco Works Manager believed that the ex-Ramsey Pier Wkm was cannibalised for spares and that the chassis was still on site, possibly incorporated into the trailer used with Wkm 8849. The gearbox, engine and wheels were seen.

End shop

This backs onto No 1 and No 2 shops and contained VIKING (Schöma 2086) which has not been used for at least three years but may replace HE 9446 as yard shunter. Also seen was one of the ex CDR WkB railcars, either 19 or 20, but no number carried. Both this railcar and the other, said to be stored in the **Carriage Shed**, have already had much work done on them, which should be complete in the next couple of years if funds permit.

Bus Depot

The big diesel loco, No 21 MPES 550/1 was found under a red tarpaulin in the depot. There are a number of problems and it has not been used for at least two years.

Internet: [2017 scheduled services](#)

Manx Electric Railway

[17EL/338]

Winter saloon 22 with open trailer 40, car 21 (in the nationalised livery of green and white) and SMR cars No.1 (in blue and cream), No.2 and No.5 were all noted in operation. SMR No 6 was on permanent way duties, to which it is now relegated. According to staff, car No.3 is currently in the UK for rebuilding but due back in June, and car No.4 was laid up in the shed, also requiring a full rebuild. Outside **Laxey Car Sheds** was No.2 (Wkm 7442) in green with its small open trailer.

Internet: [Online MER Encyclopedia](#)

Manx Transport Trust, Jurby

[17EL/338]

FH 2027 was present, coupled to the FH bogie toastrack coach and ex Ramsay pier 1890s luggage trolley.

Internet: [Website](#)

Port Erin Railway Museum

[17EL/338]

No.6 PEVERIL (BP 1524) and No 16 MANNIN.(BP 6296) were on static display, as well as a wide variety of rolling stock.

Internet: [Website](#)

PRESERVED ROLLING STOCK

These notes incorporate observations received up to the end of July 2017. Compiled by Hon. Records Officer – Non- Locomotive Worked Lines (Graham Feldwick) or posted on the IRS Yahoo Group.

ENGLAND

Florence Arts Centre, Egremont, Cumbria

Graham & Lesley Feldwick, 19th May.

Based in the former mineworkers buildings of Florence Mine, the Arts Centre has three 2ft 6in gauge tubs on display outside, all filled with soil and flowers and in a very rusty condition. One is of an end-tipping design.

Statue of Miner, Egremont, Cumbria

Graham & Lesley Feldwick, 19th May.

At the end of Egremont Main Street is a raised statue of a miner pushing a tub from Florence Mine, entitled 'Haematite Worker' to commemorate iron ore mining in the area.

Millom Town Centre, Millom, Cumbria

Graham Feldwick, 5th March.

In the centre of Millom is a plinthed statue of 'The Scrutcher', the person who spragged the narrow gauge iron ore tubs to stop them, made from Florence mine dust and resin, and complete with a tub on rails.

Bolsover District Council, Station Road, Bolsover, Derbyshire

Adrian Booth, 18th July.

The 2ft 0in gauge mine tub (black livery) remains on display here on a brick plinth to commemorate the former colliery, and is lettered '1889-1994 Bolsover Colliery'.

Station Road, West Hallam, Derbyshire

Paul Walpole, 10th June. The narrow gauge 4w tub here is painted black with silver wheels and is placed on a raised plinth in a field opposite the entrance to what was Stanley Colliery.

Kingsteignton roundabout, Kingsteignton, Devon

Matthew Feldwick, 30th June.

One of the 2ft 6in gauge side tipping wagons that were used at the former WBB ball clay mine nearby has been painted and placed on display on a short length of track on this roundabout.

Cothercott Mill, Shropshire

Mike Shaw, 18th July

Members of Shropshire Caving and Mining Club have placed a mine truck from Gwynfynydd gold mine via Snailbeach loco shed on an extant plinth at the foundations of Cothercott Barytes Mill (NGR 407003). The truck is on loan from Shropshire Mines Trust and the exercise has been funded by the Stiperstones and Cordon Hill Country Landscape Partnership Scheme as part of their interpretation of local industries, in this case barytes.

(Photo: Mike Shaw)



East Anglian Transport Museum, Chapel Road, Carlton Colville, Suffolk

Graham & Lesley Feldwick, 15th June.

The body of the 3ft 0in gauge Southwold Railway van is on display here by the narrow gauge railway. There are also two tractors fitted with dumb buffers and formerly used for shunting trams. An excellent museum, and well worth a visit.

Internet: [Website](#)

Hull City Council, Streetlife Museum of Transport, High Street, Hull, East Yorkshire

Peter Excell, 4th July.

On display outside the museum is a simple wooden-framed standard gauge wagon, said to be the very last of the bogies that were once used to shift timber around the docks for export.

Treeton, near Rotherham, South Yorkshire

Adrian Booth, 31st July.

The three preserved narrow gauge pit tubs – one at the north end and the two at the east end filled with flowers and in front of a preserved pit wheel - are still present.

SCOTLAND

Treasures of the Earth, Corpach, Fort William, Highland

Bob Smith, 19th May.

The three Hudson inside-framed U skip wagons were displayed on 2ft 0in gauge track outside this gemstone and fossil museum. They were originally at the Eaglesham barytes mine at East Kilbride. (HRO: a fourth tub is on a length of track on a wooden trestle at first floor level).

Internet: [Website](#)

WALES

Roundabout at Penygroes, Gwynedd

Mike Shaw, 8th May.

A small narrow gauge double flanged slate rubble wagon is displayed under a slate 'cromlech' shelter on this roundabout.

DATES FOR THE DIARY

Cardiff and Avonside Railway Society

Trips are open to all, book via John Dicks; ☎ 01275 853495 ✉ bookings@cardiffandavonside.org

Updates and more information will be available on the [website](#)

Foxfield Railway

23/24th September: [Autumn Gala](#).

LCGB North London Branch Meetings

Members are invited to attend the above Meetings which take place at **14:00 on the second Tuesday of the month at the Wood Green Social Club, 2 Stuart Crescent, London N22**. Please support them. The nearest Tube Station is Wood Green. Plenty of buses run locally. Travel to the site by car is not advisable.

Leighton Buzzard Narrow Gauge Railway

9th/10th September : [Iron Warhorse Centenary](#). WDLR 778 & 2182.

30th September/1st October: [Fifty Not Out](#). Celebrating the first half-century of the LBNGRS. The aim is to have at least 10 locos in steam.

15th October : [Diesels Day](#).

28th October : [Steam Glow](#). Evening service only, photoshoot.

Lincolnshire Coast Light Railway, Skegness

17th September: Skegness Water Leisure Park ["Classic Wheels" Car Show](#), plus WW1 railway stock on view and passenger trains running. It is likely that the newly restored [JURASSIC \(P 1008\)](#) will be in action but please check the [website](#)

Moseley Railway Trust, Apedale

Trains operate every Saturday and Bank Holiday Monday to 28th October and on the second Sunday in September and October plus any Bank Holiday weekends in these months. Trains also operate every Sunday in July and August.

Steam will work trains on the second complete weekend of each month, plus all three days at Bank Holidays, and on Special Event days.

7th/8th October: [Diesel Delights Weekend](#) a new enthusiast-orientated event, showcasing the diesel fleet.

For further details please see the websites for [Moseley Railway Trust](#) and [Apedale Valley Light Railway](#).

Rocks by Rail, Cottesmore, Rutland

"The Rutlander" brake van trips and "Driver For A Fiver" will be operating on 10th September. Admission: Adults £8.00, Senior Citizen £7.00, Child £5.00.

On non-operating days: Adults £5.00, Senior Citizen £4.00, Child £3.00.

Rushden Historical Transport Society, Northamptonshire

9th/10th September : [Model Weekend](#): brake van rides using a diesel loco.

22nd-24th September : [Music and Real Ale Festival](#): THE BLUE CIRCLE (AP 9449).

7th-8th October : [LMS Branchline At War weekend](#).

18th October : [Fish and Chip Supper](#).

28th October : [Hallowe'en](#). Ghost train specials.

For further information see the [Events Diary](#)

Friends of the Thorpe Light Railway, near Barnard Castle, Co. Durham

A private 15" gauge line.

17th September: Last [Open Day](#) for 2017.

For information, and the possibility of extra running sessions for private groups, see the [website](#)

Twyford Waterworks, Hazeley Road, Twyford, Winchester, Hampshire, SO21 1QA

The Waterworks will be open on [Sunday 3rd September](#) and [Sunday 1st October](#).

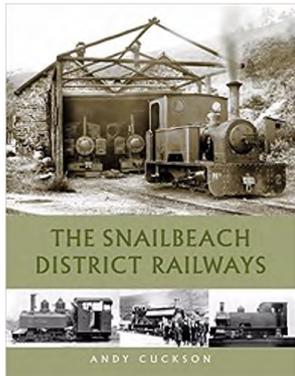
The industrial railway will be operation on all open days. Locomotives not on display will be made available to IRS members for photography on request.

All Open Days are from 11am to 4pm, Admission Adults £5, Concessions £4, children free.

Full details can be found at the [website](#)

THE SNAILBEACH DISTRICT RAILWAYS

By Andy Cuckson. ISBN 978 0906294 901. Hard back. 275mm x 215mm. 218 pages. 273 black and white photographs, maps and drawings. Published in 2017 by Twelveheads Press, 2 Woodside Cottages, Chacewater, Truro, Cornwall TR4 8LP. Price £30.00. The book is available post free from the publisher. It can also be purchased from the [IRS Sales Team](#).

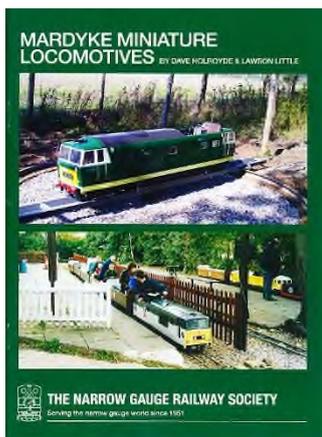


The Snailbeach District Railways was a less well-known 2ft 4in gauge mineral railway that ran from Snailbeach Mine on the western flank of the Stiperstones ridge in Shropshire to the GWR & LNWR Joint Minsterley Branch at Pontesbury. It had a precarious existence but struggled on from its opening in 1877 until it closed in 1959. Traffic initially mainly involved the despatch of lead and carrying incoming coal but later it took on a new role hauling roadstone and became part of Colonel Stephens' empire. Andy Cuckson will be known to readers of the RECORD as he has previously contributed articles on this subject in issues 144 (March 1996) and 180 (March 2005). Based on many years of research and conversations with older residents who worked on the line, he has now been able to produce this comprehensive book which is sure to become the standard work on the railway. Coverage includes the form of rails used in the mine; the various competing schemes for a railway; the involvement of Henry Dennis, its entrepreneurial civil engineer and manager; construction of the line; its varying fortunes over the years including its relationships with other mines; its engineering features and buildings; methods of operation; its steam locomotives and wagons together with the personalities involved with the railway. The book is well written and up to Twelveheads Press' usual high standard with a superb range of photographs and maps, including drawings of the rolling stock and buildings. It also comes with a glossary of railway terms, a full set of references and an index. The book is highly recommended.

Cliff Shepherd

NEW BOOKS

MARDYKE MINIATURE LOCOMOTIVES



By Dave Holroyde and Lawson Little

The Narrow Gauge - Issue 241 Spring 2017. ISBN 978-0-9934386-3-9. Published by the Narrow Gauge Railway Society. Paper covers. 40 pages. Price £5.50 from the [IRS Sales Team](#).

This special issue of The Narrow Gauge is intended to be a tribute to the late Dave Holroyde and is based on his records. It tells how the late Des de Smedt founded and operated the company. In addition, there is a list of the locomotives and railcars built, diesel and battery operated and mainly 7¼in gauge but some 10¼in gauge. Seven steam locos and seven rolling chassis' were also completed but only four were sold.

OTHER ITEMS OF INTEREST

Because of shortage of space in the printed Bulletin the sections [Industrial Railway Articles In Other Publications](#) and [Items Of Interest on the Internet](#) have tended to be omitted from most issues. Because space is not a constraint in the E-Bulletin these will again become regular features, but in the E-Bulletin only, under the main heading of [Other Items of Interest](#), sub-divided into [Press](#) and [Internet](#)

PRESS

Brian Rumary and Bob Darvill.

Railway Bylines May 2017

- "Industrial Mixed Bag" (pp270-275)
11 large photos of various industrial steam locos, with extended captions.
- "Renishaw Ironworks - History and Development" (pp278-283)
A short history of this Derbyshire ironworks, with two track plans/maps and a number of photos.
- "Littleton Colliery Locomotives" (pp284-285).
3 photos of some of the 0-6-0ST steam locos at this Staffordshire colliery.

BackTrack May 2017 ([Pendragon Publishing](#))

- "The Lambton, Hetton & Joicey Railway" (pp268-274).
A short history of this private colliery railway system in Durham, with some personal impressions of a visit there in 1963. With a map of the system and a track plan of Philadelphia yard and works in c1907, both from our own Handbook.

Locomotives International No.107 (April/May 2017) ([Mainline and Maritime](#))

- "CFF Memories 3: Reghin" (pp48-49)
Some notes and 4 photos of the CFF 750mm gauge forestry railway in the Gurghiu valley, near Reghin in Romania, in June 1991.
- "Three Phase AC Electric Locomotives Built in Chile" pp60-62
Some details of small electric locos built in Chile, for various mines railways.

Narrow Gauge & Industrial Railway Modelling Review No.110 (April 2017) ([Narrowgauge and Industrial](#))

- "Spoooner Slate Quarry Locomotives" (pp262-269)
The story of the small narrow gauge 0-4-0T steam locos designed by Spooner & Co., Portmadoc and built by Vulcan Foundry for the slate quarries in Blaenau Ffestiniog. With 4 photos and 3 drawings. These include a copy of Spooner's original works drawings, and detailed 1:32 scale drawings by Stuart L. Baker of KATHLEEN (VF 805/77) and KELSO (VF 810/832/77).
- "Huwood-Hudswell Diesel Mines Locomotives" pp273-277
Some notes on these diesel mines locos, a joint project of Hudswell Clarke and Hugh Wood & Co.Ltd., taken from a Hugh Wood & Co.Ltd. ca.1948. With a number of makers photos and drawings of their fluid-coupling.

Railways Illustrated June 2017

A 5 page feature on the Heritage Shunters Trust, Rowsley.

Railway Bylines July 2017

- "The Wemyss Private Railway. 2" pp352-361
The second and concluding part of a history of this private railway, which served the Fife coalfield. With 12 photos of their steam-hauled trains.
- "Beckton Gas: 4 - Some More of the Gas Works Locomotives" pp372-381
The follow-up to the series of three articles published in 2016, on Beckton Gas & By-Products works. 20 more photos of their steam- and fireless loco fleet.
- "Return to Doxford" pp382-387
Following on from various articles in Bylines over the years, another look at the shipyard of William Doxford & Sons' shipyard at Pallion on the River Wear. With the story of their iconic fleet of 0-4-0 crane tank locos.
- "North Yorkshire Iron & Steel - One" pp390-393
5 photos of 0-4-0T steam locos, taken at Cochrane's (Middlesbrough) Foundry Limited's Ormesby Ironworks at Middlesbrough, probably in the 1950's.
- "Teesdale Contrasts" p396
2 photos of steam locos at the Head Wrightson works in Thornaby.

Narrow Gauge Downunder No.66 (July 2017) (www.narrowgagedownunder.com)

- "Sugar in the Philippines" pp34-38
The narrow gauge cane railways of the Tarlac and La Carlota sugar mills in the Philippines in 1985, with a selection of photos of their steam operations, and lists of their steam & diesel fleets.

- "Off The Beaten Track" pp40-42
The second part of an illustrated article about the 2ft & 6in & 3ft 6in gauge tramways used on the construction of dam for Hume Reservoir on the border between the states of New South Wales & Victoria in Australia. This part covers the operations on the NSW side of the job.
- "The Log Hauler Winch - Part 3" pp46-51
Not actually about railways, this is the third part of an article about the steam-powered winches used to haul and load logs in Tasmanian logging operations.

INTERNET

Cumbrian Railways Association

Following the publication of the Cumbrian Handbook, members may also be interested in the latest Cumbrian Railways Association [Newsletter](#)

Harton Electric Railway



Harton Electric Railway 1986 and 1989

There are scenes from 1986 during a holiday shutdown, so mainly around Westoe loco shed but including 14 (EE 2599/Bg 3519) on PW duties and 9 (AEG 1565) performing a demonstration run alongside the Metro line near Chichester station. However, the bulk of the footage was shot on 11 July 1989, a week before operations ceased on the last remaining electrified section, the line from Hilda Sidings through the tunnel to Harton Low Staiths. Extensive coverage of 13 (EE 2308/Bg 3469), some from the cab, and also a sequence involving diesel AB 613.

Total runtime 33 mins 30 sec.



Harton Electric Railway 1988

For comparison with the above, footage from the washed coal-end at Westoe Colliery, probably just before full electric working ceased in March 1988 (the opening title says 1987 but the YouTube title date of 1988 is more likely). Features electric 11 (EE 1795/Bg 3351), the regular loco for that duty, as well as electrics 13 (EE 2308/Bg 3469) and 15 (EE 2600/Bg 3520) and diesel AB 491.

Total runtime: 7 mins 48 secs

[EBay](#)

A very interesting loco was offered for sale – a replica 2' 0" gauge Lister loco. Photos show the loco nearly complete and being offered for £1,100.00. Bidding ended on 17th July but there were no buyers.

[Traction and Rolling Stock Advertiser](#)

[Great Eastern Traction](#) advertised a 2' 0" gauge Wickham target trolley (Wkm 3170) for sale – from the photos it looked complete and in working order.

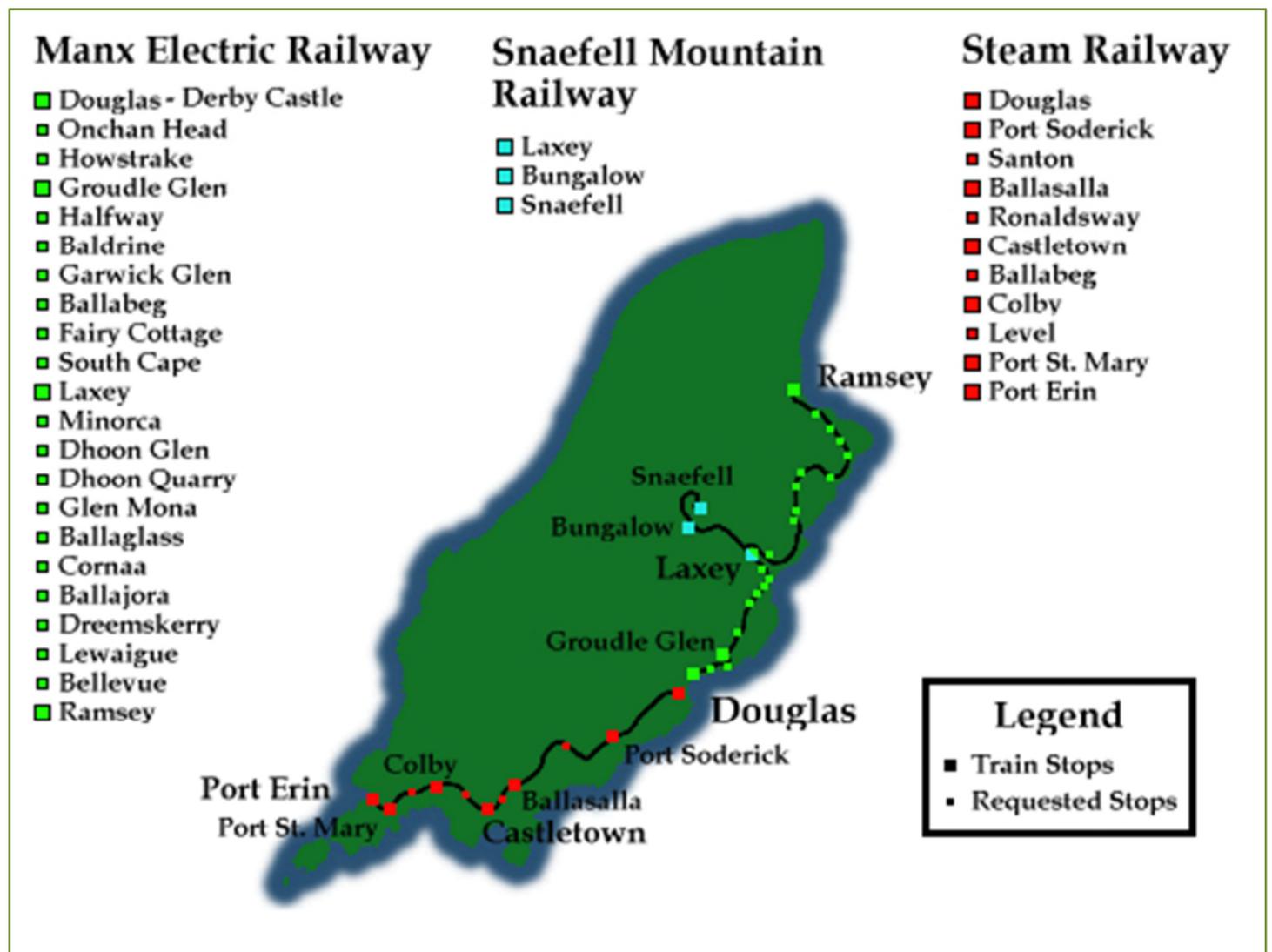
DETAILED REPORTS

This section contains reports which are too lengthy to be included in the main bulletin and/or contain information that is outside the normal scope of IRS activity but which nevertheless may be of interest to a significant number of IRS members. The reports are reproduced largely as submitted by the authors, with only limited editing and, where appropriate, the addition of maps and/or stock images.

ISLE OF MAN 4TH-10TH MAY

Andrew Waldron, 17th May

A report from the Isle of Man, which has been arranged as a log, of the week's activities, hence a mix of reports for items seen and notes on future developments and other aspects of the trip. The report is made up of a day to day account of what *Andrew Waldron, Danny Sheehan and Andrew Wilson* did while on the island; some non-railway aspects are drawn on as are other topics of a non-railway, but general industrial or transport, related nature.



(Map: www.iomguide.com)

Day 1. Thursday 4th May 2017: Douglas, Laxey and Snaefell.

Sailing from Liverpool on the 11:15 Sea Cat to Douglas, with arrival at Douglas Harbour at 14:00.

First port of call was to catch an afternoon MER car from Derby Castle to Laxey (the 15:10 to Ramsey) to connect with the SMR up Snaefell. Winter saloon 22 with open trailer 40 was our service car, this passed car 21, in the old nationalised livery of green and white, at Baldrine. The crew were changed here, with a two minute stop. Then on to Laxey to catch the last mountain car up Snaefell at 15:45, SMR car 1 was in use, which wears the old blue and cream livery.

Noted outside Laxey car sheds was green Wkm No.2 7442 with its small open trailer, the side sheets on the car were folded down. Also here was p-way flat ex-trailer car 45.

On the ascent up the Snaefell SMR No 6 was passed a short way up the first long climb. No 6 is relegated to p-way use only and was engaged on such duties; it acts as the bothy for the crew. Single line working is still in use as far as the Bungalow, although the outer down line is now complete, as are all the embankment repairs. The remaining work, involves a conduit open drain, which was almost complete. This runs alongside the up line and works were expected to be completed within the next four weeks; a full service can then be restored. At the Bungalow SMR car No 5 was passed going down on a special coach party tour. Between the Bungalow and the summit car No 2 was passed on the down service.

The staff stated that the body and chassis of car No 3, minus bogies, was away in the UK being rebuilt and was expected back by early June. We were told car No 4 car was in the shed and is laid up as it requires a full rebuild.

MER car 22 and trailer 40 was used on the return service ex Laxey to Douglas.

Day 2. Friday 5th May 2017: Douglas, Port Erin and Castletown.



A day out on the IOMSR. Stabled at Platform One was the Dining Car train; this had run up from Port Erin on a morning service behind **No 12 HUTCHINSON**, having gone down as an empty stock working at around 6am. This train only runs on set days in the spring and summer. They call it the early Commuter service and breakfast is served on the train on the one-way trip from Port Erin to Douglas. The train is all corridor connected (echoes of the NCC boat trains on the Ballymena Lines in Ulster); this is the only 3ft gauge corridor connected train in use in the British Isles. (Note I said 3ft gauge). The train is made up of IOMR coaches, F 31, F35, F32, F 30 and Empress van, which acts as the kitchen, F 35 is the bar car. The train was to stable here all day as it was to be used on an evening dining car service from Douglas to Port Erin.

Waiting at Platform 2 was the first regular train for Port Erin with coach rake formed of F 26, F 9, F 54 and guards van F 45. **No.13 KISSACK** was the loco used on that service, which we boarded for Port Erin.

On the run out **No.15 CALEDONIA** was noted in the works, as were **No.8 FENNELA** and **No.10 G.H WOOD**, the latter two are both serviceable. Also seen was one of the ex CDR railcars, while in the bus depot yard, near to where the yard ends at the Port Erin end of said yard was the USA built Bo-Bo Diesel, under a red tarpaulin. **No.12 HUTCHINSON** was passed at Castletown. No other stock of any kind was seen anywhere along the line, the p-way siding at Santon being empty, as were Ballasala, Castletown and Port St Mary.

We spent the morning in or around Port Erin. It appears the Port Erin Model Engineers Society is now defunct and the 7¼" line that had once been here is no longer in place. The stock has been sold, with one of locos going to the Jurby Transport Museum, while another was sold to Austin Moss of the Windmill Farm Railway. The members of this defunct club have reformed themselves and now operate the Orchid Line (see below).

The Bridge Bookshop is worth a call here if you are ever in the town. It is located down near the harbour, about a ten-minute walk from the station, I picked up two long out of print gems here along with an excellent book on the Industrial Archology of the IOM. Some rare postcards were also added for my IOM collections. All in all, Port Erin is a truly charming spot, the scenery must be seen to be fully appreciated.

Then to the **Port Erin Railway Museum**. Little change since last year, G 19 van was under restoration by the Steam Railway Supporters Group, an UID open wagon was found, fully sheeted over. Although a plaque on the rear stated that the underframe was restored using monies supplied by the Narrow-Gauge Railway Museum in Towyn in North Wales, later it was discovered that this open wagon was either M 17 or M 38, either way it was built from bits from several withdrawn or scrap condition opens. F 75 pairs coach has now been fully restored both outside and in. Also F 36, the Royal coach, along with static locos **No.6 PEVERIL** and **No.16 MANNIN**. The other rail exhibit is the p-way ganger's lorry, but it is not yet known whether it was ex IOMR or MNR. Either way the information board claims the MNR had four of these and four more on the IOMR and there are six survivors, all six remaining in use by the local mile's men right up to 1990s.

Return ex Port Erin to Castletown with **No.12 HUTCHINSON** in Indian Red livery, hauling rake F 46, F 48, F 47 and brake van F 49, in that order. At Castletown, by the goods shed, was a small 4w flat wagon. This was not seen on the down train, so it might live in the goods shed and was pushed out prior to our return.

From Castletown, we did the super 2-mile Silver Burn walk up the Silver Burn river and returned to Ballasala to catch the 16:35 to Douglas. On the way we passed the site of an old Flax mill once water powered and a quarry called Billowen, the latter had once used a plateway tramway to connect with another mill known as the Cregg Mill in the Silverburn Glen. Rails from the tramway had recently been uncovered in an archaeological dig and are now with the Manx Museum Service, complete with stone block sleepers. Plans exist that show the wagons as used and the long term plan is to place the rails on display with a replica wagon, but no further information was gleaned.

The Friday evening was spent on an examination of the route of the Douglas Marine Head Drive Tramway route and the Douglas Head cable funicular, the latter can be seen where the path with the blue railings descends from the Camera Obscura on the Marine drive. Only the Toll house twin arches survive along with the odd section of rail, still in use within the fence that protects the road from the cliff edge. A surprise find was the 10ft gauge crane rail, used by the IOM Harbour Commissioners 25-ton self-propelled steam crane, a good section of this line can be seen from the Manx Oil Co main gates laid over their depot. By the side of the Victoria Clock in Douglas sits a small section of non-original rail to

represent the old Douglas Cable Tramway (see later). Also found in the docks, and opposite the Lifeboat Station, was a yard full of grooved tram rail, probably for when the horse tramway is re-laid.

Day 3. Saturday 6th May 2017: Douglas and Peel.



(Photo courtesy of TripAdvisor)

To start the day, we had a booked visit to the tram stables, to learn about the role the horses play. The guide provided a great insight into horse trams, both past and present, well worth doing if you're on the Island (see [website](#) to find the dates that the tours are operated). Normally depot tours of the car sheds at Strathallen Crescent can be done at the same time, but on this occasion the depot had been closed off until minor repairs had been made to the interior; bits of paint keep flaking off inside and other issues with the floor and the roof mean that tours are at present suspended. To compensate for this some of the historic fleet of 12 working cars are hauled out from time to time and displayed on the apron front.

Down at the depot were two cars that made up the usual running fleet, these were crossbench roof cars 43 and 44, but 45 was also available if required. We then took horse car 44 to the sea terminal and then back as far as the Gaiety Theatre, where we alighted and walked up the road to the **Manx**

Museum. This place is divided into different sections, with a room or rooms set aside for each chapter, which cover a vast range of subjects. One really needs three hours to cover the whole place in detail; it really is a treasure trove of exhibits of every conceivable description.

The mines section holds a restored ex **Bradda Mines** ore wagon, and although we were unable to measure the exact gauge it looked about 21 inch. There were three of these wagons here once with other wagons from other smaller mines or quarries, but all bar this one have been placed into store out near Ronaldsway Airport. The transport section was a little disappointing, older guide books show a vast range of exhibits from fire engines to all manner of motor and horse drawn trade vehicles, but all are either in store in the Santon area or at other storage sites on the island. Horse tram 14 and a small butchers hand delivery vehicle is all that there is to see in the transport section.

From here we took the bus to Peel, via Union Mills. There are different routes to Peel, some via the hospital and others that pass through Union Mills, our bus went right past Union Mills Station. From the bridge the **IOMR Gibbons hand crane** was observed on a section of track at the station platform, a new station nameboard and a signal post with bracket complete the small display. Then via St Johns to Peel, at St Johns the bus crosses the route of the Ramsey line. Not far from here there was a quarry with an incline tramway, a local guide bought in Peel appears to give a few details and there are surviving relics to be found, still to this day.

In Peel, we headed for the small **Manx Transport Heritage Museum**, located near the Kipper factory at the landward end of the harbour. This museum holds no real rail exhibits, other than the Cunningham's railway lift chairs, a kind of escalator using rails. A small section of the track and one chair form a part of the museum display.

On arrival the museum was showing the 1936 B&W film (obviously) No Limits, with George Formby, shot on the island and which was about the TT. An hilarious film from start to finish. They have a replica of his original motorbike on display, (on short term loan). A chat over a cup of tea with the curators of this packed to the rafters museum led to some interesting information.

At Kirk Michael in the 1960s there was once a miniature railway, thought to be about 9½" gauge; it closed in the 1980s. It was run by a man who opened his garden to give rides to the local children and visitors alike. The stock from the line, including three live steam locos, all passed in more recent times to the Isle of Man Motor Museum in Jurby. One of the locos was an LMS Duchess class and there were two Bassett Lowke locos as well.

The Port Erin Model Engineers Society was disbanded a few years ago. The members then set up the Orchid line, using several of the locos and the stock as used at Port Erin, the gauges used were dual 3½ and 5 inch and 7¼ inch. The club had a larger 12 inch gauge pacific built in Manchester and once owned by Mr P. Blackham from near Stockport, although it was not sure where this loco is now.

A new Museum of Transport is presently being established at Milltown House near Ramsey. The house boasts a water driven grinding hull, used at a former quarry, and has at least two old rail wagons used at a quarry on the island. Some of the items that were in the Manx Heritage Museum stores around the island are being moved to form the nucleus of this new venture. Items mentioned were a horse bus, hand operated fire engine and a Stanley Steam Car. The museum curator and manager is Paul Ogden, the former manager from the IOMSR.

The IOM Transport group have the oldest motor bus on the island, a 1927 Leyland Lion PLSC type 1 which is nearing completion. Once restored it will be used in connection with special visiting groups and with the IOMSR and the MER. Hopefully by 2018 it will have entered traffic. The old Thorneycroft BC that is now in the Jurby Museum was once used in a similar way, but the vehicle can no longer be used on the open road as new legislation prohibits it from use as the

accelerator pedal is in the middle. The bus can be used at shows etc., but the fare paying public are debarred on account of this silly rule, a case of H&S gone mad!

Stephen Carter was mentioned, who still owns the Laxey Towing Co. Mr Carter owns several steam vehicles and several boats that were once steam and which he intends to one day restore back to steam operation. They include two road locomotives, several model locos, the old ferry **KATRINA** and the steam tug **WENDY ANN**. The latter can be seen in Douglas Harbour, while the **KATRINA** is still in use for coastal sea trips in the summer.

The day was concluded with the purchase of real smoked Manx kippers and a tour of Peel harbour followed by our tea at the renowned Creek Inn, formally the IOMR Co Station Hotel. This is full of old photos showing Peel in the heyday of the railways.

Day 4. Sunday 7th May 2017: Groudle Glen and the Orchid Line.

Having dined on the Manx kippers we set out for the Groudle Glen Railway, using the MER to reach Groudle Station. We were highly privileged to have MER Car No 1, one of the Heritage fleet, for our run to the Groudle stop, hauling trailer 46. The route out of Douglas to Groudle is presently single line working as the down line was being partially re-laid, with the curves being re-laid using grooved tram rail. This is the first-time grooved tram rail has been used on the MER, another aspect of new H&S legislation. The work was being done by contractors Auldyn IOM Ltd, this firm have taken on most of the larger p-way tasks, both on the MER, the SMR and the IOMR. The MER still carry out any overhead repairs and minor defects, but any larger job is now in the hands of this contractor, the SMR is the same as is the IOMR Co.

A little further out towards Groudle, and an MER crew were found working on greasing the fishplates and using a small hand pushed rail bogie; not one of the originals, but a new home made example, knocked up in the MER Engineering shops.

It was learnt from the conductor that the previous day, Saturday, a digger on a lorry ended up bringing down the OH wires at the Preston's Crossing between Douglas and Laxey, which put the entire service out of action for five hours. The Wkm at Laxey, seen on the Friday, had been sent out to help put things right. Motor crossbench car 33 from Laxey took out the tower wagon so that repairs could be effected and we missed it all, as we were in Peel!

The Groudle Glen Railway.

Operating the service was **SEA LION** and two coaches, Outside the shed at Lhen Coen was **WALRUS** (HE 4395) and **ANNIE** (Booth R, 1997). The shed held **DOLPHIN** in green livery; **STEAMPLEX** was still on the FR, having the driving wheels re profiled. Loaded on a 4w flat wagon next to ANNIE was the complete frames with wheels, cylinders and connecting rods for the new build loco by Booth. This is not yet complete but it will be named BROWN BEAR once complete. The boiler was on site and required fitting plus all bodywork etc. The loco is a 2-4-0T with OC and once completed it will be a replica of either SEA LION or POLAR BEAR. The other locos based here were not seen and as we were on a tight schedule we did not ask about going to the shed to inspect same. Two very rare and out of print books, were purchased from the shop here, to aid my IOM collection: *Manx Transport Kaleidoscope* and *The Isle of Man Railway* by Jenkins, 1937 copy.



Then back to the MER Groudle stop to board the 12.52 with MER car 19 and trailer 48. Just as were about to leave MER car 21 showed up with trailer 44 on the Ramsey to Douglas service. At Dhoon Quarry, the ballast siding held one UID ex trailer car converted to a flat

and 3 x ex BAC Fort William side tippers; none of these have seen any use for quite some time now. As the car heads up the slope to Ramsey an old 4w van and a 4w flat, ex open, wagon were found dumped off the track. The open is to be restored by the Laxey & Lonan Heritage Trust, but the van will probably go to another group for restoration and will then be used as a static display item. The van is said to be too far gone to be of any use as a museum or heritage vehicle for use.

Quite a shock at Ramsey. The trams now terminate short of the road crossing, the old terminus now being out of bounds. The old MER goods shed and the corrugated iron MER car shed had both been demolished and the ex-Ramsey rail crane had gone.

Then by bus to the **Curragh's Wildlife Park**, primarily to see the **Orchid Line** in operation, which is a dual gauge line using the old Port Erin ME society stock, but with a few other items acquired in the UK. The gauge is 7¼ inch with a full run of about 1,000 yards all at ground level.

The loco stock consists of five main locos, but others are owned by members and are bought along as required. In the shed was the 1947 Henry Greenly Schools Class **ST LEONARDS**, a 4-4-0. Then there was a 1920 built Bassett Lowke LNER 0-6-0T, converted in 1948 to an 0-6-2T. **CELIA**, the Romulus 0-6-0 tender loco, had just ended service as the driver caught a cinder in the eye and had gone to hospital in Ramsey. Operating the train was Bo-BoPH, built by Curwen; it resembles a class 47. Out in the repair shed was Colby Simkins 0-4-0PH, which looks like a RH LLSH type.

Then by bus to Peel, taking in the route of the old MNR line from Ramsey to St Johns, the bus route keeps pace with this and most of the track bed is now acting as a walk. Tea at the Creek, yet again, as it is one of the few places open in Peel on a Sunday, then back to Douglas by bus.

Day 5. Monday 8th May 2017: Douglas and Ballasala.

The first port of call was to the IOMSR for a pre-booked guided tour of the IOMR sheds and works. On this occasion only the carriage shed was not covered as it was out of bounds and is only opened by special appointment. The carriage shed at Port Erin is subject to the same constraint but one can sometimes grab a quick look, more so first thing in the morning, when the stock is bought out for the service train, using MR 40S280.

When booking a shed or works tour, one should ask for Chris Barlow, the loco works manager. Chris provided a real insight into the railway and gave us a great deal of information, hence here is what we saw and what information we gained.

In the main workshop, No 1 road, (next to the main line) was **No.15 CALEDONIA**, minus its boiler. This was at the SVR, but was due back after overhaul around July, after which it was expected to have No 15 back in traffic by October, or over the winter, depending on the workload. Once the boiler is returned then the lorry that brings it will return with the boiler from LOCH, which is to be the next loco to undergo a full overhaul to working order. Longer term plans should see MAITLAND put back into use.

The present working fleet comprises four locos: **FENNELA**, which is the spare loco, it is only used sparingly as it has several minor defects, which require it to be out of traffic, while all are put right; **G.H WOOD**, which is now on its last year of its ten-year certificate, is only used in an emergency as it suffers from a leaking tube and other minor faults; **HUTCHINSON** and **KISSACK**, which are required for the normal services, HUTCHINSON being based at Port Erin. Coach F 45 was in for attention, which involves a new floor in one end and re panelling in places. This was being worked on in shop No 2. Also in this shop was **No.4 LOCH**, complete, but once No.15 is completed and enters traffic, LOCH will be next for a full restoration. F 18 had recently arrived and requires a full new overhaul and restoration.

Out in the yard were the grounded body from MNR No.2 a Cleminson coach, used as a bothy by the shed staff; it wears the old MNR purple lake livery. Also in the yard was **No.18 AILSA** (HE 9446). This is used mainly for yard shunting, although it has ventured out on p-way duty as required; the loco is getting tired and needs an overhaul, so it used sparingly.

It was learnt that **Julian Edwards** is presently restoring his ex MNR 6w Cleminson coach and after it is completed it will come to the railway for use and be based there. The restoration is at an advanced stage, with the work being done by a local carpentry firm in Ramsey. This coach, which by my records is N 45, although its true MNR number are in doubt as it should be No.8, although it might be No 12, both had once been in Ramsey used as oil stores and Julian had acquired his vehicle from that source.

When the Cleminson has been restored Julian intends to have his loco **No.14 THORNHILL** restored. Already quotes are being sought from the SVR for boiler repairs. The work will probably be done by an outside firm, Alan Keef were mentioned as being a strong contender. **THORNHILL** is the other surviving ex MNR loco. Julian also has a number of other MNR artefacts, including a wagon or a van and at least one of the p-way ganger's lorries, along with signals and nameboards and a range of other artefacts.

At the far end of Shop, No.2 were the Simplex loco, believed to be 22021 of 1959; this loco is green and has a cab, unlike the other Simplex, which is blue and has no cab. No running numbers are carried, it is simply known as the Simplex shunter. The loco is still in use for p-way use as required and is also used on the MER as required. This loco had once been on hire to a contractor in the Channel Islands for a pipe laying contract, sometime in the 1990s was the date mentioned. The IOMR Co hired the loco and some wagons for around 6 months.

The ex BNM Simplex LM 344 60SL 751 is no longer on either the MER or the IOMSR; this loco together with all other plant as once owned by Manx Rail Contracts is now with Auldyn Construction, based at Union Mills. Chris said he thought the firm have four locos in all, one of which is a R/R loco.

The IOMR Co Wkm No.23, note number not carried, 8849, was found in shop No.3. In use this Wkm has a turntable plate that it carries as, although it is fitted with a bi direction gearbox, the driver has to travel looking over his shoulder as the drive position only faces forward. The contraption consists of a ramp, carried on the rear of the car and fixed by a bracket; in use the ramp is placed on the rail head and the car driven onto it, a revolving plate between the ramp allows the car to be turned, so it can travel in the forward position. The car still retains its Ford 10 engine and in use it travels with a small 4w flat wagon for any tools as required. This car is painted green, but unlike Wkm 7442, it has fixed metal sides and no canvas sheet covers.

The ex-Ramsey Pier Wkm was mentioned, after I had noticed the cog fitted drive axle from something loaded on a wagon, found in the workshop. It emerged that, although this Wkm was given as scrapped, Chris thought it was really dismantled for use as a source of spares and that the chassis is still on site. Certainly the gearbox and engine are still here and the wheels from under the chassis. Chris thought that at no time had it really been scrapped. Unfortunately, we could not locate the old chassis, although it might be the trailer now used with No.23. Although seen in the end shop, we could not confirm that it was from the former Ramsey Pier railcar.

In the end shop that backs onto shop No.1 and No.2 were a number of items. A small low down 4w flat wagon, not a wagon chassis as its wheels were way too small, was located behind F 15. On the next road was ex Pairs Coach F 62, stripped back to expose the skeletal carriage frame. Both this and coach F 15 have been approved for restoration, the funds having been sanctioned just a few weeks prior to our visit. The work will probably be done by an outside contractor as the IOMR Co. no longer have a full team of carriage and wagon fitters. In fact, only a handful of loco engineers are

retained with a basic, small p-way team, that is split between the SMR, MER and IOMR. All the coach painters were let go and all that kind of work is passed out to outside firms on a fixed price agreement.

Also in the end shed was F 28 Empress van used as a store. It is hoped to one day have it restored as a luggage van to go with the Dining car train; it wears the old Purple Lake livery. No.17 VIKING (Schöma 2086) is OOU. It is in working order but has not been used for at least three years. Plans are in hand to have it inspected with a view to it being returned to use as the replacement yard and p-way loco to HE 9446.

Original G 1 4w van was found in the end shed. This has now been given over to the IOMSR Supporters, who are to restore it as a van. It will probably join the other goods stock for use on demonstration trains in the heritage season. MNR van No.15 was in the main loco workshops receiving attention to a spring hanger, along with open wagon H 1 which has wooden slatted rails added to the sides. Such wagons were once run to increase the livestock capacity to be carried. Sod turf was once carried the same way, being loaded at Port Erin for sale in Douglas by Isle of Man Fuel Commissioners, back in the 1950s.

Right at the end of the last shop were one of the ex CDR WkB railcars, either 19 or 20. No number carried to get a positive ID, although the top sliding opening windows are the clue to its ID, as they were different on the other car. The sliding top windows were all arranged together in one long row, the other CDR car had the top opening windows in every second bay, hence the clue to an ID. Both this railcar and the other, said to be stored in the carriage shed, have had a vast amount of work done on them. Both are to be restored in the next couple of years, as funds become available, although on this car we found only the internal fitting out and the fitting out of the articulated driving cab remained to be done. The engines and transmissions for both cars are fully overhauled and await fitting, all the running gear on both cars are all fit and passed. The second car is said to be a skeletal frame only, although last year we did see such a car in full maroon with all glazed windows when passing by on a train, so the information concerning the second car might not be strictly true. Either way an exciting prospect to look forward to with both cars to enter traffic in the next few years.

A turntable is being considered so that the stock can be turned to give equal wear on both sides.

The Fairmont tamper was found in the very end shed. It is painted yellow and sees use on both the IOMSR and the MER. Once the MER section, Port Jack to Howstrake Camp, has been re-laid it will be used on same to put the final touches to the required level. It came to the IOMR thirteen years ago.

In the main shop was **G.H WOOD, FENNELA, LOCH** all complete, but **LOCH** should be listed as OOU. Nearby was **No 1 SUTHERLAND** in a dsm state, just boiler and frames. This loco was to have passed to the IOMSR Supporters Association to be cosmetically restored, but that idea has been shelved and instead the group are to take on the restoration of van G 1.

It was later learnt that **SUTHERLAND** might move to the Jurby Transport Museum as a static exhibit, although God only knows where they will put it, as the place is full to the rafters with exhibits (see following days' visit).

The big diesel loco, **No.21** (MPES 550/1) was found in the Bus Depot. This was brought up in the conversation when on the works tour. The loco has not turned a wheel in two years, in fact it was located in the bus garage yard per 2016 and for a long time before that. Various problems have seen it with its second replacement engine, the wheels fell off on one test run and it got stuck in neutral and had to be towed in. It is not liked and there are no plans or capital to return it to use in the near future. When it was built it was supposed to have been brand new, but it transpires that it was built on the frame of another loco and that other components are second hand from other older locos. The superstructure is all new as are the cabs, but the bogies are thought to date to the 1940s and the original wheels were probably dated to that period as well, although these have been renewed with newer wheels. The onboard engine management system will have to be replaced and a complete re wire done before it could be put into use. The idea now is that the ex CDR WkB railcars will enter service before it and, with luck, the loco could then be disposed of. It really is a true White Elephant.

Lastly an open wagon, number not known was at the far end of the last shed. This was awaiting restoration as an open wagon, it will probably use the old chassis with a replica open sided body. Plans are also in hand by another group on the island to restore an old cattle van found on a farm. Only the body survives so a chassis will be required, although there is a set of wheels in the yard that can be used if required.



Kirk Michael was mentioned, where the old MNR goods shed is being restored. Rails are still in the shed and there are plans to extend same out into the yard and place an item of stock on it as a static display. Another old goods shed on the old MNR is also being refurbished as a kind of museum devoted to the old MNR, but the location is not fully known. It has been suggested that this and the Kirk Michael shed are one and the same, another source says the shed is at Ballaugh.

The IOMR Supporters Association have restored the gate keepers original hut and same has been erected at Mill Lane crossing on the IOMR; this is the only manned level crossing still in use.

Next we took the 13:50 ex Douglas to Ballasala and by chance we found MNR brake coach No.17 had been bought out and attached to the rear of the train. This coach has the ducket side windows for the guard and the oil pot chimneys. The centre compartment of this coach is 1st class and we were invited to ride in same, a nice touch and very much enjoyed.

The full coach rake with **KISSACK** as the train loco consisted of F 26, F9, F54 and MNR No.17. The plan behind this excursion was to visit Ballasala and walk up the Silverburn Glen to try and trace the mill and where the plateway railway

had seen use. Another aspect of the walk was the Victorian water powered children's roundabout, also located in the glen, as it is believed to be the sole surviving such item in the British Isles.

The roundabout was found, but was undergoing maintenance, so was not in operation. The Cregg Mill was located, which still functions as a water powered mill, but now it is used to drive the machinery for the local MANX ICE CREAM CO LTD, rather unique in this modern world that we live in. No sign of where the plateway ran could be traced and the staff in the local café on site had no real idea about the subject. One person did recall the rails being found, which was some years ago. On the way there we stopped to see the oldest bridge still intact on the island, the Monks Bridge at the start of the Silverburn Glen, an ancient 1730 pack horse or pannier bridge.

We returned on the 16.35 service to Douglas, the last up train of the day. After a meal in the Bridge Inn located in the harbour, we took the opportunity to follow up on a lead passed to us on the 2016 trip to locate the remains of the Douglas Bay Cable Tramway. The original route was followed from the Victoria Clock around the town to the site of the depot. We were greatly aided by a local man, Alf Walsh, whom we met and who guided us to the exact location of the surviving rails, showing us where the cable return wheel had been located.

In the grounds of the Waverley Court Residential Home we located a surviving length of rail. This had been placed here as a memorial to the system. It was not really in its original location, although the car depot was at the spot where the rail was found, outside behind a wall in Waverley Court. Some 36 yards of original rail, still laid at 3ft gauge was found imbedded in the road. Alf explained this track once ran into the depot and it was this line that diverged via a set of points to fan out into two sidings, where the small fleet of cable cars were kept. Examination of the track revealed the point blade still intact where the single line became twin track. At the junction with York Road and Woodbourne road was a small memorial garden with a bench and it was here that one of the return cable wheels was once located. Alf thought the Manx Museum in Douglas had recovered it for display; it later turned up at the Jurby Transport Museum (which see). In all a worthwhile exercise and a damn good walk into the bargain. Many thanks to Alf for his guidance and other stories from the old Douglas that he once remembered.

Day 6. Tuesday 9th May 2017: Jurby, Dreemskerry and Laxey.



A day out on the MER to Ramsey to see the Jurby Transport Museum. We caught the first tram out of Derby Castle the 09:40 to Ramsey direct, with the Green liveried car 21 and trailer 46. It was quite a cool morning with a cold NE wind coming in off the sea. It was discovered that car 21 had been pre-booked by a visiting group heading for Ramsey, hence we all had to ride on the trailer, the full length in the bitter cold wind. When I got off, I had to warm up in the Ramsey waiting room and get the circulation going again before I could do anything. My advice is only ride the trailer in the warmer months. Dhoon Quarry was passed and it was noted that the p-way flat seen earlier here had been moved further up the siding from where we first saw it.

From Ramsey to Jurby, one needs to get the bus from the old Ramsey IOMRS depot, a short walk from the tram terminus. On arrival at Jurby, one should note that the buses all run on a merry go round circuit and the return bus stop is not the one, where one alights on the outward run. The return stop is on the old airfield outside the IOM Motor Museum, the two museums are almost opposite each other. Do not get confused as one is free with donations welcome and the other is £12.50 per person.

Manx Transport Trust, Jurby is the museum with rail items per 17EL, although the motor museum also has rail items. Apart from some live steam models it is not known what other items are kept within, although I suspect that at least one item is an ex-Douglas Horse tram!

This is really a road vehicle transport collection, but there are a number of rail related items, not all of which would feature in any EL, hence the collection of rail items comprises a loco and stock and several horse trams.

The oldest bus in the museum is a 1920 Model T Ford estate bus from somewhere on the island. One of the IOMRS Thorneycroft BC buses lives here as does an ex-London RF bus.

The EL item located here is the ex-Ramsey Pier FH 2027/1937 loco coupled to the FH bogie toastrack coach and ex pier 1890s luggage trolley. A description panel on the FH states it last operated on the pier on 9/9/1981, then it moved to the old Ramsey car shed. By September 1982 that had become a museum, and was where I saw the loco back then. After the MER Ramsey Museum it moved to the IOMT Homefield bus garage in Douglas, moving to Jurby early in 2010, complete with the FH carriage. The luggage trolley was added last year in 2016, but there is still another luggage trolley located at the pier, used by the maintenance crew who look after the pier, so an extant NON-LOCO line is still in use on the IOM.

Other rail items are a MNR bracket signal post and an old IMR ground disc signal. The station hand cart from St Johns is here as is a rare Irish item in the form of a Cork and Bandon luggage barrow, complete with luggage, the original labels reading Dumanway and Skibbereen. Also of note was a small model steam loco, an 0-6-0T lettered GER, this had been on a private garden line in the Douglas area in the 1950s, but the gauge was not known, as it sits on top on the shop roof.

The item of most interest is the former Douglas cable car 72/73 built 1896, it is a rebuild from two halves of two cars, mounted on the original chassis of car 72, hence only the second one built. Should this tram be in EL? It is self-propelled, as it is now a 4w-4wBER.

Other old trams seen in or outside in the storage yard are all ex Douglas Horse trams, car 22 is inside, while out in the rear yard are No.14 an open toastrack and No.47 a bulkhead car. The ex-Ramsey 7ft gauge Dunlop Bell hand rail crane

is now located here. Once restored it will become a gate guardian at the entranceway. This crane, which is moved by a ratchet hand crank to one axle, was ex Ramsey Harbour Commissioners. The staff told us it had been with the Douglas Harbour Commissioners a long time before it moved to Ramsey, but no dates were available. Also seen, in an unrestored condition, was one of the Douglas Cable car return pulley wheels. This had only recently arrived, within the last few weeks; it was recovered by the Manx museum from York Road in Douglas.

The staff informed us that IOMR No.1 SUTHERLAND was due to come to the museum as a static exhibit

Return by bus to Ramsey and we then caught the 14:40 ex Ramsey, with car 21 and trailer 47 as far as Dreemskerry, where we alighted to see the old quarry, complete with rail lines.

From the Dreemskerry halt a footpath runs at the rear of the shelter to access the small MER quarry, sadly long OOU, but acting on information received on the 2016 trip we found that a good deal of the quarry hand worked rail system is still intact. The rail used is ex MER track, hence heavy 50 lb rail, the tipping dock with rails out over same survives and at one time this dock was connected to the quarry face lines by a turntable. This had long since been removed by the Manx Museum along with two side tipping V skips. The track gauge was measured on all of the surviving rail sections, but at no time did it ever really match to one unilateral gauge, hence we took it as being an average based on the measurements in question. The true gauge as used was probably 1ft 11inch, gauges varied at 1ft 10in, 1ft 10½ in, 1ft 11½ inch and on one section at 2ft gauge, but the true gauge was not the 2ft stated by others.

Returning to the shelter, I made the remark that a super photo was to hand overlooking Ramsey Bay if only a tram was in view. The local fairies then answered my plea, for no sooner had I spoken those words then along came a tram on a Women's Guild outing from Ramsey to Douglas on car 20, then another car Ramsey bound with car 19 and trailer 40 passed by, hence a second golden photo opportunity. We boarded this car on its return from Ramsey; the intention had been to alight at the remote Dhoon Quarry stop, but the need for refreshment on what had now turned into a baking hot day won us over and we preceded to Laxey to avail ourselves of what was on offer there and to grab a cuppa.

First visit was to the **Tram Junction bookshop**, located in the main street, near the Co-op store. This was closed but the station manager at Derby Castle later informed us it would be open the following day. With the shop closed, we headed off to the **Laxey & Lonan Heritage Trust** site in the Blacksmiths yard. The trust has use of the old MER Laxey goods shed for restoration, mostly of freight vehicles for the MER Heritage Collection.

Inside the shed was MER van No.3, still in the same place as last year's visit, while in front of this was a 4w wooden chassis for another wagon. In 2016 we were certain this vehicle was a former open wagon but it transpires it is the chassis for another van. The wheels were out and could just be seen from the other side on the outside of the shed doors.

According to Tony Wilson, who runs the Tram Junction book shop, when a restored vehicle is required to be extracted from the goods shed a yellow painted temporary slip point and track are connected to the goods shed rails and the said vehicle is man-handled out of the shed, to be placed directly via the point onto the MER. Normally the vehicles are then taken to Derby Castle using a tram, as a special working. Some four vehicles have so far been restored by the trust, two vans and two open wagons.

In the **Blacksmiths yard**, was the ex p-way yellow mail van once used as an OH wire lines van with platform. This was seen behind a wire security fence, but alongside it and off track was another van, which was fully sheeted in polythene. This, according to Tony in the bookshop, had been restored up on a local farm. He thought it was van 33? and was to be placed into the goods shed to be finished. Presumably this must be another ex MER van.

The small ex tram shelter seen under restoration in 2016 had been completed and had been placed on a concrete plinth as an exhibit. From here we visited the **NATS shed**, located up by the **SMR depot**. To reach this one can use a public footpath, that runs up the side off the café at the end of Dumbbells Row. You then must pick your way over the SMR twin lines and continue up the rough path: the NATS depot is then on your left at the top. I mention this given that several people had asked just where the depot is located.

Inside the small shed was Wkm 10956 built 1976, while outside was a tiny 4w iron flat wagon of some parentage. Wkm 11730 was not seen. Later, talking to the station manager and others, it was thought the Wkm was locked inside the SMR engineering shed. The running shed to the SMR depot is alongside the works shed and the doors were wide open. Seen inside were SMR cars No 2, No.1 and No.6, also the Hurst Nelson hand cranked tipper wagon, a real old time item. No 5 was out on the service and was later seen approaching Laxey from the mountain.

We then took the last down car back to Derby Castle with car 22 and trailer 48.

Day 7. Wednesday 10th May: Douglas and Laxey.

A half day as we were all due to depart the island in the afternoon, Andrew Wilson and myself via the Sea Cat and Danny via a flight to Dublin.

So, a half day in Laxey, primarily to visit the Tram Junction bookshop, which we accomplished: more bargain books bought and a rare DVD ordered.

We took the 09:40 service on board car 22 with trailer 48. As this approached Laxey, the shed doors were seen wide open at Laxey Depot and glimpsed inside was No.23, the electric loco with wagon bodies at each end, and P-way maintenance car 33, coupled to the reel wagon/OH lines tower wagon. This latter item had been out with car 33 on the previous Saturday to attend a broken span wire near Dhoon Quarry. Just being got out of the Laxey car shed was the green Winter Saloon No.21 and trailer 47, this then followed our car into Laxey Station. Car 21 then ran around its trailer and made up the ex Laxey to Douglas 10:55 departure. Over in the Laxey siding was car 20 for use on driver training

duties. We were informed by the staff that they were expecting a busy day as three specials were all due to either call or to start from Laxey. One was a tram group from Wales, while another was a party of 60 from the USA.

Coming out of the bookshop, I was able to witness car 19 hauling saloon trailer 56, departing for Ramsey. No sooner had it departed, Tunnel Car 9 and trailer 44 then arrived from Douglas and stabled in the p-way siding. This was for a special, being run by a group from North Wales. We were told car No 1 had already passed through heading for Ramsey as an empty stock working for the party who were riding on car 19 with the saloon trailer.

Information from Tony in the bookshop was that the MER have almost completed the restoration of motor toastrack car 14. He thought the MER have five goods vans in all, plus the derelict one at Dhoon Quarry. A man in the South of the island has bought a very old 10¼" model in working order, or to be restored to working order, via an auction in London. He thought the loco was a Stirling Single in Caledonian Blue.

Our return ex Laxey to Derby Castle was on car 20, now with an UID trailer. On arrival the icing on the cake was laid on for us with both the double deck horse car 18 and the No.1 saloon tram being outside on the depot apron. We were also able to briefly inspect the inner depths of the horse tram depot, where Saloon 29 and open toastrack No.12 were seen along with Saloon No.21 and open cars 38 and 42. All of these are restored and are used. The annex on the other side houses three more trams, one of which has just been restored, the others are in poor shape at present.

In all a grand week, lots seen and many new places visited, the weather was dry and sunny throughout and at times it really was very warm. Hence here is to next year.



To commemorate the 50th Anniversary of the 1967 re-opening day at Douglas Station a staged display of all the operational steam locos (No.8 FENELLA, No.10 G.H.WOOD, No.12 HUTCHINSON and No.13 KISSACK) took place there on the evening of 29th July. It is sometimes forgotten by spectators that opportunities like this don't just occur of their own accord, so Heritage Railways Volunteer *Mike Buttell* deserves to be congratulated for organising the proceedings during the limited time available. (Photo: Dave Booth/IOMSRSA)

Alex Bettaney, 21st June



A large outdoor rail show displaying railway innovations and plant with over 250 stands.

In Long Marston site platform

DMU : 230001 formed 300001 (7058), 300201 (17128), 300101 (7511) in Vivarail green/white
Ex LUL 'D' Stock - operating shuttles from Long Marston to Honeybourne.

In the sidings [Not in show]

Wagons : VTG 4xxx, 4066, 4116, 4131

Close to the site entrance [Not in show]

Class 158 test bodyshell
Bogie barrier vehicle (orange)

Inside the Chrysalis Rail shed [Not in show]

DMU : 1533xx

Fitzgerald Plant Ltd t/a Fitzgerald Plant Services

Present on the stand

(99709 979062-5) V42 HGG R/R Unimog U1650 (modular flatbed) 193745 - Zweiweg 1839/1999
[Ex SB Rail, 2017, the Unimog is fitted with air tanks to power an on board winch]

Total Rail Solutions - TRS

Present on the stand

TRS1027 99709 910090-8 R/R Doosan DX170CR crane
TRS1030 99709 910098-1 R/R Doosan DX170W-5 excavator
TRS 922 99709 912315-7 R/R Platform Basket RR14 EVO-2 400 Access Platform
TRS 945 99709 975112-2 R/R Kubota RTV900 buggy

Readypower Rail Services Ltd

Present on the stand

FR674 99709 910082-5 R/R Doosan DX170W-5 excavator
FR698 99709 910096-5 R/R Doosan DX170CR crane
FR1348 99709 912152-4 R/R Manitou ART17TH Access Platform

Road Rail Cranes Ltd

Present on the stand

99709 919094-1 CJ11 DYX R/R Demag AC40 crane
99709 912286-0 RM12 R/R Genie Z62/40 Accessrailer Access Platform
R/R Gigarailer long reach 180S301269/2016 excavator
RRC13 99709 020033-5 Chieftain trailer

Outside the Europhoenix Shed [Not in show]

Eurostar power cars: 3101, 3102
At the other side, off track was 4wDH R/R Minilok (w/n unknown) in DLO purple/white [owned by HNRC - site resident]

In Situ Site Investigation Ltd

Present on the stand

TXM 6898 99709 940680-0 R/R Liebherr A900CZW excavator

LCM Environmental Ltd

Present on the stand

8wDH R/R Minilok 160/1991 in DLO purple/white [owned by HNRC - site resident]
Wagons : 86949, 86960

Quattro Plant Ltd

Present on the stand

Quattro 1034 (99709 949037-4) GER VC 431 R/R Mercedes ballast suction machine 823956

On the demonstration track

Quattro 1033 99709 949036-6 GER VC 257 R/R Mercedes ballast suction machine 820846

Quattro 244 99709 911179-8 R/R Kobelco SK135 crawler.

Also on the stand were two nice young ladies who wished to pose for me with a motorbike!

(Photo courtesy of Quattro)



Aquarius Railroad Technologies Ltd

[17EL/231]

Present on the stand

99709 976095-8 YE64 KBZ 'YARA' R/R Landrover Defender 130 w/n 461225

99709 009096-7 2-wheel LTE trailer AQL010

99709 071009-3 RT2RT3 R/R trailer

TRAC SV332 99709 975125-4 R/R Kawasaki Mule buggy

TRAC SV347 99709 011738-0 4-wheel ULT trailer AQL017/2017

TRAC SV348 99709 011739-8 4-wheel ULT trailer AQL018/2017

Operating demonstration runs on-track

99709 976096-6 YE64 KBY 'YASMIN' R/R Landrover Defender 130 w/n 461303

99709 009070-2 2-wheel LTE trailer AQL005

Later joined by trailer 009096-7 (listed above)

[The opportunity was taken to test drive 'YASMIN' on the rail siding]

Thermit Welding (GB) Ltd

Present on the stand

SRS Sjolanders : S 661 TS R/R Volvo 18te with Access Platform 113406/SRS P15532

[This vehicle was brought in from Sweden for Rail Live, and will return for a contract on an 850mm gauge railway (2ft 9 15/32in gauge) after the show]

Railcare Sweden Ltd

Present on the demonstration track

RAUK-3 99709 515003-0 RA-7 UK Railvac

33704 746126-0 // 99709 522020-5 Ballast Feeder Wagon (mounted on YFA wagon)

Story Contracting Ltd

[17EL/47]

Present on the stand

1291 99709 940862-4 R/R Colmar T10000FS excavator/piling unit
(The 360-excavator simulator was in operation and attempted - well worth a go!)

TRAC Engineering Ltd

[17EL/257]

Present on the stand

SV324 99709 910078-3 R/R Excarailer LR220/Volvo EW140D excavator
SV167 99709 917091-9 SR60 GSO R/R Renault 6x4 MEWP & crane mounted on lorry
SV305 99709 917119-8 BF-JL-09 R/R DAF 45 CRB 8 flatbed lorry
SV146 99709 945003-0 Valtra 3 FX12 KHP R/R Valtra tractor
SV304 (BN-VX-77) R/R Mercedes-Benz MB815D 110323 van

Balfour Beatty plc

Present on the demonstration track

DR 72211 Plasser & Theurer DGS 62-N Dynamic Track stabiliser
DR 72213 Plasser & Theurer DGS 62-N Dynamic Track stabiliser
95385 KFA bogie flat container wagon with OHL modules and access platform
95382 KFA bogie flat container wagon with OHL modules and access platform
[The DGS units were in use as power units / ie MPV]

TXM Plant Ltd, t/a TXM Rail

Present on the stand

TXM 325 99709 010930-4 Predator trailer

SPL Powerlines (UK) Ltd

Present on the stand

99749 936484-9 YCS 991 R/R Volvo LRB 18TC Access Platform
R/R RR14 EVO-2 400 Access Platform PB9955/2017

Sonic Rail Services Ltd

Present on the stand

3300 99709 910095-7 R/R Doosan DX170W-5 excavator
[This was displayed in mid-air from a rail mounted gantry, and was demonstrated being raised, lowered and turned throughout the day]

VP plc t/a Torrent Trackside

Present on the stand were :

T141400 99709 912300-9 R/R Manitou ART17TH Access Platform
T141401 99709 912301-7 R/R Manitou ART17TH Access Platform
99709 009292-2 Rail Products ATR450 trailer
UID mock trailer frame with non-flanged wheels and welfare cabin atop

QTS Group Ltd

[17EL/255]

Present on the stand

RRE27 99709 911291-1 R/R Takeuchi TB250 mini crawler
RRE29 99709 970080-6 R/R Atlas 1604ZW excavator
RRU18 99709 977019-7 RX57 KJK R/R Scania F20 lorry/crane
RRU16 99709 979099-7 K780 GRR R/R Mercedes Benz modular lorry
RRU33 M401 AGL R/R Unimog U1400 180854
ARB77 99709 019048-6 R/R tracked trailer with Terex TAC790 chipper

Chieftain Trailers Ltd

Present on the stand

R/R trailer RT1187 / RT1287
Pro Rail 99709 020106-9 trailer RT1341
TXM 5m trailer with tipping box RT1345

W & D McCulloch Ltd, t/a McCulloch Rail

[17EL/254]

Present on the stand

TRT 56 tracked Trac Rail Transposer
TRT 57 tracked Trac Rail Transposer
TRT 1 tracked Trac Rail Transposer
HD FLASS1 'Megatron' tracked Heavy Duty Fine Lining and Sleeper Spacing Machine

HD FLASS2 'Optimus Prime' tracked Heavy Duty Fine Lining and Sleeper Spacing Machine

On the demonstration track

"THE BIG GIRL" 4w-4wDHR Wallace McDowall/McCulloch 2016

[A self-propelled, self-mounting, self-loading rail mounted flatbed, 40ft long with 40te capacity, mounted with crane, but can be modular. Engine and control at one end. The engine may be mounted under the wagon floor in the future. Fitted with Neotec bogies 14.337.01 and 14.337.02 both constructed in 2014. The wagon can be moved on/off rail using hydraulic rams/stabilisers]

South Cave Tractors Ltd, t/a South Cave Unimogs

[17EL/230]

Present on the stand

99709 977026-2 HN-ZA-690 R/R Unimog U400 227520/Zagro 4078/2012 in yellow

[Arrived in the UK as a demonstrator with South Cave Unimogs in 3/2013. Hired to Balfour Beatty Rail from 8/2013 to 4/2017 for use on a London Underground contract, primarily at Farringdon [17EL/142]. Off hire, returned to South Cave Unimogs for hire/resale c4/2017]

Also present was a road only Unimog U423

Pro Rail Services Ltd

Present on the stand

R/R Hitachi Zaxis ZX135US-6 / APEL AP235RRT crawler 00100401/2017

Pro Rail 99709 020105-1 Chieftain trailer RT1340

Balfour Beatty plc

Present on the stand

XEK7029 99709 911278-8 R/R Komatsu PC138US crawler

XEK7085 99709 911299-4 R/R Komatsu PC118MR crawler

XET7103 99709 911330-7 R/R Takeuchi TB250 mini crawler

XOM7169 99709 912285-2 R/R Manitou ART17TH Access Platform

XED7015 99709 940623-0 FJ10 YLN R/R Doosan DX170W-5 excavator

XKG7131 99709 001070-0 Thomson E-Clip de-clipper CDC21603001/2016

On the demonstration track

93264 KFA bogie flat container wagon with ballast tipping? modules

R. Bance & Co Ltd, t/a Bance

[17EL/204]

Present on the stand

MPT2-183 (99709 909299-8) 4wBER Bance MHC25/183/07 2007 in silver/yellow

[Motorised Push Trolley - Battery powered flat trolley - 4-wheels driven by under-floor motor]

On the demonstration track

2w-2PMR Bance STD4 NDAC 279/c2016 in yellow

VolkerWessels UK Ltd, t/a VolkerRail

Present on the stand

RRM 13405 99709 912205-0 R/R Platform Basket RR14 EVO-2 400 Access Platform

RRM 13406 99709 912206-8 R/R Platform Basket RR14 EVO-2 400 Access Platform

On the demonstration track

TSB 51022 99709 908009-2 Plasser & Theurer Beaver 90/4 ZW tamper

RRL 14003 99709 919057-8 YV04 GWU R/R Renault Kerax 6x4 modular lorry

Zetica Ltd, t/a Zetica Rail

Present on the stand

99709 978004-8 NK57 CGE R/R Mitsubishi Fuso Canter with RASC pod

Permaquip Ltd

[17EL/170]

Present on the stand

R/R Kubota RTVX900 buggy 10800/PQuip 6611/01

PQuip type-B trolley 6665/01

Vivarail Ltd

Present on the stand

LU tube : 7538 (awaiting conversion)

Capel Group Ltd

Present on the stand

RP1 99709 975068-6 N924 CKK R/R Ford New Holland TM155 tractor

RP2 99709 975067-8 W377 AKN R/R Ford New Holland TS115 tractor

RP3 99709 975069-4 W378 AKN R/R Ford New Holland TS115 tractor

RP15 99709 010731-6 Rexquote T15 trailer with chipper mounted atop

RP19 99709 070001-1 Palmse Mehaanikakoda (Estonia) 11709/2012 trailer

Network Rail / Amey Sersa - S&C Northern Alliance

On the demonstration track

TRAC SV090 99709 977014-8 AE06 PFN R/R Unimog U400 shunter 208529/2006 in yellow [17EL p257]
99859 352059-1 Plasser & Theurer UVM3000 Materials handling wagon
99859 552055-7 Plasser & Theurer MFS33ZW Materials wagon with crawler tracks
99859 552056-5 Plasser & Theurer MFS33ZW Materials wagon with crawler tracks

Force One Ltd

Present on the stand

F10101 99709 911342-2 R/R Doosan DX140LCR crawler

Van Elle Ltd, t/a Van Elle Rail

Present on the stand

VER016 99709 940876-4 R/R Colmar T12000FS piling/excavator
VER017 99709 911345-5 R/R Colmar T10000FSCG crawler with crane

Geismar UK Ltd

[17EL/163]

Present on the stand

99709 901???-? 2w-2PMR Geismar mini 4-2 trolley
PPT-1 2w-2PMR Geismar 124/2004 motorised remote control trolley
IPV-A Sapphire 2w-2BER Geismar C200101-280-0103/2010 2-seat trolley

Motorail UK Ltd, Long Marston

[17EL/218]

A number of vehicles were stored in sidings around the show site. [Not in show]:

01547 (266) 4wDH TH 308V/1983 in DLO purple/white [owned by HNRC - site resident]
(TNS 104) 2w-2PMR Robel 56.27-10-AG35/1983 in green [owned by HNRC - site resident]
4w-4wDH 15t Crane CS 34358/1983 in yellow [owned by Motorail logistics - site resident]
EMU's : 319218, 319219*, 319220*, 319372, 319373, 319414*, 319416*, 319451, 319453, 319455 and more [** denotes split EMU sets]
Tube Cars: 7002, 7003, 7008, 7009, 7013, 7020, 7022, 7024, 7025, 7026, 7031, 7038, 7039, 7041, 7042, 7044, 7046, 7051, 7057, 7060, 7061, 7064, 7072, 7077, 7078, 7085, 7088, 7092, 7095, 7097, 7102, 7105, 7107, 7111, 7112, 7118, 7119, 7124, 7502, 7503, 7506, 7507, 7509, 7518, 7519, 17003, 17013, 17020, 17029, 17035, 17036, 17053, 17064, 17077, 17085, 17088, 17092, 17102, 17112, 17124 and many more
Metrolink Trams : 1016, 1022, 1024, 1026
Midland Metro Tram : 05 and more
Coaching Stock: 10201, 10236, 10237, 10682, 82110, 82116, 82120, 82122, 82123, 82137, 82138, 82141, 82148, 82150 and many more
Wagons : 4020, 4027, 4028, 4036, 4042, 4053, 4069, 4073, 4100, 4108, 4128, 92555, 93360, 93384, 95387, 613001, 613004, 613021, 613033, 613035, 613041, 613043, 707899037-7, 707899045-0 and many more

A number of vehicles were stored off the main show site [Not in Show], and not open for access.

The following vehicles were noted from the main show site, access roads and off site from Long Marston Road:

873 0-6-0DH AB 512/1966 in faded blue
WD 70047 MULBERRY 0-4-0DM AB 362/1942 in faded WD green (part sheeted) [17EL/220]
11720 0-4-0DH NBQ 27648/1959 in Black (sheeted) [17EL/220]
2856 0-4-0DE YE 2856/1961 in green (sheeted) [17EL/220]
DMU : 513xx 2w-2-2-2wDMR PSteel/1959 in yellow (one of 51352 or 51376)
DMU : (960011 977859 55025) PANDORA 2w-2-2-2wDMR PSteel/1960 in green/blue/grey - U/R
DMU : (960301 977987 51371) 2w-2-2-2wDMR PSteel/1960 in BR Green
DMU : (960301 977988 51413) 2w-2-2-2wDMR PSteel/1960 in BR Green
Tube cars : 7066, 7098, 7120, 17057, 17098 and many more
Midland Metro Tram : 01 and more
Coaches : (W4777 DW150206 060907), 96372, 96373, 96375, and more
Wagons : 3168, 3251, 4028, 4043, 4137 and many more

Long Marston Airfield.

This site was used for car-parking for the Rail Live 2017 event. Behind the drag racing track was wagon BLI 19161

Alex Bettaney provides this report of a visit to the Plumstead site on 3rd June



A privately arranged visit, which I was lucky enough to be invited to attend. A large plant yard established on a triangular shape of former railway and industrial land, east of Plumstead Station. The site includes five distinct areas : 'The Old Coal Yard'; 'Compound 1 (Offices); Compound 2 (Plant yard); Compound 3 (Stores) and 'The Trace' (tunnel section). Prior to the current use, the site had been used by the contractors Hochtief & J. Murphy & Sons JV, for contract C310, the Plumstead to North Woolwich Tunnel using TBM's Mary and Sophia (named after I.K.Brunel's Daughters).

Currently, construction work is 95% completed; however, there is still other work to do including wiring, signalling, mechanical and electrical fittings. Further work will include testing and commissioning the new Class 345 EMU trains which are expected to run at up to 100kph in the tunnels. All of the contracts are expected to be completed by 2022, when the Plumstead worksite will be given over as a train stabling point and depot for the new trains.

After a safety induction we were taken to the main worksite in **Compound 2**. Present were :

Small compound adjacent to the entrance gate

2w-2PMR Bance STDN1/PAC/278-2016 in silver (sheeted) ^[1] with Bance open box trailers TRL 0203-2016 and TRL 0204-2016 (both sheeted)

175001 Geismar Rail Threader MPR 1013

Main yard

Mainline locos :

66759 (GBRF); 66761 (GBRF)

Crossrail locos:

1 4wDH CE B4618.1/2016 in yellow shunting

2 4wDH CE B4618.2/2016 in yellow

5 4wDH CE B4618.5/2016 in yellow

7 4wDH CE B4618.7/2016 in yellow shunting

N3 0-6-0DH Jung 13289/1962 reb Newag/2015 in blue

4 0-6-0DH Jung 12347/1956 reb Newag/2016 in blue

(5) PZB-90 6wDH OK 26880/1979 reb Newag 275/2016 in red ^[2]

UNIMOG 1 EBA 01D15A 009 4wDM R/R Unimog 215665/2008-Zagro/2015 in yellow

3 4wDM R/R Unimog 240938/Zagro 4346 2016 in yellow ^[3]

4 4wDM R/R Unimog 240933/Zagro 4345 2016 in yellow ^[3]

E-DRA-10 APV 325 GEMINI-01 4wDHR SVI 1602359/2016 in yellow ^[4]

Plant :

99879 380508-1 TractorRail - unpowered wagon fitted with Caterpillar tracks

TSO495 R/R Metalliance VMS30 - Concrete Mixing unit (OOU)

MEWP 08 99709 912298-5 R/R Skyrailer 400RR Access Platform

MEWP 09 99709 912299-3 R/R Skyrailer 400RR Access Platform

Quattro 1026 99709 910053-6 R/R Komatsu PW160 excavator

Quattro 204 99709 911139-2 R/R JCB JZ140 crawler

Readypower FR639 99709 940121-5 R/R Gigarailer excavator

Wagons : (listed in plant No. order) :

AGT08 879353508-4 Concrete Mixing Train

AGT09 879353507-6 Concrete Mixing Train

AGT10 879353506-8 Concrete Mixing Train

AGT11 879383791-0 Concrete Mixing Train

AGT12 879383832-2 Concrete Mixing Train

AGT13 879353511-8 Concrete Mixing Train

AGT14 879353512-6 Concrete Mixing Train

AGT15 879383838-9 Concrete Mixing Train

AGT16 879353509-2 Concrete Mixing Train

AGT17 879383805-8 Concrete Mixing Train

AGT18 879383801-7 Concrete Mixing Train

AGT19 879353500-0 Concrete Mixing Train

CBF2 - SVI CBF2 Wiring Vehicle 808911/2009

CEM04 879350501-2 Concrete Mixing Train

CEM05 879350513-7 Concrete Mixing Train
CW03 874909396-3 Bogie twin flat Cable Wagon
DFB16 874909358-3
E-RS6-01 - SVI RSM 6 Platform Vehicle 1601332-1/2016
E-RS6-02 - SVI RSM 6 Platform Vehicle 1601332-2/2016
EOM A2 RLS 92548 - Alstom Wiring Module atop KFA bogie flat
FB 02 874138005-5
FW 01 874909308-8
LEE103 TIPH 93430
LOG 1 874729024-9
LOG02 874729027-2
LOG 3 874729029-8
LOG06 874729021-5
LOG 7 874729028-0
M&E03 TIPH 93424 (actually carries M&E 80)
M&E04 TIPH 93466
MIX03 879387508-4 Concrete Mixing Train
MR01 PUMP01 MR01/2015 Concrete Mixing Train
MR01 ATC-MR01 Converted CWR bogie flat wagon
MR02 ATC-MR02 Converted CWR bogie flat wagon
NRJ06 879384503-8 Concrete Mixing Train
OH 02 874909301-3
OH 5 TIPH 93395
SLP04 TIPH 93473
WAT07 879350504-6 Concrete Mixing Train
WEL00 874729025-6 - also carries WEL 01
WEL02 TIPH 93390
WEL 7 874138002-2
WEL13 874909318-7
WEL14 874909387-2 - also carries OH 04
WEL16 874909385-6
WEL17
WEL18 874909395-5
WEL20 874909383-1
WST02 879383817-3 Concrete Mixing Train
TIPH 93387 Concrete Mixing Train - Welfare Cabin

Other wagons (local numbers not noted) :

TIPH 93397, 874729022-3, 874909312-0, 874909336-9, 874909380-7, 874909388-0, 874909398-9, 879384530-8

Road/Rail trailers :

99709 009290-6 - Neotech Alutrailer
99709 009291-4 - Neotech Alutrailer
CT1 - Chieftain trailer
CT2 - Chieftain trailer RT1253
CT4 - Chieftain trailer
CT6 - Chieftain trailer RT1261
CT7 - Chieftain trailer
CT8 - Chieftain trailer RT1257
CT12 - Chieftain trailer RT1335
CT13 - Chieftain trailer
CT14 - Chieftain trailer
Chieftain R/R trailer RT1229
Cheiftain R/R Trailer RT1230
Quattro 1054 99709 011735-6 trailer
Quattro 648 99709 010257-2 trailer
Quattro 688 99709 010293-7 trailer
Readypower FR761 99709 010649-0 trailer
VB 1002 Van Tetering - Lorry 6/2006 (Converted Geismar PUM/PLUM?)

Inside the Maintenance Shed

6 4wDH CE B4618.6/2016 in yellow
N1 0-6-0DH Jung 12842/1958 reb Newag 269/2015 in blue
CT15 - Chieftain trailer

Adjacent to the 'Trace'

Quattro 934 99709 912045-0 R/R Skyrailer 160RR Access Platform - off track
Quattro 1067 99709 912292-8 R/R Skyrailer 400RR Access Platform - off track

In the 'Trace' to the tunnel Portal

3 4wDH CE B4618.3/2016 in yellow and 4 4wDH CE B4618.4/2016 in yellow with a train formed :
CW 01 874909361-7 (Cable wagon)
WEL 15874909305-4 (Cabin carried ME 9, and 19 on the end)

Inside the portal

Quattro 1064 99709 912289-4 R/R Skyrailer 400RR Access Platform
The Skyrailer worked into the tunnel, and was followed shortly afterwards by Claytons 3 & 4 propelling the wiring train formed of four bogie flat wagons (two double-flats) into the tunnel.

In the 'Old Coal Yard'

66757 (GBRF)
OH 1 E-DRA-02 4wDHR Cometi NATR 1710-1/2005 reb SVI/2015 in ATC/Alstom white ^[5]
Quattro 349 99709 940331-0 R/R Komatsu PW150 excavator
Quattro 408 99709 940336-9 R/R Komatsu PW150 excavator
Quattro 562 99709 010212-7 trailer
Quattro 1051 99709 011732-3 trailer
Quattro 1053 99709 011734-9 trailer

Wagons :

DFB 06 874909390-6
DFB 15 874909315-3
LOG 05 874729026-4
M&E 06 RLS 92556
SLP 02 TIPH 93337
SLP 03 TIPH 93432
SLP 08 TIPH 93290
SLP 16 TIPH 93419
SLP 17 RLS 92551
SLP 18 RLS 92544
TK 6 874729020-7
WEL 04 TIPH 93304
WEL 8 874138003-0
WEL 24 874909323-7
874138000-6

The tunnel rescue trains are kept here and include some of the vehicles listed above.

In the Storage area [Compound 3]

5 16303 4wDM R/R Unimog 214126 / Zagro 3781/2007 in SAS Lemonnier Blue
7 16305 4wDM R/R Unimog 226761 / Zagro in ARL Lemonnier White
Mulhauser 4-wheel translator wagon (buffers one end) 4.6215/2015

N2 Jung 13286/1962 was moved to Westbourne Park worksite by road on 1/6/2017. We were advised that the following were also at Westbourne Park : Unimogs 2, 6 and 8; Concrete Mixer TSO 494 and some wagons/trailers.

Huge thanks are in order to 'the guide' for facilitating the visit.

Notes:

1. Bance 278 not yet listed in 17EL
2. OK 26880 is out of gauge for tunnel work and used as yard shunter.
3. Unimog 240933 & Unimog 240938 had a sticker stating the Vehicle was supplied by South Cave Tractors; the Zagro conversion was carried out by King. Unusually the Zagro conversion number was a sticker on the cabside.
4. SVI 1602359 not yet listed in 17EL
5. SVI 1710-1 carries r/n OH 1 - however this is stated to be the equivalent of a headcode.

This report on the progress of the railway at Crossness Pumping Station [17EL/145] has been prepared by Robin Parkinson, Crossness Trust board member responsible for the railway.

Crossness – Royal Arsenal Narrow Gauge (RANG) Railway - June 2017

“Spring is sprung, the grass is riz, I wonder where the birdies is”

No one knows who wrote these lines although some link it to the poet Ogden Nash.

For us with our recent delivery of rail and sleepers some might say.

“Spring is sprung, the grass is riz, I wonder where the railway is”

Likewise something stirs in the woods down at the Engine Shed as volunteers come out of hibernation from the warmth of the Crossness Beam Engine House to take in a delivery of rail. In the warmth of the spring sun men in hard hats & bright yellow waistcoats, choke slings and haul tag lines to bring in the harvest of fresh steel. Like a “bring and buy sale” new rail in and old rail out, all part of a cunning plan. (“Said Baldrick”)

Seven tons of 35lb. section rail, complete with fishplates, sleepers and a set of right hand points have arrived, all the team motivated to unload quickly & safely by the financial potential to out load all our redundant heavy 80lb. rail for shipping north and achieve funding input for the next batch of rail & sleepers scheduled for August 2017. Our official Ray Arnold images show The Team safely “Shifting” the 23tons of steel in 4½ hours.

Well done guys, to Nick @Thames Water Plc. Les from Lawson’s Haulage and the whole crew a big thank you.

First RANG Open Day on May 3rd passed well, with upwards of 230 visitors being side-tracked from their target of the Crossness Beam Engine House, we talked till we were hoarse, answered many questions, gave out 90% of our flyers on the history of locomotive WOOLWCH. The most common question being “*when is the railway going to be running*”

The window of opportunity is opening, the fence is down.

“Full steam ahead” the walls come down, we build track into the wild blue yonder.

We can see the light at the end of the tunnel, one hopes it is not a lost train approaching from CROSSRAIL Abbey Wood, but just a SECURICOR van with the funds to boost our enthusiasm.

**WATCH THIS SPACE it may be a TRAIN coming
or maybe a LAWNMOWER.**



Although it has absolutely no railway relevance, this picture of the Crossness Engine House (supplied by Pam Winders of the Crossness Trust) is included as a reminder of the efforts the Victorians were prepared to make to beautify the process of sewage disposal.

LINCOLNSHIRE COAST LIGHT RAILWAY HISTORIC VEHICLES TRUST

(Charity registered in England, number 514443)

JURASSIC TO STEAM ON PASSENGER TRAINS FOR CLASSIC CAR & BIKE SHOW

Skegness Water Leisure Park, Sunday 17th September 2017

Jurassic, the elegant and historic steam locomotive on the Lincolnshire Coast Light Railway, is planned to go back into service to pull its first public passenger trains in more than 30 years on Sunday 17th September 2017, in connection with the "Classic Wheels" event, the Classic Car & Bike Show, at the Skegness Water Leisure Park.

The Show will raise funds for the Skegness Lifeboat Station and the Lincolnshire Air Ambulance. Entrance will be £2. Train fares of £1 return and donations will go towards the upkeep of the line's historically-significant collection, much of which is also owned by a charitable trust.

Jurassic is planned to steam on the LCLR's tracks adjacent to the Show's venue in the Park, in Walls Lane, Ingoldmells, PE25 1JF. Trains will run from 11.00 to 3.40 pm, with some initial services being operated by one of the LCLR's fleet of historic Motor Rail "Simplex" diesels, the design of which dates back to the First World War.

The third annual "Classic Wheels" event will feature

- Private Classic Car Collection displays
- Club displays
- Trophies and Awards
- Classic Motor Cycles
- Trade Stalls
- Refreshments and Bouncy Castle

The historic locomotive has been restored to working order by volunteers from the charitable trust which owns it, financed by the Heritage Lottery Fund and donations. The 114-year old locomotive, has successfully operated two days of trial trains as the restoration neared completion. Work to repair the boiler, smokebox and firebox was contracted out to the North Norfolk Railway's workshops at Weybourne near Sheringham and some other jobs were contracted to local firms and specialist suppliers.

She was built in 1903 in Bristol by Peckett and Sons Ltd., for the quarries and cement works of Kaye and Company in Southam, in Warwickshire, together with similar locomotives named after prehistoric geological periods.

Jurassic runs on tracks just two feet wide, which made her a perfect fit for the rails of the Lincolnshire Coast Light Railway, who bought her in 1961 to help operate their services linking the bus terminus at Humberston, near Cleethorpes, with the local beach and holiday camp. When that location closed in 1985, she was moved into store and then to the LCLR's new location in the Skegness Water Leisure Park, close to Butlins, Ingoldmells, north of Skegness. The line reopened to passengers in 2009, since when the historical significance of its unique collection of rails, locomotives, carriages and wagons from the trench railways of World War One and industry and farms in rural England has become more widely recognised.

In 2016, the Heritage Lottery Fund awarded *Jurassic's* charitable trust, £43,000 for her restoration and for interpretation of her significance to Britain's economic and transport history.

The first task was to dismantle the locomotive, so that the boiler and firebox could be sent to the North Norfolk Railway.

Once these repaired "vital organs" were returned to Lincolnshire, they could be reunited with *Jurassic's* frames. Her long elegant chimney has been put back in place; the injectors (which allow cold water to be transferred to the boiler, to produce steam) have been repaired and refitted, as has the connecting pipework for steam and water. The gauge glasses (which show how much water is in the boiler); the regulator (which governs speed); the reversing lever (which controls the direction of travel) and associated fittings, have all been refitted and tested.

The large cab (which can accommodate four adults, including the driver and fireman) has been sand blasted to remove 114 years of accumulated soot, grease and grime; the saddletank (which carries reserves of cold water) has been repaired and

put back in place. The loco's insulation, boiler cladding, a new whistle, brass dome cover and other fittings which replace originals stolen several years ago, have all been fitted..

The careful repainting of the whole locomotive – red for the buffer beams, and Middle Brunswick Green for the cab exterior, saddletank and cladding; black for the chimney, smokebox and running boards, has been complemented by lining out in black and gold, producing a strikingly beautiful finish.

Meanwhile, work continues to extend the LCLR by approximately 200 yards, to include a new run-round loop, which will accommodate *Jurassic* more readily and enable longer trains to be operated. It's hoped this will be completed in time for the 2018 season.

Railway spokesman, John Chappell, said: "We're thrilled that visitors to the third annual Classic Car and Bike Show should be able to take a steam train ride with *Jurassic* – truly a case of 'Classic Wheels'.

"*Jurassic* has been attracting visitors to the railway from throughout the UK, many of whom might otherwise not have been aware of the many attractions of Skegness and our hope now is that she can operate many of the Railway's services in 2018".

Full details on the *Jurassic* story and the Lincolnshire Coast Light Railway on www.lclr.co.uk



This Bulletin concludes with a photo, kindly supplied by *Chris Bates/LCLR*, illustrating three very different examples of British engineering.

Peckett JURASSIC is seen during its second set of trial runs, 5th August, near Skegness Aerodrome. Providing air brakes is Motor Rail WILTON, half-hidden by the wing of English Electric Lightning T.Mk5 Jet Fighter Trainer, XV456

