A very important meeting took place at Apedale on the 19th April at Apedale. This date was to allow us to welcome representatives of the Stanhope family who, as you probably already know, generously made a substantial bequest available to us on behalf of one of their family members, the late Terry Stanhope, who died suddenly in 2006.

This generous bequest was the catalyst for the restoration of our Hudswell Clarke 0-6-0WT 1238 from 1916, and without the generosity of the Stanhope Family, this project would have been unaffordable to us, despite attracting a certain amount of grant funding.

It is probably also important to record our thanks to the generosity of various other individuals who, in combination with the Stanhope’s bequest and a grant of almost £20,000 from the Arts Council and PRISM, made this project viable, resulting in the superb locomotive restoration carried out by the team at Killamarsh under the leadership of Martyn.
Rightly, 1238 won the John Coiley Award from the Heritage Railway Association at their AGM, which Martyn and I attended at the Museum of Science and Industry (MOSI) in Manchester back in February.

For the Apedale Event, the Stanhope family travelled separately from Weymouth, Manchester, Aberdeen and Alva in Clackmannanshire. Seven members of their family were able to join us, including Peter, our main contact point with the family, his son Ewan, Peter’s brother Derek and his two children, Matt and Hannah. Peter’s parents also attended since the late Terry Stanhope was Peter’s uncle and the younger brother of Peter’s father.

Another key figure in the 1238 story was with us at Apedale for that event. This was Colin Laidler, whom I’d spoken with on a number of occasions by phone but had not met until this visit. Colin of course is the chap who had rescued 1238 from the African swamp back in 1996 and, without him, there would have been no story of any sort. It had been intended that Colin would join us at the launch of 1238 at Statfold Barn last August but, unfortunately, the car he was travelling in broke down near Chesterfield causing him to miss the event. This time, he took no chances and travelled down by train to Nantwich several days earlier to stay with his friend, John Armstrong, and sure enough, he and John arrived in plenty of time for the arrival of 1238 in the Silverdale Station.

We had arranged with the Heritage Centre to provide lunch, and they laid on an excellent cold buffet. During the afternoon, we arranged a mine tour for the Stanhope Family which they thoroughly enjoyed. Colin meanwhile, spent a pleasant hour admiring 1238 and driving her up and down the line several of times – something he’d always planned, but with hindsight, realised that it would probably have been too large a project, physically and financially, given the state of 1238 when she was found.

Having spoken with our VIPs at the end of the event, it was clear that everyone had had a fabulous time. Teenage Hannah, at first reluctant to “have a go” got so excitable about driving a steam locomotive that she travelled on the footplate for all of the other trips her family members made during the afternoon. As I’d said to her, it would be something she would remember for the rest of her life.

With Sel in charge, Peter takes the regulator and Hannah is determined NOT to miss a trip!
One final thing; there is a plaque in the cab dedicated to the project sponsors, including the MRT members who'd contributed, and to the team at Killamarsh who'd carried the project to completion. Peter Stanhope said to me that the bottom line of the plaque caused a tear to his eye; it says “Dedicated to the memory of Terry Stanhope”!

MRT published the book on the story of 1238, “A Remarkable Story”, which I completed last year, and I was pleased that each member of the Team has now received a complimentary copy as a measure of our thanks from MRT. Here, I can state again my thanks, on behalf of everyone at MRT, for the hard work, enterprise and dedication to the project which the team gave freely, and which will remain a tribute to their work for many years to come!

Phil Robinson

1238 setting sail with another member of the Stanhope family at the regulator, personally, with the front coupling off to one side I always think 1238 looks to have her tongue hanging out! Mike Lynskey
April 19th from the Killamarsh angle

The story of 1238 has been a long and arduous one, a hard life hauling timber in Africa, then upside down in a bog for 48 years; left naked to the weather posing like a statue outside the works – then she got shipped to Killamarsh with a vague hope that she could be given new life, and we did it, not without difficulties, but we did it!

A project like this needs all manner of different people. It needs enthusiasts like Colin Laidler who chased what must have seemed like a ghost for many years before finally finding her. And his grit and determination to get her out and back on her feet (wheels) only to be thwarted by ill-health.

It needs organisers like the team from Apedale who organised the repatriation.

Waiting to return home after being rescued and bolted back together

It also needs a team of dedicated engineers and workers to put it back together like the lads at Killamarsh.
The project also needed help from outsiders, particularly from The Statfold Barn Railway and a long list of specialist suppliers.

1238, with Alan Freebury in charge, waiting to make her debut in front of the public for the first time at the Statfold Barn hand-over day.

This has all been very well documented in Phil Robinson’s book, but above all else it needed money, and lots of it.

There are of course various organisations like the Lottery Fund, but these people do not part with cash easily, it is all too easy to give large amounts of cash to impoverished causes only to find the whole lot has got lost into an abyss with nothing to show. Nowadays you have to prove your case before a penny is granted. You have to show you have a team of competent people, that you are putting time and effort into the project, and latterly they expect you to raise half the cash yourself, and this is where the Stanhope family came in.
Without the bequest from Terry Stanhope’s estate the whole project would have failed at the first fence. As it is, it was like someone had set off the fireworks and a hand had hit a great big “GO” button and the project got under way. The rest, as they say, is history and in 2014, at the grand old age of 98 years 1238 steamed again, is that a worthy achievement or not?

So, when the Mosley Trust and Apedale decided to invite the Stanhope family and Colin Laidler to a private running day it received the blessing of all concerned, not least of which was the Killamarsh team. Team leader and organiser Martyn Ashworth was the obvious first choice of Killamarsh representative but unfortunately Martyn is in great demand as a steam driver on a few northern railways and he had been rostered to drive elsewhere that day. So I was deputised at short notice to stand in for him, it was a pleasure.

1238 looking very clean, ready to take the Stanhope family on their first ride

I must say, Apedale pushed the boat out, 1238 looked a treat, I now understand that some of the young lads spent the best part of two days fettling it (a Yorkshire expression meaning cleaning) and they deserve a pat on the back, better still why doesn’t someone take them down to the pub and buy them a pint each? I am not sure who the lads were but I think it was probably Craig Smith, Jon Sharman and possibly James Ralphs.
Like I said, it was a pleasure to meet the Stanhope family and Colin Laidler, but, to see the pleasure on their faces was reward enough for all the hours of work that were put in.

But, it doesn’t end there –

The one thing that I admire about the Apedale team is the fact that they let the young volunteers drive and enjoy all their locos (within reason of course). I remember at the tender age of 14 joining the local model engineers who had (and still have) a miniature track in Wakefield Park. Every week I turned up and helped; shovelling, carrying, painting you name it, I helped; in reality all I wanted to do was to have a drive.

At that age, when every young boy wanted to be an engine driver, I would have sold my soul to have my own loco. Every week I turned up full of hope, and every week I went home disappointed because I had not had a drive - still there was always next week.

Today, when I see Apedale letting the young volunteers have a drive I have nothing but admiration for the forward thinking team. You see, eventually, I got fed up of never being given a chance to drive and sought my pleasures elsewhere, and so did many more young lads over the years. If you let them have a drive (under supervision) that is reward enough to get them to stay and become good useful working members, and remember this – tomorrow we need volunteers, so encourage them today!
One of the highlights of the day for me was to meet Colin Laidler, the very same man who dragged 1238 out of the bog and started this ball rolling. He is a very quiet unassuming man who stood at the back most of the day. Later, Colin had his opportunity and drove up and down the track several times; the smile on his face said it all, he was happy.

However, in Colin's place I'm sure I would have felt a large dose of sadness as well, remember, it was Colin who searched in vain for years to find 1238, it was Colin that had it dragged out of the bog and it was Colin who wanted the chance to restore the loco himself, only to be defeated by one of those obscure African illnesses that no one can explain. Life can get very tedious at times. Colin – come and drive any time you feel the need, you have earned it.

To the Stanhope family and to Colin – please come and have a drive and a sandwich and all the tea you can drink is a very small way of saying thank you for your contribution, without your help it would have never happened.

Mike Lynskey

**Peter's comment (on behalf of the Stanhope family)**

Our 'Uncle Terry' was always very interested in narrow gauge railways, and from a very young age I remember visiting him and there being a line at the bottom of his garden!! This with his engineering ability had a great influence on me from a very young age. So after his sudden death in 2006 we as a family wished to find a lasting legacy that he would have appreciated. The 1st introduction came from Ron Redman and then after a meeting with Mel and Phil it was agreed to proceed. What a major task you guys had, but with skill and commitment you have done a tremendously good job. Mel kept me and thus the family well appraised on progress.

What a great day we had at Apedale, very professionally put on. The welcome was really great and to see the loco come round the corner was amazing – Terry would have been delighted I am sure!

At the start Hannah was scared of going on the footplate and didn't want to drive; then after a drive she was desperate to go every time and loved teaching her Grandma what to do!! In fact, everyone enjoyed the thrill of driving a steam loco, plus the diesel experience! We were all impressed how professional the venue is and that the place was tidy and very well run.

Well done to you all for the hard work, yes we will call in if passing – but it is a fair distance from Scotland, or Weymouth!!!

Plus, I must say the mining experience was something to remember – glad that wasn’t my job, and I learnt the meaning of a few words!!

Peter Stanhope
From Colin Laidler - pictured on the footplate at long last!

It was nice to meet you all and a bit of a wake up for me. On the footplate everything came back to me, all the controls were where they should be and driving came automatically; I was thinking how smooth the regulator was compared to the old Derwent on the Pelaw Main wagon way. You had to bump the regulator to move it, too much bump and she slipped, too little and she stalled; then I remembered that was 45 years ago, how is it I still remember all this?? It all came back as second nature.

The Stanhope Family were all nice people and I enjoyed chatting with them. It's such a pleasant thought that you can leave something behind you when you go that will benefit future generations, and by doing so become a valued memorial. When I found No9 (1238) I had hoped to restore it to some extent, but, having read the book and now seen the work done, I could never have got anywhere near the magnificent results your team have achieved.

Phil was kind enough to show me round the site which was very interesting and in my opinion gives you a lot of scope for future development. The new extension will be a useful addition and the long bank will give the loco's a chance to blow the cobwebs out.

All together a very enjoyable day with lots of dreams and memories brought back, that's what it's all about isn't it.

All the Best, Colin.  P.S. I will be back.
“I wanna be an engine driver”!

Ever since I was about 10 years old I wanted to be an engine driver, steam of course. As I remember so did every other kid of my age, well, it finally came true in a way on Easter Sunday when I had my first official day as a rostered fireman at Ape
dale, I am now 70 years old so what took so long???

Unfortunately it was not our own Hudswell Clarke 1238 that was running and I had to “make do” with the 1916 “Joffre”, made by Kerr–Stuart for the French War Department during the Great War. My driver for the day was none other than John Selwyn Rowlands, (“Sel” to the crew), Chief Mechanical Engineer at Ape
dale so I had to be on my best behaviour. Did I pass the test – you will have to ask Sel about that, but it didn’t blow off and it didn’t lose pressure all day and Sel wasn’t picking my firing to bits so I guess I did OK!

It all started during the re-build of 1238 here at Killamarsh, it was commented that the crew never got a chance to drive the last loco built, was it going to be the same with this one? Moseley came back to say definitely not, you are all welcome to come and have a play on it anytime (when convenient of course) and so it turned out, so far they have lived up to the promise.
It is not that easy of course (it never is), you can’t just go and “play” with a steam loco, you have to know what you are doing, and first, that means learning the railway shunting rules, and various other things for health and safety, and insurance purposes. So, early in the year on a very cold morning, John Padget, Pete Latham and myself visited Apedale and did the in-house shunters course. Stewart Watmuff, a long standing competent fireman from his days on the Keighley and Worth Valley Railway had done the course previously, so that made four of us.

Whilst we were there the Apedale team decided to put us though the Diesel “yard driver’s course” this took a second visit later to complete when we were joined by new team member Richard Smith. It also gave Apedale the opportunity to assess our competence to handle the various forms of WW1 motive power they have around the yard.

It was interesting as well as educational, and some of those old diesels can be a sod to start when it involves lot of hand cranking of a very heavy flywheel – very tiring. I found the technique very quickly – you get one of the enthusiastic young lads they have hanging around the yard to swing it for you!

Anyway the newcomers team is now up to five (plus Alan, Martyn, Andrew Whitehead and Paul Hyde who are old experienced hands there anyway) probably with more to follow.

All that remains now is for me to arrange a day out for the Killamarsh team and we can have a day to drive the fruits of our labour over the last 4½ years. I really enjoyed my first firing day at Apedale, I hope to enjoy a few more in the coming months.
If you can’t laugh at life – it’s not worth living!

I have always thought I had a keen sense of humour, well, watch out! I am small fry when compared with Terry Probyn at Apedale. Terry has been plastering the walls of the canteen with cartoons for ages and it is always the first place I look when I get there. No one is immune to his humour but I note it always leans toward the higher echelons of the Apedale team.

Terry has truly grasped the formulae for taking the “mick” out of the situation and not the person, so no one gets offended. In fact, you could say that you are not a worthwhile member of the team until you have featured in one of terry’s cartoons, enough from me, see for yourself -

Don’t give up the day job!
Moseley members trying out the new communal latrines

'New litter bin arrives at Apedale'

'I told you that new bloke from Alton Towers would cause trouble!'

'Now don’t let me catch you out of uniform ever again'

'We can’t paint LITTER on the bin with this stencil'

'Well look... There’s only one T'

'Why not Shirley?'
Note! For our overseas readers - Sizewell B is a nuclear power station
I feel pretty
Oh so pretty....

Hey Simon, could life possibly be any sweeter than it is right now?

Probably not Sel!

He's coming now!

AARRRGH!!!

Simples!
“Locos from Leeds” Gala

Steamed up ready for the “off”

Apedale’s luck held and the weather was fine for the “Locos from Leeds Gala” on 16\textsuperscript{th} and 17\textsuperscript{th} of May, there were plenty of visitors and the tills were tinkling happily all weekend.

I didn’t turn up till Sunday when I was rostered as fireman No 4. There was a good crowd of visitors but I am informed there was a better turn out on Saturday.

This has got to be the world’s thinnest loco! It needs a 6ft tall trained stick insect to drive it!

The Apedale crew are getting to be quite a dab-hand at putting on Galas and as usual there was constant activity on both days. There were passenger trains and freight trains all day on the main line, and a wide variety of both steam and diesel wandered around the sidings and the “track to the trenches”, in fact it looked as though anything that could run – did run, and as we have come to expect, Apedale threw everything it had into putting on a good show.
From the loco side we had the residents – the 1917 Kerr-Stuart 0-4-2 saddle tank “Stanhope”; the 1916 0-6-0 Hudswell Clarke well tank No 1238 now sporting its rather large brass “Ashanti Goldfields Corporation No 9” plate; and the 1916 Kerr-Stuart 0-6-0 side tank + well tank “Joffre” (built to a French design for the French WW1 war effort). Additionally (imported for the weekend from Statfold Barn) we had the 1914 Hudswell Clarke 0-4-0 saddle tank, CSR Co Ltd No 19, (HC1056) and a lovely little loco it is.

Just for clarification, the Kerr-Stuart locos were built in Stoke but apparently when Kerr Stuart went out of business in the 1930s the goodwill was bought by Hunslet of Leeds, so, it’s a tenuous link but all the locos have a link with Leeds, hence the “Locos from Leeds” theme.

All the locos performed impeccably well, apart from the usual pantomime with the injectors, but the crews are getting the better of them now and this has been reduced to a nuisance rather than a problem, it’s all down to the early injector designs, the modern ones are a lot better.
“Tickets please” or perhaps “show time”
Right - a wagon load of trouble!

There was a WW1 enactment team in attendance as well, the field was full of tents with soldiers “camping out” and doing demos. Then, and this is what I like about the Apedale galas, when they were not doing their official demos on the field they took their show on the road and were marching “German prisoners” all round the site, making them sweep, rake gravel and do all manner of other things. There was a lot of shouting and pointing of guns, there always is when this lot are out to play.

I was firing for Graham Townsend (of the West Lancs Railway) and on one trip we arrived at Silverdale station to find a row of soldiers complete with rifles stood waiting at attention! We took this as part of the day and continued to uncouple and do our bit. As I was walking up the station to couple on at the other end I managed to get into the middle of a mêlée with the soldiers who had “found” two German spies on the train. To the accompaniment of a lot of shouting the spies were rousted off the train and marched off up the road with their hands up. It is little touches like this that make a day memorable at Apedale.
We also had a smattering of classic cars and bikes, plus a couple of miniature traction engines. Plus of course the classic beer tent and a man selling ice creams from one of those old “stop me and buy one” pedal trikes with a fridge box on the back, which incidentally was a modern re-pro that was delivered to site in the back of a van, still, it looked the part.

By all reports both days were a success and Apedale can chalk up another bunch of brownie points on their score sheet.

When you are on the footplate you are sort of tied and can’t get round to see the rest of the gala, so, I gave my camera to Pete Latham and sent him off to do the rounds, he found some interesting stuff, here are some examples -

The loco crew's watering hole with Paul Hyde and Ian Hodgson making the best of it

"Cool and Angry" VW campervans

Right! One good shove and it's downhill all the way
Simon marking out his pitch!

I am the NAAFI manager; I'll call you when the tea is ready!
Bush tucker - WW1 style - Note, this is a good cake for demo purposes, the real one was used to hammer in the tent pegs.

WW1 heavy duty snipers rest? note the WW1 fag being smoked behind whilst the sergeant is not looking.
Above - the crowds thinned out towards the end of the afternoon

Left - Martyn Ashworth drinking tea out of a mug disguised as a lamp

Below - John Lockett balancing a lamp on his head
No 9 (HC1238) on the return trip

The new Apedale bottle garden

Richard Grey tries out the new field toilet
Time for a final look

Martyn Ashworth found this WW1 picture on e-bay.

Let's compare it with the finished product!

Well, there we are, I hope you enjoyed our Apedale special, a great many thanks to the Stanhope family and Colin Laidler, and many apologies to all those that we poked a little fun at.

The Apedale team deserve more than a little praise.

Mike Lynskey