

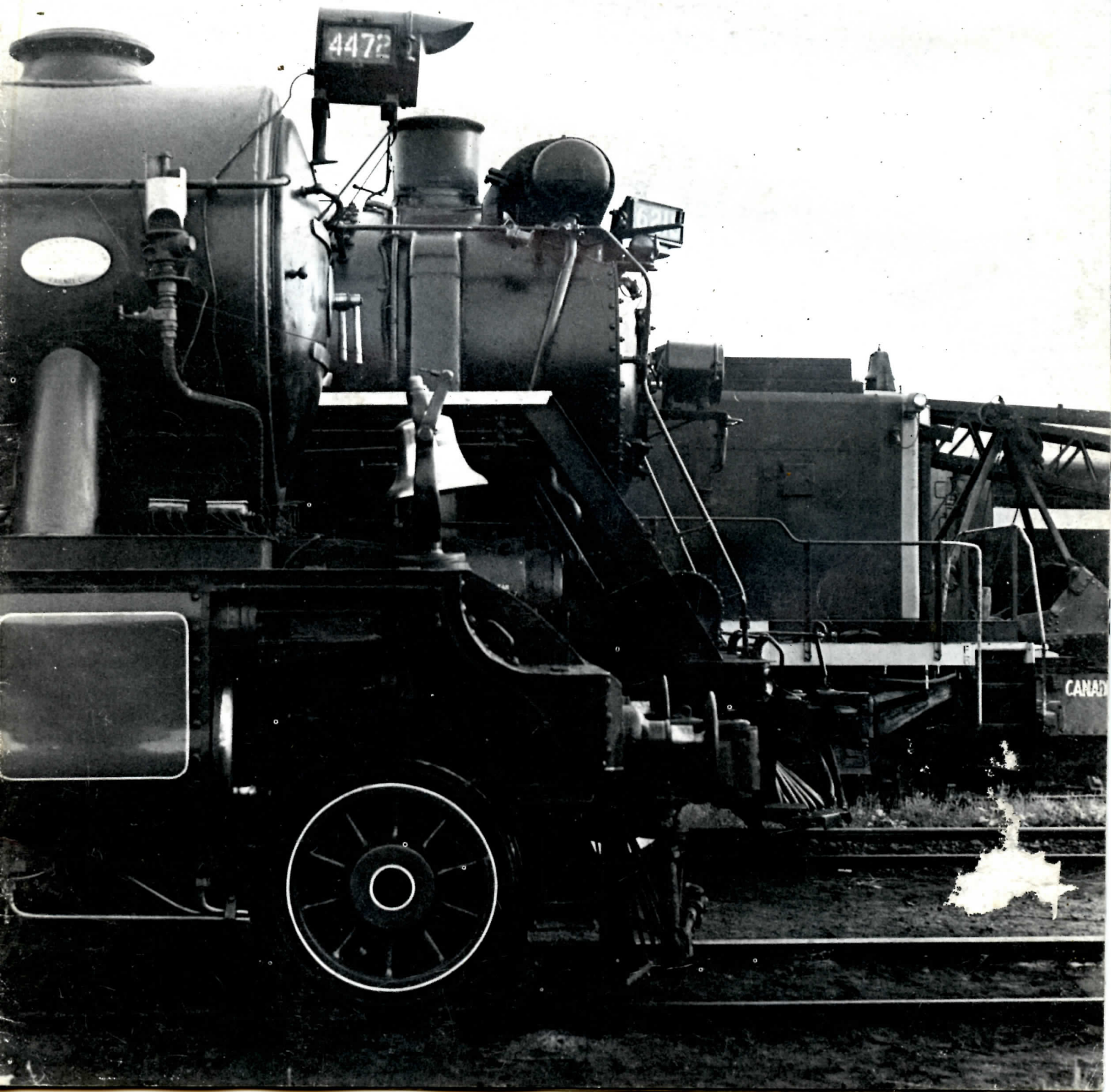
Upper Canada Railway Society

\$1.35

Newsletter

MARCH - APRIL 1975

PROPOSED NAME CHANGE RAIL AND TRANSIT





The Upper Canada Railway Society is a pioneer in Canadian railway publications, having originated in 1935 as the Toronto International Engine Picture Club. In 1941, the present name was adopted and in 1952 the U.C.R.S. was incorporated in the province of Ontario, Canada.

The Upper Canada Railway Society meets on the third Friday of each month. July and August meetings are informal movie nights. The meetings are held at 589 Mount Pleasant Road, Toronto, Ontario and start at 8:00 p.m.

UPPER CANADA RAILWAY SOCIETY DIRECTORS

A.H. EYRES	President
P.F. OEHM	Vice President Excursion Director
G. ROE	Membership Secretary
A. VIGERS	Treasurer Recording Secretary
J.T. ROBBIE	Rail & Transit Coordinator
C.S. BRIDGES	House Committee Chairman
G.A. MEEK	Entertainment Chairman
M.J. MARCHBANK	Rolling Stock Chairman
R. WILLIAMSON	Publication Sales Chairman

Membership enquiries should be addressed to the Membership Secretary, U.C.R.S., P. O. Box 122, Postal Station "A", Toronto, Ontario, M5W 1A2. Membership rates are \$10.00 for regular and \$9.50 for associate membership per calendar year.

Publication sales enquiries should be sent to Publication Sales, U.C.R.S., P. O. Box 122, Postal Station "A", Toronto, Ontario, M5W 1A2. Members are reminded that they are entitled to a 10% discount on all orders if their membership is current. Ontario residents should add 7% Provincial Sales Tax. Hobby Shops and dealer enquiries are solicited from around the world.

Back issues of U.C.R.S. Newsletters are available as far back as 1966. For information write U.C.R.S. Newsletter Back Issues, P. O. Box 122, Postal Station "A", Toronto, Ontario, M5W 1A2.

Contributions to the U.C.R.S. Newsletter are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised if return is requested. Please address all contributions to the Editor, U.C.R.S. Newsletter, P. O. Box 122, Postal Station "A", Toronto, Ontario, M5W 1A2. Written contributions (articles and news items) should be in the form of black and white glossy prints of 8"x10" or 5"x7" size or larger. Each photograph should be captioned on the back (or a label attached to the back) stating subject, location, date and any other available information.

POLICY

Any railway or transit events (such as excursions or fantrips) will be gladly covered by the U.C.R.S. Newsletter staff. Two free press passes should be issued, one for a photographer and one for a reporter to work as a team. All events commencing from outside a 100-mile radius from Toronto, are subject to charges for transportation and accommodation as well.

The Upper Canada Railway Society's Newsletter is published six times a year by the Upper Canada Railway Society, P. O. Box 122, Postal Station "A", Toronto, Ontario, M5W 1A2.

CONTENTS:

INTRODUCTION	2
BRITISH STEAM IN 1975	4
TALE OF TWO TRAINS	8
THE BRITISH FANTRIP	12
NO STEAM WITHOUT FIRE	14
THIS SUMMER'S EVENTS	16
ABOUT THE NEXT ISSUE	iii

FRONT COVER:

L.N.E.R. #4472, *The Flying Scotsman*, poses beside Canadian National Railways Northern #6218 at Spadina Roundhouse in Toronto during her visit to Canada in 1972. The exact date was 28 August. (J.T. Robbie)

BACK COVER:

In the late evening of 18 March 1975, TTC PCC car number 4382 poses in front of the magnificently illuminated St. Lawrence Hall at King & Jarvis Streets. (Ted Wickson)

STAFF

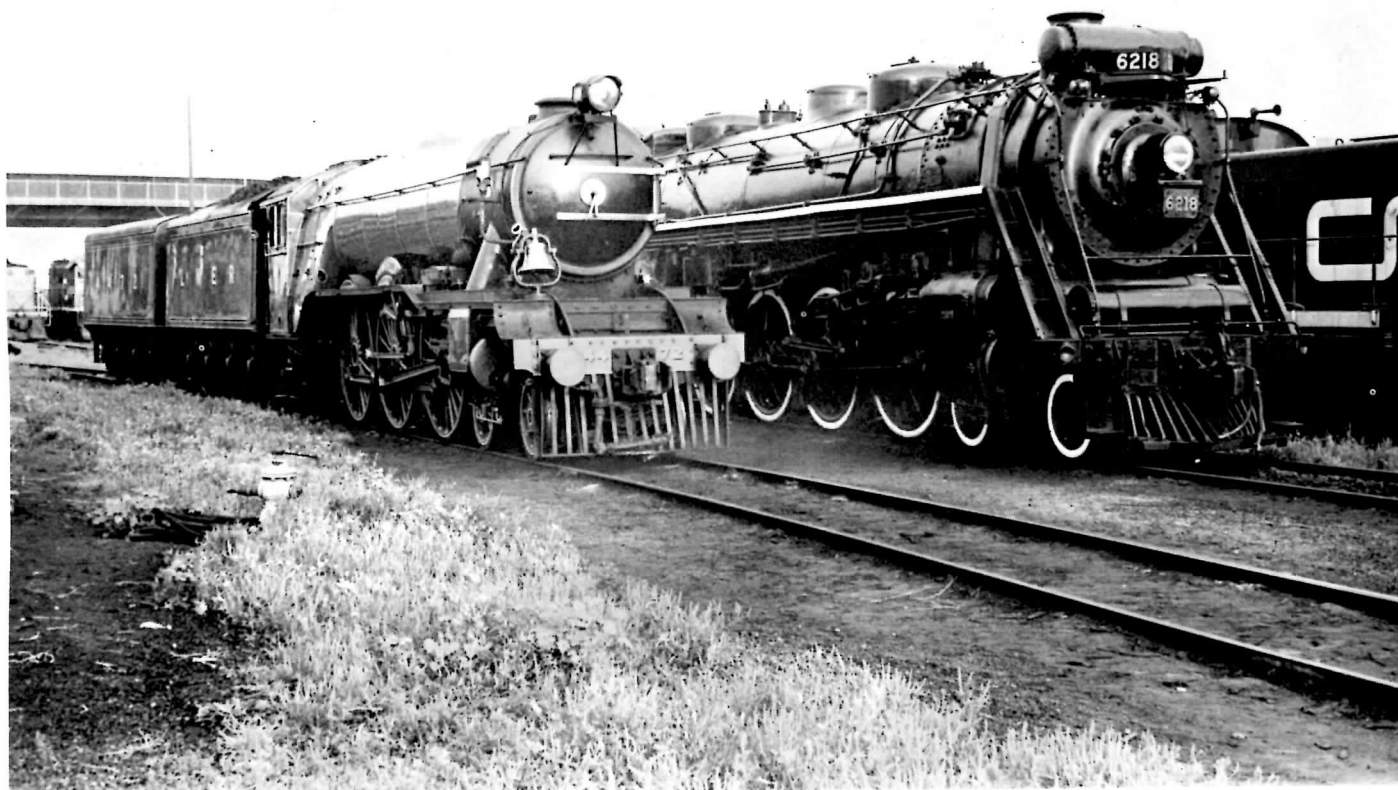
J.T. ROBBIE	Editor Managing Editor Associate Production Editor
B.A. RYAN (MRS.)	Editor's Secretary
M.W. ROSCHLAU	Associate Production Editor Traction Dept. Editor Distribution Chairman
G.A. MEEK	Technical Advisor
R. LAYTON	Electrification Dept. Editor
R.L. KENNEDY	Equipment and Rolling Stock Dept. Editor
D.W. SMITH	Feature Staff Reporter
J.D. MORGAN	Feature Staff Reporter
L. EYRES	Staff Reporter
R. REKIEL	Staff Photographer
E.A. WICKSON	Staff Photographer

Reproduction of the contents of this magazine is strictly prohibited without written permission from the Editor or Society.

The proposed name change to Rail and Transit as originated by J. T. Robbie is being registered.

150th ANNIVERSARY OF RAILWAYS IN BRITAIN





This special section, "150th Anniversary of Railways in Britain", is published as a supplement to the March-April 1975 issue of Upper Canada Railway Society "Newsletter". It is intended for the enjoyable light reading and information about the railway operations and festivities this summer in Britain. The supplement is published by the Upper Canada Railway Society, P.O. Box 122, Postal Station "A", Toronto, Ontario, M5W 1A2 and is intended for distribution across Canada, the United States and overseas. For further information concerning the celebrations and activities, contact the British Tourist Authority

in Toronto: 151 Bloor Street West,
Toronto, Ontario.
M5S 1T3 phone (416) 925-6326

in Vancouver: 602 West Hastings Street,
Vancouver, British Columbia.
V6B 1P2 phone (604) 682-2604

in New York: 680 Fifth Avenue,
New York N.Y. 10019
phone (212) 581-4700

in Chicago: Suite 2450,
John Hancock Center,
875 North Michigan Avenue,
Chicago, Illinois 60611
phone (312) 787-0490

in Los Angeles: 612 Flower Street,
Los Angeles, Calif. 90017
phone (213) 623-8196

in Britain: 64 St. James's Street,
London SW1A 1NF phone 01-626 9191

in Australia: ASL House,
Clarence & King Streets,
Sydney NSW 2000
phone 29.86.27.

in New Zealand: 19 Tory Street,
Wellington
phone 553-223

FRONT COVER: The Bluebell Railway pictured at Sheffield Park after arrival from Harsted Keynes in June 1965. The locomotive is ex London and Northwestern Railway.
(Ron Layton)

CENTRESPREAD: Built between 1872 and 1890 by London, Brighton and South Coast, locomotive #32678 is seen at Havant after working a Hayling Island Train. Although the picture was taken in 1962, the scene could be any time
(Ron Layton)

After experiencing the great thrill of observing British steam in Canada, it was indeed an honour to accept, on behalf of the Upper Canada Railway Society and the staff of the "Newsletter", the assignment of preparing this supplement for the British Tourist Authority. Over the years, British Steam has delighted countless thousands in the Western Hemisphere and we hope that as many as possible will travel to Britain this year to observe the festivities first hand. -editor

SPECIAL STAFF FOR THIS SUPPLEMENT:

Editor-----J.T. Robbie
Production Editor---M.W. Roschlau
Contributing and
Technical Advisors--R. Layton,
D.W. Smith
B.T.A. Advisor-----M. Knight

The Upper Canada Railway Society is a pioneer in Canadian railway publications, having originated in 1935 as the Toronto International Engine Picture Club. In 1941, the present name was adopted and in 1952 the U.C.R.S. was incorporated in the province of Ontario, Canada. For information on other railway publications available, contact Upper Canada Railway Society, Publication Sales Department, P.O. Box 122, Postal Station "A", Toronto, Ontario, Canada M5W 1A2.

1825

 1975

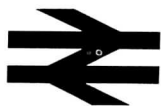
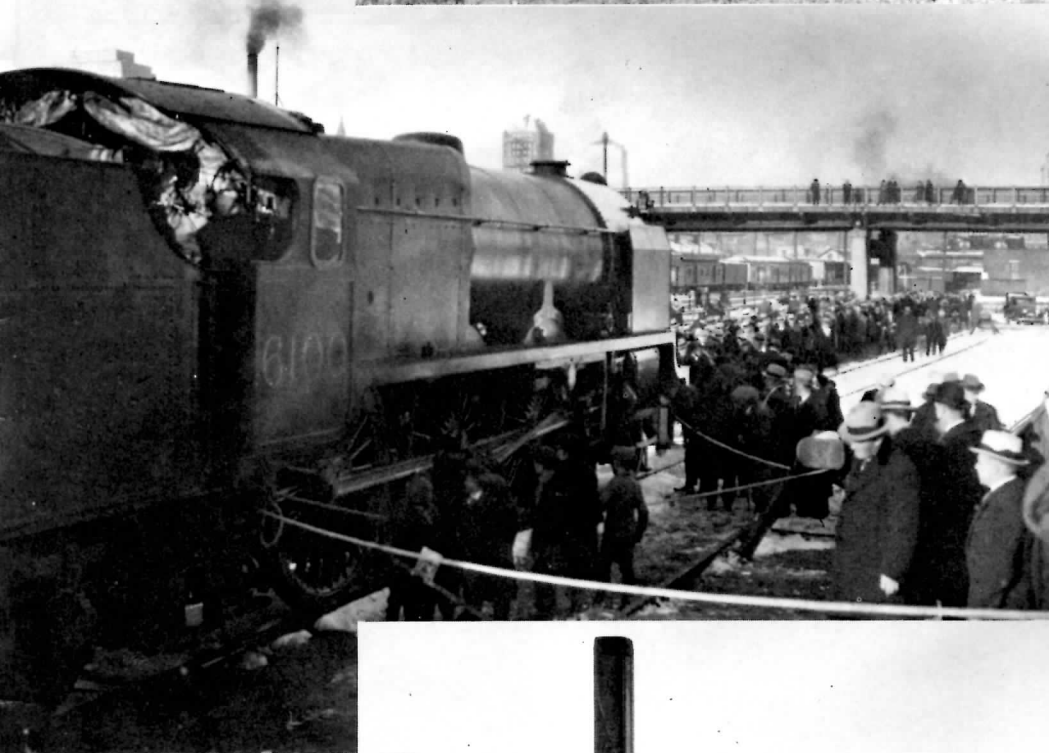


OPPOSITE PAGE:
 L.N.E.R. 4472, *Flying Scotsman*,
 poses beside Canadian National
 Northern type #6218 at Spadina
 Roundhouse in Toronto on 28 Aug-
 ust 1970, (J.T. Robbie)

ABOVE: Southern Railway 4-4-0
 number 926 is backed up on the
 Cape Breton Steam property in Nova
 Scotia. (J.T. Robbie)

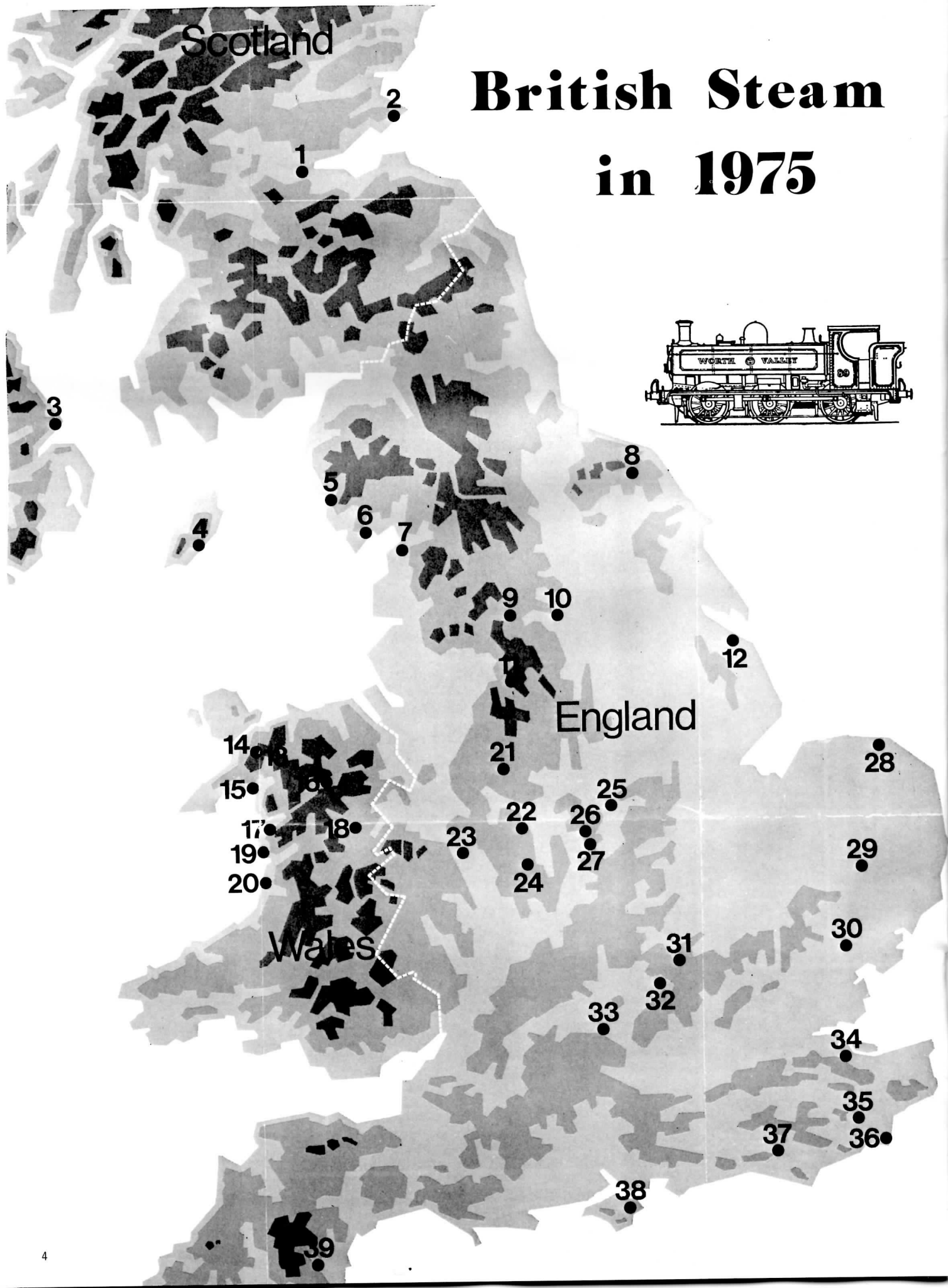
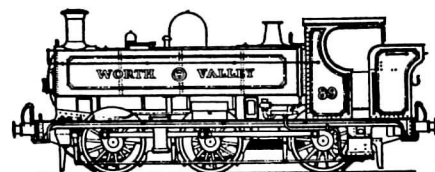
LEFT: *The Royal Scot*, number 6100,
 is seen during her visit to Toron-
 to in 1933. The exact date is 4
 May. (Canadian National Railways)

BELOW: During her visit in 1933,
 London, Midland & Scottish #6100
 toured the United States and Canada
 with an eight-car train. The tour
 was in conjunction with the Century
 of Progress Exposition in Chicago.
 The two shots were taken at the Ca-
 nadian National Exhibition grounds.
 (Canadian National Railways)



Scotland

British Steam in 1975



1 SCOTTISH RAILWAY PRESERVATION SOCIETY

Wallace Street, Falkirk, Stirlingshire.

The SRPS, founded in 1961, has done invaluable work preserving relics, large and small, of the Scottish Railway System, which formerly consisted of five main companies. The depot is close to Falkirk BR station. Nine steam locomotives and extensive collection of coaches and wagons. Open: Saturdays from 11 a.m.

2 LOCHTY PRIVATE RAILWAY

Lochty, Fife.

Lochty to Knightsward, two miles long, the LP is part of the former East Fife Central branch, of which Lochty was the terminus. Three steam locomotives operate. Open: Sunday afternoons, mid-June to early September. Lochty is six miles south of St. Andrews.

3 RAILWAY PRESERVATION SOCIETY OF IRELAND

Whitehead, County Antrim

At the Whitehead depot you can see the only operative main line steam engines in Ireland. The Society receives close co-operation from the Irish railways and runs rail tours every year. Six steam locomotives, including the well known 4-4-0 "Slieve Gullion" operate with coaches and wagons. Open: Sunday afternoons in July and August. Whitehead is 15 miles northeast of Belfast.

4 ISLE OF MAN RAILWAY

Douglas, Isle of Man

Douglas to Port Erin, 15.7 miles. Gauge - 3 foot. This line has changed little in atmosphere since it was opened in 1874, and its winding route provides one of the best ways of enjoying the coastal and rural beauty of the island. Sixteen steam locomotives - all except one date from the Victorian or Edwardian times (1873-1910) and are distinguished by their prominent brass domes. Open: Mondays to Fridays mid-May to mid-September.

5 RAVENGLASS AND ESKDALE RAILWAY

Ravenglass, Cumberland

Ravenglass to Dalegarth, 7½ miles; 15 inch gauge. The trip up the beautiful Eskdale Valley behind one of the handsome little engines of the R&ER (familiarily known as "Ratty") is a great attraction for visitors to the Lake District. The line was built in 1875 and the gauge was reduced from the original 3 feet in 1916. Three steam locomotives operate. Open: daily (except Christmas Period). Located 16½ miles southeast of Whitehaven.

6 LAKESIDE AND HAVERTHWAITE RAILWAY

Haverthwaite Station, Newby Bridge, Lancashire.

Haverthwaite to Lakeside, 3¼ miles. This is part of a branch line opened in 1869 to serve the steamers on Lake Windermere. The branch was closed by BR in 1967, but it is now once again possible to reach the shores of the Lake District's largest lake by steam train. Connections are provided with steamers at Lakeside. The depot at Haverthwaite has eight steam locomotives, including a Stainier "Black Five" 4-6-0 (former LMSR). Open: daily, mid-May to early October.

7 STEAMTOWN

Warton Road, Carnforth, Lancashire.

Carnforth was one of the last BR depots to maintain steam locomotives. Leased from BR in 1968, Steamtown covers about 26 acres adjacent to the main London to Glasgow line (access through Carnforth BR station). About 25 steam locomotives, including the Bulleid 4-6-2 "Canadian Pacific" (former SR) and four Stainier 4-6-0s (former LMSR). Open daily. Engines in steam on Sundays, March to October and Bank Holiday weekends.

8 NORTH YORKSHIRE MOORS RAILWAY

Grosmont Station, near Whitby, Yorkshire.

Grosmont to Pickering, 18 miles. This scenic line over the moors, built in 1836, was closed by BR in 1965 and re-opened by the North York Moors Historical Railways Trust in 1973. Fourteen steam locomotives provide

power on "local" trains between Grosmont and Goathland (4 miles) except as noted below; otherwise diesel. Open: Saturdays, Sundays and Bank Holidays 6 April to 27 October; Tuesdays, Wednesdays and Thursdays, 28 May to 18 July; daily 22 July to 13 September. Also Wednesdays 10 April to 22 May and 18 September to 23 October (diesel only).

9 WORTH VALLEY RAILWAY

Haworth, Yorkshire.

Five miles, from Keighley to Oxenhope. This branch line was built in 1867, closed by BR in 1961 and re-opened by the Preservation Society in 1968. An impressive collection of rolling stock, with 30 steam locomotives is maintained. Open: weekends March to October; also Wednesdays in July; daily in August.

10 MIDDLETON RAILWAY

Garnet Road, Leeds, Yorkshire.

Turnstall Road to Middleton Park Gates, two miles long. This line, operated by the Middleton Railway Trust, has its place in transport history, for it follows the route of a horse-drawn railway authorised in 1758. Rolling stock includes eight steam locomotives. Open: weekends and Bank Holiday afternoons, Easter to end of October.

11 DINTING RAILWAY CENTRE

Dinting Lane, Glossop, Derbyshire.

A ten-acre site in the foothills of the Pennines, was originally a depot of the Great Central Railway. Ten steam locomotives are operated, including representatives of two well known 4-6-0 classes - Jubilee (Bahamas) and Royal Scot. A new exhibition hall is 200 feet long. Open: weekends and most weekdays, April to mid-October. (Engines in steam on Sundays and Bank Holidays only).

12 LINCOLNSHIRE COAST LIGHT RAILWAY

Humberston, near Grimsby, Lincolnshire.

North Sea Lane (Humberston) to South Sea Lane, one mile. One foot 11½ inch gauge. This line is unusual in not being a preserved or revived line but a new one, built in 1960 (realigned and extended in 1966) to serve holidaymakers on this popular stretch of coast. Two steam locomotives are operated. Open: daily, late May to October (steam haulage on weekends). Humberston is three miles south of Cleethorpes.

13 SNOWDON MOUNTAIN RAILWAY

Llanberis, Caernarvonshire.

Llanberis to Snowdon summit, 4.7 miles with a two foot 7½ inch gauge. This is the only rack railway in Britain (opened in 1896) and the severe gradients on the enthralling climb to the top of the 3560-foot mountain necessitate a speed restriction of 5 m.p.h. Seven steam locomotives are operated. Open: 1 April to 1 November.

14 LLANBERIS LAKE RAILWAY

Gilfach Dhu, Llanberis, Caernarvonshire.

Gilfach Dhu to Penllyn, 2¼ mile round trip. One foot 11½ inch gauge. This line follows the route of the former slate-carrying Padarn Railway along the eastern shore of Llyn Padarn. Eight steam locomotives. Open: daily from mid-April to early October.

15 FESTINIOG RAILWAY

Porthmadog, Caernarvonshire.

Porthmadog to Dduallt, 9¼ miles with a One foot 11½ inch gauge. This was the world's first narrow gauge railway to carry passengers. Built in 1836, steam haulage replaced horses in 1863 and one of the original locomotives is still in use on the line. Eight locomotives are operated. Open: weekends and holidays, mid-February to early January; daily April to end of October.

16 BALA LAKE RAILWAY

Llanuwchllyn, Merioneth.

Llanuwchllyn to Llangower, two-mile round trip. Laid in 1972 on the trackbed of a disused BR route and runs along the southern shore of Bala Lake, the largest na-

tural lake in Wales. One steam locomotive operates daily, Easter to 29 September, then weekends until 27 October.

17 FAIRBOURNE RAILWAY

Fairbourne, Merioneth.

Fairbourne to Barmouth Ferry, two miles with a 15 inch gauge. This is an old-established seaside railway across the sand dunes at the mouth of the Barmouth estuary. It was originally a horse tramway opened in 1890. Four steam locomotives. Open: daily, end of May to end of September.

18 WELSHPOOL AND LLANFAIR LIGHT RAILWAY

Llanfair Caereinion, Montgomeryshire.

Llanfair Caereinion to Sylfaen, 5.3 miles long with a 2' 6" gauge. This line was opened in 1903 and closed by BR in 1956. The Preservation Company is now restoring the remainder of the line from Sylfaen to Welshpool. Eight steam locomotives. Open: weekends, early June to early September; also Easter and Spring Bank Holiday weekends and the intervening Sundays.

19 TALYLLYN RAILWAY

Tywyn, Merioneth.

Tywyn to Abergonolwyn, 6½ miles with a 2' 3" gauge. This is the first railway in Britain to be saved by a preservation society (in 1951). The six steam locomotives include two that were built for the opening of the line in 1866. The Narrow Gauge Museum at Tywyn is a special attraction. Open: daily, April to end of September.

20 VALE OF RHEIDOL RAILWAY

Aberystwyth, Cardiganshire.

Aberystwyth to Devil's Bridge, 11.7 miles. This is the only narrow gauge line on the BR system, with BR's only steam-hauled trains. Opened in 1902, it is one of the most scenic lines in Britain. Three steam locomotives. Open: daily, mid-April to early October.

21 FOXFIELD LIGHT RAILWAY

Foxfield Works, Dilhorne, Staffordshire.

Foxfield to Blythe Bridge, four mile round trip. This is a former colliery line through attractive rural scenery. Fifteen steam locomotives. Depot open: Sundays, April to October (passenger trains - second Sunday in month).

22 CHASEWATER LIGHT RAILWAY

Chasewater Pleasure Park, Brownhills, Staffordshire.

Around the lake in the park with a two-mile round trip. This is a former BR line closed in 1960 and acquired in 1965. Seven steam locomotives operate with vintage coaches. Open: weekends in the summer.

23 SEVERN VALLEY RAILWAY

Bridgnorth, Shropshire.

Bridgnorth to Highley, 6½ miles. The line follows the valley of the river Severn southwards from the historic town of Bridgnorth and was built in 1862, closed by BR in 1963. It is very active now with nearly 30 steam locomotives and an extensive collection of passenger coaches and other rolling stock. Open: weekends, Bank Holidays and certain other days, Easter to end of October.

24 BIRMINGHAM RAILWAY MUSEUM

Warwick Road, Tyseley, Birmingham.

Former BR steam depot, leased by the Standard Gauge Steam Trust. The exhibits represent 125 years of railway history, and the depot is equipped for the maintenance and repair of engines. Eleven steam locomotives. Open: Sunday afternoons, April to October (except on Bank Holiday weekends).

25 MAIN LINE STEAM TRUST

Central Station, Loughborough, Leicestershire.

Loughborough is an active steam depot with the restoration of a 10-mile line in progress. Twelve steam locomotives. Open: weekends.

26 SHACKERSTONE RAILWAY SOCIETY

Shackerstone, Leicestershire.

A steam centre in the heart of the rural Midlands, close to the historical battlefield of Bosworth. Rolling stock includes six steam locomotives. Open: Bank Holiday weekends and certain other weekends, April to September.

27 CADEBY LIGHT RAILWAY

The Rectory, Cadeby, Leicestershire.

Cadeby to Sutton Lane, 150 yards with a 2 foot gauge. One of the smallest private railways in Britain, following a semi-circular route through the grounds of Cadeby Rectory. Four steam locomotives. Open: Second Saturday in the month, April to November.

28 NORTH NORFOLK RAILWAY

Sheringham, Norfolk.

Sheringham to Weybourne, 2.7 miles. This is a coastal stretch of the former Midland and Great Northern line with a depot adjacent to Sheringham BR station. Seven steam locomotives. Depot open daily, April to October. Trains operate Sundays and Holidays, May to September.

29 BRESSINGHAM STEAM MUSEUM

Bressingham, near Diss, Norfolk.

Thirty-eight steam engines are operated in addition to a fine collection of traction engines. There are three narrow gauge railways in these gardens of Bressingham. Open: Sundays, May to early October; also Thursdays and Bank Holidays, June to mid-September.

30 STOUR VALLEY RAILWAY

Chappel and Wakes Colne Station, Essex.

The depot is at the first station on the BR's Stour Valley Branch which joins the main London-Colchester-Norwich line at Marks Tey. Rolling stock at the depot includes eight steam locomotives. Open: Various weekends, March to October.

31 LEIGHTON BUZZARD NARROW GAUGE RAILWAY

Billington Road, Leighton Buzzard, Bedfordshire.

Page's Park to Munday's Hill, 3.3 mile round trip. Originally built in 1919 to serve the local sand quarries, and most of the line runs through open countryside. Seven steam locomotives operate. Open: Sundays and Bank Holiday weekends (also first Saturday in month) April to October.

32 QUANTON RAILWAY CENTRE

Quanton Road Station, near Aylesbury, Buckinghamshire.

This rural station was formerly a busy BR junction. Nearly 30 steam locomotives and a variety of coaches operate on an 0.6 mile run. Open: Bank Holiday weekends and last Sunday in the month, April to October.

33 GREAT WESTERN SOCIETY

Didcot, Berkshire.

An unrivalled collection of Great Western rolling stock with 15 steam locomotives. Open: Sundays and Bank Holiday Mondays, Easter to end of September.

34 SITTINGBOURNE AND KEMSLEY LIGHT RAILWAY

Sittingbourne, Kent.

Sittingbourne to Kemsley Down, a 2-mile round trip on 2 foot 6 inch gauge. Part of an extensive narrow gauge system built in 1906 to serve the local paper mills and one of the original engines is still amongst the seven locomotives currently in operation. Open: weekends and Bank Holidays, April to October; also Wednesdays and Thursdays in August.

35 KENT AND EAST SUSSEX RAILWAY

Tenterden, Kent.

Tenterden to Rolvenden, three miles. This is the first stage of a plan to re-open a ten-mile stretch of the 70-year old line which follows a very rural route through the valley of the river Rother. An impressive collection of 20 steam engines and other rolling stock may be seen at Tenterden and Rolvenden stations. Open: weekends, early spring to late autumn.

36 ROMNEY, HYTHE AND DYMCHURCH RAILWAY

New Romney, Kent.

Hythe to Dungeness, 13.7 miles with a 15 inch gauge. Opened in 1925 and unique in the world as a mainline in miniature, with locomotives and coaches scaled down to one-third normal size. The train's actual speed of 20 m.p.h. is thus equivalent to a scale speed of 60 m.p.h. The double track crosses Romney Marsh and has nine stations with nine steam engines. Open daily, April to Mid-October; then weekends to mid-November.

37 BLUEBELL RAILWAY

Sheffield Park Station, near Uckfield, Sussex.

Sheffield Park to Horsted Keynes, five miles. Preserves the atmosphere of a rural branch railway of years ago. Name derived from the bluebells and other wild flowers of the typical mid-Sussex countryside through which the line (built in 1882, closed by BR in 1958) winds its way. Sixteen steam engines, ranging in date from 1872 to 1951 operate. Open all year.

38 ISLE OF WIGHT STEAM RAILWAY CENTRE

Haven Street, Isle of Wight.

Three steam locomotives operate, including two veterans which once did regular duty on the island's railways. The atmosphere of those days is recalled at Haven Street Station and on the two-mile track through the countryside to Wootton. Open daily, end of May to October (trains run on Sunday Afternoons only).

39 DART VALLEY RAILWAY

Buckfastleigh, Devonshire.

Buckfastleigh to Totnes with a seven-mile round trip. This branch line through the beautiful and well-wooded valley of the river Dart was built in 1872, closed by BR in 1962 and re-opened by the Dart Valley Light Railway Ltd. in 1969. Large collection of rolling stock including 11 steam locomotives. Open daily, Easter to early October; then Sundays to end of October.



RIGHT: Class A2 4-6-2 number 60528 *Tudor Minstrel* is seen on the Manchester-Edinburgh Special approaching Riccarton on the now closed Waverley Route.

(Greg Scholl)

BELOW: Britannia 4-6-2 crosses Ribbleshead Viaduct on the Thames Clyde Relief Express (Carlisle-Leeds) route in regular service.

(Greg Scholl)



TALE OF TWO TRAINS

by Roger Thomas

As a medieval native prince who rallied Wales against the English, Owain Glyndwr occupies a powerful position in Welsh history and folklore. At Owain's birth, according to William Shakespeare:

'The goats ran from the mountains, and the herds
Were strangely clamorous to the frightened fields.'

Owain still produces a similar reaction nowadays -- at least as far as sheep are concerned. Let me explain. *Owain Glyndwr* is a steam-powered engine operating on a narrow-gauge railway between Aberystwyth and Devil's Bridge, Mid Wales. Owain, together with his companion engines Llywelyn (another significant historical figure) and the Prince of Wales have been terrifying sheep on a regular basis since the early 1900's when the Vale of Rheidol Railway first came into existence. These little engines are British Rail's only operational link with the Age of Steam, for as most people's memory of steam locomotives recedes into a nostalgic haze, the Vale of Rheidol remains as the only steam-operated BR line in Britain.

But this is a tale not only of *Owain Glyndwr* on the Vale of Rheidol. Our second engine is the delicately-named *Blanche*, another refugee from an era when electrification, diesel, Inter-City et al were no more than images in a crystal ball. *Blanche* is one of the Festiniog Railway's engines, pulling coachloads of passengers from the little resort of Porthmadog, on the Llyn Peninsula, North Wales, to a mountain terminus in the Snowdonia National Park.

Owain and *Blanche* are two engines of the 'Great Little Trains of Wales', a name conjured up to encompass the unprecedented concentration of narrow-gauge railways which are to be found in North and Mid Wales. There are eight lines in all, seven of them private concerns operated mainly by enthusiasts, together with the one British Rail line. This tale of two trains, which concentrates on the Vale of Rheidol in Mid Wales and the Festiniog in North Wales, attempts to describe the qualities and characteristics which have elevated all of Wales's 'Great Little Trains' to the status of one of the nation's most powerful tourist attractions.

Those responsible for the creation of the Vale of Rheidol Railway, way back in the late 19th century, were endowed with motives which almost seem visionary in retrospect. Whereas the contemporary railways of the time -- and most of today's 'Great Little Trains' derive from these -- were established for purely industrial motives, someone in the Aberystwyth area must have done his market research correctly and estimated that a railway up into the mountains from this popular resort would be an instantly successful tourist attraction. Unlike other narrow-gauge railways, freight as opposed to passenger - traffic was seen as playing a secondary role.

The history books tell us that £67,900 was spent on the 12-mile line before the inaugural passenger train climbed the 680 ft. from sea level to Devil's Bridge on November 5, 1902. Following a chequered history - things got so busy by 1912 that an engine had to be borrowed from friendly rivals at Festiniog, though the line was closed throughout the 1939-45 war - the Vale of Rheidol was absorbed by British Rail after the 1947 Transport Act. Remnants of its ancestry can still be seen by those with sharp eyesight: rusting or half-broken signs almost buried in the dense tangle of undergrowth which skirts much of the line bear, on behalf of the old owners, the Great Western Railway, the familiar inscription intended to strike terror into the hearts of interlopers 'Any person found trespassing on this property' etc.

In most instances of course, this had the opposite effect as young boys, intent on flaunting near-unenforceable laws whilst at the same time enjoying the wild blackberries which always seemed to taste that important bit juicier by the side of the line, would trespass to their hearts' content.

Here, we begin to sense the real appeal of the 'Great Little Trains' -- the clouds of steam, leather window straps, lateral rocking motion, the rhythmic clackety-clack of wheel on track, the whistle and the cinders which get in your eyes when you poke your head out of the window, together with the trackside where trespassing was always fun ... a trip behind the *Owain Glyndwr* opens the floodgate of childhood memories, evokes long-forgotten incidents associated with a system of transportation that nowadays seems to brim with character and personality in comparison to the dull (but doubtless more efficient) uniformity of diesel and electric power.

The Vale of Rheidol Railway operates from the main line station at Aberystwyth - indeed, the little railway's narrow-gauge 1 ft. 11-1/2 in. track runs parallel to the main line out of Aberystwyth for the first mile or so. On this stretch, a diesel might thunder past at what seems to be a breakneck speed, since *Owain* and his companion engines are only capable of the not-very-princely velocity of 20 mph.

These first few miles of the line give little indication of the spectacular feast of scenery to come: the line runs through the broad floor of the valley as the River Rheidol winds its way languorously to the sea. Nevertheless, the theatrics of the steam train are much in evidence -- the driver (or is it the fireman?) blows the steam whistle at every opportunity, both driver and fireman waving to all and sundry as the train passes perhaps a school or an isolated farmhouse by the side of the track. Considering the fact that *Owain* and co. have been chuffing along this piece of track for years on end, the genuine and contagious enthusiasm which its passage seems to create is, well, unexpected.

At the Capel Bangor halt about five miles inland, a sign proudly declares that we are now 90 ft. above sea level. The sides of the valley are beginning to close in and become steeper now as the previously effortless piston-rhythm of the engine is replaced by a far less fluent tempo. *Owain* begins to climb. In the next seven miles the line will hug the side of an every-narrowing valley, climbing 590 ft. in all. The gradient, 1 in 50, is classified as 'exceptional' by those who are experts in such matters, and in the process of pulling up a fully loaded complement of passengers, *Owain* will burn half a ton of coal and have to stop to take on extra water.

Suddenly the line plunges into a forest, the steam creating mysterious effects as it hangs, in suspension, amongst the trees. In days gone by, pioneer environmentalists would no doubt have classified this as pollution! But, paradoxically, it all seems so natural and uncontroversial nowadays.

Just before the Rheidol Falls halt, the train breaks through the trees. The elevation now becomes apparent as the river, 300 ft. below the line, appears as a narrow strip of blue. Across the valley is the Stag, an ambitiously named outline created by spoil from an old lead mine. Perhaps with imagination it does resemble that proud beast, though in the interest of accuracy it has to be reported that this particular stag, apart from having a pitifully undeveloped set of horns, also appears to be decidedly pregnant.

From here on the scenery really takes over. After Rheidol Falls, thus named for the waterfall that cascades down the opposite side of the valley in a thin white line, Owain really has to work hard. Although thickly wooded, the trees on the side of the valley no longer impede the view since the slope is so severe. Past the Rhiwfron Halt at 560 ft. are views of alpine proportions, as conifered slopes plunge precipitously from open mountaintop to the riverfilled valley floor.

Owain chuffs, seemingly on its last legs, through a rocky cutting and pulls into Devil's Bridge, 680 ft. above sea level. This little mountain resort really does live up to its name, for here there are a series of spectacular waterfalls, raving talks based around an area which William Wordsworth, poet and walker extraordinary, labelled as the 'dread chasm'.

Apart from following in Wordsworth's footsteps, passengers also have the opportunity to chat to driver and fireman -- men like Les Humphrey and Stan Jones who also drive BR's diesel engines, but who welcome the opportunity to exchange comfortable modern cab for hot, cramped footplate. They talk of the little engines like individuals, explaining that each one has its particular idiosyncrasies and personality. 'There's an art in driving these trains,' says Stan, 'not like the diesel. You've got to really treat these with respect, almost coax and encourage them. It's not simply a matter of shovelling in the coal and pulling a few levers.'

Passenger traffic on the Vale of Rheidol increases year after year. If you want to join this ever increasing throng in 1975 then make your way to Aberystwyth Station anytime between March 24 and October 5, *Owain*, *Glyndwr*, *Llywelyn* and the *Prince of Wales* run regularly with increased services at peak periods to cater for extra demand (see the British Rail timetable).

About 40 miles north of Aberystwyth lies another little resort -- Porthmadog. Adding fuel to the perennial 'Who discovered America?' argument, it is supposedly named after Prince Madog, an intrepid Welshman who is said to have landed in America long before the much-maligned Columbus. Near the attractive harbour is the base for the Festiniog Railway, which travels ten miles into the mountains of the Snowdonia National Park to the tiny halt of Dduallt, accessible only by rail.

This little railway, again with a gauge of 1 ft. 11-1/2 in. has an immaculate and enviable pedigree. It can be traced back as far as 1836, the year in which a gravity railway was opened to transport slate from the quarries at Blaenau Ffestiniog to the quayside at Porthmadog. As the demand for slate grew and grew, so did the prosperity of the line (and, apparently, the fatigue of the poor horses who had to pull the empty wagons back up the slope for reloading).

By the mid 19th century railway mania had gripped the country, so not unnaturally the Festiniog Railway Company's thoughts turned to steam. By the autumn of 1863 two locomotives were in operation. First passengers were carried on January 6, 1867, but, like other Welsh narrow-gauge railways, gloom and difficulty followed a period of prosperity. In the Festiniog's case, it had depended to a large extent on its slate traffic. As the industry declined, so too did the railway, which also lost its passenger traffic to motor coaches. Summer tourists helped to keep things going but no passenger trains were run after 1939 and in August 1946 the line closed completely. Apart from connections between the quarries in Blaenau Ffestiniog.

The line was saved through dedicated enthusiasm and a vast amount of toil and sweat on the part of a volunteer labour force. Festiniog now operates as a volunteer supported concern the ultimate aim of which is to re-open the entire length of track from Porthmadog to Blaenau Ffestiniog. At present, it seems as if the last four-mile section from Dduallt to Blaenau will be completed by 1978.

From small beginnings in 1955 the Festiniog Railway has earned itself a place as the most popular of the 'Great Little Trains', with immaculately maintained locomotives, boasting such names as *Mountaineer*, *Earl of Merioneth*, *Merddin Emrys* and, of course, *Blanche*.

This miniature locomotive, with its deep green paintwork and highly polished brass fittings, regularly steams out of Porthmadog pulling a stylish selection of coaches. Reflecting perhaps the grand old days when

society was polarised between the upper and lower classes coaches were either 1st or 3rd class, an amusing bit of irrelevance in such a context as this, but enough to cause visitors to argue about where their true loyalties lie when purchasing tickets!

First-class travel is certainly sumptuous, with plush seats, an observation car - and even waiter service, for the train is also equipped with a licensed buffet car. Although it might not be quite up to Agatha Christie's Orient Express, a first-class ride into the mountains is a reminder of the glamour, and elegance which once surrounded the ultimate in rail travel.

As the train trundles along a mile-long estuary causeway known as the Cob there are magnificent views of Snowdon, the highest mountain in England and Wales, set amidst its surrounding peaks. Heading inland and into those mountains, *Blanche* passes through Minffordd, a little village on the doorstep of architect Sir Clough Williams-Ellis's fantastic Italianate creation at Portmeirion. *Blanche* now begins to toil as the line skirts tongue-twisting Penrhyndeudraeth - in this respect, the Festiniog Railway has taken the easy way out and simply called its halt here Penrhyon.

As on the Vale of Rheidol, passengers suddenly get an impression of height as the line clings to the side of the valley. Beneath is the snaking Dwyrd River as *Blanche* together with her usually full complement span breathtaking embankments whilst travelling alongside National Trust and Nature Reserve property on a mountainside alive with rhododendron bushes. The sharp sighted will just be able to make out the dramatic silhouette of Harlech Castle, perched on a rocky outcrop overlooking the sea before *Blanche* turns into a side valley and stops at Tan-y-bwlch to take on water.

Here, at about 400 ft. in a commanding position above the inky-black waters of the lake Llyn Mair, is an attractive nature trail, picnic area and tea shop. The last stop (at least until 1978) is the tiny halt at Dduallt, a few miles farther on and higher by a hundred feet or so. The mighty Trawsfynydd Nuclear Power Station built in special castellated style so as to blend in with the scenery of the National Park, is clearly visible from the halt, as is the town which Festiniog enthusiasts have their sights firmly set on for 1978 - Blaenau Ffestiniog.

Daily services on the railway commence on March 26 and run through until October 30. From then until the end of the year it operates a weekend service only. Together with the Vale of Rheidol, it joins with the other six 'Great Little Trains of Wales' in offering a unique method of transportation through superb countryside. Tourists who recall the Age of Steam soak up a nostalgic atmosphere, youngsters revel in the pure novelty of the locomotives and rolling stock, whilst steam enthusiasts pay homage from all over the world.

Here are details of the six other 'Great Little Trains' of Wales.

SNOWDON MOUNTAIN RAILWAY - climbs to the top of Snowdon at 3,560 ft. from Llanberis. Open from March 24 to October 3.

LLANBERIS LAKE RAILWAY - follows a lakeside route along Llyn Padarn from Gilfach Ddu, near Llanberis. Open from March 28 to September 28.

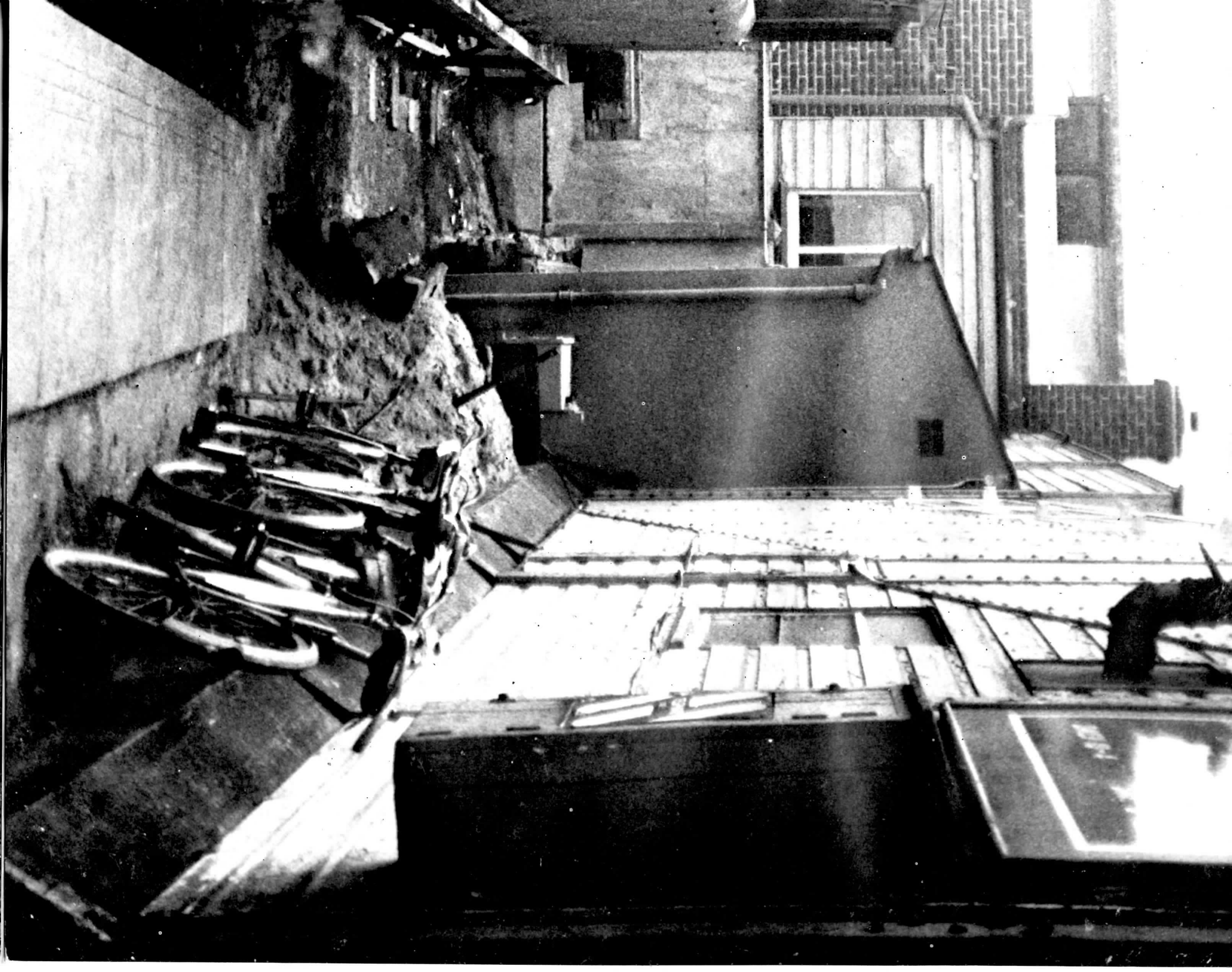
BALA LAKE RAILWAY - the newest of the 'Great Little Trains', again following a lakeside route beside Llyn Tegid, the largest natural lake in Wales, from Llanuwchllyn, near Bala. Open from March 15 to October 26.

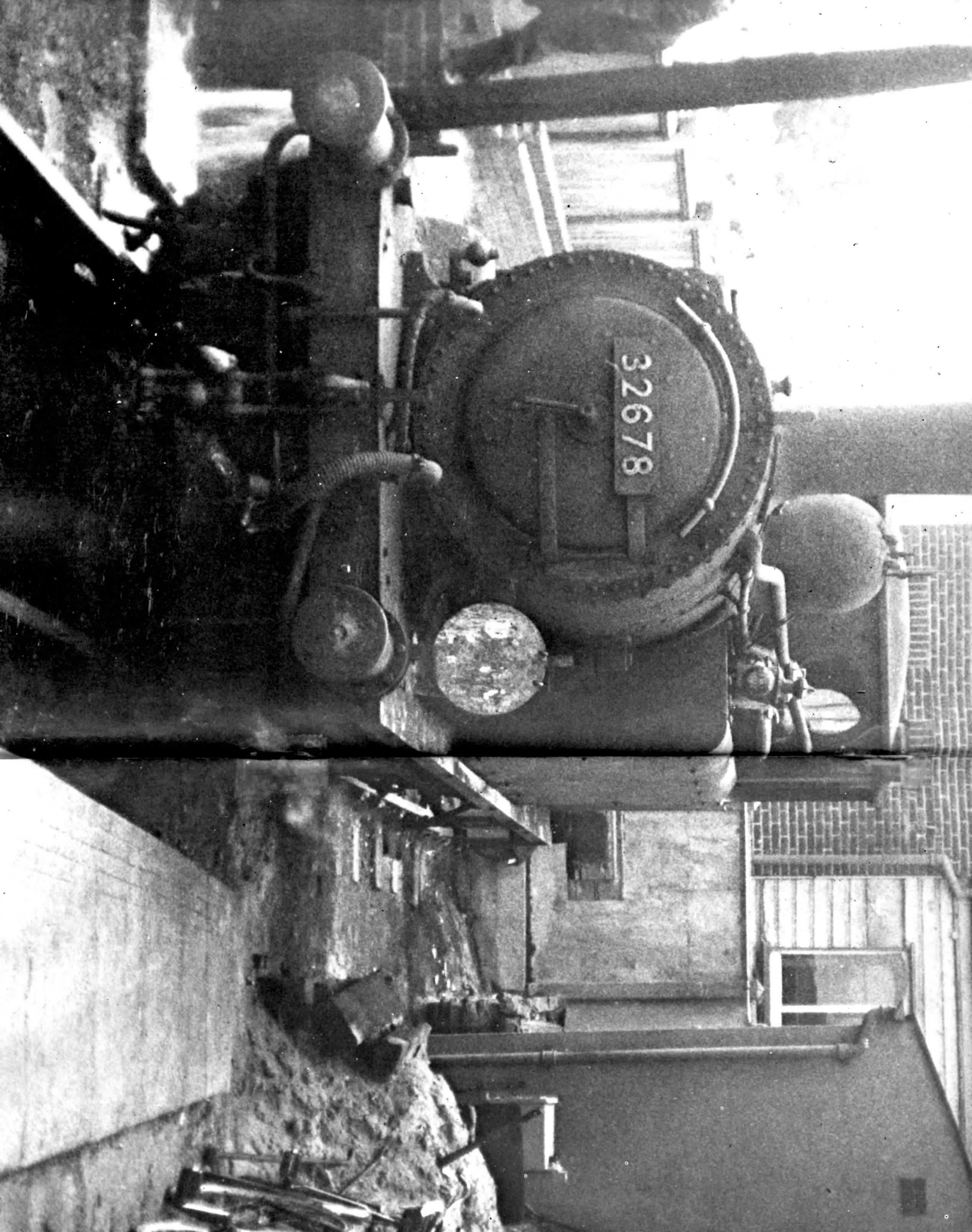
FAIRBOURNE RAILWAY - the smallest of the 'Great Little Trains' with a gauge of only 15 in. Runs along the coast from Fairbourne. Open from March 27 to the end of September.

TALYLLYN RAILWAY - runs inland through wooded countryside from the resort to Towyn. Open from March 28 to November 2.

WELSHPOOL AND LLANFAIR RAILWAY - follows an attractive route through borderland countryside from Llanfair Caereinion, near Welshpool. Open from March 28 to October 12.







FANTRIP

THE BRITISH FANTRIP - A COLLECTION OF MEMORIES

By Staff Reporter, Ron Layton



Although thousands of miles and international boundaries separate them, the rail fans of the world have a great many things in common. Unfortunately, these similarities can be both positive and negative. Ask any rail way when they last ejected a rail fan from their property for photographing a moving locomotive by standing between the rails 10 feet in front of the coupler or trying to "acquire" a signal lamp. No where are the similarities more noticeable than on the fantrip.

A flyer arrives in the mail advertising "The Northern Limited" or "The Southern Rambler", exotically named trains using strange routes. A quick mental calculation -- have I travelled that route before? ... last train on branch ... double headed ... fast run promised ... Holy cow they want a fortune to ride it ... count the pennies and take the plunge. Two weeks later the tickets arrive. Small pieces of pasteboard 1-1/8" by 3-1/4" promising a day's travel. Tiny print proclaims British Railways Board (M), Club name, train name, a list of towns visited, followed by "SECOND CLASS" - For conditions see over". Seeing over, the mystery deepens: VALID AS DATED - Issued subject to the Conditions and Regulations in the Board's Publications and Notices - NOT TRANSFERABLE. No one really knows what the conditions are, to put them all on the ticket would require the use of microdots.

The day of the trip arrives and you start out for your local station, most likely you are riding one of the first commuter trains of the day and you look a little out of place armed with cameras, note books and badges. At the downtown terminus, a subway ride is needed to make it to the departure station. It's here that you are a little less out of place; there are others in the subway

ABOVE:

Doubleheaded steam on the BR's Southern Region. 2-6-0 engines from Class "U" and Class "N" take the curve at Bromley Junction. (Ron Layton)

car that look as out of place as yourself. You play a mental game of spot the railfan. Eventually, your stop is reached and you find out how correct your senses were - "Not bad 8 out of 10".

The race for the line-up starts. You know that you are an hour early, but still your pace quickens, then - no notices - guess what gate. It is always a main-line track so your gaze moves in that direction. No need to worry, there is already the nucleus of a long line of camera-clad trippers waiting at one of the platform gates. You wait along with them. The familiar faces begin to arrive and conversations are started with total strangers - such is the camaraderie of the railfan.

The man in the ticket collector's uniform posts the train name and opens the gate. People begin to stream through. Normal British Railways traditions are broken, he has learned long ago that to punch a railfan's souvenir ticket is sacrilege. No train at the platform so everyone waits. Mentally marking off car lengths by using trains on other tracks, you calculate that the officer's car will be there and the restaurant car will be there, so gaps appear in the crowds lining the platform edge.

After what seems an eternity, a switcher brings the train equipment into the platform. The train slows and hands grab for door handles - the first one in gets the best seat. At anything below walking pace, doors are flung open and people pour in. (This is far from the dignity of North American fantrips with trainmen and safety crews.) It is common on British fantrips for a car to be reserved for members of the organizing club so that old friends can sit close to one another and converse on nothing but railways. A car is also often reserved as an office and accommodation for club officers and guests. This replaces the usual North American club private cars which are virtually non-existent in Europe.

Before the train starts, booklets are given out to the participants giving route maps, route history, photographs and statistics of the day's power along with a detailed schedule with spaces left blank for you to fill out the actual time performance.

The hardier fans have already left the train to photograph the power reversing onto the equipment. This means most of the train if the power is steam and a few hardy souls if it isn't.

Doors slam and whistles sound and almost imperceptively at first the train starts to move, suddenly a door opens and a panting latecomer is half dragged into the moving train by people already aboard. Passing through the dingy inner suburbs, the train picks up speed heading for its first stop - this is at one of the outer-suburban stations where those who did not wish to travel downtown can join the train. Well organized trips often reserve a car for these people to give them a fair chance to have a window seat. On our way once again and after an hour or so of non-stop running, we slow and take a branch line. Shutter fingers get nervous, the first photostop of the day is about to happen. A beautiful country station is descended upon by some hundreds of people. First stop for some is the ticket wicket. Those stations sometimes have some pre-nationalization tickets which will be bought at any price. For others, a climb onto the footbridge or down onto the track is made to get just the right camera angle (Despite what happens on fantrips, it is strictly forbidden for anyone to walk on B.R. track without a release, known as a track permit - also if the track is electrified these permits are never issued). You notice here that the train name and club logo are mounted on the front of the locomotive. There is one manoeuvre that the Canadian and American railfan will notice is missing. The runpast is unknown in the U.K. mainly because of regulations governing the reversal of loaded passenger trains on block and automatically signalled areas.

After much whistle blowing, people are shepherded back onto the train which continues onto a specially selected junction where power is changed or a second locomotive added - more picture taking. At this time, the first call for lunch is made and people make their way to the restaurant car. Meals are prepaid with ticket orders and only one basic meal is served, but to eat in a restaurant car is well worth it, especially when travelling on a branch line that has never before been used by a working car of this type. For refreshments, the snack/buffet car is open all day. The only unfortunate aspect of the restaurant car is that according to "Murphy's Law", your call for lunch coincides with the best photostop of the day.

The day's destination is reached, be it a locomotive works or a preserved steam line and the hoards detrain after which the equipment is removed for switching and servicing. If you are lucky, you meet the day's power after walking through the streets of the town to reach the locomotive shed.

The time has come for the return home and as the train is brought into the station, there is the unit that was in charge when you left the city working the train all the way back. The return is by a different route, maybe taking us into a different region where the old pre-nationalization differences are still noticeable. The more partisan members make derogatory comments about "The Brown Region" meaning the colour chosen to represent the Western Region (which is mainly ex-Great Western Railway trackage). They couldn't dislike it that much or they wouldn't be on the train. An operating stop is made at a wayside station and the door opens, suitcases are flung in and a girl climbs in after them. As the train moves off, she asks "Does this train go to London?" When the laughter subsides, it is explained what the train is and "Yes, the train does go to London, but the long way around", by that time, the end of the platform is sliding by the window.



BELOW:

"A long climb onto the footbridge and back down to the track just to get the right camera angle!!"
(Ron Layton)



The train picks up speed and the promised fast run begins. The stopwatch experts begin counting the mile-posts (painted white or yellow - kilometre posts are blue) we reach maximum - 106 mph and the ride is as smooth as silk. For mile after mile this goes on until the brakes are applied and we have an unscheduled stop at a major station. It is 30 minutes before the word filters back to the passengers. The train ahead has brought the overhead down and we will have to wait until a diesel unit is found to haul us past the "dead" section. A second train has appeared alongside - it's a "funtrain" excursion bringing vacationers back to the city. A rock group is playing in the baggage car and everyone on board looks well oiled. A diesel unit appears, and couples onto the other train and leaves us standing at a red light. Railfans either have more patience or are third class customers. Finally, a second diesel arrives and tows twelve passenger cars and an electric locomotive past the obstruction. By this time, the excursion is 2-1/2 hours late and won't be back in London before 1 a.m. Un-scheduled stops are made at suburban stations to allow people to leave the train as close as possible to home, but what about everyone else? When we arrive at the terminal, we find that the subway closed for the night 10

minutes ago, and there are eight who are going to your terminal station; so after taking flash pictures of the locomotive, you all pile into a cab and head across the city. Your local train leaves from the east side at 1:30 a.m. (next is the 4:30 a.m. newspaper train), the cab delivers you at the west side at 1:28 a.m. Railfans are renowned for fast actions but your next sprint should have earned a gold medal. The doors of the commuter train close with you just inside. The usual fan trip is a good time keeper and is rarely more than 30 minutes late at the end of the journey. It's always the exception that stays longest in the memory.

When you visit Britain this year, you might like to join the British rail fan on one of the many excursions. There are usually two or three on any weekend somewhere in the country. As there are a large number of club and businesses running these trips (including British Rail with their "Mystery Tours"). They can all be listed here. Detailed information however can be obtained from the British railway magazines. The most useful two for listing fantrips are "Railway Magazine" and "Railway World". Both of these magazines are available in North America and Upper Canada Railway Society members can find reference copies at the club offices.

No Steam Without Fire

By Hunter Davies

In September 1825 the world's first public railway was opened. It was called the Stockton and Darlington. Until that time, man's life had proceeded at the pace of the fastest horse. As Thackeray observed: "We who have lived before Railways were made belong to another world."

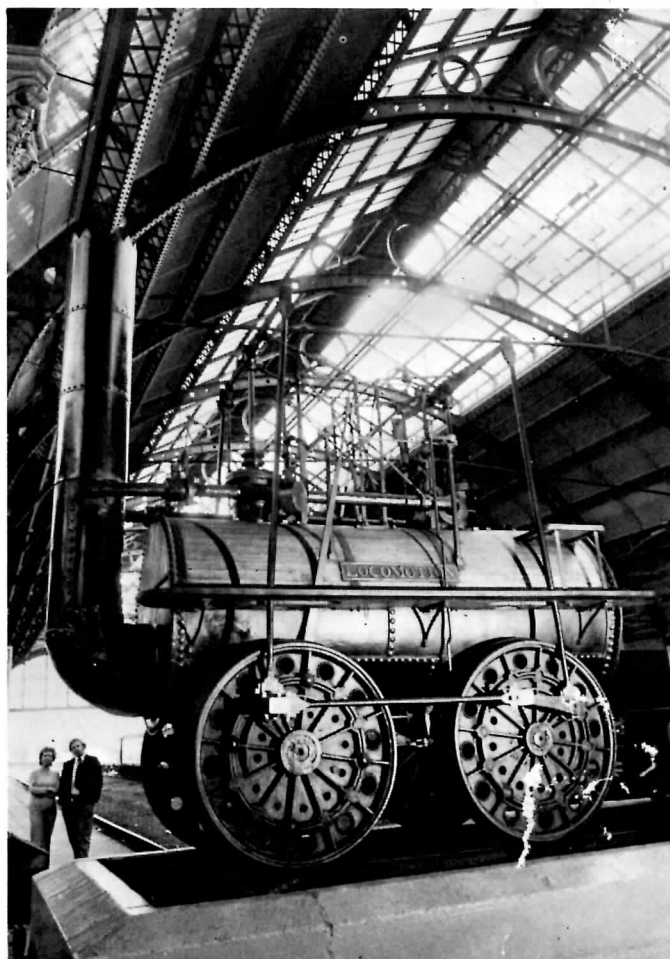
It's hard to realise now what a remarkable beginning it was. It started with a little colliery railway in the North East of England, yet within a decade the system had spread throughout Britain, across Europe and across the United States of America. Overnight, everything changed. The pace and the pace of the world was never the same again.

George Stephenson was born in the pit village of Wylam, ten miles from Newcastle, in 1781. He started work at eight, keeping the cows off the colliery's horse-drawn wagon way. He never went to school and by ten he was working full time in the pit. He rose very slowly to become a colliery engineer, repairing and building the pumping and winding machines.

He didn't invent the locomotive -- a Cornishman called Richard Trevithick is credited with that -- but he built a locomotive that was successful and that was an economic proposition. Stephenson created the system of railways, first with the Stockton and Darlington, which was for goods only, and then in 1830 with the Liverpool-Manchester Railway, the world's first passenger line.

Stephenson died in 1848 in Chesterfield, Derbyshire, where he'd bought himself a large stately home, plus a colliery and some other business interests. He died rich and famous, yet in many ways not quite accepted. The London Establishment, and the professional engineers in particular, always looked upon him as a rough, uneducated upstart. They'd always told him he could never do it, that railways were a madness. When he did it, he never let them forget that they had been wrong.

Stephenson would be surprised to see his birthplace today. The Industrial Revolution made Wylam a slag heap, which was how George knew it, but the pits and ironworks have gone and the village has got back some of its former rural glory. It's a quaint, well painted village, with stone cottages and desirable detached houses, popular with executives who commute along the Tyne, by rail or road, to Newcastle.



ABOVE: Stephenson's Locomotion, which pulled the world's first passenger train on the Stockton and Darlington line 150 years ago. It is on display at Bank Top Station, and will be moved to Darlington's North Road Station this year.

(British Tourist Authority)

George's cottage is about half a mile east of the village. You get to it along the river banks, following a path out of Wylam village, past a notice saying "University of Newcastle, Private Fishing". The cottage is set back slightly from the river bank, right beside the overgrown relics of the old North Eastern Railway line. There are several Victorian railway notices still standing in situ, the sort which can cost £50 a time from the trendier London antique stalls.

It's quite a handsome cottage, bigger than I'd expected, and in good condition, though of course in George's day he and his family occupied only one room. A plaque over the door states that this is George Stephenson's birthplace, but most of the wordage is taken up with the names of long forgotten councillors who put up the plaque. The cottage was bought by Engineers and handed over to the National Trust in 1948.

There are several original letters and documents by and relating to George and Robert at Newcastle's Central Library, in their local history room, and out at the Northumberland County records office in North Gosforth.

The Central Station, scene of many early railway banquets, is as imposing as ever, having recently been cleaned up. Not far away in Neville Street is the statue of George, dressed for some reason like a Greek, erected by the city fathers in 1862. The Literary and Philosophical Society, where George sent his son Robert to study, is still going strong. Its subscription fee hasn't gone up by very much since George enrolled Robert 160 years ago. He paid three guineas a year. Today it's £5.25, plus VAT. They have one of George's safety lamps in a glass cage and copies of the reports and newspaper cuttings about the famous lamp row. To this day, people on Tyneside say that it was George Stephenson, not Sir Humphry Davy, who invented the miner's safety lamp.

The mecca for all railway fans of every age is the Science Museum in South Kensington, London. It's a child's delight but must be an attendant's nightmare. Everything is so invitingly displayed, great engines, trams and machines, stretching up to the ceiling, and all of it welcoming you to climb or clamber over, to press buttons and start machines and models.

Robert Stephenson's *Rocket*, their most famous single railway exhibit, isn't as big an attraction as one might expect. Most casual visitors pass it by. It looks rather small, black and ugly, surrounded by much bigger, more glamorous machines.

The *Rocket* ran successfully on the Liverpool-Manchester line until 1836, when it was bought for £300 by James Thompson of Kirkhouse, near Brampton in Cumberland, who was agent for the Earl of Carlisle's collieries. He ran it on his four-mile colliery railway till around 1840

during which time it is supposed on one occasion to have covered the four miles in four minutes, carrying the Alston election results. But no engineer today believes this was possible. It was exhibited at the 1851 Great Exhibition and in 1862 finally ended up in South Kensington.

Apart from the original, the Science Museum has on exhibition nearby a full-sized replica of *Rocket* which was made for them by Robert Stephenson and Company in 1935. There are other Rocket replicas in the Museum of Peaceful Arts in Chicago and the Museum of Science and Industry in New York.

The Science Museum is the sister museum to the new railway museum due to be opened in the summer of 1975 at York. This has taken over British Rail's transport museum which used to be at Clapham, and a smaller museum which was already in York. The new York museum is intended to be very much an entertainment museum, leaving the Science Museum to be more technical.

Last, and in this anniversary year, most important of all, the pilgrim must visit Darlington. They hope that by the end of 1975 their celebrations will put them once again on the railway map of the world.

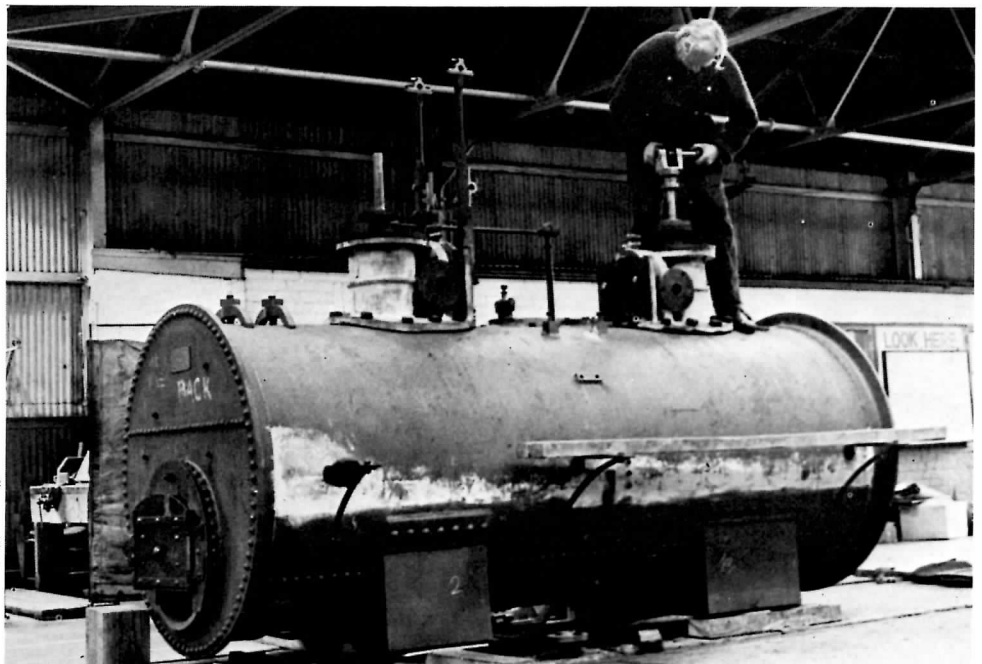
Their most treasured possession, which now stands on Darlington station, is *Locomotion No. 1*, the first locomotive used on the world's first public railway. It's much bigger than I imagined, gleaming black and rather fierce looking. There are horse-like stirrups at the side where the driver climbed up and then perched on top, on a little platform running beside the boiler, right amongst the works. It must have been very perilous, completely exposed to the elements, easily brushed off by any obstacle or a high wind, and more than easily caught up in the cogs and cranks or burned by the boiler. The fireman was relatively safer, hanging on at the back and much lower down. In front of the driver, as he crouched on top of the engine, was a rope attached to a brass bell at the front, so he could warn the public of his approach.

During the 1925 celebrations, *Locomotion No. 1* was taken off its plinth and was the centre of the festivities, pulling a steam train full of distinguished guests. (The opening ceremony was done by the Duchess of York, now the Queen Mother.) But there was a certain amount of cheating. Smoke came out of *Locomotion's* chimney, as it should, but it was caused by an oily waste burning in the chimney. The motive power came from a petrol engine hidden in the tender. For 1975 they have decided to build a full scale working model of *Locomotion* instead. They couldn't take a chance on moving the original *Locomotion*. If the boiler were lit, it would no doubt explode. So it will stay in Darlington Station.

BRITAIN

RIGHT:

Michael Satow stands on the boiler of the new *Locomotion* which will be one of the big attractions in this year's 150th birthday celebrations of the Stockton and Darlington, the world's first steam passenger railway. (British Tourist Authority)



WHAT'S HAPPENING and where

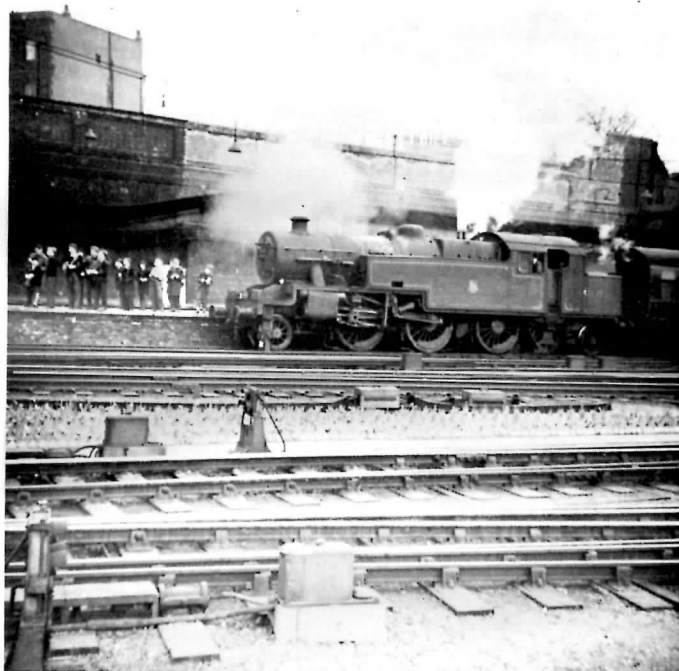
On Sunday, August 31st, 1975, there will be a Grand Steam Cavalcade of steam powered locomotives. 150 exhibitions Shildon to Heighington. The Cavalcade starts at 2:00 p.m. There are limited grandstand seats and also closer seats at trackside. Grandstand tickets - \$5.80; Trackside - \$1.25. Advance ticket sales can be purchased from:

Visit Northumbria,
7 North Road,
Durham City,
Durham, England

Make cheques or money orders payable to: Steam 150.

LAST AND LONGEST CAVALCADE PROPOSED LIST OF LOCOMOTIVES

Wheel Arrangement	Railway	No. and Name	Date Built
0-4-0	Stockton-Darling- ton	1 locomotion	1975 (rep- lica)
0-4-0-WT	S&PR	- Shannon	1857
4-2-2	Great Northern	1 -----	1870
0-4-0-VVT	-----	- -----	1871
0-6-0	Stockton-Darling- ton	1275 -----	1874
0-6-0-T	London-Brighton- South Coast	62 Martello	1875
0-6-0-T	LMS	1708 -----	1818
0-4-0-T	North Eastern	1310 -----	1891
2-4-0	London & North Western	790 Hardwick	1892
040ST	-----	- Lord Mayor	1893
040WT	DSB (German)	385 -----	1895
442	Great Northern	990 Henry Oakly	1898
440	Midland	1000 -----	1902
B-B (Elect- 044Tric)	Metropolitan Calidonian	12 Sara Siddons 419 -----	1907 1907
080	Northeastern	2238 -----	1918
462	LNER	4472 Flying Scot	1923
060	Northeastern	2392 -----	1923
460	Great Western	4079 Pendennis Castel	1924
440	LNER	246 Morayshire	1928
060PT	Great Western	7752 -----	1930
462	LMS	6201 Princess Eliz	1933
040VBT	LNER	54 -----	1933
440	Southern	928 Stowe	1934
460	South	841 Greene King	1936
262	LNER	4771 Green Arrow	1936
462	LNER	4498 Sir Nigil Gresley	1937
460	LMS	5690 Leandes	1937
460	Great West	7808 Cookham Manor	1938
260	LNER	3442 The Great Marquess	1938
280	LMS	8233 -----	1940
060	Southern	33001 -----	1942
2100	British War Dept.	AD600 Gordon	1943
460	Great Western	6960 Ravening- ham Hall	1944
462	South	34051 Winston Churchill	1946
400	LMS	4767 Stephenson	1947
460	LNER	1306 Mayflower	1948
462	Southern	35028 Clan Line	1948
462	LNER	532 Lou Peter	1948
262T	BR	41241 -----	1949
462	BR	70000 Britinnia	1951
260	BR	43106 -----	1951
2100	BR	92220 Evening Star	1960



ABOVE: A station pilot locomotive brings a train into the station at Euston. It is a 2-6-4 tank, number 42630.
(Ron Layton)

BELOW: Number 45387, a Black Five 4-6-0 freight-passenger locomotive, was introduced in 1934, the most numerous of all British steam locomotive types.
(Ron Layton)



Listing of rail lines where steam can run:

TABLE I: BR ROUTES APPROVED FOR STEAM, 1975

Route	Miles
Newcastle-Stockton-Middlesbrough	48
York-Scarborough	42
Filey-Hull	44
Dundee-Thornton-Dunfermline - Thornton-Dundee	91
Dundee-Aberdeen	71
Dundee-Stirling-Falkirk (Grahamstown)	64
Edinburgh-Falkirk (Grahamstown)	15
Edinburgh-Inverkeithing	13
Inverness-Kyle of Lochalsh	78
Carnforth-Barrow-in-Furness	28
Barrow-in-Furness-Sellafield	35
Carnforth-Leeds	64
Bradford-Shipley	3
Guide Bridge-Dore-Sheffield	40
Shrewsbury-Chester	42
Shrewsbury-Newport	94
Oxford-Worcester-Hereford	85
Birmingham (Moore Street)-Didcot	77
Tyseley-Stratford-on-Avon	22
Hatton-Stratford-on-Avon	9
Tyseley-Washwood Heath	2
Basingstoke-Salisbury	36
Eastleigh-Romsey-Salisbury-Westbury	43

Locomotives allowed to run main lines by British Rail:

TABLE II: PRESERVED STEAM LOCOMOTIVES WHICH MAY BE CONSIDERED FOR STEAM TOURS OVER BR IN 1975

No.	Name	Type	Home depot or railway
4079	Pendennis Castle	4-6-0	Carnforth
6000	King George V	4-6-0	Bulmers, Hereford
6998	Burton Agnes Hall	4-6-0	GWS, Didcot
7029	Clun Castle	4-6-0	Tyseley
7808	Cookham Manor	4-6-0	GWS, Didcot
532	Blue Peter	4-6-2	Walton, Wakefield
1306	Mayflower	4-6-0	Carnforth
3442	The Great Marquess	2-6-0	Severn Valley Railway
4472	Flying Scotsman	4-6-2	Carnforth
4498	Sir Nigel Gresley	4-6-2	Philadelphia
4771	Green Arrow	2-6-2	Carnforth
60009	Union of South Africa	4-6-2	Lochty Railway

4767	Stephenson	4-6-0	North Yorkshire Moors Railway
4871	-----	4-6-0	Carnforth
4932	-----	4-6-0	Carnforth
5110	RAF, Biggin Hill	4-6-0	Severn Valley Railway
5428	Eric Treacy	4-6-0	North Yorkshire Moors Railway
5596	Bahamas	4-6-0	Dinting
5690	Leander	4-6-0	Dinting
35028	Clan Line	4-6-2	Ashford
92203	Black Prince	2-10-0	Cranmore
92220	Evening Star	2-10-0	Keighley & Worth Valley Railway

PROVISIONAL CALENDAR OF EVENTS

Date	Description	Site
From July 1 1975 onwards	Darlington North Road Station Museum	Darlington
	Darlington Water Works (Beam and gas engines)	Darlington
	Timothy Hackworth's Cottage and Soho Engine Works - currently being renovated (cottage becoming Hackworth's museum).	Shildon
	Rail Trail - on-foot trail, covering various sections of the original route, including Preston Park, Stockton, Fighting Cocks, The Brusselton, and Etherley inclines, original bridges and haulage engine buildings.	Stockton, Middleton, Darlington, Heighington, Shildon
	Railway Images Exhibition, Paintings, etc.	Billingham Art Gallery near Stockton
	Methodist Philatelic Society - special issues to mark 125th Anniversary of the death of Timothy Hackworth.	Shildon

BELOW:

The world's most famous railway bridge is this one, the Forth Bridge in Scotland. (Ron Layton)



RIGHT:

Name Plate of engine #7803 *Barcote Manor* was taken at Shrewsbury. The name plate is typical of all Great Western's 4-6-0 named locomotives. (Ron Layton)

BOTTOM RIGHT:

CC electric number 27006, *Pandora*, pauses at Penistone with an eastbound Manchester-Sheffield passenger train. Number 27006 was sold by British Rail and is now NR number 1504. (Ron Layton)



Date	Description	Site
Aug. 16	Darlington Show - to be augmented with special events to make it part of Festival Week	Darlington
Aug.16-23	British Rail Exhibition Train Photographic Exhibition, featuring old Darlington. Schools Exhibition (models, paintings, essays, etc.) Philatelic and Numismatic Exhibition. Railway Books & Pictures Exhibition. Goldsmiths Exhibition. Poster exhibition.	Darlington
Aug. 17	Veteran Car and Motor Cycle Rally with judging and prizegiving from the High Row and Town Centre.	Darlington
Aug.18-30	Railway Exhibition.	Darlington
Aug.19-21	Darlington Flower Show - Incorporating display and rides in in horsedrawn vehicles. Ladies' Day with 150 years of fashion. Tennis match in costume. Bowls tournament finals. Hot-air balloon ascent Military Bands & Orchestral Concerts (to be decided). Visit of the Hounds. Working steam model railway (rides). Army Noddy Train rides for children.	Darlington
Aug. 23	Grand Carnival Parade to South Park, with side shows, ox roasting.	Darlington
Aug.24-30	The Rail 150 Exhibition--opens 11.00 and closes 19.00 hours each day.	Shildon
Aug.24-30	British Rail Exhibition Train	Shildon
Aug. 24	United Churches Combined Services - Bishop of Wakefield, Rev. Eric Treacy	Shildon
Aug.24-31	"Four of Clubs" Talent Contest. Railway towns soccer knock-out competition. Railway towns cricket knock-out competition. Films with railway theme, including "the Ghost Train". Personal appearance of Britain's Railway Queen.	Shildon
Aug. 25	11.30.Official Opening of the Rail 150 Exhibition by the Rt. Hon. William Whitelaw, CH, MC, MP	Shildon
Aug. 25	Pageant and Jazz Band Contest, to coincide with the opening of the Rail 150 Exhibition. Concerts by three military bands. Carnival Dance.	Shildon
Aug.25-30	Exhibition of 15in gauge steam railway-including locomotives from Ravenglass & Eskdale Railway and Romney, Hythe & Dymchurch Railway. Display of vintage and modern brass band instruments provided by Boosey and Hawkes Ltd. Displays of rail transport and other activities by military.	Shildon

Aug.25-30	Display of South West Durham Schools project material. Display of models made by apprentices in British Rail Engineering workshops throughout the country. Display of silver models of Locomotion loaned by The Queen Mother. Display by General Post Office.	Shildon
Aug.25-30	Special exhibits by NUR and Transport 2000 Committee. Fairground Production by Shildon Operatic Society.	Shildon
Aug. 29	International Boxing Tournament.	Shildon
Aug. 30	Gala Sports Day. Foreign Bird Society Exhibition. Concert Band of 150 Reg. Royal Corps of Transport.	Shildon
Aug. 31	Grand Steam Cavalcade from Shildon towards Darlington. Concert Combined British Rail Board's Choir.	Shildon
Sept.1-27	Exhibition St. John's Ticket Office Museum.	Stockton
Sept. 19	Chairman of Leisure & Amenities - "At Home", Preston Park. Announcements by Bellman. Preview of Stockton Exhibition.	Stockton
Sept. 20	Association of Railway Preservation Societies Meeting.	Eaglescliffe near Stockton
Sept.20-27	Interior, Preston Park-Railway Exhibition, including the silver replicas presented to HRH Duke and Duchess of York in 1925. The "Town Silver" (the plate etc.) belonging to the Parish Church of Stockton and others. The "Honours" of the Borough of Stockton and	Stockton



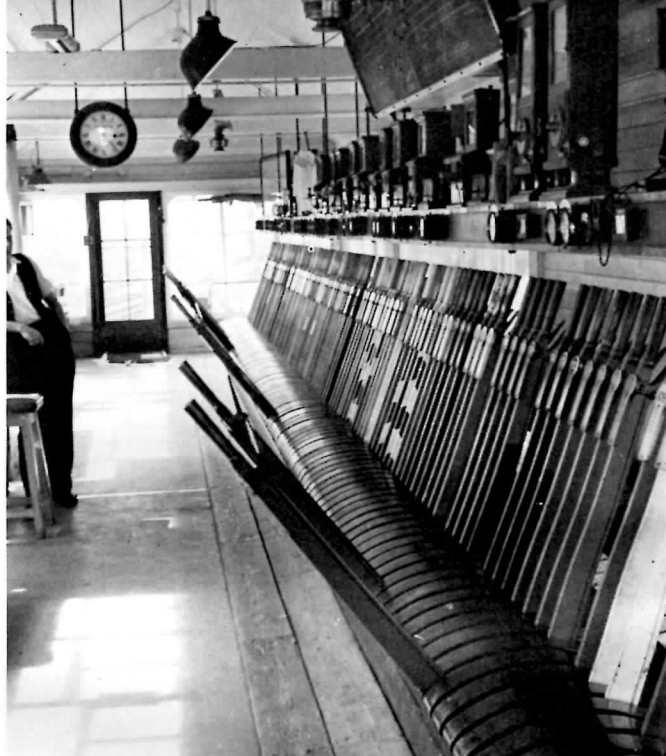
Date	Description	Site
	Thornaby and those of Billingham and Yarm. Tribute to John Walker. Tribute to Thomas Sheraton. Period rooms, dispensary and operating theatre. Railway Relics, linear motor experimental gear. Poster exhibition. Grounds, Preston Hall-Model Railways-Working models etc. Static display of traction engines under steam. Crafts demonstration Transport Museum.	
Sept.21-27	British Rail Exhibition Train	Stockton
Sept. 26	Salvation Army Band Concert.	Shildon
	British Rail Boxing Tournament.	
Sept. 26	"The next 150 Years" Public lecture by Prof. E.R. Laithwaite.	Stockton
Sept. 27	Opening of National Rail Museum	York
Sept. 27	In the Grounds of Preston Park- Ceremony Cutting the First Sod, in period costume. Peal of Church bells. Stockton Parade led by police horses and band. Reception by Mayor in vicinity Town Hall. Stalls and High Street en fete. Display by Shildon Rockets.	Stockton
Sept. 27	Commemorative Banquet	Thornaby Pavilion
Sept. 27	Grand Public Barbecue	Shildon
Sept. 28	Air Display, Teesside Airport	Middleton St. George



ABOVE: British Rail local country service crosses a wye at Shrewsbury. (Ron Layton)

BACK COVER: Taken through the glass of a passenger carriage window, Ron Layton caught the signal tower at the south end of Wrexham General in Wales.

BELOW: A London Transport Circle Line Underground Train heads west at Barbican Station. This is one of the few interchanges between British Rail and London Transport systems. (Ron Layton)



ABOVE: Think of British Railroading and the signal box will come to mind. This signal box (control tower) is at Cricklewood Junction. Note: Six-track mainline, double-track wye and lead tracks to a locomotive depot and freight yard are handled. (Ron Layton)

The British Tourist Authority Provides general tourist information and literature on England, Scotland, Wales and Northern Ireland. More detailed information, reservations and tickets for air, shipping, rail, bus travel and tours can be obtained from your local travel agent or from the addresses listed below:

BritRail Travel International, 55 Eglinton Ave. East, Toronto, Ontario. M4P 1G8	409 Granville Street, Vancouver, B.C. V6C 1T2
270 Madison Avenue, New York, N.Y. 10016	510 West Sixth St., Los Angeles Ca. 90014
333 North Michigan Ave., Chicago Illinois 60601	76 Arlington St., Boston, Mass. 02116

Schedules, tickets and reservations for rail travel in England, Scotland and Wales; ferry services to Ireland, Channel Isles, Western Isles of Scotland and the Continent.

BRITRAIL PASS -- unlimited rail travel for:

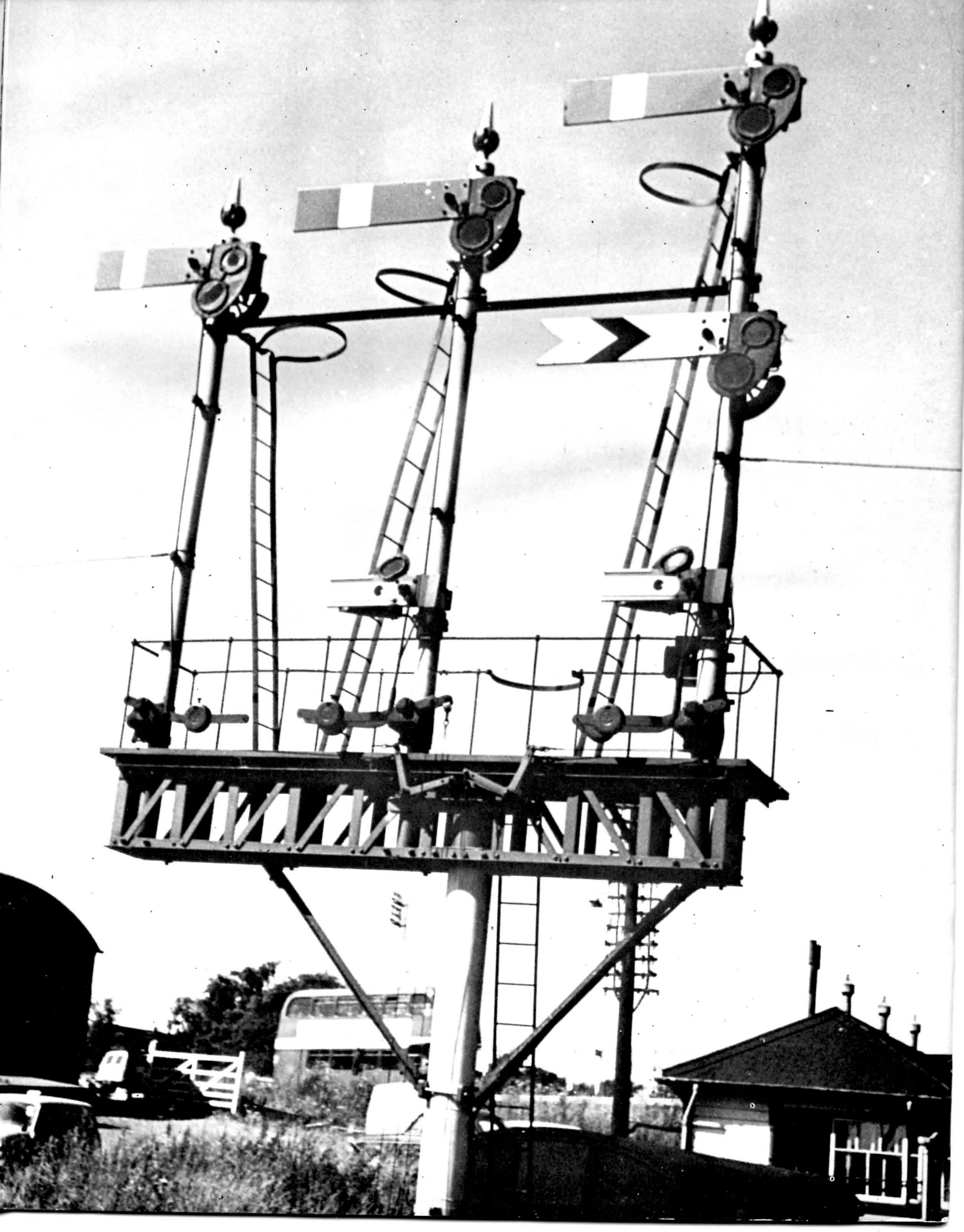
8 consecutive days	--	\$44.00	economy
" "	--	\$66.00	first class
15 " "	--	\$61.00	economy
" "	--	\$83.00	first class
21 " "	--	\$77.00	economy
" "	--	\$99.00	first class
1 month	-----	\$105.00	economy
" "	-----	\$127.00	first class

YOUTH PASS -- (ages 14 through 22 years of age):

8 consecutive days	--	\$35.00	economy
15 " "	--	\$50.00	economy
1 month	-----	\$94.00	economy

LONDON TRANSPORT

Information available through BritRail travel offices listed above. Special GO AS YOU PLEASE tickets are available as follows:
SEVEN consecutive days unlimited travel on red bus routes and the Underground - \$10.00 per adult;
FOUR consecutive days unlimited travel on red bus routes and the Underground - \$7.50 per adult.



Ex Birmingham PCC
number 4726 pro-
ceeds east through
Humber Loop on 11
June 1963. The
car is destined
for Roncesvalles
Carhouse after the
evening rush hour.
(Ted Wickson)



TRACTION TOPICS

will return in the next issue



An interesting effect
is created when pho-
tographing a cross-
over at track level.
This view looks south
from the crossover
at Sheppard Station
on the North Yonge
Subway Extension.
The shot was taken
by Ted Wickson prior
to the commencement
of service on the
line.

Upper Canada Railway Society

\$1.35

Newsletter

MARCH — APRIL 1975

PROPOSED NAME CHANGE RAIL AND TRANSIT

