

'Linking Coast to Castle'

The Link



Aln Valley Railway

Society Magazine



No 13

Winter 1998/99

ALN VALLEY RAILWAY SOCIETY

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Front Cover:

Alnwick station on 9.2.1999 awaits the Lottery cash injection. The remnants of the platform that will be restored for our use are to the right of the picture.

Compare this with the views on the back cover. (Keith McNally)

Back Cover - upper:

Alnwick station circa 1970, shortly after closure. (Unknown)

Back Cover - lower:

Alnwick station circa 1960.

(Chris Donald)

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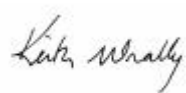
Editorial

Santa forgot to bring that sackful of cash for the resurrection of the Aln Valley Railway but there's always a chance that an Easter Bunny will oblige. Still keep your fingers crossed!

The contents list opposite looks bare however the length of the articles compensates so read on and enjoy.

For those of you fortunate enough to have access to the internet, the Society have a site at:

<http://www.avrs.freereserve.co.uk>



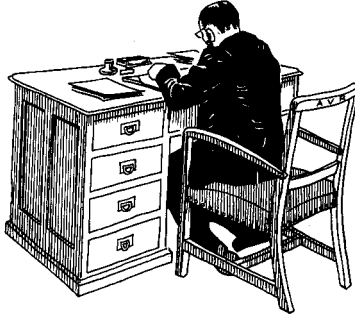
Keith N. McNally, Editor

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CHAIRMAN'S REPORT



STUART MANLEY
writes from the Station Master's desk at Altrwick



WITH my Editor screaming for my report, I have been delaying writing it until the very last minute, hoping to have something substantial to report from the Heritage Lottery Fund. But, as this issue of the Link must be out in time for our AGM, I can delay no longer.

Our application went in at the end of August, and the letter of confirmation stated: We will process your application as quickly as possible, but please allow at least 6 months for the assessment. Well, 6 months are almost up, so we can only hope that a response is imminent, given the paramount importance of HLF support to the project. But the long wait is tantalising.

In November, our Vice President, the Rt Hon Alan Beith MP, wrote to the HLF supporting the project, and pointing out that backing the project would give a visible demonstration of HLF backing for the North East, which has fallen behind the rest of the country in HLF support. The reply, from HLF Director Anthea Case, was promising insofar that it confirmed that the project was under assessment, and that Alans comments

on the wider context were taken on board, and that his letter was being passed on to our case officer.

Apart from that, zilch, nix, zero. So keep

those fingers crossed.

Speedy Victorians

How different it once was. A year or so ago, Mary and I had a short holiday down in Rye, and, of course, I had to explore the remains of the Rye and Camber railway, a 2½ mile line running from Rye to the golf course, dunes, and beach at Camber Sands. Golf Links station, with extensive trackwork set into the tarmac, is still impressively extant, 50 years after closure.

But it was the history of the building of the line that was the eye-opener. Local Rye worthies got together in September 1894 to discuss the idea, planning permission was achieved by October, and the whole thing was up and running by July 1895. Those Victorians did not hang about!

Far be it for me to cast aspersions, ▶

and I accept that times have changed and problems are different. But a year or so to conduct feasibility studies, further time for environmental studies, months dealing with opposition groups, six months for assessments, 2 years for Transport and Works Act, further time for Public Inquiry - this sort of stuff would have had those Victorians laughing their socks off! What! 5 years on and you still havent started building your railway? Heavens above!

However, we have to live in the modern world, and whatever hurdles we have faced, and will face, have to be jumped in whatever time it takes to jump them (the Festiniog extension/completion took 25 years). But that doesnt stop me, and no doubt you, as a member and supporter, getting terribly frustrated and impatient.

Time to Spare

It has not all been bad news. Since the HLF application went in, which was the culmination of almost three years constant work by myself and many others, I have had something I had almost forgotten about SPARE TIME! It has been quite fun, and I assure you, not a problem. In addition to the very welcome taking of a little more time off, I have been able to help with further refurbishment within the bookshop at Alnwick Station. A number of restorations have taken place around the viewing area for the AVRS locos, but the jewel is undoubtedly the total restoration of the old Waiting Room, which should be completed by the end of February. Well

worth a visit.

So, on to our Annual General Meeting and your chance to sack the Chairman, or anyone else with whom you have a grievance! It is on Thursday, March 18th, 7pm, at the Northumberland Hall in Alnwick Market Place. All are welcome so do come along if you can. We plan to follow last years successful format - formal business, followed by a longer informal session with coffee and bikkies where more detailed talk can take place. If you have any formal business you wish to be discussed, (or, more specifically, voted on) it must be in the hands of our Secretary a week before the AGM.

I just hope that by then I will have hard news

Station Upgrade

Finally, I would like to mention the work of the Mackellar Schwerdt Partnership. They have consistently supported the project during its progress, and have just completed a superb Condition Report of Alnwick Station. As the station is a pivotal component of our project and our Heritage application, it was vital that this work be done.

As with the Owen Williams report on our viaduct, it points out many areas that need care and repair, but gives a clean bill of health to the overall soundness, thanks to the work of the owners, Messrs Firmin Coates Ltd, over the last 30 years.

The report clearly states that if their recommendations are followed, which



includes the restoration of glazing and the original function of a railway station, the building should be eligible for upgrading from its current Grade II listing

to Grade II* - a promotion that would secure the future of a splendid building for future generations.

ADC, HLF, and all I hope you are

Sixties Treasure

Michael J. DENHOLM tells of unusual events at Alnwick

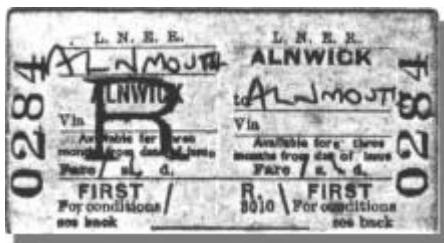
WHILST travelling on the Alnwick branch during the last day of steam haulage over the line, I enquired at the ticket office at Alnwick station as to whether there were any former L.N.E.R. tickets still in stock. As late as the mid 1960s, pre nationalisation tickets could often be obtained around the country.

The result was the purchase of an L.N.E.R. first class blank return from Alnwick. The clerk kindly charged the minimum for such a ticket - a child return to Alnmouth and dated it hence the 18JE66 (18th June, 1966) on the reverse.

This occasion also reminds me of a moment during the afternoon when I was busy placing The Norseman headboard on the visiting Class 9F locomotive, No. 92099. A rather stuffy enthusiast condemned the action by stating that The Norseman train had obviously never visited Alnwick. My reply was that I could not recall seeing a 9F there either.

The headboard had been loaned by a

well known Tyneside enthusiast, the late John Arnott Brown.



Above: The obverse side of an L.N.E.R. ticket issued some 19 years after that Company ceased to exist.

Below: The reverse side.



ALN VALLEY RAILWAY SOCIETY

ANNUAL GENERAL MEETING

THURSDAY, 18th MARCH, 1999

7 P.M. PROMPT

at the

NORTHUMBERLAND HALL, MARKET PLACE, ALNWICK

AGENDA

1 OPENING REMARKS

2 APOLOGIES FOR ABSENCE

3 REPORT OF THE COMMITTEE

4 TREASURERS REPORT

5 ELECTION OF COMMITTEE MEMBERS

Four serving committee members will retire and are eligible for re-election. Nominations for election to the committee must be proposed and seconded by members and countersigned by the nominee. They must be received by the Honorary Secretary no later than Thursday, 11th of March, 1999.

6 ANY OTHER BUSINESS

Members may put forward resolutions to be discussed and voted on at the A.G.M. These must be received by the Honorary Secretary no later than Thursday, 11th of March, 1999.

Voting: Please make sure you have your green membership card with you. Non-members will be present, but are not allowed to vote. Voting slips will only be issued on production of a valid membership card.

Refreshments will be available before and after the meeting for a small charge.

The 1875 Rothbury Branch Disaster

A detailed account by G.W.M. SEWELL

SATURDAY, the 3rd July 1875 was a fateful day for the North British Railways (NBRs) Rothbury branch and marked what was probably the most disastrous accident anywhere on the Northumbrian branches. The North British had assumed control of the North Eastern Railway (NER) three years earlier and had made a number of improvements including the conversion of Rothley private halt to a public station - renamed Longwitton. Sidings had been installed there in 1874, to the west of the bridge, for the use of the Longwitton & Greenleighton Coal & Lime Co. Ltd., and a colliery access line was provided to the east.

The train involved was the midday passenger service to Morpeth (with onward connections) and was fairly well patronised - particularly from Longwitton where a number of quarrymen and labourers, on their way home for the weekend, joined the train. The train comprised an 0-6-0 tender engine, No 205, which had been designed by Hurst and built by Dubs in 1866 and six four wheeled coaches of Wheatley or earlier origin. The carriages included two composites, two thirds and two brake thirds and, whilst the latter were at either end,

the exact running order is open to question as accounts vary. Discrepancies of this sort occur throughout the several accounts of the disaster but can usually be explained by the fact that most, including - in this case - the Accident Inspectors report, were based on hearsay and easily explained in taking an overall view. What was beyond question was that the rake had no automatic brakes or, indeed, any brakes other than in the two brake thirds.

The engine was in the charge of Robt. Penney of Rothbury who had been a driver for 7 years and who had been with the North British (Border Counties Railway) since 1861. The fireman was Wm. Atkinson aged 19 and from Brinkburn; he had been a stoker for 7 months and attested that he applied the engine brakes to the instructions of his driver. There were two guards - each with his own brake - and this was no doubt a necessary precaution in view of the steep gradients on the line. The senior guard, who travelled in the last coach, was Henry Swinburne of Rothbury and he had 13 years experience as a guard on the North Eastern Railway and Border Counties line. The second guard was Matthew Lilley who had been



on the route for 7 weeks following his promotion and transfer from the Leith to Portobello line; he was said to weigh 20 stone.

The service left Rothbury - on time - at 12 noon and stopped at all stations to Longwitton, arriving there at 12.33pm, a few minutes late. The engine was detached there in order to pick up eight empty stone wagons from the quarry sidings and these, after superficial examination by the guards, were coupled in front of the carriages. The augmented train then left for Scotsgap at 12.39pm - some 12 minutes late.

The distance to Scotsgap is $3\frac{1}{2}$ miles of which the first 3 miles are on a falling gradient; 1 in 75 on average but with short stretches at the ruling gradient of 1 in 67. The accident report states that the gradient was actually 1 in 60 and this could well be the case as Bruce had been obliged to alter several design specifications due to the collapse of incomplete embankments during the construction hiatus. Half way to Scotsgap the line crosses the Delph Burn by a large culvert with embankments up to 30ft high on either side; the line both falls at 1 in 60 and curves at about 4 degrees over this stretch - the convex side of the curve being to the west. The site is both rural and isolated.

In later years, all loose coupled trains would work this stretch with pinned down brakes and under steam but - at the time - the procedure was to apply steam for some 500 yards after leaving Longwitton and then coast down to Scotsgap with steam shut off. This is

what occurred and, as it approached the Delph Burn the train was travelling at 26mph and Swinburne had applied some brake in order to steady the train. All might have been well but in the period since leaving Longwitton the fastening of the rear drawbar of the leading wagon had failed and, as the train was slightly braked, the engine and leading wagon drew away. This caused the drawbar to be pulled from its housing to hit the ground some 32 yards north of the Delph culvert. The enginemen were unaware that the train had split until alerted by three young ladies - the Misses Winship - who were standing nearby and saw the whole appalling sequence of events; by then it was too late.

Almost immediately, the falling drawbar became trapped under the inner rail and served as a lever to derail the second wagon which continued along the sleepers for 62ft before the wheels fouled the outer rail and the wagon was thrown down the embankment immediately south of the culvert. This, in turn, caused the third wagon and all succeeding vehicles to be dragged off the track and down the embankment on the west side. Only the last brake third remained upright on the embankment top and this was derailed across the track. Because of the very considerable momentum contained in the train (about 90 tons at 26mph on a falling gradient) each vehicle overtook its predecessor before falling down the embankment and the whole train ended up in reverse order and spread over 140 yards of track. It was over in a matter of seconds and the engine and leading wagon were finally



brought to a stand about 450 yards from the culvert. While all units were reversed and either upside down or on their side, the wagons were least damaged; coaches however were totally wrecked - the thirds being reduced to matchwood although the more heavily constructed first class portions survived better and offered more protection. In spite of the lessons to be learned, it is worth noting that this difference in the construction of first and third superstructure was continued into the Drummond and Holmes eras. Some of the thirds were so badly damaged that they were burnt on site as the only means of extracting the ironwork from the wreck.

After assessing the carnage, Penney took his engine, with all speed, to Scotsgap to get help but the staff at Scotsgap and Longwitton already knew of the disaster as the noise had been heard at both stations. Immediate help came from the survivors and the local farmer Mr Winship and his daughters with the help of Mr Gillespie - a retired Rothbury Police Superintendent - who had been the only passenger in the rear brake third. They did sterling work amongst the dead and injured but Gillespie must have been more shaken than he supposed as his later account contained many inaccuracies and misconceptions. When the accident occurred the train from Reedsmouth had already arrived at Scotsgap and was standing in the loop to free the platform for the Longwitton train. With the arrival of Penneys engine, freeing the line and providing the staff, the Reedsmouth train was backed up the Rothbury line to

the accident site, carrying all available staff from Scotsgap and Mr Dobson - the current Police Superintendent at Rothbury. Gillespie later gave a fanciful explanation for Dobsons presence - complete with premonitions and forebodings - but in fact he had been to Woodburn to pay his men and had come into Scotsgap on the Reedsmouth train. Dobson took charge of events and while the dead were taken to a cottage at High Hartington farm the injured and survivors were taken to Scotsgap and from there to Morpeth in the Reedsmouth train.

Three people died at the crash and these were:

- 1) Matthew Lilley - the second guard.
- 2) Mr Shaw - a foreman patternmaker from Byker. He died in the arms of his wife who was also badly injured.
- 3) Wm. Fenwick - a labourer from Shafto Moor.

Mr Geo. Thompson - aged 50 was very badly injured and died later that day at the stationmasters house in Morpeth. He was the manager for Messrs. Spencer & Co. - Limestone Quarry owners and contractors of Frosterley, Co. Durham. Thompson was supervising a contract at Greenleighton quarry and many of the labourers on the train were his men.

There were also 25 injured of whom 10 were seriously hurt; the latter included Mrs Shaw and Robt. Mathews who sustained severe head injuries and very severe bleeding. Local people left



the rescue train en route to Morpeth and these included Henry Codling, a joiner, from Wallington who was taken to the Temperance Hotel at Scotsgap and John Nichol - a foreman drainer from Bolam West Houses - who got off at Middleton and walked home in spite of having serious chest injuries. Many injuries included broken bones, cuts and severe bruising but there were internal injuries as well. As there was no hospital in Morpeth the injured were accommodated at the stationmasters house or in hotels. They were treated by local doctors including Drs. Skimshie, Burnell, the Logie brothers and a chemist - Mr J.Hair.

Assistance Summoned

News of the disaster was telegraphed to Newcastle where, the North British having no suitable facilities, the NER stationmaster at Central, as an intercompany courtesy, made a special train available and this left at 3pm carrying Mr W.M. Bell - the North British passenger superintendent at Forth - and four doctors - Messrs. Hume, Rayne, Heath and Payne. The special reached the crash site about 4pm and Bell stayed on the scene until Sunday night. News was also telegraphed to Edinburgh and the crane and breakdown gang requested. The gravity of the situation can be gauged by the fact that the crane arrived on Saturday evening and was accompanied by many senior North British men. These included Dugald Drummond, Mr McLaren the Glasgow passenger superintendent, Mr English the Hexham district engineer and James Bell - the Edinburgh Engineer in Chief. All stayed until the site was

cleared on Sunday and, indeed, the line was repaired so quickly that the last train to Rothbury was able to pass late Saturday night.

The speed with which the crash site was cleared aroused some adverse comment in the local press who were barred from the scene - as were all onlookers. By Sunday night all moveable wreckage was removed to Scotsgap and the woodwork of a number of the shattered coaches was burnt on the spot. Some of the work had been difficult and harrowing - in particular the extrication of the second guard - Lilley - from the leading brake third which had virtually disintegrated and was partially buried; his injuries were said to be "horrific and of shocking appearance". Mr and Mrs Shaw and Mr Fenwick had also been in that carriage.

Inquest

The inquest was opened at High Hartington on Monday for identification of Lilley, Shaw and Fenwick, moved to Morpeth for identification of Thompson and adjourned. The resumed inquest was held on the 15th July at the Temperance Hotel, Scotsgap by Mr L.M. Cockcroft, the South Northumberland Coroner, who sat with a jury. The North British were represented by Mr J.A. Bush and many senior company officials were present. Mr C.J. Garbutt and Mr Thompson represented the relatives of the deceased and called witnesses on their own account.

John Lermont, the North British assistant engineer presented plans of the site and Henry Swinburne, the senior

guard, described the sequence of events. He said that, as always, his brake was partially on (to steady the train) as they approached the Delph Burn. He was, in fact, looking out of his window and saw nothing amiss with the train but felt a slight bump followed by a second and turned to his brake wheel but was too late as he was flung across the van and injured. He was unable to say, from the feel of the rake, whether Lilley had applied any brake or not. It was apparent that the wagons were at the centre of the occurrence and Swinburne insisted that they were in good order, had sprung buffers and no side chains and were actually goods wagons not stone wagons.

Wm. Main Scott, the stationmaster at Longwitton, declared that the wagons were in very good order and he had, in fact, examined them himself that morning but that the undergear was the responsibility of Robt. Howe the wagon inspector.

Anna Elizabeth Winship confirmed that she saw no steam coming from the locomotive funnel (and assumed it was shut off) but thought that no wagons remained attached to the engine - she was wrong.

John Ridley, Crook - the line inspector to Scotsgap - came to the site at 5.30pm on the 3rd July and found the broken wagon coter about 856 yards north of the Delph Burn.

Robt Howe stated that he was the Morpeth wagon inspector and responsible for all wagons on the 40 miles of line to Rothbury and Reedsmouth. All wag-

ons were inspected regularly and those in question had received attention 10 days earlier when they had received grease. They were not bulk stone wagons but part of a set of 16 which worked only between Elf Hills and Netherwitton. Neither place was on a railway line and he had meant to say Rugley Walls (for Elf Hills) and Longwitton. He also affirmed that Mr. Wheatley had abolished the use of side or check chains on such wagons.

Wm. Marr Bell, North British passenger superintendent at Newcastle and John Armstrong Haswell of Gateshead - an assistant locomotive engineer, NER, gave a general assessment of the crash and Mr Sheriton Holmes Chief Engineer of Rothbury said that there was clear evidence of a faulty weld on the yoke surrounding the wagon spring. Holmes was the resident engineer during the construction of the line and he was, of course, describing a blacksmiths weld.

Joshua Naylor, an engineer from Newcastle was called by Mr Garbutt and stated that he had walked the line the Wednesday after the accident and found the road good where the accident had happened but poor elsewhere with many of the dogs loose and rails over gauge. He thought the state of the track a contributory factor. Since the track had been renewed and relaid four days earlier his view carried little weight and was refuted by Charles Boyd - the North British Carlisle District Engineer who said the line was in very fair order and their practice was to set track slightly wider on curves to ease running. ▶

An interesting facet was raised by Joseph Robinson a farmer from Donkin Rigg who stated that he had been a railway engineer before turning to farming. He made the point that the whole line had been laid with flat bottomed rail spiked to the sleepers and there were no chairs. No doubt it had been a Northumberland Central Railway economy.

The coroner told the jury that they must establish whether any negligence had occurred and they did come to that conclusion saying "..... the deceased came to their deaths by the train being thrown from the line by the drawbar of one of the wagons becoming detached and that there had not been a sufficient inspection of the wagons before they were allowed to travel with passenger carriages on such a train".

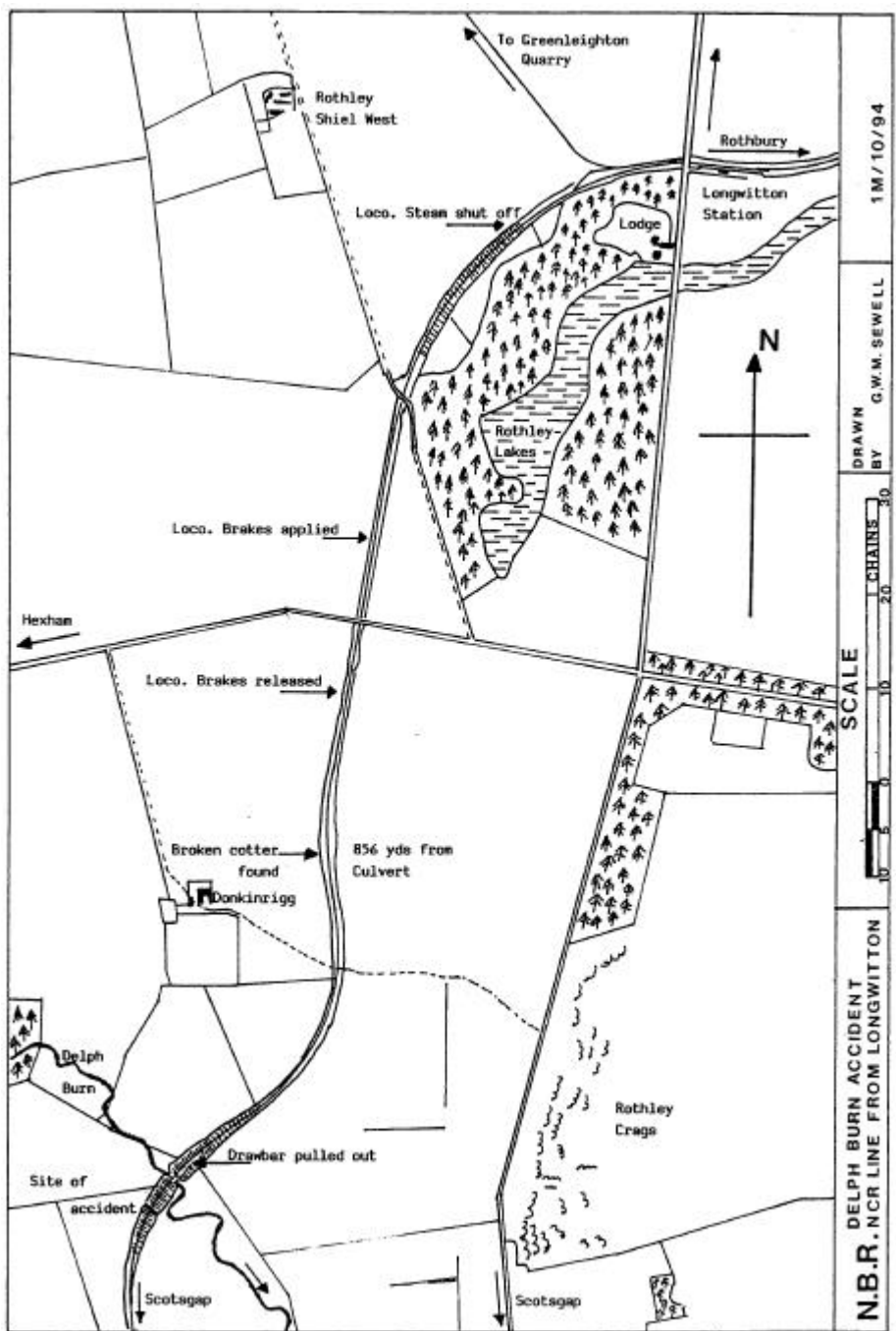
This statement was at variance with the conclusions of the accident inspector - Colonel F.H. Rich, RE - who was advised on the 6th July and inspected the site on Wednesday 7th July. His report was made to the Board of Trade on the 12th July and circulated to the company and Press on 12th August. Since all the evidence had been cleared up and removed to Scotsgap he had to rely on the salvaged remains and North British survey work.

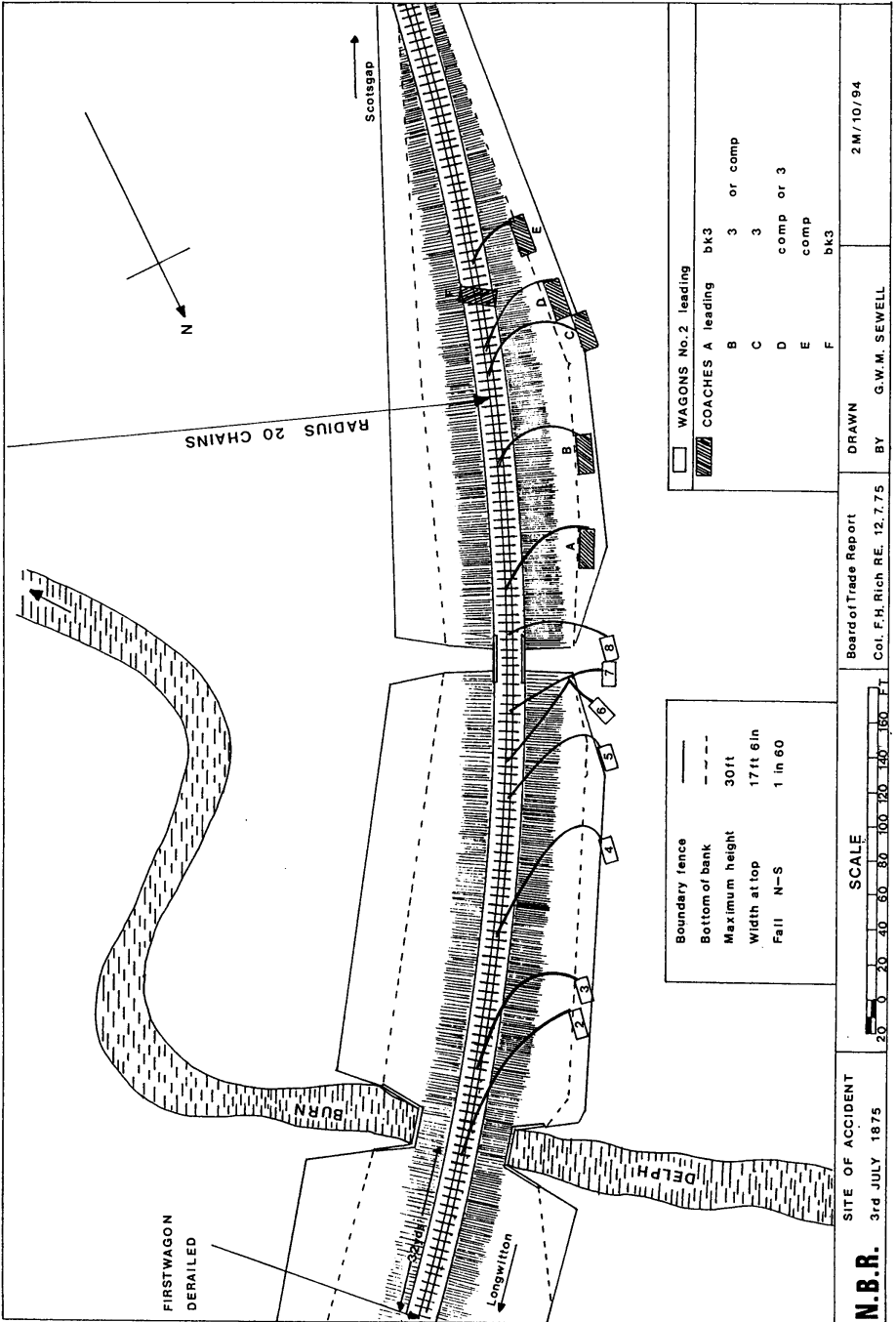
In his report, Col Rich rehearsed the events leading up to the crash and went on to make a number of points in regard to the wagons. These were all tolerably new and modern to the extent of having sprung buffers with centre springs. However there was no continuous drawgear - the 2in square drawbars

being fixed to the springs by a yoke held by an iron cotter. These were about 7in by 1½in by five sixteenths of an inch thick and dropped into a slot about 2in long by ½in wide - being retained by a ring. He referred to several similar failures on other lines and went on to recommend the use of large screwed nuts and continuous drawgear; he was happy to note that the North British locomotive superintendent (Drummond) was actively pursuing this course.

The inspector took a different view to the inquest jury and exonerated the guards from any responsibility for the accident. Swinburne and Lilley had carefully examined the wagons within the terms of their brief. This was a superficial check for loose or damaged parts, brake levers etc. They were not supposed to look under wagons and did not do so and, even if they had done, they would probably have seen nothing as the damage occurred in transit - part of the cotter being found half a mile in rear of the accident.

Col. Rich was also critical of the practice of running wagons in passenger trains as these were not made or maintained to the same standards. Where the need was unavoidable he suggested that they should always be coupled in rear of the coaches. No particular blame was ascribed to the company or any of its servants as the circumstances were typical of common railway practice on almost all railway companies. Nevertheless there was a general liability and compensation was paid. ▶





Root Cause

In retrospect it is clear that the root cause of the affair lay in a basic design fault - that of using a non-continuous drawgear. It says much for Drummonds capabilities that, after only 5 months in office, he was taking positive steps towards instituting a continuous gear.

The existing practice was to surround the spring with a yoke the jaws of which were then pinned to the drawbar by the cotter - some of these being vertical and some horizontal. By definition, the arrangement was subject to repeated snatch loads and to adopt a fastening as loose as that described by Col. Rich was the height of folly. This had been recognised by Wheatley in 1870 in his design for a new main line brake van (Drawing 26W) where the fastening was a close fitting round pin in a secure housing. The second aspect of the separated drawgear was the inherent tendency to tear the vehicle apart under stress - a problem only partially answered by the double solebars and end stanchions on Wheatleys van. This view was supported at the inquest by a wagonbuilder called by Mr Garbutt. He had examined the surviving wagon - on which the failure had occurred - and found the tie bolts strained and loose and the undergear covered in old rust and dirt.

Driver Penney had been shown the salvaged remains by Col. Rich and agreed that the tang of the yoke had been forced apart. He also confirmed that he had left Longwitton several minutes late but denied that his speed was excessive - even though he had

been told by Scott "not to waste time". He had applied the engine brake, as usual, some of a mile out of Longwitton and released it again after a few hundred yards and just north of the Delph culvert. This was entirely consistent with the drawbar beginning to pull out at that point. However the failure could not have happened at that point as the train was buffered up and the gear not under load. The only reasonable conclusion is that the cotter had broken, under load, as the loaded wagons made the journey to Longwitton - laden with stone and up the gradient. In the circumstances, the strained weld noted by Mr Holmes must be seen as consequential rather than instrumental and the parts could have fallen apart at any time as the wagons rattled towards Scotsgap.

Different Interpretations

An interesting sidelight concerns the use to which these wagons were put and this must be speculation but on an "informed" basis on the authors part. The large lime kilns at Rugley Walls had been built in 1863/64 with the intention of connecting to the quarries at Elf Hills (about a mile away) by a tramway. In the event, the immediate source of stone ran out very quickly and, with no finance for a mile of "dead" work, the business closed in 1866. With Longwitton quarry expanding in 1874/75 it seems more than likely that the kilns and equipment at Rugley Walls were being dismantled and re-erected at Longwitton. Spencer & Co. did this sort of work and the presence of Thompson and his men is readily ex-



plained.

One of the interesting facets of a study of the various accounts is the number of different interpretations of the same event. Gillespie, for example, insisted that the wagons had been coupled between the carriages; in fact what he recalled were the carriages of the Reedsmouth rescue train standing to the south of the site. Miss Winship could not recall seeing any wagons attached to the engine while others said the break was between the third and fourth wagons. Some said that several wagons fell to the east of the embankment before the coaches went off to the west. This was probably a misunderstanding by a reporter as, whilst all vehicles fell on the west side, five wagons were between the Delph culvert and the field access bridge

and the coaches were south of the access bridge.

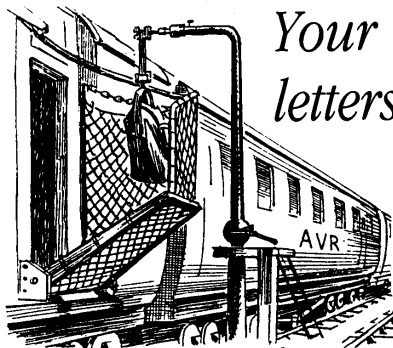
On a personal note, Penney and Swinburne continued to serve - as driver and guard - on the Rothbury line for many years and folklore has it that one of the local injured used his compensation to start his own quarry - it did not succeed. Likely contenders for this were Joseph Robinson and his brother Robert - both from Scotsgap; Joseph was a builder and Robert a mason. There was an element of macabre pathos in the death of Mr Shaw. He had prevailed upon his wife to take a weeks holiday at Rothbury - largely to remove himself from the temptation of Newcastle races held that week. Mrs Shaw recovered from her injuries but their six children were fatherless.



Progress continues on the Mk II coaches at North Tyneside Railway and track parties are working on the AVR branch every 3rd Sunday. Help is always welcome so ring Chris Freeman for confirmation of dates on 01665 720182.
Photo: Kay Seymour-Walker

MAIL BAG

*Your
letters*



Corgi Update,

I write to you again so as to keep members up to date with the latest Corgi Classics.

A Bedford KM Platform Trailer with Canvas has been released during 1998. It is in the later BR yellow livery and depicts a factory demonstrator tractor undergoing BR appraisal hooked up to a

standard BR trailer. The normal price is £31.99 but often special discounts apply. Contact Corgi

Classics Ltd., PO Box 2001, Southampton, SO14 0HS ; Tel. 01703 336600 for details.

Ron James, Gateshead



The latest Corgi Classic vehicle, a Bedford KM.

The Aln Valley Railway Society

SALES

We now have a number of Aln Valley Railway inscribed gifts & souvenirs for sale and would welcome your orders:

Leather bookmark	£1.00 each
Keyring & fob	£1.00 each
Mug	£4.80 each
Biro	£0.80 each
Pencil	£0.40 each

4 page full colour reprint of the 'Steam Railways' article on the Aln Valley Railway £1.00 each

The full colour Aln Valley Railway Prospectus, as used at the launch of the AVR Trust £5.00 each

'The Link', magazine back issues: No 1, No 2 (vol. 2/1), No 3 (vol. 2/2), No 4 (vol. 2/3) and No's 5 to 12 £2.00 each

All prices include P & P, and a small donation to the railway.

Please make your cheques payable to 'AVRS' and send to:

The Aln Valley Railway Society,
Alnwick Station, Northumberland, NE66 2NP
Tel: 01665 604888 Fax: 01665 604444

