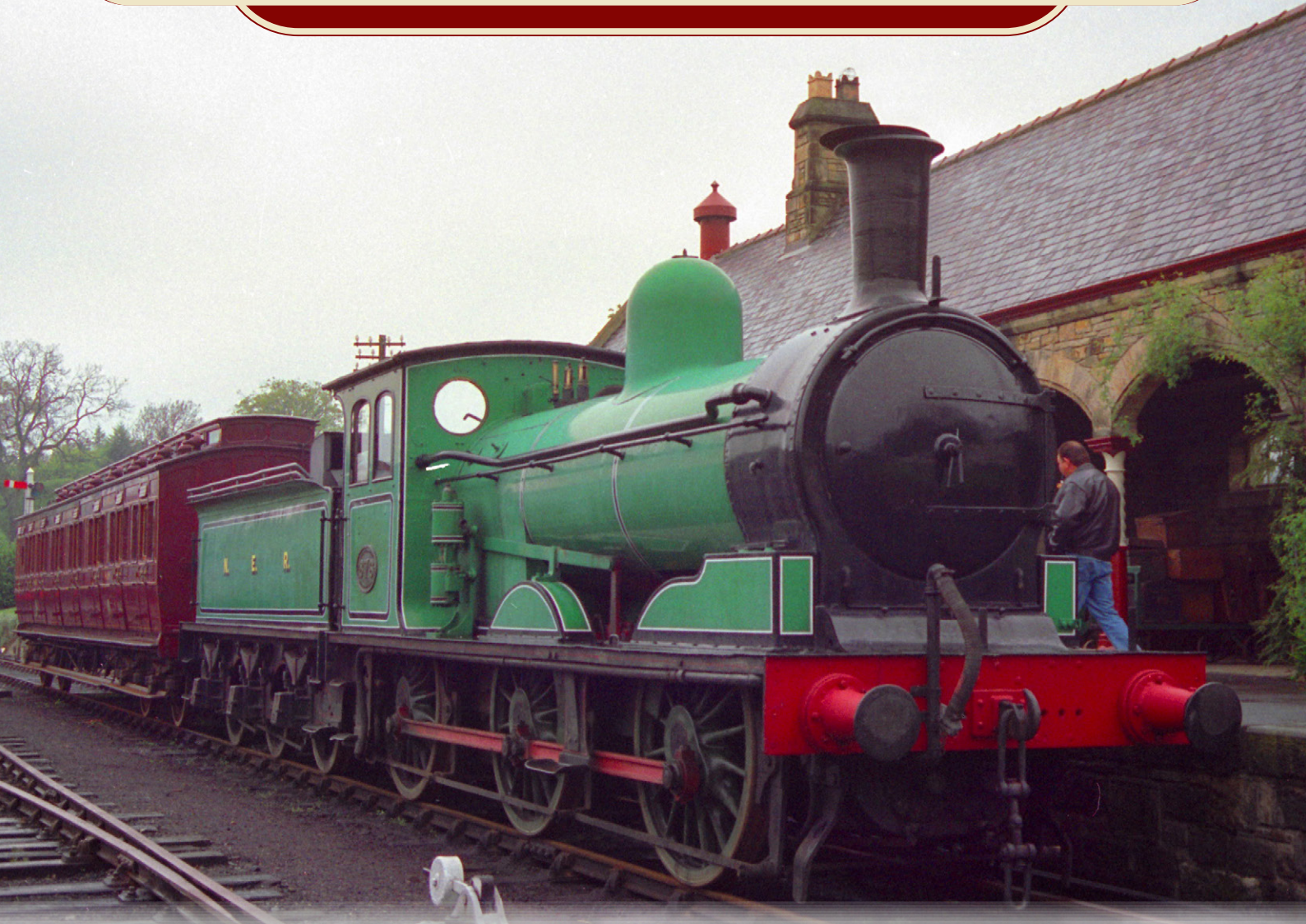


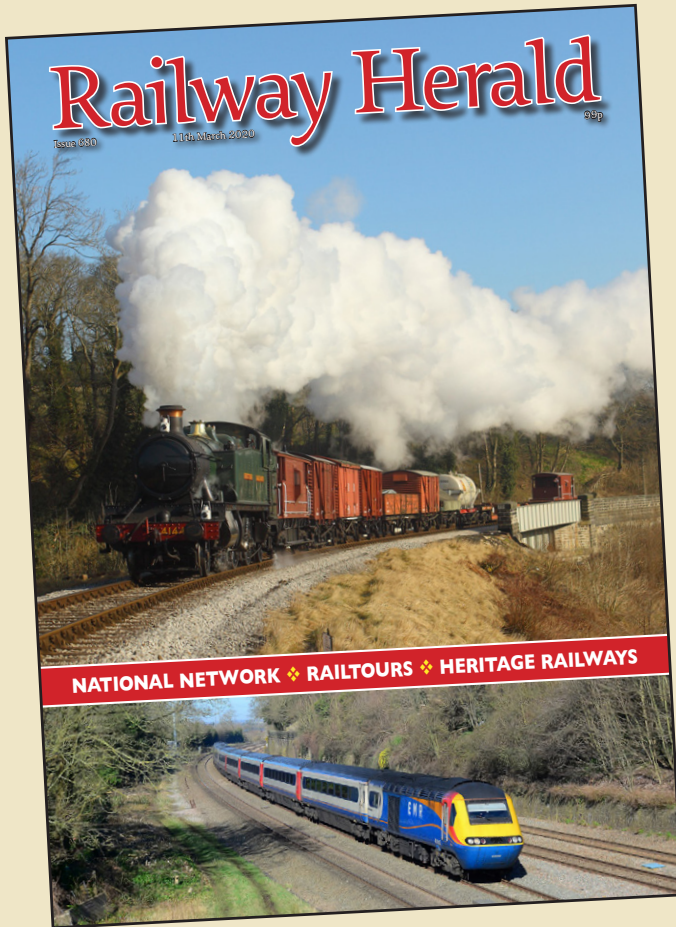
BRINGING THE PAST TO LIFE



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BRINGING THE PAST TO LIFE

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Our thanks go to LCLT Chairman, Toby Watkins, and Stainmore Railway Company Director, Mike Thompson, for their extensive assistance in the production of this supplement

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Below: Now under restoration thanks to the LCLT, LNER J21 class 0-6-0 No. 65033 shunts at Darlington shortly before its withdrawal from service in 1962. *LCLT Collection*



Above: A nocturnal view of Kirkby Stephen East station on 27th August 2011, with visiting BR Standard class 2MT 2-6-0 No. 78019, LNER J21 class 0-6-0 No. 65033 and resident Peckett 0-4-0ST No. 65033. *Andrew Rapacz*

Front cover, top: LNER J21 class 0-6-0 No. 65033, in its guise as NER C1 class No. 876, on display in the reconstructed Rowley station at Beamish. *Ray Walkington*

Front cover, bottom: BR Standard class 2MT 2-6-0 No. 78019, delivered new to Kirby Stephen in 1954, returned for the Stainmore 150 celebrations in 2011 and stands alongside LNER J21 class 0-6-0 No. 65033 and NER 901 class 2-4-0 No. 910 on 30th August that year. *Stuart Chapman*





Above: LNER J21 class 0-6-0 No. 65033 tops the climb at the exposed Stainmore summit with a rake of maroon painted Gresley 'teaks' in tow, while in charge of the Railway Correspondence and Travel Society / Stockton & Darlington Locomotive Society's 'J21' railtour on 7th May 1960. *Gavin Morrison / LCLT*

Restoring the LNER J21

The Locomotive Conservation and Learning Trust (LCLT) was founded in 2009 with a view to preserving precious railway artifacts, including locomotives and historic rolling stock, for future generations to enjoy, while at the same time building resources to teach about their history and support the traditional skills needed to maintain and restore them.

The first such artifacts placed into the care of the Trust were London & North Eastern Railway (LNER) J21 class 0-6-0 No. 65033 and the historic North Eastern Railway (NER) bogie stores van No. 5523, which had both previously been part of the collection housed at Beamish Open Air Museum, but needed considerable resources to conserve and restore them and bring them into a fit condition to be enjoyed by the public.

No. 65033 was outshopped from the NER's Gateshead Works in 1889, as an example of Thomas William Worsdell's C class compounds. Fitted with 18" x 24" and 26" x 24" cylinders, it was originally unsuperheated and emerged in NER lined green livery as No. 876. A total of 171 examples of the C class and 30 more of the outwardly similar simple expansion C1 class, were built between 1886 and 1894, all but the prototype (No. 16) being built in batches of 10 with most being constructed at Gateshead and just three batches being outshopped from Darlington.

The C and C1 classes were a massive improvement over what the NER had previously had available for goods work, proving rugged and reliable performers. Their cabs were large and spacious, with crew comfort and functionality in mind, and were very popular with

crews. The compounds reportedly had a greater efficiency than the simple locomotives, but this appears to have not been realised in day-to-day operation, with difficulties also being experienced with starting and stopping. Following Worsdell's retirement in 1890, he was succeeded by his brother Wilson, who had a dislike of compounding and commissioned a series of tests to compare various classes to assess the advantages and disadvantages of compound locomotives against their simple counterparts. Thomas Worsdell continued to have some involvement at the NER until 1893, but the following year, Wilson was finally able to have full control of his position as Locomotive Superintendent. The NER's Locomotive Committee reviewed Wilson Worsdell's findings and ordered all compound locomotives to be rebuilt to

simple expansion from 1894, priority was understandably given to passenger locomotives, and it was 1901 before the first of the C class locomotives was rebuilt.

No. 876 was rebuilt as a simple expansion locomotive in December 1908, being fitted with 19" diameter cylinders and piston valves, and in 1914 it received a new boiler equipped with a Schmidt pattern superheater. The locomotive stayed in this form for the remainder of its NER career, retaining its original number when it passed into LNER ownership in 1923. At this time, however, it gained all-over black livery in common with that Company's policy for goods locomotives, although this did nothing to enhance the attractive lines of the class. Despite being designed as freight locomotives, the class did undertake a significant amount of passenger work throughout their careers,



Above: Another view of the same train as it climbs its way across the bleak expanse of Stainmore. The trackbed either side of the summit has now been obliterated by the A66 trunk road, but remains extant at the summit itself, allowing the Stainmore Railway Company to install a replica of one of the summit boards. *LCLT Collection*

Below: Having been withdrawn two years previously, LNER J21 class 0-6-0 No. 65033 stands cold and forlorn in the yard at Darlington in early 1964. It enjoyed a much longer working life than the North British built 0-4-0 diesel shunter in the background, No. D2700 that was outshopped in July 1953 and had a working life of just over a decade, being withdrawn on 2nd November 1963. It was then sent to Darlington for scrapping, and was not so lucky as the 'J21', meeting the cutter's torch on 1st November 1963. *LCLT Collection*





Above: No. 65033 stands dumped at Darlington in February 1966, following its withdrawal as the last of its class in 1962. Thankfully it was able to remain here untouched for six years, before being rescued for preservation at Beamish Open Air Museum, just four days before it was due to be dispatched for scrapping. *LCLT Collection*

and many were fitted with both Westinghouse air and vacuum brakes early on in their lives to allow this, and No. 876 was one of these.

The LNER inherited a significant number of goods locomotives from the pre-

grouping companies, many of which were nearing the end of their useful lives or were hopelessly inadequate to handle the heavier goods trains operating at the time. It therefore began to introduce more modern

designs, allowing the earlier types to be withdrawn. The C and CI classes, which became J21s under the LNER, were initially displaced from main line work onto secondary duties until withdrawals began in 1929.

Below: No. 65033 looked much more forlorn at Darlington by the time it was finally towed away to Consett steelworks. Gone are the smokebox dart, vacuum hose and coupling rods, the latter having been removed to ease shunting. *LCLT Collection*



No. 876 itself was withdrawn on 22nd November 1939, but due to the demands of the railway in wartime and a shortage of locomotives, it was overhauled and returned to service the following year, beginning the most remarkable part of its long career.

The class had long been associated with handling traffic over the difficult route between Darlington and Kirkby Stephen, and it was upon this route that No. 876 found fame, when on 4th December 1942 it conveyed the Prime Minister, Winston Churchill, to Barnard Castle to inspect the battle school there, and it also subsequently provided the motive power for a train carrying King George VI to Kirkby Stephen.

Following the cessation of hostilities, No. 876 became No. 5033 in the 1946 LNER renumbering scheme, which placed 0-6-0 tender locomotives in the 4000 – 5999 number series.



Above: Following transportation to Beamish, No. 65033 was subjected to a full overhaul before being outshopped in NER green livery, in which condition it is pictured at the reconstructed Rowley station at the Museum. *Allan Black/LCLT Collection*

It subsequently became No. 65033 under British Railways (BR) auspices in 1948, being adorned with its new number in December of that year. By this time, the class had been dwindling for many years but BR still inherited 82 examples, most of which survived into the 1950s. As the new BR Standard designs began to be introduced in ever-increasing numbers, the J21 withdrawals resumed and by 1959, only five examples survived. Kirkby Stephen shed had lost its allocation of the class in 1953, making their appearances on the Stainmore route, a line with which they had been synonymous for many years, increasingly rare.

As one of the few survivors, No. 65033 was selected as the locomotive to work a Railway Correspondence and Travel Society / Stockton & Darlington Locomotive Society special railtour over the Stainmore route on 7th May 1960. The train set out from Darlington at 10:55 and worked via Barnard Castle to Kirkby Stephen East, where a 10-minute pause was made for photographs. At Kirkby Stephen Junction it turned south, taking the scenic line via Smardale Gill Viaduct to Tebay (much of which now forms the A685 road), where the locomotive was turned and watered. It then tackled the climb from Tebay to Shap

unassisted, reaching Carlisle at 14:00, departing at 16:30, and running south to Penrith before turning eastwards, via Appleby East and Warcop, to rejoin its outward route at Kirkby Stephen Junction, finally arriving back at Darlington at 19:42. On this epic and unusual journey, it became the last member of the class to work on the line.

No. 65033's own days were numbered by this time, as diesel traction had begun to take over many of its duties, and newer steam designs were being cascaded to secondary lines.

Nevertheless, the locomotive lingered on to become the last example of the class in traffic, finally being withdrawn from Blyth North shed (52F) on 23rd April 1962 and sent to Darlington Works for disposal.

As the last of its class and thus of historical importance, it was initially reserved for the National Collection, but was later rejected due to not being in original condition. It languished at Darlington for six years, allegedly missing more than one trip to the scrapyards as sympathetic crews

'forgot' to collect it when taking wagons and other locomotives for disposal. Its salvation came when one of the founders of Beamish Open Air Museum, Dr Frank Atkinson CBE, acquired it for preservation in June 1968, just four days before it was due to make its final journey to the scrapman. With Beamish still very much under construction, it was moved to the relative safety of the steelworks at Consett before being transferred to the Tanfield Railway in 1970. Here, it was restored to working order and outshopped in NER green as No. 876 before moving to Beamish in 1975. It was steamed there for the opening of Rowley station in 1976, with Sir John Betjeman on the footplate, and was used on a semi-regular basis until the expiry of its boiler certificate in December 1983.

With a great deal of work being needed to enable it to steam once more, and insufficient funds available, No. 876 was placed on static display and has not worked a train for almost four decades, the longest period of inactivity since its construction. It was stored in the open air until 1999, when a move to Bill Parker's Flour Mill workshops in the Forest of Dean for assessment took

Below: Another view of the locomotive at Rowley, in NER green livery as No. 876. Upon completion of its latest overhaul it will once again adopt this guise at Kirkby Stephen East. *LCLT collection*



place. It then moved to the North Norfolk Railway, and in March 2009 ownership of the locomotive was transferred from Beamish to the LCLT with a view to safeguarding its future and enabling fundraising to begin. In May 2010, No. 876 was moved to Locomotion at Shildon, where it remained while fundraising was undertaken to meet the cost of the extensive overhaul that would be required.

Into safe hands with the LCLT

The LCLT quickly turned its hand to fundraising for the project, and its efforts were rewarded in 2017 by a grant of £954,900 towards the cost of the overhaul and associated projects. With the bulk of the necessary cash secured, the Trust began looking for a suitable firm to undertake the restoration and overhaul of the locomotive. The company selected was Locomotive Maintenance Services (LMS), and the J21 moved to Loughborough for work to start in July 2019.

As always, the project began with a thorough strip down and examination of the locomotive. One of the problems for any such restoration project, particularly with something like the J21 that has not steamed for several decades, is understanding the true scale of the project. With

this in mind, the Trust were cautiously pessimistic about the scope and cost of the project when making the necessary funding estimates and bids in order to allow sufficient contingency. Admittedly, the focus had largely been given to those most costly of elements, namely the boiler and the inner firebox, but steam locomotives always retain the ability to catch out even the most cautious of plans. What the LCLT hadn't expected was that the frames of both the locomotive and tender would be wasted beyond repair, and this has increased the project scope and cost.

Thankfully, the realism with which the Trust approached the project allowed for a substantial amount of wastage on both sets of frames to be made good. By constructing new frames there is now no requirement for that work and so the additional cost is much, much lower than it might have been, by some £30,000. With the locomotive still in the stripping down phase, the next big headline for the Trust is finding out the true condition of the cylinder block and inner firebox. Thankfully LMS is undertaking the work in a professional and timely manner to the full satisfaction of the Trust, providing the necessary detail and updates needed to allow the project to be

proactively managed. A full plan of work has been made for the next 12 months, although under the current climate with the issues surrounding the COVID-19 coronavirus, this is subject to potential delays. The key areas for work in the coming months include:

Locomotive frames

Drawings for the new frames are currently being produced and then carefully checked. It is most likely that the new frames will be cut in either the late autumn or early winter of this year with a view to arrive at the LMS workshops in early 2021. This timeframe will allow them to arrive at the right time to meet the freshly overhauled wheelsets and refurbished frame components so that a rolling chassis can be assembled quickly.

Cylinder block

The asbestos clad cylinder block is expected to be stripped in the coming weeks, after which it will be shot-blasted to clean the surfaces. This will allow a full examination of its condition to be made. Should any cracks or excessive wear of faces, ports or bolt holes be found then repairs, lining or additional machining may be required, or possibly even a full new casting. It is hoped that the latter will not be the case, although some repairs are likely as the casting has

had over five decades of heavy use in regular service as well as a decade in preservation and prolonged spells of outdoor storage.

Boiler

The boiler was removed from the frames last year, and is now inside the workshops at Loughborough with preparatory work already underway. One of the first tasks that need to be undertaken is the cutting out of the copper inner firebox to allow a full assessment of the material of both the inner and outer boxes to be undertaken. This area is normally a hotspot for corrosion due to the build-up of limescale and sludge, together with the action of tremendous heat and the gases released from the impurities in the coal. Usual problems include heavy pitting of metal around the firehole and mudhole doors and grooving in the region of the foundation ring. Localised repairs can often address these issues, including patching or replacement of larger sections, and this is likely to be required as an absolute minimum. With the backhead having been removed it is already apparent that it will need total replacement.

Wheels

At the time of writing the wheels are in the yard and ready to be assessed for any cracks, etc. that need

Below: Having been cosmetically restored to BR black under LCLT ownership, No. 65033 stands in the snow outside its temporary home at Locomotion, Shildon. *LCLT Collection*





Above: The boiler of J21 No. 65033 is lifted from its frames for the first time in over four decades at Locomotive Maintenance Services, ready for stripping and assessment to begin. *LMS/LCLT*

rectification before they are sent off for new tyres. This is something that is expected to happen as soon as possible once the current restrictions on workplaces and movement are lifted.

The tender

As has already been mentioned, during the assessment phase it was discovered that the tender frames are unfortunately too badly wasted to save and so new ones will be made. While not the most welcome of news, the cost of these is largely offset by the need to no longer make good the severe wastage that was already budgeted for. LMS has started drawing the new frames but it is still as yet undecided where they will be cut. It is the expectation that the new frame plates will be delivered to LMS during the summer or autumn.

The tender has been fully dismantled and all the frame components that will be re-used have been shot-blasted. The existing, badly corroded tender tank is now with a sub-contractor selected by LMS for assessment, and it will be used as a template to construct a complete new superstructure. The completed tank will hopefully be delivered by the end of the year, as long as the current pandemic does not continue beyond the summer. It is hoped that the rolling chassis will be ready at around the same time,

which will enable the tender to be fully assembled and easy to move around the workshop and yard. A new tender axle is also required, but the Trust intends to tie the manufacture of this in with a similar item required for another locomotive, therefore achieving a cost saving.

The tender appeal

The LCLT has so far had great success with fundraising bids, and has managed to attract donations from the general public on top of this, while keeping its own efforts low-key so far. The logic for the low profile has been three-fold, as firstly, the Trust wanted to wait until restoration was underway so that people could see what was happening and be certain that their money would deliver a working Victorian locomotive. The second reason was that, thanks to the support of the Heritage Fund, the Arts Council and the Ken Hoole Trust, and the generosity of its own supporters, the funding for the overhaul was largely already in place reflecting the measured, business-like approach of the Trust. Finally, the LCLT wanted to know the full extent of what it needed before pushing for any additional funds.

With the full assessment of No. 65033 now largely completed, the Trust feels justified in launching an appeal for the construction of the new tender. The

target is £50,000, which is not a huge amount in the context of steam locomotives. That figure would complete the match-funding requirement and ensure that the locomotive is delivered on time to make its planned return to steam in 2022 (COVID-19 permitting), the 60th anniversary of its withdrawal. However, no operator of a steam locomotive can ever have too much money and the Trust is already looking ahead with a view to accruing sufficient funds for the locomotive's ten-yearly overhaul in 2032.

The Trust's website, www.lclt.org.uk, has full details of the tender appeal and a variety of other fundraising options, including membership, regular donations and legacies. The critical importance of the latter recently came to the fore as a substantial portion of the £400,000 needed to construct the brand new shed and workshop at Kirkby Stephen East was left to the Stainmore Railway Company in a very generous bequest.

LCLT Chairman, Toby Watkins, comments: "Once the COVID crisis has past, a Kirkby Stephen East station

site displaying numerous examples of NER rolling stock will be an important part of the economic rejuvenation of the town and local area. The LCLT will play a big part in that and we are so very grateful to all our supporters who have enabled us to make such wonderful progress to date."

The Trust intends to present the completed No. 65033 in North Eastern green livery as No. 876 to represent the class in its turn-of-the-century guise. While not strictly accurate for its current condition, it will make a welcome change from the black or Brunswick green liveries worn by most preserved steam locomotives. The presentation of the J21 as a Victorian steam locomotive was a key part of the successful National Lottery Heritage Fund bid, and its unique nature is sure to appeal to both enthusiasts and the general public alike. Its home base at Kirkby Stephen East is an appropriate and logical one as, although No. 65033 was never allocated there, it was a frequent visitor and the depot was home to several examples of the class from their introduction until 1953.

Below: The need for new frames is obvious when reviewing this picture showing the condition around one of the horn guides! *LMS/LCLT*



Other vehicles in the LCLT Collection

While much of the publicity focus currently surrounds fund-raising for the overhaul and return to steam of the J21, the LCLT is rapidly progressing work on several other vehicles.

NER Bogie Stores Van No. 5523

Once restored and operational at Kirkby Stephen East, No. 876 will be complemented by the Interpretation Suite that is to be housed in the Trust's NER Bogie Stores Van, which dates from 1902 and is another remarkable survivor of a lost era. It is the only remaining example of the two H2 designs that once operated on the LNER network.

Stores vans such as this played a vital role during the Victorian era and the first half of the 20th century, and it is an appropriate vehicle for both the J21 and indeed its base at Kirkby Stephen East. During this time period, rural branch lines were of vital importance, due to the very poor condition of roads in those areas. Many country stations were in remote locations and the only way to get supplies, including large quantities of lamp oil needed to provide lighting, along with other vital stores, spare parts and tools for locomotives, was in purpose-built vehicles like this one. Kirkby Stephen East was one such station, and its supplies were regularly transported in one of these vans, hauled by a J21 from Darlington. In effect they were the support coaches, or possibly more aptly 'transit vans' of their day.

No. 5523 saw regular use on these duties until the BR era, when it entered departmental service at BR Gateshead Depot as No. DE 903004 before eventually being abandoned at Winston station as the steam era drew to a close. It was salvaged for preservation by Beamish Museum from this location in 1973 and transported to its site for

restoration. Unfortunately, it was damaged in an arson attack at the site in 1986, and thereafter it was placed in store until its disposal to the LCLT and its subsequent removal to Kirkby Stephen East.

The LCLT believes that too much emphasis is often placed on the restoration of large passenger locomotives, luxurious coaches and ornate stations that depict the glamour and glory of prestigious travel enjoyed by main lines and wealthy passengers. The most significant role of the railways, particularly in the first two decades of the last century and earlier, was the movement of goods, together with the lifeline provided to communities by rural branch and secondary lines. The restoration by the Trust of the stores van, and its adaptation as a learning vehicle, will illustrate the history of these roles and depict the lives and working conditions of the men that rode in these vehicles.

In a complete contrast to most heritage rolling stock, the vehicle was actually in

far better condition than the Trust thought, with damage from the arson attack being largely superficial. As soon as formal permission to start the project was given in November 2018, the team of volunteers undertook a full examination of the vehicle and, having assessed what could and could not be re-used, carefully dismantled No. 5523 back to its bare frames in order to give it the most thorough of rebuilds that will return it to 1902 condition. The location of the van at Beamish in an overgrown siding had hampered attempts to conduct a full examination and the expectation was that the vehicle was in poor shape, with the interior being nothing more than a partially burned shell and effectively a 'blank canvas' to use for the interpretation suite. Instead, the team found a host of original features, such as the crew compartment complete with stove, all of which will be restored to 'as built' condition.

To date, the fire-damaged timber framework has been

repaired, new headstocks have been fitted and the task of replacing the cladding boards, both internally and externally, is well under way. Some work has also been undertaken to chassis components such as the handbrake and springs. In the warm and weatherproof confines of the recently constructed shed, rapid progress is being made with the restoration of the van.

NER compartment third No. 2051

The LCLT's next project will be the restoration of North Eastern Railway coach No. 2051. This is a Diagram 15 five-compartment third. When the NER withdrew much of its four- and six-wheeled stock, a number of this design were kept for use as strengthening coaches at busy times. Following disposal, it was retrieved in its current site from a location near Darlington, some 100 years ago after withdrawal from railway use.

Despite all the years in the open, the coach body is a superbly preserved example, largely due to the protection

Above: The sole surviving NER H2 type bogie stores van, No. 5523, in 'as received' condition, following arrival at Kirkby Stephen East. Despite appearances, the vehicle was surprisingly sound and its restoration is now under way. LCLT Collection



Right: NER Luggage Composite No. 111, which requires full restoration and reinstatement of its centre wheelset. LCLT

offered by a corrugated iron roof and liberally applied bitumen paint courtesy of the previous owners.

The restoration will require the creation of a new six-wheeled underframe but, with the wheelsets and running gear already available, this is not the huge task it might otherwise have been. It is another appropriate addition to the Trust's collection, representative of the type of vehicle that would have regularly appeared behind a C or CI class locomotive on the Stainmore line.

NER Luggage Composite No. 1111

The latest vehicle to join the Trust's fleet at Kirkby Stephen East, albeit under the care of the Stainmore Railway Company, is the LNER Coach Association (LNERCA) owned North Eastern Railway luggage composite No. 1111. The vehicle was recently gifted to the Association, but due to a very full workload maintaining its operational fleet and other vehicles already in the queue for restoration and overhaul, its team has no availability to restore it. Despite its poor condition, however, it has been deemed to be restorable and therefore will be the next in line for attention once the

bogie stores van has been outshopped.

No. 1111 was built in 1890 by the NER at York to Diagram 9. It is a luggage composite running on six wheels, with the centre of the vehicle having a luggage compartment accessed by a pair of doors on each side. Either side, is a first class compartment with a third class compartment on the outer ends. The coach was withdrawn from passenger service in 1924 and became an engineer's vehicle after stripping out of its interior and removal of its centre wheelset. It was later rescued by four members of the NER Coach Group, and many of the missing

parts have already been collected and will be made available for the restoration of the coach. These include a replacement centre wheelset and axleboxes.

'Timeless Trains'

The expanding fleet of vehicles will allow the LCLT and the Stainmore Railway Company to operate an authentic train that is representative of the 1890s – 1920s period. With this in mind, the launch of the 'Timeless Trains' project is planned for later this year, and will offer a unique visitor and learning experience in authentic railway surroundings.

The Trust is seeking to

expand its collection of former NER vehicles in the future, and these can be bolstered by the excellent collection of LNER Gresley teak coaches that are already based at Kirkby

Below Left: The body of NER coach No. 2051 is pictured in its 'as recovered' condition. LCLT

Below: Shortly before the COVID-19 pandemic brought an abrupt halt to the work, the bogie stores van was looking much more presentable. This is the fire-damaged end, which has now received new boarding, along with replacement timber framework where necessary, together with new timber headstocks. Rob Murray/LCLT



Stephen East to represent a slightly later period. Privately owned Gresley Third Open No. 60505 has been fully restored from a bare shell to a perfect example of Art Deco opulence, and is now nearing completion with just the luggage rack netting and wall lighting to be installed, along with the corridor connections and their associated doors, with the parts for all of these in hand. Another coach belonging to two members of the LNERCA, Gresley Corridor Brake Third No. 3669, is also on site, and this has recently received work to its roof, chassis, wheelsets and stepboards. Although on loan to the Railway, it is now part way through a re-lining and varnishing programme, and will be available for traffic once the current work is complete. There are currently a total of seven Gresley-designed teak coaches on site, and the Railway plans to have a rake of these vehicles operational in the future.



Above: The stunning interior of Gresley Third Open No. 60505, which has been completely restored by Stainmore Railway Company volunteers and is just awaiting the fitment of wall lights and luggage rack netting. *Stainmore Railway Company*

Below: Gresley Corridor Brake Third No. 3669, which was built by the Birmingham Railway Carriage & Wagon Company in 1930, is privately owned by members of the LNER Coach Association and recently arrived at Kirkby Stephen East. It has been receiving attention to the roof, wheelsets and stepboards and is currently undergoing lining out and varnishing. The non-corridor side is visible in this view. *Stainmore Railway Company*





Above: An aerial view of Kirkby Stephen East and its environs in July 1948. Although the station remains today, the goods yard to the east of the A685 road has become a caravan park, although the trackbed beyond remains in situ. *English Heritage/Stainmore Railway Co*

Restoring Kirkby Stephen East station

The unique original station buildings at Kirkby Stephen East are of great interest, because they survive largely intact and are in the process of being fully restored by the Stainmore Railway Company.

The site once formed an important junction between the Eden Valley Railway from Penrith via Appleby East and the South Durham and Lancashire Union Railway from Tebay to Spring Gardens Junction in West Auckland, with the engineer for both lines being Thomas Bouch, who later became notorious after the collapse of his bridge over the River Tay. Bouch was responsible for the overall layout at Kirkby Stephen East, but the detailed design of the station was delegated to an Edinburgh-based architect, Hector Heatley Orrock.

The final layout comprised an island platform with office buildings along the

centre, with a separate trainshed either side, each 166 feet in length. The buildings were constructed of local red sandstone with a contrasting pale yellow/grey sandstone for the quoined door and window architraves. A rusticated archway in the middle of each platform frontage led into a central booking hall, which was separated by panelled wooden screens from a waiting room and booking office. Much of the remainder of the interior was taken up by the refreshment rooms. The trainsheds were originally supported on iron columns, but presented a problem after a few years as rolling stock dimensions increased, as the clearance within them was very limited. In addition, particularly during the winter months, passengers were subjected to the delights of the Cumbrian weather!

As a result, the station was substantially rebuilt in

1883-84 by the NER (and its senior architect, William Bell), which had taken over both lines two decades earlier. The two trainsheds were almost entirely replaced, with the supporting columns scrapped and replaced with sandstone walls. The roof trusses were also replaced with wrought iron ones, giving the enclosed space a light and airy feel. The booking office was also enlarged, by reducing the space in the adjacent refreshment room, in order to handle the vast increase in parcels traffic that had occurred over the previous two decades.

Following these modifications, the station remained virtually unchanged for the next 70 years, but then came a tragedy. Following an inspection, it was determined that the Darlington side (north) trainshed roof was in poor condition and should be removed. However, for some reason that has never

been explained, the works that came in 1954 saw the erroneous removal of the Tebay trainshed roof instead! The supporting wall was, however, left in situ, and the station remained in this form. Closure of the station to both passenger and freight traffic came on 22nd January 1962, although a single line remained operational until 1974 for the transport of stone from the quarry at Hartley, a couple of miles to the east. The station was sold in 1969 and became a bobbin mill, with the track well within both trainsheds was infilled to platform height; around 3ft was removed from the top of the wall of the Tebay trainshed and a modern roof was installed. Other parts of the station and engine shed site were sold off to various industries, and the bridge carrying the A685 road across the line to the east of the station was eventually filled in to negate the need for structural maintenance.



Above: Repairs to the Darlington side trainshed roof have recently been completed, retaining the original glazing and making the structure watertight for the first time in preservation. *Mike Thompson/Stainmore Railway Co*

The bobbin mill went into receivership in 1992 and the station subsequently became derelict.

Thankfully it was purchased for preservation in 1997 and in 2000, the Stainmore Railway Company was formed with a view to restoring the station and site and re-laying some of the line towards Appleby. Over the past two decades, great strides have been made towards this goal. The infilled track well areas beneath both trainsheds has been fully excavated and around 500 yards of the track towards Appleby East has been re-laid. Beneath the protection of the overall roof, the station now oozes 1950s atmosphere with a Gresley 'teak' buffet car providing refreshments to visitors among the other exhibits housed within. The station building is now gradually being restored and the original gents' toilets, which remained in situ, have been adapted to serve the ladies as well, with a new partition constructed. The original external sections of the platforms, which used to extend eastwards from the trainsheds, were lost following closure in order to provide road access to the bobbin mill and other industrial premises. Instead, the Stainmore Railway Company has mirrored the layout to the west, with the bay and the Darlington side platform having been extended in this direction.

A great deal of work has

been undertaken on the trainshed roof in recent months, with repairs to both the lay-light and raised-ridge ventilator having been carried out. Other work has now made this fully watertight for the first time in the preservation era. In addition, a chimney pot now adorns the chimney over the former ladies' waiting room, which is presently used as a staff mess room, and work has begun to rebuild the double chimney over what was once the general waiting room and Station Master's office. Work is now under way in the former parcels and booking office area, thanks to National Lottery Heritage Funding, to restore it and convert it for use as an education and meeting space, while still retaining its original features. It will continue to house a ticket office, enabling visitors to purchase a train ticket from the office window as travellers used to do.

In the longer term, plans for the Darlington trainshed include cleaning all the stonework and re-slating / fitting the missing lay-light to the south-facing side. Longer term plans will result in the Tebay side being restored, complete with its overall roof. In addition to returning it to the classic and iconic double trainshed layout, which is unique in preservation, the layout of the station provides a fantastic opportunity for the Stainmore Railway Company and its visitors.

The platforms are completely divided by the buildings and present, in effect, two stations in one. This provides the option of restoring the Tebay trainshed to an earlier condition to represent the 1890s – 1930s period, complete with oil lamps, wooden running-in boards and period signage, with visitors effectively passing through a 'time portal' between the two trainsheds as they walk through the booking hall. With the interior of the building having changed so little since its rebuilding, the various rooms and offices, with their windows complete with their original style wooden shutters, are suitable to represent any period until closure. The restoration of the Darlington side is already a very good representation of its 1950s BR era appearance, and the Tebay side would then be suitable to represent almost the entire pre-nationalisation era.

There are also plans to extend the running line in the medium term, but at the current time the Railway is concentrating on the restoration of the station and enhancing the facilities in the surrounding area with a variety of other projects, and further details of these are given anon.

Filming opportunities

The Railway is keen to exploit filming opportunities, with the existing trainshed providing an authentic, all-

weather period setting. The interiors of the restored buildings, complete with fireplaces and some period furnishings are useful for a variety of scenes, and it would certainly provide variety over the handful of over-used locations that appear in any station scenes in the period films and television programmes produced to date. As it stands, Kirkby Stephen East is a real gem and the jewel in the crown of Lake District stations. Once the work to the Tebay trainshed restoration is complete, producers filming pre-British Railways era scenes based in the north will have a much more suitable venue than the historic sites at Keighley or even Horsted Keynes!

Other developments on the site

Elsewhere on the site there are a number of projects being developed as part of the bigger picture.

Turntable

The Railway has acquired a turntable to replace the one that had long ago been removed from Kirkby Stephen East. It is a 50ft turntable built by Cowans Sheldon in Carlisle, which was rescued from a site just south of Darlington Bank Top station in 2016. By great good fortune it is, as far as it is possible to tell, identical to the manually-operated table originally installed at KSE. Along with the deck itself, the Railway also acquired

Below: The framework for the new shed and workshop under construction. The structure is now externally complete and the track is in situ, with the concrete floor sections now in the process of being poured. *Mike Thompson / Stainmore Railway Co*





Above: A view of the original shed and 50ft turntable that was originally installed at Kirkby Stephen East MPD. The later electric coaling hoist is visible in the background. *Fleetwood Shawe/SRC collection*

all the other necessary items such as the centre pin, curved rails and fishplates, locking castings, etc. Installation of the turntable at Kirkby Stephen East is one of the key projects, which is next on the list to progress once the current National Heritage Lottery Fund scheme is completed. The Railway is grateful to all those groups, organisations and individuals that made possible the recovery of the turntable, especially the Network Rail staff at Darlington that provided a great deal of support.

Shed and Workshop

The previously mentioned shed is a new-build two road structure 268 feet long. To date, some £400,000 has been spent on the project, including all the new trackwork associated with it. The building has been fitted with composite cladding throughout on the walls and roof, proving itself to be a huge asset, particularly in the winter months, while the workshop floor has been completed, and has a mezzanine floor above this for lighter work. The Railway's team of volunteers will shortly be gearing up to concrete the south road of the shed, with

the north road following shortly afterward, and the latter including an inspection pit. A concrete apron will also be provided outside the shed, complete with a further pit for inspections, preparations and disposals. A second water crane will be installed here, matching the one installed as part of the 'World of Water' project three years ago, and these will be supplied by the re-constructed water tower that was relocated to the site from Wharram. The water supply for this this is already in situ.

Signalling

The reconstruction of both the Kirkby Stephen Junction Signal box and the original Stockton &

Darlington Railway (S&DR) signal box, along with the associated fully operational signalling, is another key project on the cards for the Railway. Both 'boxes will be operational and full planning permission has already been obtained. Planning the layout is now at an advanced stage thanks to the greatly valued assistance of three expert colleagues and the two timber posts for the main signal gantry are already in situ.

Plans are also well advanced for the two starter signals. It was hoped that work would be able to commence on the S&DR 'box later this year but, due to the delays resulting from the COVID-19 outbreak, this is now on hold.

Coaling Facility

The Railway has full planning permission for the construction of a coaling facility. While some bigger depots had elaborate coaling plants, at Kirkby Stephen East the facilities were much more basic! During its working life, until the later addition of an electric hoist, locomotives were coaled by means of a "manually-operated crane with two large buckets", with the buckets being filled by hand. There are plans to replicate this as part of the Railway's aims to reproduce all the various locomotive servicing facilities as closely as possible, given the various constraints that result from operating a railway in the modern era.

With so much to offer the visitor, the combined efforts of the Locomotive Conservation and Learning Trust and the Stainmore Railway Company will make Kirkby Stephen East a 'must see' location once the current travel restrictions are lifted. Those that visit annually will be pleased to see the changes that take place thanks to the small but dedicated team of volunteers on site, and once the overhaul of the J21 and the 'Timeless Trains' project come to fruition in a few years' time it will bring the sights and sounds of an NER train back to the area for the first time in almost a century.



Right: The remarkably complete replacement 50ft turntable obtained for Kirkby Stephen East, pictured during its extraction. *Mike Thompson/Stainmore Railway Co*



Above: The original signal box that once stood at Kirkby Stephen Junction has now sadly long since been demolished. Thankfully the Stainmore Railway Company intends to build a replica in the same location in the very near future. *John Boyes/SRC Collection*

Below: A BR Standard class 3MT 2-6-0, No. 77004, takes the line towards Tebay at Kirkby Stephen Junction on a warm summer day in the late 1950s. The original stone-built Stockton & Darlington Railway signal box is visible to the right. The Stainmore Railway Company also hopes to re-create this building in the future. *Cumbrian Railway Association/SRC Collection*

