



National Transport Trust

Press Release: Restoration Awards 2020/2021

Fawley Hill 20th October 2021

Those involved in the restoration of the best transport heritage projects in the nation in both 2020 and 2021 gathered at Fawley Hill to receive their awards from Her Royal Highness Princess Anne.

Background

The National Transport trust is the only national charity established to promote and encourage the preservation of Britain's unique transport heritage in all its forms – that is to say air, land (road and rail) and water (sea and inland).

Each year the Transport Trust invites nominations for awards to assist individuals and groups who are working hard to preserve items of importance to the Nation's transport heritage. Awards generally come with a substantial financial lump sum which it is hoped will assist with making good restorations great.

2020 applications were many and varied, and the standards were, as ever, very high. Covid restrictions required a new departure this year – instead of visits from volunteers from the Trust applicants were invited to complete a comprehensive questionnaire as well as provide a full portfolio of images. Early in the New Year the Awards Panel completed its assessments of all the entries received.

The Panel had their work cut out choosing these winners against some stiff competition. All those who put forward projects for consideration are to be congratulated for playing their part in preserving our transport heritage, and all those involved in restoration should consider applying for an award. Not only are the awards a great boost financially but they are great for boosting morale – especially when a restoration project has taken a long time and seems to be never ending! To those who were unsuccessful the Trust nevertheless commends you all for your efforts, and encourages you to keep up the excellent work.

Our presentation ceremony was held at Fawley Hill hosted by our President, Lady Judy McAlpine, and covered both 2020 and 2021 Awards. Over 200 people; VIPs, Trust Council, Members, Award Winners and their families gathered – to see proud Recipients formally presented with their certificates. A wonderful and memorable event with Fawley Hill's splendid full gauge garden railway running all day and several Award Winner's vehicles present.

This was the first occasion in the presence of the Princess Royal who has taken up the role of Royal Patron of the Trust from His Royal Highness Prince Michael of Kent. Her Royal Highness presented the certificates and spent much time talking to recipients and guests, making it a particularly memorable occasion.

National Transport Trust Contact: [Paul Brook](#)

Individual Awards

The following awards were made to individuals who have personally made a significant contribution to the preservation of our transport heritage:

Lifetime Achievement Awards

The Trust acknowledges that exceptional achievements are built upon and sustained for the long term by the ongoing efforts of a vast army of supporters and volunteers. This award recognises such long-term dedication.

Chris Cooper and Andrew Semple [Citation & Images](#)

Young Preservationist of the year

This award recognises the achievements of young people (under the age of 20) in the field of restoration. The winner receives a cheque for £500.

2020 - Lewis Perry [Citation and Images](#)

2021 - Jake Bullock [Citation & Images](#)

Preservationist of the Year

The Trust awards its premier trophy to an individual who has made an outstanding contribution to the cause of transport heritage preservation in a specific year, or which has culminated in a specific year. The winner holds for a year a silver model of SS Great Britain, since the award was inspired by the achievement of Sir Jack Hayward in returning the vessel from the Falklands to Bristol.

2020 - Tony Agar [Citation & Images](#)

2021 - Karl Carter [Citation & Images](#)

Commemorative Restoration Awards

The Commemorative awards are named after founding members of the National Transport Trust and represent **the very best of the year's nominated restoration projects**. Of particular note this year is the inclusion of the Sir William McAlpine award, in fond memory of a restoration stalwart and enthusiastic supporter of the National Transport Trust. Sir Bill will be missed by everyone, inclusion of an award bearing his name is just one small way that we can show our gratitude for his immense contribution

Alan Moore Award

2020 - Small Prairie 4561 Steam Loco - **W Somerset Railway Assn** [Citation](#) [Images](#)

2021 - Peckett Locomotive - **Gary Boyd-Hope** [Citation](#) [Images](#)

Peter Allen Award

2020 - 1925 Aveling and Porter Steam Roller - **Daniel Jones** [Citation](#) [Images](#)

2021 - Fowler "Steam Sapper" - **Maggie Astbury** [Citation](#) [Images](#)

David Muirhead Award

2020 - 1962 "Nightmail 85" Travelling Post Office

- **Railway Preservation Group** [Citation](#) [Images](#)

2021 - Taunton Inspectors Carriage - **W Somerset Railway Assn** [Citation](#) [Images](#)

Ron Wilsden Award

1924 Hispano Suiza Car - **Nick Williams**

[Citation](#) [Images](#)

Sir William McAlpine Award

2021 - Rushton Traction Engine - **Michael Pumfrey**

[Citation](#) [Images](#)

Restoration Awards

1959 Bedford Fire Engine – **Will Baker**

[Citation](#) [Images](#)

1951 Bedford WLB Coach - **Ipswich Transport Museum**

[Citation](#) [Images](#)

1922 Thames Barge “Growler”- **Ash Faire-Ring**

[Citation](#) [Images](#)

1943 Pacific M26 Tank Transporter - **Max Shepherdson**

[Citation](#) [Images](#)

Yorkshire Steam Wagon - **Gilbert Armour**

[Citation](#) [Images](#)

1920 Thames Barge Raybel - **Raybel Charters CIC**

[Citation](#) [Images](#)

Commer Q2 Lorry - **Roger Turpin**

[Citation](#) [Images](#)

Ford Universal Carrier - **Chris Camps**

[Citation](#) [Images](#)

Klemm L2c Light Aircraft - **Jim Copeman & Tony Palmer**

[Citation](#) [Images](#)

Scammell 6T Mechanical Horse - **Lawrence Mortimer**

[Citation](#) [Images](#)

Otter Armoured Car - **Gary Burns**

[Citation](#) [Images](#)

LNWR Picnic Saloon - **Tony Lyster**

[Citation](#) [Images](#)

Fordson 7V Pump Escape fire engine - **Simon Brook**

[Citation](#) [Images](#)

Restoration Award Citations

1959 Bedford Fire Engine

Owned and restored by Will Baker (and a couple of determined friends!) of Peterborough.

289 LTD is a 1960 Bedford TJ5 fire appliance supplied new to Lancashire County Fire Brigade and stationed at Morecambe from 1960 – 1967 then Carnforth from 1967 – 1975. It is bodied by Hampshire Car Bodies and fitted with a Hayward Tyler 500 GPM main pump. It is powered by the Bedford 6 cyl 300 cubic inch Petrol engine.

289 LTD was one of a batch of 10 Bedford's ordered by Lancashire County Fire Brigade in 1959. In 1975 it was sold to a film company and was used for many films including two Norman Wisdom films and several episodes of David Jason's own comedy "Good Fella", and many commercial television adverts of the time. There is only one other of its type surviving today.

In 1977 the owner's father purchased the appliance for preservation and carried out work on the body and the pump which had suffered seizure during its film days. During the next ten years 289 LTD was preserved and rallied all over England by my family and we had many a happy time in it. In the winter of 1978-9 289 LTD was used by the local retained fire crew during the fireman's strike to maintain cover for Peterborough and the surrounding area. The current owner was born in 1980 and grew up with the Bedford outside his bedroom window. The family sold the engine in 1987, and it eventually fell into severe disrepair before finally being saved by the current owner.

Since coming back into the family a vast amount of work has been undertaken. With typical coachwork of a mahogany timber frame skinned in steel and aluminium. With the timber in poor shape Will and two co-conspirators have done a sterling job with both the timberwork and the metal outer. It is now in a terrific condition and will please and delight the public who will see the little Bedford at shows and other gatherings in the future.

[Bedford Images](#)

1951 Bedford WLB Coach

Owned and restored by The Ipswich Transport Museum

The folks at the Ipswich Transport Museum have something of a reputation for finding, saving and restoring items of local transport heritage interest and have, in the past, been recognised by the Transport Trust for their efforts. Currently on the stocks and undergoing detailed work is a little gem in the shape of an early Bedford WLB coach.

Prior to the late 1920s Chevrolet sold their vehicles under the Chevrolet name, but from the early 1920s they adopted the name "Bedford" and this is an early example. The coach body work was by Waveney, a factory once in Oulton Broad just outside Lowestoft. The factory was in production until 1940. The coach was used locally before falling into disrepair and then being taken in hand by the museum and a small group of determined volunteers have made tremendous progress in turning something of a wreck into a very viable and handsome little period machine which will both take its place in amongst the already fantastic collection but also be used for road runs, fund raising and public events. It is therefore with much pleasure that an award can be made in recognition of the efforts of all those involved.

[Bedford Coach Images](#)

1922 Thames Barge "Growler"

Owned and restored by Ash Faire-Ring of Burnham Overy, Norfolk.

Up on the North Norfolk coast are a collection of small villages. In one of them is a field, a short distance from the high-water mark. In that field is a large plastic tent arrangement, and under that large plastic tent arrangement a very talented and determined 17 year old is undertaking a rebuild of epic proportions in the shape of a 1920s Thames Barge, called "Growler". Although not as large as some barges (hence the name "growler" which is a small iceberg) it is still a big thing, and its proud owner is no stranger to the painstakingly slow exertions required to re-plank and re-keel such a vessel. Work is well underway, and the proud owner is confident that it will soon be back afloat.

Growler was built in 1922 by the famous Barge builders "White and Co" at Conyer Creek on the river Swale. They were famed for building the "Sara" which was the fastest barge ever built. It is said that Growler is a third sized version of her. Her designer was called Ted Hughes and he owned her up until 1944. By this time her rig had been significantly cut down. She spent the war years moored at Benfleet yacht club and was then bought by Eddie Snugg and rigged as a Bermudian ketch. Growler was then used from 1945-67 as a club boat and many young people learnt to sail on her. In 1967 she was bought by Mike De la Boltz and he restored her to a much more traditional standing gaff rig. He enjoyed many years with his family onboard before selling her in 1972. Little is known of what happened next until she was rescued by Gus Curtis and moved to a barn in Dedham in 1996, where she sat quietly before passing to Ash.

Ash has always loved classic boats, and he built his first boat with his father when he was 10. In July 2018 he received a phone call from a friend saying that they had come across the most beautiful sailing barge sitting in a barn in Suffolk. A month later he went to visit and after a meeting the owner he very kindly gave her to him.

The rebuild started in June 2020 and by his own admission it has been a huge learning curve albeit incredibly rewarding. Under the instruction of shipwright John Owles, Ash has made significant inroads into the rebuild, replacing 23 planks, doubling the frames and fitting a new keel. Next steps are to procure a suitable engine and Ash intends to use the barge for the carriage of commercial cargo. A very worthy winner of a Transport Trust Restoration Award.

[Growler Images](#)

1943 Pacific M26 Tank Transporter

Owned and restored by Max Shepherdson of Newark Notts

In 1942 the US army realised that a new 40 ton semi-trailer tank transporter was needed with better off-road performance than the M9 24 small-wheel trailer, and greater capacity than the 30 ton 8 large-wheel Shelvoke and Drewry semi-trailers used by the Diamond T tractor unit. Designed by the Fruehauf Trailer Company of Detroit, Michigan, it was heavier than the Diamond T could manage so a companion M26 tractor was designed by the San Francisco-based Knuckey Truck Company. When it could not keep up with the Army's demands, production was awarded to the Pacific Car & Foundry Co. of Seattle, Washington. The chain-driven 12-ton 6x6 M26 tractor was powered by a Hall-Scott 18 litre 6-cylinder petrol engine developing 240 BHP at 1200RPM. Unusually, the tractor unit was fitted with both an armoured cab and two winches with a combined pull of 60 tons, allowing it to do battlefield recovery work.

With its huge petrol engine with a propensity for shooting flames out of its exhaust the M26 rapidly got the nickname "Dragon Wagon" After the war, some of them were bought as

surplus and used to carry oversize loads such as transformers, locomotives and heavy equipment

Whilst impressive, most would shy away from owning such a thing in UK, let alone buying and repatriating one from Southern France, where it had been used in the construction of hydro-electric plants, then undertaking what has in effect been a nut and bolt restoration. It was planned to have it ready for this year's show season but obviously current circumstances; its owner, Max Shepherdson is a seasoned rally campaigner who also has a Diamond T tank transporter, and a tank, in his sheds.

There is little on this machine that could be described as straightforward, but Max has painstakingly built up his example to perfection, and now it has finally been seen in public where it created huge interest, it is a fine testament to his vision and audacious tenacity in tackling such a restoration.

[Pacific M26 Images](#)

Yorkshire Steam Wagon

Owned and restored by Gilbert Armour of Ladyhill, County Antrim

This is a massive restoration of a 3ton steam wagon. Several parts were rescued from a scrapyard in Leeds in the late 1960s by the late Tom Varley, Lancashire. The parts came into the current owner's possession in 1998 and he basically started with front and rear wheels, rear axle with diff, some engine parts and a wasted boiler.

The Yorkshire Patent Steam Wagon Co. was a steam wagon manufacturer in Leeds, England. They produced their first wagon in 1901. Their designs had a novel double-ended transverse boiler. In 1911 the company's name was changed to *Yorkshire Commercial Motor Co.*, but reverted to *Yorkshire Patent Steam Wagon Co.* in 1922. Steam wagon production ceased in 1937, and the company was finally dissolved in 1993

The novel double-ended transverse-mounted boiler was used to avoid problems of tilting when climbing hills. Internally it resembled a locomotive or Fairlie boiler with a central firebox and multiple fire-tubes to each end. In the Yorkshire though, a second bank of fire-tubes above returned to a central smokebox and a single chimney.

There are probably only about a dozen known Yorkshire wagons left in the world. There are 8 listed in British Isles 3 of which are 3 tonners including this one.

Completing the bulk of the work himself, on a tight budget, Gilbert fabricated a new chassis which is now bolted up ready for riveting, front axle hubs and some steering gear has been made. Work is currently underway on the engine Gilbert started making these parts back in 1998 and then it was put on hold for about 15 years started again in 2017.

A completely new boiler has to be made, the drawings and submission to insurance company are in progress. New gears, solid rubber tyres, drive chains, flat body, cab and many smaller parts are still to be made, but nonetheless Gilbert is confident of completion by 2022

This is probably 1 of 3 Yorkshire 3ton wagons in the world. The other 2 are not currently in running order. Its restoration is both a credit to the determination and resourcefulness of its owner and thoroughly deserving of a Restoration Award

[YSW Images](#)

1920 Thames Barge Raybel

Owned and restored by the Raybel Charters Community Interest Company of Milton Creek in Kent

During the three decades that followed her launch in 1920, Sailing Barge Raybel delivered many thousands of tons of cargo under sail. Then the world changed, and diesel power became most favoured. Sailing Barge Raybel was originally launched into the waters of Milton Creek, Kent – the name derived from twins, Raymond and Isabel, born earlier the same year to sailing barge owner G.F. Sully.

The shipping company – known as ‘Sullys’ – had ordered a powerful coasting barge of some 90 feet from stem to stern post, with a cargo capacity of over 150 tons. Barge builders Wills and Packham delivered – and the Raybel quickly became the pride of Sullys’ fleet. For over 50 years she carried cargoes between London and east coast ports, as well as the near continent – Holland, Belgium and France. During WWII Raybel was commandeered by the Admiralty and for several years worked from the Clyde, Scotland as supply ship to naval craft.

By the early 1970s Raymond Sully was selling the last wooden barges the family still owned. Raybel Charters was founded in 1974 and Raybel passed into new ownership, though continuing to carry general freight such as wheat, starch, pitch and flour for a few more years.

Her sails and rigging were fully restored by 1976. But the changing world meant that work for the Raybel would have to adapt. There was increasing interest in the gentle beauty and awe-inspiring splendour of these sailing craft, which were already rapidly disappearing. This made possible several decades of varied work taking adults and children on a day’s sail or a week of exploration. More recently the main hold has been host to educational activities, theatre, dining, hospitality, and promotional events.

Now the challenge is to complete the circle of history by returning the Raybel to the work she was built for – the delivery of cargo under sail – whilst also creating a modern purpose for her, through new work that connects Thames side communities with their shared Estuary heritage.

Inevitably maintaining and improving such a vessel is a constant and demanding endeavour undertaken by some very determined volunteers with a range of skills and experience. The result is breathtaking. The work is taking place at Milton Creek, Sittingbourne – the very waters into which she was launched just short of 100 years ago. Funding has been secured from the National Lottery Heritage Fund, Swale Borough Council, Kent Community Fund and Groundwork. The team expect to complete the necessary work and re-launch Raybel in time for her centenary in 2020.

The restoration project will also be a key feature of the wider regeneration of Milton Creek in Sittingbourne. And a three-year plan of community, cultural and heritage events, activities and volunteering will begin in autumn 2019. Nor are the team forgetting the skills needed to keep the heritage of Thames sailing barges alive – with training in traditional boat building and maintenance part of the plans.

This will be just the start of the community-based work – once restored Raybel will become a valued asset for education, training and events – bonding communities the length of the Thames Estuary, with each other and with their shared river heritage. As a result, the Transport Trust are delight to recognise this effort with a Restoration Award

[Raybel Images](#)

Commer Q2 Lorry Owned and restored by Roger Turpin from Gedney in Lincs.

Purchased as a dismantled chassis cab in October 2018 as the classic ""basket case"" and found to be missing many parts. Through the help of a sympathetic land owner a second very rotten Q2 was obtained and sufficient axle/brake parts were present to make the restoration a possibility to its original form.

It is said to be the earliest Q2 in existence. It is chassis number 12A0042 which is dated June'39, the model first appearing in April'39. Many of these vehicles were impressed by HM Govt in Sept '39 and were subsequently lost in France in 1940. Traces of RAF blue were found when the cab and panels were taken back to bare metal

Stage one is complete as the Commer has been returned to ""flat bed"" configuration, engine rebuilt along with all brake equipment. Once cab internals finished, vehicle could be driven.

Stage two, planned for this winter, is the completion of cab interior and the mounting of a 500 gallon tank to the rear bed. this would be in the style of a kerosene delivery vehicle of the period.

[Commer Images](#)

Ford Universal Carrier Owned and restored by Chris Camps from Sheffield

This vehicle was manufactured in the US and transported to the UK just prior to the end of WW2. The vehicle was sold to Argentina in 1949 where it was as used by Argentine army for many years. After disposal by the Argentine Government the vehicle was stored in a warehouse in Buenos Aires for many years. The current owner went to BA in 2013 and having agreed a purchase then spent over 5 years trying to get the correct export permits etc. This is one of only a handful of this type.

Work thus far has involved a complete strip down and shot blast of the hull, as well as a complete strip and rebuild of engine and gearbox. Fabrication of missing parts has been done by using original drawings together with extensive repair of damaged and rusted parts. It has undergone a full respray and application of the correct markings.

The next steps will involve a full rewire, replacement of tracks and re-manufacturing of steering linkages using the originals as patterns.

[Carrier Images](#)

Klemm L2c Light Aircraft owned and restored by Jim Copeman and Tony Palmer from Hailsham

This project aims to restore British Klemm L25c "G-ACXE" and it's associated Pobjoy Cataract Ser III engine to flight. This is the sole known remaining example of this British made aircraft type. The rebuild of the aircraft woodwork is complete and painted including fabric covered control surfaces all applied in house. All metal fittings have been stripped, tested, restored, repaired, and modified as required. The engine has been dismantled. All of the steel rotating or reciprocating parts were crack tested, modified, repaired as required. It is now in an almost complete state after work on such parts as prop hub, oil & fuel tanks. We fitted new ball and roller bearings throughout. New exhaust valve guides, air scoop, ignition harness, exhaust pipework were all made in house. A new set of British made custom exhaust valves (and 3 spares) & exhaust collector ring were commissioned. The pistons were re-machined to fit oversize piston rings and gudgeon pins. The engine mount had to be modified to suit the engine as in its previous form it would have fouled the fuel pump & carburettor. The oil cooler has been professionally rebuilt, although a modern unit could have been substituted

for about 20% of the cost but the aim is to rebuild G-ACXE as close to original while making it safe and economic to fly. Magnetos have been rebuilt by local specialist.

[Klemm Images](#)

Scammell 6T Mechanical Horse owned and restored by Lawrence Mortimer from Kiddeminster

This Scammell Mechanical Horse is believed to last wartime army 6 tonne example left. Following its life in the army, it was sold to a private company with other army examples, however this one was the only one to retain its original Scammell petrol engine. All other purchased were converted to electric running on batteries. There are other 3 tonne examples but this is believed to be only army 6 tonne to exist.

Everything has been stripped down to the bare chassis to create a workplan. The chassis had corroded in several areas including the chassis rail which is curved at the rear for the loading of the trailers. The engine & Gearbox have been removed for assessment but will need to be sent away for any work required. In the meantime, corroded chassis sections have been cut out and replaced with new fabricated sections and the paint process started. The metal framework and control gear has been stripped and is being cleaned, repaired and replaced as necessary. New wooden cab frame panels are being drawn out to order new materials.

The next stage is to continue to build up chassis framework and start to reattach control gear for coupling system. Another hurdle to overcome will be to establish a replacement for the current wheels and tyres which are no longer in production. Engine overhaul will need to be completed as well as the fabricating and fitting new wooden cab frames/panels & doors.

The Scammell mechanical horse has been key in the British Transport sector from manufacturing through to home deliveries. Used by a multitude of different companies for a vast range of roles with very little acknowledgement or known about in the transport world, this is the only example left of an army issue mechanical horse and will be restored to show what it's role was in the British Army.

[Scammell Images](#)

Otter Armoured Car owned and restored by Gary Burns from Carlisle

Built as a Canadian stop gap armoured car to replace lost equipment at Dunkirk they were made in a small number but ended up serving throughout the war in most theatres right up to the end of the hostility with most European nations not many are left and I think only three are in the UK including this one and the one in the Hendon RAF museum also my grandfather served alongside the Canadian Royal Engineers and Canadian Royal Army Service Corps bridging sections who used these armoured cars from Juno beach right till the end of the war

Progress to date. The armoured body is almost completely finished with doors and hatches made and external bonnets and front grill made

Next steps. Chassis and transmission need completely stripped and rebuilt engine needs replaced, internally needs rebuilding as was struck by an antitank round in the Falaise area of France and destroyed

[Otter Images](#)

LNWR Picnic Saloon owned and restored by a team led by Tony Lyster from Aylesbury, Bucks.

Located at the Bucks Railway Centre, this project involves the restoration of an 1894 LNWR Picnic Saloon from a grounded body used as a croquet pavilion to full working order. A unique aspect of this carriage is the authenticity of every small detail, from Mahogany panels to correct LNWR couplings, Mansell wheels and salvaged metal fittings and a new canvas and white lead roof covering. Internally, the saloon will be finished with original, or known original style, posters and pictures. The decorated ceilings and floor lino have been recreated using modern materials.

A once common vehicle type with social significance as it would have been used by our ancestors, rather than the aristocracy, for day trips and holidays for small pre-booked parties.

The grounded body has been mounted on a correct underframe, the exterior and interior totally restored to the highest standards after in-depth research and decades of searching for authentic fittings, and is now resplendent in new paint which awaits lining out by Heritage Painting next month. Newly printed monograms and crests will be applied afterwards.

The original couplings need some repair, a braking system needs completing with horizontal vacuum sac (in stock), the external communication cord (Harrison type) needs completing, pseudo gas lighting to create from recovered components, luggage rack brackets to design & cast and a steam heating system to complete below the floor.

It has been a long slog to return this saloon to as near original condition as possible and it is already receiving much praise for the high restoration standards achieved from fellow restorers.

[*Picnic Saloon Images*](#)

Fordson 7V Pump Escape fire engine owned and restored by Simon Brook form Somersham, Cambs.

Originally one of the first vehicles of its type supplied for the war effort by the Ministry of Supply. The brief was for a vehicle which could carry an Escape ladder. It was deemed there were enough vehicles with pumps but not enough equipment to rescue individuals. This was one of 90 of the first order and was supplied in early 1940 to Coventry and as such served in Coventry during the Coventry Blitz. It remained in Coventry until its disposal in 1956. During its time at Coventry, it was converted initially with a front mounted "Barton" pump to provide water pumping ability and then at some other stage was adapted to carry CO2 equipment as well. The history from 1956 to now is non-existent but at some stage it was part of the collection at Weedon, Northants. Although very typical of the time (with this type of bodywork being built on some other manufacturers chassis, mainly Austin and Bedford) only a handful of all types have survived,

The vehicle was fundamentally solid when purchased so looked like a task free from too many difficult challenges. However, although complete and sound this has not diminished the task and if anything has meant attention to detail has become paramount! Being of mainly wooden construction, the body has survived well although there are still areas requiring quite a bit of intricate woodwork. The vehicle has turned out to be remarkably sound mechanically and has obviously not done much in its life. The speedo shows less than 7000 miles (if it is to be believed) but recommissioning has been the main task, fuel supply, electrics etc. This biggest challenge to face it replacing the waterproof covering (now rotten

away) from the very flat upper surface of the body and obviously the intricacies of the complex wheeled escape ladder.

Only one other "Coventry blitz" machine is known to have survived.

[Fordson Images](#)

The Alan Moore Award

Small Prairie 4561 Steam Engine

Owned and restored by the West Somerset Railway Association (WSRA)

Designed by G J Churchward and built at Swindon Works in 1924, Small Prairie 4561 is typical of the steam locomotives that would have run in the West Country and beyond between the 1920s and the mid-1960s. It spent 32 years of its working life on branch lines in Devon and Cornwall, before finally being withdrawn from service and scrapped in May 1962, having notched up 997,635 miles.

The next 13 years were spent languishing at Woodham Bros scrap yard in Barry, South Wales. In 1975 it was purchased by a group from the West Somerset Railway and transported by road to the WSR. After some repair work, the 4561 became a regular feature on the West Somerset railway between 1989 to 1998, and was a popular part of the locomotive fleet. Since this time it has been stationed in our restorative workshops awaiting repair.

In April 2018, a small group of WSR engineers, including the Head of Mechanical Engineering and the WS Restoration Engineering Foreman, met with a group of trustees and the ex-CME Andy Forster and all confirmed their agreement that Small Prairie 4561 was the right locomotive to prioritise for restoration. That decision was endorsed by the full board of WSRA Trustees and it was agreed to re-start the restoration project in earnest. The bulk of repair work will be completed at the Restoration works in Williton by a team of trained staff, volunteers and apprentices. It is a smaller locomotive than some of the others which are regularly run which makes it ideally suited to the West Somerset railway, which mainly transports visitors and tourists along the 23-mile line.

The Small Prairie offers a cheaper alternative to some of the larger steam trains as it is more efficient and designed for a smaller track. Furthermore, running their own locomotive would reduce the cost of renting steam trains for the line, in turn saving the charity around £40,000-£50,000 a year.

The West Somerset Railway (WSR) is a 23-mile long railway running through the heart of West Somerset. WSR is one of the largest tourist attractions in the area, bringing around 200,000 visitors each year. The organisation has become an integral part of the wider local community, providing employment and volunteering opportunities and contributing around £9 million a year to the local economy through tourism.

West Somerset Railway Association is a community led, member driven, charitable association that supports the West Somerset Railway. The aim is to preserve and restore the heritage of the WSR, to fundraise, promote education, ensure community involvement, and to leave a legacy for future generations. The WSR operates heritage steam trains along its line as its core activity, however, it also has a large number of other activities including educational visits, heritage restoration, museums, local events like the 1940s weekend, to steam galas and even Santa trains for the younger generation! Thus the restoration of this iconic locomotive will secure its place in the local and national transport heritage scene and is therefore thoroughly deserving of a restoration award.

The Peter Allen Award

1925 Aveling and Porter steam Roller

Owned and restored and by Daniel Jones of Pewsham Wiltshire

Aveling & Porter steam Roller, No. 11296. The engine was built in 1925 on an order from agents Becker and Co. of Amsterdam. The engine was exported to Koninklijke Maatschappij, a large road making contractor based in Wegenbouw, Utrecht (a district in Holland). The engine worked for this company until 1962 when it was sold into preservation to the well know preservationist and architect GÃ© van de Pol. The roller than passed through a couple of new owners until the early 1980s when it was purchased by Jean Tilmans of As. Belgium, who owned it until 2015. Having spent its working life on the continent it was eventually repatriated to the UK in 2016.

Enter at this point an 18 year old Daniel Jones of Pewsham near Chippenham in Wiltshire who decided not only to buy the engine, but then restore it himself, on a tiny budget by doing most of the extensive work himself. Dan originally applied for an award last year, at that point he was up to his armpits in heavy engineering. It was held over to be judged in this year's crop, but this did not slow down Dan one bit, he redoubled his efforts and got the engine not only back into steam but even managed to take it to a few rallies, driving it there and back. Testament indeed to both his determination and his workmanship.

Obviously there will be little jobs that need doing over the coming months, but this stupendous effort is worthy of recognition by way of a restoration award.

[Aveling Images](#)

The David Muirhead Award

1962 "Nightmail 85" Travelling Post Office

Owned and restored by the Railway Preservation Group and based at the Great Central Railway Swithland sidings.

There are enthusiasts and there are enthusiasts, and the Railway preservation group are very definitely enthusiasts. Their pride and joy, a British Rail Travelling Posy Office comprising a complete rake of 5 full carriages complete with banks of pigeon holes. Once a vital part of the Postal system these travelling post offices ploughed north south east and west in a constant effort to provide communications in a pre-internet nation.

The last of the Mail train's ran some 15 years ago and although many railway enthusiasts are aware of them, the general public have little or no idea of their existence, mainly because they ran at night. Up to 200 TPOS were involved, each filled with the very best and quickest sorting staff, picking up and dropping off mailbags whilst travelling at speed in a constant race against time to get the post to its destination.

Th groups, ably led by chairman Philip Payne, come from all across the nation. Phillip travels most weekends all the way from Kent to strive to preserve this, the last of the breed. Internally the carriages are a time-warp whilst externally the next steps are to treat all of the carriages to new paintwork and transfers. Plans for the future include a mix of main and preserved line running as well as an aspiration to base the TPO in a location where it can educate and inform and properly tell the story of life before the internet.

Such vision and dedication to an important part of the national transport heritage is highly deserving of a restoration award.

[Nightmail Images](#)

The Ron Wilsden Award

1924 Hispano Suiza Car

Owned and restored by Nick Williams of Leintwardine, Herefordshire.

It was 3 years ago that a young man approached the trust with a nomination for an award for a most unusual vehicle, in this case a 1924 Hispano-Suiza motor car. He had just purchased it and in doing so became the proud owner of a slice of motoring history.

Hispano-Suiza was a Spanish automotive–engineering company and, after World War II, a French aviation engine and components manufacturer. It is best known for its pre-World War II luxury cars and aviation engines. In 1923, its French subsidiary became a semi-autonomous partnership with the Spanish parent company.

Shortly after this the French branch, operating from their factory just outside Paris, designed and built a handful of cars, without bodywork, which were exhibited at the 1924 Salon de Paris Automobile Show. This was one of them. Never registered, never bodied it eventually popped up at a Bonhams auction and Nick was determined to have it. And have it he did, moving heaven and earth to procure it and get it back to his workshop where he has spent the last 3 years scouring the globe and a variety of online auction outlets to gather together all the things he needs to commence work that has effectively been “on hold” since 1924.

With bodywork now underway to Nick's demanding period design it will not be long before this mighty motor car graces the automotive catwalk at prestige events where it will wow the crowds just as it must have done back in 1924. For his single-minded determination to see this amazing project through Nick is thoroughly deserving of this award.

[Hispano Images](#)

And for 2021 the awards were:

The Alan Moore Award

Peckett Locomotive owned and restored by Gary Boyd-Hope from Barwell, Leics.

This 1941 loco is the sole-surviving example of Peckett & Sons 'Yorktown' class, and as part of its overhaul the owner is looking to return it to 'as built' condition.

When first restored in 2007 the previous owners outshopped a loco that was functional and fit for purpose, but not historically accurate. The current owners goal is to return it to the condition it was delivered to the Ministry of Supply in 1941 by carrying out a number of cosmetic changes and restoring original features (inc. buffers, cab, sandboxes, paintwork) that have been lost during preservation.

The loco was one of six 'Yorktown' 0-4-0STs built for the Ministry of Supply in 1941. Peckett & Sons only built 11 of the class in total between 1911 and 1943, and this is the last surviving example. It spent its working career at the Royal Ordnance Factories at Poole (Creekmoor) and Cardiff (Llanishen). The loco gained a modicum of fame in the 1970s when

it was bought by the Reverend E R 'Teddy' Boston, who completed its first restoration, and later displayed it at his famous Cadeby Light Railway in Leicestershire.

Practical work has largely been confined to what can be done at home as a result of the Covid-19 pandemic. The bulk of the work will take place in the first few months of 2021. It is planned to have the loco complete in time to mark its 80th anniversary late next year.

This loco is unique in preservation, being one of the smallest standard gauge engines ever built. It served the War Effort in its working career, and in preservation serves as a living memorial to the famous 'steam cleric' - the Rev. Teddy Boston - after who it is named. Its small size has made it very popular with the younger generation, providing a friendly and accessible way for children to enjoy steam and heritage railways.

[Peckett Images](#)

The Peter Allen Award

Fowler "Steam Sapper" owned and restored by Maggie Astbury from Criggon Powys

Full restoration of Fowler K7 Ploughing Engine number 13310 to include new boiler, firebox and refurbishment of original parts wherever possible. This was the last ploughing engine owned by the British Army. Originally destined for Russia, she was intercepted en-route by the Germans on the outbreak of WW1. She was allocated to the Ottomeyer business, ploughing fenland around Bad Pyrmont. The Army based in Nienberg (45th Royal Engineers) obtained her in the early 70's after being abandoned in a field, possibly in the late 50's. They carried out significant restoration in order to steam her for the Queens silver jubilee. Following this, she was the regiments mascot until disbanded around 2008. She was purchased by the current owner and restorer in 2010. New boiler barrel, firebox, tubeplates and tubes just been completed by Universal Steam Engineering in Bristol whilst refurbishment of motion and parts has been carried out by the owner and her and family. The next steps involve re-assembly, painting and ongoing refurbishment including recasting of Chimney base, construction of canopy, new pipework and constant reassessment of parts.

[Steam Sapper Images](#)

The David Muirhead Award

Taunton Inspectors Carriage owned and restored by the West Somerset Railway Association

The WSRA is refurbishing the WSRA owned Taunton Inspectors Saloon carriage with work being undertaken by a fantastic team of volunteers. The average age of a volunteer is 60 and most stay with railway for 10 years or more.

This carriage is of particular historical importance as it was the Taunton Inspector's Saloon carriage (stock number 80976w) and would have been used to cover the Great Western Line (GWR) from Bristol down to Exeter. It was designed by Hawksworth in 1948, the chief mechanical engineer for GWR, and is a significant historical vehicle as the carriage has windows at either end. Originally, these windows would have allowed the Inspector to view the rail track and communicate with the footplate crew should a problem arise. The carriage

would have also been used by Directors of the railway for transporting guests and dignitaries.

The Taunton Inspector's saloon has already had a mechanical overhaul including a lot of work on the original wooden body and now it just needs reupholstering to be period correct. The planned refurbishment by the WSRA will bring this unique carriage back into action. It will be available for use on the railway for special occasions and event days; for private hire by small parties, by the directors for entertaining important guests, and for its original purpose "viewing and checking the line". When not in use the carriage will be on display for public access at Williton Station .

Finally, a brand-new award this year, established in fond memory of a great preservationist and enthusiastic supporter of the National Transport Trust:

[Inspectors Carriage Images](#)

The Sir William McAlpine Award

Ruston Traction Engine owned and restored by Michael Pumfrey from Saffron Walden

Ruston and Proctor traction engine No. 50278 was built in 1914, new to Charles Pumfrey & Sons of Duxford, in whose family she remains, where it is now undergoing a full boiler rebuild and other repairs. One of very few engines still in the same family from new, based within five miles for her whole life (excluding wartime service, where she made a national record baling 242 tons of hay in a week during WW1).

In preservation, as well as rallies and working events she often attended local fetes and educational events such as open farm Sunday. Her owner, Robert Pumfrey was awarded the BEM for services to the Heritage of Steam and Agricultural Machinery in East Anglia, for attending such events.

Time takes its toll however, and significant rectification work is now required. The engine has been stripped, the boiler shell shotblasted and inspected. New throatplate and backhead pressings and boiler barrel have been obtained. and are being fitted. The tender is having a replacement bottom fitted and other repairs as necessary.

Research is being carried out with a view to returning her to her original colour (chocolate brown) and livery (not seen since 1969). In addition, fittings and loose parts need to be cleaned/repaired/serviced as necessary. a lot of cleaning.

Thereafter work will focus on boiler reassembly and riveting, construction and fitting of a firebox and tubeplate, hydraulic and steam testing, reassembly, painting, lining and finishing.

The local village were working up a ""buy a rivet"" scheme to help the engine as she has been a loved part of every local occasion for over 50 years, but that was squashed by the pandemic.

She is a well-known and well-loved traction engine in the local area, has a great working history in that same area. She is also well known and well regarded in the local steam scene and has set a few apprentices on to a life in the wonderful hobby of owning restoring and running traction engines over the years.

A most worthy recipient of the very first Sir William McAlpine award

[Ruston Images](#)

