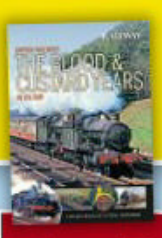


FREE BLOOD & CUSTARD YEARS SUPPLEMENT

The RAILWAY Magazine

BRITAIN'S BEST-SELLING RAIL TITLE

February 2020

Northern in crisis!

Arriva set to lose franchise

- First 'Pacers' preserved
- £500m rail reopening plans
- Loughborough to restore *Thornbury Castle*

TOM COLEMAN: CREWE'S UNSUNG HERO

DISABILITY DISSERVICE

NORTH EAST INDUSTRIAL GEM

STADLER WINS £362M TYNE & WEAR METRO ORDER

Rail Holidays with The Railway Touring Company

The Great Britain 2020

Friday 17th April to Saturday 25th April 2020

Our Great Britain tour this year is packed with steam highlights, transporting you in style through the magnificent landscapes of England, Scotland and Wales. Travelling along world famous railways with changes of steam locomotives throughout the holiday, this promises to be an interesting and exciting way to explore our beautiful island from the comfort and relaxation of vintage carriages.

South African Steam Safari

Thursday 28th May to Tuesday 9th June 2020

New for 2020! Come with us to discover the verdant landscapes and rich history of the Western Cape Province of South Africa on this steam tour. Private trains, exciting destinations and luxury coach transfers and high quality accommodation will ensure your experience is unrivalled and will be remembered for many years to come.

Steam in Bohemia and Moravia

Tuesday 9th June to Wednesday 17th June 2020

The historic cities of Prague and Brno and the rural landscapes of the Czech Republic create a superb backdrop to this unique tour, packed with main line and narrow-gauge steam highlights. Experience luxury tram, classic car and vintage boat along with 'rare track' excursions and unusual branch lines.

Lake Constance and Four Countries

Sunday 12th July to Saturday 18th July 2020

Discover the region around one of Europe's most beautiful lakes as you travel on privately chartered boats and trains in four different European countries, framed by historic resort towns and towering Alpine pinnacles. Cruises, steam charters and mountain-top adventures await you in this thrilling and varied tour.

For more information please visit railwaytouring.net or phone 01553 661 500

The Railway Touring Company
14a Tuesday Market Place,
King's Lynn, Norfolk PE30 1JN

The Railway Touring Company's standard conditions of booking and travel apply.
See website or brochures for details.

GREAT JOURNEYS • FASCINATING PLACES
THE RAILWAY TOURING COMPANY

T726X

The RAILWAY Magazine

EDITORIAL
Editor: Chris Milner
Deputy editor: Gary Boyd-Hope
Consultant editor: Nick Pigott
Senior correspondent: Ben Jones
Designer: Tim Pipes
Picture desk: Paul Fincham and Jonathan Schofield
Publisher: Tim Hartley
Production editors: Nigel Devereux and Sarah Wilkinson
Editorial assistant: Jane Skayman
Classic Traction News: Peter Nicholson
Operations News: Ashley Butlin
Narrow Gauge News: Cliff Thomas
Metro News: Paul Bickerdyke
World News: Keith Fender

By post: The Railway Magazine, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR
Tel: 01507 529589 **Fax:** 01507 371066
Email: railway@mortons.co.uk
© 2020 Mortons Media ISSN 0033-8923

CUSTOMER SERVICES
General Queries & Back Issues
01507 529529
Monday-Friday: 8.30am-5pm
Answerphone 24hr
help@classicmagazines.co.uk
www.classicmagazines.co.uk
Archive enquiries: Jane Skayman 01507 529423
jskayman@mortons.co.uk

ADVERTISING
Group advertising manager: Sue Keily
Advertising: Craig Amess
camess@mortons.co.uk Tel: 01507 529537
By post: The Railway Magazine advertising, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

PUBLISHING
Subscription manager: Paul Deacon
Circulation manager: Steve O'Hara
Marketing manager: Charlotte Park
Publishing director: Dan Savage
Commercial director: Nigel Hole
Published by: Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

SUBSCRIPTION
Full subscription rates (but see page 50 for offer): (12 months 12 issues, inc post and packing) - UK £54. Export rates are also available - see page 121 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.
Enquiries: subscriptions@mortons.co.uk

PRINT AND DISTRIBUTIONS
Printed by: William Gibbons & Son, Wolverhampton
Distribution by: Marketforce UK Ltd, 5 Churchill Place, Canary Wharf, London E14 5HU 0203 787 9001

EDITORIAL CONTRIBUTION

Accepted photographs and articles will be paid for upon publication. Items we cannot use will be returned if accompanied by a stamped addressed envelope, and recorded delivery must clearly state so and enclose sufficient postage. In common with practice on other rail periodicals, all material is sent or returned at the contributor's own risk and neither *The Railway Magazine*, the editor, the staff nor Mortons Media Ltd can be held responsible for loss or damage, howsoever caused. The opinions expressed in *The RM* are not necessarily those of the editor or staff. This periodical must not, without the written consent of the publishers first being given, be lent, sold, hired out or otherwise disposed of in a mutilated condition or, in any unauthorised cover by way of trade or annexed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

This issue was published on February 5, 2020.
The next will be on sale on March 4, 2020.

MORTONS MEDIA GROUP LTD

recycle
When you have finished with this magazine please recycle it.

YOUR STAMP OF TRUST abc
34,543
Total Average Circulation January-December 2018

It's about time there was a major rethink on infrastructure and climate change...

TRAIN OF THOUGHT
Editor's Comment

The new year has begun much as the old one ended, with HS2 again hitting the headlines and becoming a hot topic in the press and on social media.

A decision on the Oakervee report over the project's future is imminent, and debate over whether HS2 should be built or not has been re-ignited following Lord Berkeley's critical report.

The Government is aiming to remove diesel trains from the network by 2040, but is being pressed to achieve that transition earlier.

Whether it is road, rail or air, Government policies on emissions are somewhat disjointed, particularly in the light of cancelling electrification schemes, which although costly, would have a far greater future benefit as well as a long-term impact on emission reductions.

Neither is the playing field level when it comes to motoring. Successive Chancellors of the Exchequer have frozen fuel duty and not passed on inflationary rises since 2013, yet rail passengers have endured a fare rise of almost 20% in the same period. Fair?

There are too many domestic flights in the UK, the majority duplicating rail journeys of fewer than 300 miles – Leeds, Manchester or Newcastle to Southampton; Edinburgh to Manchester; Birmingham to Glasgow and Inverness to Birmingham are a few examples of where modal shift can reap benefits.

Neither does it help when the cost of a flight is often less than half the rail fare. It's simply not right and does not encourage travellers to make a green choice. It just shows how skewed focus on the environment has become.

In Europe, there are an increasing number of passengers taking trains between cities rather that flying, so why can't that happen here, too?

It can, but it needs to be led from the front by the Government, with train operators and the public supporting the switch.

In Germany (and Sweden, too), the Green Party is advocating making rail travel far more attractive through more trains, reliable timetables and cheaper tickets, with the aim that domestic flights will be obsolete by 2035. That's some target.

Yet in the UK, the Green Party comes out wholly against HS2 and high-speed rail, and completely ignores the fact future rail projects have the genuine ability to act as a catalyst in getting people off the road, out of planes and onto trains.

It has to be a win-win, yet people remain baffled why so many environmentalists are so opposed to new railway lines, such as HS2?

Crucial to the debate is people travel and commute further than before. Gone are the well-paid local jobs as factories and offices close. People travel longer distances to where the work is, but want to live between one and two hours from big cities and enjoy a better standard of life.

In many cases, rail helps them achieve their aspirations, but if routes are at capacity, then building new can be the only option – as in the case of HS2.

Some of HS2's opponents are calling for money to be spent on 'local trains', but if the inter-city trains are not moved to a separate line, there can be no more local trains, simply because the capacity does not exist on a constrained infrastructure peppered with bottlenecks.

Neither can you reverse a Beeching closure as easily as some would have you believe, because junctions and stations are unlikely to have train path or platform capacity anymore.

Rail helps to regenerate areas, too. When HS1 was being planned through Kent, there were extensive protests. Now it's an accepted part of the landscape – and flourishing.

Since 2010, the line has seen year-on-year growth on domestic high-speed services of 11%. HS1 has been so successful (too successful some say) that by 2025 the trains will be full and new stock will be needed. It's that kind of success that a high-speed line can generate.

Blogger 'Ian Visits' (www.ianvisits.co.uk) recently wrote: "On average, cars generate seven times more CO2 than a railway trip, and if action isn't taken to improve the railways, which are straining to cope with demand, then we'll push more people onto motorways instead."

As this country grows and expands, the rail infrastructure *has* to grow with it, but if every major rail scheme is accompanied by vehement protests and objections, then nothing will ever be built. The country will stagnate, nothing will change, and it will lead to gridlock on the roads.

Additionally, if HS2 is cancelled, there is no guarantee any of the money earmarked would be used to benefit railway improvements along the path the line would have taken.

New lines and further electrification are becoming vital for the country. There is a need to build a robust railway infrastructure both for now and for the future – as the children of our children will not thank us for stifling their future aspirations.

If that means compromise – a word not usually found in the vocabulary of groups opposing major projects – it must be the way forward.

There is the 'do nothing' philosophy, continually applying sticking plaster while sweating the assets for longer. That'll only result in more overcrowding, poor reliability, declining performance and ultimately frustrated passengers, who will switch to road and thereby create more pollution?

Or do we bite the bullet and get on with creating a railway fit for the 21st century, including HS2 and associated lines?

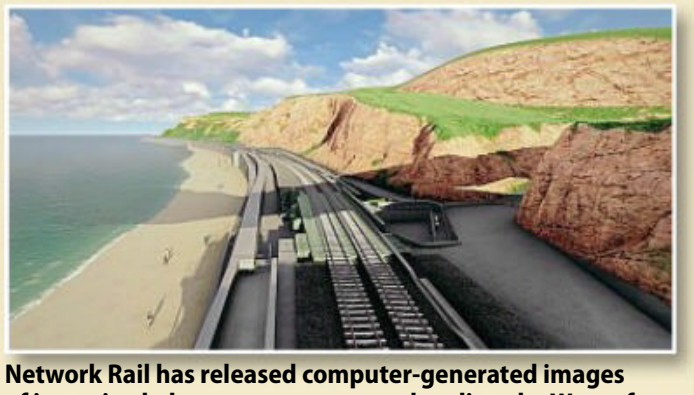
I know what my choice would be.

CHRIS MILNER, Editor

Contents

February 2020. No. 1,427. Vol 166. A journal of record since 1897.

Headline News



Network Rail has released computer-generated images of its revised plan to reconstruct and realign the West of England main line between Dawlish and Teignmouth. NETWORK RAIL

Northern and SWR on the brink, TPE cuts services to overcome reliability issues, 1,500 non-compliant vehicles remain as new PRM rules come into force, HS2 report leaked again as political row intensifies, L&Y saddletank returns to steam at East Lancs.

On the cover

MAIN IMAGES: Visiting 'K1' 2-6-0 No. 62005 passes Rabbit Bridge at the Great Central Railway with a Timeline Events photo charter on January 15. The Peppercorn Mogul was one of the stars of the line's Winter Steam Gala on January 24-26 (see page 73). ROBERT FALCONER

INSET 1: The Tom Coleman story.

INSET 2: Getting a fair deal for disabled rail users.

INSET 3: Behind the scenes at the Tanfield Railway.

Track Record *The Railway Magazine's* monthly news digest

66 Steam & Heritage
Great Central to restore *Thornbury Castle*, appeal to steam two 'Manors', second GWR 0-6-2T for Swindon & Cricklade, Weardale and Dartmoor railways for sale, 'KE1' on the comeback trail.

72 Industrial Steam
74 Irish News
76 Narrow Gauge
78 Heritage Trams
80 Metro
82 Network
84 Freight

Europe's newest international railway – the 'CEVA' link between Geneva and Annemasse in France – opened on December 15. Swiss 'Léman Express' 'Flirt' No. 522 219 calls at Chêne-Bourg on the first day of public service. GORDON WISEMAN

The boiler of 'King' No. 6024 *King Edward I* is checked for clearances after being lowered into the frames at Minehead on January 9. MARTYN BANE/6024PS

86 World
89 Classic Traction
94 Railtours
96 Railtours Portfolio
98 Traction & Stock
Greater Anglia inter-city 'Flirts' enter service as first '720' arrives, WM Class 196 on test in Czech Republic, Grand Central begins Blackpool driver training, three '802s' accepted by Hull Trains.

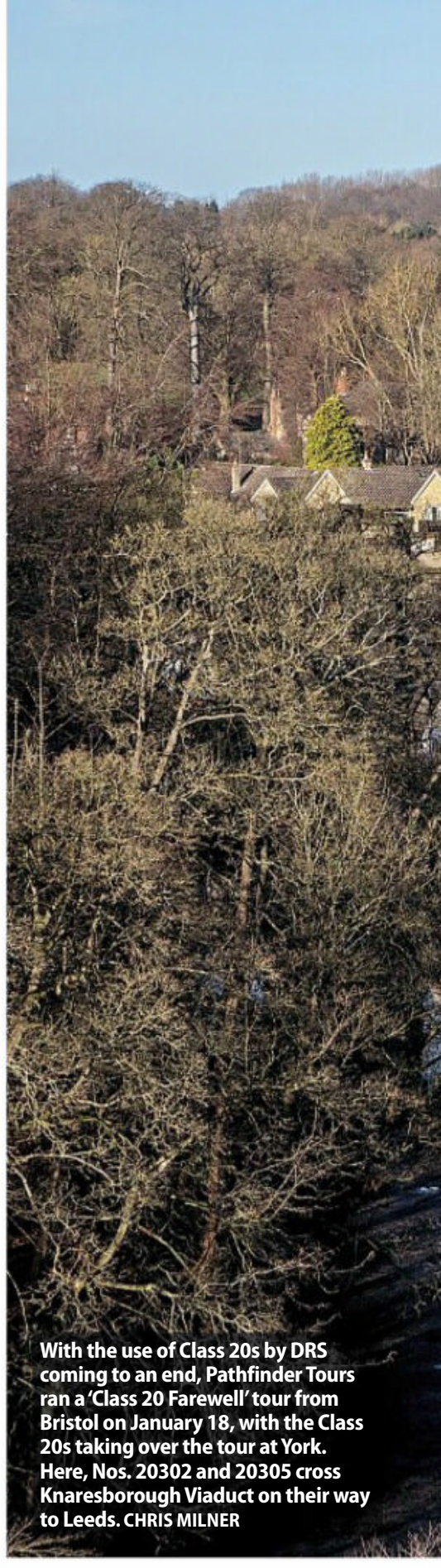
104 Stock Update
105 Operations

Regulars

50 Subscription Offer
Subscribe today to receive your monthly copies of *The Railway Magazine* – and save more than 45%.

61 Panorama
64 From *The RM* Archives
112 Meetings
121 Reader Services
122 Crossword & Where Is It

Hawksworth 'Modified Hall' No. 6989 *Wightwick Hall* simmers away at Shackerstone station on the Battlefield Line during a 30742 Charters evening shoot on January 11. KENNY FELSTEAD



With the use of Class 20s by DRS coming to an end, Pathfinder Tours ran a 'Class 20 Farewell' tour from Bristol on January 18, with the Class 20s taking over the tour at York. Here, Nos. 20302 and 20305 cross Knaresborough Viaduct on their way to Leeds. CHRIS MILNER

***The Railway Magazine's* audited circulation of 34,543 copies per month makes it by far the**

UK'S TOP-SELLING RAIL TITLE!

Subscribe today and save money on every issue.

Call 01507 529529 or see page 50 for our latest offers

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Features

14 Virgin Demise
John Heaton analyses the legacy of Virgin Trains' performance during its 22-year involvement with the West Coast Main Line and shorter spells on CrossCountry and East Coast routes.

20 Are You Really Being Served?
Customer service professional Fraser Pithie delivers his personal take on the current rail system, particularly focusing on how it performs when things go wrong.

27 Failing our Disabled Passengers?
In the second of our two-part look at customer service on today's railway, Nicola Fox considers the needs of disabled passengers and the often inconsistent service they receive.

32 To Catch the Train, First Catch the Wind
Phil Mathison reports on a project to re-create the Spurn Landship, which was used on the military railway at Spurn Point in East Yorkshire, and last ran almost 70 years ago.

36 Tanfield: The World's Oldest Railway
Graeme Pickering visits this former colliery railway in the north-east of England, which stands proudly by its claim to be the oldest in the world.

42 Coleman's Coronation
Draughtsman and designer Tom Coleman was a quiet, unassuming man, who was behind the design of many classic LMS locomotives. Tim Hillier-Graves puts the spotlight on his fascinating life story.

VIRGIN LEGACY: Practice & Performance - p14

SAILING AWAY: Spurn 'landship' re-creation - p32

TENACIOUS TANFIELD: Industrial preservation - p36

A green step forward for *The RM*

THE Railway Magazine is delighted to announce all subscriber copies will now be distributed in paper envelopes (from this issue), replacing the previous polybag.

It's a move a number of subscribers have been asking us to make.

The change allows *The RM* to take a step forward in helping our planet by avoiding single-use plastics, and ensuring packaging is sustainably sourced and fully recyclable.

The move will eliminate the use of around a ton of plastic each year.

Revised Devon sea wall plans revealed

NETWORK Rail has unveiled modified plans for changes to the Dawlish to Teignmouth sea wall line in South Devon following an earlier public consultation.

NR plans to realign the railway between Parsons Tunnel and Teignmouth to make room for measures to stabilise the steep cliffs above and protect the railway from high seas during extreme weather.

The modified scheme sees most of the beach retained but with improved access and amenities for visitors, including new, fully accessible coastal walking routes.

The railway alignment at both Parsons Tunnel and at Teignmouth will be retained, along with a realigned, widened coastal footpath.

A landward footpath will also be created between Holcombe and Sprey Point with more than 1km of new path providing coastal views.

If the changes are accepted by stakeholders during the latest consultation period, which ends on March 1, NR will apply to the Secretary of State for Transport for a Transport and Works Act Order (TWAO) later this year.

Right: An impression of how the realingned railway will look at Parsons Tunnel.

Borders Railway passengers pass two million

MORE than two million passengers travelled over the reopened Borders Railway between Edinburgh and Tweedbank in 2018/19.

The figures provide further evidence of the success of the project which brought passenger trains back to the northern section of the former 'Waverley Route' in September 2015, and saw 1.2m passengers in its first year.

Wider use of EMUs by ScotRail on recently electrified routes has, in turn, released more DMUs to strengthen Borders Railway services, reducing overcrowding.

The Campaign for Borders Rail (CBR) used the news to press for an extension of the line southwards towards Hawick and Carlisle.

With support from Westminster, the Scottish Government is planning to undertake a feasibility study to consider the costs and benefits of rebuilding the railway beyond Tweedbank for both freight and passenger use.

RM Index 2019

SUBSCRIBERS should have received a copy of the 2019 index with this issue.

Non-subscribers can obtain copies of the comprehensive 16-page index for £3 by calling 01507 529529 (08.30-19.00).

Postal applications should be sent with a cheque payable to 'Mortons Media Group' to Customer Services, Morton Way, Horncastle, Lincs, LN9 6JR.

EMCL power supply issues add to TransPennine's troubles

By Tony Miles

TRANSPENNINE Express has been forced to remove a number of trains from the timetable, either in part or completely, until the end of January.

It had been due to extend most of its Liverpool to Newcastle services to Edinburgh via the ECML from December.

In a message to passengers, TPE managing director Leo Goodwin said: "We have had a number of issues associated with the introduction of our new trains, which caused huge disruption.

"To allow our services to recover and to provide some consistency for customers, we are running an amended timetable throughout the next few weeks along our Liverpool to Edinburgh route.

"The recent issues have caused a lot of frustration and I fully admit that it was not acceptable."

Mr Goodwin added maintenance backlog and infrastructure issues along with the late delivery of new trains has delayed training.

TransPennine Class 397 No. 397009 eases away from the parcels platform at Preston on December 9 with a crew training run.
CHRIS MILNER

Challenge

The Liverpool-Newcastle-Edinburgh services can only be worked by TPE's new bi-mode 'Nova 1' Class 802 trains, but the company is now facing a further challenge because the power supply on the northern section of the East Coast Main Line has not been upgraded for the additional workings.

The upshot is TPE is running on diesel power for pre-defined short sections on the ECML between Chathill and Longniddry.

Network Rail is currently going through a programme of PSU2 upgrades to key electrical feeder stations. The work includes a new 132kV connection at Hambleton junction, 27 new sub-stations with infrastructure work, new feeder cables, and two new static frequency converter compounds.

The inability of the power supply to handle additional trains can be traced back to the original electrification by British Rail in 1991 when fewer electrically powered trains were expected to serve Edinburgh, and a significant proportion would be diesel HST sets travelling on to destinations north of the Scottish capital.

The upgrade of the power supply between Bawtry and Edinburgh (PSU2) was set to follow PSU1 – a £237million scheme to uprate power supplies between Wood Green and Bawtry, completed in August 2017.

Despite clear indications PSU2 was vital as far back as 2014, DfT authorisation to proceed with the work was not granted until January 2019. Even in 2016 concerns were being expressed by the ORR, which said "it seems unlikely the other necessary power supply enhancements will be completed much before the end of 2020, and that is subject to Network Rail working out what exactly it should do and securing funding to do it".

The on-going delay has been partially responsible for the collapse of the Virgin Trains East Coast franchise, which pointed out to the Transport Select Committee the Intercity Express Programme (IEP) Infrastructure Output Specification commits NR to delivering an adequate power supply to utilise the new rolling stock from 2018.

DfT 'failure'

However, by September 2018, Network Rail was telling the Transport Select Committee that the PSU2 upgrade would be fully implemented in Control Period 6 (2019-2024) after "delivery in late CP5 and CP6".

Network Rail has made it clear the responsibility for the delay is firmly down to a failure to act by the DfT.

Work on PSU2 should start sometime in 2020. Early work includes the new feeder at Hambleton, where site work is already underway, but a further delay to the project is likely in the provision of a feed from the National Grid, to be delivered by Scottish Power Networks.

LNER has been given indications this work may not be completed until 2024 because of the amount of work needed to provide a feed in a remote part of the UK, meaning some major timetable changes that should have come in later this year could still be five years away.

As well as the impact on TPE, the lack of capacity will have a short-term impact on LNER's services, with managing director David Horne telling *The RM:* "Assessments have been done on the power capability versus the timetable, and essentially once we're fully 'Azuma', we have insufficient power for the Sunday service, where we run three trains an hour from Edinburgh to the south – so one of those will run in diesel until the power supply gets upgraded."

There will be an impact on the maintenance regime for the LNER Class 800s and the TPE Class 802 'Nova 1' sets, where they will be using the diesel engines more than was originally envisaged.

Additionally, the PSU2 delay is likely to have an impact on First Group's new open access service between Edinburgh and London.

It is due to start in May 2021 using a fleet of five Hitachi AT300 electric trainsets, but they don't have any diesel capability, and need to be pathed carefully on the northern section of the ECML, where priority will be given to LNER as the franchised operator.

Broken rail causes 'Goblin' line derailment

A BROKEN rail (pictured right) has been revealed as the cause of a derailment which has affected 2½ miles of track between Leyton Midland Road and Walthamstow Queens Road on January 23.

The incident on the Gospel Oak to Barking line has caused substantial damage to signalling and other equipment along the route, as well as affecting eight bridges.

An investigation has begun by Network Rail, but owing to the severity of the damage, a full schedule of repairs is being finalised, and repairs will take several weeks to complete.

A reopening date will depend on the availability of contractors and key supplies.

Overground services remain part suspended. NETWORK RAIL

Northern and SWR in crisis – two others fight to survive

IT HAS been confirmed the Northern franchise could be turned over to an operator of last resort.

This follows the current franchising system becoming effectively dead in the water over the past few weeks.

Northern's dire situation was underlined in a written statement by Transport Secretary Grant Shapps, who said: "On October 16, 2019, I informed the House, through the Transport Select Committee, I had issued a request for a proposal to the current Northern franchisee, Arriva Rail North (ARN) and to the Operator of Last Resort, as the first phase of securing options for the continuation of passenger services on the Northern franchise.

"This was triggered by concern over the financial position of ARN.

"It has now been confirmed to me from the most recent available financial information that the franchise will only be able to continue for a number of months.

"The proposal I requested from ARN is being evaluated. Following completion of this process, I will consider whether to award ARN a short-term management contract or whether to ask the Department of Transport's own Operator of Last Resort (OLR) to step in and deliver passenger services.

"Longer-term decisions on the franchise will be made in the light of the recommendations of the Williams Rail Review."

As this issue closed for press on January 28, confirmation of an OLR or other option was expected to be made on January 30.

Operated by Arriva, the Northern franchise has been in turmoil since the chaotic timetable changes of May 2018 through a combination of a failure to complete infrastructure improvements on schedule and the late delivery of new trains, which has impacted crew training.

Northern has also been hit by a series of strikes and higher levels of sickness, which has led to a higher level of cancellations, and in turn overcrowded trains or even rail replacement bus services.

Mr Shapps added: "Passengers in the north have had to put up with unacceptable services for too long. We understand how frustrating this has been for people, and we are taking action to make sure that performance improves."

Mr Shapps said his decision would be based on four criteria:

- protecting the interests of passengers
- ensuring business and service continuity
- preserving the interests of taxpayers by ensuring value for money
- the continued quality of the franchise proposition

He continued: "Our value-for-money assessment will be based on a number of criteria, including which option returns most money to the taxpayer, the risks attached to each, and the value of any improvements in passenger services."

While the decision has been welcomed by passenger groups and both the Manchester and Liverpool mayors, there have been warnings there are unlikely to be any short-term improvements should an operator of last resort be appointed because the infrastructure, new trains and staffing issues are outstanding.

One of Northern's key problem areas are infrastructure issues, in particular the bottleneck around the west side of Manchester – the Castlefields corridor – see separate story.

Bleak picture

Northern managing director David Brown said: "It's on record that the Northern franchise has faced several material and unprecedented challenges in the past couple of years, outside the direct control of Northern.

"The most significant of these is the on-going, late delivery of major infrastructure upgrades.

"These factors – alongside the damage caused by strike action and lower than expected economic growth – have had a significant effect on the revenue expected in our original franchise business plan."

It's a similarly bleak picture at South Western Railway, which recently reported a £136.9million loss for the year to the end of March 2019.

SWR directors have said a cash support of £146m from SWR's owners FirstGroup and MTR is likely to run out this year.

These losses have been caused by slower than expected revenue growth, poor punctuality, a long-running industrial dispute, with more strikes planned, and a delay in delivery and testing of new trains.

SWR's performance has been impacted by a total of 38 days of strikes over the future of guards, plus a further 27 days of strikes during December. Following news of the losses, Mr Shapps said this was another franchise "not sustainable in the long term". He added SWR had "not yet failed to meet their financial commitments" but the department "must prepare suitable contingency measures".

Mr Shapps' options are to make a direct award to SWR on a management contract basis, which would see the Government bearing the financial risk, with SWR receiving a fee. Talks to renegotiate the contract could take place or an operator of last resort be appointed.

However, Northern's situation, regardless of what contractual decision is made, means the underlying problems with late new-build trains, infrastructure shortcomings and the dispute over the guards' role will remain for some time.

At the end of last year, First Group replaced managing director Andy Mellors with Mark Hopwood from GWR with the aim of bringing some stability as well as progress in the guards' dispute.

In a letter to customers, Mr Hopwood said he was frustrated there were too many 'one-off' problems. He added £70m refurbishment of 172 Class 444 and 450 'Desiros' had been completed, bolstered by the return of the Class 442s.

Mr Hopwood's letter promised SWR would be open and honest about the challenges it faced, and would be open and accountable.

Two other franchises with big problems are TransPennine and West Midlands Trains.

Like many other franchises with new rolling stock on order, TransPennine has suffered delays introducing its £500m fleet of 'Nova' trains, which has been compounded by infrastructure issues, staff shortages because of sickness and training, leading to much higher level of cancellations.

Many of the extended Liverpool-Newcastle-Edinburgh services using Hitachi bi-mode trains haven been cancelled north of Newcastle, with many other cancellations because of a temporary timetable until January 24.

In an open letter to passengers, managing director Leo Goodwin admitted the situation was "not acceptable", and *The RM* understands Grant Shapps has demanded explanations, and threatened to take action if contractual obligations continue to be missed. Local politicians have been calling for TPE to lose its franchise, such is the anger over delays and cancellations.

The fourth operator facing major problems is West Midlands Trains. For many months, this franchise has suffered from cancellations because of staff not working overtime or rest days.

Abellio-backed WMT, together with sister brand London North Western Railway, has inherited a 'dog's breakfast' of staff contracts, all with a mix of terms and conditions.

One of the side effects of the complexity is WMT is reliant on a train service using staff working overtime and rest days, but this is a situation that has never been tackled by previous incumbents – London Midland and Central Trains.

A new timetable last May led to punctuality deteriorating, and further revisions in December have failed to halt the decline.

So bad is the situation, West Midlands Mayor Andy Street went public on December 23 and called for the DfT to strip Abellio of the franchise.

Calling their performance "woeful", he said the problems had been "dragging on for months and showed no signs of improving".

Deteriorating

Clearly frustrated by the deteriorating performance of WMT, Mr Street added WMT had rejected a number of his suggestions for improvement, and was angry no one seems accountable for the poor service provision.

Mr Street is pushing for a devolvement of powers for rail to be under the control of metropolitan mayors.

West Midlands Trains' managing director Jan Chaudhry-van der Velde said: "We recognise the May timetable has not worked and apologise to all our passengers.

"Last week we brought in extra carriages and made changes to the timetable to improve capacity and performance.

"We also experienced many incidents outside our control, including several track and signalling failures, trespass, a fatality and anti-social behaviour, disrupting a very busy service. We consulted with the mayor and the DfT extensively on how to speed up improvements already planned. We explored bringing forward next May's timetable with Network Rail but that was not possible due to the impact on the wider rail industry.

"We have committed to an enhanced compensation package for West Midlands rail users, which will recognise the planned national fares increase in January."

Then, on January 13, in a surprise announcement, WMT said Mr Chaudhry-van der Velde would be taking a 'career break' after 30 years in the rail industry, 17 of them at director level. Replacing him is Julian Edwards, managing director of East Midlands Railway. The pair will work together until Easter to ensure a smooth transition.

Separately, Abellio's ScotRail franchise reported a pre-tax operating loss of £7.9m for the 15 months to the end of March 2019, despite revenue rising by £100m to £445m.

One of the causes was a doubling of track access charges from £144m to £291m and rolling stock leasing charges increasing from £78m to £127m.

- WMT has confirmed no fare increases would happen in January , and said annual season ticket holders would get a 3% discount, and off-peak fares in July and August would be cut by 10%.
- The Office of Rail and Road is investigating Network Rail's performance in North West and Central, having said it is not good enough and wanting improvements.

Back in traffic are the SWR Class 442s. Set No. 442417 is leading the 10.15 Portsmouth Harbour-London Waterloo on January 10 with 442408. JOHN VAUGHAN

Northern has withdrawn many of its 'Pacers'. Here, No. 142070 arrives at Worksop on June 4, 2019, on its way to Sheffield. ROBIN STEWART-SMITH

SIDELINES

SWR 'Aventra' EMU on test at Velim

ONE set from what will be a fleet of 30 five- and 60 10-car EMUs for South Western Railway has begun testing at the Czech test circuit at Velim.

The Class 701 order is for a total of 750 vehicles.

S&C closure man dies

BR MANAGER Ron Cotton, who was tasked in 1983 with closing the Settle to Carlisle line, has died.

Career railwayman Mr Cotton was so inspired by its potential, he helped to successfully market the line before the reprieve decision was announced in 1989 by then-transport secretary Michael Portillo.

Mr Cotton maintained his links to the line, and became a member of the Friends of Settle to Carlisle support group.

'442s' back in traffic

SOUTH Western Railway has started to return its Class 442 to traffic. The sets were withdrawn after reports of a signal interference issue in the Earslfield area. Four sets are being used on Waterloo to Portsmouth and Waterloo to Poole services.

DAVID RODGERS

December 26, 1949 - January 9, 2020

IT IS with regret we report the passing of Huddersfield-based railway photographer David C Rodgers.

He died aged 70 after a short illness.

A talented photographer, who adapted well to the digital age, Dave (as he was known) helped organise the 'Border Countryman' railtour on February 25, 1967, when he was still not yet 18.

He was a member of the Master Neverers Assocation, and the story goes crashed his dad's car while chasing 'Britannias'; however, the car had railway detonators inside.

Dave travelled extensively to other countries to take pictures of steam, particularly South Africa. His photographs were of the highest quality, with images appearing regularly in *The RM* over the past 25 years, notably the recent 'Blue & Grey Years' supplements.

It was not unknown for Dave to capture the changing modern scene, and he also authored a number of books featuring steam.

David's funeral is being held at 2pm on February 4 at Huddersfield Crematorium.

Our condolences to David's wife Julie and his family.

1,500 vehicles fail to meet revised accessibility rules

DISPENSATIONS have been provided for on-going use of 1,500 rail vehicles which have either not been modified or not been replaced by new vehicles, according to information released by the Department for Transport on December 31.

Despite having had 10 years to prepare its stock to meet the new PRM (Person of Reduced Mobility) regulations, the industry has spectacularly failed to manage the task.

The non-compliant vehicles are operated by 11 train companies.

Disability rights campaigner Stephen Brookes, who is also rail sector champion for the Cabinet Office Disability Hub, said: "Many of my contacts, some from within the rail sector, have stated their shock and dismay at the number of companies and operators seeking access compliance dispensations from the January 1, 2020 deadline on accessible rail vehicles.

Northern 'Pacer' No. 142078 rolls into Middlesbrough on October 3, 2019, with the 09.21 Darlington-Saltburn train. CHRIS MILNER

'Failures'

"The scale of the failures demonstrates it is essential rail companies and stakeholders work face to face with disabled people, and the few train operators who have set up pan-disability user groups and training sessions are seeing the benefit of such relationships.

"The abject failure of the 2020 legislation dispensation demonstrates that too many companies do not actively engage."

Behind the failure to have a fully accessible rail fleet are a number of reasons. One of the primary factors has been the delay introducing new rolling stock.

In some cases, manufacturing problems, particularly with train management software, has led to subsequent delays in acceptance testing and commissioning, which in turn has led to crew training while maintaining a normal service.

Modification of Mk3 carriages to fit sliding doors has been another factor, needing instead bespoke modifications for each vehicle as well as dealing with unexpected corrosion repairs.

An industry source told *The RM* planning perhaps could have been managed better, with an earlier start to modifications, but equally, no one foresaw a situation with so many problems where modifying stock would become protracted, limited to specific suppliers, nor brand new trains would have so many inherent software or manufacturing faults on brand new trains either.

These reasons, along with staffing and crew training issues, are behind the delays, and the need for dispensation.

Ignored

A plan by Porterbrook to spend £800,000 of its own money modifying 'Pacer' No. 144012 to be PRM compliant, along with a proposed modification plan for Mk3 carriages, has been ignored by Government.

In issuing the dispensations, rail minister Chris Heaton-Harris has said the industry's failure to comply fully with new accessibility regulations is "extremely disappointing".

He has written to Rail Delivery Group chief executive Paul Plummer, stating: "Owners and operators have had 10 years to prepare for the deadline.

"It is deeply frustrating disabled passengers will still be waiting into 2020 to see accessibility improvements to some services."

By issuing dispensations – in some cases for 12 months – the DfT has also given each train operator a deadline for compliance or the removal of the unmodified fleet from service, with the rider that the operator must provide an update on progress towards meeting compliance every 28 days.

Train operators are running 'dispensation' units with compliant units to meet the legislation.

■ See feature on p27 that highlights some of the shameful treatment of passengers with disabilities.

250 job losses at Newton Aycliffe Hitachi factory

THERE could be as many as 250 redundancies at Hitachi's Newton Aycliffe factory as a result of a lack of future orders.

The number of posts to be lost represents a third of the workforce.

The firm has entered a 45-day negotiation period with staff, but will aim to relocate staff to other sites its operates providing servicing and maintenance on long-term contracts.

The factory has recently completed the 70 Class 385s for ScotRail and is progressing with fitting out the final 'Azuma' trains for LNER, the last of which will be delivered in May.

On Newton Aycliffe's order book are 33 five-car bi-mode units for East Midlands Railway, 13 five-car bi-modes and 10 seven-car EMUs for Avanti West Coast, and five five-car Class 803 sets for First Group's East Coast Main Line open access operation, which is due to begin in 2021.

Offsetting the job loses, Hitachi will invest £8.5million in the factory, creating new carriage welding and painting facilities, taking Hitachi's total investment at Newton Aycliffe in the past five years to around £110m.

The increase in capability will allow Newton Aycliffe to become a full-scope manufacturing facility, from welding panels through to building fully rail-ready trains.

Ross Nagle, COO Manufacturing, Hitachi Rail, said: "We're proud to be investing as it will allow us to complete the full scope of train manufacturing across a wider range of products, making us one of the most advanced train building factories in the UK.

"However, the cyclical demand in the industry means the factory must be more flexible to secure a long-term, sustainable future."

Locomotive Services makes bid for Springburn Works

CREWE-BASED Locomotive Services Limited (LSL) has made a bid to buy the former Springburn railway works, which closed last July.

LSL is owned by Jeremy Hoskings, whose plans are focused on expansion of his railway business, which includes railtour operator Saphos Trains.

The lease on Springburn ends in March, and until the closure of the works had been used by Gemini Rail Services for repair and maintenance of rolling stock.

Although a bid has been made, there was no confirmation of acceptance as this issue of *The RM* closed for press.

LSL has bought two Class 90 locos – Nos. 90001/2 from Porterbrook – and has agreements to buy Mk3s to run behind the electric locos as well as plans to buy an HST set. Recently, a number of sleeping carriages were delivered to Crewe.

Buying Springburn would permit a freeing of space at Crewe, but also give LSL, Saphos and the Statesman Rail operations a foothold in Scotland to develop railtour operations.

LSL managing director Tony Bush said: "Springburn would serve as a Scottish operational hub and provide resilience for our services.

"Scottish operations could originate there rather than the 400-plus mile empty stock working from Crewe.

"We mean business – slow and steady development, but long-term commitment."

Leaked Oakervee report backs HS2 but admits costs could rise further

By Ben Jones

A SECOND leaked copy of the Government's delayed report into High Speed 2 (HS2) has revealed the review panel's backing for the project to be built 'in full', but also says costs could escalate beyond last year's £88billion estimate.

However, despite raising reservations about the management of the project and quantifying its economic benefits, the report admits there are no other projects capable of delivering similar benefits on the horizon, and any alternative schemes could take many years to develop.

The leak intensified the political row, with both pro and anti-HS2 groups piling pressure on the Government ahead of a final decision expected during the next few weeks.

As was widely predicted, the report ,compiled by a team led by former HS2 Ltd chairman Doug Oakervee, backs the construction of all phases, albeit with modifications aimed at reducing costs.

The changes include cutting the number of trains per hour from 18 to 14 and scrapping the proposed Phase 2/West Coast Main Line link serving Stafford and Crewe. However, other more controversial, cost-cutting measures, such as reducing the 250mph maximum speed, cancelling the eastern leg of Phase 2b, and the expensive Old Oak Common to Euston tunnels, are rejected as counter-productive.

The draft review also calls for work on Phase 2b (Birmingham to Manchester/Leeds) to be put on hold for six months to explore whether costs could be reduced by using a mix of existing conventional lines and new high-speed rail infrastructure.

This potential downgrading of the northern sections prompted a furious reaction from politicians, business, rail and construction industry leaders.

Control of the freight-only line to Calvert, north of Quainton, is undertaken by a temporary signal cabin at Blackgrove. PHIL MARSH

The Calvert waste terminal will be relocated as it currently sits on the proposed route of HS2. PHIL MARSH

'Penny-pinching'

Greater Manchester Mayor Andy Burnham said: "It's the same old story. London to Birmingham, money is no object, and then all the penny-pinching is done in the north of England." He added it wasn't acceptable.

Other new recommendations include building more new stations, including one at Calvery, Buckinghamshire, to provide an interchange between HS2 and East West Rail, and asking private developers to contribute up to £4bn towards the station construction.

Although the Department for Transport (DfT) says it has not yet received the final report, the leaked document admits there is 'considerable risk' the scheme's cost will increase by as much as 20% beyond the £81-£88bn outlined by HS2 Ltd last September.

However, it rejects the widely quoted figure of £106bn.

According to the Oakervee panel, around £9bn has already been spent on preparations, of which up to £3bn in land and property costs could be recovered if the project is cancelled.

Secretary of State for Transport Grant Shapps said on January 20 that the 'massive decision' on whether to go ahead with HS2 "needs to be fact-based", delaying the announcement further to allow additional data study by the DfT.

Mr Shapps said he had "a relatively neutral point of view", adding: "We'll be making a final decision, along with the Prime Minister and the Chancellor, on this very shortly."

Penny Gaines, the chairman of Stop HS2, said there are massive problems which can't be brushed under the carpet, adding "the government should pull the plug".

Midlands Connect chairman Sir John Peace warned Boris Johnson any delay or downgrade of HS2 would be a betrayal of the Midlands and the North.

He said: "We need a modern, fast and reliable railway to link our great towns and cities sustainably. The cost is high, but the need is even greater."

Government spending watchdog: "impossible to estimate" final HS2 costs

By Ben Jones

AN INDEPENDENT report by the National Audit Office (NAO) heaped further pressure on the Department for Transport and HS2 Ltd in late-January, saying it is "impossible to estimate with certainty" how much it will eventually cost.

The spending watchdog is critical of the Government's management of the project, saying the "risk and complexity of HS2 were underestimated from the start".

The report warns again that the full opening of Phase 1 between Euston and Birmingham could be delayed by up to a decade, with a partial opening estimated in 2029-33 and full service starting between 2031 and 2036.

Phase 2a is expected in 2030/31 (previously 2027) and the opening Phase 2b goes back from 2033 to 2036-40.

Costs of Phase 1 could rise from the budgeted £27billion to £40bn, Phase 2a from £3.5bn to £6.5bn and Phase 2b to from £25.1bn to as much as £41bn, although in the case of the latter, the NAO warns plans are at such an early stage of development it is difficult to estimate the final costs.

Cost savings that HS2 Ltd expected to make have not materialised, with design changes increasing costs significantly. Another cost factor is the transfer of more risk to contractors, who in turn made their proposals more conservative and expensive.

However, the NAO acknowledges HS2 Ltd now has a more realistic idea of Phase 1 costs, but believes Phase 2b is more complex and much less well developed, making it impossible to estimate what the final cost will be.

No ground surveys have yet been undertaken for Phase 2b, making it impossible to assess what issues could be encountered during construction

A spokesperson for the High Speed Rail Group (HSRG) added: "The NAO is right to note that the HS2 project is now significantly progressed in its implementation.

"If the Government want to fulfil its promise of an infrastructure revolution, HS2 must be completed in full, without further dither and delay."

Many organisations within the rail industry were quick to add their support and demand a quick decision from the Government.

The Railway Industry Association (RIA), which represents manufacturers, suppliers and construction firms, has warned up to 30,000 jobs would be put at risk by cancellation, and other infrastructure projects, such as Northern Powerhouse Rail (NPR), require HS2 to be delivered to realise their full benefits.

'Rogue' HS2 report favours developing existing lines in the North and Midlands

By Ben Jones

AFTER distancing himself from the Oakervee Report's conclusions, deputy chairman of the review panel and long-time HS2 critic Lord Berkeley produced his own independent report in January.

Lord Berkeley claims his predicted final cost of £106billion of Phases 1 and 2 could be slashed by up to £50billion by improving existing routes north from London, upgrading and quadrupling lines in the Midlands and North that were rationalised in the 1960s/70s, and integrating HS2 Phase 2b into the current network.

The ambition would be to give these regions commuter services comparable to the south-east of England.

Lord Berkeley also advocates the scrapping of the Old Oak Common to Euston section of Phase 1 to save £8bn, reducing the maximum line speed of 400kph (250mph) to reduce engineering costs, and cutting capacity from 18 to 12-14 trains per hour.

He also accused the Oakervee review panel of suffering "a bias towards accepting HS2's evidence in preference to those of others".

The dissenting report has been widely dismissed by rail industry experts as unworkable and incapable of delivering the additional capacity required.

Network Rail chief executive Andrew Haines warned that diverting money from HS2 Phase 2 to upgrade the existing network would cause an "absurd" amount of disruption, with up to 30 years of weekend closures.

'LANKY' 0-6-0ST RETURNS AT BURY: THE Lancashire & Yorkshire Railway Trust's unique Aspinall '23' class 0-6-0ST No. 51456 (formerly No. 752) has started running-in trials at the East Lancashire Railway (ELR). The 1881-built loco passed its final steam test and insurance exam on December 16 and, following final painting into BR black livery, was paired with Hunslet 0-6-0 No. 2890 on the 14.50 Bury-Rawtenstall on January 25. No. 51456, pictured at Ramsbottom that day, is expected to star at the ELR's Spring Steam Gala on March 6-8. EDDIE BOBROWSKI

First Stadler Class 777 arrives on Merseyside

By Tony Miles

THE first of Stadler Merseyrail's new Class 777 EMUs was delivered to Kirkdale depot in the early hours of January 16 after a journey across Europe.

Set No. 777003 is the first fully completed unit, with sets 777001/002 having been fitted with temporary panels in place of the end emergency evacuation doors, while undergoing testing at Siemens' Wildenrath facility.

The set was shown to the press on January 27 as Merseyrail prepared for an extensive programme of testing and evaluation.

The contract is for the supply of 52 four-car trains for the Liverpool City Region, replacing the Class 507 and 508 fleets, which are now more than 40 years old.

Maintenance

A £700million deal was signed with Stadler in February 2017, and includes a maintenance contract, with Stadler undertaking light and heavy maintenance of the units throughout their 35-year life cycle at the new depot at Kirkdale.

It had been planned for the first set to arrive mid-2019 and enter service in spring 2020, but those timescales have now slipped.

All 52 sets are owned outright by Merseytravel rather than leased, which has been the case for the Class 507 and 508 units. Merseytravel will lease them to Merseyrail, ensuring they will remain on the local network throughout their working lives.

Merseytravel has an option to buy up to 60 additional units should operations be extended to include Helsby, Skelmersdale or Wrexham.

As these extensions may not involve further third rail electrification, the 777s have dual-voltage capability to enable them to take power from overhead AC electrification as well as the DC third rail.

Options also exist for battery/electric powering, and it is anticipated one set in the initial tranche will be so fitted to enable battery operation to be evaluated.

Space underneath one vehicle will be able to house a battery weighing around five tonnes while keeping the axle loads within specification.

As well as the ability to power sets away from the third rail the batteries could also be used to recycle energy from braking. All 777s will be fitted with small batteries, which allow independent movement around workshop and maintenance facilities, reducing CO2 impact and saving money.

The sets have larger vestibules and more grab handles, improving safety for standing passengers as well. One new feature is a transparent screen behind the driver, allowing passengers a forward-facing view of the line.

While seen regularly on tram vehicles this has not been seen on rail vehicles for a long time. The screens can become opaque at the flick of a switch on the driver's desk, should this be needed in an emergency. CCTV is standard throughout the sets.

Above: New Class 777 No. 777003 inside Kirkdale depot.

Right: The smart, bright interior of the new trains with wide gangways level floors, wi-fi and passenger information screens.
BOTH: TONY MILES

The new sets have lower floors, only 960mm above rail level, with intelligent sliding steps similar to the Class 755s (see feature on p27).

Wide gangways mean the sets will be 'walk-through', and a wheelchair user can pass through the length of a train. This accessibility will also be of value to passengers with push-chairs, cyclists and the elderly.

Tight tolerance

Accessibility has required extensive work at many stations to ensure the platform height is within a very tight tolerance and is linked to a programme that will also see some platform and signalling work to allow the longer units to be operated in multiple.

Merseytravel's rolling stock programme director David Powell explained work to strengthen the power supply is also on-going.

Long distances between feeder points mean that currently the nominal 750v DC can fall to slightly below 400v at the furthest points from the feeders.

With their basic control systems the 507 and 508s will accept this voltage and continue to work, with a somewhat reduced performance. However, the 777s, with their higher power demands and modern control systems, will refuse to operate when the supply falls to around 500v, so new substations will be needed.

This programme will be completed in advance of the full fleet introduction and should be completed by the end of 2020.

It is hoped the first set will enter traffic in the latter part of 2020 following a comprehensive testing and crew training programme.

FACT PANEL

Class 777

Set numbers	777001 - 777052
Capacity	182 seats (& 302 standing)
Doors	2 twin sliding doors (driving cars) 4 twin sliding doors (Trailers)
Max Speed	75mph (121 km/h)
Weight	99 tonnes
Power Output	2,100 kW (2,800 hp)

Class 507/508

Capacity	192 seats (since refurbishment 2002-2005)
Max Speed	75mph (121 km/h)
Weight	104.5 tonnes
Power Output	656kW (880 hp)

Martin Bott
Bookdealers Limited
@Treasure Chest Books - Felixstowe

Railway & Transport Books

As one of the UK's leading dealers in quality secondhand & antiquarian transport and related books, we are always interested in buying good quality collections – books, timetables, ephemera, photos, slides, negatives, posters etc., relating to Railways/Trams/Buses/Lorries/Shipping/Aviation.

UK, Irish & Overseas
(including foreign language titles).

We pay the top prices for quality material, will collect UK wide, and no collection is too big for us!

We have around 15,000 transport books in stock, many of which can be seen at our shop in Felixstowe (along with 30,000 other books).

61 Cobbold Road, Felixstowe IP11 7BH
www.bottbooks.com
e: bottsbooks@btinternet.com t: 01394 270717

GBRf four-day charity tour returns

GBRF Charity Railtours, the fundraising arm of GB Railfreight, has confirmed it will run a four-day charity rail tour in 2020, the third such event since 2016.

The team at GBRf decided to restart the tours with the strapline This Time it's Personal, following one employee losing his battle with cancer and another being diagnosed with prostate cancer.

Between September 24-27 the tour will raise funds for Prostate Cancer UK, which is the company-wide charity of choice for fundraising efforts

The GBRf special will visit different parts of the country following some of the more interesting routes, and will be accompanied by GBRf's more 'unusual' locomotives.

Extra details will be announced in February ahead of the full itinerary in March.

Bookings will open in early April.

Stadler to build new Tyne & Wear Metro trains

SWISS manufacturer Stadler has beaten rivals CAF and Hitachi to secure a £362million contract to build a fleet of 42 new trains for the Tyne & Wear Metro.

The Department for Transport will be providing £337m in funding for the trains.

Unveiling the new designs, metro system operator Nexus said around 3,000 passengers had provided views and ideas on how the new trains could meet their needs.

Each of the 42 trains will be five carriages long and capable of carrying 600 passengers, many of whom expressed a strong desire for linear 'London Tube'-style seating, along with modern features like USB charging, bike storage and retractable door steps.

The air-conditioned trains will feature under floor heating, external destination screens, passenger information system, wi-fi, CCTV, and be 30% more efficient.

There is an option for four more trains if service frequencies are increased

A new £70m maintenance depot will be built at South Gosforth, creating construction jobs and employing around 100 people directly.

A computer generated image of the new Tyne & Wear Metro trains to be built and maintained by Stadler.

The total value of the partnership between Nexus and Stadler, which will include decommissioning of the current Metro fleet, could rise to £700m over 35 years through a contract to maintain the new trains for up to 35 years, depending on performance.

Stadler will work with more than 30 new UK supply chain partners in the advanced manufacturing, technology and construction sectors, half of them in north-east England, creating and securing hundreds of skilled jobs.

The first new trains will be delivered from late-2021/ early-2022.

Stadler is also building other new trains for Greater Anglia, Merseyrail and the Glasgow subway.

£500million in pipeline to reverse Beeching cuts

TRANSPORT Secretary Grant Shapps has confirmed a £500million pot of money is available to fund the reopening of lines, including some of those closed during the Beeching era.

Around 5,000 miles of track were shut down during this period, with the loss of about 2,300 stations, as part of the reshaping of BR.

Mr Shapps made the announcement during a visit to the Fleetwood to Poulton-le-Fylde line, which closed in 1970, and to which £100,000 has been pledged for developing reopening proposals.

A further £1.5m will be given to the project to reopen the Ashington to Blyth line in Northumberland

Mr Shapps added: "Many communities still live with the scars from the closure of their local railway more than five decades ago.

"Work begins to undo the damage of the Beeching cuts by restoring local railways and stations to their former glory.

"Investing in transport links is essential to levelling up access to opportunities across the country, ensuring our regions are better connected and local economies flourish."

The Government recognises not all growing towns can reopen previously existing stations, plus some areas may never have been served by rail, so is also announcing an allocation of £20m for a fresh round of the New Stations funding.

Two previous rounds of the scheme have already helped develop 10 brand new stations across England and Wales.

With costs of between £15m-25m per mile to reopen closed lines, the scheme's critics have called the £500m 'a drop in the ocean' and called for more investment.

Island Line upgrade has £1m funding gap

By Phil Marsh

INFRASTRUCTURE modifications on the Isle of Wight for the introduction of Vivarail's Class 484 trains has left Network Rail with a £1million gap in its funding.

It has emerged the track at Brading will need to be lowered by 500mm for the new trains, but this will cost an estimated £1million.

Under the infrastructure lease, the franchisee (South Western Railway) has responsibility to maintain the track and ballast to a depth of 300mm, but below this, Network Rail has to fund any work.

The funding bombshell was relayed to the Isle of Wight Bus and Rail User Group on January 18 by South Western Railway's Island Line programme manager Andrew Mundy.

He said Vivarail trains require the platforms at Ryde St Johns to be lowered, while Ryde Pier, Esplanade and Smallbrook Jct have to be raised to meet accessibility legislation.

Once platform heights have been altered, the 1938 Class 483 stock must be immediately withdrawn because of non-compliant stepping distance.

Track lowering is required for the foot-crossing at the Shanklin end of the Brading platforms to meet associated safety regulations applicable when a single line is doubled across a crossing. The new platform face will also become the accessible route off the station, meaning the crossing has to be compliant for disabled users.

'Unbudgeted'

"Currently this work is unfunded and unbudgeted and subject to discussion, but funds might be brought forward from later in CP6," Mr Mundy said.

Funded work by NR includes upgrading the power supply near Brading, installing new conductor rail, and replacing the 98lb/yard rail with 113lb/yard rail, with the whole line tamped. TPWS (Train Protection & Warning System) will be introduced between Ryde St Johns Road and Sandown.

Mr Mundy told the audience all of this work requires two major blockades, eight weeks between Smallbrook and Shanklin and four weeks between Ryde Pierhead and Ryde St Johns Road. These are scheduled for the autumn and winter, with completion by the end of this year.

A further surprise from Mr Mundy was the suggestion of operating engineering trains over a new connection at Smallbrook Junction to and from the Isle of Wight Steam Railway's Havenstreet headquarters. This is because of road congestion and a lack of siding space elsewhere. Initial discussions have been held with the heritage line.

The new Class 484 trains will arrive by road from late May and be delivered to the short engineers siding at Sandown.

As one train arrives, one of the 1938 sets will be withdrawn, possibly taken to Havenstreet and into preservation.

Vivarail will test its trains at night, with the sets needing to cover 750 miles fault-free operation before entering traffic.

A new 30-minute timetable will be introduced in May 2021.

Rival Pacifics join forces for RTC's 'Yorkshireman'

THE cream of the LNER and LMS' 'Top Link' motive power are set to put old rivalries aside on March 7 when they work separate legs of the Railway Touring Company's 'Yorkshireman' from London to York and back.

John Cameron's Gresley 'A4' No. 60009 *Union of South Africa* will head the northbound leg on what will be one of its final railtours before withdrawal in April.

It is set to leave Ealing Broadway at around 06.25, heading around West London through Acton Wells and joining the Midland Main Line, near Cricklewood.

Stops will be made at St Albans, Luton, Bedford and Kettering, after which the 'A4' will take the Nottingham direct line, crossing Harringworth Viaduct and passing through Oakham before picking up at Melton Mowbray.

The train joins the Midland Main Line at Leicester, picking up for the final time at Ilkeston, then proceeding via Chesterfield, Rotherham and Doncaster to the East Coast Main Line and onward to York.

No. 60009 will leave the train here and be replaced by ex-LMS 'Princess Coronation' No. 6233 *Duchess of Sutherland* for the return run to London. This is booked to leave York at 17.15, following the outbound route back to Ealing Broadway, where arrival is expected at 22.45.

For details visit: www.railwaytouring.net/uk-day-trips/the-yorkshireman

'East Lincolnshire 50' event launched

THE launch of a series of key events to mark 50th anniversary of the closure of many railway lines in East Lincolnshire took place at Skegness on January 23.

Significant parts of two main lines and several branch lines were closed by Dr Richard Beeching, which had a significant effect in the area.

The ELR50 project will draw together memories, pictures and memorabilia from the lines affected as part of a major exhibition to be held at Batemans Brewery Visitors Centre at Wainfleet from August 1 to October 4.

Additionally, there will be talks, study sessions and a coach tours to some of the lines. On September 19, Talisman will be running a railwayana auction as part of the 10-week-long event.

East Midlands Railway had been planning to provide a Class 156 in a special livery, but it failed on launch day and set No. 158864 was used for the unveiling.

Civic leaders from Skegness, Mablethorpe and Spilsby join the town crier and others at Skegness station on January 23 to mark the launch of ELR50.

One of the highlights of the commemorations will be the return on a railtour to Skegness of LMS 4-6-0 No. 46100 *Royal Scot* on September 26. The loco was one of eight ex-BR locos bought by Sir Billy Butlin for display at his holiday camps, *Royal Scot* being the Skegness loco.

The possibility of a second railtour to the town is under investigation.

Chris Baron, resort director for Butlin's Skegness, said: "Sir Billy Butlin may never have come to Skegness if it had not have been for the railway links, which have played such a massive role in bringing many of our annual half a million visitors to the town."

See: www.elrevents.co.uk

TfN board considers Manchester infrastructure and other challenges

By Tony Miles

A MEETING of the Transport for the North Board on January 8 saw extensive discussion about the need for infrastructure enhancements in the north of England.

It noted in particular that Manchester's infrastructure "does not support all the services committed to in the Northern franchise".

In a document presented to the meeting it was also pointed out other TOCs in the north are unable to run all of the contracted services.

Rail minister Chris Heaton-Harris, who attended the meeting, told the board the Secretary of State "understands the need for investment in the Manchester bottleneck that is delaying trains".

Investments

The report not only looked at work required in the Manchester area, but also covered other investments needed across the north of England.

The board was told an 'update' from Network Rail on its Cross Manchester Capacity & Reliability Improvement Project concluded "there is no single project solution to resolve the capacity and reliability issues for the cross-Manchester programme".

NR says the strategic choices are:

- investment in the infrastructure
- some reduction to the train service
- or accepting the very poor reliability that is a consequence of using the infrastructure so intensively.

It was also noted that Liverpool and Sheffield are suffering virtually as badly as Manchester, that Leeds is only marginally better, and Newcastle is a little better still, but with half of Northern trains late.

Network Rail has identified a package of potential enhancements to its infrastructure, which would allow operation of the committed services with vastly improved reliability, including:

- Two additional platforms at Piccadilly and longer platforms at Oxford Road (the Northern Hub 'Package C' works);
- A new turnback siding east of Victoria
- Works at Manchester Airport, extending platform provision
- Potential options of work at nine locations north and west of central Manchester and potential works south of Piccadilly.

The 'Northern Hub' works planned for CP5 (2014-2019) would have enhanced the infrastructure sufficiently to enable some services to accommodate expected passenger growth.

Inquiry

The Ordsall Chord now permits 16 trains per hour to run on the Castlefield corridor, but work to re-model Manchester Oxford Road for longer, more frequent trains, and provide two additional through platforms (15 & 16) at Piccadilly has not yet been started.

This work has been costed at £700-£800million, and required a public inquiry in 2015, with the Transport and Works Act Order (TWAO) awaiting a ministerial decision ever since.

In April 2019, the Castlefield corridor (Piccadilly-Oxford Road-Deansgate) was formally designated as 'Congested Infrastructure', one of only three locations in Britain so designated, and the only such location for which additional infrastructure is not already being constructed.

'Robust'

However, it is suggested two other sections – Manchester Piccadilly-Slade Lane junction-Stockport and Manchester Airport – also appear to meet the criteria for Congested Infrastructure designation.

At the DfT's request, Network Rail has undertaken a review of the original 'Package C' scheme and it found:

a) without the works at Oxford Road and Piccadilly it would be necessary to reduce the service to 14 trains per hour (tph) to permit 'robust' operation, compared to the 16tph committed through the Northern & TPE franchise agreements.

b) there is no simpler and cheaper set of works on the Castlefield corridor itself, which would robustly provide for 16tph and longer (eight-car) trains.

Problems

Network Rail has also identified there are problems at Manchester Victoria caused by the increased number of trains passing through and terminating there, and at Manchester Airport longer and/or more platforms are needed, as well as the need for work at a nine other locations, which would ultimately improve the reliability of trains using the Castlefield corridor.

Northern Class 195s pass at Manchester Oxford Road on July 11, 2019. Adding an additional pair of lines between Piccadilly and Castlefield Jct would solve many issues, but prove costly, disruptive and controversial. TONY MILES

Network Rail will recommend a shortlist of schemes for further development funding to the board in February 2020.

Changes

The DfT has engaged Richard George, independent expert and chairman of the Operator of Last Resort, to advise on what reductions and/or changes to train services through the Castlefield corridor might be necessary to deliver improved performance for the interim period from December 2020 until any infrastructure enhancements are delivered.

It has also been proposed that the TfN Board advise the Secretary of State to allow the next stage of the 'Package C' works by approving the TWAO immediately, starting the GRIP 4 stage (detailed design) without delay, and identify the 'do minimum' costs for Oxford Road and Piccadilly, which would enable longer trains to operate while increasing passenger flow.

Other proposals by the DfT and Network Rail include the immediate approval of the eastern turnback at Manchester Victoria, urgent progress with improvements at Manchester Airport station and Salford Crescent, and grade-separation at Ordsall Lane.

Options

It is also expected to request assessment of the value of six-tracks between Longsight and Slade Lane, as well as some grade separation.

TfN is expected to request work to assess freight options that avoid the Castlefield Corridor.

Railways in Parliament

by Jon Longman

Greener Network Rail

HORNSEY and Wood Green MP Catherine West asked what steps the Government is taking to curtail the use of diesel trains on the rail network.

Transport Minister Chris Heaton-Harris replied: "The Government is ensuring the railway plays its part in delivering our ambitions to achieve net zero greenhouse gas emissions by 2050 and to reduce air pollution created by transport.

"We continue to expand the electrified rail network where it delivers passenger and environmental benefits and value for money. This allows removal of diesel trains. For example from January, electric trains can run between London and Cardiff.

"Network Rail is developing a traction decarbonisation network strategy to inform Government decisions on the scale and pace of further rail decarbonisation, and the reduced use of diesel trains that this will require."

Skipon-Colne scrutiny

BURNLEY MP Antony Higginbotham asked what assessment the Government has made of the potential economic benefits to Burnley of improvements to rail connectivity in and around the East Lancashire area.

Mr Heaton-Harris replied: "The Government supported the reopening of the Todmorden Curve in 2015, which has allowed a new faster and direct train service between Manchester Victoria and Burnley, opening up job prospects and tourist and leisure opportunities.

"Work is progressing to assess the potential role of a reopened Skipton to Colne rail line to deliver real benefits for passengers in East Lancashire, freight users and the local economy to complement the initial strategic outline business case completed in December 2018.

"These will inform the Government's decision as to whether a reinstatement scheme should progress to the 'develop' stage of the Rail Network enhancements pipeline.

"More widely, to help communities both in East Lancashire and across the country, we have pledged £500million to start reopening lines closed following the Beeching report."

Fares trials funding

HOVE MP Peter Kyle asked what steps the Government is taking to make rail travel more affordable.

Mr Heaton-Harris said: "The Government has frozen regulated rail fares in line with inflation for the seventh year in a row.

"In addition, we have already cut costs for thousands of young people with the 16-17 Saver railcard, and announced our intention to establish a new 'fares trials fund' to explore the benefits and costs of a clearer, more flexible and fairer fares system.

"Fares revenue is crucial to funding day-to-day railway operations and the massive upgrade programme we are delivering, all of which benefit passengers."

Reversing Beeching cuts

LORD Greaves asked the Government how the fund for reopening railway lines closed by the Beeching cuts will be administered, and how decisions will be made on which lines it will be used for.

Transport Minister Baroness Vere of Norbiton said: "To help communities across the country, we have pledged £500million to start reopening lines closed following the Beeching report, reconnecting smaller towns, regenerating local economies and improving accessibility to jobs, homes and education.

"Further details will be announced in due course."

Rail Holidays of the World

Scenic Rail Tours Through Stunning Landscapes

Romania's Danube Delta ~ Departs 15 May 2020 - 12 Days from £2,495pp

A wonderful 'small group' tour that takes you to the wildlife paradise of the Danube Delta and through Romania's Carpathian Mountains. You don't have to be an expert to appreciate the extensive and fantastic birdlife on the Delta and Romania's remote, rural landscapes.

- Stunning wilderness scenery
- Abundance of bird and animal life
- Remote villages with a traditional way of life
- "Homestay" accommodation, full of character yet with all necessary facilities
- Covasna and Comandau steam forestry railway
- Many meals from locally sourced organic produce

Northern France ~
Departs 3 June 2020 - 15 Days from £2,365pp

This escorted tour explores Northern France by train, visiting its historic cities and enjoying scenic river cruises, spectacular coastline, history, cuisine and wonderful heritage railways.

- Return journey on the Baie de Somme Railway
- Return river cruise along the Seine River
- Free time in Amiens, Rouen, St Malo, Quimper and Nantes
- Return journey on the Vapeur du Trieux Steam Railway
- Private guided tour of Belle Ile
- Chartered 'retro' train on the Vendée Railway
- Return river cruise along the Odet River

The Best of Colorado ~
Departs 18 June 2020 - 13 Days from £4,285pp

This rail holiday includes the very best and most famous railroads of Colorado. Many were pioneering lines of the Old West, now preserved as a living legend. All run through magnificent Rocky Mountain scenery.

- Scenic journeys on the Georgetown Loop, Royal Gorge, Cripple Creek, Leadville Colorado and Southern, Durango and Silverton, Cumbres and Toltec and Rio Grande Railroads
- Visit the Colorado Railroad Museum
- Experience the beautiful preserved mining town of Georgetown
- Stop off in Leadville, the highest city in the USA and the setting for Doc Holliday's last shoot-out
- Journey by road across Poncha and Wolf Creek to Pagosa Springs
- Visit the Great Sand Dunes National Park, home to the tallest dunes in the USA
- See the unique multi-storied pueblo village, a UNESCO World Heritage Site
- Leisure time in Denver
- Air Conditioned Private Coach for the duration of the trip

The Rhône from Sea to Source ~
Departs 23 June 2020 - 14 Days from £2,825pp

This tour follows the course of the River Rhône from the stunning Camargue Delta to the source in the Swiss Alps by train. Sit back and view the wonderful scenery as we travel along the river's route through France and Switzerland and enjoy interesting sightseeing trips along on the way.

- Swiss Pass for free travel within Switzerland
- Camargue Delta excursion
- Travel through the Rhône Gorge
- Vivarais Railway
- Furka Steam excursion
- Excursions to Avignon, Lake Geneva & Zermatt
- Hotels in Lyon, Lausanne, Brig and Frankfurt close to station

Steaming Around the Baltic ~
Departs 26 June 2020 - 15 Days from £3,295pp

A wonderful rail tour of the countries that sit on the Baltic Sea. Travel through Finland, Sweden, Denmark and Germany and enjoy many steam train journeys, a steamship ride and some interesting excursions.

- Opportunity to visit 2 UNESCO World Heritage Sites
- The rarely visited Jokioinen Museum Railway
- One of the most scenic ferry journeys in the World from Turku to Stockholm
- Sweden's outstanding Lennakatten Railway from Uppsala
- Full day circular trip by steam train and steamboat
- The charming Bandholm Railway on the island of Falster
- The ever popular Molli and Rasender Roland Steam Railways

Order 2020 Brochure * Book Online!

01766 512400 * info@ffestiniogtravel.co.uk * www.ffestiniogtravel.com

Over 45 Years of Unforgettable Rail Journeys

Ffestiniog Travel

Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.

VIRGIN DEMISE

The Virgin Trains name has been synonymous with the West Coast Main Line for 22 years, but also with CrossCountry and the East Coast route, too. John Heaton FCILT analyses their legacy on both Anglo-Scottish routes.

IT WAS at the end of November 2019 when I found myself on the concourse of Euston station ready to take my last trip on Virgin Trains. An array of the now familiar red tilting trains was waiting to ply its trade: 10.20 to Manchester, 10.23 to Birmingham New Street (for Shrewsbury), 10.30 to Glasgow Central, 10.36 to Blackpool North, and by 10.40 and 10.43 it was time for the next clockface, 20 minute-frequency departures to those first two cities, the 10.43 running forward to Edinburgh. Had it really been 22 years since fanfares had heralded the entry of Richard Branson's global brand name into the gladiatorial forum otherwise known as British railway passenger operation?

Virgin Trains was never an organisation known for understatement and, as such, it had a tendency to hype expectations that resulted in criticism if there was disappointment. Those early years were dogged by poor punctuality, often caused by the unresponsive infrastructure provider, Railtrack. When failure did occur, blame was often deflected towards decades of neglected maintenance under the nationalised emblem of British Railways, whereas the structural deficiency of having a monopolistic provider of track, signalling and overhead electrical supply was often to blame.

Arguably, the greatest single mistake of Virgin Trains in those early years was the decision to re-equip the cross-country arm of the franchise with shorter trains than those they were to replace. Despite improved frequencies, seating capacity was insufficiently increased. In the scenario where two Class 220 four-car 'Voyagers' an hour might replace a barely hourly 2+7 HST, seating capacity was actually slightly lower. In an hour where say a Class 220 and a Class 221 five-car 'Voyager' replaced a seven-coach loco-hauled formation, the increase was still only about 20%. Even such a boost failed to recognise that passengers would crowd onto a small train at times of peak demand, regardless of there being another train 30 minutes later, or to identify that British Rail handled such weekly and seasonal situations by wheeling out an (admittedly) tired, old relief train.

Operation Princess

The Virgin CrossCountry 'Voyagers' were introduced under Operation Princess banner headlines. I recall accidentally catching a train from Manchester to Exeter, which was subjected to a typical Virgin press launch, being recorded by famous railway photographer and fellow Dawlish resident Colin J Marsden. I was bringing the family pet cat back from its holiday in Yorkshire when a young lady arrived with fresh fish for the feline. Colin and I were the only two on the train unworldly enough not to have recognised (or even heard of) the person delivering the feast, a certain Melinda Messenger.

When Operation Princess failed to deliver an acceptable service, the banner was furled up and quietly put back in a cupboard. Operation Cutback (not, I think, an official Virgin term) soon trimmed the network to a more achievable timetable. By 2007, re-franchising saw CrossCountry services hived off to Arriva.

Obituaries for Virgin Trains have tended to avoid the episode of handing back the keys to the East Coast franchise even though that was admittedly a Stagecoach operation under the veil of Virgin Trains branding. Cynics have implied East Coast successes were claimed as Virgin's, but the ultimate financial failure was that of Stagecoach.

Most of the events mentioned in this summary have been ignored by much of the media in what have often been simply eulogies to the achievements of Virgin Trains, although Ben Jones in the December 2019 edition of *The RM* was the exception to the pattern. However, having attempted to set the record straight, it would be unfair now not to recognise the

Rugby station looked very different 25 years ago, where Class 87 No. 87015 *Howard of Effingham* takes the through line with a London Euston to Manchester Piccadilly express in 1996. In the north-facing bay is EMU No. 312202. FERNDALE MEDIA

'Pendolino' Class 390 No. 390044 tilts through the curves on the approach to Rugeley Trent Valley with the 13.40 London Euston-Manchester Piccadilly on May 13. CHRIS MILNER

achievements of Virgin Trains since 2007.

By 2009 the tilting 'Pendolino' fleet had settled down to the extent that the 'very high frequency' service provided Birmingham and Manchester with 20-min services throughout most of the week, starting before noon on Sundays. Manchester's three trains per hour had three different calling patterns, the standard departures typically taking 125 or 127min for the 184 miles via Stoke-on-Trent and only 126min for the 189 miles via Crewe. The initiative captured almost all the internal airline market, with the exception of inter-airline Heathrow transfers.

Progressively more frequent Glasgow trains also started to take on the airlines to Scotland although so far with less dramatic results. Despite continuing unreliability of overhead electrical equipment, Virgin Trains seems to have banished its unpunctual and unreliable image, registering a customer satisfaction score of 91% in a recent survey despite an antipathy to the Class 390s often voiced by railway industry observers.

Dismembered

Almost two-thirds of the 'Pendolino' fleet have been lengthened from nine to 11 cars, or newly built as 11 cars, to cope with extra demand. How much of the increased patronage has resulted from a more attractive Virgin Trains travel package and how much is from increasing public demand for apparently infinite mobility we will never know. If I were to speculate on what the Manchester service would have been if British Rail had not been dismembered, I would suggest there would now have been a half-hourly 12-coach train, but I would admit to perhaps a slightly optimistic bias. As for three trains an hour on Sunday mornings – no chance!

Back to the concourse at Euston. It is only commentators who have more than a passing interest in either the hype or the politics of running trains. Passengers are interested only in the actual quality of the service being offered. So where had the reign of Virgin Trains taken us?

Speculating on whether my 10.40 departure to Manchester would be nine or 11 coaches, my mind turned to the subject of the names given to the 'Pendolinos', and so frequently swapped to coincide with publicity opportunities. The list has included such epic titles as *Virgin Cavalier* and *Virgin Quest*. Sir Richard Branson's broad grin brought us *Mission Impossible* at the outset of his project

TABLE 1: LONDON EUSTON TO CREWE

Unit/Loco	390044	87023
Load*	9/460/485	9/319/345/428
Train	10.40 Euston-Manchester P	17.25 Euston-Glasgow C
Date	November 28, 2019	February 28, 1995
Weather	Fine	Cold, fine
Recorder/Position	J Heaton 8th of 9	W E Long 3rd of 10

Miles	Timing Point	Sch	M S	MPH	Sch	M S	MPH
0.00	EUSTON d	0	0 00	Pfm 2 T	0	0 00	Pfm14 T
3.56	Queens Park		5 17	73		5 31	87
5.19	*West London Jct*	6	6 21	97	6½		
7.94	Wembley Central		7 54	119		8 21	103
11.31	Harrow and W	9½	9 34	124/125/107	10½	10 16	107/100
15.94	Bushey		11 54	109/110	(1)	12 55	108
17.38	WATFORD JCT	12½	12 41	108	15	13 43	107
20.89	King's Langley		14 33	120/126	<1>	15 40	108
23.03	Apsley		15 36	124		16 55	98
24.44	Hemel Hempstead		16 17	124		17 46	104
26.25	*Bourne End*	17	17 09	125/120		18 49	101
27.85	Berkhamsted		17 57	123		19 47	97
31.64	Tring	19½	19 46	127	24	22 05	100
33.94	*Tring Cutting*		20 52	125		23 30	
36.05	Cheddington		21 52	126		24 49	96
37.44	*Ledburn Jct*	22½	22 32	124/122	27½	25 39	105
40.10	Leighton Buzzard		23 50	124/122/126		27 14	87/-
46.59	Bletchley	27	26 57	124/125	32½	31 14	87/108
49.76	MILTON KEYNES C	28½	28 29	124	34½	33 01	
52.34	Wolverton	[1]	29 44	124		34 29	*106*
56.71	*Hanslope Jct*	32½	31 51	125/126	38	36 56	*107*
62.81	*Blisworth*		34 47	124		40 23	*105/108*
69.75	*Weedon Jct*	39	38 09	117/122	45½	44 20	95
76.76	*Kilsby TSP*	[1]	41 44	110	<2>	48 29	*107*
80.26	*Hillmorton*	46	43 34	122	[2] (1)		
82.46	RUGBY	46½	44 38	124		51 59	*94*
83.21	*Trent V Jct.*	47	45 00	125		52 34	*77*
87.96	*Brinklow*		47 17	122		55 51	102
91.33	*Shilton*		48 55	123		57 44	107
93.46	*Bulkington*		49 57	126		58 56	106
97.01	NUNEATON	53½	51 40	124/125/98	67	61 00	98/106
102.21	Atherstone		54 23	99/126		64 07	87/105
106.46	Polesworth		56 36	125		66 39	104/102/107
109.96	TAMWORTH	60½	58 18	124	74½	68 40	103/100
116.21	LICHFIELD TRENT V	63½	61 18	125	78	72 21	103/108
124.21	Rugeley	67½	65 10	124		76 53	107
127.06	Colwich	[1] 70	67 09	65	84½	78 35	-
129.46	*Milford*	(½)	69 02	98/101		80 14	88/76
133.50	STAFFORD	75	71 36	81	89	83 10	86
136.83	*Great Bridgeford*		73 34	116/113		85 23	99
138.81	*Norton Bridge*	78	74 36	115	92½	86 38	87
143.34	*Standon Bridge*		76 50	125		89 24	106/110
147.46	*Whitmore*		78 52	120		91 43	106/104/107
149.89	*Madeley*	83½	80 03	125	99	93 05	106
153.21	*Betley Road*	[1]	81 39	126/sigs15	[3]	94 57	108
156.24	*Basford Hall Jct*	87½	84 45	46/sigs18/25		96 50	-
158.00	CREWE a	90½	89 28	Pfm 4	109	100 22	

Mileage incorporates 2ch discrepancy at Wolverton
(x) = minutes pathing time <x> = minutes performance time [x] = minutes recovery time
*** Load = vehicles tare/gross tonnes/incl loco if applicable**
Logs harmonised to Mr Long's mileages except Ledburn Jct which uses the author's mileage with an estimated Class 87 time
Italic speeds are averages

HST power car No. 43109 passes Colton Junction, south of York, on August 15, 1995, with a northbound express from London King's Cross. GAVIN MORRISON

and then, when he judged impossibility to have been achieved, *Mission Accomplished*. In a similar spirit, perhaps a renaming on failing to win the franchise renewal bid should have brought us 'Virgin Demise'.

Such speculation was interrupted by negotiating the new ticket barriers and joining another heroically named 'Pendolino', nine-car No. 390044 *Virgin Lionheart*. Nine-car sets are marginally stronger than the 11-car sets in terms of their power/weight ratio and can accelerate from restrictions a shade earlier than their longer counterparts, but it is scarcely perceptible in normal operation.

The 10.36 to Blackpool North was expected to suffer a late start ensuing from disruption to Up trains. This affected our 10.40 departure in two ways – we would have no train directly ahead from which we could expect reactionary signal checks from delays it might encounter, and there was the incentive to keep well ahead of the 10.43 to assist the Blackpool train's new path to be accommodated.

Departure was 'King's Cross style' – a few seconds early – with the running brake test made near Queen's Park. Despite a hefty speed reduction from 72mph to 57mph we passed Willesden High Level Jct (booked 6min) in 6min 21sec so 'on time' to the nearest half minute thanks to having 'jumped the gun' at Euston. What then followed was a superb piece of absolute timekeeping by the driver, which meant every point of the 50 miles to pass Milton Keynes Central was similarly on time, varying only from 8sec late at Tring to 11sec early at Bletchley. The 'head of the train', on which passing times are calculated, passed the 'new town' in 28min 26sec from Euston on its 28½-min booking.

Speed transgressions

Table 1 shows the abridged log. A word of caution though about the minor speed transgressions shown. These are unedited from the GPS, which is not quite as rock steady on 'Pendolinos' as many other types of train and has a tendency to jump slightly, especially when tilting round tighter curves. The times shown in the log are generally timed to 1/100th of a second, rounded for publication. I have checked the average speeds against the former. The timings are not as precise as this might imply, but it is usually preferable to use these to ensure the averages balance the speeds claimed, especially if timing points are relatively close and the driver is using 'speed set' to give consecutively similar speeds.

As we passed the famous Wolverton Works we picked up the first of our four 1min recovery allowances. In normal circumstances some drivers dissipate this in advance of receiving it, but hopefully when they are at the back of an express flight not at the front or in the middle. Would this driver ease slightly to prevent early running towards Rugby with the second minute being due after Weedon? It was pleasing to see progress maintained with an average of 122½mph for the 18.32miles from Milton Keynes to Stowe Hill tunnel.

Passing Rugby 2min early, *Virgin Lionheart* attacked the Trent Valley; an excellent piece of modernised railway, which has consistently spaced and sited signals. After obeying the 100mph restriction at Atherstone, we resumed 125mph by Polesworth and averaged 124.3mph for the 17.75 miles through Tamworth and Lichfield to passing Rugeley. The West Coast Main Line was in fine fettle this morning as consecutive Up Freightliners glided by at 75mph, one for Daventry, running on time, followed by the 09.15 Trafford Park Euro Terminal-Southampton Western Docks, running 2min early. How did we manage without the Real Time Trains website?

The annoying permanent speed restriction to 65mph at Colwich, where the Stoke-on-Trent and Crewe lines fight each other for precedence, brought a further 1min recovery time and ½min pathing. Surely the early running this might cause would impede our progress? Stafford was negotiated 3½min early in 71½min, 133½ miles from Euston. The improved layout at Norton Bridge allows the former junction to Stoke-on-Trent to be taken at 115mph instead of 90mph as the junction is now on the Down side at Little Bridgeford, with a flyover just north of Norton Bridge. After taking Whitmore Summit at 117mph we

LNER Class 43 HST power car No. 43290 sprints across Digswell Viaduct on the approach to Welwyn North with a northbound empty stock working on November 17. GRAHAM NUTTALL

hurtled down towards Crewe at a full 125mph picking up another 1min recovery allowance, making us a little more than 4min early.

The Euston to Manchester 'Pendolinos' use the Up side platform 5 at Crewe so it was unlikely we would be able to maintain our early running. So it proved as we passed the collection of ancient and modern stock, that characterises the approach to the railway town, at severely reduced speed. Arrival was 1min early in 89min 28sec at an average start to stop speed of 106mph. The net time was a shade over 86min, which would represent an average speed of almost 110mph. The fastest actual time in the Railway Performance Society (RPS) electronic archive is 88min 01sec. On-train catering and ticket checks had been faultless and the train had been well loaded in both classes despite the high frequency and mid-morning departure.

'Fake News'

While delving into the wealth of information contained in the RPS records, I checked on where the railway stood prior to Virgin Trains taking over the franchise in 1997.

'Fake News' and 'Management by Press Release' were tactics understood even a quarter of a century ago. New services were usually compared with extended journey times that contained engineering allowances for the improvement work necessary. The problem was management sometimes appeared to believe its own publicity. The true position that British Rail bequeathed to Virgin is perhaps best demonstrated by the run shown in Table 1 recorded by RPS member Bill (W E) Long in 1995 with a relatively lightweight nine-coach train hauled by Class 87 No. 87023 *Velocity* rather than a then modern Class 90. By 1995 *Velocity* was more than 20 years old.

The 100min 22sec run is the fastest loco-hauled run from Euston to Crewe in the archive, but it is not unrepresentative as the run was a restrained one, despite the prima facie evidence of an 8½min early arrival. The February run with the 17.25 Euston-Glasgow 'Caledonian' was of course in darkness so Mr Long has shown averages where necessary (shown in italics in the table).

TABLE 2: KING'S CROSS TO YORK

Power Cars	43290 + 43208	43098 + 43110	
Load*	2+9/306/335/476		2+8/272/300/441
Train	10:00 King's Cross-Aberdeen		12.00 King's Cross-Inverness
Date	November 4, 2019		January 11,1993
Recorder/Position	J Heaton 9th of 11		J Heaton 8th of 10

Miles	Timing Point	WTT	M S	MPH	WTT	M S	MPH
0.00	King's Cross	0	0 00	T	0	0 00	5½L
0.65	Belle Isle	2	2 47	31	2	2 51	30
2.41	Finsbury Park	4	4 52	70/rbt58	4	4 57	69
4.88	Alexandra Palace	6	6 58	85	6	6 43	93/90
9.05	New Barnet		9 42	97		9 25	96/99
12.65	Potters Bar	11	11 52	103	10½	11 37	96
17.60	Hatfield		14 32	115/sigs		14 19	118
20.21	Welwyn Garden City	15	16 12	48	14½	15 41	113
21.90	Welwyn North	(½)	18 01	74		16 35	112
23.69	Woolmer Green	16	19 24	87	16½	17 33	110
24.94	Knebworth	<1>	20 11	97		18 12	117
27.50	Stevenage	20½	21 39	111/115/sigs13	18½	19 29	120/129
31.85	Hitchin	22½	26 28	67	20½	21 37	128
35.53	Three Counties		28 54	109		23 24	123
36.94	Arlesey		29 40	115/128		24 05	126
41.06	Biggleswade		31 43	126		26 03	125
44.03	Sandy	28½	33 08	124	26½	27 30	120
46.28	Everton		34 12	128		28 36	125/100tsr
51.60	St. Neots		36 45	124/128		31 16	96
55.80	Offord		38 47	119/118		33 40	113
58.70	Huntingdon	35½	40 14	123/124	33	35 11	117
61.90	MP 62		41 48	120		36 51	114
63.35	Abbots Ripton	[1]	42 31	125/127		37 36	117
67.26	Connington South		44 22	123		39 30	125
69.23	Holme	41½	45 24	102/96	38½	40 33	108/105
72.56	Yaxley		47 26	100/106		42 25	110
76.26	Peterborough a.					45 50	crew change
76.26	d./p.	45½	49 33	103	42	47 52	only?
79.38	Werrington Jct		51 14	115		51 52	82
81.80	Helpston		52 30	121		53 28	97
84.70	Tallington	50	53 55	124	47	55 14	102
87.00	Greatford	(½)	55 01	126		56 35	105
92.11	Little Bytham		57 28	124/120		59 29	106
96.99	Corby Glen		59 53	122		62 17	104
99.65	Stoke Jct	58 (1)	61 15	112/115/sigs35	55	63 52	100/115
105.35	Grantham	62	67 19	72/91	58	67 01	98
107.71	Peascliffe TSP		69 02	76/50tsr 43		68 25	107
109.58	Barkston South Jct		71 04	72	60½	69 25	115
115.24	Claypole	67	74 29	118		72 13	124
116.76	Balderton	[1]	75 14	123/125		72 57	125
120.03	Newark	70½	76 53	103	64½	74 32	115/93
122.88	Bathley Lane		78 31	109		76 13	105
126.21	Carlton		80 17	119/122		78 05	110/113
131.85	Tuxford		83 04	119		81 07	110
134.40	Askham TNP		84 23	115		82 30	111
138.51	Retford	80	86 32	113	75	84 38	120
141.59	Sutton	[1]	88 06	123/125	[2]	86 10	120
143.89	Ranskill		89 18	90tsr 86	<1>	87 22	91
147.61	Bawtry		91 45	104		89 45	100
151.26	Rossington	87½	93 38	118		91 44	115
153.08	Black Carr Jct	(½)	94 32	123		92 42	110/sigs
155.89	Doncaster	90½	96 03	95	87	94 39	70
157.93	Arksey	(1)	97 16	107/109		96 17	86
160.19	Shaftholme Jct	94	98 33	102	89	97 44	95
165.78	Balne	(½)	101 37	120		100 51	109
169.10	Temple Hirst Jct	99	103 13	127/sigs41	<2>	102 38	113
174.90	Hambleton North Jct	102 [1]	107 19	76		105 43	113
182.90	Colton Jct	107	112 05	117/120	103	109 55	118
186.44	Chaloners Whin Jct		113 58	87		111 48	94
188.40	York	111	116 36		107½	114 17	

*** Load = vehicles/tare/gross tonnes/including power cars**
(x) = minutes pathing, <x> = minutes performance [x] = minutes recovery allowances

A clear run and 2min of allowances allowed No. 87023 to pass Tring in 22min 05sec with obvious easing to avoid being checked by the preceding 17.20 Euston-Northampton, perhaps not entirely successfully. Bill Long also suspects the speedometer was over-reading as the maximum speed was so often 107mph, where 110mph might have been expected. This speed was probably not low enough to represent deliberate dissipation of time and, if it was so, it did not work as the substantially early arrival testifies.

The gross schedule of the 1995 'Caledonian' was 109min, and the net 99min, compared to the 'Pendolino's' 90½min and 86½min, respectively. The Class 87's actual time was 100½min, net 100min, compared to No. 390044's 89½ and 86min. The 18½min saving on the gross schedule during Virgin's tenure is an outstanding achievement. The improved running speed from 110mph to 125mph has been partly responsible, as has the ▶

commitment to running tilting trains without the problems abandoned by British Rail with its Advanced Passenger Train. The 10min improvement between No. 87023's actual time and that of the 'Pendolino' is perhaps less impressive.

The aim of my trip had been to reach Crewe in time to connect with a three-car Class 331/0, one of Northern's new EMUs, which have set new acceleration standards. That train arrived with a pair of Class 142s on electric timings. I suppose the appearance of this endangered species was the modern equivalent of a steam 2-6-4T on three coaches substituting for a DMU in 1967, but somehow it did not seem as attractive a proposition so I declined the opportunity.

Over on the East Coast the introduction of bi-mode 'Azumas' on Aberdeen and Inverness trains marked the coming of the end for London North Eastern Railway's HST fleet. There is no shortage of takers for the displaced sets and we await the final outcome of the share-out with interest. LNER marked its final departure with special trains from December 18 to 21, some of which had rather mixed fortunes

The use by LNER of HSTs on the East Coast Main Line ceased in December 2019, but earlier in the year, on May 1, power car No. 43208 leads the 09.06 King's Cross-York past Cromwell foot crossing, north of Newark.
ROBIN STEWART-SMITH

'Last journey'

I must admit to not enjoying 'firsts and lasts', preferring to remember passing chapters of railway history in terms of normal operation. On my journey to York on the 10.00 King's Cross-Aberdeen 'Northern Lights' on November 4, I was conscious this would probably be my last journey from King's Cross with an HST appropriately, I thought, in the path of what most of us still think of as the former, but now non-existent, Down 'Flying Scotsman'.

Table 2 shows the log of the run. Now carrying a 'W' instead of the traditional 'S' in its train reporting number, 1W11 was booked to cover the 188½miles in 111min at an average speed of 101.9mph. Apparently no longer the first train on the planner's graph, the reasonable 4min recovery time has an extra 1min performance allowance and no fewer than six pathing allowances totalling another 4min, where the named train fails to command a path through three congested areas. However, subtract 9min from the gross schedule and you are left with a testing 102min 110.9mph timing.

East Coast HSTs started as seven-car sets and expanded to eight and then nine intermediate coaches, putting extra pressure on the power car engines. At one stage after the addition of the ninth car it looked as if it might prove too much, but new MTU engines met the challenge. The second run in Table 2 shows a King's Cross to York run at the nadir of HST performance with a 2+8 run that was not too unusual for the time on the 12.00 'Highland Chieftain' from King's Cross to Inverness, which required a 107½min gross, 102½min net run to the Yorkshire city. The late start was caused by waiting a replacement driver following disruption to Up journeys, with the booked crew joining at a special Peterborough stop. Despite the urgent situation the performance on Stoke Bank was pitiful.

The 2019 'Northern Lights' power cars Nos. 43290/43208 started slowly from the London terminus, dropping a minute to Finsbury Park and conducting a 70mph to 58mph running brake test immediately thereafter. Potter's Bar was passed at only 103mph, failing to reach the maximum permissible speed of 115mph until just before Welham Green. Running 1min late with ½min pathing allowance over Welwyn Viaduct should have effectively converted the allowance to recovery time, but the timetable was creaking badly so Aberdeen was brought down to just 48mph as a 12min-late 09.21 King's Cross-Cambridge performed its Welwyn North stop with a fast Thameslink EMU behind it. With the stopper overtaken on the Down slow line from Woolmer Green Jct, and despite reaching 111mph at Stevenage, the HST caught up the EMU, which was turning onto the Hitchin flyover to Cambridge, bringing the HST down to its knees at just 13mph.

Hitchin was passed 4min late at 67mph, still losing time, and one might have forgiven the HST driver for losing motivation at this stage. Instead, we were reminded of just what an HST can still do, nine coaches and all. Regaining

> "'Slack schedules produce slack working' was the mantra preached to me in my early years on the railway. Look no further than this run for a clear indication of why East Coast punctuality continues to disappoint."

125mph after Arlesey, the express took just 302sec for the 10.54miles from Biggleswade to St Neot's, averaging 125.6mph. Despite an unchecked run, swooping down from Abbot's Ripton to Stilton Fen and 1min recovery time, the Aberdeen train was still 4min late passing through Peterborough, where the limit is 105mph. What would our 2+9 set manage on the legendary climb to Stoke tunnel? Full speed was reached immediately after passing the shell of the former DowMac concrete sleeper factory at Tallington level crossing. The minimum speed up the 1-in-200 after Little Bytham was 120mph, rallying to 122mph at Corby Glen before easing over the summit.

The Scottish express was now 3½min late with 1min pathing allowance through Grantham. Unfortunately, the 08.56 Norwich-Liverpool Lime Street was running 6min late and allowed to proceed from Stoke Jct despite this. Had 1W11 been on time the unit might have been held. A signal check to 35mph as the Class 158 entered the Down slow platform at Grantham followed by a 50mph temporary speed restriction (tsr) at the former Barkston South Jct, where the Skegness branch used to part company with the main line before the Allington chord was constructed, caused terminal damage to aspirations of a punctual arrival at York. Running 7½min late passing Claypole at 97mph, but still accelerating, and with just 5min of allowances, even a clear run would be to no avail.

Punctuality

A booked 90mph tsr at Ranskill on the 125mph section cost ½min and the usual Doncaster signal check failed to prevent the HST catching up the 07.45 Reading-Newcastle 'Voyager', 13min late through Hambleton North, checking the HST to 41mph. The privilege of a clear run into York was an assistance, although the 4min allowance from Colton Jct to the platform still proved too tight for us to achieve. Arrival was 116min 36sec from King's Cross, still 5½min late on a slack schedule. 'Slack schedules produce slack working' was the mantra preached to me in my early years on the railway. Look no further than this run for a clear indication of why East Coast punctuality continues to disappoint.

The two legendary main line adversaries have both undergone transformation at the end of 2019, the East Coast in terms of technology and the West Coast by way of organisational disruption. The latter should be easier to encompass. On my first run with the new Avanti West Coast train operating company, from Manchester to Euston on the third day of the winter 2019/20 timetable, the only discernible signs of transition were different coloured place mats and antimacassars. Even Virgin's signature balloon mural in the toilet had survived, as well as the so-called humorous toilet seat remarks which must surely by now try the patience of even the most jocularly inclined regular travellers. ■

RAILWAY HOLIDAYS

United Kingdom and European tours with more than a hint of steam

INSIDE TRACK

Inside Track's accompanied holidays suit people interested in nostalgic transport and particularly travel by rail. We stay in 3-4 star hotels and each day is organised to include visits to museums and scenic attractions linked by travel by coach, train, tram, boat and anything else that moves – it's all great fun!

Here are some of the exciting destinations featured in our 2020 catalogue

Eastern Easter Scot

5 days – Thursday April 9th

All the preserved railways of Scotland feature in this two centred holiday based at four star hotels. Visits to the Falkirk Wheel, Royal Yacht Britannia and a cruise under the Forth Bridges complement a truly scenic tour.

Super Summer Man

6 days – Thursday June 18th

We have the experience and expertise to provide the fullest and most exciting Manx holiday on offer. Victorian steam trains, electric trams, fascinating heritage and delightful coastal and mountain scenery combine.

Paddling in the Elbe

8 days – Wednesday August 19th

By rail from London to historic Dresden, with it's amazing architecture. We spend 8 days in and around riding steam trains, trams and paddle steamers on the Elbe through some very lovely Saxon scenery.

INSIDE TRACK

For a free catalogue call

01869 255777 (Please tell us where you saw this advert)

View our full programme of holidays at

www.railwayholidays.com

INSIDE TRACK | COMMERCE HOUSE | TELFORD ROAD | BICESTER | OXON OX26 4LD | EMAIL: info@inside-track.net

ARE YOU REALLY BEING SERVED...?

Railway passengers are also customers, yet parts of the rail sector believe customers do not need to understand the reasons behind service failure. At a time of disruption, the rail industry trots out jargon-riddled or bland excuses, often using inane phrases, making a bad situation worse. With a background of more than 32 years of operational customer service in regulated utilities, Fraser Pithie provides a personal view of today's railways.

There have been unprecedented levels of capital investment in upgrading, enhancing and in some cases building new infrastructure, along with the doubling of annual railway passenger journeys since 1997. A further 3% growth for 2018/19 has just been reported, so the demand on our railways keeps growing.

Privately-managed franchises providing customer service on a state-owned network, with sustainability in place through electrification on some main routes and readily achievable elsewhere, along with high-speed connectivity based and exemplary safety – what an opportunity!

Yet, it's a sector where far too many customers regularly receive an unsatisfactory experience. There seems to be no effective regulation that ensures customer service through meaningful measures. Poor engagement and indifference with passengers too often creates a negative customer experience of 'the railway'.

Such problems are reflected in the evidence gathered as part of the Rail Review the Government asked former BA chairman Keith Williams to undertake:

"The railway is simply unreliable, especially for time-critical journeys. Passenger frustration was particularly acute about events which are seen to be in the operators' control, for example, the failure of staff to show up for work. Add into this, a perception of high fares plus a complex rail fares system and passengers feel that they are not getting value for money or even being offered the best value fare. Its small wonder that passengers can think so negatively about train travel."

KEITH WILLIAMS

Most passengers don't have the deep level of understanding about railways those who work in the industry or indeed readers of *The RM* may have. For those with railway knowledge, it is too easy to write off a whole range of service failures because they are minor, and because you and I know the reason for it. To appreciate this, it's helpful to go outside the world of the railway for a moment.

Imagine yourself at a supermarket. The car

The height of the evening peak at London's Paddington station as passengers focus on the destination screens for which platform their service will depart from. CHRIS MILNER

WHAT	WHY	HOW	WHERE	WHEN	WHO
Reducing train cancellations	Unreliability driving passengers away	Implement specific regulatory target	All passenger train service TOCs	By end of 2020	ORR
Transfer responsibility of local train services to regional elected government	Need to enable a much faster, responsive and potentially corrective response to problems affecting passengers	Moving accountability for train services to metro mayors will enable effective prompt action	Urban conurbations as first step: Birmingham Manchester & Liverpool	By end of 2020	Metro Mayors
Implement a fast track programme to remove Top 20 network bottlenecks	There are a number of junctions, layouts or network sections that negatively affect efficient train operation and reliability	Investigate, develop, design, construct improved layouts or solutions	Places like Castlefields Junction, Manchester or Leamington Spa North	By end of 2021	Network Rail
Introduce regulatory customer service & accessibility (PRM) standards	To ensure TOCs focus on customer service and accessibility outcomes and they respond to passenger contact	A series of regulatory standards with thresholds and an escalation process to the regulator	On all passenger train service TOCs	By end of 2012	ORR & Rail Ombudsman & T/Focus
Deal with overcrowding	Overcrowding is unpleasant, unacceptable and prevents some passengers from travelling	Relaxing/removing any franchise/ROSCO/NR access charges for the use of additional/cascaded stock	Where possible on network to introduce additional coaches	By May 2021 timetable	TOCs ORR ROSCOs Network Rail
Simplification of rail fares	Current system is not fit for purpose and is in need of fundamental review	Implement the RDG report on rail fares 'Fares Fair'	Network wide	By end of May 2022 timetable	TOCs Transport Focus
Improve revenue protection	Revenue is being lost through lack of on-board ticket checks	Implement requirement for ticket checks per service and random mystery shopper reporting to regulator	On all train services not to/from London	By end of 2021	TOCs ORR
Rationalise and make regulation more robust	Regulation is currently fragmented and needs to be more robust	Create one regulator with statutory and financial powers	For all passenger train service TOCs and Network Rail	By end of 2022	DfT , T/Focus and CBPT

This table shows the key problem areas under the 'what' column along with suggested actions and who should resolve the issues.

park is often full, and you can't get parked, there aren't enough trolleys, there are gaps on the shelves where you are expected to find branded items. Other items don't appear to be priced or have a price on the shelves that is different from what the checkouts show. Then, there are no bags to put your groceries in. Would you keep shopping at this place, and would the supermarket just let this slide? If they did, they'd go out of business.

Back to our railways, where passengers (who let's not forget ARE those supermarket customers) are often expected to pay expensive car park charges or simply can't find a parking space. Automatic ticket machines that offer a much more expensive ticket than a cheaper 'best-value' ticket for the same journey.

Frequent delays or being stranded for hours by train services that have been cancelled because of staff shortages. Travelling on an overcrowded train with no available seat or paying for First Class service that's not present or just offers of a meagre snack. Putting up with mediocre or no communication about service problems and solutions; unpunctual services because of sub-optimal infrastructure; or skipping station calls to hit performance targets – and then there's the industrial disputes.

A CrossCountry 'Voyager' slows for the station call at Leamington Spa. Introduced in 2001, their four- and five-car formations are totally inadequate for the number of passengers using services today. FRASER PITHIE

Patience exhausted

Increasing numbers of passengers are finding their patience is exhausted because they are increasingly being expected to fork out more money for train fares, coupled with the unreliability of some operators, which are ineffective or indifferent when it comes to passenger communication. Where this exists it's hardly surprising some passengers are finding alternative means of travel. Unfortunately, these are seldom options that help reduce carbon emissions.

The system of passenger services being operated by a franchise has become a 'lucky dip', with few passengers able to pick a winner.

Constant meddling and micro-management by the Department for Transport has often prevented competition and stifled innovation. Apart from a couple of notable exceptions, franchising has meant copious amounts of passenger-, and indeed train-operator frustration.

Repeatedly awarded best train operator, Chiltern Railways had the benefit of a 25-year franchise, and was initially led by career railway managers with vision and a depth of railway knowledge. They successfully planned, managed and delivered better customer experience based on short-, medium- and long-term outcomes involving all aspects, including infrastructure renewals and expansion by working closely with Network Rail. Lessons run deep here because Chiltern, which like Northern is now owned by Arriva, is still one of the most customer-focused, and considered one of the better train operators, and one that through its planned vision has grown passenger numbers significantly.

Central Trains (1997-2007), which became London Midland (until December 2017) and is now West Midlands Railways, is a different story. The dependency on voluntary overtime and rest day working goes back decades and has never been properly resolved. It has been further compounded by annual leave and sickness ▶

absence. Engagement with the Trade Unions and the negotiation of new terms and conditions to avoid a reliance on overtime and rest days as well as better management of absence should have been a top priority in any plan of the past franchisees. Indeed the incumbent had the advantage of historic knowledge of previous industrial disputes when compiling its bid.

Yet, in December 2019 the scale of unreliability caused by crew shortages because of disproportionate annual leave, a lack of volunteers for overtime or a willingness to work rest days, reached unprecedented levels, causing the West Midlands Metro (WMR) Mayor Andy Street to threaten to request the DfT to take the franchise off WMR.

Brand damage

Unlike Northern and TPE, which face similar staffing and crew-training issues, there are fewer infrastructure issues for WMR. Procuring new trains for overcrowded services, and a timetable that turned out to be too ambitious, are not necessarily mistakes, but where were train crew resources, service reliability and new terms and conditions in WMR's planned outcomes?

The consequential brand damage to WMR and more widely 'the railways' has been significant and embarrassing, with the BBC Midlands presenter Nick Owen stating on TV in January: "WMR had one job to do, so why was it so hard for them to do it?"

I applaud the efforts and long hours worked by some loyal and customer committed WMT front line managers and staff to keep as many services running as possible.

On January 13, WMT managing director Jan Chaudhry-van der Velde resigned.

Countless examples of companies across a range of sectors have demonstrated that setting a framework and financials that transcend everything else is not sustainable. Simply, if you don't build or develop your assets to deliver the required outcome then you will fail. It's a lesson not learnt by some TOCs and repeatedly missed by the DfT in the bidding and agreement stages of franchise competitions. Just look at page 7 of this issue to see the latest story of several franchises facing difficulties. Despite promises of lessons being learnt, they are clearly not.

The model of Privatisation that John Major's Government imposed in 1994 sought to deliver excellent customer experience. In reality, it increased operating costs within the sector, with an army of people needed to run the 170 or so different reasons for 'attribution of delay', which over a year sees millions of pounds move around the sector to offset costs of delays with absolutely no tangible benefit to the passenger.

Delayed passengers are entitled to claim a partial or, in severe delay cases, a full refund, but many don't because the process is perceived as 'too difficult'. However, in fairness several franchisees have delivered significant service improvements for passengers.

Can one say the railways have ever been thoroughly privatised? The Act of Parliament that sought to denationalise the railway gave the DfT too much of a continuing role. This often led to franchisees with ideas and schemes having them stamped out for fear they might delivering too much innovation and improvement.

While vertical integration of the sector would address some issues, and is undoubtedly much in fashion, I caution those who see this as another 'silver bullet'. The Chiltern experience demonstrates it's much more to do with planning outcomes and the crucial element of all parties working together to deliver. In essence, it's down to the people, trust, leadership and drive to succeed, which is sadly lacking in many industries, including rail.

A busy view of Leamington Spa station on June 3, 2019 at 18.00 as passengers surge forward to board a West Midlands Class 172 to Kenilworth, Coventry and Nuneaton. Overcrowding can lead to extended station dwell times, exacerbating lateness at subsequent stations and further afield. FRASER PITHIE

Bungled handling

Just look at the bungled handling of the CrossCountry (XC) franchise renewal, suspended in September 2018, and for which the DfT held a public consultation, but to date has never published any results. It's now February 2020 and there is still no news on the future of the franchise in respect of a direct award (with hopefully additional rolling stock), or if it will be re-tendered following the Williams review.

How many years has the DfT known about the Persons with Reduced Mobility (PRM) legislation that came into force at the beginning of 2020? And how many years has the DfT known about overcrowding on XC services?

Yet, we have last minute derogations being made because of non-compliance with PRM. One idea presented by the DfT during the XC franchise consultation was to choke off passenger demand for XC services in peak hours by not stopping trains! Where did they think the 'choked off' passengers concerned were going to go? Do you know of a supermarket that seeks to choke off demand rather than find ways to serve it?

Throughout this time, we have seen many IC125 sets go of off-lease to languish in sidings as XC passengers continue to board trains daily, where they can't get a seat, and at times struggle to even to get on and clear of the train doors. Representations to the DfT by MPs and petitions have been ignored, with the DfT sitting on their hands. Imagine, a rolling programme of cascaded IC125s going in for PRM and toilet-retention tank fitting, addressing the XC overcrowding issues and indeed the 'seawater allergic' 'Voyager' issue on services through South Devon. Such daily negative passenger experiences could have been avoided by someone with common sense, tenacity and the ability to make a decision.

'Voyagers' could have been redeployed on Cardiff to Nottingham and Birmingham to Stansted services, resolving Class 170 overcrowding in the medium term until new rolling stock was introduced as part of the new franchise.

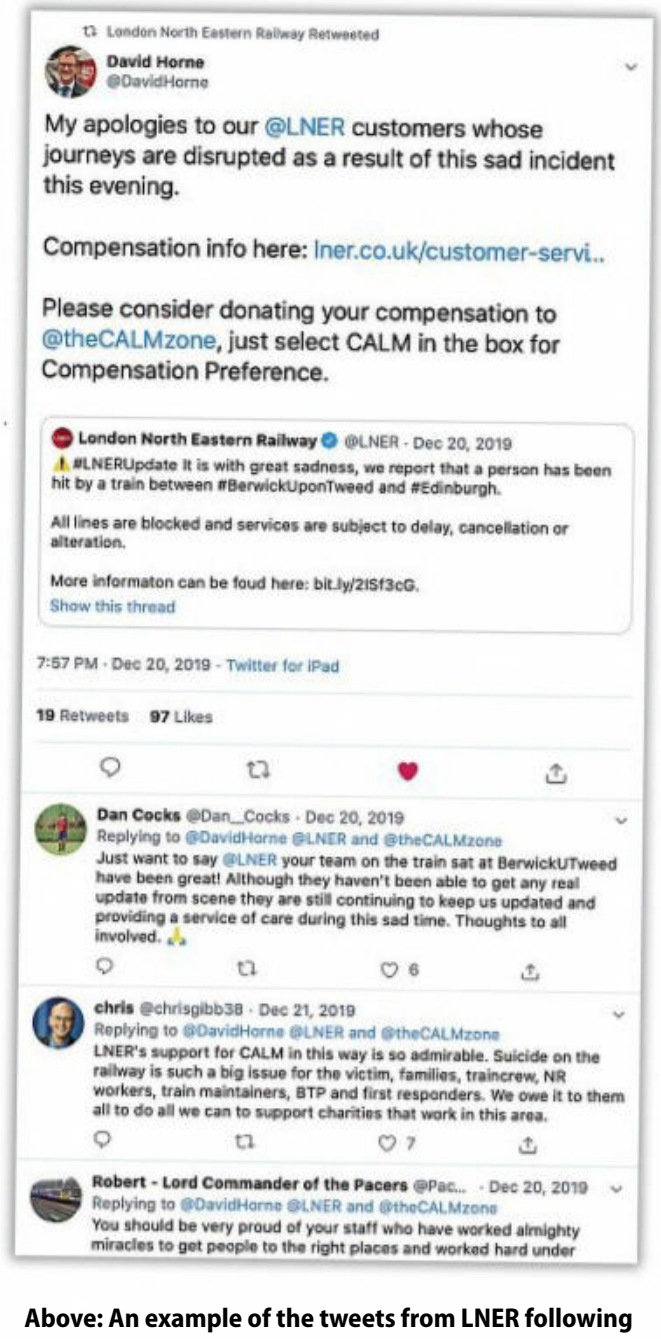
What value does the DfT actually add because across the network they have not acted on overcrowding or poorly performing TOCs? Many issues abound and the DfT appear to be lacking, static and either unwilling or unable to make decisions.

Only now, after months of pain for the travelling public, has Northern been put on notice, and there are possibly four other train operators that could be taken over by an Operator of Last Resort for the DfT.

If the Prime Minister's key advisor Dominic Cummings wants to make his mark by shaking up the corridors of power and bringing in people that know about subjects with depth and have the ability to get things done, the DfT and

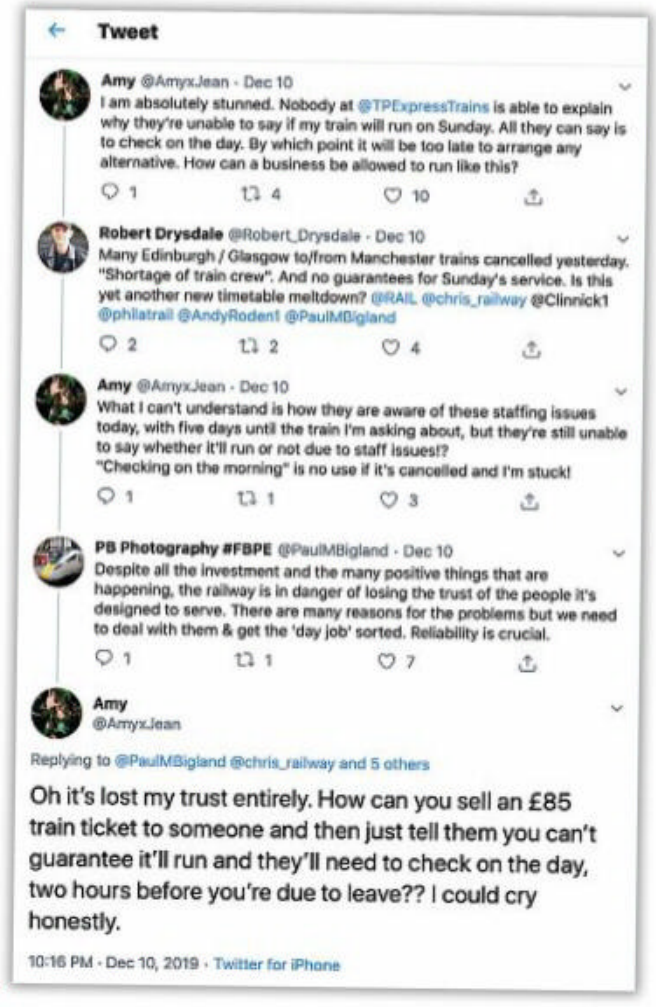
"Twitter is one of the most popular SM (social media) channels for passenger information, and LNER are excellent in using it as an effective communication channel."

Left: A cartoon which shows a DfT official tripping over a wheelbarrow of common sense. JON BIRD



Above: An example of the tweets from LNER following a fatality. LNER's social media team has won much praise for its sensitive and tactful responses.

Below: A tweet from a frustrated rail customer who had paid £85 for an open ticket but could get no clarity on whether her train would run.



PUT THE CUSTOMER FIRST

"If train companies need to get just one thing right, this is it. Every person who works at McDonald's is responsible for thinking like a customer and putting the customers' needs first at all times, which is a cultural approach that must be led from the top.

"How many British train bosses ever experience the full journey of their customers, from buying a ticket online to taking a Standard Class trip in peak hour and encountering a less-than-great service?

"Yet how else can they expect to get a genuine grasp of the multiple ways in which their companies fail to make life easy for customers?

"This has not been the traditional way train companies operate, but it's clear that the 'traditional' way of doing things – failing to put the customer at the heart of the business – is the root cause of the problems."

Kate McFerran
Director of Communications LNER

railways must be a prime candidate. Over several years the DfT has increasingly seemed incapable of falling over a wheelbarrow of common sense by failing to recognise it was there.

If Downing Street wants to see at least some of the 'inherited-by-borrowed-vote' constituencies that now make up the Government's majority experience a real difference in daily life, then how better to make it happen than by tangible improvements to train services, and not instead of but including HS2.

Live messaging

The LNER customer experience demonstrates that many of the problems with today's railway are not about public or private ownership. Previously, Virgin Trains East Coast, and with many of the same management team, the directly operated LNER faces its share of problems affecting customer service. However, LNER's David Horne, Warwick Dent and Kate McFerran exude trust, which is the critical element underpinning leadership, and with the right focus can ensure customer experience to be altogether much more positive and better.

The social media (SM) team at LNER do a truly fantastic job. Twitter is one of the most popular SM channels for passenger information, and LNER are excellent in using it as an effective communication channel. They have managed to combine live messaging with a depth and detail customers appreciate. An example is the much-deserved praise for the sensitive way LNER handled disruption to its ECML services caused by a fatality that took place on December 20, 2019.

The LNER team reach the customer service threshold through knowing, understanding and caring for their customers. I realise there will be some people who read this that may have a story about LNER or VTEC contradicting this view, but I've seen a scale of consistency, with the focus and engagement of LNER's passengers not replicated by many other TOC's. Even Emma Duncan in *The Times* recently devoted her column to the way in which a member of LNER staff looked after a customer and went the extra mile. Other similar examples have emerged, too.

The column in *The Times*, entitled 'Blunders into Triumphs', set out a passenger experience from failure to success, crucially building credibility not just for LNER but, and here's the point, 'the railway'.

Consistency builds credibility, and the more credibility a company builds the more it shows it knows its customers, understands what's important to them and that it cares. Across too much of our rail network at the moment, passengers are at the end of their tether with how much they are increasingly being expected to stump up in train fares for unreliable services, with some operators that are ineffective or indifferent when it comes to passenger communication. The level of inconsistency is far too high, and in some places and for some customers it's starting to undermine rail travel as a first choice.

That's why I recommend anyone in a leadership role at a TOC and even the wider rail sector take note of Kate McFerran's 'put-the-customer-first' comment above. Customer experience has nothing to do with private/public ownership, but everything to do with trust, safety, quality, a willingness to please, service, cost, efficiency, management and above all leadership.

It's no surprise VTEC also recognised the

CUSTOMER SERVICE IS ABOUT INSTINCT AND COMMON SENSE

The second one walks into a railway station or boards a train, customer service is live and a moving feast. From station posters and the booking office to on-board signs and seats, as well as cleanliness and the general condition of the environment, we absorb it all through our senses, which feeds our perception.

We remember our last experience using the train just as much as our last experience using a supermarket, or calling our home insurer or energy supplier.

Each interaction with a service provider is an opportunity with the customer. The single biggest factor in most customer experiences are the people. Each individual involved has the ability to 'wow' those they come into contact with – as equally as they can anger and turn them off.

While one person has the power to influence a customer outcome, the key element is that it doesn't take a great deal or cost anything to do.

Radiotherapy

Take the case of an elderly person who lives in my town of Kenilworth. She had to travel to University station in Birmingham three times a week for a course of radiotherapy treatment, involving a change of trains at Coventry and Birmingham New Street.

After receiving her treatment, she was quite tired and consequently got up too late at Coventry to alight from the Avanti West Coast service to London Euston. She got to the doors just as they had been locked and the 'Pendolino' had been given the 'right away'. The train manager happened to be nearby and went to the lady to enquire what had happened and what the circumstances were.

The train manager's response was: "I am not putting you off at the next stop which is Watford as the rules say, because of what that will mean for you in changing platforms and the long wait you will have for a northbound service. Stay on the train to London Euston, and I will sort things for you when we get there."

First Class

Upon arrival at London Euston, the train manager (TM) was as good, if not better than their word. The manager helped the lady off the train and escorted her to a waiting AWC service to Coventry. The manager spoke to the TM for the Coventry service and explained what had happened and asked that the lady be placed in First Class for her return to Coventry.

This is customer service excellence, not some slavish adherence to rules and ticket requirements. The train manager used common sense and empathy, but above all, acted on their instinct to do the right thing.

Leadership and customer service is about empowering staff on the front line to make these type of decisions – and ones which have the potential to make a positive difference.

This example shows the potential from the positive actions of one individual, it's just been shared with you and about 35,000 other readers.

need for 65 extra drivers for the 'Azuma' trains and to cover retirements. They had 15,000 job applications and managed it well. A planned outcome that led to success. With little or no focus on planning and resourcing outcomes other TOCs have caused dreadful passenger disruption, bringing negative publicity upon themselves, but regrettably also 'the railway'.

Some TOCs, as well as the Rail Delivery Group, in promoting relations or responding to events, need to better balance all the good things that are happening on our railways with forthright honesty and openness about the areas which are failing – and why.

Proactive stance

Recent tweets by Network Rail Kent & South East have been highly informative, educational and engaging in respect of landslips and signal problems, by using pictures, video or diagrams to help the passengers understand. It's a proactive stance that can head off a large degree of frustration and inbound contact, some of which can often lead to conflict with front line staff.

The seduction of voters with claims of more investment, reducing train fares, better trains and even line reopenings is increasingly irresistible to politicians from all parties; the problem arises when it comes to delivering such promises.

In Manchester and Liverpool, there is lots of criticism about the railways from the Metro Mayor's offices. The travesty is the arrival of new trains has been overshadowed primarily by railway infrastructure in Manchester unsuitable for the number of trains it is expected to handle, but also by unmanaged poor service, unreliability, cancellations and overcrowding from Northern and TransPennine (TPE).

They have to run a considerable number of their trains on some of the oldest and sub-optimal railway infrastructure in the UK, which affects service reliability every day.

Secretary of State at the DfT Grant Shapps entered the fray early in January, previously only occupied by mayors Burnham (Manchester) and Rotherham (Liverpool). Unfortunately, these political interventions run a real risk of setting expectations in the terms of state control that cannot be met.

Both mayors and the Secretary of State doubtless would all contend they are reflecting the anger and unhappiness of passengers in the North West, who have to put up with outdated, unreliable, cancelled and overcrowded trains every day, and in that respect they are correct. The problem is, it's not the whole picture, and they should know that!

The railway infrastructure in the North West comes under the already nationalised Network Rail. However, it's the DfT that ultimately hold the purse strings. The lack of investment in the North West's rail infrastructure is down to a succession of transport secretaries who have chosen to look the other way.

Delays in completing key infrastructure projects – for example, Blackpool electrification and the Bolton corridor – allied with rolling stock delays have compounded the problems.

In Northern's case, if the termination of the franchise as proposed by Mr Shapps goes ahead, it will not change or address the fundamental infrastructure issues, the staffing nor rolling stock issues which affect train service reliability.

Magic wands may exist in the world of Harry Potter, but in the real world, there is a great danger for politicians who resort to 'dog whistling. The use of quantitative rather than qualitative measures to manage performance has been ineffective, concentrating on regulatory indices that largely ignore the reality experienced by the passenger. This is another lesson NOT learnt by Government.

In the early days of the privatised utilities, regulatory targets, which had financial implications, were set on a quantitative basis to measure things like how long it took to answer the telephone or reply to a letter.

A belief grew and continued over several years within the utilities that regulatory compliance was also an exclusive measure of satisfactory customer service. Desperate to maximise the performance indices by meeting or exceeding the targets, undue focus was placed on answering the phone or replying to the letter as fast as possible. The unintended outcome of such an approach was hastily produced responses devoid of any quality, depth or resolution. Customer satisfaction levels plummeted with the regulator moving to qualitative-based measures that in turn transformed performance and rebuilt customer confidence.

The Public Performance Measure (PPM) issued by the Office of Rail & Road (the Rail Regulator) is the one that Train Operating Company's concentrate on. PPM shows the percentage of trains that have ran their entire planned journey calling at all scheduled stations and arriving at their terminating station within five minutes (for London & South East and regional services) or 10 minutes (for long-distance services). In my view, the measure is flawed as it combines punctuality and reliability into a single performance measure that is meaningless to passengers.

Punctuality and reliability are two different things, and the railway passenger understands the distinction only too well. A passenger understandably views a late train very differently to a cancelled train. Yet, both are combined in the PPM measure and crucially the optic for train cancellations within the PPM is not explicit or easily visible.

A late train that's connecting with an onward service for the passenger to get to their final destination is infuriating at best and indefensible at worst, especially when it becomes a regular occurrence. The PPM measure has also encouraged another unintended outcome, with late trains driving the wrong behaviours with some TOC's to bolster their performance figures.

A practice that is infuriating to passengers, particularly to those using local stopping services, is to 'skip stops', where to recover time and arrive more punctually at a final destination, trains will not stop at several intermediate stations. Such action is often accompanied with little or no passenger information.

A cancelled train, especially at places with an hourly or even less frequent train service, immediately makes the service unreliable. If the cancellations are regular, then this escalates to being untenable, effectively removing the train as a travel choice altogether. In some cases where alternatives are not available employees using the train find themselves facing written warnings and ultimately loss of their employment.

The current PPM measure fails to reflect the impact of poor service felt by the passenger and at each particular station. PPM performance viewed exclusively by train operators is divorced from passengers experience. Regulatory measures don't move with changing customer expectations.

That's why reading performance from them

Passengers standing on a busy West Midlands Railway service after previous cancellations because of a lack of train crew. FRASER PITHIE

Small luggage racks cannot cope with large cases. Passengers want their case in sight, but cases on seats are never acceptable. TWITTER

does not transfer into customer satisfaction, and why Kate McFerran is right to say managers need to get out there among the action, and their customers, and experience first-hand the service, and issues and do so regularly.

Industry body the Rail Delivery Group did an excellent piece of work in 2018/19 reviewing the train ticketing mess. This is another element that firmly falls in the lap of the DfT, which has continued to sit on the matter and condemn millions of passengers to remain stuck in the treacle the current ticketing system represents.

In the meantime, several websites – including the heavily promoted Trainline – offer split-ticketing options and cheaper fares.

Additonal benefits

One word of caution here though. There are still a sizeable amount of people who choose not to be part of the 'online world' and rely upon getting their travel tickets from their local booking office.

The system should support and incentivise this as it would also ensure many stations are manned, and the whole range of additional benefits that comes with it.

Despite paying considerable sums to 'the railway' through the farebox, and indeed through general taxation, passengers only tangible recourse is the independent Rail Ombudsman. This a relatively new channel, where passengers can refer complaints they believe have not been handled well or resolved appropriately.

Visibility of the Rail Ombudsman to a passenger with a complaint is far from good enough, with the Ombudsman reporting as recently as November 2019 only 3% of passengers are being told of the Ombudsman when they first complain to a Train Operator. Signposting to the Rail Ombudsman earlier in the complaints process is a priority that train operators must address, with around 80% complainants only informed about the Ombudsman at the point of escalation.

Currently the sector has the Rail Ombudsman, the Office of Rail & Road and Transport Focus. As things presently stand, none of these agencies are empowered to direct resolution of wider or generic failures that directly or indirectly lead or contribute to so many complaints.

This means there is an inherent inability to review complaint types and undertake thorough and effective root-cause analysis. The fragmented nature of the current operational model of our railways mean its nigh impossible to apportion accountability and responsibility for any issues on an end-to- end basis, and this includes customer experience and complaints.

Regulation and regulators also need to be closer to passengers who are the users of the service that's being regulated. If a franchise is not performing then it should be an independent regulator, not the DfT or central government ministers, that intervenes with rigour to manage the situation, backed up with real teeth, both in financial and operational terms.

In the space available, I can only set out a small range of issues that today's rail passenger faces. In the table I have tried to summarise some actions and measures that with robust management and rigour could make a significant difference. Crucially, if implemented promptly and with tenacity, the actions would demonstrate to passengers that those involved in providing our railways know, understand and care about them.

An improved and better customer experience would build a better perception and view of train operators, Network Rail and 'the railway'. Doing nothing has never been or is ever acceptable.

If the railway continues with the current levels of indifference towards its users the results could be disastrous, undermining and eroding much hard work, and the magnificent rail renaissance we have seen over the last 25 years. ■

An example of the response by a train manager who uses Twitter to handle a customer's concern of a hot carriage. TWITTER

"As things presently stand, none of these agencies are empowered to direct resolution of wider or generic failures that directly or indirectly lead or contribute to so many complaints."

ptg tours
Rail and Culture

ABTA
ABTA No.Y2193

10060 ATOL PROTECTED

World Renowned Rail Holidays for 21 Years

Established in 1998, at PTG we offer general interest rail, nature and culture holidays from the UK using rail travel as a theme. Comfort, enjoyment, leisurely days and friendship are the secrets of our success. The majority of our trips are for people who want to see the culture and scenery of the destination country, travelling by train and staying at great hotels. Destinations in 2020 include France, Italy, Portugal, Hungary, Snowdonia, Slovakia, Slovenia, the Baltic States, Scandinavia, Southern France, Sardinia, Corsica. Long haul destinations include Alaska, Sri Lanka, Mexico, Peru and USA. We are one of the only such company offering both ABTA and ATOL bonding to protect your holiday. Our 2020 tour programme:

Classic Tours 2020

30 March – Springtime in Sicily
19 April – Classic Montenegro and Serbia
14 May – The Railways around Bilbao
28 May – Railway Ramble Sabor e Fafe
12 June – Central Wales – Trains, Ales and Gardens 17 June – Trains of Trentino and the Tyrol
23 June – Classic Bulgaria and the Lavender Festival 29 August – Little Trains of the Dolomites
15 September – Hidden Slovenia
8 October - The Magical Minho
18 October - Classic Montenegro and Serbia
6 November – Classic Peru
2021, 16 January – Magical Myanmar

Vintage Tours 2020

20 April – Vintage Loire Valley
2 May – Italian Vintage
4 June – A Taste of Belguim
6 June – Gorgeous Georgia and Armenia
2 July – Douro – Rail, River and Wine
8 July – By Rail to the Midnight Sun
9 July – Vintage Central Portugal
11 July – Vintage Slovakia
1 September – Rail Wonders of Sardinia and Corsica
4 September - Vintage Slovenia
10 September - Southern France & Pyrenees
17 September – Vintage Baltics
18 September – Wonders of the Balkans
24 September – Vintage Port 42
3 October - New England in the Fall
15 October – Trains and Treasures of the Western States

In Style Holidays 2020

4 February – Tasmania (and mainland Australia)
22 May – West Scotland
29 May – Portmeirion and the Railways of Snowdonia
13 July – South Western England
17 July – A Royal Douro Cruise
14 September – Yorkshire and the North-East
Various Dates – The Costa Verde Express (rail cruise)
Various Dates – Al-Andalus (rail cruise)

Grand Tours 2020

14 March – Rail and Ancient Wonders of Israel
22 March – Rail and Ancient Wonders of Jordan
22 August – Rail and Natural Wonders of Alaska
8 October – Magical Mexico (and Panama)
14 November – Darjeeling & Himalayan Kingdom of Bhutan
15 November – Rail and Natural Wonders of Sri Lanka
February, 2021 - Amazing Railways of New Zealand

Enthusiast Tours 2020

24 January – Southern Spain Alco Tour
14 March – The Railways of Israel
5 May - The Hungary Vampire
June TBC – Finland 4 day tour
Sept/Oct TBC – The Railways of Belarus part 1
3 October – Steam and Spa in Bulgaria

Call us or visit our website to order your copy of our 2020 brochure

01235 227288 • www.ptg.co.uk

FAILING OUR DISABLED PASSENGERS

Major changes to mobility regulations in respect of rail vehicles took effect from January 1, but despite 10 years notice, the industry has been slow to introduce new accessible trains. Adaptation of stations to meet the needs of passengers with disabilities – both visible and invisible – has also become protracted. Nicola Fox reports on a disappointing situation.

Above: A passenger is wheeled up the ramp into 'Pacer' No. 142015 at Middlesbrough station on October 3, 2019. The availability of staff and a ramp for the wheelchair can often prove to be an issue, particularly when travel assistance communications fail.
CHRIS MILNER

At the time of writing it is the end of 2019 and Twitter is full of depressingly similar examples of disabled passengers being left on trains, made uncomfortable by poorly trained staff and made to feel like second class citizens. How and why are we still failing our disabled passengers?

Making rail travel accessible is so much more than providing ramps, (though they are of course very important) it comprises multiple elements. From the type of information screens used to the size and material of handrails, the use of braille signs, colour contrast on doors, audible alarms for closing doors and so much more, the specifications for rolling stock are tailored to attempt to meet the needs of all passengers.

Sadly, not all units are currently compliant, despite the January 1, 2020 deadline, a fact not helping our disabled passengers feel valued as customers. However, most of the UK's rolling stock is moving in the right direction to ensure not only compliance but passenger comfort and satisfaction.

When so much effort goes into designing the stock to meet rail vehicle accessibility regulations (RVAR), why are so many disabled passengers on record as saying the rail industry makes them feel like second class citizens?

Twitter snapshot

At this juncture, it is worth pointing out although some disability advocates make a point to acknowledge the days when their travel is stress free, mostly when the system works, we tend not to hear about it. The occasions that make the headlines are when it fails.

Rail Delivery Group (RDG) accessibility and inclusion manager Dominic Lund-Conlon commented: "Twitter is a very small snapshot of millions of journeys that we do every day, 9 in 10 customers (data gathered from customers who pre-book) are satisfied with the assistance we provide."

Nonetheless, that statistic does mean that 10% of customers are not happy, with incidents leaving disabled passengers not only dissatisfied with their experience but often very upset. Dominic is quick to highlight this is not acceptable. "Everyone should be satisfied – if not really happy – so where issues occur it's right that we found out what led to that and then we put in the fix, record it and make sure it doesn't happen again."

Dr Hannah Barham-Brown travels by rail between Leeds and London at least once a week. Like many people who travel, her trains are often booked less than 24 hours in advance, so she is unable to book assistance.

As a wheelchair user, she requires a ramp to move between the platform and the train, yet despite the hardware being available, Hannah says she has often been left on a train at the end of her return journey.

"The last month or so has been particularly bad, I'll get left on a train once a week. I will do two journeys and get left on one." Accessibility should be getting better not worse, yet communications breakdown. Hannah said King's Cross staff phone ahead to Leeds, who "just deny all knowledge of the calls".

Hannah's case is not an isolated one. Paralympian Sophie Christiansen shared a video in August 2019 of another passenger holding the doors open, to prevent the train from leaving with her on it after the guard failed to show up with the ramp.

"It's not acceptable that someone who is very independent ends up in tears on a train because of the stress of a simple journey"

BASIC ACCESSIBILITY REQUIREMENTS

- **Cannot refuse someone or charge extra because of their disability.**
- **Must guarantee to accommodate a disabled traveller if notice is given.**
- **Must make every effort to accommodate them even when no notice is given.**
- **Must provide help with moving passengers and/or luggage around the station, getting on and off and loading/unloading luggage.**
- **Must provide information in accessible formats.**
- **Must train their staff in disability awareness and specifics such as handling equipment.**
- **Must provide adequate compensation for any lost or damaged equipment**
- **Must allow registered assistance dogs to travel on buses and coaches**

Information provided by the Research Institute for Disabled Consumers

A frustrating issue for passengers in wheelchairs is the use of the chair space for luggage, in spite of the sign. Sitting in her chair in the space on a 'Pendolino' is Emma Muldoon, one of the UK's leading bloggers on disability and accessible travel. Her blog – simplyemma.co.uk – acts as encouragement to others, with or without a disability, to travel more and make new discoveries, and has many useful tips for both able-bodied and disabled travellers. EMMA MULDOON

Sophie had been assured the guard was aware of her presence, however when a member of staff arrives with the ramp, he can be made out telling Sophie, "no one said anything". As a regular rail user, *The RM* asked Hannah what she felt was causing the problem.

"Messages aren't getting passed though. It would be helpful if you weren't trying to get three different companies to talk to each other. Too many companies are trying to do the same job and no one wants to take responsibility."

In one instance Hannah tweeted the company responsible for providing the assistance and was told she needed to talk to another company, as the assistance at that station was not in their remit; a fact which Hannah later confirmed to be false. This shows the communications failure permeates all levels, from station staff to online customer service (in this case social media communications) with clear ramifications for passengers. "I'm not a piece of left luggage. I just want to get off the train and get on with my day."

Despite her frequent negative experiences with one provider, Hannah is keen to point out there are companies and staff who are worthy of praise. "LNER staff in particular are fabulous about disability, they clearly have had a lot of training and speak to me like a functioning adult, which doesn't always happen. They bring some humanity to the job."

In Hannah's case assistance was not pre-booked, however, even when it is, errors can still be made. Wheelchair racer Christopher Nash recently published a heartfelt blog post on his demoralising experience of travelling by rail.

Despite booking assistance for a long journey in advance he met problems at every stage of his journey.

Emotional impact

The full post on his blog (diganash.wordpress.com) is not a fun story, but it is worth reading in full, to understand the emotional impact on disabled passengers. Quoting from Christopher's blog: "*I'm tired of being made to feel unwelcome or awkward just because I need to go to work or want to go away… It's not acceptable in 2019 that someone who is very independent ends up in tears on a train because of the stress of a simple journey…*"

Dr Amy Kavanagh, 30, is a visually impaired activist and campaigner. She is registered partially sighted and uses a long white cane to help her navigate her surroundings. She travels by Tube every day but avoids travelling solo on national rail services because of poor experiences with the assistance provided.

Incidents have included staff failing to turn up to help her disembark, rude or aggressive staff attitudes, poorly trained staff who manhandle her or infantilise her.

"As a visually impaired person I cannot express in words the terror of realising that you've arrived at your stop, and need to get off the train, and no one is coming to help you.

"I have enough residual vision that I can at least battle my way off a train, but it's very hard work with no assistance."

Managing to disembark herself can leave Amy alone on the platform: "I just have to shout for help until someone comes, usually a member of the public, who I ask to help me find staff, only to be faced with the dismissive question: 'Well did you book assistance?'."

Amy feels the big failing in the service she receives is training, noting (as Hannah does) that some of the staff training and approach is excellent. "The staff at Birmingham are amazing, like the TfL staff, they seem to take pride in their job. They are happy to help; you don't feel like a burden or an inconvenience. It seems like it's been properly organised, so you feel reassured."

Sadly, Amy's negative experiences – and the presence of several unmanned stations – means she sometimes chooses road journeys over rail, spending as much as £70 on a taxi when a direct

Above: A close up of the retractable step on the Class 755. Sensors determine where the step stops as part of the step-free access. However, variable platform heights can still present a problem.

Left: Stadler's Class 755 bi-mode is the first train of its type to incorporate provision for step-free boarding. Here, unit No. 755422 sits in the bay at Cambridge on September 27, 2019, with a service to Norwich. The black triangle (inset) denotes the accessible end of the train. CHRIS MILNER

rail service was available, because she does not have the confidence in the service providers. An extra expense for her and lost income for the railway. Many of the complaints deal with staff attitudes and their lack of training. Fuschia Carter lives in London and has recently given up travelling by rail partly because her booked assistance frequently failed to turn up, and partly because of the staff attitudes, describing unpleasant and rude behaviour on the occasions when she was unable to book assistance. Contrast this with Amy's experience at Birmingham and it begs the question: If one provider can manage it, why can't another?

Human error

Training needs to be standardised across the board, to ensure rail passengers receive the same quality of service, regardless which part of the country they are in. But is training the only issue here? Many of the incidents where assistance fails to turn up could be down to human error.

We're fallible beings and in a busy station environment there are many concerns that could lead to forgetting a task or preventing a member of staff from providing the booked assistance. In one incident, a person was left on a train, struggling to stop the doors closing on them because the member of station staff bringing the ramp was hiding from an abusive passenger. Are we expecting too much of our station staff and should we be employing more to take the strain?

The most valuable component in the assisted travel process is well trained staff, who are available when they are needed. If the demands of station work are making providing assistance too much of a burden on staff, then surely it is time to increase, not decrease the number available to provide help to all passengers?

Communication failure

In a journey where the passenger is required to change – such as the one experienced by Christopher Nash – there a very high likelihood they will travel with more than one Train Operating Company. Often communication between the different TOCs – or even between the TOC and a Network Rail-managed station – is where the system fails. Dr Amy Kavanagh described an occasion where her journey was booked to complete at an unmanned station, a situation only remedied by a quick-thinking train manager, who arranged for her to leave at an earlier station and be assisted to a taxi.

According to rail sector disability champion Stephen Brookes, this is down to the lack of cross-communication between service providers and the lack of standardised training. "My work with companies shows a failing in current disability awareness training. There is a lack of common approach and consistency, which should after all be the starting point for the industry." A recently published guidance document from the ORR highlights the need to standardise not only the assistance offered but the terms used to describe it to ensure the same language and practises are used nationwide.

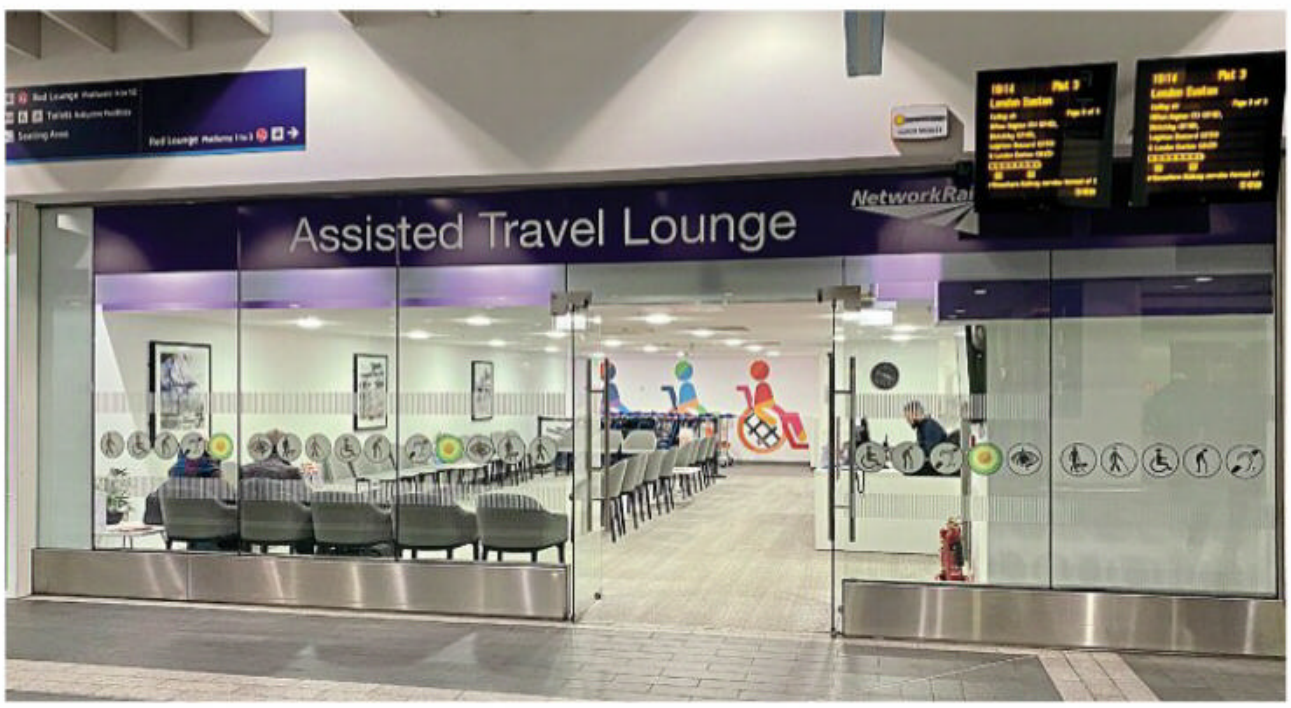
This issue is something Dominic Lund-Conlon is already aware of and the RDG is looking into streamlining this process: "As part of the new accessible travel policy train operators are required to act as co-ordinators and respond for their whole journey." The implementation of this will hopefully make it easier for passengers to access assistance where required and has the potential to reduce the communication failures that lead to people being stranded on trains, provided of course there are enough staff available to make the policies work. Additional problems that need consideration are contingencies for when the service is disrupted or experiences delays and cancellations because of signal or train failure.

Platform alterations

The impact of disruption is greater on disabled passengers; last minute changes such as platform alterations. Train cancellations provide more of a challenge to those with impairments when their needs are not considered. A deaf person might not hear the changed platform announcement, a wheelchair user may not be able to cross from one side of the station to the other in time to make the train, yet according to Stephen the current assumption is that 'everyone will just cope'.

The service providers currently lack the strategies that would prevent disabled passengers from being disproportionately disadvantaged in these circumstances, something Stephen wants to change. For large terminus stations, such as Euston, he suggests having a dedicated point of contact ▶

A regular passenger between London and Leeds is Dr Hannah Barham-Brown, who speaks and campaigns on disability issues. A GP in training, Dr Hannah has a strong social media presence, and even designed her own wheelchair.



Waiting areas for passengers in wheelchairs can be problematic, but at Network Rail-managed stations there is an assisted travel lounge, where passengers can wait to be taken by electric buggy or pushed to their trains. This lounge is at Birmingham New Street. FRASER PITHIE

"As a visually impaired person I cannot express in words the terror of realising that you've arrived at your stop..."

Dr Amy Kavanagh, a visually impaired campaigner, who has endured poor service with assistance as well as rail staff who are rude or patronising.

New trains, like this Class 331, are compliant with the new mobility regulations, with the wheelchair space and seats for carers near the accessible toilet. Also provided is a passenger information screen so the passenger knows when their station is approaching. CHRIS MILNER

Accessible toilets have space to turn a wheelchair as well as the door and emergency call buttons at a lower level. CHRIS MILNER

Modern trains also include adaptable space, such as on this Class 331, where it could be used by buggies, cycles and a wheelchair, should the designated space be used. A restraint strap is also visible. CHRIS MILNER

for passengers requiring assistance, whose sole job during disrupted periods would be to facilitate the journeys of disabled passengers and reorganise their on-going assistance needs as necessary. This would require more staff (a pattern is beginning to emerge here!), or structuring the work load differently to free up more staff to be available for passenger interactions.

Booking assistance

Another problem many disabled rail users experience is booking assistance. An online assistance form is available, but many travellers report this system failing on them, meaning having to spend further time arranging assistance by telephone.

Often an exasperating and time consuming task – not to mention one which prevents users from taking advantage of the best advance ticket deals – the frustration of not being able to turn up and go, rightly rankles many service users, especially when their booked assistance fails to materialise.

Many feel 24 hours is simply too far in advance to have to book. However, there is good news on that front; guidance from the ORR sets out a new timescale for the lead times when booking assistance:

From April 1, passengers will be able to book assistance through Passenger Assist until 10pm the day before travel.

From April 1, 2021, the notice period will be reduced to six hours.

From April 1, 2022, the notice period will be reduced to two hours.

Historically, computer systems have been unable to cope with the complex arrangement of linking assistance with tickets, but as operating systems become more malleable these shorter lead times become more realistic. Additional technology will soon be available for smart phone users, as an app for booking assistance is due for release this year.

While this may not benefit older passengers, or those who have not embraced smart phone culture, there is hope the introduction of this app will still make the process of booking assistance easier for many people. Ultimately, the aim is to bring the lead time for booking assistance down to zero, to have an entire network that operates on a 'turn-up-and-go' basis but that possibility is still years in the future (and will almost certainly require... wait for it… an increase in staff numbers).

According to rail professionals though, change is on the horizon. Access consultant Mik Scarlet recently started a new role with Network Rail, working on their new accessible travel policy, which he describes as a 'game changer'.

"I've also seen the vast improvement in the seven years since I started using rail regularly.

"I feel if things improve in the next seven as fast, using the rail system will be unrecognisable from what it is today."

Ensuring a consistency of training nationwide should lead to a high standard of service for all disabled passengers, regardless of location and service provider. Improved methods for communication between the operating companies would also go a long way to helping make journeys smoother. Finally, the key point is people.

More staff

At the risk of sounding like a broken record, key to ensuring passenger safety and satisfaction where accessibility is concerned is the employment of more staff.

Mik Scarlet is clear on this. "We keep seeing staff cuts for cost cutting reasons but for disabled passengers they are essential."

Completely meeting the needs of disabled passengers is attainable, and Mik is confident of that. He added: "I dream of a network that is as accessible as it can be, that they can always rely on assistance being given in a welcoming friendly reliable manner that allows them dignity and confidence in their travel plans.

"I know that is the goal of the team I am working with here at Network Rail, and the DfT and the ORR want that, too.

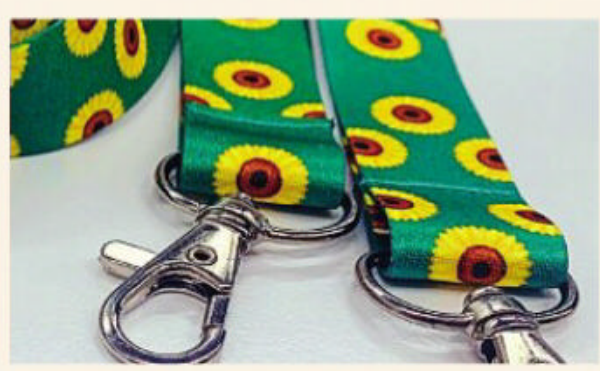
"It might take a little time, but it's a journey the industry is on and the destination is more in sight than ever before." ■

THE SUNFLOWER LANYARD SCHEME

Not all disabilities are visible. Passengers could be suffering from hidden conditions such as a brain injury, dementia, have communication difficulties, impaired cognitive ability, or even autism. In such cases, busy railway stations can leave passengers anxious, stressed or confused, and with the combination of crowds and noise, navigating to the right place at the right time can be difficult.

To overcome this, in 2016 Gatwick Airport launched the sunflower lanyard scheme to help staff identify passengers with hidden disabilities who may need assistance. After implementation at other UK airports, the scheme has started to be slowly rolled out to the railways, with LNER and c2c early adopters. It is expected more will join, but there has to be adequate staff training to support the needs of such passengers. *The RM* has heard of occasions where station staff have, unfortunately, been somewhat unhelpful to sunflower lanyard wearers at a time of passenger disruption.

The lanyard (right) is available free of charge from a number of disability charities and retailers, including M&S, Tesco, Sainsbury's and the Co-op. For people on the autism spectrum, a number of organisations offer autism alert cards, hung on the sunflower lanyard.



Sunflower lanyards are gaining popularity with passengers who have hidden disabilities, although rail staff training to recognise a passenger who may need extra help, time or assistance is still on-going.

GREAT NORTHERN RAILWAYANA AUCTIONS

THE PREMIER AUCTION HOUSE

OUR NEXT AUCTION IS TO BE HELD ON THE 28TH MARCH 2020

WE HOPE YOU CAN JOIN US

We are always accepting lots for our auctions

Enter your items with complete confidence with GNRA

PART EXCHANGE & PRIVATE TREATY DEALS ARE ALWAYS AVAILABLE

HERE ARE SOME OF THE FANTASTIC RESULTS WE ATTAINED FOR OUR VENDORS AT OUR LAST AUCTION

£4290

£18920

£2750

£1871

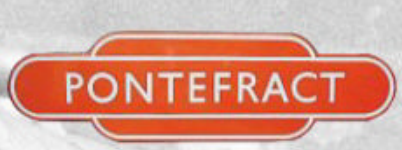
£6710

£991

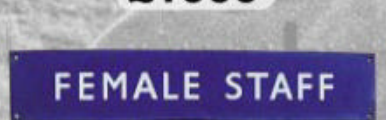
£1870

£1000

£1761



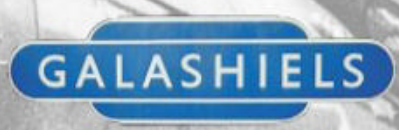
£3630



£440

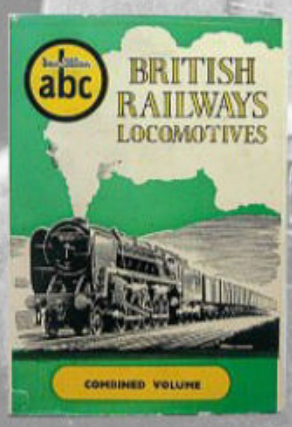
£5720

£2860



£3080

£1760



£495

£990

£2090

£1540

£1650

£352

£451

£3190

£605

£1430

£1210

For details go to our website www.gnrauctions.co.uk or
email: davidrobinson17@btconnect.com or David on 0161 487 2707 • 07802 553880

TO CATCH THE TRAIN, FIRST CATCH THE WIND!

The Spurn Landship was originally used on the military railway at Spurn Point, East Yorkshire, nearly a century ago. Phil Mathison has been behind a project to re-create one of these iconic sail bogies, which last ran more than 70 years ago.

When, after renovation in March 2016, the Yorkshire Wildlife Trust opened the Spurn Lighthouse in Yorkshire, the idea of creating a replica 'sail bogie' or 'landship' was mooted.

The Spurn military railway was constructed during the First World War in order to enable the fortification of the Green Battery on Spurn Point and the Godwin Battery at Kilnsea. After 1919, the line saw considerably less use, and that is when local residents saw their opportunity.

The first mention of this unusual means of transport on the Spurn Point military railway was reported in the Hull Daily Mail, dated October 5, 1922. It would appear that two local residents of Kilnsea – a Mr Charles Hailes and Mr Edwin Hodgson – struck upon the idea when they needed to get down the peninsula in a hurry. They found a redundant bogie and used a discarded sheet that had been used as a cinema screen in the YMCA hut at the artillery garrison for the sail. The prototype underwent a number of changes, and between the wars, there appears to have been several of these sail bogies created. They were used mostly by the lifeboatmen, lighthouse keepers and any visiting civilians, which was something of a liberty, as after all, this was a military railway under the ultimate jurisdiction of the army!

The first item on our modern-day agenda to re-create this historic vehicle was to locate suitable standard-gauge wheels and axles, and so the 'Readers' Platform' in the June 2016 issue of *The RM* printed my request for them. Unfortunately, I received no suitable response from this, but a friend of mine on his travels had come across a suitable bogie at the former GNR station at Rippingale, South Lincolnshire, which is now a private residence.

Slight problem

I contacted the then resident and owner of the bogie, John Scholes, and asked if it was for sale. He said yes, but there was a slight problem – there was a saddle tank from an industrial named *Dora* perched on it! I agreed to buy the bogie on the understanding it would become available when said tank was reunited with the loco, little knowing the wait would be for two and a half years.

Having collected the bogie in November 2018, it was transported to a private residence in East Yorkshire and stored. The original landships were very basic and mostly wood, but ours would have a steel chassis, be more robust, and possess some rudimentary brake gear.

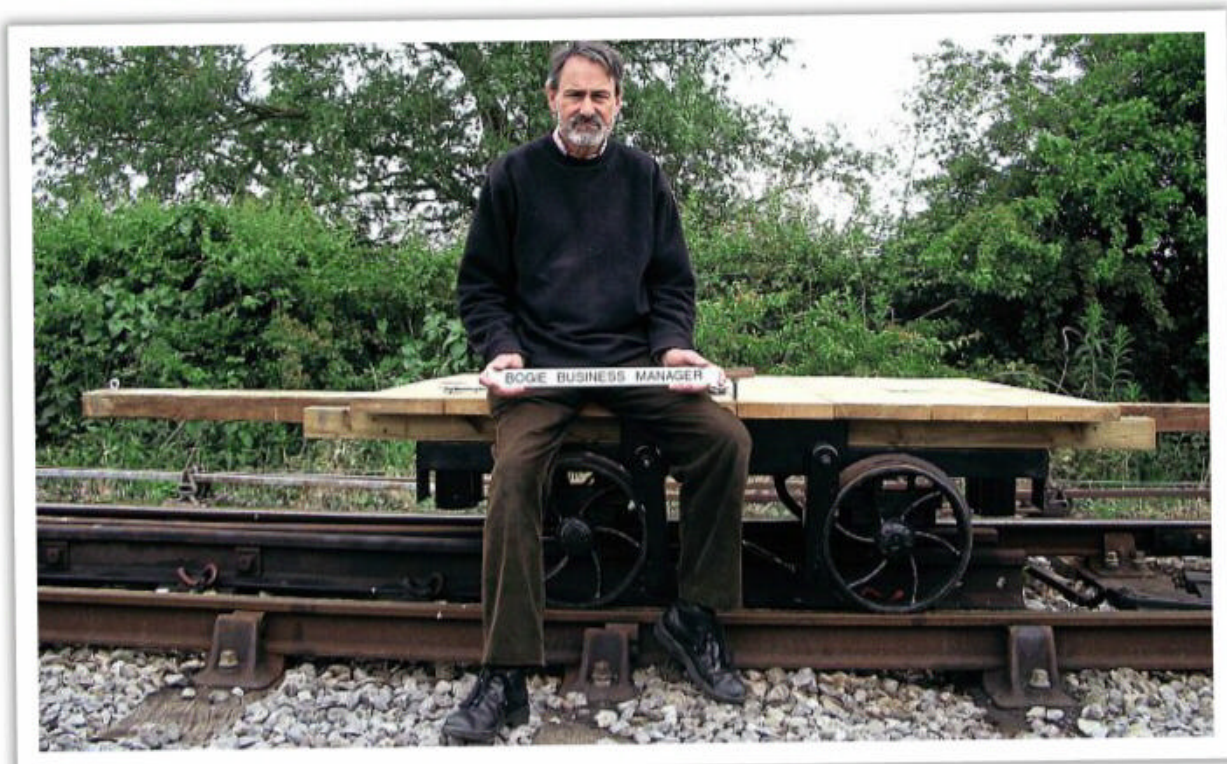
The original bogies had no brakes, and were stopped by throwing a sleeper in front of the speeding vehicle – unfortunately, not quite up to the standards of the present health and safety conscious age.

Obviously, suitable wood is readily available, especially in Hull, which imports colossal quantities of it. Most of the woodworking was undertaken by my friend Torkel Larsen, an expert with timber, and also incidentally the driving force behind the proposal to build a brand new pier at the nearby Yorkshire coastal resort of Withernsea. Rope and the fabric for the sails proved slightly trickier to obtain.

Ultimately, I sourced manila rope, (ideally, I wanted hemp, but this was unavailable) 12mm for the rigging and 6mm for brailing

Left: The Spurn Sail Bogie on the Derwent Valley Light Railway during testing of braking and stability in June last year. TORKEL LARSEN

A sail bogie used by the army in front of the re-creation hut within Spurn garrison. JAN AND PETER CROWTHER



The author, Phil Mathison, with the bogie. The 'bogie business manager' plaque he is holding came from BREL Derby after it closed in 1999.

the sail to the beams. Modern nylon and wire products would have been totally out of character. I then needed canvas for sails. Again, any modern fabric such as vinyl would have been inappropriate. A local maker of covers for HGV trailers had just a tiny amount of cotton canvas left from decades ago, and agreed to fabricate the sail out of two end pieces (hence the variation in colour in the finished product), just for the price of the labour.

The modern day mainsail is smaller than the ones used on the line in the 1920s and 1930s. This is because the Spurn railway had no obstacles or lineside equipment. No tunnels, nor overbridges at all. There is no usable track longer than 16 metres left of the railway now, so our sail bogie could only ever be a static display if it were to stay at Spurn. Therefore, if it is to move under its own power (or rather using the force of the wind), our landship has to conform to the standard loading gauge. It is for this reason that our vehicle is square rigged like Viking longships, unlike the original bogies, which were gaff rigged. The compromise enables this bogie to be usable at any standard-gauge preserved railway.

The Yorkshire Wildlife Trust kindly helped us in delivering the landship to the longest section of remaining rail on the peninsula. The date was May 7, 2019, and despite a poor forecast, the day was breezy but pleasantly sunny. We had considerable difficulty clearing out the track so that the bogie could move at all, and the rails were extremely corroded.

Underpowered

The conditions on the day demonstrated that the craft was clearly underpowered with the light-coloured sail. Therefore, after the photo-shoot, it was decided to order a larger sail, up to the very limit of the standard loading gauge.

The new sail is more than 62% larger, and because we had used up the supply of original cream canvas we had to settle on a rather attractive shade of red – red sails in the sunset in fact. It has increased the effective sail

HULL DAILY MAIL, OCTOBER 5TH, 1922

THE ONLY WAY

The ordinary road from Patrington to Withernsea is, of course, impossible. Hardly anyone ventures this way nowadays unless he is asking for broken springs and other damage. The only way is to turn off to the left down Preston Long-Lane (just before entering Preston) to Lelley, and to proceed via Burton Pidsea and Roos whether one is making for Patrington or Withernsea. We have been over this road several times lately, and find it, too, is getting potholey in places, and after rain there are some swampy corners. Still it is tolerably good going, but the road is narrow, and users should be on the lookout for the large cars which are using this route.

MAKING FOR SPURN

On reaching Patrington we decided to push on to as near Spurn as possible. The road took us through Welwick, Skeffling, Easington and Kilnsea, but we are not going to assume the responsibility of advising any motorists to go over it. Anyway, there were compensations for we heard the great story of the "landship", and enjoyed a novel experience.

GO BY "LANDSHIP"

Between Kilnsea and Spurn is a stretch of three miles of sands and grassy dunes, and it makes very rough walking indeed; the tide has also to be taken into consideration. Walking, nowadays, though, is not necessary. You go by landship, which daily conveys to and fro, officers and men at the battery, lifeboat men, coastguardmen, and few residents who are to be found in this lonely outpost.

HOW IT ORIGINATED

This is how the landship was evolved. During the war the Government laid down a light railway along the sands from Spurn to Kilnsea for the purpose of serving the Battery at Kilnsea, and particularly to convey heavy traffic. Since, the light engines had been removed and the line has fallen into disuse. One day recently, Mr Charles Hailes, of Kilnsea, wanted to get from Spurn to Kilnsea in a hurry. An idea struck him. On the line was a small bogey, or truck: the propelling force was the problem. It was blowing hard at the time, and the thought occurred, "Why not fix a sail to the truck?" He consulted Mr Edwin Hodgson, another Kilnsea resident.

CINEMA SHEET AS SAIL

At the Y.M.C.A. there was a cast-out sheet used for a cinema screen when the Garrison Artillery men were stationed there. This sheet they nailed to a mast. They stepped aboard, a gale was blowing from the south, and almost before they had realised it they were off like a shot from a gun, at a mile a minute. The next thing was how to stop the "ship," as when they approached Kilnsea Battery they realised they were in for a smash unless they called a halt. Quick as thought Mr Hailes whipped out his knife and slashed the sail free, and even then the truck rushed along for a considerable distance under its own momentum.

IMPROVING THE "SHIP"

Since then the "land ship" has developed, a proper fishing vessel sail has been attached and suitable brakes attached. The trip from Spurn to Kilnsea has been done in three minutes, which represents a mile a minute. We were told that the "landship" can run to and fro manipulating the sails in all winds, excepting a dead north head wind, or a calm, which we have yet to experience at Spurn Head. A trip on the landship is an adventure to the stranger, but the residents are getting used to it now.

Above: How the Hull Daily Mail described this unusual mode of transport in its original article.

A close-up of the the brake mechanism, which has been fitted to the bogie. PHIL MATHISON

area from 47.25sq ft to 77sq ft. Using Martin's formula for the weight of wind captured in a sail: W = 0.004 x V squared x A (where W is the weight, V is the wind speed in mph, and A is the area of sail in square feet), has increased the force delivered by the wind from 4.725lbs at 5mph, to 7.7lbs. A wind speed of 10mph now provides us with 30.8lbs of wind in our sails. The figures for stronger winds do not bear thinking about!

On June 3, the landship was transported to the Derwent Valley Light Railway (DVLR) at Murton, York. Here, we conducted braking trials, stability and drawbar pull tests, as well as having a very enjoyable day sailing the rails.

We found that the bogie with no one on it required an 18lb pull to overcome inertia, and the lower figure of 9lb when the vehicle was on the move. With two adults on board, the relevant figures became 22lb and 13lb, respectively.

Innovate

The wind that day was about 15mph from the WSW, with gusts up to 30 mph, and with the orientation of the DVLR being broadly west to east, we travelled from the western buffers towards the station. However, the line is rather sheltered and we frequently hit dead spots were the wind just died.

I would like to thank the staff at the DVLR for their warm welcome and assistance that day. Thanks are also extended to the Velocipede Society for information about the braking system we used, and Torkel Larsen, Rick Sharpe and Harvey Midwood for their input on the project.

The Humber region is now recognised as a hub of green energy, with wind turbines for the vast North Sea wind farms being produced by Siemens in Hull. Their specialist ships regularly convey the finished products past Spurn Point. Therefore, this landship embodies the need to innovate and harness renewable sources of energy, using a vehicle our predecessors would have recognised a hundred years ago. It is a case of the old informing the new.

As the Yorkshire Wildlife Trust owns and manages the Spurn site, it seems totally appropriate that a relic of the last century should now be endorsed by the trust, creating interest wherever it goes. ■

■ *Should any heritage railway be interested in a visit by the Spurn landship, then I can be contacted by e-mail : philgoudie@hotmail.com*

■ **The Spurn landship trials can be viewed on Youtube at: https://youtu.be/oZ-rdVZHOzw**

Above: Back on home ground, the sail bogie at Spurn Point on May 7, 2019. TORKEL LARSEN

Left: The bogie, located at Rippingale, Lincs, was used as a carrier for the saddle tank of Avonside 0-4-0ST *Dora*. PHIL MATHISON

GREAT RAIL JOURNEYS

TRADITIONAL GLACIER EXPRESS

Experience some of the most beautiful rail journeys in the world on this tour through the heart of the Swiss Alps. You'll explore stunning glaciers, elegant Belle Epoque resorts and crystal-clear Alpine lakes as you make your way through the mountains.

8 DAYS FROM £1,595 per person

London • Strasbourg • Chur • The Bernina Express • The Glacier Express • Kandersteg • Zermatt • Oeschinen Lake • London

Switzerland. by train, bus and boat.

Days 1-3. London to Chur

You begin your tour with an overnight visit to the picturesque French city of Strasbourg,* before continuing to Chur. Switzerland's oldest town is a perfect place to engage in some independent exploring.

*On some departures you'll stay in Mullhouse.

Day 4. The Bernina Express

Take the UNESCO-listed Bernina Express mountain railway to Poschiavo, returning in the afternoon. The line, which is over 100 years old, passes glaciers and colourful meadows as it climbs to an altitude of over 7,000 feet, making it the perfect opportunity to enjoy the stunning Alpine scenery in comfort.

Day 5. The Glacier Express

Leave Chur on the iconic Glacier Express. 'The world's slowest express train' is widely regarded as one of the most beautiful rail journeys in the world, and as you pass by the dramatic mountainscapes of the Oberalp Pass and the Rhine Valley, we're sure you'll agree.

Days 6-7. Zermatt & Oeschinen Lake

Take some time to explore Zermatt, travelling via narrow-gauge railway. Nestled below the Matterhorn, this elegant Belle-Epoque resort is the perfect place for a mountain stroll - perhaps take the famous funicular railway up the Gornergrat for the best views of the area. Spend Day 7 relaxing by the peaceful waters of Oeschinen Lake via the Oeschinensee cable car, which offers staggering views across the mountains.

Day 8. Return to London

Depart for Paris, where you join the Eurostar service to London St Pancras.

2020 DEPARTURES	Tour code: GYJ		
4 Apr	SOLD OUT	4 Jul	SOLD OUT
11 Apr	SOLD OUT	13 Aug	£1,695
2 May	SOLD OUT	22 Aug	SOLD OUT
9 May	SOLD OUT	29 Aug	£1,695
16 May	SOLD OUT	12 Sep	SOLD OUT
30 May	SOLD OUT	19 Sep	£1,595
6 Jun	SOLD OUT	26 Sep	SOLD OUT
13 Jun	SOLD OUT	3 Oct	SOLD OUT
27 Jun	SOLD OUT		

Fully escorted by a UK tour manager

Free Luggage Service included

7 days in 3* Star hotels

All tour excursions included

ABTA The Travel Association

Call 01904 734434 • Visit GreatRail.com

PROUD SPONSORS OF ITV TRAVEL DOCUMENTARIES

Due to the nature of our tours they are generally unsuitable for those with restricted mobility. If you'd like to discuss any particular holiday with us in this respect, then please don't hesitate to call us. Book with 100% confidence, flight-inclusive holidays are ATOL or ABTOT protected, non flight-inclusive holidays are protected by ABTOT. Dates and prices are subject to availability. Prices shown are per person, based on 2 people sharing. Prices may change prior to and after publication. Itinerary may differ depending on the departure date you choose. Terms and conditions apply. Please call for further details. Calls will be recorded.

RSH 'Austerity' 0-6-0ST No. 49 digs in for the climb up the 1-in-50, steepening to 1-in-36, from Causey towards Andrews House hauling a rake of coal waggons.
FERNDALE MEDIA

TANFIELD

THE WORLD'S OLDEST RAILWAY

Graeme Pickering puts the spotlight on the historic Tanfield Railway, a former colliery line in the North East that stands proudly by its claim to be 'the world's oldest'.

THE origins of the Tanfield Railway (TR) run as deep into the North East's industrial history as the seams of coal through the area in which it was built.

It was preceded by the Tanfield Waggonway, which provided a direct route between the mines and the River Tyne, and in the 18th century was one of Britain's major coal-carrying arteries. The need to link the collieries at Tanfield to the route down to the Tyne (from where coal was loaded onto ships, many of which were bound for London) required a bridge to be built over Causey Burn. The resulting structure, Causey Arch, is the world's oldest surviving single-arch railway bridge. Completed in 1726 and with a span of more than 100ft across a wooded gorge it carried waggons 80ft above the burn.

By 1727, the Tanfield Waggonway comprised two routes, one which ran east from Burnopfield (later extended to Dipton) and the 'main way' from Causey via Sunniside to the staiths on the Tyne at Dunston.

Modernisation under the management of the Brandling Junction Railway (BJR) saw the latter route become a railway and it was ultimately extended south-west to Tanfield Lea. It was incorporated into the main railway network and owned in turn by the various companies which superseded the BJR.

The branch passed from the North Eastern Railway to the London & North Eastern Railway in 1923 and in 1948 to British Railways. Most of the route closed between 1962 and 1964, although the section alongside the Tyne at Redheugh clung on until 1981.

The Burnopfield line became part of the Pontop & Jarrow Railway (renamed the Bowes Railway in 1932, with the National Coal Board taking over ownership in 1947) and would ultimately be linked via the building and acquisition of other routes to the Tyne at Jarrow. The eastern end (part of which is now preserved as the Bowes Railway) closed in sections between 1974 and 1986. Similarly, the remaining operational sections of the western end of the line closed in stages between 1968 and 1970.

> "One of the most outstanding examples of restoration was only necessary because of demolition work, which took place almost under the noses of the preservationists."

Today, the Tanfield operates over three miles of the main branch between East Tanfield and Sunniside. It grew through the efforts of a small group of volunteers, who from December 1971 based themselves at Marley Hill Locomotive Shed.

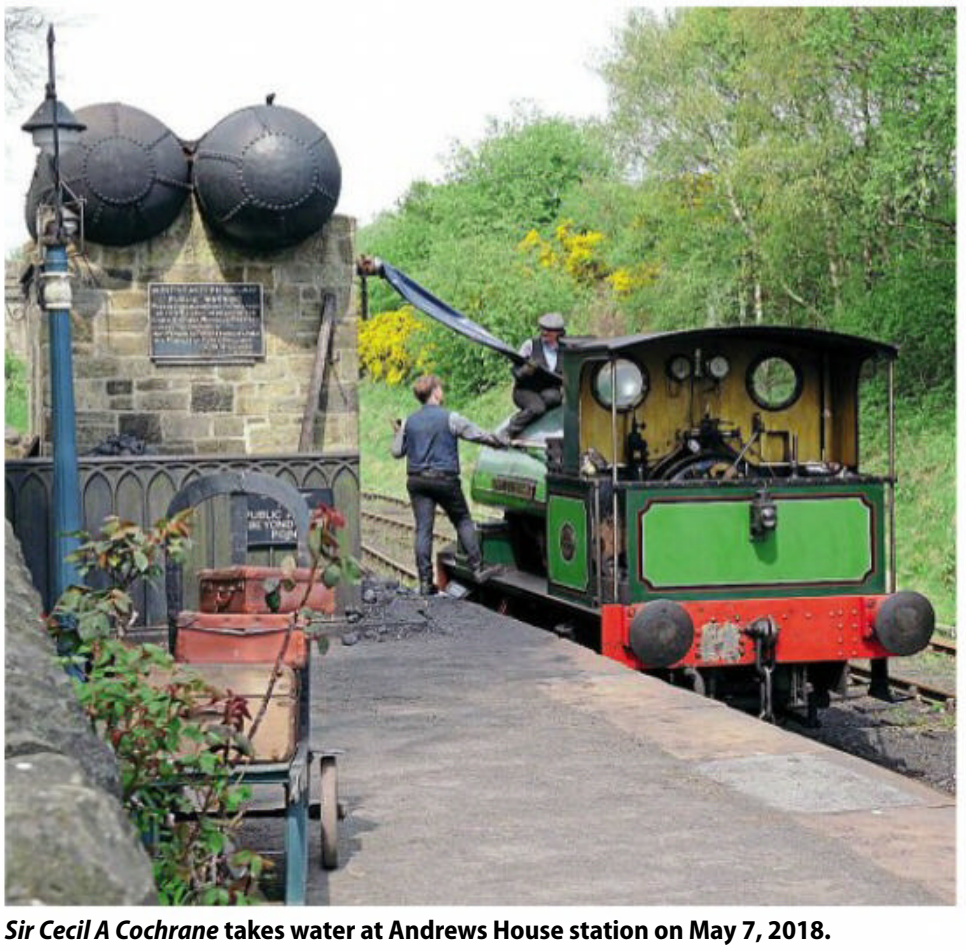
Situated a short distance west of where the Burnopfield and main branches met, it had been used to maintain NCB locomotives until the previous year when the final part of the NCB line closed to traffic.

"We've grown it into what you see today from nothing," explains the TR's commercial director and vice chairman David Watchman. "The engine shed was basically all there was."

Despite the closure of the NCB system, the land on which the lines stood and their surroundings were still in coal board use (just north of the engine shed, Marley Hill Colliery dominated the landscape until its closure in 1983 and subsequent demolition) and so it was decided to concentrate on the revival of a section of the main branch.

An impressive and intensive series of projects followed over the next 40 years to transform the railway into what can be seen today. As well as the reinstatement of bridges, crossings and relaying of track (recovered from a variety of locations across the north of England, where infrastructure had become redundant), major undertakings have included ▶

Today's Tanfield Railway follows a route that was first used as a coal-carrying waggonway in 1725. It was necessary to bridge Causey Burn in order to connect collieries at Tanfield to the main waggonway down to the Tyne, and Causey Arch was completed the following year. It is the world's oldest surviving single-arch railway bridge, and within a few yards of Causey Arch station on the line that today runs to East Tanfield. There are plans to re-create a stretch of working wooden waggonway nearby and demonstrate it to visitors as part of the route's 300th anniversary celebrations. ALL PICTURES GRAEME PICKERING UNLESS STATED.



***Sir Cecil A Cochrane* takes water at Andrews House station on May 7, 2018.**

the building from scratch of stations and buildings at Andrews House (opened 1991), East Tanfield (opened 1996), and later the addition of a five-road shed and a carriage shed at Marley Hill. Marley Hill signalbox (which stands alongside the former flat crossing of the NCB and BR lines) also had to be re-created from scratch.

One of the most outstanding examples of restoration was only necessary because of demolition work, which took place almost under the noses of the preservationists. In an astonishing move, Gibraltar Bridge, built in 1766 to accommodate a multi-track wooden waggonway, was demolished by British Rail in 1972. It was rebuilt by volunteers in 1991 and now provides the main access from the car park to Andrews House station and Marley Hill Locomotive Shed.

"The five-road shed was probably the biggest one we've done so far," continues Mr Watchman. "That was based on the engine shed, but used stone acquired from various second hand sources by volunteers.

'Real thing'

"To try to comprehend that, there was just the engine shed when it started here and a little bit of track and that was just in front of the shed. There were no stations. There was no infrastructure. There was no signalbox. There was no Gibraltar Bridge. Everything that you see has been created.

"To get to this stage now where you look and would think that the station actually has been here all the time. The signalbox looks like the real thing, although it is actually a replica."

Attention is now turning to the building where that preservation movement began. Described as the oldest engine shed in the world still used for its original purpose, Marley Hill shed has been in existence since at least 1854. There is evidence however to suggest the building dates back to the 1840s, the era in which the railway took over from the waggonway.

A project is underway to return it to how it would have looked a century later, and in keeping with their proud tradition the volunteers have made and installed new roof trusses.

The scene at Marley Hill shed on November 17, 2019. The boiler of *Horden* is in the foreground on the left.

Mr Watchman adds: "It's a fascinating building. The roof trusses probably date from the 1920s or 30s. When we looked at them as part of our inspection programme we realised they were beyond repair and needed replacement.

"We needed to do something urgently about it so the volunteers constructed new roof trusses to original designs, and we just wanted to get the building watertight for the winter. That was the main aim.

"Now, upon doing that, we've made the decision to look at restoring the shed back to what it was in the early NCB era. We would love to restore it back to its original condition, but the information there would be a best guess, whereas for the late-1940s condition, we've got a lot of information on it, and fits perfectly within that 1920s-1950s era that we are basing ourselves on.

"It would probably do more damage to the building to change it to something that you think it was, rather than something you definitely know it was."

A fundraising appeal was launched in 2019, with a page going live on the gofundme website last June.

Mr Watchman says they already have a schedule in mind: "There are the walls and various other bits and pieces which need attention. The building is structurally sound. It's not going to fall down, but we do want to put it back to how it was.

Extending

"We aim to have the roof completed by November 2020. That's a new roof on and the lantern roof, which was on top of that. They're busy extending the walls up to where they originally were.

"The aim is to really showcase what an industrial engine shed was like and also having the ability to walk around it which is one thing on a lot of railways you can't do. We actually pride ourselves in being able to do that."

The plan is for the engine shed to play a part in telling the story of the locomotives and rolling stock which visitors can see and its

The Tanfield Railway's diesel No. 2 is a regular sight out and about on the line. It was one of a series of six 0-4-0 diesel electric locomotives built as demonstrators for potential industrial railway customers by Armstrong Whitworth, which was among the pioneers of early diesel traction at its Scotswood Works in Newcastle. Built in 1933, the locomotive was demonstrated on Teesside before becoming No. 2 at A Reyrolle & Co at Hebburn on Tyneside. It is pictured outside Marley Hill shed on November 17, 2019, where it is also often used on shunting duties.

A priority for the Tanfield Railway is covered storage for more of its collection. The completion of the carriage and five-road sheds has been a significant help, but it is hoped to construct further accommodation at Marley Hill. Pictured in the open at the yard in May 2018 were *Kearsley No. 3*, an electric locomotive delivered from Robert Stephenson & Hawthorns in 1944 to Kearsley power station, Manchester, and a tower wagon, which was used to inspect overhead wires on the Harton electric railway at South Shields.

Two trains at Andrews House station on the Tanfield Railway as preparations are made for the first workings of the May Day Bank Holiday in 2018. A 1948 product of the Newcastle works of Robert Stephenson & Hawthorns, *Sir Cecil A Cochrane* worked initially at the Redheugh Gas Works in Gateshead, while No. 2 was built at the same works when it was under the ownership of Hawthorn Leslie in 1911. Both locomotives have been a familiar sight on trains since they arrived at Marley Hill in the 1970s.

relevance to the area. And when completed it might surprise some who look around. Transporting coal may not have been the cleanest job, but standards of appearance were high. Walls were regularly whitewashed and floors and locomotives kept clean.

The TR made a decision in its very early days to concentrate on building a collection of industrial locomotives, carriages and wagons, which were an integral part of 19th and 20th century history in the North East. The railway estimates around 2,000 industrial locomotives operated in Northumberland and County Durham alone.

Mr Watchman believes their part in everyday working life still retains a strong resonance for visitors: "Certainly where we are in the North East everybody had a link to coal mining, the collieries and shipbuilding in some respect.

'Experience base'

"They have this relationship with the National Coal Board, and I think even today with a lot of that gone, people still know of the importance of what the collieries and coal did for the area.

"I think what we really want to push for the future is to make it more of an experience base so people come away with learning the history, not only of the Tanfield branch and the Pontop & Jarrow Railway, but also the whole package really. How it started. How it developed. How it got to where it is today.

"We want to move away from just being classed as a train ride. It's about telling the story of the carriages, the locomotives, the engine shed and everywhere around, like collieries, and what we were influenced by."

He says historical links are also carefully considered when staging the railway's special running days: "We try to influence all of our events with the history side of things. Even for our galas we'll try to bring in a locomotive with quite an industrial pedigree behind it, and it's important we do that so we can remain different to other railway attractions."

That sense of history and its connection with the area has become a hallmark of the Tanfield. Mr Watchman says it owes a lot to the policies set out during its first years as a preserved railway. "What we showcase here is different from anywhere else that you can go and visit: preserving that National Coal Board era.

"The various locomotives and rolling stock, which have all got their own individual stories as well as this is where the railways really began.

"I think it probably was the best decision we've ever made, to look at the light railway and colliery passenger stock that was available and the locomotives that went with that so it fits into one theme. What can happen at a lot of preserved railways is a mismatch of various themes, whereas we've got this very strong collection and theme policy really here."

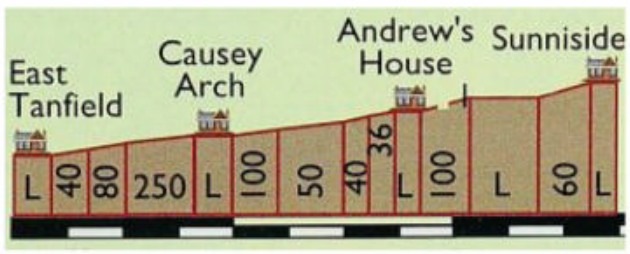
However, there are some reasons for exceptions to complete uniformity. Coach No. 256, built for the North Eastern Railway in 1878, was returned to service in NER livery to showcase how rolling stock was sometimes put straight back into operation by new industrial owners without a livery change, even still including coats of arms.

Meanwhile, NER bogie carriage No. 2853, which returned to service in 2018 after a two years of restoration, was painted in NCB colours to reflect the use of that livery on similar carriages that were in operation at Ashington in Northumberland.

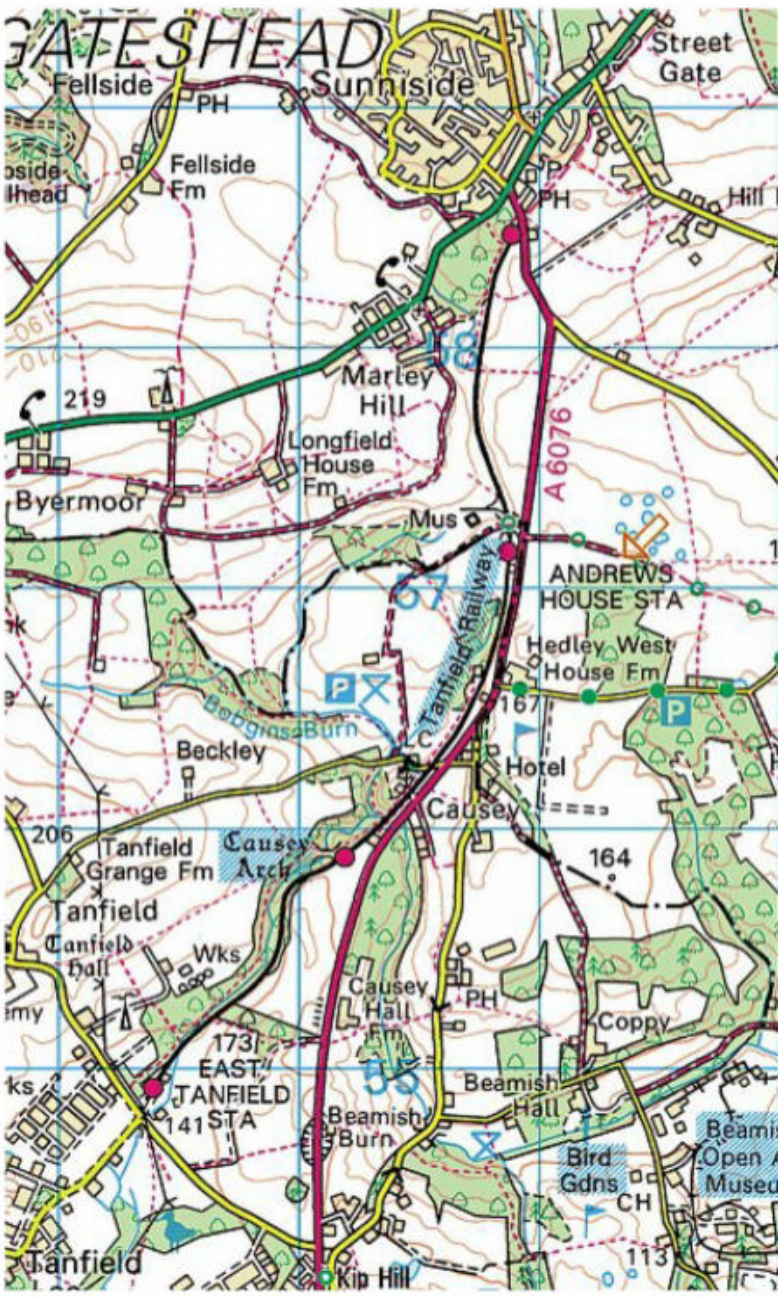
Complete story

Built in York in 1901 and initially put to work on commuter services on North Tyneside, it found a new home at Tanfield after almost 70 years of use as a bungalow near King's Lynn. It was given the number A15, which would have been next in the sequence had another carriage been acquired for the NCB's Ashington system. Mr Watchman says this kind of interpretation is something the railway intends to take forward in the future so it can tell a more complete story of how stock was bought and utilised.

The industrial railway tradition of self-sufficiency is also prevalent at the TR. In many cases, the restoration of locomotives, carriages ▶



A gradient profile of the railway.



An OS map showing the route of the Tanfield Railway.

© CROWN COPYRIGHT 2020 ORDNANCE SURVEY. MEDIA 050/20

Above: The five-road shed is based on the design of the nearby Marley Hill Engine Shed. It was completed in 2007 after many years of work by volunteers, who sourced the materials and constructed it without any outside help. The shed has allowed a number of vehicles, including some carriages and locomotives awaiting restoration, to be stored.

Right: Marley Hill locomotive shed in the background, with the carriage shed to the right and Marley Hill signalbox in the foreground. The main Tanfield branch that is in use today passes from left to right, while the Pontop & Jarrow Railway route from Dipton and Burnopfield crossed it on the level here. The path of its route beyond here was filled-in after closure and is now a car park, although part of the eastern section of the route survives as the preserved Bowes Railway.

Above: A collection of various wagons at Marley Hill on the Tanfield Railway restored to National Coal Board appearance. Twelve-ton van No. B76432 (the middle of the three covered vans) was built in Darlington.

Left: Pontop & Jarrow Railway five-plank wagon No. 359 at Marley Hill. This siding next to Marley Hill shed was once a branch line, which led to Andrews House Colliery.

and wagons, some of which haven't seen railway service since their use on industrial networks, takes place using the railway's own well-equipped workshops.

Even where carriages have stood minus their underframes in fields or locos unused and rusting, squaring-up to the challenge of returning viable and useful vehicles to service is part of its culture.

Although No. A15 was returned to its former glory offsite at Stanegate Restorations in Haltwhistle, the Tanfield team sourced, modified and overhauled a replacement chassis for it, which they fitted along with footboards and lettering following the return of the carriage in 2017.

Integral to this is the training of volunteers and equipping them with the necessary skills. Mr Watchman says some younger members have even gone on to full-time railway careers as a result of the experience gained there.

Looking ahead, there are hopes more of its vast collection can eventually be stored undercover.

One of the big advantages of the large area of land available to the railway at Marley Hill is it offers potential to add further buildings for this purpose without having an impact on other aspects of the operation.

Big strides were made with the completion of the carriage shed in 2003 and the five-road shed (which accommodates carriages and locomotives awaiting work) in 2007, but in common with many other heritage railways, there are still rare vehicles for which there is no shelter from the elements.

300th anniversary

"Now we're looking at what other accommodation we can put up at Marley Hill to get the vast majority of the collection undercover because that's what we really need to protect," adds Mr Watchman, who says preparations are underway for the tercentenary of the waggonway at Tanfield in 2025.

"We're probably the first working railway to celebrate its 300th anniversary. I think everybody knows of the Stockton & Darlington Railway in 1825, but we're the predecessors by a hundred years, so we've started on the Causey Waggonway.

"The ultimate aim is to have a waggonway in place ready for 2025, near to Causey Arch, at least on the original trackbed.

"We did some clearance in 2019 and we've got permission from Durham County Council to look at pursuing that further, so hopefully in the next couple of years we'll see a wooden waggonway appear down there.

"It would kind of tell that early story as well or at least have something in place physically which you can see."

The ultimate aim for the anniversary is to have a section of working waggonway, which could on occasions feature demonstrations using a waggon worked by a horse, and provide an added attraction to visitors travelling by train to Causey Arch.

There are no current plans to extend the operational length of the railway itself, although Mr Watchman concludes that the Pontop & Jarrow Railway (P&JR) route westwards from Marley Hill would probably offer the most viable option because of its clear trackbed.

As both lines run almost parallel, reopening the P&JR as far as Byermoor would potentially offer passengers the chance to look across to the Tanfield branch and see locomotives at work on the climb up Causey Bank.

However, in the immediate future, there's already plenty for the railway to focus on as it finds ways to develop the telling of the story regarding how railways evolved and became the proud backbone of North East industry. ■

Re-opens for the running season on 4 April 2020

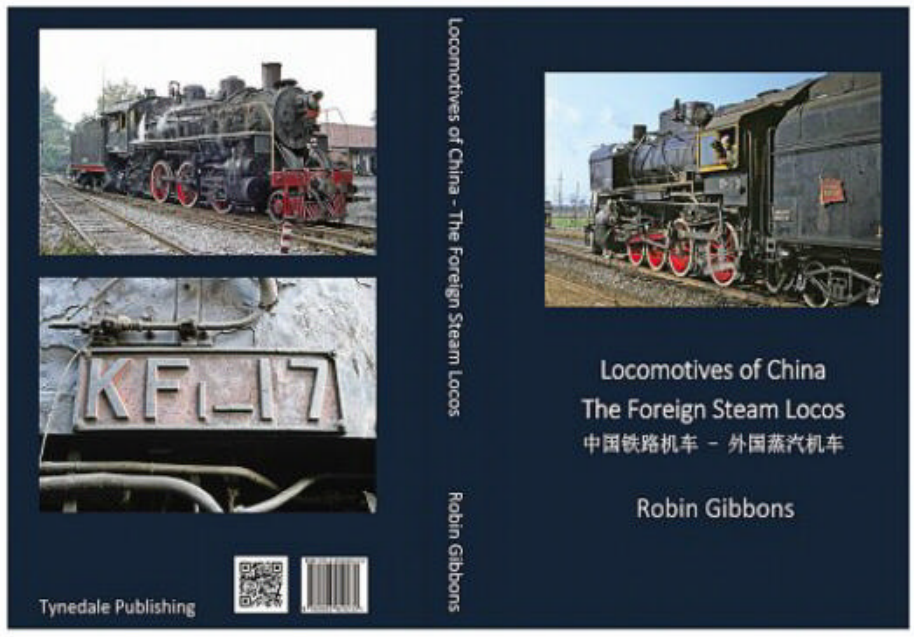
Explore a range of fascinating engines, including George Stephenson's 'Billy', the world's third oldest surviving steam locomotive.

Heritage train rides on Sundays and selected days throughout the year.

Free parking
stephensonrailwaymuseum.org.uk

ARTS COUNCIL ENGLAND

STEPHENSON
RAILWAY MUSEUM
North Tyneside Steam Railway



Locomotives of China

Four volumes in this series of books on Chinese locomotives are currently available, covering:

- JF1 and JS Classes
- JF6 Family (JF6, PL2, YJ and SY)
- QJ Class
- Foreign Steam Locos

The books cover history and background information on the loco types and loco sighting information. The Foreign Steam Locos is the most recent publication, and covers all standard and (mainline) metre gauge classes not covered in the other books (other than the Pacifics, covered in the next volume), going back to the 1882 "Rocket of China", and covering the products of nearly 80 loco manufacturers, including the Vulcan Foundry 4-8-4, the Kerr Stuart 4-2-2, the American "S160", the Soviet FD, industrials, compounds, articulated locos, steam railcars, and the CER 1524mm gauge locos etc.

The books are lavishly illustrated in b&w, and have extensive footnotes and a bibliography. Hardback, A4 size, printed on good quality paper.

To order online, and for further information, visit
www.tynedale-publishing.com

THE RAILWAY PRESERVATION SOCIETY OF IRELAND

DUBLIN(CONNOLLY) -SKERRIES(RUNNING LOOP) - DUNDALK - DUBLIN - ATHLONE - GALWAY - ATHENRY - DUBLIN

SATURDAY 4TH APRIL 2020

facebook.com/RPSIDublin

@SteamTrains_Dub

EAST-WEST

Diesel Railtour

All proceeds go towards the restoration of GM loco No B134.

www.steamtrainsireland.com/events/eastwest

Coleman's Coronation

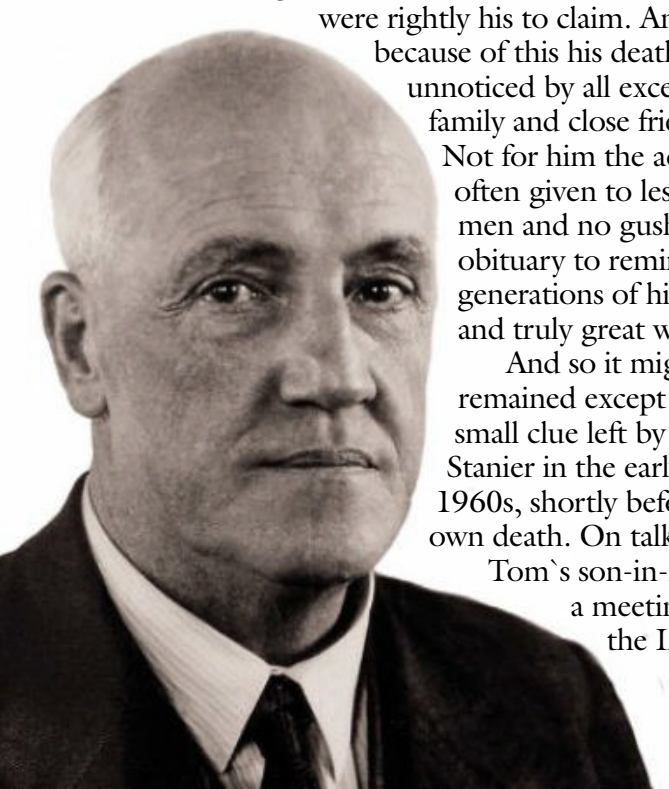
- the life and work of an 'unknown' master

Draughtsman and locomotive designer Tom Coleman was a quiet, unassuming man, who was behind the design of the LMS 'Black Fives', '8F' freight locos and the 'Princess Coronation' Pacifics. Tim Hillier-Graves puts the spotlight on a self-effacing man with a fascinating life story.

LMS 'Princess Royal' No. 6201 *Princess Elizabeth* heads the Up 'Merseyside Express' through Mossley Hill in 1938. Tom Coleman worked on modifications to the class, which led to the development of the 'Princess Coronation' class. ERIC TREACY
Inset left: Chief draughtsman Tom Coleman in 1949.

IT IS a little more than 60 years since Tom Coleman, the LMS' chief draughtsman, died in May 1958. He was, arguably, the most successful locomotive designer in a period when some of Britain's most effective and iconic steam locomotives were produced by the 'Big Four' railway companies.

By nature, he was a modest man, who valued his privacy above all else, so didn't seek the limelight or credit for achievements that were rightly his to claim. And because of this his death passed unnoticed by all except his family and close friends. Not for him the acclaim often given to lesser men and no gushing obituary to remind later generations of his life and truly great works.



And so it might have remained except for a small clue left by William Stanier in the early-1960s, shortly before his own death. On talking to Tom`s son-in-law, at a meeting of the IMechE in London, he recorded a short, but heartfelt tribute: "All we achieved in locomotive development would have been impossible without my chief draughtsman." Yet even this most profound accolade from such a great man failed to break through the silence that surrounded Tom's life. That is until recently.

Accomplishment

If an engineer laid claim to producing one great locomotive design in their career lasting fame could be theirs, but to say you had led a team in creating many more, including three of the most successful engines ever to run in Britain, takes us to a quite different level of accomplishment. This is exactly what Tom Coleman did, yet no honours or recognition followed, only the personal satisfaction of knowing a job had been well done. But now, 60 years since his death, the life and work of this most gifted engineer can be remembered.

He was born in Horton, Gloucestershire, on May 28, 1885, the eldest child of Tom and Helena Coleman. His father was a school master who harboured ambitions of becoming head of his own college, and this led in turn to a school in the agreeable village of Shere, in Surrey, during 1890. So, Tom, and his younger brother Reg, were brought up in a world of education and aspiration, but also in an environment well away from the pollution and overcrowding that pervaded city life, particularly in industrial areas. Here, deep in the countryside, Tom developed an interest in sport, photography, drawing and science that would stay with him for the rest of his life. Two scrapbooks he kept during these formative years have survived, and they clearly show his inquiring mind at work, his analytical skills developing and his thirst for knowledge.

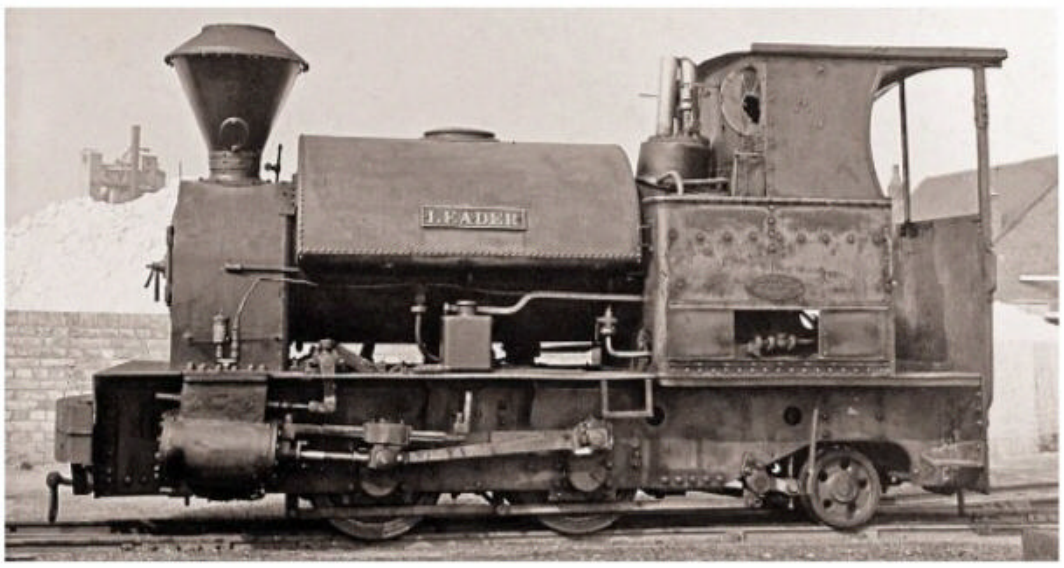
During 1897 his father`s desire for advancement took the family to Endon, Staffordshire, on the edge of the 'six towns', where he became head of the local school.

For Tom and his brother this opened up a new and profoundly different world, but it was a change that had to be endured with an emerging family tragedy. His mother had begun to show the unmistakeable signs of consumption and she died in March 1903. Two years later his father re-married, a third son, Harry, being born in 1906.

As his school days came to an end, and with his father`s help and guidance, Tom applied for a five-year engineering apprenticeship with Kerr, Stuart & Co of Stoke-on-Trent, and began his training in 1900, just short of his 15th birthday. He quickly acquired a range of new skills, supplemented by courses at the city's

This mechanical coal shute at Caldon basin was another Tom Coleman design. He also oversaw its construction.

The North Staffordshire Railway battery-electric loco that Coleman helped to develop.



Left: This 2ft 6in-gauge loco was produced by Kerr, Stuart draughtsmen, assisted by Tom, and along with a number of others was built in 1905 for the Bowater Papers Mills in Kent.

Wedgwood Memorial Institute, and developed a particular affinity for drawing office tasks, where he spent the last part of his apprenticeship. Even at this early stage his design skills were apparent to Kerr, Stuart`s managers, and in this fledgling state he was involved in the production of a number of narrow-gauge locomotives, including two for the Londonderry & Lough Swilly Railway in Northern Ireland. This work was obviously important to him because he retained copies of the drawings and later visited the railway to see them in operation.

When his apprenticeship ended in 1905, Tom found work with the North Staffordshire Railway as a draughtsman in their Stoke Works. Here, he passed into the hands of three noted engineers and designers – John Adams, locomotive, carriage and wagon superintendent; John Hookham, works manager; and Arthur Tassell, chief draughtsman. All three would have a huge influence on their new recruit, who soon flourished in the environment they created. The company was noted for building tank locomotives and Tom became a specialist in their design, particularly the application of superheating and the Belpaire firebox.

Evening classes

It was during this period Tom came into contact with a young Stoke man also trying to make his way in engineering – Reginald Mitchell. Coleman senior, when temporarily seconded to Hanley High School, in Stoke, acted as career advisor to many young people. With his eldest son gaining much from his Kerr, Stuart apprenticeship, and knowing that Mitchell wanted to follow a similar path, he encouraged them to meet.

In due course, Reg applied to join Kerr, Stuart and qualified in 1916. Both men became avid attendees of evening classes, where they hoped to improve their skills and professional education, and it seems a friendship grew between them. Mitchell, as many readers will know, left the railway business and went into aviation with quite dramatic results. As their stars ascended in their two engineering worlds they kept in touch.

Tom would later be invited to the Schneider Trophy competitions of 1929 and 1931, and witness, first hand, Mitchell's racing seaplanes triumph. And in the mid-1930s both men employed the services of the same aerodynamics expert, Frederick Johansen, to advise them on the shape and structure of their greatest creations – the Spitfire and the streamlined LMS Pacifics. They continued to meet occasionally until Mitchell contracted cancer and died in 1937, aged 42.

As Tom developed as an engineer so his parallel passion for sport also found expression as an active member of local football and cricket teams. Soccer had become, in the early years of the 20th century, a mass form of entertainment across Britain, but particularly in the country`s industrial heartland.

Tom rode this wave and became an amateur player of note for various teams, eventually being signed by Burslem Port Vale, recently demoted from the Football League for financial irregularities. And it was here he made his reputation, between 1907 and 1910, as the team clawed its way back into the national league.

Being a talented player presented him with a difficult choice though – turn professional and be signed by one of the North West's big clubs or remain an amateur and focus on his engineering career. Having recently married he concentrated on the long-term security of the latter, though the temptation to see where his sporting ambitions might take him was strong.

By the time the First World War started Tom was well established in his career, and was the father of a daughter and son. Being in a reserved occupation he was released from military service and remained at the works, designing machinery to increase wartime production, as well as locomotives. He led on a number of projects, with two of particular note. The North Staffordshire Railway (NSR) managed a substantial canal network, part of which supported limestone quarries, which in war had added significance and demanded a speedier delivery service.

'Endon Dip'

To help achieve this Tom designed and oversaw the construction of a new mechanical chute at Caldon Basin, which allowed trucks to be emptied into vessels quickly and with minimal human involvement. It became known as the 'Endon Dip', remaining in operation into the 1930s. And in 1917 he and Andrew Rock, one of the company's electrical engineers, successfully designed a single battery-powered locomotive for use in the sensitive environment of the Oakamoor Copper works.

This locomotive worked long and effectively until withdrawal, and is now part of the national collection at York. In developing this engine Tom demonstrated his widening interest in other forms of motive power and his ability to consider other technologies. Not all of his contemporaries demonstrated such openness to new concepts, preferring to keep their ideas firmly rooted in steam.

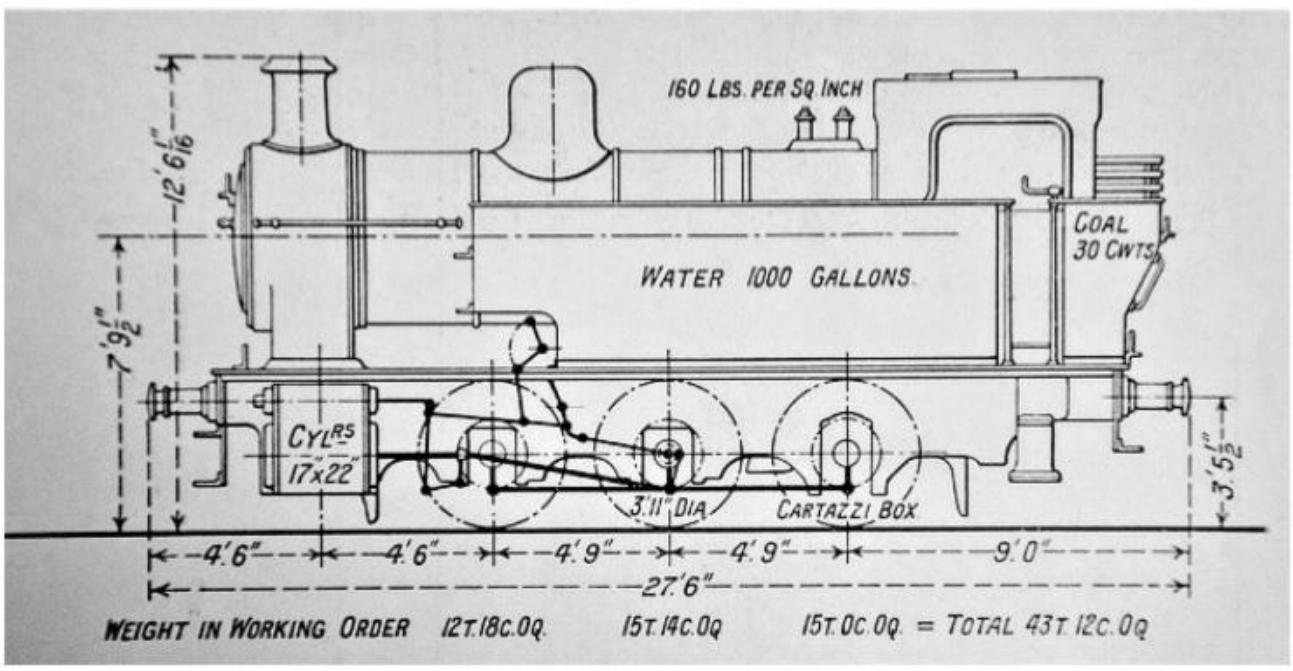
"In truth, Stanier and Coleman had shaped a partnership of equals which matched their talents so well it created superlative locomotives."

Built with a turbine, No. 6202 was completed at Crewe on June 29, 1935, and is seen here a month later at Camden with 'Royal Scot' No. 6133 *The Green Howards*.
WILLY HERMITAGE/TRANSPORT TREASURY

By 1920 Tom had risen through the ranks, partially aided by the early deaths of Adams and Tassell, but primarily through his exceptional skills and the continued patronage of Hookham, who succeeded Adams. And it was he who approved Tom's promotion to chief draughtsman, and probably marked him down as a future locomotive superintendent as well, the younger man having shown huge potential.

Under Hookham's direction Tom led in designing 17 new engines, of three classes, between 1920-1923. One of these, an 0-6-0 tank engine, was of particular interest, because it explored the possibility of using four cylinders, two with outside motion. However, this was the NSR's last flurry of activity as an independent business. In 1923 the long-awaited amalgamation of railway companies, both big and small, changed the course of life in this and many other companies.

A move by Tom Coleman from Horwich to Crewe saw him take a design for a mixed traffic 4-6-0, which evolved under William Stainer's tenure as chief mechanical engineer. Here, No. 5133 passes Edge Hill, Liverpool. ERIC TREACY.



An outline for Coleman's '2F' 0-6-0T dock tank, of which 10 were built.

The NSR was absorbed in to the newly created London, Midland & Scottish Railway, based in London, and Stoke Works became a backwater in this new organisation, its key staff gradually finding employment elsewhere as vacancies arose. In 1926, after a short period working alongside Henry Fowler at Derby, Tom was appointed chief draughtsman at the Horwich Works, succeeding Edward Gass, who had himself temporarily replaced John Billington, who died in 1925.

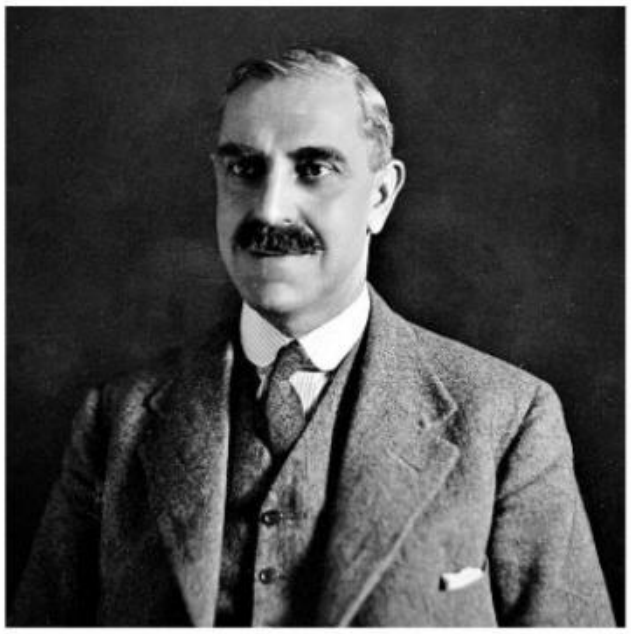
More active than the drawing office at Stoke, Horwich was still a centre of lesser importance within the LMS, although its first CME, George Hughes, had chosen to base himself there and not Euston, Derby or Crewe, the three primary centres of activity. His retirement in 1925, and Henry Fowler`s appointment, reduced Horwich's status still further, but for Tom it was a step up, and it began the process of gradually moving him centre stage within the company.

'Coleman's Baby'

Tom inherited one significant project from his predecessors. The continued design and construction of a mixed traffic 2-6-0 tender engine, which went in to production shortly after he arrived, with 245 being constructed by 1932. Coleman, as he tended to, believed improvement was always possible and recommended modifications to the design in respect of the boiler and valve gear. And to this was added a '2F' Dock Tank, with which the new chief draughtsman would always be associated; a link firmly established by the soubriquet 'Coleman's Baby', as his staff at Horwich called it. In appearance it bore a strong resemblance to the 0-6-0T he had designed when at Stoke. Ten were built and ran successfully well in to the late-1950s and early-1960s.

Fowler seems to have seen Coleman as an ally and often sought his views on design issues. And it was in this role that Coleman was drawn into the debate on future locomotive design policy. The main express engines on the LMS were all 4-6-0 types, but with Nigel Gresley and the LNER forging ahead in producing Pacific engines to great acclaim, the LMS began toying with this concept, too.

Hughes and then Fowler allowed their



William A Stainer, under whom Tom reached the pinnacle of his career.

No. 46248 *City of Leeds*, at rest, a state made permanent a few weeks after this photo was taken in the summer of 1964.

teams to begin developing 4-6-2s, but in each case their proposals were shelved when still on the drawing board. Tom was involved in the second exercise, having carefully considered the first and then archived the papers from both at Horwich to ensure their preservation, little knowing he would soon be involved in a third attempt. He also took the opportunity, through the good offices of Gresley's assistant Robert Thom, to view and ride on Pacifics the LNER were developing in ever increasing numbers. It was a lesson not lost on the LMS man, but for the moment there was little scope to pursue these ideas further.

Coleman was essentially an analyst and a deep thinker who believed in the strengths of observation, testing and evaluation. Although he was considered an instinctive designer by many, his methods were in fact far more scientific and methodical in nature. He could make leaps of the imagination, but he then measured success very carefully, constantly seeking to improve his or someone else's designs.

By 1931 the LMS's chairman, Josiah Stamp, aided by Harold Hartley, a recently appointed vice president, had come to realise the pace of change within the LMS was too slow and sought to inject much-needed energy into their development programmes.

Fowler was replaced by Ernest Lemon as CME, then he himself was promoted to vice president, leaving a vacancy which the head-hunted William Stanier filled. And so began a revolution in design which would see the LMS equipped with some of Britain's most effective and symbolic steam locomotives. It would also see Tom Coleman reaching the pinnacle of his career, demonstrating his greatness as a designer in the process.

When taking up the reins of CME in January 1932 Stanier was met with a whole host of problems. Despite being in existence for nearly nine years the company's locomotive policy had failed to produce a modern fleet of engines. Despite an active 'scrap-and-build' programme, there were still too many types and too many poor performers, making efficient and cost-effective running difficult to achieve.

There were also internal conflicts in the CME's own department and a perennial problem with the motive power department where its head, James Anderson, successfully 'dictated' locomotive policy, cutting the feet from under Hughes and Fowler in turn, to the detriment of the company. Stanier would tackle these issues with diplomacy and tact, but from the first he sought allies, and in Coleman he found someone he could trust implicitly. And it helped considerably that he was a gifted designer who understood the company's needs as well as the new CME.

Within months of Stanier's arrival proposals to standardise the fleet had been finalised and board approval sought. Herbert Chambers, the company's chief draughtsman, based at Derby, began the process of taking these outline plans and turning them into reality. Two experimental Pacifics were included in this programme as well as many other types of engine and Chambers delegated tasks to each of the drawing offices under his control.

Tom, at Horwich, led on producing 40 2-6-0s, to supplement the 245 already constructed, and a new Class 5 mixed traffic 4-6-0. However, before work had developed too far, Martin, the chief draughtsman at Crewe, was deemed unsuited to the demands placed on him and was transferred to Horwich. Tom went the other way, taking the 4-6-0 with him, while having a Class 8 freight locomotive added to his brief.

Improvements

At Crewe his influence grew still further, helped by the fact the new Pacific and 4-6-0 'Jubilee' classes, designed at Derby, were not performing as well as expected. Coleman had very clear ideas on how they might be improved and briefed both Stanier and Chambers on his ideas, which focused on the degree of superheat needed, as well as other issues. He also assessed such things as the performance of Fowler's 'Royal Scot' class and would use the experimental engine *Fury* as a test bed for establishing a programme of improvements.

Although a good engineer, Chambers was by 1935 becoming a spent force in Stanier's eyes. He needed someone new at Derby and promoted Tom into this slot, with Chambers moving to Euston as the CME's assistant. The outgoing chief draughtsman had done a remarkable job in very difficult circumstances, but he was tired and had become argumentative, taking issue with many of Stanier's ideas. Coleman's transfer would inject new ideas and added vigour at a crucial time. And the schedule of work was still a demanding one.

During 1935 the construction of 10 more Pacifics began, as well as Stanier's long-awaited turbine locomotive, and these high-profile projects sat alongside the other well-established programmes. In addition, his drawing office staff were also becoming increasingly involved in the development of diesel engines and a single, experimental multiple unit. As chief draughtsman, Tom's new role also encompassed the design of carriages and wagons, and here he had another team of draughtsmen at Derby to be managed effectively.

Having reached such a senior position, it would have been natural for Tom to simply consider, plan, direct, then delegate most design work to his staff. However, he was inventive by nature and enjoyed the process of creating to such an extent that he had a fully equipped drawing office at his new home in Burton Road, Littleover, Derby.

From his 'office' he would toy with ideas, experiment, then draw in fine detail engineering solutions. And it was here, during 1935, he began sketching modifications to the 'Princess Royal' class, which would eventually see the 'Princess Coronations' emerge. Some of his drawings have survived, outlining the extent of his involvement and the interest he showed in each project. Yet when in his 'official' office, under the clock tower at Derby, he was rarely seen working at a drawing board, allowing his staff to labour unhindered until they had something to show him. And then his critique was brief, positive and constructive, but also devastating in the depth of its analysis.

Promotion also allowed Tom to develop his ideas concerning locomotive testing and make this process more robust. He had looked in dismay as others had allowed engines to enter service without an effective test regime in place. Evaluation was a cornerstone of all he did as a designer, and he was determined to improve ▶

"He was, arguably, the most successful locomotive designer in a period when some of Britain's most effective and iconic steam locomotives were produced by the 'Big Four' railway companies."

Above: A total of 842 '8F' 2-8-0s, which Tom was involved in, were built over an 11-year period at 11 different locations. No. 8600 has just been completed at Eastleigh in 1942.

Right: Working past Winsford with an Up express from Glasgow Central to London Euston on April 12, 1958, is No. 46245 *City of London*. R A WHITFIELD/RAIL PHOTOPRINTS

this area of work, but he also realised, as did Stanier, that a fully equipped test centre was long overdue, and both cast envious eyes at the facility Churchward had constructed at Swindon many years earlier. Tom visited it on several occasions, learning a great deal from the GWR's efforts in this field.

To truly understand the scale of the task facing Tom in 1935, you have to look no further than the development and production programmes in which he played a leading role in the years that followed:-

- **CLASS 5 MIXED TRAFFIC 4-6-0** – 842 built between 1934 to 1947.
- **'PRINCESS ROYAL' CLASS** – 10 built in 1935.
- **4-6-2 'TURBOMOTIVE'** – one built in 1935.
- **CLASS '8F' 2-8-0** – 852 built between 1935 to 1944.
- **CLASS '4P' 2-6-4T** – 206 built between 1935 to 1943.
- **CLASS '3P' 2-6-2T** – 139 built between 1935 to 1938.
- **'PRINCESS CORONATION' CLASS** – 38 built between 1937 to 1948.
- **REBUILT 'ROYAL SCOTS'** – 70 from 1943.
- **REBUILT 'PATRIOTS'** – 18 from 1946.
- **CLASS '4P' 2-6-4T** – 277 built from 1945 to 1951.
- **CLASS '2F' 2-6-0** – 128 built between 1946 to 1953.
- **CLASS '2P' 2-6-2T** – 130 built between 1946 to1952.
- **CLASS '4F' 2-6-0** – 162 built between 1947 to 1952.

To this list can be added work on diesels, for shunting and main line use, and a single, experimental articulated multiple unit. It has been said Stanier showed little interest in this form of motive power. Whether true or not is largely academic now, but his chief designer was deeply interested in these developments.

Busy schedule

At one stage the CME even wrote to him suggesting he shouldn't get too involved in diesel tasks and "leave it to Mr Harper at this end". However, even in his very busy schedule, he still found time to immerse himself in these programmes, probably more than Stanier would have liked, and with his staff fully engaged in such work it was natural he should be involved, too.

Of all the designs for which Stanier and Coleman could rightly claim credit, the 'Princess Coronations' stand head and shoulders above the others. There may have only been only 38 of them, with construction spread over 10 years, but their power and presence made sure they caught and stayed in the public eye; such is the power of good PR and the glamour of the 1930s high-speed, long-distance express services. Yet, by comparison, there were nearly 1,700 'Black Fives' and '8Fs', which seem to barely get a mention by comparison, though they performed wonders in both peace and war, and had a far bigger impact on the LMS' profitability.

Tom recognised this disparity, and its underlying causes, and always tried to present a more balanced view, but to no avail, and the 'Coronations' continue to cast their spell. It is this small class that will forever symbolise the huge success of the Stanier/Coleman partnership. Yet, as many have argued, it was a class that was largely a product of the chief draughtsman's design skills and leadership, evolving and finding its form under his guiding hand when the CME was absent for a prolonged period on duty in India.

When war came in 1939 it changed life in many ways. The railways came under Government control and great emphasis was placed on utilitarian locomotives and rolling stock, which could provide effective logistic support to the war effort. And here the '8Fs' found favour and were produced in huge numbers by the LMS, LNER, GWR and SR, seeing wide service at home and 'at the front'.

Tom remained at Derby for the whole war, though he was seconded, as an advisor, to the other companies when they were building '8Fs'. New design tasks were few and far between though, but this didn't stop him and his team considering future locomotive development. And so they produced various diagrams, principal among them a 4-6-4 streamlined express engine and a 4-8-4 heavy freight locomotive.

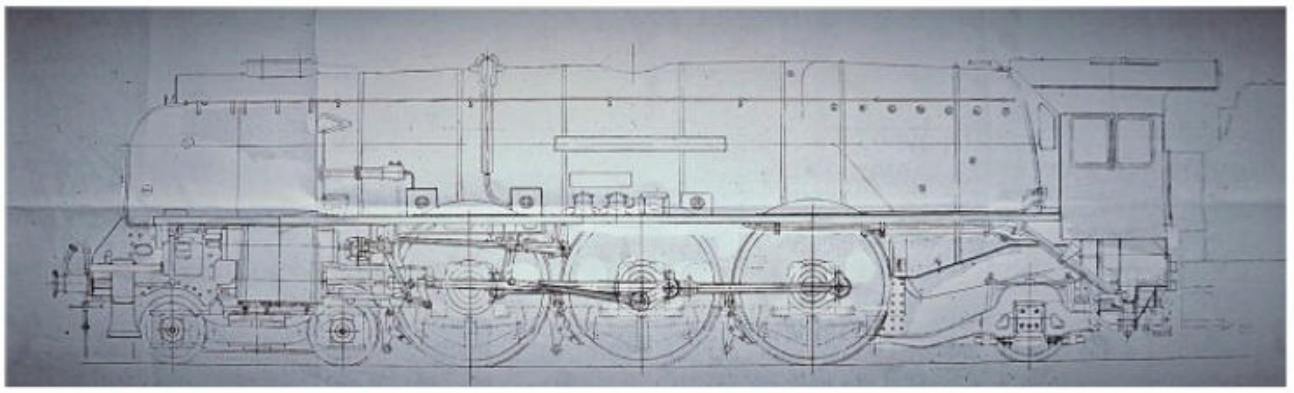
Yet Tom also pursued the design of diesels, realising this evolution could not be ignored or delayed much longer. However, others didn't seem to share this vision and Nationalisation, when it came in 1948, saw steam development continue unabated into the 1950s, leaving alternative forms of motive power to languish.

It was and remains a controversial issue, but it meant Tom, now simply a regional chief draughtsman at Derby, could at least bring his great experience to bear on BR's new range of standard engines in the early stage of their design, and a 4-6-2 in particular.

However, before this could happen, he and

The second to last 'Coronation' and the first main line diesel – No. 10000 – stand side-by-side at Euston in January 1948; No. 6256 soon to be named after Stanier. Coleman was absent due to the death of his son.

Tom Coleman died on May 27, 1958. His grave is in the cemetery at Bridgnorth in Shropshire.



One of Tom`s personal drawings which he worked on at home, pursuing what he saw as the final form of the 'Coronations'.

his family had to face a terrible tragedy. While working in Bradford on January 7, 1948, his son, Reg, was taken ill with peritonitis and died while undergoing surgery. There is nothing to equal the sense of loss that pervades a life when a child dies. There will never be an escape and there will never be a lessening of the acute pain a parent will feel. And in the months that followed Tom and Harriet did the best they could to keep going, but the spark had gone from both their lives.

Disenchantment

In times of great personal stress work can often provide a soothing distraction. Yet for Tom this wasn't to be, and as the months passed the feeling grew he had reached the end of his career. Although still working hard, a sense of disenchantment entered his spirit, a reaction not helped by Nationalisation and his reducing role at Derby. Before Reg died, Tom had spoken to Henry Ivatt, the LMS' last CME, and tentatively agreed to remain in post until Ivatt's planned retirement in 1951. However, this proved too much and Tom decided to 'draw stumps' in July 1949, leaving barely a ripple behind him; his profound sense of privacy dominating to the end.

In retirement he followed the progress of his fellow designers and often travelled the network to see and photograph all that had been so familiar to him. He enjoyed fishing and the company of his two grandsons, and often visited scenes of great engineering endeavour, Ironbridge being a particular favourite. A sense of scientific curiosity never left him, and he took a particular interest in aviation, sponsored, one can assume, by his association with R J Mitchell.

And so his retirement passed happily enough, but tragedy always lurks in the shadows, and in 1957 Harriet died, an event sandwiched between the deaths of both his brothers.

His home in Derby must have seemed very large and empty in the months that followed and with a heart problem developing it was decided Tom should move to Bridgnorth, and live with his daughter and family. But his health continued to decline and he died suddenly, in the local hospital, on May 27, 1958.

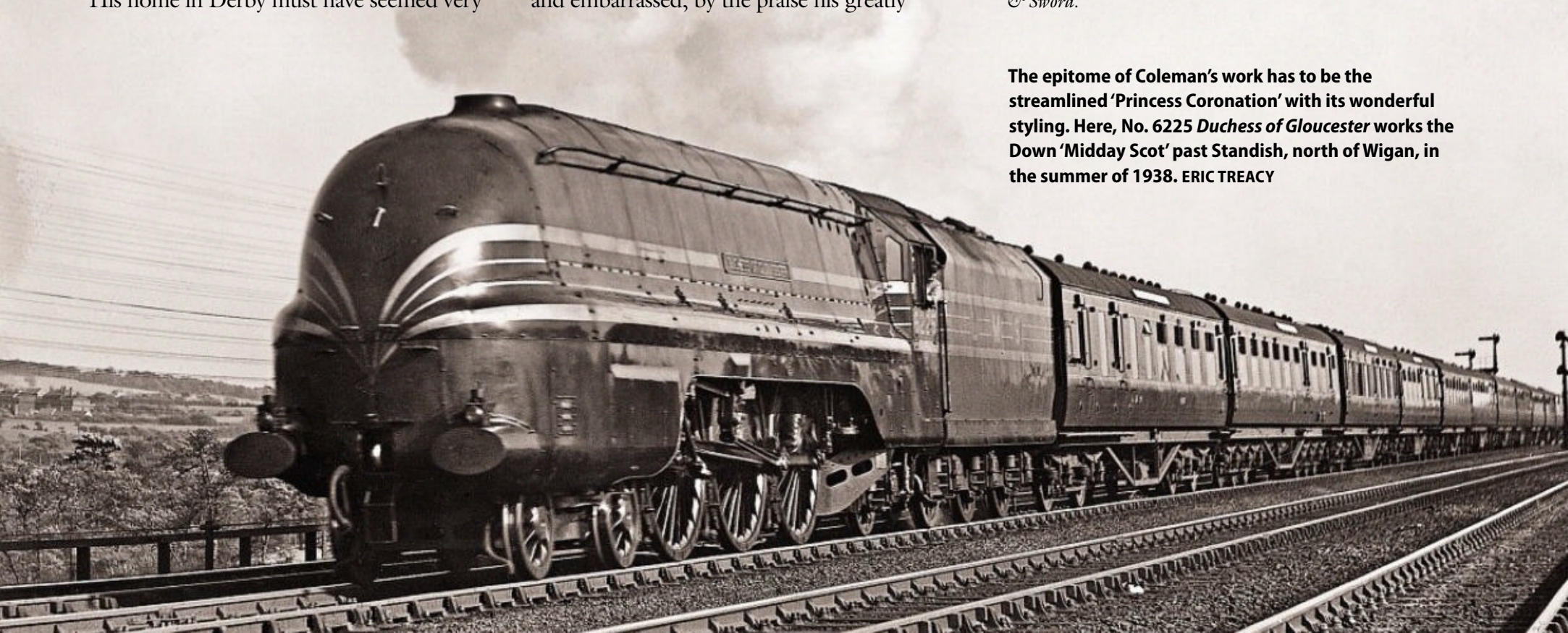
There were no obituaries and no fanfares from the industry he had served so well. Undoubtedly, he would have preferred it this way, but he would probably have been moved, and embarrassed, by the praise his greatly respected CME conveyed many years later.

In truth, Stanier and Coleman had shaped a partnership of equals which matched their talents so well it created superlative locomotives.

My thanks are due to Tom Coleman's family for giving me access to the material they hold and agreeing to much of it being published. ■

■ *This article is based on a biography entitled LMS Locomotive Design and Development: The Life and Work of Tom Coleman, by Tim Hillier-Graves, published by Pen & Sword.*

A colourised family photo by Tom's SS1 Airline Coupé, one of only 624 produced and of a streamlined design, too. SS cars changed its named to Jaguar in 1945.



The epitome of Coleman's work has to be the streamlined 'Princess Coronation' with its wonderful styling. Here, No. 6225 *Duchess of Gloucester* works the Down 'Midday Scot' past Standish, north of Wigan, in the summer of 1938. ERIC TREACY

RAILTRAIL®

QUALITY ESCORTED HOLIDAYS BY TRAIN

Kent & Sussex Easter Steam Explorer

Fares From £649

DEPARTS: Thursday 9 April 2020

5 DAYS

- ★ Bluebell Railway
- ★ Romney Hythe & Dymchurch Railway - the world's smallest public railway
- ★ The Festival of Steam & Transport Gala at Historic Dockyard Chatham
- ★ The unique Sittingbourne & Kemsley Steam Railway
- ★ The Spa Valley Railway
- ★ The Lavender line
- ★ Shepherd Neame brewery tour

Isle of Man & Lancashire Vintage Transport

Fares From £799

DEPARTS: Thursday 9 April 2020

8 DAYS

- ★ Wirral Transport Museum and heritage tramway
- ★ Travel on the Merseyrail class 507s and 508s in their final months of operation
- ★ Extended weekend at the Isle of Man Rush Hour Event
- ★ Visit the British Commercial Vehicle Museum
- ★ Private Steam Charter at the charming West Lancashire Light Railway
- ★ Visit the Museum of Transport in Manchester
- ★ Travel on the Manchester MetroLink
- ★ Evening meal at the Seven Brothers Brewery in the centre of Manchester
- ★ Steam on the East Lancashire Railway
- ★ A trip on the Heaton Park Tramway
- ★ Visit the Bury Transport Museum
- ★ Lunch at the Irwell Brewery

Chiltern Hills Steam, Rail & Ale Trail

Fares From £589

DEPARTS: Thursday 21 May 2020

5 DAYS

- ★ Bekonscot Model Village and Miniature Railway - Private evening visit with buffet
- ★ Steam charter at the Leighton Buzzard Narrow Gauge Railway
- ★ Tour of The Malt Brewery, Prestwood
- ★ Bank Holiday Steam at Didcot Railway Centre
- ★ Sentinel Steam on the Cholsey & Wallingford Railway
- ★ Trip on the Scenic Henley Branch (The Reagater Line)
- ★ Steam and Ploughman's Lunch at the Chinnor & Princes Risborough Railway
- ★ Vintage Bus to Quainton Road
- ★ Visit Buckinghamshire Railway Centre for their Gala and Bus Rally
- ★ Stay in Aylesbury, the county town of Buckinghamshire

Cotswolds & Swindon Steam Explorer

Fares From £399

DEPARTS: Thursday 23 April & 9 July 2020

5 DAYS

- ★ Explore Gloucester Docks by boat, the most inland port in the country
- ★ Visit the National Waterways Museum
- ★ Enjoy free time at leisure in Gloucester and the Cotswold Village of Broadway
- ★ Walk amongst legendary locomotives at STEAM – Museum of the GWR
- ★ Learn about the Great Western Society and see their collection at Didcot Railway Centre
- ★ Steam through the Cotswolds on the Gloucestershire Warwickshire Railway
- ★ Enjoy a tour and tasting at award winning Hook Norton Brewery

Dresden Steam Festival & Saxon Narrow Gauge

Fare 8 DAYS from £1549

Fare 11 DAYS from £1975

DEPARTS: Tuesday 14 April 2020

8 DAYS OR 11 DAYS

- ★ The famous Dresden Steam Festival at Dresden Altstadt Depot
- ★ Night photo parade at Dresden Alstadt
- ★ 4 mainline steam excursions from Dresden
- ★ Guided tour of Dresden Museum of Transport
- ★ Private steam photo charter on Döllnitztalbahn
- ★ Articulated 8-wheeled Saxon-Meyer locomotives
- ★ A full day rover on the Zittau-Oybin-Jonsdorf line
- ★ Tour Bertsdorf shed

Plus on 11 Day tour only:

- ★ Steam along the whole of the Lössnitzgrundbahn
- ★ Steam in the mountains on the Fichtelbergbahn
- ★ Tharandt Incline 'thrash'

- ★ Guided tour of loco shed at Oberwiesenthal
- ★ Heritage tram ride at Kimitzschtalbahn
- ★ Steam along the extended Weisseritztalbahn
- ★ Steam boat Pirna – Königstein
- ★ Centrally located hotels in Erfurt & Dresden

AND MANY MORE – SEE WEBSITE

Platinum Trusted Service Award
For consistently delivering excellence
★★★★★
2020 feefo

Gold Trusted Service Award
★★★★★
2019 feefo

2018 Gold Trusted Service
★★★★★
feefo

2017 Gold Trusted Service
★★★★★
feefo

Consistently excellent satisfaction – see what our customers say

Northern & Central France Steam Explorer

Fares From £1189

DEPARTS: Friday 29 May 2020

7 DAYS

- Froissy-Cappy-Dompièrre Steam Gala with 3 engines in steam and freights.
- Full day at the superb Baie de Somme line
- Private steam charter on the new MTVS line at Crevecoeur
- Steam charter on the Chanteraines line
- Charter on Pithiviers line
- Private steam charter on the Metre Gauge Le Train du Bas Berry Line to Argy
- Travel on the scenic Meter Gauge Blanc d'Argent Line railcar to Valencay
- Based at the historic cities of Amiens and Orléans

German Summer Steam Explorer

Fares From £1599

DEPARTS: Saturday 6 June 2020

9 DAYS

- 3 days steaming on the Harz Mountains Railway from/to Nordhausen-Wernigerode- Brocken- Quedlinburg-Hasselfelde-Eisfelder Talmühle
- Rare opportunity of sensational steam power up the famous Rübeland Railway
- Private steam charter on the 750mm Mansfelder Bergwerkbahn
- Guided tour of the MaLoWa railway shed with goulash soup lunch
- Rare standard gauge steam on the Hessencoümier line at Kassel
- Visit to view the Stassfurt locomotive collection at the former DB steam shed with barbecue meal
- Stay in the heart of historic Wernigerode, the capital of the Harz region

Swiss Mountain Steam

Fares From £1775

DEPARTS: Wednesday 15 July, 19 August & 16 September 2020

8 DAYS

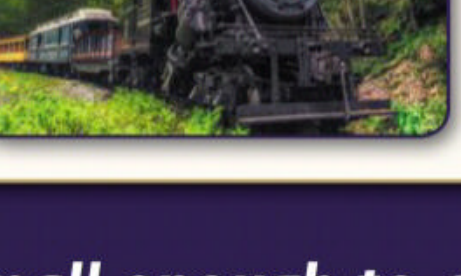
- Shimmering blue lakes, past alpine meadows, up to heavenly skies, by steam train
- Ride the extended Furka Steam Railway – original route of the Glacier Express
- The amazing Brienz Rothorn steam mountain railway
- Return rail journey up the spectacular Schynige Platte
- Lunch at the Schilthorn summit – James Bond 007 mountain
- Lake Thun cruise & funicular up Harder Kulm
- Coffee & cake at the Panorama Restaurant at Harder Kulm
- Stay in beautiful car-free alpine spa town of Wengen
- Bernese Oberland Pass – offering freedom of the region on your free day

Northern Germany & Baltic Coast Steam Explorer

Fares From £1799

DEPARTS: Sunday 26 July 2020

9 DAYS



- A full day of steam on the Molli with its renowned street running, we also lineside the train for photographic purposes.
- Vintage tram charter & guided walking tour of historic Rostock
- Steam along the Rasender Roland on Rügen Island
- Guided tour of the Putbus Railway Museum
- Photo session in front of Bad Doberan Loco Shed.
- Visit to Hamburg's Miniatur Wunderland (the World's largest model railway)
- Steamboat cruise on the Alster
- The beautiful beaches of the Baltic coast
- Full day at the Bruchausen-Vilsen steam festival, the oldest heritage railway in Germany
- Visit the Niedersachsisches Kleinbahnmuseum
- Steam day on the 22 Kms long standard gauge Jan Harpstedt Line

Worldwide Tour – USA Fall Colours

Fare Flight Inclusive (ex Heathrow) From £4299

Fare Ground Only From £3749

DEPARTS: Wednesday 30 September 2020

14 DAYS

- Steam through quintessential New England towns in first class 1920's vintage coaches
- Enjoy a scenic steam ride alongside the Delaware River behind a Chinese steam locomotive
- Ride on double headed Shay locomotives on the Cass Scenic Railroad
- Take a steam hauled ride through Amish Country on the Strasburg Railroad
- Ride on the steeply graded Western Maryland Railroad behind the huge C&O 2-6-6-2
- Experience the open carriages of the Durbin Rocket!
- Visit the Pennsylvania Railroad Museum that houses a world-class collection of locomotives
- Visit some of the earliest locomotives in America at the Mount Clare Roundhouse
- Spot American bald eagles from the Potomac Eagle vintage diesel train

- Enjoy free time in the fabulous cities of Boston, New York and Washington
- Discover Boston's many micro brewed beers
- Stay at the Steamboat Inn, a unique paddle steamer themed hotel!

RAILTRAIL... Big on quality, small enough to care

For more information visit www.railtrail.co.uk or call 01538 382323

9056 ATOL PROTECTED

1ST CLASS RAILTRAIL 40 YEARS

SPECIAL READER OFFER

SAVE OVER 45%

when you take out a subscription to *The Railway Magazine*

GREAT REASONS TO SUBSCRIBE TO

The RAILWAY Magazine

- Free UK delivery to your door or instant download to your digital device
- Save money on shop prices
- Never miss an issue
- Receive your issue before it goes on sale in the shops

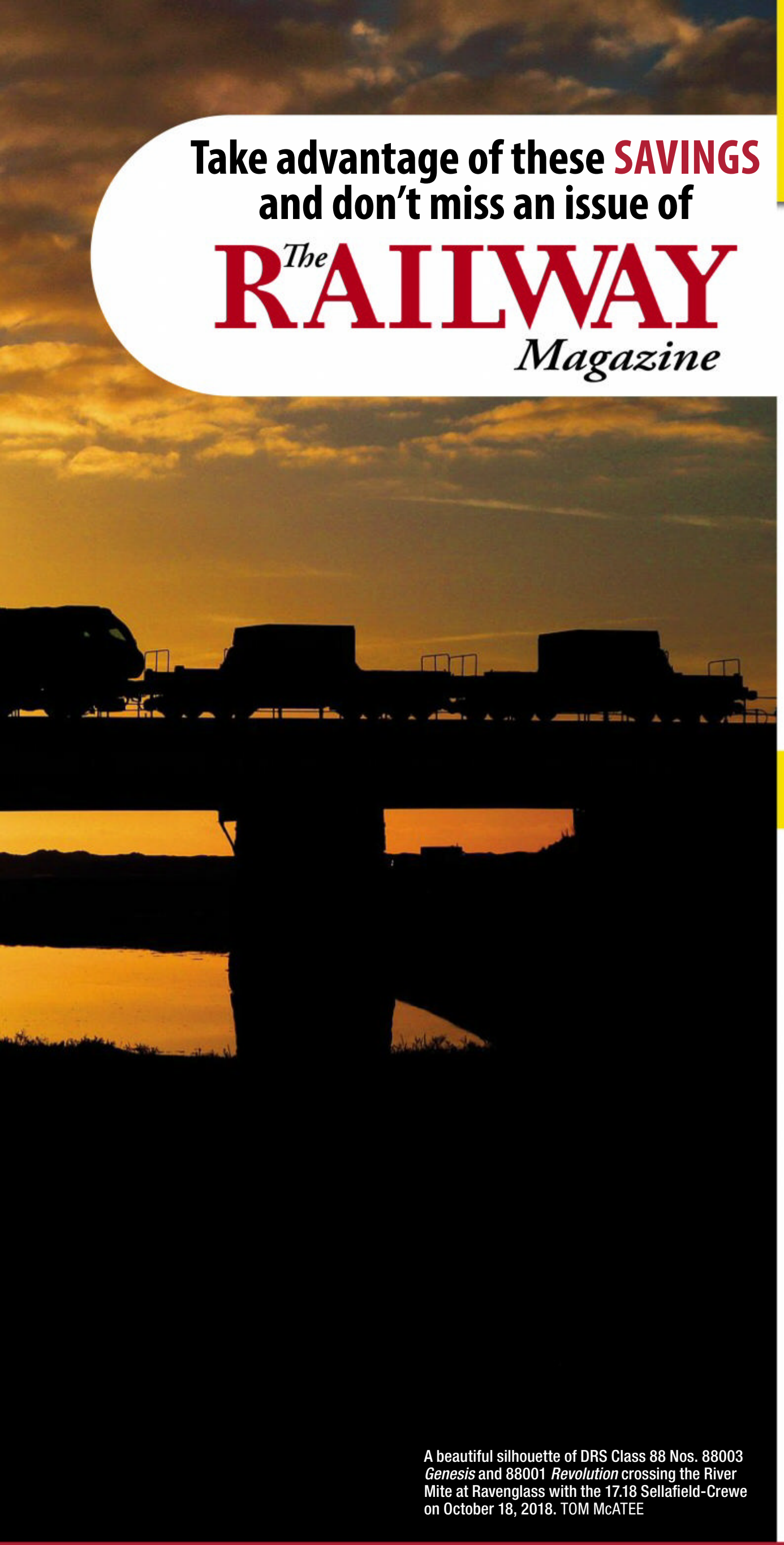
EACH ISSUE FROM £2.42

VISIT www.classicmagazines.co.uk/trmdps

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/trm-overseas. Subscriptions will start with the next available issue. Offer closes 04/03/20. Direct debit payments will continue at the price you paid (on this offer) every 6 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms. Quoted savings are based on a 12-issue digital subscription when compared to the cost of 12 full-price printed issues.

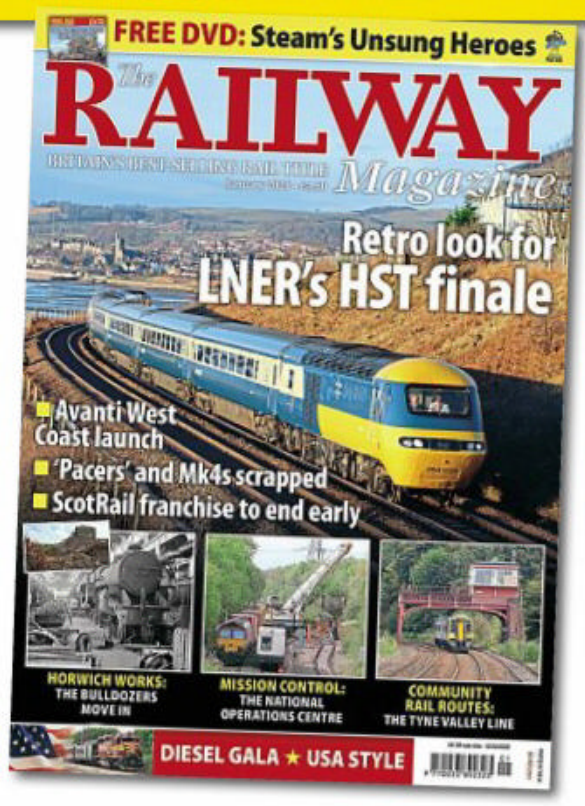
Take advantage of these SAVINGS and don't miss an issue of

The RAILWAY Magazine



A beautiful silhouette of DRS Class 88 Nos. 88003 *Genesis* and 88001 *Revolution* crossing the River Mite at Ravenglass with the 17.18 Sellafield-Crewe on October 18, 2018. TOM McATEE

FIVE GREAT OPTIONS TO CHOOSE FROM...



PRINT ONLY

6 issues FOR £21 BEST OFFER
then £21 every six months Direct Debit »

12 issues FOR £44
Credit/debit card »

24 issues FOR £85
Credit/debit card »

DIGITAL ONLY

6 issues FOR £15.99
Credit/debit card »

12 issues FOR £28.99
Credit/debit card »

or PHONE 01507 529529 QUOTE REF: TRMDPS

LINES OPEN **8.30am-5pm (Monday-Friday)**

24TRAINS.TV *It's all about trains*

All things train related, whenever, wherever.

WWW.24TRAINS.TV

On *24TRAINS.TV* you can find:

videos | travel reports | magazines | vlogs

model railways | workshops | documentaires | holidays

WHEN BLACK AND WHITE IS BETTER

In addition to capturing images of Britain's railways in his own unique style, self-taught professional photographer Jack Boskett has taken pictures of royalty, leading actors and entertainers. His portfolio also covers weddings, landscapes and commercial photography. *The RM* is delighted to showcase some of Jack's more artistic work using heritage railways to re-create a bygone era in black and white.

TUNNEL VISION: BR '4MT' 4-6-0 No. 75078 is captured on a short freight train entering Mytholmes Tunnel on the Keighley & Worth Valley Railway, in roughly the same spot as the paper chase scene where the runner broke his leg in The Railway Children film starring Jenny Agutter. This is quite a tight spot to get the camera low down so I was on 'all fours', almost touching the water to ensure the tunnel mouth filled the frame completely. 14-24mm lens, 1/500 second, F/6.3, ISO 500.

1

2

3

DELIVERING THE GOODS: A timeless scene that takes you back to the 1960s as a specially 'weathered' Stanier '8F' 2-8-0 No. 48624 heads an empty coal train through the cutting near Kinchley Lane on the Great Central Railway during a Timeline Events photo charter. I gained permission to walk down the cutting and use the blue bricks and pipework as a backdrop. 24-70 lens, 1/320 second, f/6, ISO 1000.

1. VIEW FROM THE YARD: The gallery of photographers wanted the front three-quarter classic shot, but I wandered away to 'do my own thing' and found a gap between two wagons in the yard. The two coal wagons lead your eye to the driver on the footplate of 'Britannia' No. 70013 *Oliver Cromwell* as it pulls away from a signal check at Swithland sidings. 24-70mm lens at Focal length: 24mm, 1/500 @ f4, ISO 1250

2. FEEDING THE HUNGRY FIRE: Volunteer Charles Barber trickles some coal into the firebox of No. 70013 *Oliver Cromwell*. With the Billy cans on the shelf above the fire-hole door, this photograph required some concentration because of the speed we were travelling and the motion on the footplate. 14-24mm lens, 1/125 second, f/4.5, ISO 1000.

3. DEPARTING ON TIME: The station porter checks his pocket watch and takes a breather as the last train of the night departs on time. The location is Loughborough Central Station, the kiosk an original W H Smith newsagent's stall. The image proves you don't need a train in the photograph for an authentic re-creation. 24-70 lens, 0.8 seconds, f/5, ISO 1000.

4. SIMMERING PACIFICS: At the end of a photographic charter at Barrow Hill depot in Chesterfield with *Flying Scotsman* and *Tornado*, I saw this backlit scene of the two locos, lit by one light. Using a tripod and a 10-second time exposure, I am the locoman walking away. 24-70 lens, 3 seconds, f/6.3, ISO 320.

4

1

1. ONE DAY LADS....: You can just hear one of the men saying: "One day, I'd like to drive that". This shot wasn't set up, the three guys were sat in the yard at Didcot Railway Centre admiring 'A4' No. 60009 *Union of South Africa* during a Timeline Events charter. 24-70 lens, 1/4 second, f/4, ISO 1250.

2. OFF FOR LUNCH: The vision for this re-creation came from the 1953 Ealing comedy The Titfield Thunderbolt, just before Dan and Mr Valentine (played by Hugh Griffith and Stanley Holloway, respectively) stole a '14XX' 0-4-2T and drove it through the town and the back lanes. The locos were not in steam, but brought to life using smoke machines. 24-70 lens, 1/200, f/4.5, ISO 1250.

3. OH, MR PORTER! A re-creation of a common scene back in the day, where the station porter has only a couple of minutes to transport some cases from one platform to another. Several 'takes' were needed. 24-70 lens, 1/50 second, f/22, ISO 160.

2

TIME FOR A SERVICE: One of the UK's most original GWR engine sheds is at Didcot Railway Centre, where you get a real feel for what it was like in steam days. Here ash and coal were spread over the floor, the 'X58' reporting number added to the front of No. 4079 *Pendennis Castle*, and one overhead light illuminates the scene. The debris on the floor was swept up afterwards. 24-70 lens, 5 seconds, f/11, ISO 100, camera on a tripod.

ABOUT JACK...

Jack Boskett first picked up a camera at the age of five, and won the under 18s category of a photo competition just two years later.

Learning photographic skills as he grew up, Jack's first railway photograph was published in *The Railway Magazine* in 2005 when he was 15, and he has continued to hone his skills without the benefit of any formal training or college and university qualifications.

At the age of 19, he decided to become a self-employed photographer and after 10 years in business, has never looked back.

His style is varied, from unique angles to moody creations of railways' steam era using preserved lines as his stage for artistic licence.

A future ambition is to assist a film set designer, as he says there are far too many mistakes made in period re-creations – one of the worst he says was a Great Western Railway Prairie tank with LNER on the side.

Jack's secret for success is not too many shots – as you would have done with film – and don't overdo it. "Sometimes you only have one shot to get it right," he says.

When it comes to cameras, Jack uses a Nikon D5 and D850 digital SLR with a range of lenses, setting exposures manually across a range of ISO speeds, and with no more than basic processing on the computer with Adobe Photoshop, converting the images from colour to black and white.

"These re-creations are great fun. I love my job and wouldn't change it for the world." he says.

3

Readers' Platform

Send your letters to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR. email: railway@mortons.co.uk

NB. Publication of a letter does not imply that the Editor or staff of *The Railway Magazine* necessarily agree with its contents.

Caledonian Sleeper disappointment echoed

I'M SORRY to confirm that Peter Middleton's criticisms of the new Caledonian Sleeper stock are more than justified (January 2020).

As a monthly traveller on the Aberdeen to Euston return, I was underwhelmed by the new stock from the start.

There is absolutely nowhere to stow stuff in a cabin, and neither is there shelf space.

Who designed the sink at such an awkwardly high height? Why is it so shallow, with no interior rim to stop water splashing over with train movement? And why does the single inlet tap produce such a lamentably slow jet of water?

Mr Middleton is spot on about noisy bogies. They are indeed louder than those of their predecessors – and I write as one who has both slept over a new bogie, and in the middle of a carriage.

Why were these problems allowed to occur in the first place? And what will be done to improve matters?

Gordon Casely
Crathes
Kincardineshire

Harsh on the mighty Bouch?

I AM of the opinion Dr Brennan in his feature 'Bouch's other bridges' is somewhat harsh on Sir Thomas Bouch.

I cannot deny his handling of the Tay Bridge contract left a lot to be desired, however as an election was in the offing, the Government really needed the Tay Bridge enquiry to conclude it was blameless.

The lawyer, Mr Rothery, in the minority report, incidentally exceeded the terms of reference of the inquiry by blaming Bouch. The engineers, Colonel Yolland and Mr Barlow, in the majority report, while not exonerating Bouch, were certainly not as harsh on him.

Lines not mentioned by Dr Brennan but referred to in Bouch's biography written by John Rapley are in Kent, and include the nine-arch masonry viaduct over the Darent valley at Eynsford in use today.

Bouch was a man of his time, and brought rails to areas that would not have otherwise benefited from the railway revolution.

Up to the Tay Bridge disaster nothing had gone seriously wrong with any of his projects, unlike some of his contemporaries.

C W Jagger
Leeds

TALKING POINTS

Bridge foresight?

WHAT a pleasure to see that the brand-new girder Bridge 52 on the Mid-Hants Railway (*RM* Jan, p68) has been built to double track width.

Although the circumstances are clearly different, it's a shame the same underlying foresight and good sense wasn't applied to the Borders Railway!

Martin Sheppard
York

PUTTING THE RECORD STRAIGHT (*RM* DEC-JAN)

January

P10: The caption said services go to North Berwick. This was incorrect and the unit was a terminating service. North Berwick services leave the ECML at Drem.
P47: LMS Beyer-Garratt wheel arrangement is not 2-6-6-2 but 2-6-0+0-6-2.
P80: The reference should have been to Harbury cutting, not embankment.

December

P8: The story should have said services would run non-stop to Plymouth.

EDITORS NOTE

Publication of a letter does not imply that the editor or staff of *The Railway Magazine* necessarily agree with its contents.

STAR LETTER

Avanti trip disappointments

MY FIRST impressions of Avanti West Coast have been unremittingly poor.

None of the services I have travelled on have arrived on time. There has been no service in First Class, the wi-fi has not worked (it did when it was Virgin) and the staff attitude has ranged from surly to indifferent.

In December, I booked two tickets to travel to London in mid-March. For the outward journey the system gave me a seat reservation in two separate coaches and for the return gave me seats in the same coach but numbers 02 and 24.

Avanti West Coast say they are 'customer focused', but this customer totally disagrees based on these experiences. When I booked with Virgin I got digital tickets, Avanti do not offer that facility. Customer service has gone backwards by many years.

I also see a lot of money being spent on items that do not affect me as a customer, different coloured trains, new seat covers, new uniforms for the staff and new signs, not to mention copious numbers of advertising billboards and hoardings telling me how wonderful the train company is.

All of this merely demonstrates a narcissistic management approach while the customer gets to see the 'emperors new clothes'.

If I wish to utilise rail travel on the West Coast Main Line, I have one provider for non-stop long distance services. I do not need 'branding', as there is no competition to differentiate between, but for what I have to pay, I do expect a quality service that reflects value for my money. That I am not getting.

Money should be invested where it will benefit the customer – on trains running to time, digital tickets, working wi-fi and staff trained in customer service

Oh, for the joys of Virgin West Coast.

Philip Goodier CPFA
Preston

Mr Goodier's experiences seem to mirror many other passengers who have travelled with Avanti in its first few weeks. The RM understands the decision to drop the 'seat picker' decision was a business one. However, its loss has been a source of immense frustration, and Avanti customer services have been deluged with seat-change requests. Hardly the positive start promised at the launch! – Ed.

Poor and untidy lineside housekeeping

DURING his visit to Network Rail's National Operations Centre (*RM* Jan), Phil Marsh noted the significant disruption resulting from a track circuit fault at Mile End, caused by lengths of rail being left beside the track for three years on wooden bearers, which had rotted and fouled the signal cables.

On any train journey I am amazed at the quantity of material Network Rail, or their contractors, leave beside running lines – lengths of rail, clips, sacks of bagged ballast – the list is endless. In many cases it has lain there so long that it is being submerged in the undergrowth.

It is surely good housekeeping to ensure sites are cleared of surplus material when the job is completed?

Taken as a whole the scrap value of the rail alone must represent a tidy sum.

Apart from wasted resources – which someone is paying for – lineside debris must also represent an on-going hazard to the safe operation of the railway.

Network Rail should get a grip and cut out such waste.

Colin Wakeling
By email

The RM has raised this matter and that of excess vegetation before, and housekeeping must improve – Ed.

Tyne Valley feature brought back memories

THE article on the Tyne Valley line in *The Railway Magazine* (January) related to a line that has been part of my life since I was born.

I grew up in Corbridge, and as a child in the 1950s, from my bedroom window was able to watch the local pick up goods trains shunting in the yard.

A small business centre now stands on this site, but the two access tunnels underneath the road are still extant.

I made occasional journeys with my mother into Newcastle on trains that were probably hauled by G2s, and also on the annual excursion train to Whitley Bay that was chartered by churches in Corbridge and Hexham.

In 1971, as a teenager, I moved to Riding Mill, and started to use the train for daily travel to school in Newcastle.

Mail and newspapers still arrived by train at that time, but the former goods yard and cattle dock were derelict, and were demolished two years later.

With the exception of three years at university and 18 months working away, I have been a regular commuter on the line for almost 50 years.

There are two small corrections:

Blaydon and Dunstan did not receive an hourly service until 2018 and not 2013.

Only 13 of the 35 trains in each direction on a Sunday run the full length of the line. The remaining trains all terminate at the Metro Centre, giving this station three trains an hour from Newcastle, but only one of which continues to Carlisle

Ian McVittie
By email

Chaos on the airport train

HAVING belatedly read the editorial in the November issue of *The RM* I'd like to tell you about a misadventure travelling with TransPennine Express.

We had booked our seats on the 08.50 from Leeds to Manchester Airport.

The train arrived 30 minutes late and then travelled as far as Manchester Victoria, where the train terminated.

An already full train of passengers heading to the airport were put on an another already full train of passengers.

However, this train, which was already late, was terminated at Piccadilly, and now leaving two train loads of passengers to rush for taxis; as a consequence we missed our flight to Canada.

My wife and I have done this particular trip on many occasions in the past and never had any problem. However, what annoyed me this time was we went First Class, and on boarding the train we were told there was no hot water for a drink and the toilet was blocked!

To rub more salt into the wound, after applying for delay repay, I received an email the following day saying 'approved' then one the following day to say 'unsuccessful'!

However, we cannot find out why as our emails aren't answered, and you should only try phoning if you have a spare hour or two!

Peter Craggs
Leeds

What an appalling tale of how the railways treats its customers, and one that should embarrass anyone in the industry. I daren't think how much rearranging flights cost.

While accepting TPE has been having many issues, which are still unresolved, airport services must be reliable and punctual.

Confusion over delay repay is unacceptable too, and train operators really must get their act together.

See feature on p20 - Ed

Shallowest gradient

YOUR January issue contained, in the archive section, a list of the steepest gradients on the network.

Has anyone studied the opposite end of the spectrum (ie: the shallowest, non-level, gradients?).

Attached is a photo of a gradient post arm which I rescued from a ditch by the Vale of Clwyd branch, between Foryd Junction and Rhuddlan, when track was lifted in the 1960s.

1-in-3684 is pretty close to 1 inch in 100yards. To put this in perspective, I believe the curvature of the earth is about half an inch in 100yards.

Did railway surveyors have guidance on when to call a track level, and does anyone know of a gradient with a bigger number declared?

John D Smith
By email

Photo: David Benbow

It's time to be part of the picture

Help us to recreate the icon
Flexible membership rates from £2 a month

Accrue benefits - incl a seat on 10000's first passenger train

See the website for details of the benefits scheme and the membership form

LMS10000.co.uk

Send cheques to Ivatt Diesel Re-creation Society, 2 The Square, Nottingham, NG6 8TS

Great Tours

don't happen by chance – we work hard to create them!

Big trains **The best of Colorado** 5 to 20 September 2020

All the best steam lines including the Cumbres & Toltec and the Durango & Silverton, a brewery visit, a chartered tram and the scenery with Aspen trees at their golden best. Plus Union Pacific steam at Cheyenne and watch the BIG trains on Sherman Hill.

History **The Darjeeling Mail** 10 to 27 November 2020

The 1940s route, now in Bangladesh, by Darjeeling Mail from Kolkata to Darjeeling!

Crammed **Eastern Australia** 14 October – 10 November 2020

An ideal holiday. This tour combines attractive train rides (main line and heritage) with some wonderful tourist attractions for couples, including The Great Barrier Reef. This is a truly crammed tour – see the full itinerary on our website or ring and ask!

Amazing **Kangra Valley, Amritsar and Jaipur** 2 to 18 March 2021

Visit the amazing Kangra Valley Railway which runs for a hundred miles through a lush green valley in the Himalayan foothills with fabulous scenery. Add to this the Kalka-Shimla line, Amritsar's superb Golden Temple, steam in Delhi and the pink city of Jaipur, and you have a holiday you will remember for years!

Magic **Indian Magic** 13 January to 2 February 2021

The most famous Hill Railways in India – Darjeeling, Shimla and Ooty. Ideal for a first visit, we also cover some of India's finest tourist attractions – in addition to the Hill Stations themselves, we visit Agra for the Taj Mahal and Kolkata for vintage trams!

Darjeeling Tours Limited

ATOL 10045 PROTECTED

+44 (0)208 249 8943

www.darjeelingtours.co.uk • tours@darjeelingtours.co.uk

Lime Tree Lodge, Thorpe Road, Mattersey, Doncaster DN10 5ED

Full itineraries are available to download from our website – alternatively, give us a call and we will be pleased to put a copy in the post.

JOIN RCTS THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY **TODAY**

HALF PRICE

Membership Special Offer

until December 2020
New Members Only
Terms and conditions apply

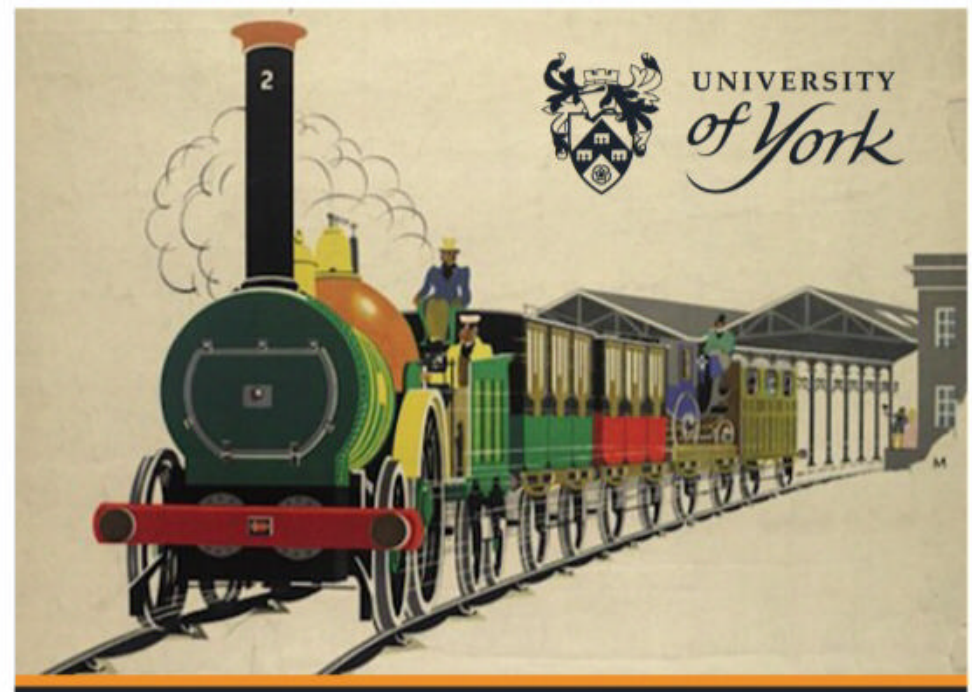
'The Society For All Railway Enthusiasts'

For further information visit

www.rcts.org.uk/join

QUOTE OFFER CODE RMFY

Or by post write to Mrs. Vron Cooke, 60 Hayse Hill, Windsor, SL4 5SZ
A Charitable Incorporated Organisation.
Registered with the Charity Commission for England and Wales - registered number 1169995.



MA in Railway Studies

CENTRE FOR LIFELONG LEARNING
PART-TIME ONLINE STUDY

Masters Taster Day
11 March 2020

Contact Us

Telephone: +44 (0)1904 328482
Email: lifelonglearning@york.ac.uk
Web: york.ac.uk/railways

RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of National Railway Museum

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION. DISTANCE NO OBJECT. PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

TOP GUARANTEED PRICES PAID

We urgently require collections of any size, featuring products from the following manufacturers:

FAMILY BUSINESS FRIENDLY SERVICE

HORNBY · Bachmann · Mainline Railways · Graham Farish · dapol · Bassett-Lowke · LGB · Athearn · Bachmann · Spectrum · Lenz Elektronik GmbH · Vitrains · märklin · Fleischmann · Rivarossi · Lima · Jouef · Triang Railways · Wrenn Railway · BRAWA · Lionel · DJH Model Loco · Liliput · Heljan · Atlas · Kato · Roco · Airfix · Electrotren · Faller · PIKO · Arnold · Minitrix · Trix · Replica Railways · Hornby Dublo · Walthers · Dinky Toys · Matchbox · Corgi Toys · Meccano · Scalextric · Triang Minic Motorways · JB · Exley Edward Exley Ltd.

WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com Web: railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Panorama

Panorama is brought to you in association with porterbrook

Visiting Peppercorn 'K1' Mogul No. 62005 stands at the Great Central Railway's Loughborough Central station during a Timeline Events charter on January 14. ROBERT FALCONER

Reflected in a puddle left by overnight rain at Shanklin is Island Line Class 483 No. 483008, which formed train 2U26, the 11.18 Shanklin-Ryde Pier Head, on January 10. JOHN VAUGHAN

Irish Rail 071 Class No. 076 emerges from Phoenix Park tunnel into driving rain with the permanent way High Output Ballast System (HOBS) train at Islandbridge Junction after arriving from North Wall on November 7, 2019. JAY MONAGHAN

Porterbrook – at the heart of UK Rail for 25 years www.porterbrook.co.uk

Panorama

Hawksworth 'Modified Hall' No. 6989 *Wightwick Hall* simmers away at Shackerstone station on the Battlefield Line during a 30742 Charters evening shoot on January 11. The loco was coming to the end of an extended loan from the Buckinghamshire Railway Centre. KENNY FELSTEAD

Porterbrook – at the heart of UK Rail for 25 years

Panorama is brought to you in association with porterbrook

www.porterbrook.co.uk

FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO FEBRUARY 1920

Spark arresting smokestacks

A LIVERPOOL reader, Mr R. F. Legget, sends an interesting photograph (below) showing Lancashire & Yorkshire 0-6-0 locomotive No. 416 fitted with a spark-arresting smokestack of the kind associated with wood-burning locomotives in other countries. This engine is one which, during the war, was engaged on special duties involving working in the neighbourhood of inflammable or explosive stores or buildings.

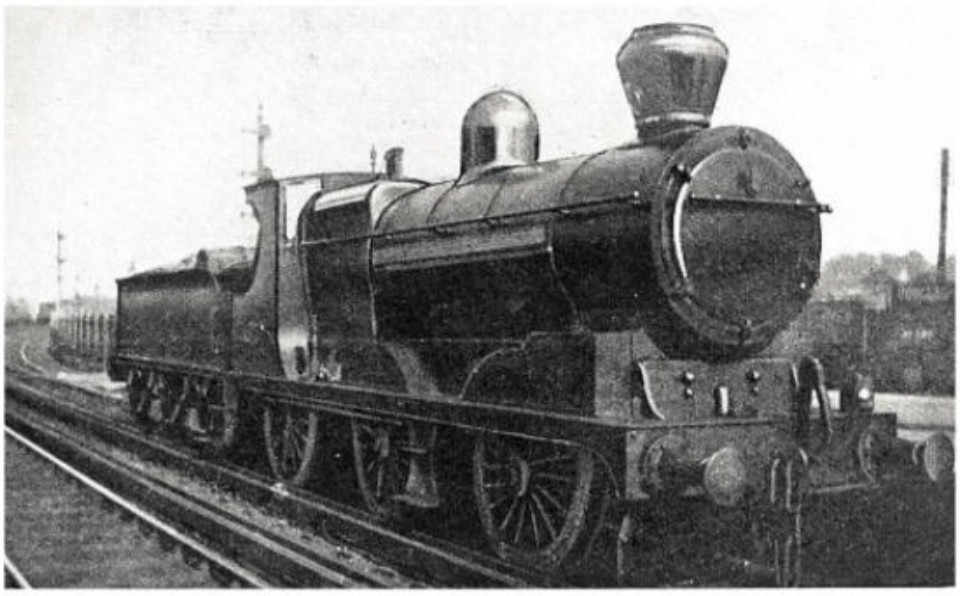
50 YEARS AGO FEBRUARY 1970

BR relic shop opens

COLLECTORS Corner, British Railways' first London railway relic shop, was opened in Cardington Street NCL Depot, Euston, London, NW1, on December 2. Located on the first floor, the shop contains railway relics from closed stations depots.

East Lincolnshire withdrawals

THE Minister of Transport has now given consent to proposals by British Railways, Eastern Region, to withdraw passenger train services between Lincoln Central-Firsby; Peterborough-Boston; Firsby-Grimsby and Willoughby-Mablethorpe, and for the closure of stations at Five Mile House, Bardney, Southrey, Stixwould, Woodhall Junction, Coningsby, Tumby Woodside, New Bolingbroke, Stickney, Midville, Firsby, Burgh-le–Marsh, Willoughby, Alford Town, Louth North, Thoresby, Mumby Road, Sutton-on-Sea and Mablethorpe. The date from which the services will be withdrawn and the stations closed is to be announced later. Freight services will be retained.



20 YEARS AGO FEBRUARY 2000

Virgin bid for ECML

IN A shock move, Virgin Trains has entered the fray as a possible contender for the East Coast Main Line franchise, currently held by Great North Eastern Railway. No details of the proposed bid had been released, but Virgin confirmed that it had submitted an 'expression of interest' to the shadow Strategic Rail Authority. If successful Virgin would almost certainly introduce a version of its 140mph Fiat 'Pendolino Britannica' tilting to replace GNER's rapidly ageing BR-built IC225s.

Waterman buys *Britannia*

MILLIONAIRE record producer Pete Waterman has bought the majority of shares in the pioneer BR Standard locomotive, Class 7 Pacific No. 70000 *Britannia*. The surprise purchase by the founder of the Waterman Railways empire ends the long-running saga over the future of the celebrity loco which will now return to Crewe, where it was built in 1951.

Rochdale-London services axed

FIRST North Western's Rochdale-London services will become one of the first casualties of the privatised era when they cease in May. Greater Manchester PTA claimed FNW didn't do enough to renew its access rights.

Franchises in trouble

THE shadow Strategic Rail Authority is reported to be ready to take over the Northern Spirit and Merseyrail train operating franchises. According to newspaper reports, their parent company, MTL was experiencing financial difficulties. A company spokeswoman denied a crisis, but it is understood that the company's bankers are concerned about the cash-flow situation.

READ THESE ISSUES AND HUNDREDS MORE IN THE
The RAILWAY Magazine
DIGITAL ARCHIVE
classicmagazines.co.uk/rmarchive

RCTS
Britain's leading Railway Society

The RCTS: then and now

THE columns of the *Railway Observer* have always kept members up to date with news from the heritage sector, including progress on the various new-build projects such as the 'Patriot'. When complete the 4-6-0 will provide an important missing link in the ranks of preserved LMS locomotives.

Almost 60 years ago on Sunday, September 4, 1960, 'Patriot' No. 45503 *The Royal Leicestershire Regiment*, allocated to Carnforth shed, was selected to work the Carnforth to Ravenglass leg of the RCTS 'Cumbrian Rail Tour', organised by the society's West Riding branch. As was often the case with the class the 'Patriot' was to play a secondary role to preserved Midland Compound No. 1000.

The itinerary saw the Compound work the nine-coach special to Carnforth, where the 'Patriot' came on and produced a very laboured run to Ravenglass via Ulverston Junction and Millom, resulting in a 30-minute late arrival.

At Ravenglass, the Ravenglass & Eskdale Railway provided three trains to take the participant over the narrow-gauge line to Dalegarth and back, hauled by *River Irt, River Esk* and one of the company's diesels.

Rejoining the main train, No. 45503 worked up the scenic coast line to Workington, where two immaculately turned out Ivatt '2MT' 2-6-0s – Nos. 46442 and 46456 of Workington shed – took over to work the special over the steeply graded former Cockermouth, Keswick & Penrith line to Penrith.

Despite the load and the gradients the two 2-6-0s made up all of the 30 minutes arrears from Workington.

At Penrith, No. 1000 was waiting to take over the journey (via Carlisle) to Leeds over the Settle & Carlisle, one of its old stamping grounds. In contrast to the performance of the 'Patriot' that of the Compound between Appleby and Hellifield was remarkable.

Departing from Carlisle at 5.14pm, No. 1000 was soon running freely passing Armathwaite at 55mph, Lazonby at 60mph and Appleby at 57mph. Ais Gill was topped at 32mph, but the Compound was then given her head and passed Dent Head at 58mph, Blea Moor at 63mph, Ribblehead at 80mph, with a maximum of 88mph through Settle station.

After taking water at Hellifield the run through the Aire Valley to Leeds was less spectacular, but speed was maintained in the mid-50s.

The new No. 5551 will not look like the original No. 45551 when seen at Crewe in 1960 because the BR engine was at that time paired with a high-sided tender, unlike the Fowler type planned for the new build. Unusually for a new-build, the engine will be taking a number used previously. D FORSYTH/COLOUR-RAIL

The run from Penrith proved to be a quite outstanding performance by the crew and locomotive.

It is unlikely the new-build Patriot will be allowed to run at 80mph on the national system and it may still be some time before we get the chance to see *The Unknown Warrior* in action following the various setbacks that have beset the project in recent times.

Many details about the project are to be found in the RCTS publication detailing the history of the class.

TRACKRECORD

The Railway Magazine news digest

BR '2MT' 2-6-0 No. 78022 climbs towards Oakworth from Damens at the Keighley & Worth Valley Railway on January 19. ANDREW BELL

P66 STEAM
Two 'Manors' to steam in 2020

P89 CLASSIC TRACTION
First 'Pacers' preserved

P98 TRACTION & STOCK
Debut for Stadler '745/0'

ALSO INSIDE:

P72 INDUSTRIAL STEAM
P74 IRISH
P76 NARROW GAUGE
P78 HERITAGE TRAMS
P80 METRO
P82 NETWORK
P84 FREIGHT
P86 WORLD
P94 RAILTOURS
P105 OPERATIONS

COMPILED BY
GARY BOYD-HOPE
Call: 01507 529589
email: gboyd-hope@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

'Scotsman' visit to mark Mid-Norfolk Railway's 25th anniversary

NATIONAL Railway Museum-owned 'A3' No. 60103 *Flying Scotsman* will visit the Mid-Norfolk Railway (MNR) for the first time this autumn as the Dereham to Wymondham line celebrates its 25 anniversary.

The precise dates for the visit have yet to be confirmed, but the MNR is already planning a string of special services over the former Great Eastern Railway line, together with dining trains and footplate experience opportunities.

'Tremendous'

MNR general manager George Saville said: "2020 is a special 25th anniversary year for the Mid-Norfolk Railway, and this announcement of the world record-breaking locomotive visiting us will certainly make it a tremendous year for the railway.

"The increased pace of expansion in recent years, and especially the building of the maintenance shed in Dereham, has increased the attraction of such visitors for the railway."

At the time of writing, full plans for the visit were still being worked on and will be announced online at: www.mnrflyingscotsman.co.uk

Follow us
@railwaymagazine

No. 7802 *Bradley Manor* and No. 7812 *Erlestoke Manor* double-head near Bewdley Tunnel during the Severn Valley Railway's 2010 Autumn Steam Gala. The Erlestoke Manor Fund hopes to have both 'Manors' running this year. LEWIS MADDOX

New £25,000 appeal to steam Nos. 7802 and 7812 this year

THE Erlestoke Manor Fund (EMF) has announced plans to have both its Collett 'Manors' – Nos. 7802 *Bradley Manor* and 7812 *Erlestoke Manor* – back in traffic during this year, if the appropriate funding is forthcoming.

Both locomotives are currently at Tyseley Locomotive Works, where No. 7812 is undergoing overhaul, and No. 7802 is being repaired after it suffered major damage to its right-hand cylinder when a piston broke while in service at the West Somerset Railway on July 7.

Following the incident, the loco was recovered to Tyseley, where the extent of the damage was assessed.

The investigation into the cause of the failure found the piston rod had broken owing to fatigue arising from a defect in the metal, dating back to British Railways days. The break occurred at a point on the piston that could not be inspected while the loco was in one piece.

Once broken, the piston and rod were forced forward out of the cylinder, damaging the front cylinder cover, securing studs and the cylinder casting itself beyond repair.

New cylinders

As a result No. 7802 requires a complete cylinder block, the manufacture of which – together with the associated machining work and renewal of damages parts – is estimated to cost £150,000. Fortunately, the consequential damage is covered by insurance, but the replacement of the piston rod itself, plus other repairs which are prudent to undertake at the same time, are not covered.

The EMF has therefore launched the £25,000 Two for 2020 Appeal, which will not only help pay for the new cylinders for *Bradley Manor*, but also help get 'Erlestoke' back in one piece and – most importantly – bring in much-needed revenue.

The appeal offers three ways in which supporters can donate:

- By becoming a member and shareholder in the EMF (or increasing an existing shareholding) – £50 minimum. See website: www.erlestokemanorfund.co.uk/want-to-help/shareholders/
- By making a donation to the Two for 2020 Appeal (with Gift Aid where possible). See: www.erlestokemanorfund.co.uk/want-to-help/donate/
- By donating suitable items for resale to the EMF shop at the Severn Valley Railway's Bewdley station. These include model railway equipment, quality railway books and railwayana. See: www.erlestokemanorfund.co.uk/shop/

Anyone donating more than £25 to the appeal will receive an invitation to travel free behind either locomotive on a return-to-service special train.

"Our target is to return both Erlestoke Manor and then Bradley Manor to traffic during 2020," said EMF chairman Paul Fathers.

Shortfall

"While we are well on the way to achieving this, we face a cash shortfall with both locomotives currently unserviceable and so not bringing in any revenue.

"As a result, we are asking all those who support us and wish to see both the 'Manors' running again this year to come forward with donations or by purchasing shares as part of the Two for 2020 Appeal."

For more information visit: www.erlestokemanorfund.co.uk or email paulcfathers@gmail.com

Spa Valley hit by vandalism after fireworks used in dining trains attack

THE Spa Valley Railway started 2020 on a low note after it became the latest in a growing list of preserved railways to be targeted by vandals and potential arsonists.

On New Year's Eve hooligans broke into the railway's dining trains with the intention of causing maximum damage and even arson.

Fireworks, including a rocket, were set off inside Mk1 'SO' No. 4828, while cardboard was set alight in the corridor of 'SOB' No. 25843 *Kate*.

Fortunately, the fire did not take hold, but the damage could have been a lot worse.

Additionally, the culprits damaged doors, stole food from on board, a credit/debit card reader from the buffet, and even a fire extinguisher.

Kent police were called upon the discovery of the break-in, and an investigation is on-going.

A Go Fund Me online appeal page was set up to raise £2,500 to cover the cost of the clean-up, and replace and repair the missing or damaged items. This met its target within two weeks of going live, and the railway is now looking at installing CCTV cameras in an effort to deter a repeat occurrence.

Both carriages should be back in traffic for the start of the 2020 season on February 15, which will feature visiting Brighton-built BR '4MT' 2-6-4T No. 80078.

Stewart Robinson's loco is making a repeat visit to the railway, and will be in service through to the end of March.

Swindon & Cricklade Railway secures second Great Western 0-6-2T

GWR '56XX' 0-6-2T No. 5637 is returning to the railway where it was first restored at the end of March, when it transfers to the Swindon & Cricklade Railway (S&CR) after more than 20 years away.

An agreement has been reached between the railway and the 5637 Steam Locomotive Group to bring the 1925-built loco back to Blunsdon once its contracted duties at the East Somerset Railway (ESR) have been met.

This will take place following the ESR Steam Gala on March 21-22 (see separate story).

'Homecoming'

The news of No. 5637's 'homecoming' comes just a few weeks after the railway announced classmate No. 6695 would be moving to the line following the termination of its 'restore-and-run' agreement at the West Somerset Railway.

The two locos last met in 2007 during a gala at the East Somerset Railway, with the S&CR becoming the only heritage railway able to boast two operational '56XXs'.

No. 5637's connections with the S&CR go back to 1982 when it was acquired for the line by the GW Steam Loco Group from Birmingham Railway Museum at Tyseley.

The group was subsequently renamed the 5637 Steam Locomotive Group, and over the next 16 years restored the loco in the open air at Blunsdon.

It first steamed in March 1998, but moved to the ESR in July of that year, so beginning a hire lasting more than two decades.

However, No. 5637's boiler certificate expires in April, and with Ivatt '2MT' No. 46447 in service and the Dartmouth Steam Railway's Prairies Nos. 4555 and 4110 soon to join the railway on a two-year loan, the ESR elected not to put No. 5637 through another overhaul, freeing it up for a return to Swindon.

S&CR spokesman Allan Bott said: "This is another great acquisition for the Swindon & Cricklade Railway.

"Not only will we have another fantastic Swindon-built locomotive on site, it also sees the return of a much-loved locomotive following a twenty-year absence.

Powerful

"No. 5637 is a powerful locomotive that will supplement the steam loco fleet, and gives us two ex-GWR locomotives."

When No. 5637 arrives the S&CR will have three of the 0-6-2Ts on site.

The loco is expected to be in steam at the S&CR's own gala on March 28-29 when it will join on-hire sister engine No. 5619.

The railway hopes that all three locos – Nos. 5619, 5637 and 6695 – can steam together before No. 5619's hire comes to an end.

'56XX' 0-6-2T No. 5637 climbs away from Mendip Vale on the East Somerset Railway on July 28, 2012. DON BENN

4555 to make East Somerset debut at March gala…

NEWLY overhauled GWR '45XX' 2-6-2T No. 4555 is expected to make the first appearances of its two-year residency at the East Somerset Railway (ESR) during the line's March 21-22 Steam Gala.

The Dartmouth Steam Railway (DSR) Small Prairie will be one of three ex-GWR tank engines in steam, joining another DSR loco – '5205' 2-8-0T No. 5239 *Goliath* – and out-going '56XX' 0-6-2T No. 5637, which will be making its final appearance at the ESR before moving to the Swindon & Cricklade Railway.

Ivatt '2MT' 2-6-0 No. 46447 is also expected in service during the weekend, while Andrew Barclay 0-4-0ST *Lady Nan* will be on 'driver for a tenner' duties in the sidings at Cranmore.

The four larger locos will share duties on seven services each day, including passenger trains, freight workings, brakevans and tankers.

Brakevan rides will be available on the freight trains, but are on a first come, first served basis, and are included in the price of a Rover ticket. Standard ticket prices apply.

For more information visit: https://eastsomersetrailway.com/events/view/steam-gala

No. 4110 sits at Cranmore on January 11 following its delivery to the East Somerset Railway two days earlier. PETER NICHOLSON

… as 4110 arrives at Cranmore

THE Dartmouth Steam Railway's Large Prairie No. 4110 touched down at the East Somerset Railway on January 9 after making the move from Paignton.

The 2-6-2T, which has never run in preservation, is undergoing a contract restoration at Cranmore, after which it will remain on hire to the ESR for an extended hire.

It will be the first time the loco has run under its own power since withdrawal in June 1965.

No. 4110 has not been the luckiest of locomotives to come out of Barry Scrapyard, despite being the 100th loco to leave the South Wales yard.

Its first home was with the Great Western Railway Preservation Group at Southall, where it arrived in May 1979.

Some bottom-end work was carried out at Tyseley Locomotive Works, but in 2015 the loco was sold to the West Somerset Railway (WSR) and transferred to Minehead.

The loco had worked over the Minehead branch during steam days, but fell victim to the WSR's financial troubles of 2018/19 and had to be sold in an effort to keep the WSR afloat.

It moved to Paignton in February 2019, with the ESR securing the restoration contract last autumn.

Work is expected to begin on the project imminently.

Taff Vale tank for Bluebell Railway's April Branch Line Weekend

KEIGHLEY & Worth Valley Railway-based 0-6-2T No. 85 will visit the Bluebell Railway this coming spring to take part in the line's Branch Line Weekend on April 3-5.

The 1899-built Taff Vale Railway (TVR) '02' will make the journey to the Bluebell line from its home at the Keighley & Worth Valley Railway (KWVR) especially for the Branch Line event, which gives the smaller locomotives in the Bluebell fleet a chance to hog the limelight.

Last year's gala proved to be hugely popular, featuring an LSWR get-together that included the Isle of Wight Steam Railway's ex-LSWR 'O2' No. W24 *Calbourne*, Beattie 2-4-0WT No. 30587, and the BR black debut of sole-surviving Adams 'Radial' 4-4-2T No. 30583, albeit non-operational.

Absorbed

No. 85 was built for the TVR by Neilson Reid and absorbed into the Great Western Railway stocklist at the Grouping.

In 1927, the loco, by then GWR No. 426, was withdrawn and sold two years later to the Lambton, Hetton & Joicey Collieries in County Durham.

It remained in service there until 1968 and, following withdrawal by the National Coal Board, arrived on the KWVR in December 1970.

A second visiting locomotive is planned, although this had not been announced by the time this issue of *The RM* went to press.

Joining them from the Bluebell's home fleet will be 'H' class 0-4-4T No. 263, 'O1' 0-6-0 No. 65 and the diminutive 'P' class 0-6-0T No. 178.

Together they will work a packed timetable of passenger and demonstration goods services, with further details found at: www.bluebell-railway.com/whats_on/branch-line-weekend-3/

Taff Vale Railway No. 85 climbs away from Keighley on February 4, 2017. The 1899-built 0-6-2T will be one of the stars of the Bluebell Railway's Branch Line Weekend on April 3-5. ANDREW DENNISON

SIDELINES

Bluebell begins *Fenchurch* overhaul

STROUDLEY 'Terrier' 0-6-0T No. 672 *Fenchurch* could steam for the 100th anniversary of the class in 2022, 10 years since it last operated.

The Bluebell Railway loco's boiler was lifted from the frames at Sheffield Park during December for a full assessment pending a return to steam, with the anniversary year being the target.

The boiler is expected to require firebox repairs and possibly a new front tubeplate.

'No. 9' rips corridor gangway from ELR van

AN INCIDENT at the East Lancashire Railway on December 22 caused delays to 'Santa Special' operations when 'A4' No. 60009 *Union of South Africa* tore the gangway connection from 'Stove R' van No. M32978 at Bury Bolton Street Station.

The corridor connection had not been detached before the loco moved forward after uncoupling, but fortunately nobody was hurt during the incident.

The railway has carried out an investigation into the incident.

KWVR launches £120k bridge appeal...

THE Keighley & Worth Valley Railway has launched a £120,000 appeal to complete upgrade work on Bridge 11 at Ingrow, which carries the railway over the River Worth, south of Ingrow Tunnel.

The KWVR will close between Ingrow and Haworth for two weeks during March for the work to take place, including the installation of a new concrete deck.

See https://cafdonate.cafonline.org/11566#!/DonationDetails for more information.

... as *Bahamas* set to headline March gala

'JUBILEE' No. 45596 *Bahamas* will be one of seven locomotives in steam at the Keighley & Worth Valley Railway's (KWVR) Spring Steam Gala on March 6-8.

The Stanier 4-6-0 will be joined by KWVR home fleet locos, including '2MT' 2-6-2T No. 41241 and 'Black Five' No. 45212, and an as yet undisclosed visiting loco.

See https://kwvr.co.uk/spring-steam-gala/

Students to restore Hull & Barnsley coach

HULL & Barnsley Railway 'Lavatory Brake Third' No. 58 is being restored by students at Hull College School of Construction in a joint venture with the North Yorkshire Moors Railway and the Hull & Barnsley Railway Stock Fund.

The carriage, one of only two surviving H&BR vehicles, moved to the college in December.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Weardale and Dartmoor lines offered for sale

BRITISH American Railway Services (BARS), the owner of Country Durham's Weardale Railway and the Dartmoor Railway in Devon, is seeking new owners for both railways after putting the lines up for sale.

The decision comes following BARS' parent company, the American firm Iowa Pacific Holdings of Chicago, being placed in receivership last year after financially supporting BARS for more than a decade.

As a consequence Iowa Pacific chief executive Ed Ellis is disposing of BARS' assets, together with locomotive spot-hire company RMS Locotec.

BARS acquired the majority shareholdings of the two railways in 2008 from Ealing Community Transport, and since then has invested heavily in both.

Under its auspices the 18-mile Weardale line reopened fully between Bishop Auckland and Eastgate, operated a community rail service between Bishop Auckland and Stanhope, constructed a coal terminal at Wolsingham, and was the first UK heritage line to operate the increasingly-popular 'Polar Express' festive specials.

Minor shareholder

The line's operations have been in the hands of the Weardale Railway Trust (WRT) since 2014, the trust being a minor shareholder in Weardale Railway CIC.

The Dartmoor Railway, which operates on part of the old LSWR main line between Okehampton and Meldon, reopened under BARS control in 2009, but two years later was hit by the closure of Meldon Quarry to which it provided rail access.

The quarry's owner, Bardon Aggregates, withdrew granite production at Meldon following a fall in requirement for rail ballast, which was compounded by a difficult economic climate.

As primarily diesel-worked enterprises both railways have in many respects played second fiddle to the steam lines, although the Weardale Railway has played host to steam, and did run regular services using the WRT's Robert Stephenson & Hawthorns 0-6-0T No. 40 (7765/1954).

The loco is currently under overhaul with a view to reintroducing steam operations.

WRT chairman Kevin Richardson said the trust was "disappointed" by BARS' decision to sell off its UK assets, but added the trust is "fully engaged with the process of looking to find a suitable partner to take over from BARS, and will make strenuous efforts to preserve the Weardale Railway."

The Dartmoor Railway Supporters Association (DRSA), which provides rolling stock and staff/volunteers for the line's operation, has said it "welcomes any moves that will speed up the reintroduction of daily train services between the growing town of Okehampton, the city of Exeter and beyond".

It added: "We help maintain the current excellent facilities at Okehampton station. Daily services will improve connectivity for local people, businesses and the tourist industry. It will also serve the wider population of West Devon and North Cornwall.

Diversionary

"Ideally, DRSA would like the Okehampton line to the boundary with Network Rail's North Devon line at Coleford (near Yeoford) to again be part of the national rail network.

"The Government has already set an objective for introduction of a regular train service 'as soon as practicable'."

There have been many calls to reopen the former Exeter-Okehampton-Tavistock-Plymouth as a diversionary alternative to the GWR route via the Dawlish Sea Wall, which would include the Dartmoor Railway. However there are no plans to do so at the present time.

The sale of both lines and RMS Locotec is being handled by Walker Singleton Chartered Surveyors, which is offering the three concerns as a whole or individually.

While not referring to the railways by name, it describes the Weardale Railway ('Project Northern') as having a turnover of £650,000 a year, and the Dartmoor Railway ('Project Southern') as having a £465,000 turnover.

The Weardale Railway Trust's RSH 0-6-0T No. 40 runs by Kielder Bridge on March 14, 2010, shortly after BARS' acquisition of the Weardale Railway. The locomotive is under overhaul with a view to reintroducing steam services, HENRY ELLIOTT

Comeback trail 'King' as boiler returns to frames

THE much-anticipated return to steam of 'King' No. 6024 *King Edward I* took a big step nearer on January 9 when the Collett 4-6-0's boiler was reunited with the frames at the West Somerset Railway.

The overhauled boiler was delivered from Riley & Son (E) at Heywood to Minehead that morning where, after making slight adjustments to the newly fabricated ashpan, 6024 Preservation Society volunteers slowly guided it 'home'.

The return of the boiler will enable the workshop team to carry on with the final reassembly of the 'King' ahead of a planned return to service later this year.

■ The Great Western Society is planning a farewell event for its own 'King' – No. 6023 *King Edward II* – when it bows out of service at Didcot Railway Centre this summer. No date for this has yet been announced. Overhaul of the loco is not expected to begin immediately, but the work will include a repaint into GWR green.

No. 6024's boiler is checked for clearances after being lowered into the frames at Minehead on January 9. MARTYN BANE/6024PS

No. 7828 *Odney Manor* crosses Kerr Moor, near Blue Anchor, with a Norton Fitzwarren to Minehead train on December 30 during the West Somerset Railway's Winter Steam Festival. DON BISHOP

Winter gala brings successful end to West Somerset's year

THE West Somerset Railway ended 2019 on a high with a Winter Steam Festival on December 29-30 featuring locomotives from the home fleet.

An extended timetable was devised to take advantage of the limited daylight hours, seeing the first trains each day depart between 08.30 and 09.00. These early trains were well patronised, with potential passengers queuing at the booking office windows before 09.00.

This set a pattern for the two days which saw most trains fairly well loaded as visitors brushed off the Christmas excess.

'Manor' No. 7828 *Odney Manor*, Mogul No. 9351, '57XX' 0-6-0PT No. 7752 and S&D '7F' 2-8-0 No. 53808 took charge of all services, some of which included the West Somerset Railway Association's Hawksworth inspection saloon.

These were hauled by No. 9351 as a thank you to those members who donated to the association's 2018/19 appeal to return the loco to traffic.

The gala planning team is busy organising the return of the Spring Steam Gala on April 23-26, which will feature North Yorkshire Moors Railway '9F' No. 92134 on its first visit away since the completion of its restoration last year.

Further guest locos are expected to be announced soon.

Severn Valley fleet reliability reaches all-time high

MORE than 99% of the Severn Valley Railway's timetabled steam services ran with a steam locomotive on the front during 2019, with almost 97% running with the actual rostered loco.

The weekly average figures represent the railway's highest service reliability levels, which has increased significantly in the three years since 2016.

Figures for that year show 96% of services were steam hauled when they should have been, although only 78% ran with the booked locomotive.

"These new figures are pretty good for any heritage railway – in fact, if you compare us with the main line, we're coming out more favourably," said Neil Taylor, the SVR's head of engineering services.

"Reliability is key if we want to remain a leading visitor attraction – just one disappointing visit can put people off for life.

"I have seen for myself the look of utter disappointment on the faces of visitors when a steam locomotive fails, and while that can't be avoided completely, we're doing everything we can to ensure we can deliver the experience we promise."

Mr Taylor believes the increase in reliability is down to the hard work that goes on behind the scenes, along with changes made since 2016 that saw the railway's Bridgnorth engineering team split into separate groups for overhauls and maintenance.

"We now have separate teams, which has resulted in an effective maintenance regime, keeping the locomotives in good condition," said Mr Taylor.

Stalwart Ivatt '4MT' 2-6-0 No. 43106 passes through Oldbury Cutting at the Severn Valley Railway with the first train of the day on January 3. KENNY FELSTEAD

Fast-track overhaul for *Britannia* at Locomotive Services

PIONEER British Railways 'Standard' Pacific No. 70000 *Britannia* will enter the Locomotive Services Ltd (LSL) workshop at Crewe for overhaul almost immediately after its current 10-year boiler certificate expires in September.

The plan is for the loco's boiler to enter the boilershop as that belonging to under overhaul Peppercorn 'A2' No. 60532 *Blue Peter* comes out, meaning work can begin on the 'Brit's' 10-yearly straight away.

LSL is keen to have the versatile No. 70000 back in traffic and clear of the workshops before other locomotives in the Jeremy Hosking fleet – 'Modified Hall' No. 6960 *Raveningham Hall*, '42XX' 2-8-0T No. 4270 and 'West Country' No. 34046 *Braunton* – come to the end of their boiler tickets between July 2021 and November 2022.

New frames required to return 'J21' to steam

NORTH Eastern railway 'J21' 0-6-0 No. 65033 will have both of its main frame plates replaced after severe wastage put the current frames beyond economic repair.

The work will be carried out as part of its National Heritage Lottery-funded overhaul.

The issue was discovered during the strip down of the 1889-built loco by Locomotive Maintenance Services at Loughborough.

Both frame plates were found to be severely corroded in places, with distortion affecting some areas, to the degree that the future safe operation of the loco was is question.

The Locomotive Conservation & Learning Trust, which owns the 'J21', subsequently looked at and sought advice on the options available, which included refurbishing the frame plates, refurbishing one plate (the left-hand) and replacing the other, or outright renewal of both.

After spending weeks considering the merits of each option and the possible conservation implications, it was decided complete replacement was the most practical solution, with longer-term benefits. envisaged

Salvage

The new frame plates are expected to push the cost of the overhaul up by around £20,000, which is on top of the additional £10,000 required to make new frames for the locomotive's tender. These have also suffered the effects of age, hard work and open-air storage, making them too weak for further use.

The LCLT intends to salvage the front portion of the loco's right-hand frame plate for conservation and display, it showing evidence of the Worsdell/Von Borries compound valve gear fitted to the loco prior to 1908.

For details on how to support the project visit: www.lclt.org.uk/how-to-help.html

SIDELINES

Foxcote Manor heading back to West Somerset

COLLETT 'Manor' 4-6-0 No. 7822 *Foxcote Manor* will return to the West Somerset Railway this summer after winter maintenance and re-varnishing at the Llangollen Railway.

No. 7822 is expected to stay at Llangollen until March, returning to Somerset in time for the WSR's peak season starting.

Cement works apprentices join 'Coal Tank' project

THREE apprentices from Hope Cement Works spent three days working with the Bahamas Locomotive Society at Ingrow during December, assisting with the dismantling of LNWR 0-6-2T No. 1054.

The apprentices will return at different times during the year to provide further help with the project, as well as the forthcoming overhaul of ex-Hope Cement Works 0-6-0T *Nunlow*.

Milestone for Vale of Berkeley revival

THE Vale of Berkeley Railway's plans to develop a heritage railway on the Berkeley Road to Sharpness branch reached a landmark moment on December 27.

After three years' toil by VoBR volunteers the last of around 1,800 tree stumps was removed from the four-acre Oldminster Sidings site, clearing the way for the area to be developed as a new operating base.

The VoBR is now working towards signing a more durable leasing arrangement with Network Rail, which should be concluded in the next few months.

The aim is to operate and maintain the whole four miles of railway.

Swindon boilers head to HBSS

HERITAGE Boiler Steam Services at Huyton has taken delivery of two more GWR boilers for overhaul.

The 'Standard No. 4' boilers are from Buckinghamshire Railway Centre-based 2-8-2T No. 7200 and '42XX' 2-8-0T No. 4253, which is under restoration at the Kent & East Sussex Railway.

The company is already working on the assembly of the boiler for new 'County' 4-6-0 No. 1014 *County of Glamorgan* for the Great Western Society.

Severn Valley cut back to Bewdley

SEVERN Valley Railway services will run between Bridgnorth and Bewdley only for the next two months as vital refurbishment work is carried out on Falling Sands Viaduct, near Kidderminster.

Five trains a day will run during the February half-term, crossing at Hampton Loade, and continue until the line reopens fully on April 4.

Thornbury Castle sold for Great Central Railway restoration

UNRESTORED Collett 'Castle' No. 7027 *Thornbury Castle* is being restored for operation at the Great Central Railway (GCR) following its sale to a private buyer by West Somerset Railway chairman Jonathan Jones-Pratt.

The 1949-built 4-6-0 was bought by Mr Jones-Pratt's firm JJP Holdings from record producer Pete Waterman back in 2016, but has not received any significant restoration work since then.

There was a plan to send the locomotive to Tyseley Locomotive Works for a contract restoration to main line standard, but with 'Hall' No. 4936 *Kinlet Hall* and '94XX' 0-6-0PT No. 9466 to maintain, Mr Jones-Pratt admitted in November he would consider offers for the 'Castle' if he felt they were in the best interests of the locomotive.

The new owner is understood to be a significant supporter of the GCR and, under the conditions of the sale and purchase agreement, No. 7027 will be restored to run there for the duration of its next 10-year boiler ticket. However, the GCR has confirmed it will not be made available for any main line operation, and will remain as one of the railway's top attractions.

Great Central-bound 'Castle' No. 7027 *Thornbury Castle* sits at Williton on the West Somerset Railway. The loco is being restored for use on the Leicestershire line. PETER NICHOLSON

"We are excited this locomotive is coming to the GCR and very proud the new owner has chosen to have it restored in our works and for it to run here once completed," said the GCR's managing director, Michael Gough.

"This is a major project and will involve significant hours and expense, but we are ready for the challenge."

Thornbury Castle was expected to move from its current base at Williton on the West Somerset Railway during week commencing January 27.

The restoration will be undertaken at the GCR's locomotive works in Loughborough under the leadership of chief engineer Craig Stinchcombe.

"We are obviously sad to lose this iconic engine from the Group but, at the same time, very pleased, as I always wish to see the right decision being made for these wonderful engines," said Mr Jones-Pratt.

"For me, this is a good move for 'Thornbury' and we have been pleased to play a key part in ensuring the engine is restored as a 'Castle'. We are satisfied there is the right commitment to rebuild the engine to the right standard, and wish the Great Central team well with the project."

Thornbury Castle has not run since its withdrawal by British Railways in 1963. It spent the next nine years at Woodham Brothers' Barry Scrapyard, but left in 1972 after being bought for preservation by Birmingham Railway Museum at Tyseley.

It was later sold to the Waterman Railway Heritage Trust in 1994, moving first to Crewe Heritage Centre and later to Peak Rail, until being bought by JJP Holdings in July 2016.

The move to the GCR will reunite No. 7027 with former shedmate 'Modified Hall' No. 6990 *Witherslack Hall*, with which it shared shed space at Old Oak Common during the 1950s.

Heavy freight stalwarts bow out for overhaul

TWO former heavy freight locomotives, which have both put in sterling service in their respective railways during the past 10 years, were withdrawn for overhaul as 2019 gave way to 2020.

Jeremy Hosking's '9F' No. 92212 worked its final trains during a special farewell event at the Mid-Hants Railway on December 30. The 2-10-0 was suitably turned out for its last day, with white-painted buffers and smokebox door hinges.

A number of different headboards were carried throughout the day, including a 'Pines Express' one, as seen here (right) as the loco enters Ropley station.

Further north, at the Gloucestershire Warwickshire Railway, '28XX' 2-8-0 No. 2807 stole the limelight for its final weekend in traffic on December 30-January 1.

The loco shared services with No. 7820 *Dinmore Manor*, and is pictured (left) running through Hayles Abbey Halt with one of its last trains on January 1.

Work on stripping the loco for overhaul has already begun at Toddington.

PICTURES: EDWARD DYER (ABOVE) AND TOM NOBLE (LEFT)

Follow us @railwaymagazine

Follow us therailwaymagazine

Row over 'arrogant' National Railway Museum plan to relocate *Locomotion* to Locomotion

THE National Railway Museum (NRM) has unveiled ambitious yet controversial plans for a £4.5million expansion of Locomotion in Shildon.

The museum hopes to have completed it in time for the bicentenary of the Stockton & Darlington Railway in 2025.

At the heart of the redevelopment is a divisive decision to transfer George Stephenson's original Stockton & Darlington locomotive, *Locomotion No. 1*, to Locomotion once its current loan period at Darlington's Head of Steam Museum comes to an end in 2021.

The news that Darlington will lose the historic locomotive after 163 years on display in the town has been negatively received by Darlington Council, the local community and other regional bodies.

It has started what one body described as an 'emotional tug-of-war', culminating in the launch of a campaign at Head of Steam on January 22 to get the decision reversed.

Opponents of the NRM's plans include local MP Peter Gibson, leader of the council, Heather Scott OBE, Tees Valley mayor, Ben Houchen, and former NRM head Steve Davies OBE.

"*Locomotion No. 1* is part of our cultural heritage, and is part of what this town and this region has delivered to the world," said Mr Houchen at the capaign launch. "We should be celebrating that and not sending a real piece of international history down the road to Shildon, or anywhere else, because someone in London or Manchester has decided that it is the right thing to do."

The original *Locomotion No. 1* on display at Head of Steam in Darlington. Plans to remove it to Locomotion in Shildon have not been well received by the local community.

If the historic locomotive does move to Shildon it will eventually go on display in a new 4,000m2 Building Two, which is to be constructed close to the existing exhibition hall. This will almost double the amount of covered accommodation available, with room for up to 40 vehicles from the National Collection. Once constructed, Locomotion will be able to exhibit in excess of 100 rail vehicles of different types.

A connected £1.6million project to repair and rejuvenate the numerous historic buildings that make up the Locomotion site got underway in January.

These include Soho House, the former home of famed locomotive engineer Timothy Hackworth, as well as sheds and workers' cottages.

"Our plans will see significant investment in the site's historic buildings, the construction of 'Building Two' to showcase our collection and the display of *Locomotion No. 1*," said Sarah Price, head of Locomotion.

"We will continue to work with Head of Steam and other organisations across the region to ensure celebrations for the bicentenary of the Stockton & Darlington Railway, bringing the world's attention to the North East's role in the global railway revolution."

Construction work on Building Two is set to begin in October next year with a public opening scheduled for September 2022.

DIARY

February
7-8 Northampton & Lamport Railway, Winter Steam Gala
14 & 29 Mid-Hants Railway, *Flying Scotsman*
15-16 & 22-23 Nene Valley Railway, Thomas Half-Term Specials

March
1 Whitwell & Reepham Station, Steam Sunday
1, 7-8 Mid-Hants Railway, *Flying Scotsman*
6-8 East Lancashire Railway, Spring Steam Gala
6-8 Keighley & Worth Valley Railway, Spring Steam Gala
14-15 East Anglian Railway Museum, Spring Steam Gala
21 Avon Valley Railway, RSH 7151 Day
21-22 East Somerset Railway, Steam Gala 2020
27-29 North Norfolk Railway, Spring Steam Gala
28-29 Great Central Railway, Goods Galore Gala
28-29 Ribble Steam Railway, Spring Steam Gala

April
3-5 Bluebell Railway, Branch Line Weekend
4-5 Nene Valley Railway, Mixed Traffic Weekend
5 Isle of Wight Steam Railway, Island Heritage Train Day
5 Whitwell & Reepham Station Steam Sunday
10-13 Avon Valley Railway, Chocolate Train

South Devon Prairies delight at Battlefield Line's new year Winter Warmer gala

THE Battlefield Line started 2020 with its first Winter Warmer Gala on January 4-5, which featured three Swindon-built locomotives, similar to its 50th anniversary event last year.

GWR '4575' 2-6-2T No. 5526 had made the detour to Shackerstone on its way back to Devon from hire at the Chinnor & Princes Risborough Railway.

It lined up alongside classmate No. 5542 and 'Modified Hall' No. 6989 *Wightwick Hall*, which was making one of its final appearances on the line before returning to the Buckinghamshire Railway Centre.

Here, No. 5526 leaves Market Bosworth behind as it heads towards Shenton on January 4.

GAVIN THOMSON

4555 returning to Buckfastleigh after almost half a century

THE pioneering locomotive that launched heritage operations on the former Ashburton branch is returning to the line it once called home when it visits the South Devon Railway (SDR) next month.

Newly overhauled GWR 'flat-top' Small Prairie No. 4555 will visit Buckfastleigh for the Spring Steam Gala on March 14-15, reuniting with ex-GWR panniers Nos. 6412 and 1369 for the first time in 47 years, when together they kick-started operations on the fledgling Dart Valley Railway.

No. 4555 has recently been the subject of a major overhaul at the Dartmouth Steam Railway and Tyseley Locomotive Works, and will be calling at the South Devon Railway on its way to a long-term hire at the East Somerset Railway.

Its return to the SDR offers the opportunity to re-create scenes from half a century ago when the '45XX' hauled the official Dart Valley Railway (DVR) opening train in 1969.

The locomotive had in fact been a regular on the Ashburton branch under BR ownership and was acquired for preservation by the DVR in 1965, being the first locomotive to arrive on the newly preserved line.

In October 1972, the DVR bought the former Kingswear branch from Paignton to become the Torbay Steam Railway (later the Paignton & Dartmouth Steam Railway), and No. 4555 was subsequently transferred to Paignton the following year.

It has not worked on any other heritage line since, having last run there in 2007, carrying the name *Warrior*.

During its visit to the SDR, No. 4555 will share duties with Nos. 6412 and 1369, and '4575' 2-6-2T No. 5526, operating an intensive passenger timetable between Buckfastleigh and Totnes Riverside, together with 'auto-trains' and goods services.

For more information see: www.southdevonrailway.co.uk

■ The SDR will not be running a timetabled service over the February half-term holiday owing to winter track renewal work on a third-of-a-mile stretch between Staverton and Totnes. Instead diesel 'Bubblecar' No. W55000 will operate a limited shuttle service every 45 minutes each day from February 15 to 23 between Buckfastleigh and Staverton only. The first shuttle will depart Buckfastleigh at 10.30 and the last one at 15.25.

COMPILED BY
GARY BOYD-HOPE
Call: 01507 529589
email: gboyd-hope@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Victor and *Vulcan* to reunite on Tyneside in May

THE two surviving 'hi-tech' Steel Company of Wales (SCOW) Bagnall 0-6-0STs – Nos. 401 and 403 – will be reunited for the first time since the mid-1980s at the North Tyneside Steam Railway (NTSR) on May 8-10.

The pair – W/Nos. 2994 and 2996 – were built in 1951 as part of a trio of 'New Standard 18' locomotives for SCOW's Abbey, Margam and Port Talbot steelworks. They featured such refinements as Walschaerts valve gear, piston valves, roller bearings, hopper ashpans and rocking grates, self-cleaning smokeboxes, and balanced reversing gear.

Over the next six years they were evaluated alongside Bagnall-built diesels, which eventually succeeded them, and Nos. 401 and 403 were sold to the Austin Motor Company at Longbridge.

They were named *Vulcan* and *Victor* respectively, and served the Birmingham car maker until 1973 when they were acquired by the fledgling West Somerset Railway.

Miners' leader

The two Bagnalls became key members of the WSR operating fleet, losing their original full-length bufferbeams and receiving vacuum brakes.

However, they were eventually replaced by ex-main line locomotives, and in 1986 *Vulcan* was sold to the Stephenson Railway Museum, and named after miners' leader and Northumberland MP, Thomas Burt.

Victor remained in Somerset for a further two years, and after spells at the Strathspey Railway, Battlefield Line and Great Central Railway (Nottingham), it was bought in 2009 by the Lakeside & Haverthwaite Railway.

Both locos have undergone major overhauls in recent years, No. 401 (*Vulcan*) returning to service last year, and have not met since their days at Minehead. The reunion is therefore highly anticipated in industrial circles.

During the three-day gala the duo will work a mixture of passenger and freight services between 10.00 and 17.00 each day.

Timetables have yet to be confirmed, and more details will be released nearer the time.

Local Barclay to be restored by Fife Heritage Railway

A KILMARNOCK-built 0-4-0ST, which spent its pre-preservation working life in the Kingdom of Fife, will be cosmetically restored a few miles up the coast from its former workplace at the Fife Heritage Railway.

The 1937-built Andrew Barclay (W/No. 2046) was built for the British Aluminium Company (BAC), and was given the number 3 in the fleet at its Burntisland bauxite reduction works. Here, it worked alongside two Peckett 0-4-0STs – Nos. 1376 and 1579 – both of which survive and have operated in preservation.

Regular steam operation ceased at Burntisland in 1971, but No. 3 was retained as a spare engine until donated to the Scottish Railway Preservation Society in 1989.

It was subsequently transferred to the Bo'ness & Kinneil Railway (B&KR), but has never steamed there, standing out in the open ever since.

The Kingdom of Fife Railway Preservation Society, which operates the Fife Heritage Railway at Leven, had long desired to see No. 3 return to the area it once worked and, following months of negotiations with the B&KR, has secured a 10-year loan of the locomotive.

It is expected to make the move to the railway's Kirkland Yard base in the coming weeks.

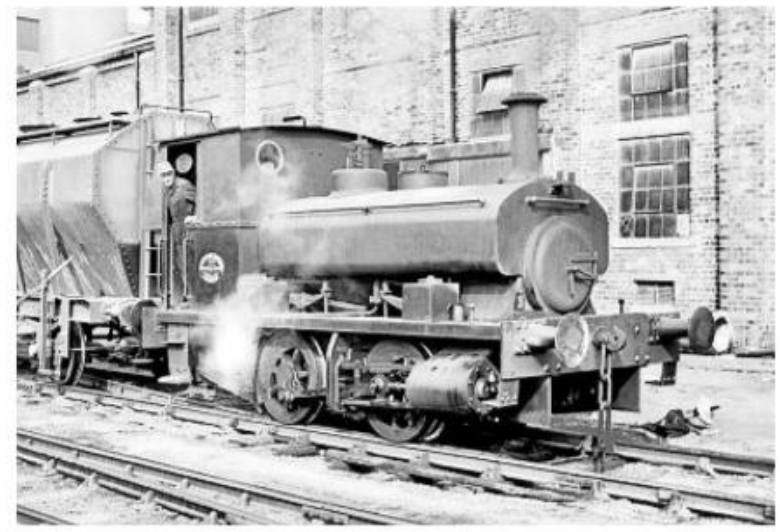
"BAC No. 3 is coming to us on a 10-year loan for cosmetic overhaul and display," FHR director Anthony Wiaczek told *The RM*.

"Further to this, in the long run we are intending to build a museum in conjunction with the regeneration of the Levenmouth area and rail link. The plan would be for No. 3 to have a prime spot due to its local history."

A crowd-funding appeal by the FHR has so far raised more than £1,300 towards the cost of lifting and transporting the loco from Bo'ness to Leven, although more would be helpful.

Details can be found at: https://tinyurl.com/yx5l2trp

Any excess funds will be put towards materials to begin the cosmetic restoration work.



Above: Andrew Barclay 0-4-0ST No. 3 at work in the BAC Ltd works at Burntisland, Fife, during the 1960s. The loco is returning to the region for cosmetic restoration. GORDON EDGAR

Right: No. 3 stands at the Bo'ness & Kinneil Railway in February last year. ANTHONY WIACZEK

WORK PROGRESSING ON 'DUBBIE PUG' RESTORATION

KINGDOM of Fife Railway Preservation Society volunteers continue to make steady progress on the restoration of ex-National Coal Board Andrew Barclay 0-4-0ST *East Fife Area No. 17* (2292/1951) – the 'Dubbie Pug' – at Kirkland Yard.

A £90,000 appeal is open to help cover the costs of returning the former Dysart Colliery loco to steam (https://tinyurl.com/w5dfm9e), although the society will not meet its planned 2020 completion target.

It had been hoped the loco could be ready to take over operations from former Granton Gas Works Barclay 0-4-0ST No. 10 *Forth* (1890/1926), the boiler certificate of which expires this year.

Towards the end of last year the motion and brake rigging were removed and were being prepared for cleaning and storage. Lifting the frames from the wheelsets was to follow during the early part of this year; the wheelsets then being sent away for tyre turning.

Some remedial work has been undertaken on the ashpan, returning an inspection 'trapdoor' to its original location.

The door had been thought lost, but it was discovered by chance in the back of the loco shed and refitted.

Sellafield Peckett put on display at Irlam station

FORMER Royal Ordnance Factory, Sellafield, Peckett 'W7' 0-4-0ST No. 1 (2027/1942) has been put on display on a length of track by Irlam station on the former Cheshire Lines Committee line from Liverpool to Manchester.

The loco has been painted in CWS Soap & Candle Works livery with the name *Irlam* on the tank sides; CWS employed three Pecketts (all preserved) in its heyday, but not No. 2027.

The one-time Carnforth resident, together with a 10T open wagon in Manchester Ship Canal livery, was installed on site on December 28, joining a tar wagon and slag ladle.
PICTURE: TERRY EYRES

Horden gets its boiler at Tanfield

THE boiler of the Tanfield Railway's Andrew Barclay 0-6-0ST *Horden* (1015/1904) was trial fitted in the loco's frames at Marley Hill on December 22, following overhaul at Israel Newton & Son of Cromford, Derbyshire.

Final installation took place on December 30, putting the ex-Horden and Shotton Collieries loco on course for a return to service this year after an eight-year restoration.

Chasewater Railway pays tribute to Bob Darvill

THE Chasewater Railway ran its annual mini-gala on January 1, featuring Hudswell, Clarke 0-4-0ST *Waleswood* (750/1906), among others.

The railway used the event to pay tribute to its friend and Industrial Railway Society historian Bob Darvill, who passed away on December 6.

A wreath was carried on *Waleswood's* smokebox door, as seen here as the loco heads the passenger train towards Chasewater Heaths station.
ALISTAIR GRIEVE

Steam Portfolio Track Record

One of the stars of the Great Central Railway's Winter Steam Gala on January 24-26 was returning 'Hall' No. 4953 *Pitchford Hall,* from the Epping Ongar Railway. The BR black 4-6-0 leads 'Modified Hall' No. 6990 *Witherslack Hall* near Kinchley Lane on January 25. EDWARD DYER

The North Eastern Locomotive Preservation Group's 'K1' 2-6-0 runs through Woodthorpe on January 26. The loco carried a wreath in memory of NELPG member Dave Whitfield. KENNY FELSTEAD

Stanier 'Black Five' No. 45305 *Alderman A E Draper* heads the 'Windcutter' rake of 16T mineral wagons away from Loughborough on January 24. Unfortunately, a points failure at Loughborough and lineside vandalism played havoc with the timetable, with delays of up to two hours. DAVE BOWLES

COMPILED BY
GARY BOYD-HOPE
Call: 01507 529589
email: gboyd-hope@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

SIDELINES

Mogeely lever frame for Maam Cross

THE January issue erroneously reported that the Connemara Railway Project was to erect the relocated signal cabin from Mogeely at its Maam Cross base during February.

In fact the Maam Cross cabin will be a replica of the long-demolished original that served the station, with only the 18-lever McKenzie & Holland lever frame from Mogeely being used within.

RPSI's operating licence renewed

THE RPSI has had its five-year year licence to operate as a Railway Undertaking (RU) renewed by the Commission for Railway Regulation, enabling it to continue operating trains in the Republic of Ireland until November 2024.

The society has the status of a railway undertaking under Irish and EU law.

The previous licence expired in December.

RPSI's May tour takes steam back to Derry

Former LMS/NCC 'WT' 2-6-4T No. 4 awaits departure from Londonderry Waterside station on September 28, 2003, with the RPSI's heritage set that makes up the 'Atlantic Coast Express'. The 'Lough Foyle Railtour' on May 9-11 will be the first steam-hauled service to use the station since its redevelopment by Translink. CHARLES FRIEL

THE Railway Preservation Society of Ireland's annual multi-day railtour in May will be the first for many years to include Northern Ireland destinations in the main itinerary, living up to its 'international' nickname.

The 'Lough Foyle Railtour' will run over three days on May 9-11, with the usual 'fringe' events starting two days before. The first of these is a steam-hauled positioning special from Whitehead to Dublin on May 7 (Thursday). It is expected to leave Lanyon Place in Belfast at around 09.55, arriving in Dublin Connolly at 14.20.

The now-traditional diesel railtour will run on the Friday, this year titled 'The Ormond' – after the ancient Irish kingdom and the associated baronies of County Tipperary.

The tour will begin at Dublin Connolly, heading first to Limerick then on to Nenagh, Ballybrophy and Thurles before returning to Dublin Connolly.

An Iarnród Éireann-Irish Rail 071 Class has been requested for this tour, which will be formed of the RPSI's Cravens stock.

Saturday (May 9) sees the Mk2s leave Dublin on the first leg of the main tour, taking the former GNR(I) main line north back to Belfast, then joining the surviving section of the Belfast & County Down Railway out to Bangor.

After a short layover at the coastal resort the train will return to Lanyon Place then proceed to Whitehead for the first overnight stop.

50th anniversary

The tour coincides with the 50th anniversary of the end of steam on Northern Ireland Railways (NIR), and appropriately Sunday's leg will take the 'Lough Foyle' over the ex-NCC route from Belfast to Coleraine and on to Derry/Londonderry Waterside.

It is 17 years since a public steam special last arrived there. This was the RPSI's 'Atlantic Coast Express' of September 28, 2003, but a shortage of suitable paths has meant repeat visits have been difficult to arrange.

Currently, an hourly NIR service operates in and out of Waterside Monday to Friday, which means the sections of the Coleraine to Waterside line either side of the passing loop at Bellarena are almost continually occupied.

Steam Dreams' 'Emerald Isle Express' visited Waterside in June 2016, but only worked one way, the passengers arriving from Sligo by bus.

However, a two-hourly NIR service on Sundays will enable the RPSI tour to reach Derry/Londonderry, although limited time will be available for passengers to explore the historic city before the train retraces its steps and makes its way back to Whitehead for the second night.

On the Monday the tour returns to the Great Northern for the homeward leg back to Dublin. This will be steam-hauled throughout, with the stock returning diesel-hauled to Belfast and Whitehead that evening.

This effectively concludes the main part of the 'Lough Foyle Railtour', although for those who have stayed on in Northern Ireland a heritage coach tour will operate from Belfast on Tuesday, May 12.

Three locomotives will work the tour over the course of the weekend, including ex-LMS/NCC 'WT' 2-6-4T No. 4, which together with classmate No. 53 brought the curtain down on Northern Ireland steam on May 2, 1970.

The other two locomotives will be the GNR(I) 4-4-0s – 'V' No. 85 *Merlin* and 'Q' No. 131.

Ticket prices

Tickets for the main three-day tour are priced at £195 for adults and £180 for children under 16. A non-member supplement of £25 applies.

Travel on May 7's positioning run from Whitehead to Dublin costs £35, while the 'Ormond' diesel railtour is priced at £50.

A place on the heritage bus tour on the Tuesday is also priced at £35. Ticket prices are for travel only and do not include hotels.

For booking details visit: www.steamtrainsireland.com/whats-on/56/lough-foyle

■ The May tour will not be the first 'Lough Foyle Railtour' to be run by the RPSI.

On September 1, 1979, the society's GSWR 'J15' 0-6-0 No. 186 led a train by the same name from Whitehead to Derry/Londonderry and back.

It was the loco's first and only time visiting the historic city.

Councillor urges IÉ to relocate Cork depot to Mallow sugar site

THE defunct former sugar factory complex in Mallow, County Cork, has been put forward as a possible replacement for Iarnród Éireann-Irish Rail's (IÉ) Cork Kent traincare depot.

The plans are part of the rail operator's aim of expanding and improving its facilities in the future.

Currently, the facility in Cork is used primarily for servicing and fuelling the 2600 Class multiple units serving Mallow, Midleton and Cobh, together with 22000 Class units.

Treble capacity

However, IÉ has said it will need to treble the depot's eight-set capacity to cater for future demand on the network, and Fianna Fáil county councillor Gearóid Murphy believes the Mallow factory site may fit the bill.

The factory closed its doors in 2006 and has been out of use ever since. Crucially for Coun Murphy's proposal the site retains its connection to the Dublin to Cork main line, and offers enough space for IÉ to create a larger facility than that at Cork.

Regional hub

It would, he says, also complement a proposal by Coun John Paul O'Shea that the site be used to develop a regional hub for the growing bio-economy sector.

The proposal has been aired at a meeting of the joint Cork County and City Council Cork Area Strategic Plan (CASP) committee, where it was well received.

The committee now plans to write to IÉ asking that they give the suggestion serious consideration.

SILVER CREST
models

MARKET LEADER IN LARGE SCALE, READY-TO-RUN, LIVE STEAM

READY FOR IMMEDIATE DELIVERY!

FINAL 2 MODELS AVAILABLE

5" GAUGE 'EVENING STAR'

ORDER NOW!

"Evening Star" and the Twilight of Steam

The 9F Class represented the last in a series of successful BR Standard Classes designed by R. A. Riddles and his team.

Not only were the 9F's the final steam locomotives built for British Railways, they were amongst the last types to be withdrawn 50 years ago. "Evening Star" is singled out as a very special engine in its own right because it was the very last steam locomotive to be built for BR. It was decided that such a significant event could not pass without fanfare and the engine was given the evocative name "Evening Star" in a ceremony at Swindon Works in March 1960.

Unlike the rest of the Class, that had all been out-shopped in un-lined black livery, Evening Star was turned out in the old Swindon tradition of fully lined B.R. passenger green livery with copper capped chimney.

"The Evening Star represents our largest live steam locomotive in 5" gauge to date. Like the prototype it combines beauty and power and it has been a pleasure to have been involved in the development of this fine engine.

Mike Pavie

Request your free brochure today

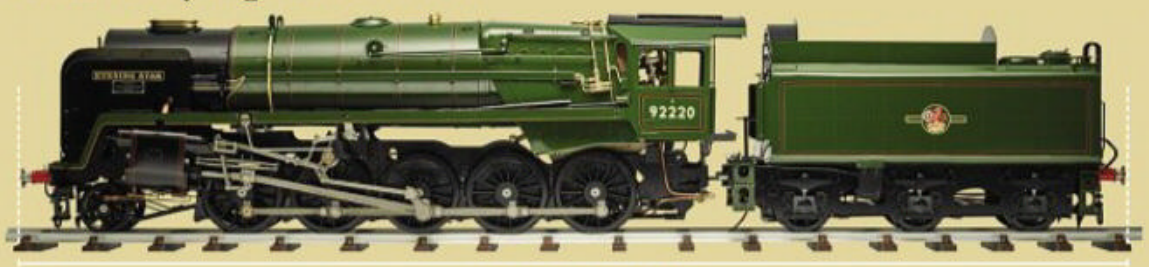
Request your free brochure today by e-mail, telephone, or by returning the coupon opposite.

Telephone: **01788 892 030**

E-mail: **info@silvercrestmodels.co.uk**

Find more information at **www.silvercrestmodels.co.uk**

Summary Specification



Length approx 72"

- Coal-fired live steam
- 2 Outside Cylinders
- Walschaerts valve gear
- Cast iron cylinder blocks (bronze liners)
- Steam operated drain cocks
- Mechanical lubricator
- Silver soldered copper boiler
- Multi-element semi-radiant superheater
- Reverser
- Boiler feed by axle pump, injector, hand pump
- Stainless steel motion and grate
- Sprung axle boxes with needle roller bearings
- Etched brass body with rivet detail
- Two safety valves
- Available in two liveries
- Painted and ready-to run

An Exhibition Quality Model Offering Unbeatable Value for Money

The model is offered at just £13,995.00 + £195.00 and represents incredible value. You would be fortunate to purchase a commercially manufactured boiler, lost wax castings and raw materials for the price you will pay for this fine model, which is delivered to you fully painted and lined and ready-to-run out-of-the-box. If you prefer your 9F to be presented in unlined black livery we are happy to provide this option.

Each model comes complete with a silver soldered copper boiler, CE marked and hydraulically tested to twice working pressure. We supply fully compliant certificates and paperwork including an EU Declaration of Conformity. As testament to our confidence in the models we supply we offer a full 12 months warranty on every product.

The Evening Star model will benefit from the following special features...

- The frames of each locomotive will be individually marked from 001 to 050.
- Purchasers of the model will receive a free numbered Limited Edition Print of Evening Star signed by renowned railway artist Chris Ludlow from an original artwork commissioned by Silver Crest Models.

Delivery and Payment

The model is the subject of a single batch production of 50 models in 2019. Once the batch is sold there will be no further production until 2022 at the very earliest. The model represents excellent value at £13,995.00 + £195.00 p&p.

Save £195.00. Free p&p for any order received within 28 days.

The model is available for immediate delivery following receipt of your payment in full.

You may pay by credit/debit card, bank transfer, or cheque.

Available stock will be allocated on a first come, first served basis.

FREE BROCHURE REQUEST FORM

Please send, without obligation, my free Evening Star full colour brochure.

Name: _____

Address: _____

_____

_____ Post Code: _____

Please send to: Silver Crest Models Limited, Bragborough Hall Business Centre, Welton Road, Braunston, Northamptonshire NN11 7JG RM

Company registered number 7425348

COMPILED BY
CLIFF THOMAS
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

£4.2million Boston Lodge project clears first Lottery stage

THE Ffestiniog & Welsh Highland Railway's (Ff&WHR) application for National Lottery Heritage Fund (NLHF) support for redeveloping Boston Lodge works (*RM* Nov 2019) has secured a first round pass.

The £4.2million Boston Lodge Redevelopment & Interpretation Project now undergoes detailed planning and consultation, likely to take a year, before submission for further approval in advance of physical work starting.

The NLHF application covers 14 more parts of a 34-phase plan to develop the Boston Lodge site, eight of which are already completed, and expands Ff&WHR's programme for passing on traditional specialist skills.

Boston Lodge Works is one of the oldest railway workshops in the world, possibly the oldest still operating on its original site. A number of the earliest buildings survive, albeit at risk and needing urgent intervention.

The origins of the Works pre-date Ffestiniog Railway, having been built to support construction of the l and-reclamation embankment (The Cob) in the early 1800s.

An aerial view of the Boston Lodge site. In the foreground is the new sea wall, behind which is the large carriage shed, constructed last year on the subsequently reclaimed land. Track will be laid into the building shortly. The 19th century buildings in the area – known as the Top Yard, and which form the primary focus of the National Lottery Heritage Fund application – are in the centre of this image. FR COMPANY

New owner for former Australia 'Yepla' class Fowler

UNRESTORED 2ft-gauge 'Yepla' class Fowler 0-4-2T 16341/1924 arrived at the private 'Workshop X' in North Derbyshire on December 9 following its purchase by Simon Hudson.

Withdrawn in 1961, it was bought by Jeremy Martin in 2018 and repatriated in early-2019, but offered for sale on realisation it was too big for his Richmond Light Railway (*RM* Sept 2019).

Restoration is being undertaken by its new owner's Leeds-based company The Steam Workshop, which hitherto has restored and operated miniature steam locos.

After removing the tanks and cab the boiler was lifted in early January.

Superb and *Alpha* boilers lifted at SKLR

THE boilers from the Sittingbourne & Kemsley Light Railway's (SKLR) out-of-service Bagnall 0-6-2Ts *Superb* and *Alpha* were lifted from the respective frames on December 2.

The objective is to overhaul the boiler lifted from *Alpha* in order to return *Superb* (sidelined in early 2019) to service as quickly and economically as possible (*RM* June 2019).

All four Bagnall 0-6-2T boilers at SKLR were thought to be identical, but it transpired the foundation ring rivets on the boiler from *Superb* prevented it being dropped into *Alpha's* frames as intended.

Alpha last steamed in 1969 and has been receiving cosmetic attention from young SKLR volunteers. The absence of a boiler will enable further work inside the frames.

Woolwich Arsenal locos join Statfold collection

WALTHAM Abbey Royal Gunpowder Mills Company Ltd (WARGM) has transferred ownership of 18in-gauge ex-Woolwich Arsenal Avonside 0-4-0T *Woolwich* (1748/1916) and 0-4-0+0-4-0 Hunslet diesel *Carnegie* (4524/1954), together with five carriages and a powder wagon, to the Statfold Narrow Gauge Museum Trust Ltd (SNGMT).

The Woolwich Royal Arsenal locomotives and stock formed the initial equipment for the Bicton Woodland Railway, and were acquired by the Royal Gunpowder Mills in 2000.

A 2ft 6in-gauge line was already being developed at the Gunpowder Mills, and with no progress made on building an 18in-gauge line *Woolwich* went to Crossness Pumping Station on loan in June 2011.

Woolwich was dismantled for overhaul, the intention being to construct an 18in-gauge running line at Crossness, but work stalled, and Crossness opted to build the 2ft-gauge line being developed as the Royal Arsenal Narrow Gauge Railway.

Carnegie remained stored at the Royal Gunpowder Mills.

WARGM decided to concentrate on its 2ft 6in-gauge Gunpowder Railway following a review of its railway equipment, and deemed the 18in-gauge locos and stock surplus to requirements. In return for transferring the equipment to SNGMT, which will restore the locos to operation, Statfold will donate an operational 2ft 6in-gauge loco to WARGM.

Statfold has a length of 18in-gauge line, dual gauged with the 3ft-gauge running line employed by its ex-Burton & Ashby tram, on which 18in-gauge Hunslet 0-4-0WT *Jack* (HE684/1898) is demonstrated during open days.

The 18in-gauge line will be extended now the ex-Woolwich locos and stock have been acquired.

Avonside 0-4-0T *Woolwich* pictured on June 26, 2011 shortly after arriving at Crossness. Subsequently dismantled, it remains essentially a kit of components, which will be moved to Statfold for restoration and reassembly. CLIFF THOMAS

Ogwen back in steam this summer

MARTYN Ashworth's Avonside 0-4-0T *Ogwen* remains targeted to return to steam for the first time in 55 years during summer 2020.

Delivery of the boiler following repairs at LMS (Locomotive Maintenance Services) is now expected in March.

The boiler went to LMS in Loughborough in March 2019.

A new firebox (made by Mendip Steam Restorations) was delivered last July and production of a new front tube plate and smoke box is in progress.

New tubes, stays, studs, fusible plugs and washout plugs will be fitted before the tested boiler returns to the private restoration workshop.

New firebox for Hunslet *Elin*

RIVETING of a new inner firebox for Hunslet 0-4-0ST *Elin's* boiler was completed during January.

Other refurbishment of *Elin*, which last steamed in 1997, continues at the Richmond Light Railway (RLR), where overhauling Bagnall 0-4-0ST *Pixie* (2090/1919) is progressing, with the wheelsets now returned following fitting of new tyres, a new cast wheel centre and new crankpins.

The bodywork of the new-build tender for Couillet 0-4-0T *Chuquitanta* is nearly complete, with brake gear being fabricated and fitted.

The RLR plans to build a new enclosed bogie coach, which will have end verandas.

SINGLE LINES

■ THE Royal Arsenal Narrow Gauge Railway (RANG) has launched a crowd-funding appeal to raise £9,500 towards buying two sets of points, track and ballast to complete the lower station run round loop and timber sleepers to build a platform for its running line at Crossness Pumping Station. A similar appeal early in 2019 raised £13,386 in 77 days, financing rail materials for the 700-metre line, which enabled RANG to start operating limited passenger rides from June 2019.

■ A THREE-day gala at the Ravenglass & Eskdale Railway to celebrate the 60th anniversary of the 15in-gauge line being saved for preservation is being planned for May 8-10. Nine home-based locos are likely to be showcased, joined by Siân Project Group's Guest Engineering-built 2-4-2 *Siân* (from the Kirklees Light Railway) and a Romney, Hythe & Dymchurch Railway loco (identity to be confirmed).

■ REINSTATEMENT of Lynton and Barnstaple Railway accommodation bridges Nos. 54 and 55 on the trackbed of its Blackmoor Gate to Wistlandpound Reservoir extension was officially completed on December 13 when the Pound Lane Bridleway, which passes under Bridge 54, was reopened. Restoration of the bridges ready to receive track and ballast has cost £220,000.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

The Talyllyn Railway's Hughes 0-4-2ST No. 3 *Sir Haydn* crosses Dolgoch Viaduct on December 22 with the 13.00 'Santa Special' from Tywyn Wharf to Dolgoch. The Talyllyn Railway top-and-tails its 'Santa' trains, the loco providing steam at the rear, in this instance being Kerr, Stuart 0-4-2ST No. 4 *Edward Thomas*. BARBARA FULLER

Talyllyn to return to traffic in autumn 2020

THE Talyllyn Railway (TR) anticipates Fletcher, Jennings 0-4-2ST No. 1 *Talyllyn* will return to service in the coming autumn.

The boiler is being overhauled at Mid-Hants Railway (*RM* Nov 2018) by TR volunteers employed at Ropley boiler shop.

No. 1 *Talyllyn* was withdrawn for overhaul in June 2018.

The rotation for TR loco overhauls envisages withdrawing Fletcher, Jennings 0-4-0WT No. 2 *Dolgoch* in 2020/21, Kerr, Stuart 0-4-2ST No. 4 *Edward Thomas* in 2022, and Andrew Barclay 0-4-0WT No. 6 *Douglas* in 2023.

Between 2024-2028 TR expects a period with all six of its steam locos serviceable.

Chevallier expected to leave WLLR

BILL Parker's Manning, Wardle 0-6-2T *Chevallier* seems unlikely to remain at Welshpool & Llanfair Light Railway (WLLR) much longer.

Chevallier arrived at WLLR for the line's 2016 gala, and has remained stored, other than a couple of runs to test work undertaken by the owner's representatives.

It goes out of ticket in April.

WLLR members have been told the tests showed *Chevallier* was not suitable for the railway, primarily on the grounds of coal and water consumption.

There were also mechanical issues, hence *Chevallier* was not utilised to cover WLLR's current loco shortage.

Instead, the railway hired U-Class 0-6-2T No. 2 *Zillertal,* which entered service at the end of August last year. Members were also told *Chevallier* was not currently for sale and WLLR did not wish to continue storing it.

If it were placed on the market the issue would be considered by WLLR's board.

Joan withdrawn

WLLR will open the 2020 season with its own Beyer, Peacock 0-6-0T *Countess* and on-hire No. 2 *Zillertal* available, together with Diema diesel No. 17.

Kerr, Stuart 0-6-2T *Joan* failed at the end of the 2019 season and with its boiler ticket expiring in April 2020 was not worth repairing for the limited use it would get before withdrawal.

The reduced timetable operated in 2019 because of loco difficulties, resulting in a 3% decline in passenger numbers to 22,495. A fare increase meant traffic revenue was up 1% to £242,301, although retail revenue declined 5% to £167,779.

WLLR's 2020 timetable will look more akin to that in 2018 with more running days and trains than 2019.

Ffestiniog explores route for new branch to Llechwedd

AN INVESTIGATION by the Ffestiniog Railway into possible construction of a line from Blaenau Ffestiniog station to Llechwedd slate quarry (*RM* June 2019) has seen clearance of undergrowth from the FR's old Dinas branch terminus and adjoining trackbed.

The cleared land is owned by Llechwedd slate quarry, and has revealed the old formation near Pant-yr-Afon hydro-electric power station with further working parties being organised.

The FR originally terminated at Dinas to serve several slate quarries.

In 1866, following the introduction of passenger services, a (then) branch was opened to Duffws in the centre of Blaenau Ffestiniog.

A few years later passenger trains to Dinas ceased, although the line between Glan-y-Pwll and Dinas continued to carry slate traffic.

The original Dinas line formation was replaced in 1899 by a deviation to enable expansion of the Oakeley slate waste tip.

FR believes part of the deviation route to Dinas (closed in 1946 and lifted in 1955) could be utilised to link Blaenau Ffestiniog station to the Dinas site without using the current FR main line and avoiding a reversal, as the first part of a line to Llechwedd.

FR owns the route from Glan-y-Pwll to the old Holland quarry incline.

Further land would be required, but Breedon Aggregates Ltd (owners of the Oakeley quarry) and Llechwedd quarry have both indicated willingness to lease land to FR, which would enable construction of the new line to a point next to, and below, Llechwedd.

Passengers would then walk through a tunnel under the A470.

How they would reach the quarry awaits finalisation, but a passenger-carrying incline, similar to that operated for Llechwedd's underground tour, is a possibility.

FAIRBOURNE Railway's Milner 0-4-0STT *Sherpa* spent Christmas visiting Littlehampton Miniature Railway, producing this atmospheric scene as the tinsel-decorated loco withdrew into the shed for the night on December 15. JULIAN CLARKE

Statfold to return 'K1' to steam?

STATFOLD Narrow Gauge Museum Trust (SNGMT) and the Ffestiniog Railway Company (FR) have confirmed they are considering the possibility of Beyer, Peacock 0-4-0+0-4-0 Garratt 'K1' being returned to steam at Statfold.

'K1' went to Statfold late last year under a 10-year agreement, envisaging it being cosmetically restored and displayed in Statfold's museum (*RM* Jan).

SNGMT has assessed the work needed to return 'K1' to operation and checked its compliance with their loading gauge.

As a result, a revised agreement covering 'K1' operating at Statfold and being available to run on Welsh Highland Railway is under discussion.

'K1' last steamed in late-2014.

DIARY

March
14 NG North model exhibition, Pudsey
21 Statfold Barn Railway, enthusiasts' day

April
2-5 Beamish Great North Steam Fair
10-13 Isle of Man Railways, rush-hour event
18 Ffestiniog & Welsh Highland Railway, 'The Snowdonian'
19 Amberley Museum, industrial trains day

May
8-10 Ravenglass & Eskdale Railway, 60th anniversary gala
9-10 Apedale Railway, gala

Heritage Trams Track Record

COMPILED BY
GARY BOYD-HOPE
Call: 01507 529589
email: gboyd-hope@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

TRAMLINES

Blackpool and Fylde trusts to merge collections

THE Blackpool Heritage Trust (BHT) is merging its collection of preserved Blackpool trams with those belonging to the Fylde Transport Trust (FTT).

The BHT was established in 2014 as the custodian of the Blackpool tramway heritage fleet, but its efforts have been hampered by a lack of charitable status, thereby limiting the sources of funding available to it.

An application for charitable status was made to the Charity Commission, but subsequently declined.

The Fylde Transport Trust, which has very similar aims to the BHT, is a registered charity, and has successfully reactivated its tram restoration activities, with projects such as 'Standard' No. 143, 'Railcoach' No. 279, and 'Balloon' car No. 715 all benefiting from significant investment.

The merger of the two collections will now allow the vehicles in the former BHT trams to benefit from charitable funding and donations, as well as giving them the added protection afforded by charitable status.

The trams joining the FTT collection include Brush cars Nos. 621 and 634, 'Railcoach' towing car No. 671, 'Balloon' No. 703, the illuminated 'Hovertram' No. 735, 'Jubilee' car No. 761, and 'Centenary' car No. 645.

BHT trustees Paul Wigan and James Millington have subsequently joined the FTT as trustees, providing continuity with their roles at BHT.

Hastings' West Hill Lift closed for repairs

THE West Hill Lift in Hastings is remaining closed while the drive wheel from the top of the 1891-built funicular is away for major reconstruction.

The 500ft-long railway, which connects George Street to the top of the West Hill in Hastings Old Town, closed for investigation in July after irregular noises were heard coming from the drive wheel.

A detailed magnetic particle/dye penetration inspection was subsequently carried out on the wheel in October, which revealed serious cracks around the central hub.

Kevin Boorman, of Hastings Council, said: "We have now been advised that the outer part of the wheel can be re-used. A new centre section is currently being cast, and we hope to re-open the lift by Easter."

Manchester Corporation 'Combination Car' No. 765 stands alongside one of the Lightopia Festival displays set out alongside the tramway at Heaton Park on December 28. JOSH HAWORTH

Heaton Park Tramway celebrates record year despite cable theft

MANCHESTER'S Heaton Park Tramway is celebrating a record year during 2019, despite suffering a major cable theft in late-September that forced the closure of the heritage attraction.

Since reopening on October 26 (*RM* Dec) the tramway has been riding a wave of goodwill, which has resulted in record takings.

Lightopia

Part of this late-season success was a result of Heaton Park's illuminated Lightopia Festival, which was open every weekend from the middle of November to New Year's Eve.

The event featured spectacular illuminations brought over from China, sponsored by the Chinese Government, with the tramway running special illuminated trams in conjunction with the festival.

More than 35, 000 visitors attended the event, thereby helping to boost the tramway's visitor figures during a period when it is normally closed.

"Last year was a whirlwind year for our tramway, with both tragedy and celebration, so to finish the year on such a high with record takings has been truly magnificent," said Heaton Park Tramway Company chairman Keith Whitmore.

"Our volunteers have really worked so hard to make this our most successful year, with events ranging from taking one of our trams to be stood outside Manchester Victoria station as part of the 175th anniversary celebration, to working every weekend during most of November and December.

"I want to thank them all."

40th anniversary

The Manchester Transport Museum Society, which operates the tramway, hopes to build on 2019's success this year as it marks 40 years since the opening of the tramway.

The anniversary celebrations kick off on March 29 with the Season Start-up event and 40th Birthday Bash, which will feature a three-car service as well as a number of special operations.

The Lightopia Festival will play a big part in the birthday celebrations as it returns for the second of a three-year agreement in November.

For this year the tramway is negotiating the hire of one of the Blackpool system's famous illuminated trams, a very rare opportunity outside of Blackpool.

■ A further boost came in early January when Heaton Park Tramway was declared Tramway of the Year in the British Trams Online Tram of the Year 2019 awards, following six weeks of voting. The tramway secured in excess of 60% of all votes cast.

Ex-Blackpool car tops Beamish's tramway mileage chart for 2019

SHEFFIELD Corporation double-deck balcony car No. 264 lost its crown as the highest annual mileage tram in the Beamish Museum fleet last year, being narrowly beaten into second place by ex-Blackpool open-top car No. 31.

The 1901-built No. 31 chalked up 6,000 miles during the course of the 2019 season compared to the 5,850 miles achieved by No. 264. However No. 264 did start the year by being lifted for a wheelset and motor overhaul, and did not re-enter traffic until April, which may account for the lower mileage.

Mileage topper No. 31 prepares to tow visiting Blackpool & Fleetwood 'Box' No. 40 to the depot following unloading at Beamish on March 4 last year. PAUL JARMAN

All weathers

The fact No. 264 sees use in all weathers ensured its mileage kept up with open-top No. 31.

Interestingly, the mileages clocked up by both trams are considerably less than the 7,825 miles covered by No. 264 in 2018. This can be attributed to greater availability within the home fleet, five resident cars on hand for service during the year, plus two visiting trams for parts of the season.

Like No. 264, Sunderland Corporation double-deck car No. 16 is an all-weather car, and thus came third in the mileage table with 5,300 miles covered. The car was available for service throughout the year and worked trouble-free all season.

Hurst, Nelson-built Newcastle Corporation 'A' class car No. 114 recorded 3,575 miles compared to 5,600 in 2018. The availability of visiting trams and also No. 31, with its higher capacity, are the reasons for the lower figure.

The tram was withdrawn on January 6 for a motor overhaul, but should be back in service for the main season.

Of the five 'home-fleet' trams, ex-Oporto single-deck car No. 196 was the lowest mileage car, finishing the year with 2,775 miles against 4,700 miles in 2018.

Again this difference is largely down to low usage because of good weather in the summer months, and the availability of double-deck or visiting trams.

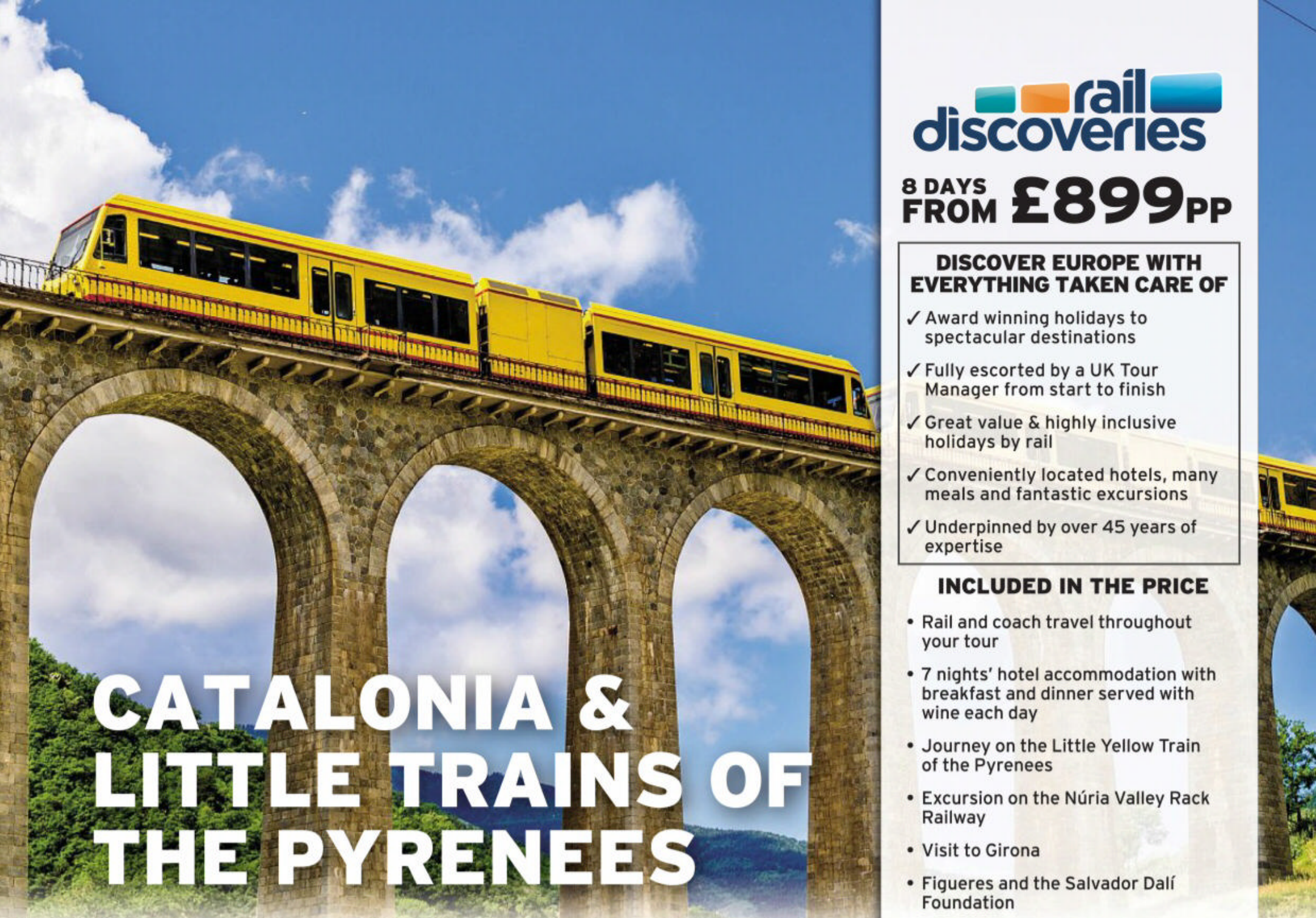
Re-tyring

No. 196 will be taken out of service for re-tyring during the early part of the year, at which time it will also receive a comprehensive truck overhaul.

Of the two trams that visited Beamish during the year, Blackpool & Fleetwood Electric Tramroad 'Box' car No. 40 accumulated 1,250 miles during its stay between arriving in March and returning to Crich in September.

Heaton Park Tramway's Manchester Corporation 'Combination Car' No. 765 notched up 500 miles between February and July.

Between them the seven trams covered 25,250 miles in service, which is equivalent to a circumnavigation of the earth.



CATALONIA & LITTLE TRAINS OF THE PYRENEES

rail discoveries

8 DAYS FROM £899PP

DISCOVER EUROPE WITH EVERYTHING TAKEN CARE OF

- ✓ Award winning holidays to spectacular destinations
- ✓ Fully escorted by a UK Tour Manager from start to finish
- ✓ Great value & highly inclusive holidays by rail
- ✓ Conveniently located hotels, many meals and fantastic excursions
- ✓ Underpinned by over 45 years of expertise

INCLUDED IN THE PRICE

- Rail and coach travel throughout your tour
- 7 nights' hotel accommodation with breakfast and dinner served with wine each day
- Journey on the Little Yellow Train of the Pyrenees
- Excursion on the Núria Valley Rack Railway
- Visit to Girona
- Figueres and the Salvador Dalí Foundation
- Visit to Besalú

On this contrasting tour, experience both the sparkling coast of Catalonia and the shimmering peaks of the Pyrenees as you spend time in iconic France and eclectic Spain.

Day 1. To Roses
Meet your Tour Manager and the rest of your group at London St Pancras today, where you catch the Eurostar service to Paris. Continue from here to Figueres in Spain, and then on to charming Roses. Check into your hotel upon arrival.

Day 2. Girona
Discover beautiful Girona today, a historical medieval city of Iberian charm. Your time here is at leisure. Why not venture into the fascinating Jewish Quarter, an ancient web of alleys and streets full of elegant old religious buildings?

Day 3. The Yellow Train of the Pyrenees
Cross over to France today as you travel to the walled city of Thuir. From here, continue to Villefranche for your journey on the Yellow Train of the Pyrenees. This open top train stands out from the green hills in its cheery coat of yellow paint, as it crosses bridges and mountains on a round trip.

Days 4-6. At leisure and the Núria Valley Railway
Enjoy a day at leisure soaking in the wonderful views of the Catalan coast. On Day 5 enjoy a journey on the spectacular Núria Valley Rack Railway as it takes you through glorious mountain scenery across the Pyrenees to the pretty Núria Valley, a peaceful hidden valley, inaccessible by car. You are free on Day 6 too, to perhaps venture down the coast to the iconic city of Barcelona.

Day 7. Figueres and the Dalí Foundation
Pay a visit to the town of Figueres today, the birth town of famous Surrealist artist Salvador Dalí. Here, venture into the superb Dalí Foundation, a museum and art gallery dedicated to the artist and the Surrealist movement. You also stop off at pretty Besalú.

Day 8. Return home
Leave Spain and Roses behind today, as you board the train to Paris. From here, join the Eurostar back to London.

Please note: The journey on the Little Yellow Train is affected on some departures. Please call for further details.

ROUTE

DEPARTURES AND PRICES

2020

29 Mar 20	£999	7 Jun 20	£1,099
4 Apr 20	£999	13 Jun 20	£1,249
18, 25 Apr 20	Sold out	14, 20, 21 Jun 20	£1,199
26 Apr 20	£999	27 Jun 20	£1,149
3 May 20	Sold out	29 Aug 20	£1,199
9, 10 May 20	£1,099	5 Sep 20	Sold out
16 May 20	Sold out	12 Sep 20	£1,229
17 May 20	£1,099	19, 26 Sep 20	£1,149
23 May 20	Sold out	3 Oct 20	£1,049
24 May 20	£1,199	4 Oct 20	£999
30 May 20	£1,149	11, 17 Oct 20	£949
6 Jun 20	£1,199	24 Oct 20	£899

CALL TO BOOK OR REQUEST YOUR FREE BROCHURE
01904 730705 www.raildiscoveries.com

feefo ★★★★½
As of 22nd January 2020

ABTA The Travel Association

Due to the nature of our tours they are generally unsuitable for those with restricted mobility. If you'd like to discuss any particular holiday with us in this respect, then please don't hesitate to call us. Book with 100% confidence, flight-inclusive holidays are ATOL or ABTOT protected, non flight-inclusive holidays are protected by ABTOT. Dates and prices are subject to availability. Prices shown are per person, based on 2 people sharing. Prices may change prior to and after publication. Itinerary may differ depending on the departure date you choose. Terms and conditions apply. Please call for further details. Calls will be recorded.

COMPILED BY
PAUL BICKERDYKE
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Burnham demands Metrolink is extended to Stockport

THE Mayor of Greater Manchester Andy Burnham has called on the Government to help fasttrack the extension of Metrolink to Stockport, *writes Tony Miles*.

Council and transport bosses will now work to develop an 'outline business case' for extending the tram line from East Didsbury into Stockport's new transport interchange, with the mayor hoping to see work begin by 2025.

The cost of the extension is estimated to be between £500million and £1billion.

The new call comes after Transport Secretary Grant Shapps hinted funding could be made available for the extension during the General Election campaign.

Mr Burnham said: "Stockport is already leading the way nationally on town centre regeneration. However, we need the Government to give us the powers that we need in parallel with the funding so that we can fast-track Metrolink from East Didsbury to Stockport.

'Ambitious'

"Greater Manchester has already demonstrated its track record of delivering ambitious and major infrastructure projects on time and on budget with the right funding and powers in place, and we want to continue this track record here in Stockport and deliver growth, jobs and investment in the town."

Several stretches of the original heavy-rail trackbed from East Didsbury still exist (on the former Midland Railway route from Manchester Central to Stockport Tiviot Dale), but parts have been used for redevelopment, and towards Stockport very little remains.

Terminating the new line at the transport interchange would also mean Metrolink would not connect to heavy rail at Stockport station. As well as the linear distance, there is also a considerable climb between the bus interchange and the station.

With the station becoming more popular, and car parking on the site becoming increasingly expensive, a failure to extend Metrolink here could be an embarrassing mistake.

Metrolink tram No. 3105 at the Trafford Centre terminus on December 19, the first day of daytime testing on the new route. GREG MAPE

Spring start for Trafford Park line

MANCHESTER Metrolink's Trafford Park extension is now expected to open around April time this year, more than six months earlier than planned.

The announcement followed the start of daytime testing along the full route to the west of the city in December.

The £350million project to build the 3.5-mile line began in January 2017. It runs from the Pomona stop, on the Media City/Eccles route, to Trafford Centre, with five new intermediate stops at Wharfside, Imperial War Museum, Village, Parkway and EventCity. This brings the number of stops on the Metrolink network to 99.

Trafford Park is one of Europe's largest trading estates, said to have more than 1,300 businesses employing more than 35,000 people, while Trafford Centre is home to a large shopping mall.

The terminus there has been designed for a possible future extension to Port Salford.

Driver training was expected to begin in January.

The service will initially run to and from Cornbrook, on the western edge of the city centre, but will eventually run through via Victoria to a new turnback platform being constructed at Crumpsall on the Bury line.

Tracks laid at Howdon

THE first tracks have been laid at the Tyne & Wear Metro's temporary depot at Howdon, North Tyneside.

The facility will be used while the system's main Gosforth depot is being upgraded at a cost of £70m for a new fleet of 42 five-car trains.

The temporary depot should be ready for use by this summer and it should then remain operational until 2024.

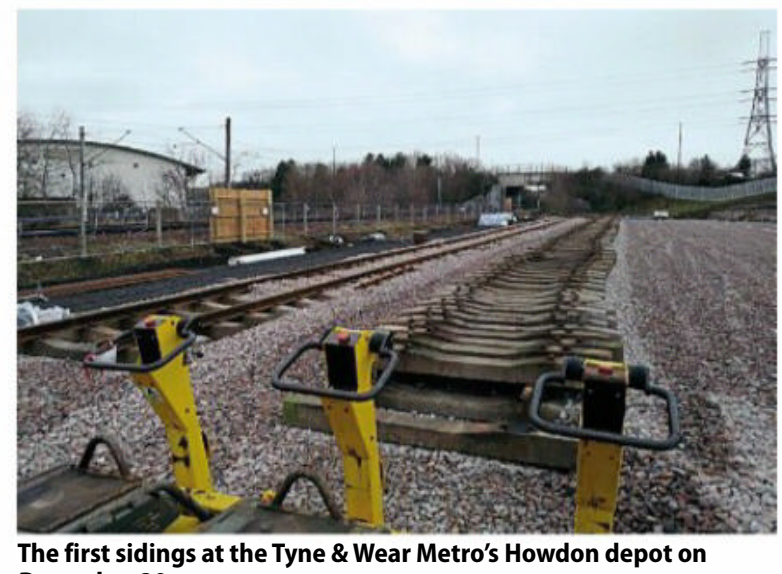
It will be used for the cleaning and preparation of up to 10 Metro trains at a time.

Nexus, the public body that runs the Metro, is spending more than £500million on a new fleet of trains, the Gosforth depot upgrade, and 35 years of on-going maintenance.

On January 28 it was confirmed that Stadler of Switzerland was the successful bidder to build the new trains. Nexus also considered bids from Hitachi and CAF.

Stadler will also be responsible for the fleet transition, which will take place between 2022 and 2024. Maintenance will also be undertaken by Stadler.

See story in Headline News.



The first sidings at the Tyne & Wear Metro's Howdon depot on December 20. NEXUS

TO BOLDLY GO: London Underground's Piccadilly Circus station was temporarily renamed Picardilly Circus on January 15-16 to promote a new television series called Star Trek: Picard, which has the lead character of Jean-Luc Picard played by actor Sir Patrick Stewart. Roundels in the ticket hall and platforms were rebranded, and specially created signage and posters were displayed around the station. Special announcements were also made advising passengers to "take care when using stairs, escalators or transporters". TfL

Glasgow airport link could be back on again

RENFREWSHIRE and Glasgow City councils have approved funding for a metro link between Glasgow Airport and Paisley Gilmour Street railway station.

A rail link has been wanted for a long time, but previous plans have come to nothing.

A private bill for a £120million rail link was passed in the Scottish Parliament in 2006, but it was scrapped in 2009 in the wake of the global financial crisis.

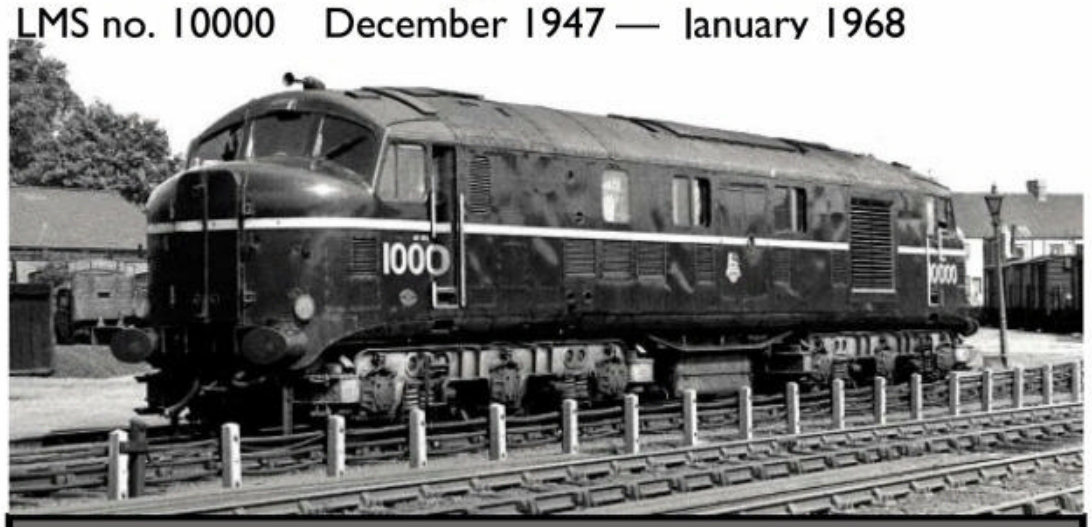
New plans for a tram-train line or light rail system via Paisley emerged in 2014, but these were again dropped after concerns about their viability.

The latest scheme would see a tram link built as the first stage of a wider Glasgow area metro system.

Funding is said to be available, but both councils need the support of their respective members before work can begin, and so a feasibility report will be prepared in the early months of 2020 for approval.

The Steam Age Diesel

LMS no. 10000 December 1947 — January 1968



10000 at Harrow. Courtesy of Transport Treasury

Britain's first main line diesel locomotives

Scrapped before the end of BR steam

Second of the class 10001 was scrapped at Cox & Danks, North Acton in 1968. Photographer unknown.

Progress made in 2019

During 2019 the Ivatt Diesel Re-creation Society acquired more of the parts required to recreate 10000. These include an ex-works engine governor and vital parts of the vacuum brake system, with more items scheduled to be donated in the coming year.

On the 6th of December, the Society opened its workshop at Wirksworth on the Ecclesbourne Valley Railway, where components will be stored and overhauled, beginning the task of constructing 10000.

Thanks to Waveley Security, owned by a member of the society, the new workshop now also has an excellent modern security and fire detection system in place. Having a base to work from has already been a great boost to the project. Members will be invited to inspect progress soon.

The re-created 10000 will utilise readily available equipment that is proven in service and well suited for use in the locomotive. Working with rail industry experts, the decision has been made to use power and brake equipment based on that fitted to classes 43, 56 and 58.

A definitive engineering summary is now available from our website **www.LMS10000.co.uk**

The plan details the combination of equipment to be used, and how it will work together. The production of the plan followed detailed input, assistance and guidance from industry experts in the fields of traction equipment, chassis and brake design.

Please help 'lift' 10000 to the next level

We currently have a unique and one-off opportunity to obtain parts and spares to complete our 'shopping list' of major items for the construction of 10000.

This includes traction motors and a large quantity of bogie spares from Holland, cooler groups and electrical equipment including alternators. These items are available to us but only if we move quickly - its now or never.

That's the good news. The issue is that all of this equipment needs to be moved in a short space of time, during which we are already financially committed to moving two power units, lifting, stripping and moving the bogies and chassis, getting our new sleeper coach ready for volunteer use and covering the ongoing costs for our new Centenary Works building. Combined, an additional £30,000 will be needed.

To take up these fantastic opportunities, we need to raise funds to lift and transport these large and heavy items within the limited time they are available to us. Some of the items have been offered as donations if we are able to fund the transport, and all are in dry stored or running condition.

What is certain is that the opportunity to obtain most of these items will not occur again. Without these components the construction of 10000 is simply not possible. It is critical that we raise additional funds to hire the necessary cranes and transport as quickly as possible.

Please help the LMS10000 Project in any way you can to allow us to take advantage of these once in a lifetime opportunities.

LMS10000

Benefits for donors:

Donors of over £500 will be offered a free seat on 10000's first passenger train.

All other regular donors will have the opportunity of a free seat on one of 10000's first passenger trains.

See the 'benefits' page on our website for the full list of benefits

www.LMS10000.co.uk

Donate with PayPal

IVATT DIESEL
RE-CREATION SOCIETY

46 Biddick Village Centre,
Washington, NE38 7NP
Charity no: 1147032
info@LMS10000.co.uk
0755 162 1685
www.LMS10000.co.uk

How to get involved?

- **Join the Society** as a regular donor. Choose your own membership rate!

  Membership of the Society is open to all who donate £2 or more monthly. The average amount given is £10 a month. The more you donate the more benefits you accrue.
- **One off donations** by cheque made out to the Ivatt Diesel Re-creation Society, 46 Biddick Village Centre, Washington, NE38 7NP
- **Direct banking** to 30-94-77 50405860 or by **Paypal** via the website donate page

All donations will be added to our President's Centenary Appeal and all qualify toward 'benefits for donors'

COMPILED BY
BEN JONES
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Wales finally joins the electric age as Cardiff Central goes live

ELECTRIC trains are now operating to Cardiff Central after the completion of work between St Brides, near Newport, and the Welsh capital over the Christmas holidays.

A year later than expected, GWR's first eastbound electric train was the 08.50 Cardiff to Paddington on January 5.

Electric operation is now possible for all but a few miles between London Paddington and Cardiff via Bristol Parkway using GWR's Class 80x bi-mode trains. However, diesel power is still required through the wet conditions of the Severn Tunnel, where Network Rail has not yet resolved issues with maintaining the 25kV AC power supply.

Until January, Wales was famously said to be one of only three countries in Europe without a single mile of electrified railway. The introduction of electric operation leaves just Albania and Moldova holding that dubious honour.

GWR's interim managing director Matthew Golton said: "It was really important for me to be in South Wales to celebrate this landmark for our services. This will allow us to deliver more frequent services, more seats and quicker journeys for customers."

The South Wales Main Line was closed between December 24 and January 2 to allow the final installations of overhead line equipment ahead of testing and commissioning.

Tests included the rare sight of a DB Cargo Class 90 electric in the Principality, running with two Class 67s and coaching stock, hired to create an ad hoc overhead line test train.

Completion of electrification work has allowed GWR to reduce journey times between the two capitals by an average of 14 minutes and add extra trains to provide 15,000 additional seats on weekdays.

The £3billion Great Western Electrification Project (costed at £874million in 2009) involved electrifying more than 150 miles of route between London, Newbury and Cardiff, installing more than 4,200 masts and gantries, about 400 miles of wire, and alterations to 137 structures.

However, after massive cost overruns, several sections of the project were deferred or cancelled to save money, including Cardiff to Swansea, Didcot to Oxford and Bristol Parkway to Bristol Temple Meads.

Elsewhere over the Christmas period NR replaced a significant amount of track, and renewed switches and crossings at the east end of Newport station, replaced the surface edges of platforms 2-4, and made adjustments to OHL equipment in preparation for the first electric trains on January 5.

GWR is now operating its Class 800/802 bi-mode trains on electric power in South Wales following the completion of electrification work between Newport and Cardiff. The first eastbound train was No. 800031, working the 08.50 to London Paddington on January 5. JEREMY SEGROTT/GWR

SIDELINES

Hartlepool customer lounge opened by GC

OPEN access operator Grand Central (GC) has installed new waiting room facilities at Hartlepool as part of a £2.6million programme of improvements across its network.

A previously empty station building now houses a new customer lounge, wireless charging points, improved seating and breakfast bar-style workstations.

GC will also carry refurbished facilities at Sunderland, Eaglescliffe, Thirsk, Bradford Interchange, Brighouse, Mirfield, Wakefield Kirkgate, and London King's Cross.

New route director for Greater Anglia

ELLIE Burrows has joined Network Rail as route director for Greater Anglia, one of four new routes that make up Network Rail's Eastern Region, covering Norfolk, Suffolk, Essex and parts of Cambridgeshire, Hertfordshire and Greater London.

Ms Burrows has more than 20 years' rail industry experience, including being area director at NR and, most recently, train services director at Southeastern.

Grantham track replaced at speed!

ALMOST two and half miles of track on the East Coast Main Line south of Grantham was replaced between December 24 and 27 in a project costing £2.1million.

NR's specialist high-output track renewal system (TRS) train was employed to carry out the work in just 53 hours, instead of the nine overnight weekend shifts it would have taken usually.

Wellingborough station upgrade

NETWORK Rail is constructing a new platform at Wellingborough station in Northamptonshire and lengthening the two platforms to accommodate longer trains from 2022.

Other improvements include a full refurbishment of the platform canopies and the former Midland Railway goods shed, which will become a through route for passengers from platform 1.

Lighting, CCTV and public address systems will also be replaced by spring 2020.

Follow us @railwaymagazine

Third new station for Black Country reopening?

PLANS to reopen the Walsall to Wolverhampton line to passengers could include a third reactivated station at Aldridge after the proposal passed a feasibility study.

Transport for West Midlands (TfWM) wants trains to serve Aldridge as well as Darlaston and Willenhall, and is now working with West Midlands Rail Executive (WMRE) to compile a business case for the £10million station.

A fourth station, at Tettenhall, in Wolverhampton, is also being studied. Aldridge could be served by two trains an hour to Wolverhampton, Walsall and Birmingham New Street, attracting an estimated 500,000 passengers per year.

Spurred on by the devolution of responsibility for the region's public transport away from the Department for Transport (DfT), the West Midlands is pursuing an ambitious rail strategy, including the reopening of stations and reintroduction of passenger service over lines currently used only for freight.

Ian Ward, the West Midlands Combined Authority (WMCA) portfolio holder for transport, and leader of Birmingham City Council, said: "Reopening Aldridge Station will not only put another town on the rail map of the West Midlands, but will be a further step towards getting the Sutton Park line reopened to passengers – a move which will benefit many communities, including Walmley and Castle Vale."

Cambridge South plans unveiled

A PUBLIC consultation has opened on proposals for a new station in the south of Cambridge.

The proposed new station would be built close to the growing Cambridge Biomedical Campus to provide better links throughout Cambridgeshire and improve accessibility for patients and visitors to Addenbrooke's and Royal Papworth hospitals.

It would also provide better connections to proposed new housing developments across the southern fringe of the fast-growing city.

Three possible locations have been suggested as well as early designs for the station and possible access, with Network Rail seeking public feedback via events and an online survey. The consultation will close on March 2.

A second round of public consultation is expected to take place later in 2020 based on the preferred option, after which a Transport and Works Act Order will be submitted to the Secretary of State for Transport, anticipated in 2021.

Subject to funding and consent, construction could start in 2023 with an ambition of opening to passengers two years later.

REVAMP FOR BEVERLEY NER BRIDGE: A distinctive feature of Beverley station in East Yorkshire will undergo a £600,000 refurbishment in 2022. Network Rail is developing plans to upgrade the Grade-II listed North Eastern Railway footbridge, including renewing the steps and walkway, strengthening the bridge and repairing corrosion damage. A temporary footbridge will be installed during the work to maintain access to both platforms. NETWORK RAIL

TRADITIONAL-STYLE CANOPY FOR HINCKLEY: Hinckley station has received a new platform canopy on the Leicester-side platform. The rectangular structure, which needed new excavations in the platform for the supports, replaces a previous semi-circular canopy. On December 21, BR 'Castle' No. 7029 *Clun Castle* passes with a Vintage Trains 'White Rose' excursion to York. CHRIS MILNER

Thousands support Christmas shutdown engineering effort

MORE than 20,000 staff gave up their Christmas and new year holidays to deliver 386 separate infrastructure projects around the country between December 24 and January 1.

From minor interventions to improve drainage or extend platforms to major engineering projects, both planned and unplanned, Network Rail spent more than £111million during the Christmas shutdown.

On the biggest of NR's new regions, North West and Central, projects included preparatory work in and around Euston for HS2, modifications to overhead wire stanchions at Bletchley to prepare for a new East West Rail flyover crossing the West Coast Main Line, track replacement at Tring, Crewe, Warrington and Haddenham & Thame Parkway, drainage improvements between Preston and Lancaster, and on-going preparation for the resignalling of Birmingham New Street in 2022.

December 27 saw the extension of platform 2 at Huddersfield, completed ready for the introduction of new, longer trains.

Platforms at seven stations on the Penistone Line will also be lengthened, with Honley and Shepley expected to be complete by the end of March.

Over on the East Coast Main Line, construction of the new Werrington Junction diveunder continues apace. On December 24-27 and January 4-5, lines north of Peterborough were slewed to accommodate the redesigned junction as part of the £1.2billion ECML Upgrade.

The project also includes major work to simplify the track layout at London King's Cross and build a new bay platform at Stevenage. Over the Christmas period, NR staff replaced track near platforms 5 and 6 and undertook signal testing work at the London terminus. Track dating from 1947 was also replaced in platform 6 at York, allowing LNER Class 80x trains to use it without restriction.

Timber beams

Further north on the ECML, long-term work to replace timber beams on the Grade-II listed King Edward Bridge in Newcastle reached its ninth year, with 14 pairs of beams renewed between December 24 and 27.

The £46m renewal of overhead lines between Shenfield and Southend Victoria continued, with work focusing on the Wickford area in late-December.

Other projects on the Great Eastern lines included track and points replacement at Colchester, further preparations for Crossrail and the Barking Riverside extension in east London, bridge repairs in Rochford, Essex and at Prickwillow, near Ely, and track repairs at Liverpool Street and Bethnal Green.

In South Wales, electrification work was completed between Newport and Cardiff, and major track replacement was undertaken at the east end of Newport station (see separate story).

At Leeds, construction of the new platform 0 continued, plus work to fit new overhead wires, upgrade the track, install new track and points, and test signalling equipment.

In the south-east of England, the biggest single project took place at Ashford International, where drainage, six sets of points and all the track at one end of platforms 3-6 was replaced.

Work also continued on the £81m resignalling project through Hither Green and at Barnehurst on the Bexleyheath line, ahead of the planned nine-day closure of the line from February 15-23 to prevent landslips.

Stabilisation work

Smaller tasks included platform improvements at Charing, footbridge refurbishment at Dover Priory, canopy painting and platform upgrades at Nunhead, electrical upgrades at Dollands Moor, near Folkestone, cutting stabilisation work at Barming and Barnehurst, and signal testing and cable works between London Bridge and New Cross.

One major engineering task not on Network Rail's Christmas plan was the repair of a landslip between Epsom and Ewell East in Surrey. Heavy rain caused the saturated embankment to slip on December 14, leaving track suspended in mid-air.

Around 2,000 tonnes of failed material was from the embankment and a 40m-long sheet pile wall, constructed of 71 sheet steel piles, was built to retain 2,400t of replacement material.

Track and signalling was replaced and reconnected on January 4-5, allowing train services to resume when commuters returned to work on January 6.

One major engineering task not on Network Rail's Christmas plan was the repair of a landslip between Epsom and Ewell East in Surrey. Contractors used heavy plant to remove around 2,000 tonnes of material prior to rebuilding and securing the embankment before trains restarted on January 6. NETWORK RAIL

Strengthening work for Arnside embankment: Network Rail is spending £500,000 to reinforce a steep embankment at Holmrock on the Furness Line to the south of the Kent Viaduct. The work will see the strengthening and reshaping of a slope and a new piled retaining wall to protect the formation of the Barrow to Carnforth line from future movement. Overnight work started on January 6 and is expected to last until March. NETWORK RAIL

A computer-generated image of the proposed new entrance and pedestrian area outside Stoke-on-Trent station. STOKE CITY COUNCIL

New look for Stoke-on-Trent

STOKE-ON-TRENT'S main railway station could undergo a major facelift by 2023 as part of a £60million local authority masterplan to improve public transport in the city.

The proposed revamp would eliminate cars from the station forecourt, add two large canopies spanning Station Road, an expanded pedestrianised area in front of the station entrance with 'pedestrian-dominated routes' across the road, a cycle hub, and a new footbridge linking platforms.

New shops and food outlets would also be created within the station, while vacant offices on the disused first floor could be brought back into use and leased to businesses.

Stoke Council is bidding for up to £59.4m from the Government's Transforming Cities Fund (TCF) for a raft of city-wide transport improvements.

The car park on Station Road will be moved to the rear of the station, along with a new short-stay setting down and picking up facility. And there will be new taxi ranks on either side of the station.

As part of the bid, Longton station would also be modernised as a park-and-ride facility, gaining disabled access, a cycle hub and public space and a new car park.

NR to use canal for freight

THE Leeds and Liverpool Canal will be brought back into industrial use this month when Network Rail uses it to transport goods and materials to a worksite in Lancashire.

NR is replacing a life-expired Victorian bridge carrying the Blackburn to Burnley line over the canal between Rishton and Church & Oswaldtwistle stations, near Accrington. The canal has been chosen as the best way to reach the site, reducing disruption to local communities and limiting the number of lorry movements on nearby roads.

At the same time, a pontoon will also be placed on the canal at Rose Grove to create a safe working space for engineers to strengthen another railway bridge as part of a £3.95million programme of infrastructure repairs on the East Lancashire line between February 15 and 23.

As well as the bridge work, new drainage will also be installed at Rose Grove to help protect the railway during heavy rainfall.

Track improvements will also take place at Townley Tunnel and Gannow Junction.

The Leeds & Liverpool Canal will be brought back into use for freight this month when Network Rail uses it to transport materials for a bridge replacement project near Accrington. NETWORK RAIL

NR awards £640m design contracts

NETWORK Rail has awarded 82 framework contracts worth an estimated £400million to deliver specialist design services for Control Period 6 (2019-24).

Options to extend the framework into CP7 (2024-29) could increase their value to £640m.

Multi-skilled

The new Design Services Framework (DSF) aims to provide access to a wider range of multi-skilled suppliers, including small and medium enterprises (SMEs).

The contracts, which went live on January 1, have been awarded to 34 suppliers, with two contracts per region for each of 10 single disciplines and four multi-discipline frameworks awarded at a national level.

The contracts cover buildings and architecture, civil and structural, consents and environment, E&P contact systems, E&P distribution design, E&P plant, geotechnical, signalling, telecoms and track.

COMPILED BY
BEN JONES
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

DRS wins Ford contract and will use bi-mode Class 88s

DIRECT Rail Services (DRS) has secured a contract to transport new cars between Dagenham and Garston for the Ford Motor Company.

DRS will work with automotive transport specialist STVA UK to transport cars on a mix of single- and double-deck wagons between the Ford factory in Essex and its rail terminal just outside Liverpool.

DRS reports its ability to employ Class 88 electro-diesel locomotives, which can operate in diesel mode to reach the unwired terminals at each end of the journey, was key to securing the contract; apart from that section the entire route is electrified at 25kV AC.

The switch will reduce the use of diesel locomotives under the wires over long distances, cutting emissions and increasing the efficiency of the operation, which previously employed Class 66 diesels.

Each train will typically carry around 190 vehicles and will operate between six and eight times a week with the potential for expansion for up to 10 trains per week.

Chris Connelly, DRS' chief operating officer, said: "This new service is an exciting addition to the DRS portfolio and reaffirms our ambition to introduce new business to complement our core nuclear mission."

DRS has secured a new contract to move new cars for Ford, using its Class 88 electro-diesels. On January 3, Nos. 88008 *Ariadne* and 88001 *Revolution* storm past Hill Chorlton in Staffordshire with a Mossend Down Yard to Daventry intermodal. ED WEAVER

GBRf expands intermodal fleet

NOTTINGHAMSHIRE wagon builder W H Davis will deliver 32 EcoFret2 triple-platform intermodal wagon sets to GB Railfreight in 2020/21.

The wagons will be leased to GB Railfreight by VTG, and are expected to join the operator's fleet in two batches, the first 16 set arriving in late-2020 and the balance in early-2021.

They will feature several improvements over previous wagons, including new bogies with enhanced suspension and damping, and their ability to accommodate more containers per train than more traditional intermodal flats.

Further investment in new intermodal vehicles is expected by GBRf soon as it reviews its ability to offer greater capacity on trains and increase efficiency.

■ GBRf has appointed former Associated British Ports chief executive James Cooper as its new chairman. Mr Cooper's career spans the infrastructure and financial services industries, including a spell as chief executive and chairman of Red Funnel Ferries, and leading roles with BNP Paribas, Hambros Bank and GBRf's new owner Infracapital.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine

East Midlands Gateway rail terminal open

ONE of the UK's largest new Strategic Rail Freight Interchanges is now connected to the national network and open for business.

The first test train arrived at East Midlands Gateway (EMG), near Castle Donington in Leicestershire, late on December 17, journeying from Southampton Western Docks behind DB Cargo's Maritime blue-liveried No. 66162 *Maritime Intermodal Five*.

As well as being a major customer and logistics partner for DB Cargo, Maritime Intermodal is also the operator of the EMG terminal.

DBC's first commercial service arrived at the new terminal from the Port of Felixstowe on January 7, with this route now operating five times each week.

The EMG train increases Felixstowe's daily train total to 36, following on from two new services to Doncaster iPort and Hams Hall, introduced in late-2019. A second service linking EMG and Felixstowe is also expected to be introduced by Freightliner.

EMG is linked to the national rail network by a new branch from the Sheet Stores Junction-Stenson Junction freight line. The new 17-acre interchange is located at the junction of several major trunk roads and motorways, and is capable of handling up to 16 775m-long freight trains each day.

Eventually, the area will house up to seven million sq ft of warehousing, and will serve the major conurbations of Derby, Leicester and Nottingham.

The opening came as new figures from the Office of Rail and Road (ORR) revealed domestic intermodal traffic posted its highest quarterly total in the second period of 2019/20.

With 1.75 billion net tonne-km carried, containers continue to be the primary source of freight traffic in the UK; construction materials are in second place, with 1.21billion net tonne-km in the same period.

According to the ORR, the total volume of rail freight moved in Q2 2019-20 was 4.25bn net tonne-km, a 3% decrease compared with the same period in 2018/19.

Coal traffic is close to being phased out, with only 0.08 bn net tonne-km moved.

Punctuality remains steady, with 93.5% of trains arriving within 15 minutes of their scheduled arrival time in the period covered.

Freight delay was 10.3 minutes per 100 train kilometres, an 11% reduction in delays compared to the same period of 2018/19.

East Midlands' Gateway Strategic Railfreight Interchange opened to rail traffic in early-January, and is now served by trains to and from Felixstowe, with others routes expected soon. On January 17, DB Cargo's No. 66148 *Maritime Intermodal Seven* waits under the lights with the 20.09 to Felixstowe South Terminal. PAUL ROBERTSON

ROUTE REVISION FOR ROBESTON TANKS: A friendly wave from the DB Cargo driver as Drax-liveried No. 60066 rumbles through Sydney Gardens, Bath, on January 4 with 6B33, the 12.15 Theale-Robeston empty fuel tanks. This train has been rerouted via Westbury and Bath since the December timetable change, after additional GWR passenger trains via Bristol Parkway had made pathing of slow freights on the Badminton line problematic. Sydney Gardens has recently benefited from the removal of overhanging trees and shrubs, which had been growing from the railway masonry. GLEN BATTEN

Cappagh Group branding for DCRail's third '60'

THE third of four Class 60s to be overhauled for DCRail was unveiled in the aquamarine blue livery of the operator's parent group on December 18.

No. 60028 will be used to haul trains of construction materials to the new Cappagh rail facility, under development near Wembley, north London.

It was accepted into traffic early in the new year, and will be followed by No. 60029, which is currently being tested after a thorough overhaul by its former owner, DB Cargo, at Toton depot, near Nottingham.

By late-January, DCR had three '60s' in traffic, with No. 60028 joining No. 60046/055 on a diverse range of workings, covering a large area from Southampton to Carlisle, Boston, Willesden, Westbury and Chaddesden in Derby.

January 9 saw DCRail add Neath Abbey Wharf, near Swansea, to its expanding network when No. 60055 *Thomas Barnardo* visited to collect a train load of aggregates.

Fresh from a major overhaul at Toton, DCRail's No. 60028 displays its distinctive Cappagh Group branding and blue livery on December 18. DC RAIL

Treasure Hunt

We've got some great prizes which must be won... and all you have to do to stand a chance of winning is go on our digital treasure hunt!

We have 24 businesses who have provided us with a question... just go on their websites to find the answer, then fill in the form and return it to be in with a chance of scooping one of the prizes.

Once completed send the entry form to The Railway Magazine February Issue, Treasure Hunt Competition, Mortons Media Group Ltd, PO BOX 99, Horncastle, Lincs, LN9 6JZ

PRIZES

1st PRIZE

1 DVD and 5 books

Cambrian Railways A Golden Age DVD

Eighties Spotting Days *by Kevin Derrick*

The Lough Swilly Railway *by Dr EM Patterson*

Signalling and Signal Boxes along the SE & CR Routes

Lost Lines of Wales – The Mid Wales line and Vale of Neath *by Tom Ferris*

2nd PRIZE

3 books

Steam around Middlesbrough *by Mike Hitches*

The London, Tilbury & Southend Railway *by Peter Kay*

Lost Lines of Wales – Shrewsbury to Aberystwyth *by Tom Ferris*

3rd PRIZE

Book

Lost Lines of Wales – Chester to Holyhead *by Tom Ferris*

■ **Entries must be with us by March 16, 2020.** ■ Photocopies are accepted. ■ For full terms and conditions visit : *www.mortons.co.uk/terms*
■ The winners will be chosen at random and contacted

1.	From which distillery does the whisky in Cask 88's first Scotch Express release originate?	www.cask88.com
2.	Which two locomotives are scheduled to haul our Yorkshireman trip on Saturday, March 7?	www.railwaytouring.co.uk
3.	Which club layout on display at our exhibition on March 7/8 featured in the Great Model Railway Challenge on TV?	www.exhibition.lwmrs.co.uk
4.	What dates is the Keighley & Worth Valley Spring Steam Gala?	www.kwvr.co.uk
5.	When did the shop open?	www.pooleyspuffers.com
6.	What section of the order do you need to fill in to pay a standard £30 deposit?	www.a2bmodelrailways.co.uk
7.	How many Wagon Yard special edition N Gauge tank wagons are there?	www.thewagonyard.co.uk
8.	Our English pewter clocks are named after which railway engineer?	www.therailwaystation.shop
9.	Where does the Borders railway run?	www.whittlespublishing.com/Walking_Scotlands_Lost_Railways
10.	How much is Hard Wiring – 'OO' and above?	www.coastaldcc.co.uk
11.	What days do we close?	www.hobb-e-mail.com
12.	On the shop menu dropdown what is the sixth company listed?	www.acmodelsspares.co.uk
13.	What is the category option underneath Military on the home page?	www.secondhand-books.co.uk
14.	What property number is the Model Train Centre?	www.uavsworld.com
15.	When did the story start?	www.digitrains.co.uk
16.	Who established Railway Wheelset & Brake Ltd?	www.pridaydesign.com/work/rwbalt/index.html
17.	How many models are listed as ttc-exclusive?	www.ttcdiecast.com
18.	How much is a Family Romney Rover?	www.rhdr.org.uk
19.	How much is membership for a year?	www.35011gsn.co.uk
20.	What is the area code to contact by phone?	www.modellbahnunion.com
21.	How much is the *Flying Scotsman* Memorabilia Collection?	www.becksdvds.co.uk
22.	If you were doing our South African Steam Safari which city would you fly into?	www.railwaytouring.co.uk
23.	Which two Stockton & Darlington engines are now available as model kits in N and 00?	www.shapeways.com/shops/newman-miniatures
24.	Which Scottish whisky distillery is located closest to the cold and windy pass of Druim Uachdair?	www.cask88.com

TREASURE HUNT ENTRY FORM

Title: .....

First Name: .....

Last Name: .....

Address Line 1: .....

Address Line 2: .....

Town/City: .....

Postcode: .....

County: .....

Email: .....

Telephone: .....

1. ..... 13. .....
2. ..... 14. .....
3. ..... 15. .....
4. ..... 16. .....
5. ..... 17. .....
6. ..... 18. .....
7. ..... 19. .....
8. ..... 20. .....
9. ..... 21. .....
10. ..... 22. .....
11. ..... 23. .....
12. ..... 24. .....

There are no cash alternatives available. Winners will be drawn at random. Terms and conditions apply. To view the privacy policy of MMG Ltd (publisher of TRM) please visit www.mortons.co.uk/privacy

COMPILED BY
KEITH FENDER
Call: 01507 529589
email: railway@mortons.co.uk

➲ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

EP Cargo-liveried and Slovakian-registered 'Vectron' No. 383062 is part of the pool of leased locos hired by Regiojet for its new route R8 contract. The loco is seen approaching Hranice na Moravě on December 17, 2019, with an R8 Brno to Bohumín service. KEITH FENDER

Europe timetable change: New lines open and new operators take over

THE Europe-wide timetable change on December 15 saw new lines open (or reopen) in several countries, and as is now routine in some central European countries, several major operating contracts changed hands, especially in Germany and the Czech Republic.

In Germany GoAhead and Abellio both started new contracts around Stuttgart, although following problems experienced by both operators with new train fleets in June they have started the new contracts with a mix of new and hired-in trains.

Abellio has suffered from late delivery of 'Talent 2' EMUs being built by Bombardier, with only six of 25 trains delivered on time, which has led to former operator DB Regio leasing trains instead, and in some cases operating them.

GoAhead received all its fleet of Stadler-built 'FLIRT' EMUs, but chose to not introduce all of them until they were fully tested.

As a result services on the Stuttgart to Nuremberg RE90 route are being operated by a mixture of private operators – until March or April – using modern 'Traxx' Class 145/185 freight locos and hired DB Class 111s.

In the Czech Republic established open access operators took over several contracts: RegioJet began operating contracted regional services around Ústí nad Labem, initially using a fleet of second-hand DB Class 628 DMUs.

New EMUs are on order from Polish manufacturer Pesa for use from 2021.

Regiojet also started an eight-year contract to operate services on the R8 semi-fast route between Brno and Bohumín, with 17 train pairs per day using a fleet of seven leased 'Vectron MS' electric locomotives, hauling trains formed of refurbished former Austrian or Swiss inter-city coaches.

Leo Express began operating its first regional contracts in the Pardubice region on the Ústí nad Orlicí to Mlýnický Dvůr route using a variety of modern Alstom 'LINT' DMUs (11x two-car and four single units) previously used in Germany.

DB subsidiary Arriva Vlaky started a three-year contract to operate semi-fast services on four non-electrified routes from Prague to Tanvald, Rakovnik and České Budějovice (via Písek) using a fleet of 27 x Class 845 DMUs (refurbished ex-DB Class 628 DMUs).

These trains have replaced a mixture of loco-hauled and DMU- operated trains previously operated by national operator České dráhy (ČD).

Go-Ahead also started rail operations in Norway on December 15 taking over services on the Oslo to Stavanger Sørlandsbanen route, initially using the current fleet of trains and employees.

Cross-border

The biggest new line opening was the cross-border railway connecting Geneva with Annemasse in France to be used by a network of inter-regional services operated as Léman Express.

The project dates back to an agreement between France and Switzerland in 1881, although economic recessions and two world wars delayed progress for more than a century!

The new line – known as CEVA (Cornavin–Eaux-Vives–Annemasse) – is largely in tunnel and connects two previous branch lines.

The new section has two underground stations, while the short Annemasse to Genève-Eaux-Vives section that was actually built in the 1880s has now been placed underground in a cut-and-cover trench with new stations to replace those that existed on the surface.

The CEVA line cost around 1.8billion Swiss Francs (£1.42bn); the 14km section (not all of which is new) in Switzerland cost 1.6bn CHF.

Unfortunately, because of long-running strikes in France (concerning government pension reforms) the full Léman Express service did not start on December 15, although Swiss drivers operated some trains between Geneva and Annemasse. Services began properly in late-January as the French strikes were 'paused' by the unions involved.

GoAhead Deutschland 'FLIRT' EMU No. ET 3.05 at Ulm on December 12, 2019, a few days before GoAhead-operated services began between Ulm and Stuttgart using these new trains. KEITH FENDER

Swiss 'Léman Express' 'FLIRT' unit No. 522 219 at the new underground Chene Bourg station in Geneva on December 15, 2019, which was the first day of public service on the 'CEVA' Geneva link line to Annemasse in France. 15kV AC overhead electrification is used on the new line all the way to Annemasse station. GORDON WISEMAN

Narrow gauge steam revival in Portugal

STEAM trains returned to the Vouga metre-gauge line between Aveiro and Sernada do Vouga, south of Porto, in December for the first time in three decades.

2-4-6-0T Mallet No. E214 (Henschel 19877/1923) – previously restored for use on the 'Corgo' narrow gauge line (Régua to Vila Real), but out of use since 2009 – was used to operate the trains, which were part of a plan undertaken by national operator CP to train nine drivers and firemen to allow regular operation of tourist trains.

Two public runs were sponsored by the mayor and the chairman of the Chamber of Commerce of Águeda, the biggest town along the line, who want to promote operation of the trains to attract tourists.

The locomotive is coal fired so it can only be used in winter when the fire risk is low; a test run planned for December 21 had to be cancelled because of a flooded track bed.

After years of neglect, CP has decided to invest in heritage steam operation on the Vouga system, with plans being made to develop a museum depot at Sernada do Vouga.

Several other 'E200' locos that have been rusting away at Régua for at least 40 years have been moved to a workshop near Porto for possible restoration in recent months.

Sixteen 'E200' locos were built in Kassel (numbered E201-E216) between 1911 and 1923.

No. E214 seen on the third day of the driver training on December 5, 2019, near Oronhe, about 4km east of Águeda, on its way between Aveiro to Sernada do Vouga. AD VAN STEN

CSX operate freight through Washington DC even during peak commuting periods, leading to congestion. A southbound VRE commuter train, hauled by 'MP36PH-3C' loco No. V66, overtakes a southbound intermodal train near Crystal City (close to the Pentagon) on June 1, 2017. Both trains have just crossed Long Bridge, over the Potomac River, just out of sight behind the freight train. KEITH FENDER

Major investment to expand passenger services in Virginia

THE US state of Virginia has announced a $3.7billion investment programme to enhance passenger rail services.

The agreement with Class 1 freight railroad CSX Transportation, which currently owns most of the infrastructure used by commuter and Amtrak trains in Virginia, includes construction of a brand-new railway bridge over the Potomac River, connecting Washington DC with Arlington in Virginia.

The new $1.9bn passenger-only, double-track bridge will be built by around 2027 alongside the 'Long Bridge', which dates from 1904, and is shared by passenger and freight trains. At peak times the line is currently at full capacity.

Once the new bridge is open commuter services crossing Washington DC from Virginia into Maryland and vice versa are planned.

The agreement will also lead to the state buying more than 350 miles of railway routes (not all currently in use) and 225 miles of track for $525million.

New alignments or rebuilding is planned for 37 miles of this network to add capacity with separate freight and passenger tracks on much of the route from Arlington to Richmond, allowing passenger service levels to increase significantly, with more trains added in three phases to 2030 once the infrastructure work is complete.

Rebuilding

The lines being bought by Virginia will potentially allow completely new rail services linking Raleigh in North Carolina (NC) with Richmond.

Virginia is buying the 75-mile, long-lifted ex-Seaboard Coast line 'S-Line', which closed in the mid-1980s between Petersburg and Ridgeway, NC, with the aim of rebuilding it as a 110mph passenger route.

North Carolina has agreed to buy the 10-mile section to Ridgeway, south of its border with Virginia.

In addition, Virginia is buying the 173-mile section of the CSX-owned Buckingham Branch Line between Doswell (north of Richmond) and Clifton Forge to enable introduction of east to west Roanoke to Norfolk passenger services in the future.

Part of this line is already used by the Amtrak New York to Chicago 'Cardinal' service several times a week.

The upgraded rail infrastructure will enable introduction of more trains operated by both Amtrak and commuter railroad Virginia Railroad Express (VRE) on the Richmond to Washington DC route, which parallels the highly congested Interstate 95 (I-95) motorway route.

Virginia's transport planners looked at adding one lane in each direction to I-95 for 50 miles but at $12.5bn would cost at least four times as much as the rail investment – and forecasts suggested the road would be full of queuing cars from the opening day.

Operail GE 'C36-7i' loco No. 1523 seen in its new red and light blue livery on October 15, 2019. RAUL MEE

Former Croatian Railways Nos. 2044 003 and 005 were sold to Skinest Rail, and are currently on hire to Croatian open access freight operator PPD. No. 2044 005 is seen in Zagreb on November 22, 2019. D LANGHAM

European home for new look for classic American-design diesels

MULTIPLE private freight operators are now using classic North American-design diesel locos in Europe.

The main source – and operating area for such locos – is the former Yugoslavia, where the extensive fleets of EMD-designed locos are now spread across multiple countries.

In recent years locos no longer needed by national operators have been sold for re-use either close to home or much further afield (two ex-Croatian Class 2062 locos are operating in Argentina)

In Estonia some of the locos from a fleet of second-hand GE-built locos that were imported shortly after Eesti Raudtee (EVR) was privatised in 2001 have been completely rebuilt with new bodies.

They were formerly used in the USA by Union Pacific.

Others from the fleet are swapping their 'Wisconsin Central'-inspired EVR livery (as used by EWS in the UK) for the new red and blue livery of Operail as the former EVR freight business is now called following re-nationalisation.

Operail is planning to convert one 'C36-7i' loco to operate from mixed diesel and liquified natural gas operation during 2020.

Hatton's Est. 1946
• MODEL RAILWAYS •

SELL YOUR SECONDHAND LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hatton's for immediate payment on the day that we receive your goods!* •

Get cash for your items in just four easy steps...

1 Contact us

Contact us with your list of items by email or post

2 We make you an offer

Our experienced staff review your list, make a valuation and an offer (usually within 24 hours)

3 Send your items

Either send us your items or we arrange to collect them, then check through the list

4 We make payment

We confirm the offer and make payment, fast & secure with your choice of either Cash, Bank Transfer, PayPal or Cheque

"An excellent service everytime without fault. I honestly cannot think of anything which could be improved."
Mr A Manning, Ipswich

"Excellent service, fair offer. I will not hesitate to use their service again and recommend it. Thank you."
Mr P Shaddock, Portsmouth

"Very simple to trade-in. Beforehand I had thoughts of problems with couriers and the like, but all very easy."
Mr D Spottiswoode, Kilmarnock

ALL brands purchased including:

HORNBY · BACHMANN BRANCH-LINE · HELJAN · dapol · Lima · MAINLINE RAILWAYS · GRAHAM FARISH by BACHMANN

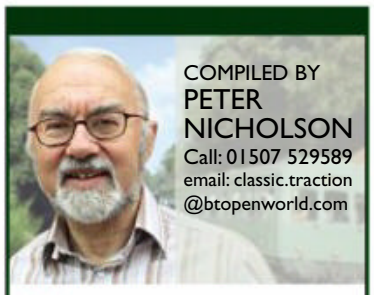
Sell yours today at www.hattons.co.uk/preowned

Call us on 0151 305 1755 or email preowned@hattons.co.uk

17 Montague Road, Widnes WA8 8FZ

Phone opening times: Mon to Sun 9am-5pm.

**Same day payments apply for collections received Monday to Friday before 2pm. Any collections received after 2pm will be paid on the next working day.*
Please note: In the unlikely event that we revise our offer price for your collection, you will be paid after responding to our offer.
For full Terms and Conditions, visit hattons.co.uk/preownedterms



COMPILED BY
PETER NICHOLSON
Call: 01507 529589
email: classic.traction@btopenworld.com

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

SIDELINES

'Deltic' *Gordon Highlander* moved to Margate

CLASS 55 No. D9016 *Gordon Highlander* has been cosmetically restored in BR green livery at Crewe Diesel Depot, with reportedly one engine removed.

It was moved to the One:One Collection at Margate on December 11.

Wensleydale DMU used as polling station

CLASS 117 DMU TCL No. 59500, which serves as a static village community hub at Leeming Bar station on the Wensleydale Railway, was used as a polling station during the December 12 general election.

Chinnor 'Bubblecar' – railcar of the year

CLASS 121 single-unit No. W55024 has been voted Railcar of the Year in the Railcar Association's annual competition.

The maroon-liveried vehicle has been fully restored for passenger operation following main line route-learning and Sandite use.

It gained a record 556 votes, representing 75% of the total number cast.

Class 29 project Facebook appeal

A FACEBOOK page is seeking help and finance to form a group to re-create a North British Class 29 Bo-BoDE.

It is especially keen to find someone who can 'build' a website. Class 29s were Class 21s, with their MAN engines replaced by a Paxman Ventura V12 unit.

■ Our thanks to contributors: Simon Baylis (NRM); Josh Brinsford; Ben Bucki; Alan Crotty (KESR); Deltic Preservation Society; Alistair Grieve; James Hendrie; Ian Lothian; Mike Jacob (Pioneer Diesels); Phil Marsh (C&PRR); The Railcar Association; John Crane and Peter Smith (GWR)

SUBSCRIBE TODAY!
FROM ONLY £20
SEE P50 FOR DETAILS

First batch of withdrawn 'Pacers' begin new lives

NOW the last days of 'Pacers' are here (*RM* Jan, p97) the National Railway Museum has added No. 142001 (DMS No. 55542 and DMSL No. 55592) to the National Collection.

A spokesperson said the type "represents the reality of commuter travel from the 1980s until today".

The two-car set has been donated by Angel Trains and Northern and was the first of 96 'Pacers' built by BREL at Litchurch Lane, Derby, between 1985 and 1987.

The later Class 143 and 144s, which are also all now being withdrawn, featured upgrades to fittings and performance.

'Pacer' four-wheel railbuses, with Leyland National bus bodies, were simple to build, run and maintain, and have provided essential rail transport for commuters in many parts of Northern England, Wales and the West Country since the early-1980s.

Static use

In addition to finding further operational use on heritage railways, three 'Pacers' are being donated by Porterbrook to various community organisations in the north by means of the Government-run Transform a Pacer competition.

There are 17 organisations in the running to receive vehicles, including schools, community groups and heritage centres, so these will survive in a variety of static uses, but not really 'preserved'.

It does not appear to have been stated if they will retain their wheels and underframes requiring a length of track on which to stand.

Set No. 142033 (55574 and 55624) from Northern/Angel Trains has also avoided scrapping, by being delivered in December to the old South Wales Police rugby club ground at Waterton, Bridgend, for emergency services training.

■ See extended story in Traction & Stock news (p98) regarding other 'Pacer' placements in preservation.

Two 'Pacer' sets have been delivered to the Chasewater Railway and are seen at Brownhills West on January 12 with Class 08 No. 08359 alongside.

No. 142029 (55570 and 55620) arrived just before Christmas and No. 142030 (55571 and 55621) in early January.

No. 142030 should have been No. 142003 (55544 and 55594), but this was dispatched to Barrow-in-Furness for storage in error by Northern.

No. 142030 was offered instead, not because of its similar number, but because it also retains the original bus seats, like No. 142029, which is what the railway wanted.

These have been bought to supplement the railway's coaching stock as they are ideal for use in the low season or at short notice, as well as enabling other coaches to be taken out of traffic for maintenance.

Both units will be repainted, and while '030's livery has yet to be finalised, '029 will be finished in the original, as-delivered pale blue. ALISTAIR GRIEVE

Left: Northern-liveried 'Pacer' set No. 142001 arrived at Locomotion, Shildon on December 18, initially for static display. The intention is to keep the vehicle operational to provide passenger rides on the museum line at a later date. NATIONAL RAILWAY MUSEUM

WENSLEYDALE TYPE 3 IN CHRISTMAS EVE ACTION: Dutch-liveried Class 37 No. 37250 ran three services on the Wensleydale Railway on December 24. This was the day following the last 'Polar Express'. They were not 'Santa Specials', but a diesel enthusiasts' running day. Trains ran from Leeming Bar, non-stop to Leyburn and return. The 12.00 departure is seen in heavy rain with Class 33 No. 33035 on the rear, providing electric train heating for the eight Mk2 coaches. NIGEL COCKBURN

AC Railbus moves to Swindon & Cricklade

AC CARS four-wheel railbus No. W79978 has been transferred from its long-time home on the Colne Valley Railway to the Swindon & Cricklade Railway.

It has not run since 2004 and is in need of much attention.

The only other survivor of this small class is No. W79976, at Nemesis Rail, Burton-on-Trent, which is in an even poorer state.

AC Cars of Thames Ditton, Surrey, is better known for road cars, such as the Cobra, and invalid carriages, but supplied five rail buses with 150hp AEC engines to BR in 1958.

They were numbered W79975–W79978 and Sc79979.

The type is possibly best known as the subject of a 00-gauge Airfix/Dapol plastic construction kit.

DIARY

March
7-8 Somerset & Dorset at Midsomer Norton, Diesel Gala
14-15 Ecclesbourne Valley Railway, Multiple Memories
21 Avon Valley Railway, Industrial Mixed Traction Gala
21-22 Spa Valley Railway, Diesel & Beer Weekend
27-29 Chinnor & Princes Risborough Railway, Diesel Gala

April
3-5 Mid-Norfolk Railway, Diesel Gala
10-13 Didcot Railway Centre, Railcar Rendezvous
13 Rocks by Rail, 40th Anniversary of Corby Quarries Closure
18-19 Epping Ongar Railway, Diesel Gala
24-26 Ecclesbourne Valley Railway, Diesel Gala
24-26 Swanage Railway, Diesel Gala

May
14-17 Severn Valley Railway, Diesel Festival
23-24 Heritage Shunters Trust, Peak Rail Gala

KESR generator appeal for BTH/Metrovick 'The Ford'

THE KESR Locomotive Trust is seeking funds to complete the repair of the generator of its unique diesel shunter, known as 'The Ford'.

It was built by BTH/Metrovick in 1931/32 for Ford's of Dagenham, and was the first Bo-Bo DE to work in the UK.

'The Ford' was in use at the huge car plant until the mid-1960s when bought by AEI, as successors to BTH.

It was acquired for preservation on the Kent & East Sussex Railway, arriving at Tenterden on July 7, 1966.

It has been used ever since on shunting and permanent way trains, until suffering a main generator flashover in late-2018.

The appeal is for £15,000 and donations can be made on line to: https://www.justgiving.com/crowdfunding/fix-our-generator, or by post to The KESR Locomotive Trust, c/o Tenterden Station, Tenterden, Kent. TN30 6HE.

'The Ford' was the first of three such locos delivered to Ford, and was their No. 1. When preserved it became KESR No. 16, later No. 40, but does not now carry a running number or name. It was used for a while to shunt Robertsbridge mill sidings, working the last train from there to Bodiam in February 1972, before that section of the line was closed. It is seen here in operation at Wittersham Road, in October 2015, heading a permanent way train, including 10T, six-wheel Taylor & Hubbard steam crane, originally SR No. DS451, and SR 'Pillbox'-type 20T brakevan, ex-Longmore Military Railway No. AD49022. ALAN CROTTY

Sharpness '03' helps out Gwili

THE Vale of Berkeley Railway's newly restored Class 03 No. D2069 stepped in at the Gwili Railway to work 'Santa Specials', top-and-tailing a steam loco, as seen on December 8.

Resident Class 03 No. D2178 (*RM* Dec, p92) failed in mid-November with con rod bearing and oil seal problems.

Following extensive trials and a gala appearance on the Dean Forest Railway, No. D2069 owner Andrew Goodman (*RM* Nov, p93) was pleased to supply the loco, which has been overhauled by VoBR volunteers at Sharpness.

It moved to the west Wales railway on November 29, but it is not known how long it will remain there.

It has been performing well, and is highly regarded by the railway. SCOTT ARTUS

Pioneer Diesels keeps busy on 'Peaks'

THE Pioneer Diesels group continues to work with the Class 45/1 Preservation Society on No. 45133 at the Midland Railway-Butterley *(RM* Jan, p85), as well as its own No. 45105 at Barrow Hill.

The latter's No. 2 end cab is being rebuilt as well as replating the 'B' side bodywork.

It is hoped the loco exterior will be restored and repainted in time for the roundhouse's 150th anniversary event on August 28-30.

D05 Preservation's Class 46 No. 46010 returned to GCR (N) Ruddington from the Severn Valley Railway diesel gala in May, having suffered a main generating banding failure.

With assistance from Pioneer Diesels, the generator will be craned out and sent to Bowers for repair. Meanwhile, the loco will receive a top overhaul on the engine.

Pioneer's flagship loco No. 45060 *Sherwood Forester* is stored at Barrow Hill while its generator is away for repairs.

Class 47 No. 47484 remains in store at Wishaw, Warwickshire, and is a long-term project.

A stockpile of parts is being built up for its eventual rebuild.

Pioneers' only operational loco – 'Crompton' No. 33035 – is currently based on the Wensleydale Railway.

It has three more booked dates, on February 16 and 29, and March 22. It will have a repaint over the summer, either at the railway or at Barrow Hill.

Pioneer Diesel's Class 33 No. 33035 had a successful month of working Wensleydale's 'Polar Expresses' top-and tailing S160 class 2-8-0 No. 6046 (running as No. 1225) from the Churnet Valley Railway. Here, the 'Crompton' passes Fox Park UWC on December 17, working the 13.40 Leeming Bar-North Pole, the first of the four 'Polar Express' services run each day. NIGEL COCKBURN

Busy 'Deltic' gala programme shaping up - including debut at Chinnor

THE Deltic Preservation Society (DPS) is negotiating with up to seven heritage railway visits this season for Class 55 No. 55019 *Royal Highland Fusilier*.

Confirmed is a short stay at the Chinnor & Princes Risborough Railway (C&PRR) in March, when it becomes the first 'Deltic' to run on the Oxfordshire branch.

It stars at the C&PRR's March 27-29 diesel gala and will provide footplate experience courses on March 24-25.

No. 55019 is visiting the Severn Valley Railway in May, including the May 14-17 Diesel Festival. As well as some footplate experience days it is hoped to be used on a couple of service day operations.

The Gloucestershire Warwickshire Railway has announced No. 55019 is visiting its July 24-26 Diesel Gala. It then stays at the GWSR until early October, and will be a highlight at the September 26-27 Diesel Weekend. It may also feature on occasional service train diagrams during its stay, including a DPS members' day.

This will be the first appearance of a 'Deltic' on the former GWR Stratford-upon-Avon, Honeybourne and Cheltenham line.

Celebratory cake as Didcot 'Gronk' turns 60

DIDCOT Railway Centre's Class 08 No. 604 *Phantom* had a birthday celebration, complete with cake, on December 22.

It was built at Derby in 1959 as No. D3771 (TOPS No. 08604), and gained its No. 604 plates and *Phantom* name prior to preservation, when based at Tyseley depot.

Depot staff took it upon themselves to paint it in BR(W) green with 'ferret and dartboard' logo and applied 84E shed code plates.

On completion, it went to New Street station for use on pilot duties for the next four years. After transfer to Bescot its appearance deteriorated and it was destined for withdrawal and scrap.

Phantom was bought by a driver and found a new home in preservation at Didcot, arriving at the railway centre on September 28, 1994.

It has received much attention since then, including several livery changes.

In 1995, it was turned out in wartime black for the 50th anniversary of VE day weekend as War Department No. 40, and numbered WD40. It was later repainted in BR green, and is now in BR blue and owned by the Great Western Society.

Didcot Railway Centre celebrated the 60th anniversary of Class 08 No. 604 *Phantom* (08604) entering BR service at 9A Manchester Longsight in June 1959. A cake was cut on December 22 by Simon Grego, who arranged the acquisition of the loco for Didcot in 1994. PICTURES: JOHN CRANE

'Brighton Belle' nears main line debut

THE 10-year, £6million restoration of the 'Brighton Belle' EMU is expected to start main line test running later this year.

Four vehicles were sufficiently advanced in December for the first two to be moved from their restoration base at W H Davis's Langwith Junction works, Derbyshire, to Locomotive Services at Crewe.

Much of the work undertaken on these vehicles has been carried out within the old Lancashire, Derbyshire & East Coast Railway Langwith Junction steam loco shed building, latterly 41J.

It closed in February 1966, with staff moving to the then new diesel depot at Shirebrook West, and it is now part of W H Davis's wagon works premises.

First class trailer car No. 82 *Doris* and kitchen saloon No. 85 *Gravetye Manor* are now at Crewe, to be followed by motor cars, No. 88 *Mabel* and No. 91 *Beryl*.

Further interior work is needed prior to the certification work required for main line running, which is expected to be completed by the spring.

After that, commissioning for main line running will be undertaken by Arlington Fleet Services at Eastleigh.

The four-car train will then make its first public appearance during test running on the third-rail electric system.

Assuming everything is successful, it will enter traffic on excursion services later in the year.

For more details see website: www.brightonbelle.com .

Yorkshire 2481: a little-known diesel pioneer

PRESERVED at Kelham Island Museum, Sheffield is historic diesel shunter 0-4-0DE Yorkshire 2481.

The shunter was one of the first two diesel locos built by the Yorkshire Engine Co, in 1950.

It was supplied to Steel, Peech & Tozer, Templeborough Steelworks with No. 2480, which is in the care of the Heritage Shunters Trust, Peak Rail.

It is not on public display, but can be viewed on request.

Yorkshire 2481, No. BSC 1, and one-time named *Sheffield,* was retained for preservation but beginning to deteriorate in open air storage. Restoration had stalled because of the presence of asbestos, and it was suffering rust damage and vandal attacks.

Contractor DMD UK Environmental Services was brought in during 2015 to remove or seal-in contaminated components, such as cable insulation and the cab rear wall.

Museum staff then repainted the loco, restoring its in-service livery with black and yellow hazard stripes and a silver cab.

Thanks to Emily and Jemma at Kelham Island Museum for access to the loco and for additional information.

Yorkshire 2481 as preserved at Kelham Island Museum. It is one of two prototype diesel shunters built by the Yorkshire Engine Co Ltd, Meadow Hall Works, Sheffield in 1950. BEN BUCKI

Winter activity at Bo'ness

THE Bo'ness & Kinneil Railway held its traditional winter diesel gala on December 28.

Visiting DRS Class 66 No. 66426 joined resident locos in operation, Class 26 No. 26038 *Tom Clift 1954-2012*, Class 37067 (37703), and Class 47 No. 47643.

The 12.30 service, which proved to be popular with those visiting the event, was provided by Class 126 DMU 'Swindon' set Nos. 51043, 59404 and 51017.

All appears well as the 10.30 Bo'ness-Manuel approaches Kinneil double-headed by Class 26 No. 26038 *Tom Clift 1954-2012* and Class 47 No. 47643 suppling train heating. DRS No. 66426 was on the rear to take the train back from Manuel. However, the Sulzer Type 2 failed when nearing Manuel, leaving the Brush Type 4 to complete the journey. Upon return to Bo'ness behind the '66', the '47' took the failed Type 2 off the train and into the sidings. IAN LOTHIAN

Class 20 No. 20020 was not working trains but added to the day's interest as it moved around the Bo'ness station providing various photo opportunities. It is seen having completed the return of the failed Class 26 to the sidings. JAMES HENDRIE

Deltic society and Siemens to work in partnership

NO. 55019 ran through a banner at the Deltic Preservation Society's (DPS) Barrow Hill depot on December 6 to mark a significant agreement made with Siemens Mobility.

The two organisations are working together, with Siemens apprentices learning about rail engineering and diesel-electric traction. The DPS will benefit from Siemens's technological knowledge and workshop facilities.

One- and three-day courses started in January, taking place in a classroom set-up in a building at Barrow Hill previously used for storing spare Napier power units. These are now housed in the main DPS depot building.

It is hoped 'Deltic' components will be overhauled, and eventually the partnership will lead to No. 55019 being restored for use on the main line again.

Following its calamitous failure on the 'Auld Reekie' railtour on March 3, No. D9009 *Alycidon* has remained at Nemesis Rail, Burton-on-Trent.

The DPS has now been authorised by its insurers to proceed with repairing the six traction motors damaged in the incident, caused by a huge power surge. The motors have been removed and assessed by Sulzer, which will be making the repairs.

Discussion continues with the insurers regarding the loss of revenue from four railtours, which had been booked, as well as remedial work required on No. 2 generator.

No. D9009 is returning to Barrow Hill by road as it is currently sitting on accommodation bogies.

The power unit and generator will then be lifted out and a replacement generator installed while the original is sent away for attention.

A large amount of finance still needs to be raised by the society to repair a defective bogie, which remains with Nemesis for attention.

Donations can be made to the DPS via the MoneyGiving account on website: www.thedps.co.uk.

Rail Riders return: time to get on board!

A club for young rail enthusiasts was operated by British Rail from from 1981 to 1991.

Originally known as the Great Rail Club, it changed its name to the more marketable and catchy Rail Riders.

This club gave children aged 5-15 special membership benefits, such as discounted travel and a regular quarterly magazine.

The club was promoted by the late Keith Chegwin, with the organisation's slogans including 'the happiest club in the land' and 'travel, action, fun'.

At its peak the club had 125,000 members.

In October 2019 it was announced Rail Riders would return after a hiatus of 30 years, and would relaunch on February 29, 2020. The man behind the new venture is Simon Buxton, a former member and owner of Bufferbeam Ltd, who has worked tirelessly over the past six months to awaken a 1980s' giant.

The new club will not be just for children, but for rail enthusiasts of all ages.

Members will receive discounts at selected heritage railways and other participating railway-themed businesses, such as model shops.

A quarterly magazine will still be produced, and a membership welcome pack will also be supplied.

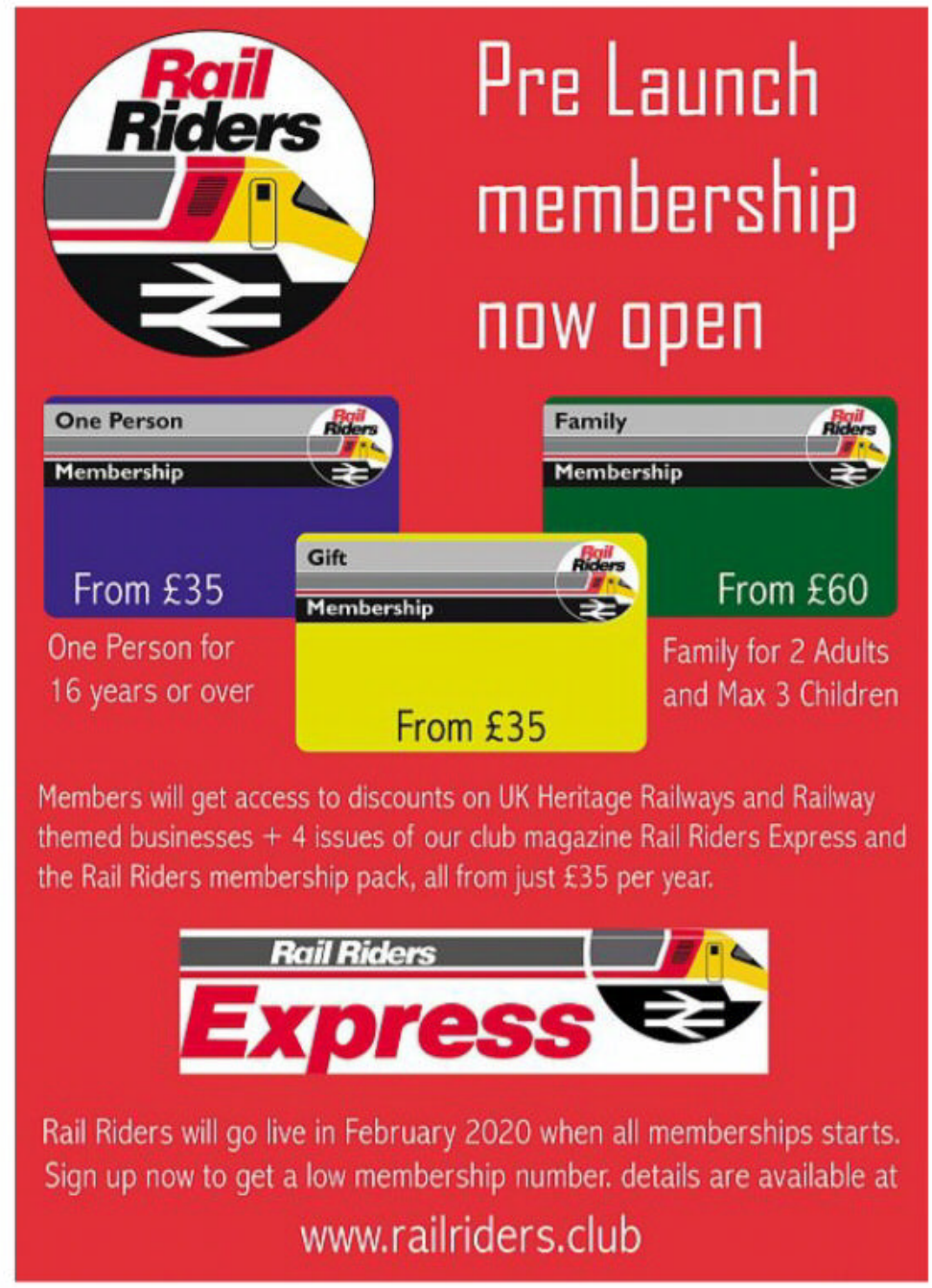
A 'passport' in the guide book will also be introduced, allowing members to collect stamps from the visiting attractions and enter a yearly competition.

The companies on these pages are all offering Rail Riders members discounts, and look forward to welcoming you, but these are not the only associations working with Simon – the list is growing daily.

A visit to the East Anglian Railway Museum qualifies for a 25% discount on entry to the museum on non-event days, with a 10% discount on event days (excluding 'Thomas' and the Beer Festival).

Don't miss out on the fun. Re-create childhood memories, make new ones and why not take the whole family!

If any business or railway want to join please contact info@railriders.club



Multiple Memories Railcar Gala

Saturday 14th & Sunday 15th March 2020

Eccles bourne Valley Railway

A variety of classes including Derby Lightweight, 101, 119 and 122 operating to a special timetable in a range of interesting combinations.

www.e-v-r.com

Spring Steam Gala

6 - 8 March 2020

Join the East Lancashire Railway for intensive all steam services featuring **home fleet locomotives**, including the first appearance of 752 since 1982!

Steam themed half day **photography experience** available to book now*

Award winning real ale venues at Bury and Rawtenstall Stations

10% off online bookings

*Additional booking applies

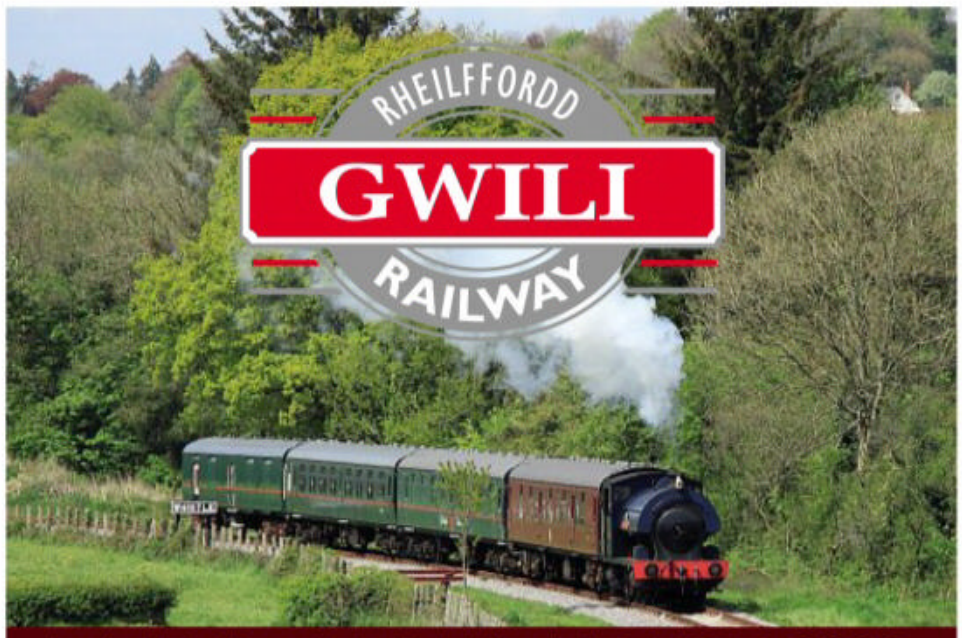
Bolton Street, Bury BL9 0EY

Special fares apply, other tickets may not be available.

EAST LANCASHIRE RAILWAY

EVERY STOP IS A START...

www.eastlancsrailway.org.uk



FULL STEAM AHEAD FOR 2020

Take a step back in time, on our Heritage Steam Railway. Take the train from Bronwydd Arms through the beautiful Gwili Valley to Danycoed Halt, stop over at Llwyfan Cerrig then travel up to Abergwili Junction, finishing back at Bronwydd Arms. Travel on the Miniature Railway at Llwyfan Cerrig.

Enjoy a roll, cake and a refreshing drink in our Victorian Tea Rooms at Bronwydd Station. We also offer Cream Teas on a Thursday and Sunday Dining trains on selected dates.

www.gwili-railway.co.uk

Standard Ticket Prices: Adult £12.00, Senior, £11.00, Child £6.00, Family £31.50, Dog £2.00

The Gwili Railway can accept no liability for failure to operate advertised services or attractions. A diesel locomotive may have to be substituted for steam locomotive at short notice for operational reasons. Information correct at time of going to print.

Join the conversation online on Facebook @TheGwiliSteamRailway

BRONWYDD ARMS STATION, CARMARTHEN. SA33 6HT
TELEPHONE: 01267 238213 EMAIL: info@gwilirailway.co.uk

STEAM GALA

VISITING LOCO GWR 5526 SMALL PRAIRIE

HOME FLEET RUNNING TO INTENSIVE TIMETABLE

EVENING OPENING

RESTORATION SHED

FREIGHT TRAIN & SHUNTING DEMOS

WORKING SIGNAL BOXES

14-15 MARCH 2020

EAST ANGLIAN RAILWAY MUSEUM
CHAPPEL STATION
COLCHESTER·ESSEX

Visit our website:
www.earm.co.uk
for more information, times and prices.

Chappel Station Colchester Essex CO6 2DS
01206 242524 | information@earm.co.uk

COMPILED BY
GARY BOYD-HOPE
Call: 01507 529589
email: gboyd-hope@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

UK Railtours to run last tour to Aberthaw

WHAT is expected to be the last railtour, perhaps even one of the last trains, to work over the Aberthaw Power Station loop will run on March 28, just three days before the dormant power station closes completely.

The 'Aberthaw Farewell' is the latest in UK Railtours' series of 'Forgotten Tracks' excursions, offering a rare opportunity to travel over the branch, which has seen very few passenger trains in the past half-century.

In fact the tour's proposed itinerary includes traversal of several lines that require Goods Lines Authority.

The tour is expected to start from London Victoria at 07.50, picking up at Slough and Reading, before running via Didcot Parkway, Swindon, Wootton Bassett Junction, Bristol Parkway, Newport, Cardiff Central, Bridgend, and on to the Vale of Glamorgan railway for the run to Aberthaw.

Entire loop

The tour will cover the Aberthaw Power Station loop in its entirety, then return to the Vale of Glamorgan line for the onward run to Cardiff Central, where a break will be taken.

From here the tour retraces the morning's route back via Bristol to the Great Western Main Line and the homeward run to London and a 21.00 arrival at Victoria.

Those wishing to book on the tour should be aware that the power station's owner, RWE Generation, has strict security restrictions.

Therefore full names of all passengers will be required, and passengers will be requested to carry a valid form of identification.

Tickets are priced at £94.50 for adults and £84.50 for children in Standard Class, with First Class non-dining costing £134.50.

For details and bookings visit: www.ukrailtours.com/product/the-aberthaw-farewell/

Shake-up at Vintage Trains as chairman and manager move on

MICHAEL Whitehouse is taking over as chairman of Vintage Trains Ltd (VTL) after the incumbent chairman, Adrian Shooter, retires from the business as part of a management restructure.

As the former head of Chiltern Railways, Mr Shooter's experience of rail operations at a senior level was a key factor in VTL's success in obtaining its operating licences for both charter and non-passenger trains from the Office of Rail & Road.

Mr Shooter will now concentrate on his Vivarail business, while Mr Whitehouse, chairman of the Vintage Trains Community Benefit Society, also assumes the position of VTL chairman.

Also departing the business is Cath Bellamy, who joined VTL as managing director in mid-2018. Ms Bellamy worked alongside Adrian Shooter at Chiltern for 15 years, and between them they established the core structure of VTL.

Ms Bellamy was instrumental in delivering VTL's first successful year of operation as an independent train operating company last year. This saw 18 charter trains run, together with a revitalised 'Shakespeare Express' season and the second series of festive 'Polar Express' workings, which alone carried 23,000 passengers in 18 days.

Tyseley's flagship 'Castle' No. 7029 *Clun Castle* attacks the climb from Coleshill to Arley Tunnel with Vintage Trains' 'Christmas White Rose' from Dorridge to York on December 21. GARETH JONES

"We are indebted to Adrian and Cath for their very considerable help in achieving the strategic objective of gaining licenced train operating status for VTL and management of the operation in its first year," said Mr Whitehouse.

"They are leaving with our good wishes as they pursue their interests elsewhere.

"We would like to place on record our sincere gratitude for their work."

Another recent success for the business was the awarding of a five-year safety certificate and a five-year track access contract with Network Rail. Responsibility for the safety and operations side of things will now lie with David Keay, the former deputy chief inspector of railways at the Office of Rail and Road (ORR).

Alastair Meanley becomes general manager of both VTL and its sister business, Tyseley Locomotive Works, while Ian Bertram takes up a consultancy appointment as safety consultant, replacing Ian Lake, who has moved to the Republic of Ireland.

Michael Gilbert remains as the board member responsible for finance, and Robin Coombes will act as company secretary.

"We will now take Vintage Trains into the next phase of its development.

"We strongly believe in steam operation on the main line and intend to build on the legacy with community engagement and local partnerships," added Mr Whitehouse.

See the Balkans the 'slow' way with Continental Classic Express

By Ben Jones

BUDAPEST-BASED Continental Rail Solution (CRS) has confirmed the dates and itineraries for 2020/21 tours of the Balkans.

CRS's 'Continental Classic Express' touring train promises a 'slow travel' experience that allows passengers to immerse themselves in this fascinating and often spectacular part of Europe.

It takes small groups of 20-24 on a relaxed journey, enjoying a guaranteed window seat, high-quality food cooked on board and four- or five-star hotel accommodation every night.

The company's signature trip is Budapest to Dubrovnik, visiting the Croatian capital Zagreb, and Sarajevo, Mostar, Visegrad, plus the restored narrow-gauge railway at Mokra Gora, famous for its stunning scenery and the 'Sargan Eight' loops.

Scenic

Nine-day/eight-night and 12-day options are available for this annual tour, which will leave Budapest on September 1 (or September 4 for the short option). Other highlights include the scenic run through the Bosna river gorges during the journey to Sarajevo and a visit to Kotor Bay in Montenegro.

CRS has recently added a second saloon car to its CCE train, which normally consists of just one 42-seat saloon, a dining car and a lounge/bar car.

Also on the agenda for 2020 are two nine-day trips from Vienna to Split, on Croatia's Dalmatian coast, leaving the Austrian capital on May 19 and September 15.

Shorter trips this year include tours from Budapest, 'Castle Hopping' in Bohemia, with visits to České Budějovice and Český Krumlov in late-May, and Zagreb's highly rated Christmas market in December.

However, readers looking for the 'Journey of a Lifetime' should look out for confirmation of a planned 14-day tour from Budapest to Istanbul in 2021. This is expected to feature different outwards and return routes, visiting castles and other cultural highlights in Romania and Bulgaria and returning via Serbia.

Spectacular

CRS hopes to add more routes in 2022 when the Budapest to Belgrade main line reopens, bringing the possibility of tours to Serbia and the line from Belgrade to Podgorica and Bar in Montenegro – one of Europe's most spectacular railways, with 254 tunnels and 435 bridges in less than 300 miles.

For full details of CRS tours for 2020/21, and information on the company's trains, private hire opportunities and more, see: www.continentaltrain.com

Clan Line breaking new ground on UK Railtours' trip to Norwich

BULLEID 'Merchant Navy' No. 35028 *Clan Line* will haul UK Railtours' 'Merchant of Norfolk' tour on April 18, taking the Southern Pacific far from its old stamping ground into the heart of East Anglia to Norwich for the first time.

Leaving King's Cross at 08.28, the outward route takes *Clan Line* over the East Coast Main Line to Hitchin, picking up at Potters Bar and Stevenage.

This will be only the second time No. 35028 has worked out of King's Cross, and some good running is expected as the loco works north on the ECML towards Cambridge Junction.

Here, the train leaves the ECML and turns east for the rural landscape of Norfolk via Letchworth, Royston and Cambridge, prior to reaching Norwich, where around four and a half hours will be spent before the return journey begins.

The homeward journey follows the same route as the outbound leg, with arrival back in King's Cross expected at 21.50.

For more information visit: www.ukrailtours.com/product/the-merchant-of-norfolk/

TYPE 3s TURN THE CLOCK BACK ON BEVERLEY FESTIVE SPECIAL: Direct Rail Services' BR 'Large Logo'-liveried Class 37s Nos. 37402 and 37424 took a trip back to the 1980s when they worked UK Railtours' 'Beverley at Christmas' excursion from King's Cross to Beverley on December 21. The pair was perfectly matched with a rake of 'Blue & Greys', as seen while heading an e.c.s. move from Beverley to Hull Dairycoates during the day. BRADLEY LANGTON

No 'Torbay Expresses' this year as operator shelves Devon summer specials

THE annual Bristol to Paignton 'Torbay Express' season will not operate this year after operator Torbay Express Ltd called time on the summer specials… for this year at least.

A statement on the company's website said: "We regret to announce that due to the limited number of suitable steam locomotives available to haul trains in 2020 Torbay Express Ltd will not be able to run a full programme next summer."

The 'Torbays' are reliant on locomotives equipped to haul air-braked stock, and the number available for main line use has dwindled in recent years.

Last year the service made heavy use of 'A4' No. 60009 *Union of South Africa*, but this is due to be withdrawn this year.

The lack of locomotives available last year also saw responsibility for running the trains switch from DB Cargo to West Coast Railways.

Instead of the 'Torbays', Torbay Express Ltd boss Barry Cordell is working with sister company Pathfinder Tours, on a small series of summer steam-hauled excursions to other destinations, primarily using 'Merchant Navy' No. 35028 *Clan Line*.

Details of where these destinations may be have yet to be announced, but it is expected they could include resorts in Pembrokeshire.

Saphos Trains, meanwhile, partially fills the void left by the absence of the 'Torbay Express' with its own 'English Riviera Express'.

These will run on July 26, August 2 and August 9, and like the 'Torbays' will originate at Bristol Temple Meads to Paignton and Kingswear on the Dartmouth Steam Railway.

'A4' No. 60009 Union of South Africa passes Spray Point on the approach to Teignmouth with the 09.10 Bristol Temple Meads-Kingswear 'Torbay Express' on August 18 last year. The summer excursions will not be running this year. DAVID HUNT

'Merchant Navy' booked for RTC's 'End of Southern Steam' commemoration

THE RAILWAY Touring Company's annual railtour commemorating the end of Southern Region steam on July 9, 1967, will run again this year, with appropriate motive power on the front.

Carnforth-based Bulleid 'Merchant Navy' Pacific No. 35018 *British India Line* is rostered to work the July 9 special, departing from Waterloo at around 08.45 for the run via Clapham Junction and the South Western Main Line to Woking and Basingstoke for passenger pick-ups.

This tour is all about the Southern Region, and at Worting Junction it takes the West of England Main Line to Andover and Salisbury, skirting Salisbury Plain and crossing Gillingham Viaduct on the way to Templecombe.

Into Dorset and through Sherborne, No. 35018 will leave the train at Yeovil Junction for servicing at Yeovil Railway Centre.

However, the tour will continue diesel-hauled through Maiden Newton towards Dorchester and on to Weymouth, where passengers will have nearly four hours to explore the town.

'Upwey' asault

British India Line will rejoin the train here, departing at 16.35 for the assault of the infamous Bincombe (Upwey) Bank as it begins the return leg to London.

This will take the train to Bournemouth, Southampton and Eastleigh, before returning to Basingstoke, Woking and finally Waterloo, arriving at 21.15.

Standard Class tickets are £99 for adults, £159 for First Class and £259 in Premier Dining. Child fares are also available.

For details visit: www.railwaytouring.net/uk-day-trips/the-end-of-southern-steam

SUBSCRIBE TODAY!
FROM ONLY £20
SEE P50 FOR DETAILS

FEBRUARY/MARCH: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
FEBRUARY				
8	Winter Cumbrian Mountain Express	Euston-Carlisle	Class 86/TBC	RTC
8	British Pullman	Victoria Circular	35028	BEL
12	Pendle Dalesman	Hellifield-Carlisle	TBC	WCRC
15	Valentine's White Rose	Ealing B/Way-York	6233	RTC
15	Pennine Peaks & Valleys Explorer	Crewe Circular	TBC	ST
15	St Valentine's Pullman	Victoria-Oxford	35028	UKR
22	Cotswold Venturer	Paddington-Worcester	60009	RTC
22	Bahamas Railtour	Oxenhope-Carlisle	45596	KWVR
26	Pendle Dalesman	Hellifield-Carlisle	TBC	WCRC
28	British Pullman	Victoria Circular	35028	BEL
29	Cotton Mill Express	Lancaster-Huddersfield	TBC	RTC
29	Winter Cumbrian Mountain Express	Euston-Carlisle	Class 86/TBC	RTC
29	Cumbrian Mountain Steam Special	Preston-Carlisle	TBC	WCRC
MARCH				
7	White Rose	Shrewsbury-York	TBC	ST
7	Yorkshireman	Ealing B/way-York	60009	RTC

FEBRUARY/MARCH: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
FEBRUARY				
12	British Pullman	Victoria-Bath	DBC 67 x2	BEL
13	Northern Belle	York Circular	WCRC 47/57	NB
14	British Pullman	Victoria-Tonbridge	DBC 67 x2	BEL
14	Northern Belle	Chesterfield Circular	WCRC 47/57	NB
15	Northern Belle	Coventry Circular	WCRC 47/57	NB
16	Northern Belle	Crewe Circular	WCRC 47/57	NB
22	British Pullman	Victoria Circular	DBC 67 x2	BEL
29	British Pullman	Victoria Circular	DBC 67 x2	BEL
Mar				
7	Fenny Crompton	Lancaster-Paddington	WCRC 33 x 2	BLS
7	Hacienda	Swindon-Crewe	DBC 66 x 2	PT
8	Devon Crompton	Victoria-Exeter-Waterloo	33012+WCRC 33	BLS

BOOKING CONTACTS

BEL – Belmond
0845 077 2222
BLS – Branch Line Society
www.branchline.org.uk
KVWR – Keighley & Worth Valley Railway – 01535 645214
NB – Northern Belle
0844 8404525
PT – Pathfinder Tours
01453 835414
RTC – Railway Touring Company
01553 661500
ST – Saphos Trains
www.saphostrains.com
UKR – UK Railtours
01438 715050
WCRC – West Coast Railways
01524 737751

NOTES

- Please note that advertised traction, routes, times and even tour dates can, and often do, change from the advertised details. Check with your tour promoter before travelling. *The Railway Magazine* cannot accept any responsibility for changes to any advertised trains.
- Note: Tours may start and finish elsewhere.

Like us facebook.com/TheRailwayMagazine
Follow us @railwaymagazine
Follow us therailwaymagazine

Railtours Portfolio Track Record

Pathfinder Tours' 'Class 20 Farewell' railtour gave Direct Rail Services' Class 20s a proper send off on January 18. Nos. 20305 (leading) and 20302 are pictured passing Poppleton with 1Z49, which started at Bristol Temple Meads with Nos. 57002 and 57003 in charge. The Class 20s took over at York for the onward run to Leeds and Crewe. MARTIN ELSEY

Great Northern Railway (Ireland) 'V' class Compound 4-4-0 No. 85 *Merlin* drifts through Porterstown, County Dublin with the Railway Preservation Society of Ireland 'Santa Special' to Maynooth on December 15. STEPHEN WHITE

Re-liveried LNER HST Nos. 43112 and 43312 form the final leg of LNER's 'Lets Go Round Again' farewell tour from Leeds to London King's Cross at Hougham, Lincolnshire, on December 21. MAT YARDLEY

UK RAILTOURS

Britain's favourite Rail Tour Operator

A GREAT DAY OUT TO NORWICH WITH 35028 CLAN LINE

THE MERCHANT OF NORFOLK

Saturday 18 April 2020

This will be Clan Line's first ever visit to Norwich, and only its second departure from King's Cross.

Standard Class	£119.00
First Class Non-Dining	£179.00
First Class Dining	£249.00

Buffet car available. First Class Dining includes the Great British Breakfast and a Four Course Dinner

---

And we've lots more tours to choose from...

THE COTSWOLD LION—SATURDAY 21 MARCH: *From Peterborough, Huntingdon, Stevenage, Welwyn Garden City, Potters Bar and London Finsbury Park to Worcester with options for the Gloucestershire Warwickshire Steam Railway and The Elgar Birthplace Museum. Seats available in Standard Class at £79.50 or First Class Dining at £189.00*

THE ABERTHAW FAREWELL—Saturday 28 March: *From London Victoria, Slough and Reading. Our latest Forgotten Tracks tour is your final opportunity to visit the Aberthaw Power Station before it closes for good three days later. Seats are available in Standard Class at £94.50, First Class Non-Dining at £134.50 or First Class Dining at £197.50*

THE DOCTOR SYN—Saturday 25 April: *From Derby, East Midlands Parkway, Leicester, Kettering, Bedford and St Albans City. A meander around the suburbs of South London and the Railways of Kent, we journey along the freight-only eleven mile branch through the 'Hundred of Hoo' and the nine mile Dungeness Line. Seats are available in Standard Class at £89.50, First Class Non-Dining at £139.00 or First Class Dining at £175.00*

SHREWSBURY IN SPRINGTIME—Saturday 9 May: *From London King's Cross, Potters Bar and Stevenage. This is an ideal springtime day out, offering you a choice of three top-class destinations, namely Shrewsbury, Attingham Park (NT) or Ironbridge and Blists Hill Museum. If there was ever a tour that could claim to offer something for everyone, surely this is it! Seats are available in Standard Class at £79.50 First Class Non-Dining at £125.00 or First Class Dining at £179.00*

We run two mailing list, one postal and the other online, and it costs nothing to be on either—or both! Terms and conditions appear in our printed brochure and on our website. We make no charge for credit or debit cards and we NEVER cancel a tour through lack of bookings.

Call us today on **01438 715050** or visit www.ukrailtours.com

COMPILED BY
CHRIS MILNER
Call: 01507 529589
email: cmilner @mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

SIDELINES

New maintenance contact for NMT

NETWORK Rail has awarded Derby-based Loram a contract worth £8million over the next five years for the maintenance of its New Measurement Train.

The infrastructure monitoring train is a regular site on main lines and is powered by Class 43 HST locomotives.

Recently, Loram UK completed a project to overhaul the NMT's coaches.

First Freightliner goes orange

THE first of Freightliner's fleet of Class 90 locos – No. 90044 – has been repainted in the parent company Genesee & Wyoming livery.

The loco was noted at Crewe around January 21.

First new trains for 61 years as Stadler Class 745/0s start on Norwich to London route

JANUARY 8 was an historic day for Greater Anglia, which put the first Class 745/0 all electric 'Flirt' trains into service between Norwich and London Liverpool Street.

They are the first all new trains on the route for 60 years.

Stadler is building 10 12-car sets for the inter city service, and set No. 745007 was used on the 07.40 Norwich-Liverpool Street, working several other services between Norwich and the capital during the day.

The '745s' will replace the Class 90 and Mk3s, which have worked the route since 2004, coming second-hand from the West Coast Main Line, and the intention is to have all 10 sets in traffic by mid-April, roughly at the rate of one per week. Passengers will notice the benefit of the train's 757 seats compared with 614 on the Mk3 sets being replaced.

Like their shorter Class 755 stablemates, the '745s' have low floors, a café/bar area, retractable steps, free wi-fi, space for six cycles, USB and plug sockets, as well as improved passenger information systems. Two carriages are First Class, however, the lack of a wheelchair space in First has caused anger among passengers with disabilities (see p27).

Set No. 745007 on its inaugural passenger working calls at Ipswich on January 8 with the 07.40 Norwich to Liverpool Street working. KEITH PARTLOW

Ian McConnell, GA's franchise and programme director, said: "We're very pleased to have brought one of our new inter-city trains into passenger service.

"Last month was difficult for our customers, as signalling issues on our rural branch lines caused a great deal of disruption and also set back our new trains roll-out.

"We are making every effort to improve our service – and the first longer inter-city train in service with all the facilities customers expected will start to make a difference."

These sets are part of an order worth £600million for Stadler to supply a total of 378 'Flirt' vehicles to GA. Destined for the Stansted Express service are Class 745/1 sets, technically similar but with no First Class seating and increased luggage space.

GA's Class 90 fleet has been sold by owner Porterbrook, with Nos. 90001/2 bought by Locomotive Services and Nos. 90003-15 by Freightliner, which is likely to use them to replace the 55-year-old Class 86s. Some Mk3s will be bought by LSL, but many are destined for scrap.

First Greater Anglia Class 720 moves to Ilford

THE first of 111 Class 720 'Aventra' EMUs for Greater Anglia (GA) has moved from Bombardier Derby to Ilford depot to begin main line testing.

Set No. 720509 was delivered on January 14, and seven GA drivers have been familiarising themselves with the class at Network Rail's Old Dalby test track. They will work through the various safety and performance tests to achieve certification for service.

As well as being 40% lighter, the 'Aventras' feature regenerative braking, underfloor heating, real-time passenger information and improved passenger door anti-drag safety features previously only seen on underground trains.

Greater Anglia's order is for 89 five- and 22 10-car EMUs (665 vehicles), and by mid-January, around a third of the fleet had been built.

Following software problems which delayed their introduction 12 months ago, GA is aiming to have the first units in service this spring, with all 111 sets in traffic by spring 2021, working on commuter lines from Liverpool Street to stations in Essex, Ipswich, Cambridgeshire and Hertfordshire. They will replace Class 317, 321 and 360/1 EMUs.

EX-LNER HSTS IN STORE: Ex-LNER HST sets seen in store at Gascoigne Wood on December 25 have already been rebranded with their new operator East Midlands Railway. Power cars present included Nos. 43274, 43302, 43251, 43295, 43314, 43319, 43299, 43306, 43307 and 43308. IAN LYALL

First Class 60 scrapped at Toton

CLASS 60 No. 60006 has been scrapped.

The loco was first of the class to be cut up; the work being undertaken within the confines of Toton depot.

The internal components were removed as part of a recovery process, and the remains taken to R Hull's yard in Rotherham.

Brush-built No. 60006 entered traffic in April 1991. It was named *Great Gable* and allocated to the construction sector. Years later, the loco was painted silver with Corus brandings, and renamed *Scunthorpe Ironmaster* in summer 1997 before being withdrawn in November 2004.

What's left of No. 60006 at R Hull's scrapyard in Rotherham. RICHARD LILLIE (WITH PERMISSION)

Grand Central begins WCML crew training

GRAND Central (GC) is poised to begin driver training ready for the start of open access London to Blackpool North services from the next timetable change on May 20.

The company has approval to operate five direct trains in each direction to the capital on weekdays and Saturdays, with four on Sundays. Services will make intermediate calls at Kirkham and Wesham, Preston, Nuneaton and Milton Keynes.

GC (a subsidiary of Arriva, which is owned by DB) is planning to use DB Cargo Class 90s and Mk 4 carriages, with the first loco – No. 90026 – having entered the paintshop at Toton.

At least two other locos are expected to be repainted.

Weekday Blackpool departures are at 06.57, 08.10, 11.50, 15.48 and 17.13, with northbound ex-Euston trains departing at 07.36, 11.33, 12.33, 15.33 and 19.33.

Saturday ex-Blackpool times are 07.31, 09.23. 12.23, 15.12 and 18.59, northbound from London at 07.36, 11.33, 14.33, 17.33 and 19.16.

On Sundays, times from Blackpool are 09.13, 12.52, 16.23 and 17.53 and from London 11.41, 13.29, 17.29 and 20.28.

Weekday journey times are between 185min and 217min.

'Pacers' preserved and more scrapped

WITHDRAWAL of Class 142 'Pacers' continued throughout December and early January as Northern replaced them with compliant DMUs.

Class 142 No. 142001, the first of the second generation of 'Pacers', was delivered to Locomotion Shildon during December , where it now joins the National Collection.

The NRM says No. 142001 will remain in Northern livery, and the long-term aim is to keep the vehicle operational to provide passenger rides along the museum's rail line.

The 'Pacer' joins several other recent additions to the collection such as the InterCity 125 power car No. 43002 *Sir Kenneth Grange* (now at York) as programmes to replace ageing rolling stock continue. During 2020 it is expected a Class 91 loco will be added to the museum's fleet.

In addition to the NRM acquiring a 'Pacer', several other Class 142s have found new homes, with three units – Nos. 142027/029/030 – destined for the Chasewater Railway, the first heritage line to preserve a 'Pacer'.

Of those sets, Chasewater says No. 142027 was acquired as a source of spare parts for the other two sets, after it had been rejected for preservation by other heritage lines, and would have been scrapped.

The railway has run clearance trials using No. 142029, and has also removed interior panelling to attend to failed roof repairs, the consequences of minor but persistent water ingress.

Meanwhile, No. 142030 was coming to the end of fault-finding and rectification before being made available for crew training in late January.

Adrian Hall, Chasewater Railway Museum projects officer, said: "We are grateful to Angel Trains, which over the last year has provided technical information and a flexible working relationship which has enabled us to obtain the units we needed from a very fluid withdrawal programme by Northern. Thanks also to staff at Harry Needle Worksop for accommodating our road moves at short notice."

Set No. 142017 will move to new ground for the class at the East Kent Railway, Shepherdswell, Kent, after Northern withdraws the set, likely to be before May.

Unit 142033 has been acquired as a training vehicle for use by emergency services in South Wales. It has been placed on a short section of track at the former South Wales Police rugby ground at Brewery Field, Bridgend, arriving by low-loader on December 17. Set No. 142003 is understood to have been bought privately, and no owner or location has been disclosed.

Two sets – Nos. 142019/020 – are destined for the Waverley Route Heritage Association at Whitrope, taking the class to another new location.

A further two sets, Nos. 142084/091, have been acquired by the Rushden Historical Transport Society in Northamptonshire, where they will be used as part of a re-launch of the railway later this year and operate over a half-mile section of the former Higham Ferrers branch.

Although still in traffic, Porterbrook has confirmed Class 144 'Pacer' No. 144003 will be donated to the Great Central Railway (Nottingham) on withdrawal later this year.

As for the remaining Class 142s withdrawn since the last issue of *The RM*, the majority of sets are in store at Gascoigne Wood from where they have been dispatched for scrapping, but sets are also in store at Worksop.

By mid-January, the 'Pacer' sets sent for scrap at the following locations were:

C F Booth, Rotherham: 142005/044

EMR Kingsbury: 142016/22/25/31/37/48/52/53/64/088/93/96

Sims Metals, Newport: 142015/21/26/39/40/42/50/57/63/66/67/92

Withdrawal of the remaining sets is fluid with some in warm store at Heaton. The replacement programme hinges around acceptance of new trains by Northern.

Nos. 142012/079/086 have become spares donors for the remaining 15 sets operated by Transport for Wales. TfW has a dispensation to continue using the Class 142 and 143 sets until the end of July.

Class 142 Nos. 142031/048/053 wait at the entrance to EMR Kingsbury on January 10 to be cut up, having worked from temporary store at Gascoigne Wood. CHRIS MILNER

West Midlands Class 196 on test at Velim

THE first of a fleet of 26 Class 196 DMUs for West Midlands Railway (WMR) has been sent to the Velim test track in the Czech Republic for validation and certification. Set No. 196101 is spending several weeks on test.

WMR has ordered 12 two- and 14 four-car trains which will be built by CAF and used between Birmingham and Hereford.

Initial sets have been built in Spain, but sets are also being built at CAF's new factory in Newport.

The first sets are due for delivery in the spring. All units will undergo further extensive testing here and in Europe before entering passenger service in the second half of 2020.

The new units will replace the Class 153 and 170 fleets used by WMR, and the current plan is for the 170s to transfer to Abellio's sister East Midlands franchise, with the centre cars from the six Class 170/6 units being used to strengthen six Class 170/5s (170518-523) operated by CrossCountry.

New West Midlands Railway DMU No. 196101 on test at Velim on January 10. QUINTUS VOSMAN

Last Class 91 to Stirling

No. 91132 worked what was expected to be the final Class 91 and Mk4 set to Stirling on January 17, with a switch to 'Azuma' sets from January 20. The loco has been withdrawn. It was involved in the Great Heck and Hatfield accidents, and then renumbered. IAN LOTHIAN

Unexpected outing for celebrity power cars

HST power cars Nos. 43206 and 43312 (W43006 and E43112) got an additional outing on January 21, and were used to move some Mk3 trailers from store at Gascoigne Wood to Ely. They are seen going past Bessacarr Junction. GEOFF GRIFFITHS

SIDELINES

Vivarail envisages 60 miles on battery power

VIVARAIL'S Class 230 battery train – No. 230002 – has achieved a UK first by travelling 40 miles on battery power.

In testing runs through the autumn the train reliably ran this distance many times.

Vivarail CEO Adrian Shooter said: "With a new type of battery for our upcoming production trains we are confidently predicting a range of 60 miles between charges with only a 10 minute charge time."

Class 314 farewell raises £4,000

A FAREWELL railtour by ScotRail on December 18 using its Class 314 EMUs raised more than £4,000 for its charity partner MND Scotland.

More than 300 people travelled on the tour around Strathclyde after 40 years' service.

■ Several Class 314 trailer vehicles have arrived at Long Marston, where transformers and electrical control equipment will be recovered for possible re-use.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine

Hull Trains' 'Paragon' No. 802302 passes Ramsey Road, Whittlesey, with a diverted 12.44 King's Cross-Hull train on January 5. JOHN HENNIS

Hull accepts three Class 802s as '180s' move to East Midlands

THE acceptance of three Hitachi Class 802/3 bi-mode units by open access operator Hull Trains by early January has allowed two of Hull's Class 180 four 'Adelante' units to be transferred to East Midlands Railway.

EMR is having all four Hull sets – Nos. 180109/111 and 113 – with set 180111 arriving at Etches Park, Derby, on January 7, where it will be prepared for use by the operator.

With the fourth of Hull's five 'Paragon' units undergoing acceptance trials, the new trains are already beginning to transform performance and punctuality, as well as providing an extra 5,500 seats per week.

This year marks Hull Trains' 20th anniversary – a far cry from the Class 170s it started with.

Louise Cheeseman, managing director of Hull Trains, said: "As the roll out of our Paragon trains continue, we have frozen our January 2020 ticket prices as a thank you to everyone who continues to support us on this journey."

WAGON REPORT

by S F Lappage

THE Nuclear Decommissioning Authority has begun to scrap its older flask carriers following delivery of new wagons from W H Davis – Nos. 11 70 9229 001-6 to 040-4. Removed from MOD Longtown and sent to Workington Docks for disposal have been FNA's Nos.550045/047/052/054/056/058/059.

Canadian firm Procor built the wagons during 1988-89 to design code FN 003F, Nos. 550027-060. They were among the last mainline vehicles to appear from the former Charles Roberts works at Horbury Junction, Wakefield.

Recent deliveries to London Underground have been two KOA-K KRC250LUL 'Multitasker' 25-tonne telescopic jib cranes – Nos. 99 70 9319 014-5/015-2. Also part of the order placed with Kirow AG, Leipzig, are eight IFA-R tilt-table track panel carriers – Nos. 99 70 9358 001-4/002-2/003-0/004-8/005-5/006-3/007-1/008-9.

Transplant will use them for renewals of pointwork on the sub-surface railway(SSR).

Two 'Railvac' ballast vacuum extraction system machines – RAUK 4/5 – were in use at Wolverhampton station during the holiday period, and remained stabled in Bescot down yard on January 1 – Nos. 99 70 9515 004-8/005-5.

Railvac No. 99 70 9515 005-5 was being used in Christmas Day engineering work at Wolverhampton. S F LAPPAGE

Also present in the Up sidings was RAUK 6 – No. 99 70 9515 006-3 previously reported as working in Europe.

Manufactured by Railcare AB, Sweden the main plus factor of the 'Railvac' (BVES) system is that it is non-intrusive.

Cabling and wiring doesn't need to be isolated for the machine to operate. Vacuum extraction can be used to remove ballast, mud and clay from the trackbed. Drainage cleaning, repair and installation can also be undertaken.

Brakevans are no longer seen on the mainline.

Although they were in use for around 175 years there was little real innovation, other than the introduction of duckets and lengthening of the standard wheelbase to 16ft. Both were attempts to increase the safety and comfort of guards, as freight train speeds rose.

There were some experiments. In 1929 Temple Mills works completed 20-ton van No. 158355, constructed from concrete panels. It was reasonably successful, but not repeated.

During the Second World War there was an attempt to design a standardised Railway Clearing House or RCH van.

Four prototype vans were built at Derby and sent to each of the 'Big Four' companies for trials – Nos. E 260948, M 731742, S 56060 and W 35927.

MPA open wagon No. 394338 at Bescot Yard on December 9, 2019. S F LAPPAGE

No consensus was reached and existing designs continued to be built. After Nationalisation there was no attempt to revive the design, instead British Railways opted for a version of the LNER 'Toad D' van.

One brakevan still in regular use, albeit without its bodywork, is No. ADB 951496, which is employed by Gemini Rail Services at Wolverton works to transfer EMU stock around the site. It carries internal user No. 024916.

Redundant coal hoppers rebuilt to carry aggregates by W H Davis at Langwith Junction have included HYA's Nos. 37108 4/086/089/091/093/104/109/110/112/114/117, IIA's Nos. 37 70 6791 001-0/004-4/007-7/010-1/020-0/030-9/053-1/089-0/092-9 and Nos. 37 70 6955 200-0/202-6/203-4/205-9/206-7/210-9/211-7/212-5/213-3/215-8/216-6/217-4/220-8/221-6.

During conversion one or two hopper bays are removed, depending on the type of donor wagon.

Disposals include YLA 'Mullet' railflats Nos. DC 967500/520/529/531/533/543/555/559/574/576/613, scrapped by C F Booth, Rotherham.

Traction Portfolio Track Record

Greater Anglia has stood down one of the loco-hauled short sets provided by DRS as more Stadler Class 755s have been introduced in to traffic. Working back from Norwich to the DRS depot at Crewe on January 7 are Nos. 37402 *Stephen Middlemore,* 37424 *Avro Vulcan XH558* (as 37558) and 37401 *Mary Queen of Scots*. They are seen crossing Beggar's Bridge, Turves, near March. JOHN HENNIS

Network Rail Class 37 No. 97303 and Colas No. 37610 top-and-tail 10 autoballasters past Steel Heath, Whitchurch, Shropshire on January 5. They are heading back to Crewe after an engineers' working, which took them over the Central Wales line to Pantyffynnon. ED WEAVER

'Desiro' No. 350403 is on TransPennine Express duty, but carries the full LNWR branding after being been loaned back to TPE to work the 12.03 Preston-Glasgow Central on January 18. The hiring by TPE was down to a lack of new units, together with a shortage of qualified drivers. This specific working should have started from Manchester Airport, but was cancelled between there and Preston. All of the TPE '350s' are transferring to LNWR. PAUL A BIGGS

Get your Wedding on track!

Valentine's Day is coming, love is in the air, so it's time to make those marriage plans.

ARE you planning to 'tie the knot' in the near future? Perhaps marriage is something which maybe on the horizon for a family member or friend.

If so, have you ever considered involving a heritage railway in the plans? Doing so provides the opportunity to combine your love of railways with the love of your life.

Your special day could be made even more memorable.

A number of heritage railways across the country offer bespoke packages, ranging from hosting the complete wedding ceremony and reception, to providing the perfect location for a post-marriage celebration.

Preserved railways offer a variety of locations to host your reception or as a means of transport from your ceremony to the reception.

All the venues share one thing in common – they offer not only a wedding experience with a difference, but also fantastic backdrops for the formal photographs and snaps alike.

It is sure to be a memorable experience for all!

Hosting weddings is a great way for heritage sites to help towards financing vital restoration or locomotive overhaul projects, too.

Get the love of your life onto the Valentine's Day love train with chocolates from *oneofakindchocolate.com* a unique gift licensed by the National Railway Museum.

Llangollen Railway

Traditional and Bespoke Wedding Packages available

Enjoy your Wedding Reception onboard a beautifully dressed Steam Locomotive at Llangollen Railway situated in the picturesque Dee Valley.

The Henry Robertson Suite, located in our traditional country station, is licensed for weddings and civil ceremonies.

Call your dedicated wedding coordinator on 01978 860979 or email - commercial@llangollen-railway.co.uk

Photographs by Marie Lloyd Photography – www.marielloydphotography.co.uk

The Station, Abbey Road, Llangollen, Denbighshire, LL20 8SN
www.llangollen-railway.co.uk

RAILWAY & WEDDING PHOTOGRAPHY

EVENTS & WEDDING PHOTOGRAPHY SPECIALIST

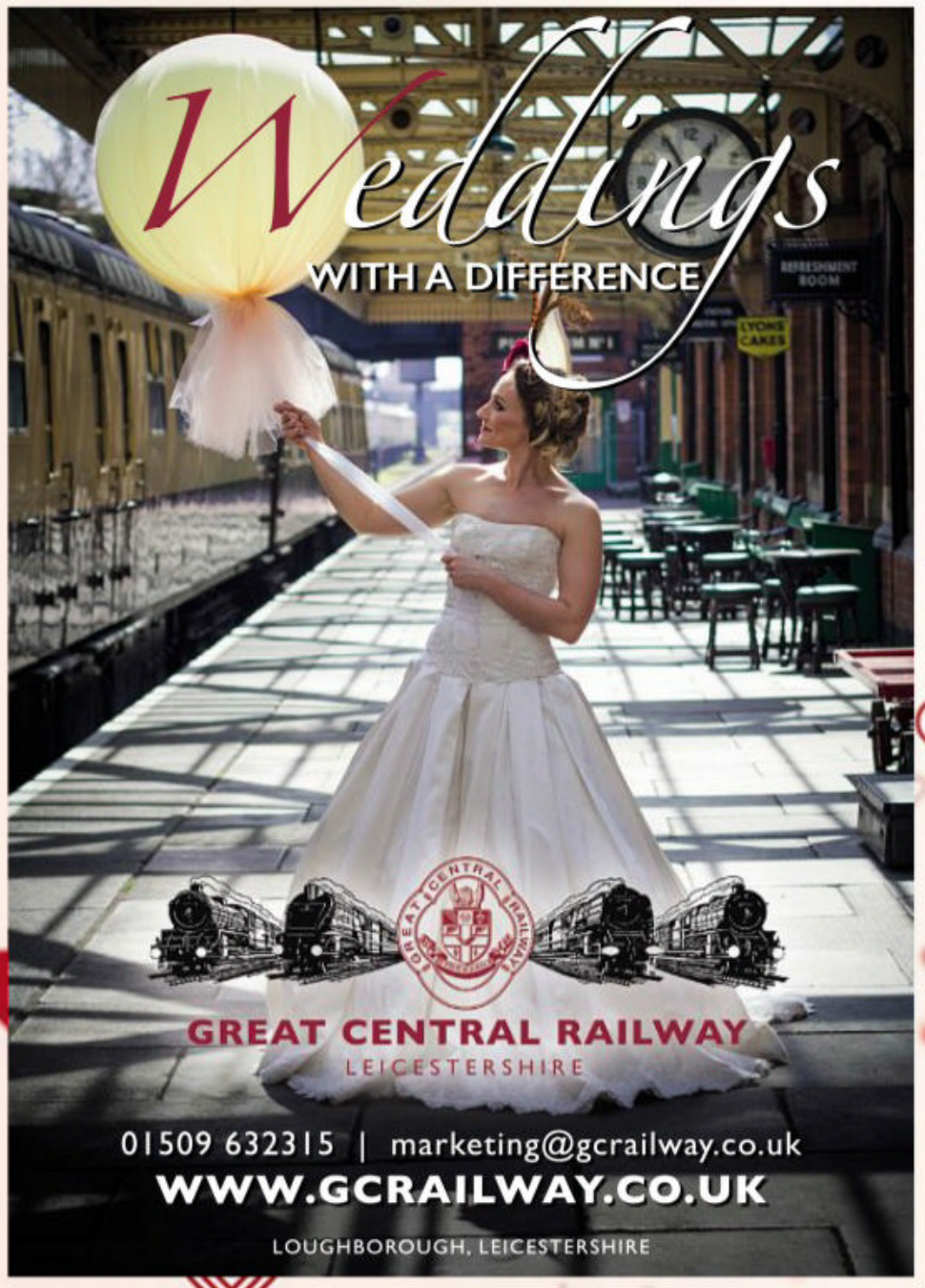
Artus Creative has worked as a wedding, press and as the current Gwili Railway photographer in Carmarthenshire.

I will bring your wedding, event or tourism business to life with my unique storytelling and action photography.

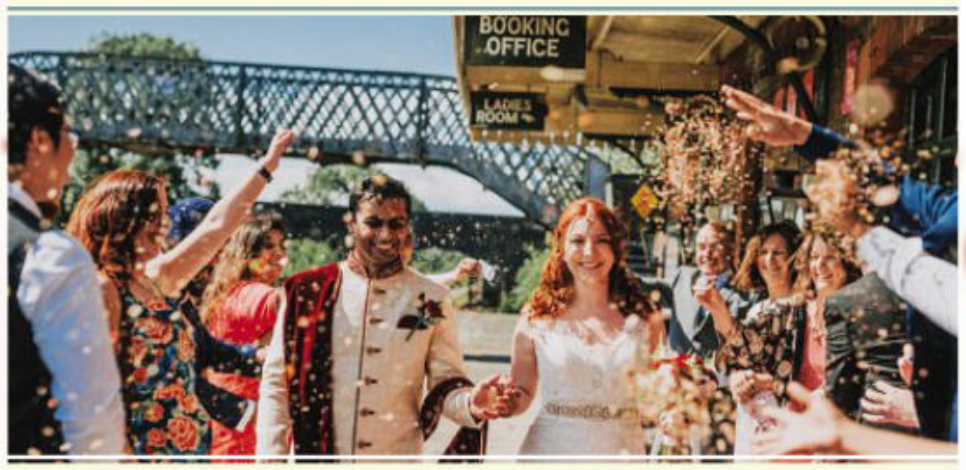
Packages are available from £240 for local weddings in South and West Wales. Packages throughout the UK from £480.

www.artuscreative.co.uk

To see examples of my railway photography:
Join the conversation online on Facebook @TheGwiliSteamRailway
or visit my personal page @artuscreative
TEL: 01269 596396 EMAIL: artuscreative@icloud.com



VINTAGE WEDDING VENUE



Wedding ceremony licence ♥ Countryside location
Glass-roofed venue ♥ 150 for a sit-down meal
Offer guests a steam train ride ♥ Big dance floor
Large car park on-site ♥ Your choice of suppliers

Weddings at Buckinghamshire Railway Centre

BUCKINGHAMSHIRE RAILWAY CENTRE

Station Road,
Quainton,
Near Aylesbury HP22 4BY
email functions@bucksrailcentre.org
call 01296 655720
www.bucksrailcentre.org
@bucksrailcentre

YOUR DREAM WEDDING IS CLOSER THAN YOU THINK

When it comes to choosing a venue for your celebration, few can beat the North Yorkshire Moors Railway and the amazing Yorkshire scenery. Pickering Station is a unique and historic Grade 2 listed building with a dramatic and atmospheric outside space for your special day. Surprise your guests with a steam train adventure they'll never forget.

For further information or to discuss your hand-crafted wedding, email ***weddings@nymr.co.uk***

nymr.co.uk/weddings

Stock Update Track Record

COMPILED BY
ASHLEY BUTLIN
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

LOCOMOTIVES

Allocations
37521 BH/COTS-CD/LSLO
43061 EC/IECP-HQ/SBXL
43063 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
43071 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
43086 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
43161 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
43180 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
43196 LA/EFPC-HQ/SBXL-LA/EFPC
43251 EC/IECP-NL/EMPC
43257 EC/IECP-NL/EMPC
43272 EC/IECP-NL/EMPC
43274 EC/IECP-NL/EMPC
43277 EC/IECP-NL/EMPC
43290 EC/IECP-NL/EMPC
43299 EC/IECP-NL/EMPC
43302 EC/IECP-NL/EMPC
60028 WQ/WQAA-LR/HTLX
66012 WBRT-WBAE
66017 WBRT-WBAR
66018 WBRT-WBAE
66040 WBRT-WBAR
66069 WBRT-WBAR
66085 WBRT-WBAR
66086 WBRT-WBAE
66098 WBRT-WBAE
66111 WBRT-WBAE
66131 WBRT-WBAE
66143 WBRT-WBAE
66181 WBRT-WBAR
66199 WBRT-WBAE
66206 WBRT-WBAR
67020 WAAC-WAWC
70016 FD/DHLT-LD/DFGI

Change of ownership
90003-15 Porterbrook to Freightliner

Liveries
Cappagh blue: 60028
Europhoenix: 37510
Maritime blue: 66148
ScotRail InterCity: 43142/44
Debranded: 90001/03/06/09/11/12/13

Named
37510 *Orion*
43186 *Taunton Castle*
56051 *Survival*
66148 *Maritime Intermodal Seven*
66749 *Christopher Hopcroft MBE 60 Years Railway Service*

Names removed
43274 *Spirit of Sunderland*
43302 *World Speed Record - HST*

For Sale
08410/83

Stored/stopped locations
Eastleigh TMD: 43208/39
Ely: 43020, 43191, 43206/96, 43309/11/12/15/20/67
Gascoigne Wood: 43251/72/74/77/90/95/96/99, 43302/05/06/07/08/10/14/ 17/19
Neville Hill: 43238/57, 43309/16/18
Tyne Yard: 43061

Operational
60028, 70016

MULTIPLE UNITS

Allocations
144001-04/06-15/17-21/23 NL-HT
156407/09/12/22 NC/EBHQ-NN/EJHQ
156421/41/51/75/88/89/90 NH-HT
156503 DY/EMHQ-CK/HAHQ
158745/47/49/50/60/62/63/65/66/67/69 PM-EX
170201/03/05/08/73 NC/EBHQ-CF/HLHQ
195003/04/09/10/11/12/13/15 HQ-NH
195018/19/20/21/22/23/24 newly delivered HQ/EDHQ
195112/20/21 HQ-NH
331002/03/09-15/17-19 HQ-AN
331023/24/25 newly delivered HQ/EDHQ
350404/05/10 AK/EAHQ-NN/EJHQ
397001/03 HQ/EAHQ-MA/TPEC
710128 newly delivered HQ/EKHQ
710272 newly delivered HQ/EKHQ
720503/09 newly delivered HQ/EBHQ
745007 HQ-NC
745106 newly delivered HQ/EBHQ
755325 newly delivered HQ/EBHQ
755327/28/32/33/35 HQ-NC
755401 newly delivered HQ/EBHQ
755402/04 HQ-NC
777003 newly delivered HQ/HEHQ
800202/07/10 HQ-DR
801107/11 HQ-DR
801203/11/13/17 HQ-DR
801219/20/21/22/25 newly delivered HQ/HBHQ
802301-03 HQ-BN
802304 newly delivered HQ/PFHQ

Liveries
EMR purple/white: 156909
LNWR: 350403/04/05/06/07/10
Northern: 150106, 158789, 158901, 170457, 323226/29, 333004
SWR: 444007/15, 450021/36/47/51/56
Transport for Wales: 158840
White with maroon doors: 156406
+TfW logos: 153306/22
Debranded: 156419/22, 180111

Named
390156 *Pride and Prosperity*

Names removed
390155 *X-MEN Days of Future Past*

Renumbered
156409-156909
156412-156912
450545-51/54/60/69-450045-51/54/60/69

Formations
Now back in five-car formation
378206/09

Now in seven-car formation
345020/63/64

Now in passenger traffic
195003/04/09/10/11/12/13/15
195112/20/21
331002/03/09-15/17-19
345020/56/63/64
385002
397001/03
745007
755327/28/32/33/35
755402/04
800202/07/10
801107/11
801203/11/13/17
802208/17/19
802302/03

Sold
Bridgend Police Training Centre: 142033

Preserved
Chasewater Railway: 142029/30
NRM Shildon: 142001

Stored/stopped locations
Birkenhead: 508134
Cardiff Canton: 142086
Crewe South: 321901/02
Crewe ETD: 769458
Gascoigne Wood: 142003/07/09/14/28/32/34/38/46/49/56/60/89
Landore: 142012/79
Long Marston: 319362/64/71/73/77/80, 71454 (314205), 71463 (314214), 71464 (314215)
Newton Heath: 142024
Shields: 314202
Worksop: 142017/19/20/27/84/91, 710116, 710272, 345060
Yoker: 314209/10/16

Disposals
J R Adam & Sons, Glasgow: Arrival date: December 16: 64611/12 (314215); January 14: 64609/10 (314214); January 15: 64591/92 (314205).
C F Booth, Rotherham: Cut dates: December 11: 55546; December 12: 55596; December 20: 55585; January 8: 55635
EMR Kingsbury: Arrival dates: December 12: 142088/93/96; December 19: 142016/22/25; December 20: 142037/52/64; January 10: 142031/48/53
Sims Metals, Newport: Arrival dates: December 16: 315804; January 7: 142015/42/66; January 10: 142039/50/57; January 14: 142021/26/92; January 16: 142040/63/67

DRS Class 57 No. 57301 *Goliath* was on hire to the Rail Operations Group on January 10, and is seen hauling Northern Rail Class 769 No. 769458 past Lichfield Trent Valley during a move to Crewe ETD from store at the rail-connected M&S East Midland distribution centre at Castle Donington. IAN NIGHTINGALE

HAULED COACHING STOCK

Allocations
10212/29 CP/TPEE-HQ/SBXH
10317/19/29 HE/HBHQ-HQ/SAXH
10580 off registration preserved
10706 PO/HAHQ-HQ/SBXH
11007/18/48 CP/TPEE-HQ/SBXH
11237/73 HE/HBHQ-HQ/SAXH
11292/93 off registration scrapped
11327/29/30 HE/HBHQ-HQ/SAXH
11423/24 off registration scrapped
11427/28/29/30 HE/HBHQ-HQ/SAXH
11507/13 HQ/EAHQ-MA/TPEC
11998/99 HE/HBHQ-HQ/SAXH
12011/78 CP/TPEE-HQ/SBXH
12122 CP/EAHQ-HQ/SBXH
12133/38 CP/TPEE-HQ/SBXH
12204/16/27 HE/HBHQ-HQ/SAXH
12317/21/31 HE/HBHQ-HQ/SAXH
12403/25/55/56 off registration scrapped
12438/49/57/58/ 62/63/66/71/72 HE/HBHQ-HQ/SAXH
12533/34/38 HE/HBHQ-HQ/SAXH
12719/20/21/37/38/39 HQ/EAHQ-MA/TPEC
12807/13 HQ/EAHQ-MA/TPEC
12814 newly delivered HQ/EAHQ
42092 LA/EFHQ-HQ/SBXH
42105 LA/EFHQ-HQ/SBXH
42364 LA/EFHQ-HQ/SBXH
44018/49 SCXH-SCEC
44076/81 LA/EFHQ-HQ/SBXH
82203/28/31 HE/HBHQ-HQ/SAXH

Liveries
Great Western Railway: 48125/27/35, 49109
ScotRail InterCity: 40610, 42252, 42360, 42551
+ TfW logos: 10325, 11323, 12225, 12454, 82216

Renumbered
41103-40610
42203-48125
42349-48127
42251-48135
44003-49109

Sold
Data Acquisition & Testing Services: 11074, 12092, 82115

Eastern Rail Services, Weardale Railway: 1210/22, 6702/04/06/07, 9801-10, 10212/29, 10501/02, 10600, 96371

Locomotive Services Ltd: 6705/08

Now in passenger traffic
BN26: TP07/13

Formations
GW93: 48106+48126 +49107 (temporary)
HA17: 40610+42360+42551+42252
HA18: 40624+42265+42553+42293
HA04 disbanded
LA22 disbanded
LA23 disbanded
LA26 disbanded
LA72 disbanded

Stored/stopped locations
Carnforth: 975681/88
Derby Loram: 9810
Doncaster Wabtec: 10317, 11429/30, 12204, 12317, 12462, 12533, 82231
Eastleigh Works: 5952, 6176
Ely: 40720, 41118/30/70, 42012/24/26, 2209/15/35/41/42/43/44/67, 42325/47/63, 42506, 44002/34/98, EC54/55/60
Gascoigne Wood: EC53/57/61/62/63
Kimberley Park (MNR): 11093, 12015/21/37/42/84, 12170
Laira: 42005/15/16, 44005
Leicester: 10202, 11018/48/74, 12078/92, 12122/33/38, 82115
Neville Hill: EC51/59
Tyne Yard: NL65
Wembley: 10319, 10531/44, 11327, 12227, 12321, 12471, 82228

Disposals
C F Booth, Rotherham: Arrival dates: December 9: 12538; December 10: 11429, 12438; December 18: 11998, 12457/58. Cut dates: December 10: 11425; January 10: 12466, 12538
Wards, Ilkeston: Arrival date: December 20: 40119

Operations Track Record

COMPILED BY
ASHLEY BUTLIN
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

The first of 10 Stadler Class 745/0 to enter public service – No. 745007 – climbs Belstead Bank on the outskirts of Ipswich, working 1P37, the 12.30 Norwich-Liverpool Street on January 20. KEITH PARTLOW

RHTT

A FEW observations received in December included multi purpose vehicles DR 98964 and DR98914 standing at platform 5 at Reading station on Monday, December 2. These were forming the Effingham Junction carriage holding sidings to Effingham Junction carriage holding sidings rail head treatment train. This was routed via Guildford, Redhill, Alton, Wokingham and Aldershot.

Class 20 Nos. 20311+20314 were on the Sheffield to Woodburn Junction diagram on December 5 and 10, seen at Gainsborough Central.

Class 68 Nos. 68006+68005 were on the 05.17 Kingmoor-Kingmoor RHTT on December 9.

The RHTT season along the southern section of the MML continued into December, with the regular locos for 3J92/23.42 Toton TMD-West Hampstead North Junction and 3J93/11.53 return being EWS-liveried Class 66 Nos. 66143+66197 when seen on December 3 and 5.

After a break from December 10, the services ran again on December 16, with Nos. 66111+66085 in charge, the last working of the season being reported at Luton.

AVANTI WEST COAST

'AVANTI'-liveried Class 390 No. 390156 passed through Lancaster at 14.37 on Monday, December 9 with 1Z17, an unadvertised express, heading for Glasgow Central. This was the second day of operations.

LNER

NEW Hitachi Class 800/2 five-car 'Azuma' No. 800210 was noted on 5Q82/10.26 Peterborough-Darlington and 5Q83/12.45 Darlington-Doncaster Carr IEP Depot test runs on November 26.

A CORRESPONDENT travelling on the busy 09.52 Aberdeen-King's Cross service on Monday, December 30, had more than enough 'problems' to deal with.

Shortly after departure from Aberdeen, the announcement was made that the nationwide LNER reservation system was down, and thus no seats on this or any other LNER train were indicated as reserved.

On the catering side, there were no hot meals and no sandwiches available until Edinburgh. There was no service through Second Class after a wheel had fallen off the catering trolley.

South of Dundee, many passengers were standing.

In coach B, one of the toilets had a flooded pan, and there was no hand-washing water either in it or in the toilet at the opposite end of the coach.

On the return, by the time the 14.00 King's Cross-Aberdeen train had reached Edinburgh, there were neither hot meals nor sandwiches available for First Class passengers.

The seat reservation system was still not working.

GWR

OBSERVATIONS at South Greenford on Monday, December 2, found Class 165 No. 165124 on the 13.17 from Greenford to West Ealing. Returning to the Greenford loop on Wednesday, December 4, No. 165135 was first seen arriving at Castle Bar Park on the 11.42 from Greenford to West Ealing. Moving on to South Greenford, No. 165135 was seen again, forming the 12.48 from Greenford to West Ealing and then the 13.17 from Greenford.

ON THE evening of Monday, December 2, the empty sleeper stock train 5C99 from Reading Traincare depot to London Paddington took an unusual route.

The train left the depot to the west and ran on the Down Relief to Didcot Parkway, where it reversed. It then returned towards Reading on the Up Main before passing Reading West on route to Theale, where it reversed again.

The train then returned through Reading station to London Paddington, where it arrived a couple of minutes late. A visit to London Paddington later that evening found Class 57 No. 57604 *Pendennis Castle* at the buffer stop, having headed the empty stock train.

No. 57605 *Totnes Castle* was on the front of the Night Riviera train, the 1C99/23.50 from London Paddington to Penzance.

The last Night Riviera sleeper service before Christmas was scheduled to run on the night of Monday, December 23 (arriving Tuesday morning). The sleeper service from Penzance on Monday, December 23 terminated at Reading instead of London Paddington.

Services started again on the night of Wednesday, January 1 (arriving Thursday morning).

AN HOUR at Hanwell on Monday, December 9, first saw Class 165 No. 165102 and Class 166 No. 166208 pass forming the 10.03 from Didcot Parkway to London Paddington. The same two units then returned as the 11.42 from London Paddington to Reading.

A little later, still at Hanwell, No. 165104 was seen forming the 11.19 from Reading to London Paddington.

Returning to Hanwell station on Monday, December 23, found the new timetable in force and all trains formed of EMUs.

THE Cardiff Central to Portsmouth Harbour services are attracting various combinations of DMUs.

The most common is a pairing of Class 165 and Class 166.

The 06.30 Cardiff-Portsmouth service on the same day, and 10.23 return, were formed of Class 158 units Nos. 158750 and 158767. Occasionally, a single Class 158 unit of two or three coaches makes an appearance.

The service used to have a trolley drinks service, but this has been withdrawn since the cascading of the Class 165s and 166s from Thames Valley routes, in the interest of providing more seats.

A FURTHER move of a Class 387 unit to Ilford for conversion for Heathrow services took place on January 7 when Class 57 No. 57306 hauled No. 387136 from Reading to Ilford.

greateranglia

CLASS 90s' time with GA is coming to an end, but they continue to move to Crewe ETD for maintenance.

On December 5, No. 90011 returned to Norwich with No. 90010 going in the opposite direction the following day.

MOVEMENTS of Class 317 units between Brodies, Kilmarnock and Ilford saw No. 317338 brought south by Class 47 No. 47749 on December 6. The following day the Class 47 took No. 317342 north to Kilmarnock.

NEW units continue to arrive at Crown Point. In Dollands Moor Yard on December 4, Class 745 No. 745105 was attached to Class 66 No. 66001 before making the journey north overnight that evening, arriving at Norwich the following morning.

The next reported move was overnight on December 16-17 when Class 66 No. 66002 moved No. 745106 from Dollands Moor to Norwich. A further move on January 8-9 had Class 92 No. 92011+Class 66 No. 66001 take Class 755 Nos. 755325+755401 from Dollands Moor to Ripple Lane, where the Class 92 came off. These two units were first reported at Dollands Moor on December 27.

AFTER weeks of upheaval, the Greater Anglia Class 755 units were operating normally over Christmas and New Year between Norwich and Sheringham, much to the relief of passengers.

However, there are still occasional cancellations, and GA was taking no chances. On December 28, a pair of 'just-in-case' replacement buses were observed parked in readiness at Cromer station even though the trains were running normally.

A report on local BBC news on January 6 stated GA was confident things were back to normal as folk returned to work after the break. However, after only one day social media was angrily buzzing from weary commuters in Sheringham, as the 07.20 to Norwich on Tuesday January 7 was cancelled yet again because of a failed unit.

A bus was provided to Cromer, and taxis from Cromer to Norwich. The 09.48 was also cancelled.

Not a great start to the year for

Hull Trains' new Hitachi-built 'Paragon' sets are starting to have a positive impact on the operator's punctuality compared to the Class 180s they are replacing. Set No. 802301 passes Rossington with 1A93, the 10.33 Hull-London King's Cross on December 11, 2019. GEOFF GRIFFITHS

Operations Track Record

Stadler bi-mode Class 755s have begun work between Ipswich and Peterborough. Here, No. 755402 approaches Manea for the station call with the 09.50 Peterborough-Ipswich on January 18. KEN BRUNT

Class 144 'Pacers' are due for withdrawal by the summer, and three-car No. 144018 prepares to depart with the 13.15 to Sheffield on December 23 as two-car No. 144007 has arrived on a York terminating train. NIGEL COCKBURN

The next major fleet for replacement will be the Merseyrail Class 507/508 EMUs, the first Stadler Class 777 having just arrived in the country. On December 8, 2019, set No. 508141 pulls away from Bootle Oriel Road with the 10.58 Southport-Hunts Cross. DOUG BIRMINGHAM

the many who commute to work and school on the train.

ScotRail
Scotland's Railway

STORM Atiyah struck Scotland on Tuesday, December 10, causing disruption to all modes of transport. Constant wind speeds of 45mph were not uncommon with gusts in the high sixties.

The following day at 09.00 the direction of the wind and state of the sea soon led to the suspension of services between Kilwinning and Ardrossan Harbour/Largs as the sea spray was contacting the overhead wires, causing repeated tripping.

A Class 385 unit became stranded at Saltcoats station, and required assistance before the line could be cleared. The train was assisted clear and services were able to be restarted from about 16.15.

At 09.30 a similar situation developed at Craigendoran which led to the suspension of services between Helensburgh and Dumbarton Central. This was further complicated by flooding of the permanent way, which affected signalling equipment. Some trains were able to be operated during the evening peak period.

Reports at 10.00 of flooding of the railway between Crianlarich and Tyndrum Lower led to the closure of the route, pending examination by Network Rail staff. After the examination was completed the line was reopened. However, before services were able to be resumed, reports of further flooding between Glen Douglas and Arrochar were received; again a NR team attended and declared the line unfit for traffic.

Buses were used on the West Highland route operating to and from Balloch to connect with trains towards/from Glasgow.

Storm damage to the roof of the station at Haymarket at 11.00 led to the closure of platform 1 while inspection/repairs were carried out. All eastbound trains had to use platform 3, which caused delays.

At 11.10 there were reports of damage to OHLE in the Exhibition Centre area causing disruption to services operating via Glasgow Central low level. An inspection found the cause of the OHLE tripping was a defect on an EMU, which required assistance to be pushed to the depot.

During the disruption the Hamilton Circle was provided with a shuttle service between Newton (Lanark) and Motherwell. Normal services were re-introduced towards the end of the evening peak.

A signalling fault at 11.15 caused by flooding at Crookston resulted in a reduction of Glasgow Central and Paisley Canal services. Normal service was resumed at 22.42 after flooding had receded.

At 16.00 a westbound EMU developed a fault at Edinburgh Park as a result of the severe weather, and required assistance.

This caused disruption to the evening peak service. An hour later, a train driver reported the line at Blairhill was flooded.

A Network Rail team arrived and requested the attendance of pumps in an effort to reduce the water level. This again affected the Helensburgh to Edinburgh services.

Working throughout the night Network Rail had most routes working normally, albeit with some ScotRail cancellations caused by rolling stock being out of position.

On Wednesday, December 11, the route between Gleneagles and Perth was blocked between 08.00 and 10.00 because of flooding.

The flooding at Blairhill was still affecting services on Wednesday 11th as one signal was being held at danger, and drivers being instructed to pass it, which was causing delays of up to 45 minutes to services. After the peak, Milngavie to Edinburgh services were suspended to allow more trains to run closer to time.

From 10.00 the Cathcart circle services were suspended because of flooding at Pollockshields East. At 13.00 there were reports of damage to OHLE between Prestonpans and Drem leading to the closure of the route.

Network Rail staff attended and made a temporary repair, allowing single line working for LNER services, from about 15.30, with other operators services mainly cancelled, but those that did were up to 180 minutes late.

Further repairs allowed the route to fully reopen by 18.00, with the first ScotRail service being the 18.15 Edinburgh-North Berwick.

HST power cars Nos. 43163+43143 moved vehicle Nos. 42325+42267+41130+42012+42209 from Haymarket to Ely on December 18.

REPORTS of a trespasser on the line near Thurso on December 31 caused problems. Officers from Police Scotland attended and the individual was taken to a place of safety. This incident saw the 06.18 Wick-Inverness terminating at Thurso. The 07.00 Inverness-Wick, terminated at Lairg, with the stock and crew used to restart the 06.18 from Wick from Lairg. A replacement bus was sourced to operate between Lairg and Thurso/Wick.

CLASS 37 No. 37800 dragged Class 320 No. 320314 on the 10.33 Shield TMD to Brodies at Kilmarnock on Monday, January 6, running via Paisley and Barassie (reverse). On the same day, Class 158 No. 158713 worked the 5D73/13.03 Eastfield-Brodies at Kilmarnock.

FURTHER bad weather hit ScotRail on Tuesday, January 7, when a deep depression centred over Iceland brought further strong winds to Scotland, with gusts of 122 mph recorded at Cairngorm summit and 76 mph at Glascarnoch.

As a result of careful monitoring of wind speeds by Network Rail (Scotland) the ECML only suffered from short periods of blanket speed restrictions between the outskirts of Edinburgh and Dunbar, meaning delays to trains were minimised.

Given the history of incidents at both Saltcoats and Cardoran, where seawater contacts the OHLE and also is a cause of flooding of the Permanent Way, watchmen were provided.

As a precaution around the morning high tide period ScotRail operated the Largs and Ardrossan to Glasgow Central services as a shuttle to/from Kilwinning, and the Helensburgh to Edinburgh service was also operated as a shuttle service to/from Hyndland.

A view of the south end of Perth station on January 12 with (from left) 'Turbostar' No. 170451 at platform 5, which had been stabled all day. In platform 4 is 'Azuma' No. 800105 with the late-running 09.40 Inverness-King's Cross, alongside Nos. 66733 and 73969 in platform 3, with carriages to work the 23.07 Caledonian Sleeper-Euston. IAN LOTHIAN

In general things ran well until about 17.00, when reports of an OHLE trip affecting platform 1 at Haymarket were received.

Investigation found part of the OHLE was down blocking platform 1, and this led to delays of up to 25 minutes and some cancellations while Eastbound services were all having to use platform 3.

Services operating via Bathgate were reduced to half hourly to free up space on platform 3.

After the evening peak an isolation of the OHLE was made, which enabled Network Rail engineers to remove the downed cabling, allowing platform 1 to be reopened for diesel trains only.

Now the Cumbrian Coast and East Anglian Class 37-hauled passenger services have ended, enthusiasts are focusing on the Cardiff Central to Rhymney peak-period service, which is likely to continue until May. On January 16, immaculate large logo-liveried No. 37418, with Highland Rail decals, stands at platform 6 shortly before its 17.01 departure. JOHN VAUGHAN

MOVEMENTS of former Caledonian sleeper stock to preservation sites include Nos. 10690+10693 being top-and-tailed by GBRf Class 66 Nos. 66725+66701 from Wembley to the Bluebell Railway on December 19.

On the same day, No. 66762 hauled Nos. 10607+10666 from Wembley to the Mid-Norfolk Railway, travelling via Peterborough.

crosscountry

A CORRESPONDENT on the 12.35 Newcastle Central-Birmingham New Street on Tuesday, December 31, formed of a four-Car 'Voyager', reported they only made it as far as Durham, where it was held for 10 minutes. The train manager informed passengers there was a problem with the doors.

All systems were shut down in order to reboot, however this failed to correct the fault and so the train was terminated. Passengers were recommended to board the 12.54 service to Plymouth, but when this finally arrived at 13.15, formed of another four-car 'Voyager', it was already heavily loaded. The service left minutes later with many passengers standing.

northern

FURTHER to our report last month regarding the use of Class 158 units on the Leeds to Morecombe service a further correspondent has clarified the current situation. Prior to August 2019 their use was indeed only occasional.

Since then they have increasingly appeared on the service, particularly from October 21. From the start of the current timetable on December 15 nearly every service is diagrammed for Class 158s.

CLASS 142 'Pacers' were stopped at the end of the year with the majority being moved to sidings at Gascoigne Wood or Worksop for temporary storage prior to being dispatched to either EMR Kingsbury or Sims Metals, Newport. (See Stock Update for storage and disposal details).

THE 16.40 service from Newcastle Central to Carlisle on December 9 was cancelled with only 15 minutes notice. Passengers for all intermediate stations had to wait for the later 17.23 service, which was filled to standing room only until Prudhoe.

WITH many of the class due to be removed from service at the end of the year, interest in the Class 142 'Pacers' continued to attract much interest during December.

Observations at Woodlesford on December 9 produced No. 142087 on the 09.29 Leeds-Sheffield local service. The 06.15 service from Knottingley to Leeds via Castleford comprised Class 142 No. 142031+Class 144 No. 144010. Two days later, No. 142094 was noted on the 10.58 Leeds-Knottingley service. The following day, Nos. 142017+142027 worked the 09.15 Knottingley-Leeds service.

THE demise of the 'Pacers' has seen other stock replacing. On December 12 at Woodlesford Class 158 No. 158910 was on the 09.29 Leeds-Sheffield local service, and worked the service all day. Later, possibly a first for the new class, was the sight of Class 195 No. 195013 working e.c.s. away from Leeds towards Wakefield mid-afternoon. At the same location on December 18 the 10.22 Knottingley-Leeds saw Class 158 No. 158790 in charge.

FURTHER Class 319 units are being taken out of service and moved to Long Marston. On December 10, Class 37 No. 37800 hauled Nos. 319371+319364 south from Allerton. These were followed on December 16 when Class 57 No. 57301 moved Nos. 319362+319373 from Allerton. Next was Class 37 No. 37884, hauling Nos. 319380+, also from Allerton to Long Marston, on January 7.

TWO Class 321/9 units – Nos. 321901+321902 – were hauled from Neville Hill to Crewe South yard for storage by Class 37 No. 37884 on December 16.

TRANSPENNINE EXPRESS

TWO of the Mk5 sets stored at MoD Longtown have returned south. On December 17, Set TP01 was brought to Crewe by FL Class 70 No. 70003. A further move on January 9 saw Class 70 No. 70016 run north, light engine, from Crewe to MoD Longtown. The loco came back in the afternoon hauling set TP05 back to Crewe.

CLASS 185 No. 185117, working 1P13 the 06.15 Manchester Airport-Newcastle, was terminated at Durham on Thursday, January 2, after the driver was unable to release the brakes following the station call.

CHANGES are imminent with the first of the new Class 777 units – No. 777003 – now in the country. It was hauled north from Dollands Moor on the morning of January 15 by GBRf Class 66 No. 66788.

GRAND CENTRAL

TRAVEL from Bradford Interchange to London King's Cross with Grand Central was disrupted on Wednesday, December 3 by a points failure at Mirfield. The 14.51 departure from Bradford travelled as far as Halifax to pick up passengers and then reversed back to Bradford. It then travelled towards Leeds via New Pudsey before reversing again at Holbeck Junction and on to Wakefield Kirkgate via Wakefield Westgate. Eventual arrival at King's Cross was 48 minutes late.

TRAFNIDIAETH CYMRU TRANSPORT FOR WALES

CLASS 67 No. 67013 stint on the Manchester to North Wales workings came to an abrupt end on December 2 with DMU substitution for almost two full weeks because of wheel-flats on the coaching stock. Normal service resumed on December 13, with No. 67020 in charge.

SATURDAY, December 14 was a poor evening for services, with 21.00 Crewe-Holyhead and 21.36 Crewe-Chester both being cancelled, the latter being the last connection for North Wales on a Saturday.

Passengers had to wait for the 22.23 to Chester, but at least the 22.38 from Chester to Llandudno Junction was held for 30 minutes to ensure the swarms of people could locate the correct train.

NEW staff continue to be trained on Transport for Wales routes across south, west and mid-Wales. On Friday, December 13, trainee guards were on board the 09.34 Swansea-Shrewsbury as it approached Llanwrda, where Class 153 No. 153369 had to gently move some errant horses off the line. About 20 minutes later, between Cynghordy and the viaduct, a group of lambs caused further delay as they decided the grass was greener on the railway side of the fence. Although 10 minutes were lost, No. 153369 was able to make a timely departure from Llandrindod Wells.

CLASS 143 units continue their forays into West Wales as TFW struggles with unit shortages. Their riding is a source of concern to passengers on the rail-jointed track to Fishguard Harbour, where lurching is accompanied with loud banging on every rail joint.

THE Transport for Wales 11.34 Holyhead-Cardiff service (1V96) on January 2 was formed by Class 158 No. 158825 in place of a loco-hauled set. At Chester, Class 150 No. 150255 was attached, but this unit was completely dead and out of use, requiring a tow back to Canton for repair. The Class 158, although well loaded, managed to be only four minutes late at Newport.

EMR

LNER-liveried kitchen buffet No. 40751 is currently running-in set NL06 and was observed in traffic on December 10.

CELEBRITY maroon-liveried 'Meridian' unit No. 222104 was reported again on December 18 passing south through West Hampstead.

OVERGROUND

FROM December 15, services between Richmond and Willesden Junction and between Clapham Junction and Willesden Junction increased from four to five trains per hour, giving a 10 trains per hour service between Willesden Junction and Stratford.

ELIZABETH LINE

CROSSRAIL Class 345 'Aventra' EMU No. 345070 was taken south on December 10 by Europhoenix

Operations Track Record

Class 37 No. 37608 *Andromeda* as the 12.07 Old Dalby-Old Oak Common e.c.s. move.

EMPTY stock Class 345s continued to run on the Great Western mainline.

On Monday, December 2, No. 345065 was seen passing Taplow as train 5Z40 from Old Oak depot to Reading. It later returned through Taplow as train 5Z41 from Reading to West Ealing loop.

Also at Taplow, No. 345066 was seen forming train 5Z50 from Old Oak depot to Reading. An hour on Hanwell station on Monday, December 9 saw No. 345021 apparently working from Heathrow Airport Terminal 5 to West Ealing loop and then running back again a few minutes later. A little later, still at Hanwell, saw No. 345038 running test trains, first from Reading to West Ealing loop and then from West Ealing loop to Maidenhead carriage sidings.

An hour on Hanwell station on Monday, December 23, found all of the TfL trains carrying passengers following the introduction of the new timetable on December 15.

southeastern.

SOUTHEASTERN Class 377 units Nos. 377509 and 377521 were noted stabled at the Norwood Junction end of Selhurst depot on December 13.

South Western Railway

SOUTH Western Railway suffered 27 days of strike action by members of the Rail, Maritime and Transport (RMT) union, beginning on December 2.

FOR South West London, the new timetable starting on December 15 showed extra services between London Waterloo and Reading, Monday to Friday; extra evening peak service from London Waterloo to Windsor; earlier services on the Hounslow loop; and earlier weekday service from Ascot to London Waterloo.

However, as train services were impacted by the strike through most of December, the new timetable was delayed until the start of the new year.

Charter Trains

OBSERVATIONS on the old GNGE line through Spalding saw a number of loco-hauled charters in early December in addition to the usual Class 66 locos on freight. On November 30, the 'York Yuletide Express' from London to York was hauled north by Class 47 No. 47804.

In the evening it returned behind former LMS Class 4-6-2 No. 6233 and No. 47804. On the following Friday (December 6), the Belmond Pullman, travelling to Lincoln Christmas Market, came through top-and-tailed by Class 67 Nos. 67004 and 67024.

The Railway Touring Company special 'The Lindum Fayre', from London to Lincoln, on December 7, was top-and-tailed by Class 47 No. 47802 and Class 33 No. 33207.

This was followed an hour later by No. 60163 *Tornado* on a special from Ealing Broadway to Lincoln. It passed in fine style, reminding locals of diversions from the ECML during the 1960s.

PATHFINDERS Tours' 'Grotto Grid Railtour' on December 14 was hauled from Trowbridge to Chaddesden sidings by Class 66 No. 66099. From here, Class 56 No. 56113 and Class 66 No. 66171 took over in top-and-tail mode to visit Barnetby and Scunthorpe installations.
On the return, No. 56113 was detached at Toton, for No. 66171 to work back to Trowbridge.

'MERCHANT Navy' 4-6-0 No. 35028 *Clan Line* was seen passing St Margarets at the head of a Belmond London Victoria to Shalford train on Saturday, December 14. Class 67 No. 67024, in Pullman livery, was at the rear of the train.

DB Cargo

CLASS 66 No. 66187, in EWS livery, was seen approaching Castle Bar Park at the head of a Calvert to Wembley Euro Freight Operations Centre train on Wednesday, December 4.

Later on the same day, No. 66068, also in EWS livery, was seen approaching South Greenford on the Northolt sidings to Brentford Town West London waste rail transfer siding 'bin liner'.

Left: It has been a mild winter in the south of England to date, but colder weather saw the use of a snow and ice treatment train (SITT). It is seen here hauled by GBRf Class 66 Nos. 66727 and 66717, arriving at Fareham station on the seldom-used platform 2 in order to reverse and head back to Eastleigh. The Fareham aggregates terminal – operated by the Kendall group, which receives carboniferous limestone from the Mendip quarries by rail – can be seen in the background. STEVE STUBBS

OBSERVATIONS of the Boston steel trains produced Class 60 No. 60092 working the Bescot-Boston-Wolverhampton diagram on December 6.

On December 10, Class 60 No. 60063 was on the diagram.

When viewed on December 17, No. 60007 worked from Bescot to Boston, returning to Swindon.

A pairing of Nos. 60028+60007 powered the train from Toton to Boston on December 12, returning to Wolverhampton via Bescot, where No. 60028 came off the train.

A further change on January 7 found No. 60019 work from Toton to Boston, returning to Wolverhampton.

A NEW traffic flow started on December 17 when Class 66 No. 66162 worked a service from Southampton to the East Midlands Gateway. A further move off East Midlands Gateway occurred on January 7 when No. 66121 worked a container train to Felixstowe.

A LIMITED number of scrap moves reported in recent weeks – all worked by Class 66s – included No. 66017 on a Cardiff Tidal-Kingsbury-Cardiff Tidal on December 18. No. 66185 was on a Warrington-Swindon-Liverpool Alexandra Docks diagram on December 28.

CLASS 66 No. 66104 moved Mk2 coaches Nos. 5952+6176 from Nemesis, Burton-on-Trent to Eastleigh Works on December 13.

A NEW move on December 11 saw Class 66 No. 66171 take four wagons from Toton to the concrete works at Tallington, which has reopened to produce concrete segments for the London Super Sewer, a 25km tunnel being built to take effluent away from the capital. This was only a trial run, with services due to start shortly between Tallington and Northfleet.

THE Corby Margam steel train was seen at Saltley and Longbridge on Friday, December 13, top-and-tailed by Class 66 Nos. 66006 and 66021.

CLASS 66 No. 66018, in filthy DB red livery, was seen passing Hanwell on Monday, December 23, working light engine from Brentford Town Day & Sons to Acton terminal complex. The dirt on No. 66018 suggests it had been on RHTT duties.

Freightliner
a Genesee & Wyoming Company

CLASS 66 No. 66588 was seen passing Taplow at the head of a Southampton MCT to Garston Freightliner Terminal container train on Monday, December 2.

On Monday, December 9, No. 66529 was seen passing Hanwell heading a Wentloog to Felixstowe North Freightliner Terminal container train.

A few minutes later, still at Hanwell, No. 66554 passed at the head of a Southampton MCT to Garston Freightliner Terminal container train.

A rare appearance of a Class 70 occurred on Monday, December 23, when No. 70002 headed a Southampton MCT to Garston Freightliner terminal container train through Hanwell station.

A HAYES & Harlington tarmac sidings to East Usk Yard train was seen passing Taplow behind Class 66 No. 66605 on Monday, December 2. Also at Taplow, Class 66 No. 66617 was seen heading the Theale Lafarge to Hope (Earles Sidings) cement tankers.

THE 11.18 Leeds Midland Road-Millerhill light engine move produced Class 66 Nos. 66543+ 66563+ 66525+66560+66536 on December 7.

A SPELL at Hanwell on Monday, December 9, first saw Class 66 No. 66621 heading Grain oil terminal to Colnbrook BAA Logistics aviation fuel tankers.

Then a little later, still at Hanwell, No. 66956 passed on the Theale Lafarge to Hope (Earles sidings) cement tankers.

Returning to Hanwell on Monday, December 23, No. 66621 was seen again heading the Grain oil terminal to Colnbrook BAA Logistics aviation fuel tankers.

CLASS 66 Nos. 66525 and 66524 were noted passing Three Bridges on a return ballast train to Acton Yard, believed to be from Newhaven, on December 13.

A VERY dirty Class 66 No. 66522 hauled the 12.00/4J04 Banbury reservoir sidings-Bescot Down side RHTT stock on December 17.

At the rear of the consist were dirty No. 66507 and clean No. 66519, both DIT. Only the area around the cabside numbers of the first two locomotives had been cleaned.

IN HARWICH Parkeston Quay yard on January 4, Class 66 Nos. 66522 and 66419 were

The failure of a Daventry to Mossend intermodal hauled by DB Cargo Class 90 Nos. 90036 and 90028 on January 10 led to No. 66221 rescuing the train, with a 163-minute delay at Ribble Jct, Preston, deteriorating to a delay of 569 min at Carstairs. It is seen passing the former coal loading plant at Ravenstruther on the last lap to Mossend yard. IAN LOTHIAN

The NMT (powered by Nos. 43062 and 43014) works south through Colton Junction on December 30, 2019, running as 1Q07, the 08.39 Heaton T&RSMD-Cambridge CSD. The NMT had been out of service for two months receiving attention to its track monitoring systems. ANDREW ROYLE

noted in sidings at the west end of the yard ready for overnight action with the HOBC units for planned track engineering work around Bury St Edmunds.

A NEW flow on January 7 involved Class 66 No. 66525 on a container service from East Midlands Gateway to Felixstowe.

GB Railfreight

CLASS 66 No. 66755 *Tony Berkeley OBE* was seen passing West Ealing at the head of the 6V32 from Tilbury Container Services to Trostre Works on Monday, December 2.

THE 11.37 Doncaster Down Decoy-Millerhill light engine move on December 7 produced Class 66 Nos. 66736+66719.

CLASS 47 No. 47749 moved Class 92 No. 92032 from Brush Loughborough to Crewe on December 9. Following testing it moved south to Wembley on December 15.

CLASS 73 No. 73962 *Dick Mabbutt* was seen running light engine through Richmond towards North Sheen on Tuesday, December 10. This was apparently a Tonbridge West Yard to Tonbridge West Yard working covering much of the track in south London.

ON A damp Thursday, December 12, Class 66 No. 66702 *Blue Lightning* was seen hauling the 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard through Richmond.

CLASS 66 No. 66770 was noted at Crawley New Yard stabled with a ballast train on December 13.

THE 12.19 Tyne Coal Terminal-Drax, hauled by Class 60 No. 60026, passed through York on December 16.

THE northbound cement train to Clitheroe on the afternoon of December 23 was hauled by Class 66 No. 66771.

CLASS 66 No. 66729 was seen passing through Brentford on December 23 at the head of train 5Z65 from Doncaster Works (Wabtec) to Eastleigh Works, consisting of Arlington barrier vehicles *Labezerin* and *Liwet*.

A TRIAL run from Gloucester Yard to Penyffordd cement works took place on December 27 with Class 66 No. 66737.

CLASS 66 No. 66710 *Phil Packer BRIT was* the sole representative of stopover Intermodals in Harwich Parkeston Quay yard on January 5, having arrived from Doncaster Iport the previous day.

Right: The rare appearance of a Class 56 in Somerset: Colas No. 56049 *Robin of Templecombe* heads 6X56, the 10.40 Fowey Dock Carne Point-Bescot Up engineers' sidings through HIghbridge and Burnham on December 23. The loco went to Cornwall from Crewe the previous day to collect Railvac No. 7095150055. PETER NICHOLSON

COLAS RAIL

SNOW-plough fitted, Colas Rail-liveried Class 37 No. 37219 *Jonty Jarvis* passed through Lancaster light-engine at 11.35 on December 9 en route from Derby to Carlisle.

DC Rail

CLASS 56 Nos. 56091+56103 worked from Roxby Gullet to Willesden and through to Angerstein Wharf on December 9.

The following day they took the loaded spoil wagons back to Roxby Gullet before heading south again to Willesden and Angerstein Wharf the next day.

They were next reported on December 19, working wagons from Rossington to Willesden.

CLASS 60 No. 60028 worked a test train from Toton to the East Midlands Gateway and return on January 3.

Derby RTC & Network Rail

GBRF Class 73 Nos. 73963 *Janice*+73965 top-and-tailed the 1Q69/08.04 Dollands Moor-Derby RTC test train on December 7. The same pair of electro-diesels – Nos. 73965 and 73963 – visited Littlehampton on December 16 on a Hither Green to Hither Green via Littlehampton and the Brighton main line Network Rail train, top-and-tailing Nos. 977969+999550+1256+6261.

Caledonian Sleeper Class 92 No. 92014 approaches Headstone Lane with working 1M16 from Inverness/Aberdeen/Fort William to London Euston on January 17, running 248 minutes late. KEN BRUNT

BLUE-liveried Class 37 No. 37610 passed through Lancaster at 14.20 on December 20, propelling a set of NR stock en route from Carlisle to Derby.

THE Clarbeston Road to Fishguard Harbour and Clarbeston Road to Milford Haven lines were fully open to traffic from Monday, December 22.

This followed extensive vegetation and tree clearances on both lines, following a collision between a Class 150 and a fallen tree on the Fishguard line, leading to a three-week closure of that line and a subsequent five-week closure of the Milford line.

There has been some renewal of fencing on both routes.

COLAS-operated Plasser & Theurer crossing tamper DR73908 was seen passing Hanwell station on Monday, December 23, working from Taunton to West Ealing Plasser sidings.

AT ASHFORD International on December 27 engineering trains for the upgrade to the HS1 lines in the station were headed by Class 66s Nos. 66725 *Sunderland* (GBRf livery and Sunderland banner) and 66847 (Colas Rail livery).

The station was very busy as services on HS1 had been suspended, resulting in platforms 5 and 6 being closed.

All London trains were routed to London Victoria and London Bridge.

A NETWORK Rail ultrasonic train was observed leaving Shrewsbury on January 2 towards Telford behind Colas Class 37 No. 37219, with DBSO No. 9702 at the rear. It included an ex-Caledonian buffet in its formation, still in blue.

Our thanks

THE Railway Magazine's thanks for information go to: John Atkinson, Paul Atkinson, Mike Bechley, Tony Birdwood, Laurie Bishop, Gordon Casely, Gene Collins, Mike Cooper, Phil Dalton, Kevin Driscoll, Tim Halstead, John Hughes, Charlie Jewell, Eddie Jones, Barry Knock, Chris Moran, Sean Morris, R D Murray, Dorian Porter, Richard Prentice, Mark Reynolds, R D Richardson, Robert Riddell, Peter Robinson, Peter Sharp, Terry Smart, Colin Stoate, Ian Walton, Craig Wellum and Chris West.

Follow us
@railwaymagazine

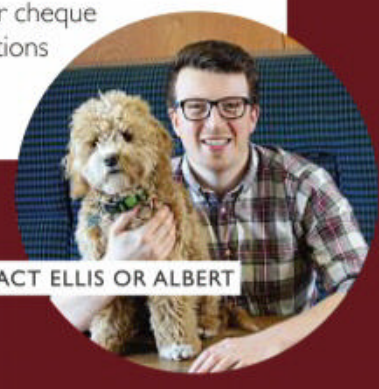
ELLIS CLARK TRAINS

ELLIS CLARK TRAINS
Unit 1 Toller Court
Shortbank Road, Skipton
North Yorkshire BD23 2HG

LOOKING TO SELL YOUR COLLECTION?

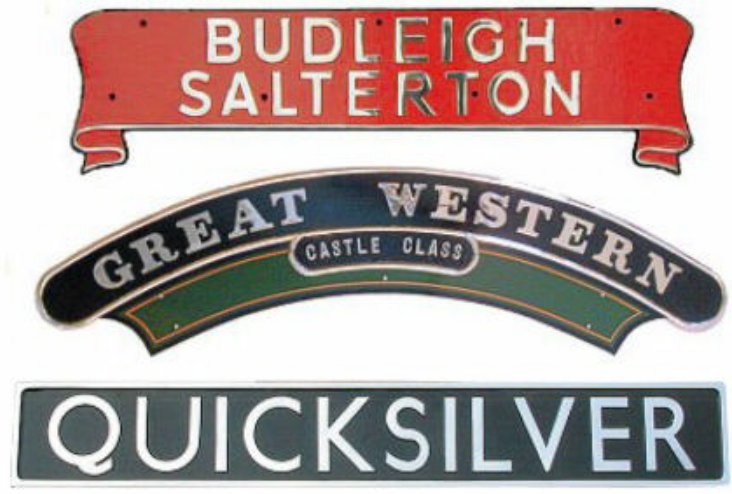
WE HIGHLY VALUE YOUR MODELS

- Full/part collections purchased
- No need for a list - we travel and view/collect
- Everything purchased - railways, die-cast & Railwayana
- All gauges and ages, including continental & US
- Upfront payment by cash, bank transfer or cheque
- Vast experience in purchasing large collections
- Friendly and professional service
- Specialised interest in 7mm O gauge


CONTACT ELLIS OR ALBERT

GET IN TOUCH
ellisclarktrains.com
01756 701451
ellis@ellisclarktrains.com

Newton Replicas
Britain's Leading Nameplate Manufacturer



Replicas and originals of Nameplates, Headboards, Numberplates, Shed Plates, Depot Plaques and more

Tel 01623 755962
Mobile 0785770612

Our full catalogue and price list is on our website or a printed version is available by sending two first class stamps to: Unit 3, Lowmoor Court, Lowmoor Business Park, Kirkby-in-Ashfield, Nottingham NG17 7DG

Email: sales@newtonreplicas.com
• Website: www.newtonreplicas.com

GWR
Great Western Railway

GWR Souvenirs

Now available to everybody online.
GWRsouvenirs.co.uk

In partnership with GeigerBTC

Great reads from £6.99!
132-page full colour, perfect bound bookazines

ORDER TODAY FOR CLASSIC MAGAZINES:
www.classicmagazines.co.uk/thebookshelf
CALL: 01507 529529
classic magazines
Also available at WHSmith

PLATFORM 5 MAIL ORDER

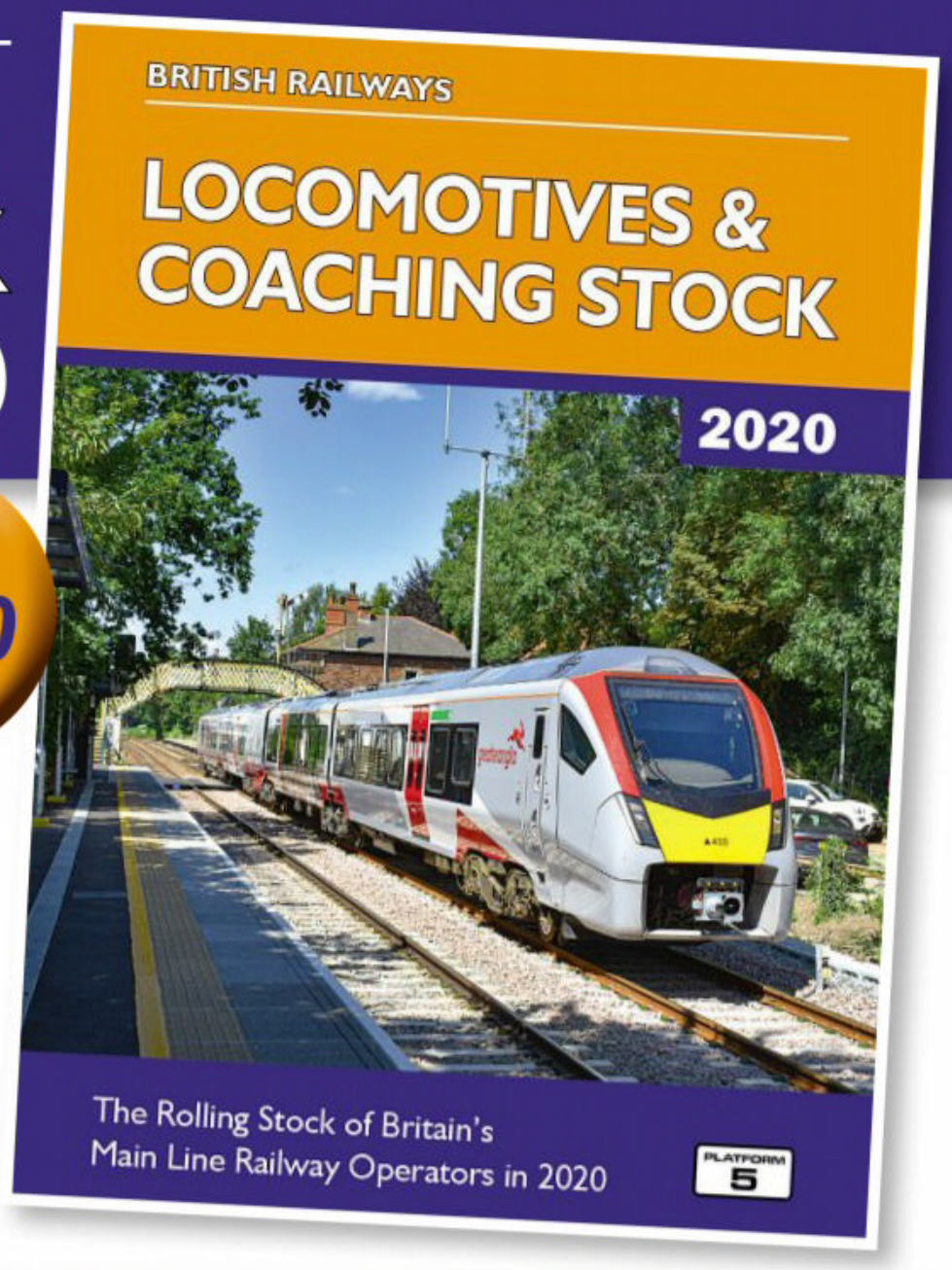
24-hour Order Line: 0114 255 8000 Fax: 0114 255 2471

BRITISH RAILWAYS

LOCOMOTIVES & COACHING STOCK 2020

Published 21st February

£23.50



The definitive guide to all locomotives, coaching stock and multiple units that run on Britain's main line railways with full owner, operator, livery and depot allocation information for every vehicle. This essential reference book is fully updated to early 2020 and includes details of all new rolling stock due to be delivered in 2020.

- **Locomotives**
- **Diesel Multiple Units**
- **Electric Multiple Units**
- **Loco-Hauled Coaching Stock**
- **On-Track Machines**
- **Network Rail Service Stock**
- **Rolling Stock Awaiting Disposal**
- **Multiple Unit & HST Formations**
- **Lists of Depots & Workshops**
- **Owner and Operator Information**
- **Livery Details**
- **64 pages of colour illustrations**

Also contains a comprehensive overview of Britain's railway network today including details of the sphere of operation of all franchised train operating companies and major freight operators, plus a wealth of useful technical data for every class of vehicle. **432 PAGES. HARDBACK.**

MAIL ORDER PRICE £21.95

Copies of **British Railways Locomotives & Coaching Stock 2020** ordered directly from the Platform 5 Mail Order Department will be supplied at the 2019 edition price of £21.95. **Post free in the UK until 30/04/2020.**

HOW TO ORDER

VISA MasterCard Maestro VISA

***POSTAGE & PACKING:** Post free to UK addresses until 30/04/2020. Please add 10% Europe; 20% Rest of World. Please allow up to 28 days for delivery in the UK.

Telephone your order and credit/debit card details to our 24-hour sales orderline:

0114 255 8000 or Fax: 0114 255 2471

Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

Mail Order Department (RM), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND

Meetings

MONDAY, FEBRUARY 3

Peak Rail Association (Sheffield branch). The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30. 'West Coast Railways': James Shuttleworth.

RCTS. Christ Church Community Hall, Burney Lane, Ward End, Birmingham B8 2AS.14.00. 'The Broad Gauge Journey – Part 1 – London to Bristol': Brian Arman.

TUESDAY, FEBRUARY 4

Enfield Transport Circle. First Floor Meeting Room, Enfield Drill Hall, 1 Old Park Ave, Enfield, Middx EN2 6PJ. 20.00. 'The B24 Incident – Cheshunt, Herts, 1944': David Parnell, Liberator Memorial Trustee.

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, 50 Windmill St, Gravesend DA12 1BB. 19.30. 'Class 125 Group': Dave Zabernik.

Leicester Railway Society. Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP. 14.00. 'Railways of Northampton Part 1': Robin Cullup.

RCTS. Beechen Grove Baptist Church, Clarendon Rd, Watford WD17 1JJ. 19.00. 'The 1935 Southern Electric Group (South Hampshire branch) and Light Rail Transit Association (Southern area). Eastleigh Railway Institute, Romsey Rd, Eastleigh. 19.30. 'Tram Depots in Britain': Stephen Bigley.

WEDNESDAY, FEBRUARY 5

Burton Railway Society. Marston's Sports & Social Club, Shobnall Rd, Burton-upon-Trent DE14 2BG. 19.30. 'A Review of Steam on the Main Line in 2019': Dave Richards & Karl Jauncey.

Huddersfield Railway Circle. Old Court Room, Town Hall, Huddersfield. 19.30. 'BR blue': David Rodgers.

Pennine Railway Society. Club 39, 39 College Rd, Doncaster DN1 3JH. 19.30. 'I wish I could fly': Geoff Griffiths.

RCTS. Greenfinch Church Hall, Greenfinch Ave, Ipswich IP2 OSQ. 14.15. 'Modern Traction in the 1960s': Dave Percival.

RCTS. Haig House Social Club, Woolton Rd, Garston, Liverpool L19 5NQ. 13.30. 'The Black and White Collection of Bill Ashcroft': John Sloane.

Talking of Trains. Surbiton Library, Ewell Rd, Surbiton KT6 6AG. 19.15. 'Restoring Heritage Carriages': Richard Salmon.

Warwickshire Railway Society. Lamp Tavern, Barford St, Highgate, Birmingham B5 6AH. 19.30. 'Pakistan': Dave Gorton.

THURSDAY, FEBRUARY 6

Bath Railway Society. Church Hall, St Mary's Church Hall, Bathwick, Bath. 19.30. 'Peter Gray's West Country': Amyas Crump.

Ffestiniog Railway Society (Bristol Area group). BAWA Club, Room 4, Southmead Rd, Bristol BS34 7RF. 19.45. 'Travels by Train in Peru and Bolivia': Ian Rudd.

Great Central Railway Society (Sheffield branch). Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Trains in the Snow': Les Nixon.

Lutterworth Railway Society. United Reformed Church, George St, Lutterworth LE17 4EF. 19.30. 'Subterranean Railways': Christian Woolmar.

Norfolk Railway Society. United Reformed Church Hall, Ipswich Rd, Norwich NR4 6QR. 19.30. 'The Changing Face of Anglia's Railway': Richard Clinnick.

SLS. St John Ambulance Centre, Sandes Ave, Kendal. LA9 4LL. 19.15. 'The Lynton and Lynmouth Cliff Railway and other UK Funiculars': Martin Slader.

FRIDAY, FEBRUARY 7

RCTS (Furness Lakes and Lune branch). Station Hotel, Carnforth. 19.30. 'Three Decades of Changes on the Footplate': Lee Peters.

RCTS. St Peter's Church Hall, Church Rd, Filton, Bristol BS34 7BX. 19.30. 'South Wales in the 1960s': Gerry Nichols.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough. 19.45. 'Goring's Wonderful Railway': Mike Hurst.

SLS. Conference Room, first floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Rd, Newcastle-upon-Tyne NE1 1SG. 19.00. 'The Ballarat Line Upgrade – a look at Regional Rail Revival In Victoria, Australia': Philip Kirkland.

SATURDAY, FEBRUARY 8

RCTS/SRPS. Quakers Meeting House, 7 Victoria Terrace, Edinburgh EH1 2HE. 14.30. 'Vintage Photographic Presentation': Bob Cleary.

RCTS. Conference Room, Great Western Hotel, Exeter St David's station, Exeter EX4 4NU. 19.00. 'Changing Landscapes': Barry Jones.

MONDAY, FEBRUARY 10

Friends of the National Railway Museum (South of England group). St Paul's Church and Community Centre, 5 Rossmore Rd, London NW1.18.45. 'Sierra Leone Railway Museum': Helen Ashby.

Lincoln Railway Society. St Hugh's Church, Harewood Cres, North Hykeham, Lincoln LN6 8JG. 19.30. 'Bristol To Didcot': Richard Binding.

RCTS. Greenfinch Church Hall, Greenfinch Ave, Ipswich IP2 OSQ. 19.15. 'The Alan Valentine Collection – Local Images from the 1960's': David Dyes.

RCTS. Sheffield Scout Headquarters, 60-68 Trippet Lane, Sheffield S1 4EL. 14.00. 'A Taste of Japan': Gordon Davies.

RCTS. Weston Favell Parish Hall, Booth Lane South, Weston Favell, Northampton NN7 3EP. 14.00. 'The Bank Job': Lester Hillman.

SLS. Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 19.30. 'Glasgow Underground': Margaret Cowie.

TUESDAY, FEBRUARY 11

Great Western Society (GWS). BAWA, 589 Southmead Rd, Filton, Bristol BS34 7RG. 19.45. The Andrew Hook Memorial Meeting (group annual meeting) followed by 'A Didcot Representative'.

National Railway Museum. Leeman Rd, York YO26 4XJ. 19.30. 'Reels on the rails: film and sound collection at the NRM': Angelique Bonamy.

Pewsey Vale Railway Society. Woodborough Social Club, Woodborough, Pewsey, Wilts SN9 5PL. 19.45. European Railway Travels': Ken Birbeck.

RCTS. The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. 'Main Line Steam in the 21st Century': Michael Smyth.

RCTS (Merseyside, Chester and North Wales branch). West Midland Day Ranger (to include Hereford and Nuneaton). Contact Alan Turton 01606 854227 or Merseyside@rcts.org.uk

RCTS. Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 19.30. 'Whose Railway is it anyway?': Ted Cook.

Scottish Railway Preservation Society. Vestry Hall, Holy Trinity Church, Avon St, Motherwell, ML1 3AD. 19.30. 'The Benhar Road': David Hall & Hamish Stevenson.

Wells Railway Fraternity. Wells Town Hall, Wells, Somerset. 19.30. 'The LT Museum and Steam on the Underground': Barry Le Jeune.

WEDNESDAY, FEBRUARY 12

Basingstoke & District Railway Society. Wote St Club, New Rd, Basingstoke RG21 7NG. 19.45. 'The Future of Rail Freight': Maggie Simpson, director general of the Rail Freight Group.

Bromsgrove Railway Club. St Godwald's Church Hall, Aston Fields B60 2EA. 19.45. 'Preserved steam on video': Karl Jauncey & David Richards.

LCGB (Dorking branch). Friends Meeting House, Butter Hill, Dorking RH24 2LE. 19.30. 'Regional Railways': Alex Green.

Oxfordshire Railway Society. Seacourt Day Centre, Seacourt Rd, Botley, Oxford OX2 9LD. 19.30. Annual meeting, photo competition and members' evening.

RCTS. Old Church Rooms, Park Rd, Radyr, CF15 8DF. 19.30. 'The Monmouthshire Railway and Canal Company in Newport': Ray Viney.

SLS. The Scout and Guide Headquarters, Godalming GU7 1HR. 14.30. 'Mark Warburton – the Black & White Era 1954-1959': Gerry Nichols.

Talking of Trains. Surbiton Library, Ewell Rd, Surbiton KT6 6AG 19.15.'Something old, something new, something borrowed and something blue': Dick Crane.

THURSDAY, FEBRUARY 13

Continental Railway Circle (London and the Home Counties). St Paul's Church Centre, Rossmore Rd, Marylebone, London NW1 6NJ. 19.15. 'A month in South America': Jim Livesey.

Irish Railway Record Society (London area). Function Room, Calthorpe Arms, 252 Grays Inn Rd, London WC1X 8JR. 19.00. 'A life on the railways of County Laois': Sean Cain.

LCGB. United Reformed Church, Watford Rd, Chiswell Green, St Albans AL2 3HG. 19.30. 'From Railways to Royalty': Jack Boskett.

North Yorkshire Moors Railway (Northallerton area group). Village Inn, Water End, Brompton, DL6 2RL. 'American Wanderings - Heading West': Gordon Davies.

RCTS. Newcastle Arts Centre, 67 Westgate Rd, Newcastle-upon-Tyne NE1 1SG. 19.00. 'Prince of Wales – brand new steam for the 21st Century': David Elliott.

RCTS. St Luke's Church, Mayors Walk, Peterborough PE3 6EZ. 19.00. 'A Broad Gauge Journey – Bristol to the West West': Revd Canon Brian Arman.

Sutton Coldfield Railway Society. St James' Church Centre, Mere Green Rd, Sutton Coldfield, B75 5BW. 20.00. 'Last Tram to Barnabus Road', Derek Haywood.

FRIDAY, FEBRUARY 14

Shropshire Railway Society. Gateway Education and Arts Centre, Cheshire St, Shrewsbury SY1 1NB. 19.30. 'Preserved steam on video 2019': Karl Jauncey & Dave Richards.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough. 19.45. 'Big screen members presentations': SWRS members.

SATURDAY, FEBRUARY 15

GWS. Parish Centre, Church End Rd, Kingskerswell, Torbay TQ12 5LD. 18.30. Group annual meeting followed by 'My Life in Transport': Graham Hooper.

MONDAY, FEBRUARY 17

Friends of Swindon Railway Museum. STEAM Museum, Swindon SN2 2TA. 19.00. Friends annual meeting followed by 'Around Swindon Works': Iain Steel.

RCTS. Town Crier, City Rd/Station Rd, Chester CH1 3AE (opposite station entrance). 19.30. 'The Unknown Warrior – The Patriot Rebuild': John Hastings-Thompson.

RCTS. Coventry and North Warwickshire Sports Club, Binley Rd, Coventry CV3 1HB. 14.00. 'Steam on the Main Line – 2019': David Richards and Karl Jauncey followed by members' slides and digital presentations.

RCTS. Didcot Civic Hall, Britwell Rd, Didcot OX11 7JN. 19.30. 'The end of steam around Bristol': Mike Beal.

RCTS. Shenfield Parish Hall, 60 Hutton Rd, Shenfield CM15 8BL. 19.30. '55,000 Miles by Rail': Chris Hurricks.

TUESDAY, FEBRUARY 18

Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'The Hill Railways of India': Mike Fish.

Leicester Railway Society. Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP. 19.30. 'Sheffield to Cleethorpes – Part 2': Stephen Gay.

RCTS. The Victory Club, Burlington House, Lypiatt Rd, Cheltenham GL50 2SY. 19.30. 'Mind the Gap': Jason Cross.

RCTS. Black Beauty, Keddington Rd, off Messingham Rd, Scunthorpe DN17 2QH. 14.00. 'Swindon Works – a Human Story': Revd Canon Brian Arman.

WEDNESDAY, FEBRUARY 19

Pennine Railway Society. Club 39, 39 College Rd, Doncaster DN1 3JH.19.30. 'Leeds to Swinton via Selby, York and Pontefract Baghill': Enid Vincent and Phil Lockwood.

RCTS/Mid Hants Railway. Eastleigh Railway Institute, Romsey Rd, Eastleigh SO50 9FE. 19.30. 'CanPac Project': Becky Peacock.

THURSDAY, FEBRUARY 20

Aln Valley Railway. Old Waiting Room, Alnwick station, Alnwick. 19.30. 'The Bedlington Iron Works': Barry Mead.

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, 50 Windmill Street, Gravesend DA12 1BB. 19.30. 'Spa Valley Railway': Brian Halford.

LCGB (NW branch). Pied Bull Hotel, High St, Newton-le-Willows. 19.30. 'More Ken Nunn images from Pre-Grouping to BR days': Neville Bond.

Lutterworth Railway Society. United Reformed Church, George St, Lutterworth LE17 4EF. 19.30. 'BR Diesels & Electrics in the 70s and 80s': Peter Lockley.

Marlow & District Railway Society. Bourne End Community Centre, Bourne End, Bucks SL8 5SX. 19.30. 'How Time Flies' - Another Dip in the Archive both Ancient and Modern: Bob Sweet.

Monmouthshire Railway Society. Theatre A09, University of South Wales, City Campus, Usk Way, Newport, South Wales NP20 2BP. 19.00. Monmouthshire Railway Society video films evening.

Norfolk Railway Society. United Reformed Church Hall, Ipswich Rd, Norwich NR4 6QR. 19.30. 'Teenage travels with a camera 1959-1966': Richard Adderson.

RCTS. Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG. 19.00. 'Photographs by the late Ray Goad': Richard Barber.

RCTS. Saltaire Methodist Chapel, Saltaire Rd, Shipley BD18 3HJ. 19.30. 'The Calder Valley': Steve Armitage.

Sutton Coldfield Railway Society. St. James' Church Centre, Mere Green Road, Sutton Coldfield, B75 5BW. 20.00. 'The West London Line in the late 1960s and 70s': David Hayes.

FRIDAY, FEBRUARY 21

GWS. Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30. Group annual meeting followed by 'Transport of the Cold War Era': Chris Penny.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough. 19.45. 'Charles Wheatstone': Colin McEwen.

MONDAY, FEBRUARY 24

Nantwich & Market Drayton Railway Society. King's Head Inn, Shrewsbury Rd, Market Drayton TF9 3EH. 20.00. 'Railways around Nantwich': Jeremy Nicholls.

RCTS. Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead SL6 3AX. 19.30. 'Clan Line': Chris Meredith.

ARE YOU STAGING AN EVENT YOU THINK SHOULD BE ON THIS PAGE? Send brief details, no later than the 10th of the month before the issue you wish the event to appear in, to: Meetings, Railway Magazine, Media Centre, Horncastle, Lincs LN9 6JR. Alternatively, email to railway@mortons.co.uk

RCTS. Sheffield Scout Headquarters, 60-68 Trippet Lane, Sheffield S1 4EL. 19.00. 'The Dukeries Route': Chris Booth.

RCTS. Weston Favell Parish Hall, Booth Lane South, Weston Favell, Northampton NN7 3EP. 19.30. 'Railways in the Cambridge Area': David Scudamore.

TUESDAY, FEBRUARY 25

North Yorkshire Moors Railway (Northallerton area group). Village Hall, School Lane, Thornton-le-Beans DL6 3SN. 19.30. 'Railway Roundabout, 2019': John Hunt.

RCTS (Merseyside, Chester and North Wales branch). Cumbria Day Ranger. Contact: Alan Turton 01606 854227 or Merseyside@rcts.org.uk

RCTS. Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 14.00. 'A Taste of Japan': Gordon Davies.

RCTS. Woking United Reformed Church, White Rose Lane, Woking GU22 7HA. 19.15. 'Vivarail': Adrian Shooter.

WEDNESDAY, FEBRUARY 26

Giggleswick Railway Circle. Settle Victoria Hall, Kirkgate, Settle BD24 9DZ. 19.30. 'The Reverend Bearpark Collection': Vic Drake.

RCTS. Council Meeting Room 2, County Hall, West St, Chichester PO19 1RQ. 19.30. 'Island Treasures – the Railways of the Isle of Wight': Colin Brading.

Talking of Trains. Surbiton Library, Ewell Rd, Surbiton KT6 6AG 19.15. 'Adrian's Railway – 1947-1975': Adrian Vaughan.

THURSDAY, FEBRUARY 27

Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'Scottish Steam in the 60s': John Hunt.

Sutton Coldfield Railway Society. St James' Church Centre, Mere Green Rd, Sutton Coldfield, B75 5BW. 20.00. 'Northern England, Midlands and Welsh Borders steam': Ken Hale.

FRIDAY, FEBRUARY 28

GWS. Pauling Human Sciences Centre, 58 Banbury Rd, Oxford OX2 6QS. 19.30. Group annual meeting followed by a Cotswold Line Promotion Group presentation.

RCTS. Fulwood Lawn Tennis Club, Highgate Ave, Preston PR2 8DY. 19.30. Members' and visitors' digital images.

Railway Club of the New Forest. McLellan Hall, Lymington Community Centre, Cannon Street, Lymington 19.30. 'Swiss Railway Evening': John Fissler

Shropshire Railway Society. Gateway Education and Arts Centre, Cheshire St, Shrewsbury SY1 1NB. 19.30. 'DB Cargo charter operations and management': Richard Corser.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough. 19.45. 'Steam on Road and Rail': Simon Colbeck.

Talking of Trains. Surbiton Library, Ewell Rd, Surbiton KT6 6AG 19.15. 'The Charm of Suffolk' David Ager.

MONDAY, MARCH 2

Peak Rail Association (Sheffield branch). The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30. 'Ten Years at Platform 5': Robert Pritchard.

RCTS. Christ Church Community Hall, Burney Lane, Ward End, Birmingham B8 2AS. 14.00. 'Warwickshire Railways, Past, Present and Future – Part 2': Fraser Pithie.

RCTS. Wellingborough Museum, Castle Way, Wellingborough NN8 1XB. 14.00. 'The Railways of Zurich': Ken Follett.

TUESDAY, MARCH 3

Chipping Norton Railway Club. Town Hall, Market Place, Chipping Norton OX7 5NA.19:30. 'Cambrian to North Wales (part 2)': Chris Youett

Enfield Transport Circle. First Floor Meeting Room, Enfield Drill Hall, 1, Old Park Ave, Enfield, Middx EN2 6PJ. 20.00. The 2020 Malcolm Alderman Tribute Presentation: 'Giant Steam Locos of the USA': Kenneth Crane

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, 50 Windmill St, Gravesend DA12 1BB. 19.30. 'First World War Railways': Kim Winter.

Leicester Railway Society. Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP. 14.00. 'History of the GWR Swindon Works – Part 3': Revd Canon Brian Arman.

RCTS. Beechen Grove Baptist Church, Clarendon Rd, Watford WD17 1JJ. 19.00. 'Capturing the Present and Recreating the Past': Jason Cross.

Southern Electric Group (South Hampshire branch) and Light Rail Transit Association (Southern area). Eastleigh Railway Institute, Romsey Rd, Eastleigh. 19.30. 'Tram ciné library': John Laker.

WEDNESDAY, MARCH 4

Burton Railway Society. Marston's Sports & Social Club, Shobnall Rd, Burton-upon-Trent DE14 2BG. 19.30. 'The Great Western Railway – a Personal Appreciation': Colin Ellis.

Pennine Railway Society. Club 39, 39 College Rd, Doncaster DN1 3JH. 19.30. 'Grantham to Kings Cross': Steve Armitage.

RCTS. Greenfinch Church Hall, Greenfinch Ave, Ipswich IP2 OSQ. 14.15. 'Over Ten Years on Platform 5': Robert Pritchard.

THURSDAY, MARCH 5

Bath Railway Society. Church Hall, St Mary's Church Hall, Bathwick, Bath. 19.30. 'Pier Railways and Tramways in Britain': Nick Kelly.

Ffestiniog Railway Society (Bristol area group). BAWA Club, Southmead Rd, Bristol BS34 7RF. 19.45. 'Lynton & Barnstaple Progress – achieved and planned': Ian Cowling, Trustee, Lynton & Barnstaple Railway Trust.

Great Central Railway Society (Sheffield branch). Farm Road Sports & Social Club, Farm Rd, Sheffield S2 2TP. 19:30. 'By Great Central from Barton-on-Humber to Wrexham': Chris Youett.

Lutterworth Railway Society. United Reformed Church, George St, Lutterworth LE17 4EF. 19.30. Annual meeting and photo competition (members only).

Norfolk Railway Society. United Reformed Church Hall, Ipswich Rd, Norwich NR4 6QR. 19.00. 'The Art of Railway Timetabling': Ian Henderson.

RCTS. Saltaire Methodist Chapel, Saltaire Rd, Shipley BD18 3HJ.19.30. Branch annual meeting and members' presentation.

SLS. St John Ambulance Centre, Sandes Ave, Kendal. LA9 4LL. 19.15. 'Recent Railway Rambles': David Allison.

FRIDAY, MARCH 6

RCTS (Furness Lakes and Lune branch). Station Hotel, Carnforth. 19.30. 'Scenes from Oxenholme': John Bateson.

RCTS. St Peter's Church Hall, Church Rd, Filton, Bristol BS34 7BX. 19.30. Branch annual meeting and members' evening.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough. 19.45. 'UK Charters Video 1990-2000': Ian Sylvester.

FILMS

WEDNESDAY, FEBRUARY 19

Railways Remembered. The Benn Hall, Newbold Rd, Rugby CV21 2LN. 19.30. 'British Locomotives - The Railway Industry': Rob Foxon. Details: 0116 289 0531.

SATURDAY, MARCH 7

Railways Remembered. The Town Hall, Broad St, Chipping Sodbury BS37 6AD. 14.30. 'The Pre-war LMS Railway Film Unit. Rob Foxon. Details: 0116 289 0531.

SDR

SOUTH DEVON RAILWAY

SPRING STEAM GALA

March 14th and 15th 2020.

Not to be missed!

Old Friends Reunited

Back for the first time since 1973!

Former Buckfastleigh stalwart GWR No.4555, fresh from overhaul, joins SDR residents 6412, 1369 and 5542 for a weekend of steam and nostalgia.

Locos subject to availability. 4555 appears courtesy of the Dartmouth Steam Railway.

Buckfastleigh • Staverton • Totnes
www.**southdevonrailway**.co.uk **01364 644370**

TICKETS PLEASE!

If you collect rail, tram or bus tickets, join the club.

Get our monthly journal, with news and articles on tickets and ticketing systems past & present.

Join other collectors and enjoy exclusive talks at our meetings in Manchester and Brighton.

Tickets for sale every month to enhance your collection, and bi-annual auctions for rarer tickets.

Regular publications on historic and modern tickets and ticket issuing systems.

£10 per year digital journal UK & international
£20 per year printed journal UK
£35 per year printed journal international

TRANSPORT TICKET SOCIETY

TTS

Transport Ticket Society
6 Breckbank, Forest Town
Mansfield, NG19 0PZ
stephenskeavington@virginmedia.com
transport-ticket.org.uk

Irish Railway Heritage Extended Weekend

Lough Foyle Steam Railtour & Ormond Diesel Railtour

Rolling green hills, stunning coastline, quaint towns, bustling cities, explore the North and South of Ireland the scenic way!

• Dublin • Limerick • Nenagh • Ballybrophy • Thurles
• Bangor • Belfast • Whitehead • Coleraine • Londonderry

5 Day/4 Night Rail Journey* 7TH-12TH May 2020

**Other options available*

Adult £195 | Child £180 | £25 surcharge for non-members

For bookings and further locomotive details
www.steamtrainsireland.com
Email: rpsitrains@hotmail.com Tel: 028 9358 6202

RAILWAY PRESERVATION SOCIETY OF IRELAND

Chasewater Railway

4th and 5th April
"Pits to Power Stations Gala"

Intensive passenger timetable and demonstration coal trains.

First time a blue 08 will be running with MGR's in preservation.

Find us on facebook Find Us On Instagram

www.chasewaterrailway.co.uk

CHIPPING STEAM FAIR 2020

Sat 23rd, Sun 24th & Mon 25th May

www.chippingsteamfair.com

PR3 2TQ

Tel 01995 61866

48th SHEFFIELD STEAM & VINTAGE RALLY

Rackford Road, North Anston, Nr Sheffield S25 4DF

SAT 27th JUNE & SUN 28th JUNE 2020

For information - contact the Rally Secretary, Sheffield Steam & Vintage Club Limited on (Tel) **01709 545047** or by email to **shefsteamvcl@gmail.com**

Live Now!!...

MID-RAIL

The new place for everyone to buy, sell & discuss railwayana.

To find out more and join us, please visit our website:

www.mid-rail.co.uk

01636 378100

LNER 307A

STAFF ONLY

Saxilby

THE MODEL RAIL SHOW FOR LARGER GAUGES

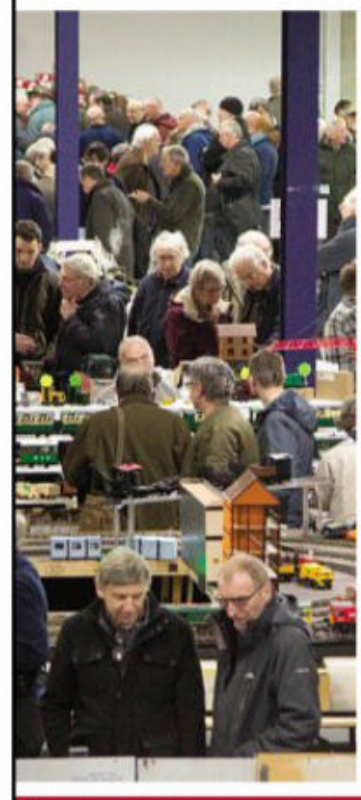
MIDLANDS GARDEN RAIL SHOW

0 GAUGE, G SCALE, GAUGE 1, 16MM & MORE...

SATURDAY 14th & SUNDAY 15th MARCH 2020

Open 10am – 4pm Daily

WARWICKSHIRE EVENT CENTRE



A Leading Garden Railway Exhibition

Over **35 leading suppliers** to help you create your dream garden railway including locomotives, rolling stock, track and accessories.

Admire up to **15 amazing Layouts and Club Displays.**

Full restaurant facilities.
FREE car parking for over 2,000 cars.

BOOK YOUR TICKETS NOW!

ADMISSION PRICES	ONLINE TICKETS*	FULL PRICE TICKETS**
Adult	£8.00	£9.00
Senior Citizen	£7.50	£8.50
Child (5-14)	£3.50	£4.50

Children under 5 FREE
when accompanied by a full paying adult/senior

* Tickets are available via our website at discounted prices until midnight on Tuesday 10th March 2020.
** Full price tickets are available on the day from the ticket office.
Please call SEE Tickets on 0115 896 0154 if you would like to book a ticket by phone. Last admission 1 hour before closing.

Inspiration for planning your garden railway - see live steam, gas and coal fired locomotives.

www.midlandsgardenrailshow.co.uk

Follow us for the latest news!

@MeridienneEx Meridienne Exhibitions LTD

Great Central Auctions

An Auction at the
Royal Showground
Stoneleigh Park
Warwickshire
7th March 2020

Headlamp from the Duke of Sutherland's railway locomotive DUNROBIN.

Ample parking, free bus from Coventry railway station, catering
Telephone: 01327 263633 / 262193
www.gcrauctions.com
Email:enquiries@gcrauctions.co.uk

B2 Class 4-4-0 No 207

Nameplates on offer in this aution

Anti-Aircraft Command, Armada, Bahamas, Caernarvon, Chirk Castle, City of Winchester (GWR), Clan Macintosh, Edmund Burke, North Aston Hall, The Staffordshire Regt (Prince of Wales's) (Peak).

Class 40 D326, later 40126, Great Train Robbery locomotive

Great Central Railwayana Ltd
Incorporating Sheffield Railwayana Auctions & Railwayana.net
14, School Street, Woodford Halse, Daventry, Northants, NN11 3RL
Tel: 01327 263633 / 262193 (Monday to Friday 10.00 – 5.00)

We welcome similar items for entry in our next sale. Catalogues are available a fortnight before each sale, send or phone for your free complimentary catalogue now!

Valuations for insurance and probate, impartial advice on selling or buying railwayana.

Pre-war ex Metropolitan Electric Locomotive

STEAM DRIVER Experience Days

We offer Full and Taster Steam Driver Experience Days, it's the perfect present for the person in your life who loves Steam Locomotives. Purchase a voucher for one of the experiences from December 2019 and the recipient can contact the booking office to choose from one of the dates on offer. Taster Driver Experience Days are a light engine and family members can watch from the platform or Tea Rooms. Full Driver Experience Days - 8 family members can travel on the train, food is served for drivers, family members pay £7.00 for food.

25th April, 4th July, 3rd October - Driver Experience Full Day £325.00

21st March, 16th May and 5th September - Taster Driver Exp.....£95.00

Please book via our website or by telephone. The full day experience gives you the opportunity to learn the craft of driving and firing a train, signalling and being a guard for the day. See website for full details.

www.gwili-railway.co.uk

Bronwydd Arms Station, Carmarthen. SA33 6HT Tel: 01267 238213 email - info@gwili-railway.co.uk

The Gwili Railway can accept no liability for failure to operate advertised services or attractions. A diesel locomotive may have to be substituted for steam locomotive at short notice for operational reasons. Information correct at time of going to print.

LAKELAND GRIT BLAST

WITH OVER 25 YEARS EXPERIENCE IN PRODUCING AND SUPPLYING ABRASIVES, EQUIPMENT AND SPARES TO THE **SAND BLASTING, SHOT BLASTING** AND **BLAST CLEANING** INDUSTRIES THROUGHOUT THE UK

WE STRIVE TO DELIVER A PERSONAL SERVICE OFFERING ADVICE ON PRODUCTS AND EQUIPMENT AND HAVE BEEN AWARDED THE PRESTIGIOUS QUALITY AWARD ISO9001

HAULAGE FROM 1 PALLET TO FULL LOADS CAN BE ARRANGED FOR DELIVERY THROUGHOUT THE UK

FLUSCO WORKS, NEWBIGGIN, PENRITH, CUMBRIA CA11 0JA

Email. info@lakelandcarbons.co.uk

Website. www.lakelandgritblast.co.uk

Tel. 01768 483726 **Mob.** 07714 412552 **Fax.** 01768 483610

Editor/writers

The RAILWAY Magazine

HERITAGE RAILWAY

EXPRESS

If you're up to speed on HS2, into your intermodals, can be specific about Pacifics and always mind your Manors, then we could have the job you've always been looking for.

Mortons Media Group has opportunities for ambitious journalists within its railway division to fill positions as editors and staff journalists.

You might be a journalist looking for that next step, or someone looking to change careers – whatever your motivation, these are among the best jobs in railways, and we need people who can produce great news stories, interesting features, take superb images, while at the same time being able to marshal our team of contributors.

You will have the talent to be the ultimate all-rounder, understand market trends and be able to adapt… with your work appearing in print and digitally – on our Railway Hub and across our portfolio of leading titles.

If you love being lineside, and enjoy chatting to fellow enthusiasts up and down the UK, you could be just who we're looking for.

Previous experience is desirable… your character and ability is more important to us… but you will need a full driving licence and prove to us you can write in an entertaining and concise style.

To apply please send your current CV, a recent example of your work and a covering letter by March 12.

Write to Staff Recruitment, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

Reference: Railways
Email applications to: recruitment@mortons.co.uk

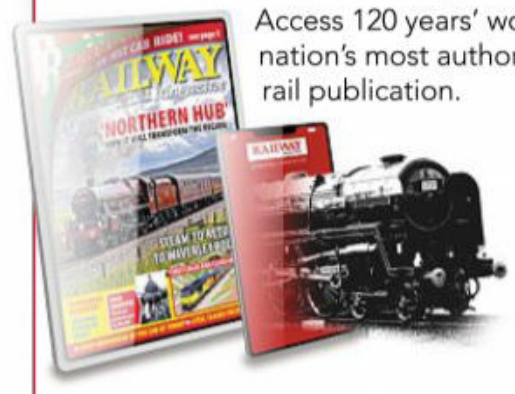
MORTONS MEDIA GROUP LTD **www.mortonsmediagroup.com**

disability confident EMPLOYER

INVESTOR IN PEOPLE

The RAILWAY Magazine

DIGITAL ARCHIVE



Access 120 years' worth of history from the nation's most authoritative and prestigious rail publication.

120 years

1300 issues

140,000 pages

★ FULLY SEARCHABLE CONTENTS
★ KEEP SCRAPBOOKS OF YOUR FAVOURITE ARTICLES
★ BONUS PREVIOUSLY UNPUBLISHED CONTENT
★ MULTI-PLATFORM ACCESS

Activate your access today from as little as £6

**This gets you three months' access to the Digital Archive. Magazine subscription rates start from £20 for six months.*

www.railwaymagazine.co.uk/archive

Rail stays

Keen to visit a railway but not sure where to stay as it's off your normal beaten track? Let these pages help you find the ideal location near a great railway.

CUMBRIA

ISLE OF SKYE

NORTH NORFOLK

BAYLEAF Guest House ****

Licensed • Car Parking • All En-suite

Two downstairs rooms
Great location for all amenities
Only 10 seconds from the steam railway station

Telephone 01263 823779 • Sheringham
email: bayleafgh@aol.com www.bayleafbandb.co.uk

SCOTTISH BORDERS

WORTH VALLEY

Bronte Hotel

Haworth YTB ★★★

Short walk to K&WVR line, ample free parking. Comfortable lounges and restaurant.

Double rooms from £80,
Singles from £40, En-suite available.

Tel: 01535 644112

email brontehotel@btconnect.com www.bronte-hotel.co.uk

KENT AND EAST SUSSEX

RAILWAY RETREATS

www.railwayretreats.co.uk
Tel: 07494 520867 / 01797 253850
Email: bookings@railwayretreats.co.uk

Our MK1 railway carriage sleeps up to 6 people, with a family bathroom and an en-suite bathroom, a fully functional kitchen, two double bedrooms, a bunk room for kids and an open plan lounge /dining area. You don't even need to leave the carriage to get the full railway experience as the steam trains will pull up at the station just 20ft away.

GWR TOAD Brake Van and Ammunition Wagon

GWR TOAD Brake Van - Fitted kitchen and dining area, double bedroom, Freesat TV, en-suite shower room/WC, fully insulated, double glazed and heated. The fully glazed kitchen/diner area and balcony gives a panoramic view of the station platform and surrounding Rother Valley.

Ammunition Wagon - Double bedroom, en-suite shower room/WC, microwave, kettle, individual private garden. Fully insulated, double glazed and heated for those chilly winter months!

AUCTIONS

PADDINGTON TICKET AUCTIONS

GREAT CENTRAL RAILWAYANA LTD

14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS NN11 3RL

The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps

OUR NEXT AUCTION IS ON

SATURDAY 25TH APRIL 2020

at The Royal National Hotel, Russell Square London WC1H 0JX
at 11:00 (viewing from 08:00)

Including specially selected railway items from the Gordon Fairchild collection, Tram and Bus tickets from the collections of the late Graham Page, Peter Mitchell and Tickets from many other collections.

We are now accepting items in all categories for this and subsequent events. Contact us now for a speedy valuation and advice on how to enter your collection for auction.

A colour illustrated catalogue of at least 500 lots will be published on our website at www.paddingtonticketauctions.co.uk at least two weeks before the auction. If you require a printed copy please send your name and address to enquiries@gcrauctions.co.uk or speak to us on 01327 263633 or 01327 262193

ART

QUICKSILVER PUBLISHING

Fine Art prints from original paintings by
www.quicksilverpublishing.co.uk
Philip D. Hawkins

BOOKS

RAILWAY BOOKS

Rare and out of print 5,000+ to view at

www.nigelbirdbooks.co.uk

01974 821281

Railways Buses Aviation Canals

DEREK'S TRANSPORT BOOKS

All Transport Subjects Covered
www.derekstransportbooks.com
Over 10,500 Books in Stock on-line
Based in the New Forest
Est. 1995

Shipping Commercial Motoring Vehicles

Classified

BOOKS

NICK TOZER
RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD
Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ
Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
web: www.railwaybook.com email: nick@railwaybook.com

MP Middleton Press
EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

Published 29 February
NOTTINGHAM - LONG EATON - DERBY
£18.95 FREE P&P (UK) MAIL ORDER
Limited stock AVAILABLE NOW
RAIL TIMES £26 + £5.75 P&P (UK) MAIL ORDER FOR GREAT BRITAIN
www.middletonpress.co.uk
Easebourne Lane, Midhurst. GU29 9AZ
T: 01730 813169 E: sales@middletonpress.co.uk
Please visit our website or telephone for a brochure

BILL HUDSON
TRANSPORT BOOKS

Family run business stocking new and second hand railway books
Matlock Self Storage, 1 Dimble Rd, Derbys DE4 3JX
07921833469
www.billhudsontransportbooks.co.uk

BOOKS

BATTERDALE BOOKS

We buy and sell British & overseas railway books. Also bus, tram, steam traction & canal books. Thousands of titles are always available on our web site.
Field House, 9A School Lane, Heslington, York YO10 5EE.
Web: www.batterdalebooks.co.uk
Tel: 01904 870 869

FOR SALE

PHOTO TRANSPORT
SUPERB QUALITY PRINTS OF RAILWAYS, SHIPS AND AIRCRAFT
Please send £3.95 per list/sample of interest
(please make cheques payable) to: MR D SMITH
(cheques to Photo Transport won't be accepted)
18 SHOTLEY CLOSE, CLACTON-ON-SEA, ESSEX CO16 7LT
or view website:
www.phototransport.com
Please quote Railway Magazine with requests

ROBERT HUMM & CO
TRANSPORT BOOKSELLERS

SPECIALISTS IN RARE AND OUT-OF-PRINT BOOKS ABOUT RAILWAYS
WIDE SELECTION OF IN-PRINT BOOKS
PHOTOGRAPHS ~ TIME TABLES
MAIL ORDER SERVICE WORLD-WIDE.

Now open in our new shop
59 Scotgate, Stamford PE9 2JN
Monday, Tuesday, Thursday, Friday, Saturday
9.30 - 1.00 and 2.15 - 5.00.
01780 766266
books@roberthumm.co.uk
www.roberthumm.co.uk
online sales

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS
- Extremely cost effective
- Workshops/Garaging/Storage
- Widths from 20ft to 70ft
- Unlimited Lengths
- Buildings to BS 5950
- Finance available

Tel: 01709 578333
BLUELINE BUILDINGS LIMITED
e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

DVDS

TRAIN DVDs
Along Arriva Trains Wales Lines - 67 mins
Along Thameslink Trains Lines - 75 mins
Railways of London - 115 mins
Railways of London 2 - 86 mins
Railways on the Isle of Wight - 102 mins
Railways on the Isle of Wight 2 - 76 mins
Along Greater Anglia Trains Lines - 101 mins
Along South West Trains Lines - 120 mins
Along South West Trains Lines 2 - 85 mins
Along South West Trains Lines 3 - 95 mins
Along First Great Western Lines - 90 mins
Along First Great Western Lines 2 - 105 mins
Along South Eastern Trains Lines - 103 mins
Along Southern Trains Lines - 110 mins
Along Northern Trains Lines - 100 mins
Trains and Trams of Belgium - 98 mins
The Mid Hants Railway - 112 mins
The Mid Hants Railway 2 - 105 mins
The Mid Hants Railway 3 - 106 mins
The Swanage Railway - 120 mins
The Swanage Railway 2 - 104 mins
The Swanage Railway 3 - 105 mins
The Bluebell Railway - 118 mins
The Epping Ongar Railway - 100 mins
The Avon Valley Railway - 105 mins
All DVDs £14.95
Post free from Colin Hall, Office 4, Endeavour House, Cherry Orchard Lane, Salisbury, Wilts SP2 7LD
or online at www.colin-hall-publishing.co.uk
WE ALSO COVER BUSES AND SHIPS

EVENTS

BURTON RAILWAY COLLECTORS FAIR
Saturday 14th March 2020
BURTON-ON-TRENT TOWN HALL
Burton-on-Trent DE14 2EB
10.30am-3.30pm
5 minutes walk from Railway Station
The Premier event for Railway Books, Ephemera, Relics, Postcards, Magazines, Maps, Models, Tickets etc.
Many leading dealers and private traders in attendance.
Lots on offer for every collector.
Parking ~ Refreshments.
Organisers: Tony Hillman and Barry Jones
Enquiries/Stall Bookings: Tony Hillman Tel: 07808 859159
www.tobaz.co.uk

The RAILWAY Magazine

FOR SALE

FOR SALE
Substantial block of issued shares in leading heritage railway
Tel: 01782 338944

MORTONS FOR ALL YOUR PRINTING NEEDS

From concept to door step

DESIGN PRINT PACKAGE DELIVER

CONTACT
TELEPHONE: 01507 523456
WEBSITE: www.mortonsprint.com

MortonsPrint
Mortons Media Group Ltd

newsawards Regional Newspaper Printer of the Year 2017 & 2018
PrintWeek Awards Newspaper Printer of the Year 2017 & 2018

Classified

FOR SALE

Flangebracket MECCANO

MECCANO PARTS

We carry a wide range of Meccano parts, from all eras. Various grades, well used to Mint.

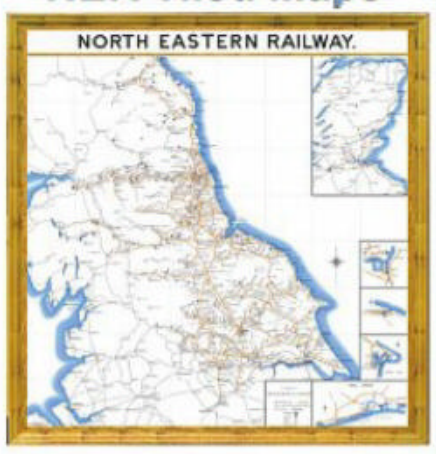
Re-opening soon

PLEASE E-MAIL FOR A QUOTE FOR YOUR NEEDS

Andrew Luckham, 50 Haymill Road, Burnham, Slough, Berkshire SL1 6NF
Tel: 01628 666942. Flangebracket50@yahoo.co.uk

List of Parts available on Flangebracket Meccano Website www.flangebracket.co.uk

NER Tiled Maps



Handmade in full, three quarter and half size versions from £345

The North Eastern Tile Company
4 Foundry Cottages, Wrelton, Pickering, York YO18 8PF.
Tel. 01751 477216
www.northeasterntilecompany.co.uk

RESTORATION

Supergears

part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

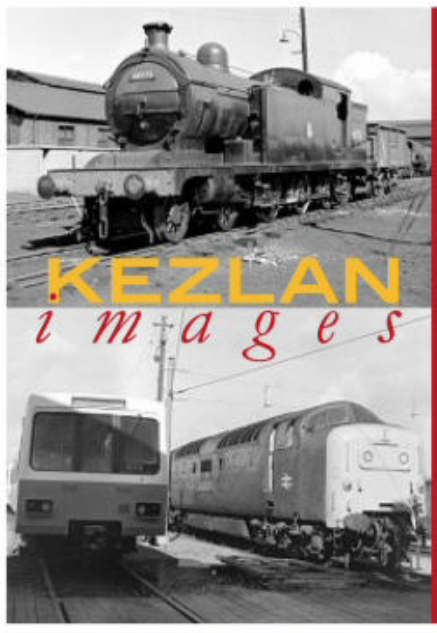
Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurcroft
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

RAILWAYANA

Turn your carriage label collection into cash!
1980s ★ 1990s ★ 2000s

any quantity, any condition.
For your NO OBLIGATION offer
e-mail chrismartin13601@gmail.com
or call 07775916889 (leave a message)

WANTED



WE WANT TO BUY YOUR COLLECTION OF SLIDES AND NEGATIVES.

UK and OVERSEAS – 1990s and earlier

If your collection, big or small, is gathering dust we'd like to hear from you. We will scan the original images and return a copy to the seller for personal use free of charge.

Call 01494 708939 or
email: info@kezlanimages.com

OldRailwayTickets.co.uk

CHRIS & JOANNA DICKERSON
Rail, Bus and Tram Tickets, Luggage Labels and Ephemera
3 Mallard Close Pickering North Yorkshire YO18 8TF

MARCH 2020 AUCTION AND FIXED PRICE LIST

Featuring many rare and unusual railway travel and platform tickets the list will include a selection of choice Tram & Bus Tickets and Luggage Labels. If you are already on our mailing list you will receive a free copy of our fully illustrated colour catalogue, otherwise please visit the website or contact us by phone or email (details below). Further lists will be available throughout the year.

We also accept individual tickets for sale through our lists on a commission basis, or we can make you a cash offer for a collection – contact us for details.

Go to the website at: www.OldRailwayTickets.co.uk
e-mail at: OldRailwayTickets@gmail.com
Or phone: Chris or Joanna on 01751 474155 or 07746 615330

RAIL/TRANSPORT BENEFITS ORG.

REPTA Est. 1893

Railway Employees & Public Transport Association

REPTA 2020

You are probably reading this as a transport & trains enthusiast

We are a benefits organisation of many years standing and continue to offer outstanding value to our membership. Getting value for your money becomes more and more important and we can help you.

We work on a not for profit basis and we can, therefore, pass the benefits on to you. As well as a 60 page yearbook, we have our own website - see www.repta.co.uk

As long as you or a member of your family are connected to the transport industries you and your family can join - What does it cost? Well annual membership is a snip at only £5. Free Love2Shop loadable card, giving you currently 7% discount many high street stores and other benefit offers – M&S, Boots and Argos amongst them! Many new discounts/offers in 2020.

For insurance The Alan Boswell Group gives REPTA members competitive rates. Tel. 01603 649737.

We also run a series of weekends and visits.

Look us up – join on line @www.repta.co.uk
or send a cheque payable to
REPTA to Colin Rolle, Brackmills Close, Forest Town, Mansfield, NG19 0PB
for £7.00 per person (Inc. Yearbook & P&P) Please quote RM.
REPTA has moved with the times. *Why not find out for yourself - Join Today!!*

BARRY JONES

Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.

Model railway items always sought.

28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

WANTED

RAILWAY TICKETS

The older the better

British & overseas, travel & platform
Established collector purchases interesting collections

Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL Tel: 01494 762952

SERVICES

BARNSHAWS GROUP

Plate Rolling / Cylinders
1mm up to 80mm thick

Press Braking / Cones etc.
Up to 1000 ton x 12m long

Tubes & Pipe Bending
12mm up to 762mm od.Tube

Barnshaw Bending Centre Ltd
Corporation Road, Audenshaw,
Manchester M34 5LR
Email: manchester@barnshaws.com
0161 320 9696
www.barnshaws.com
The World's Largest Steel Bending Company

Reader Services

Any queries, phone us on 01507 529529

How to order a subscription

Have your *RM* sent direct to you each month!

Visit www.railwaymagazine.co.uk or turn to p50 in this issue

Full subscription rates (but see p50-51 for offer *): (12 months 12 issues, incl post & packing) – UK £54 (one year); £108 (two years); £162 (three years), Republic of Ireland £59 and overseas £59-£64. UK subscriptions are zero-rated for the purposes of Value Added Tax. *** Existing subscribers receive exclusive page content.**

Send cheques/postal orders and correspondence to:
Freepost RTKU-YJBY-HJCR, The Railway Magazine Subscriptions, Mortons Media Group Ltd, Horncastle, Lincs LN9 6JR. Tel: 01507 529529. Fax: 01507 371066.
email: subscriptions@mortons.co.uk

Overseas subscription enquiries:
The Railway Magazine Subscriptions, PO Box 99, Morton Way, Horncastle, Lincs LN9 6LZ United Kingdom (please attach correct postage). Tel +44 (0)1507 529529. Fax: +44 (0)1507 371066.

Newsstand distribution by Worldwide Media Services Inc, 115 East 23rd Street, New York, NY 10010. USA Postmaster: Send address corrections to The Railway Magazine's US agent: Mercury International Ltd, 365 Blair Road, Avenel, NJ 07001, USA. Periodicals postage paid at Rahway, New Jersey.

Back issues

Limited numbers are available at £4.95 incl p&p (£6.40 for Europe, £7.10 for rest of the world). Phone 01507 529529 to check availability.

Binders

High-quality binders are just £11.50, including UK postage and packing (add £2.25 for Europe and £4.75 for rest of the world).

TO ORDER: Simply write to: The Railway Magazine Binder Offer, Mortons Media Group Ltd, Media Centre, Horncastle, Lincs LN9 6JR. Please state quantity required and enclose a cheque for the correct amount, made payable to Mortons Media Group Ltd. Readers overseas please note we can only accept either Sterling Bankers Draft or credit card payments.

Bound volumes

£54 per vol incl p&p (12 issues approx) or £44 if collected. For more information see website: www.walternewbury.co.uk; email: info@walternewbury.co.uk; or call 020 8472 0526. Send copies with your name and address plus remittance to: Walter Newbury Ltd, Dagenham Business Centre, Unit 19, 123 Rainham Road North, Dagenham, Essex RM10 7FD

Friends of *The Railway Magazine*

A link to *The RM* is included on the websites of several heritage railways and rail enthusiast organisations. Among the Friends of *The Railway Magazine* sites are:

ALN VALLEY RAILWAY
www.alnvalleyrailway.co.uk
BARROW HILL ROUNDHOUSE
www.barrowhill.org.uk
BODMIN & WENFORD RAILWAY
www.bodminandwenfordrailway.co.uk
CONTINENTAL RAILWAY CIRCLE
www.continentalrailwaycircle.org.uk
CHASEWATER RAILWAY
www.chasewaterrailway.co.uk
CHOLSEY & WALLINGFORD RAILWAY
www.cholsey-wallingford-railway.com
CHURCHWARD COUNTY TRUST
www.churchwardcounty.org.uk
EAST ANGLIAN RAILWAY MUSEUM
www.earm.co.uk
ENGINE SHED SOCIETY
www.engineshedsociety.co.uk
FFESTINIOG RAILWAY
www.festrail.co.uk
GREAT CENTRAL RAILWAY
www.gcrailway.co.uk
GREAT WESTERN (SVR) ASSOCIATION
www.gw-svr-a.org.uk
INTER REGIONAL PUBLIC
www.southdevonrailway.co.uk
JELF RAIL INSURANCE SERVICES
www.jelf.com/for-business/rail/
KEITH & DUFFTOWN RAILWAY
www.keith-dufftown-railway.co.uk
LNER (SVR) COACH FUND
www.lnersvrcoachfund.org.uk
LINCOLNSHIRE WOLDS RAILWAY
www.lincolnshirewoldsrailway.co.uk
LOCOMOTIVE CLUB OF GREAT BRITAIN
www.lcgb.co.uk
MARLOW & DISTRICT RAILWAY SOCIETY
www.mdrs.org.uk
MID-NORFOLK RAILWAY
www.mnr.org.uk
NORTH NORFOLK RAILWAY
www.nnrailway.co.uk
RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY
www.rcts.org.uk
RAILWAY PERFORMANCE SOCIETY
www.railperf.org.uk
SCARBOROUGH RAILWAY SOCIETY
www.scarboroughrailwaysociety.org.uk
SOMERSET & DORSET RAILWAY TRUST LTD
www.sdrt.org.uk
SOUTH DEVON RAILWAY
www.southdevonrailway.org
SWANAGE RAILWAY
www.swanagerailway.co.uk
TALYLLYN RAILWAY
www.talyllyn.co.uk
TONY COOK
www.facebook.com/tony.cook1830
WEST SOMERSET RAILWAY
www.west-somerset-railway.co.uk

The RAILWAY Magazine

A good way to ensure you receive every issue of *The Railway Magazine* is to place an order with your local newsagent. Once set up, your copy of *The Railway Magazine* will be held for you to collect, saving you the time and frustration of having to search the newsstands. Some newsagents may even offer a home delivery service, making it easier still for you to obtain your copy.

So simply complete the form below (you can photocopy it if you wish) and take it to your local newsagent today.

NEWSAGENT ORDER FORM

■ Please reserve/deliver* a copy of *The Railway Magazine* on a regular basis, starting with the ..... issue (*delete as appropriate)

Initials ..... Surname .....

Address .....

..... Postcode .....

Daytime Tel No .....

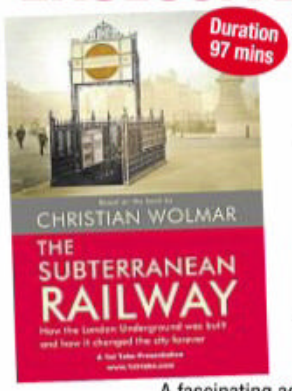
email .....

Don't Miss Out Just ask! Your local newsagent is also this magazine

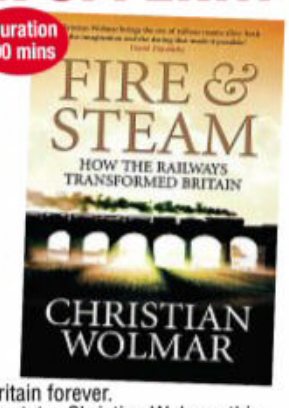
How to submit digital photos

- For publication, take pictures at largest size, resolution and compression.
- Hi-res JPEGs or TIFFs should be resized to min 7x5in at 300dpi with no layers or sharpening (with TIFFs, select byte order as 'PC').
- Captions plus your name and contact details MUST be embedded in the 'File Info' section. A brief contents list must be written on CD sleeves and on the CD itself (but do not stick labels on CDs).
- Delete the camera's automatic file-naming codes and replace with ones incorporating your initials, train/loco number, location, date – e.g: NP_91104Retford070410.jpg
- If posting CDs, send thumbnails and captions. We cannot return CDs.
- If e-mailing shots, send only 72dpi initially at max size of 8x6in to rmpix@mortons.co.uk. Your co-operation is appreciated.

EXCLUSIVE DVD READER OFFER...



The Subterranean Railway
The dramatic story of the men who made the world's first, and still the largest, underground railway. Since Victorian times, London's underground railway has played a vital role in the daily life of generations of Londoners. This intriguing documentary, based on the best-selling book by Christian Wolmar, celebrates the vision and determination of those pioneers who conceived this revolutionary transport system and the men who tunnelled to make the tube.



Fire and Steam
A fascinating account of how the railways changed Britain forever. Presented by best-selling railway author and eminent transport commentator Christian Wolmar, this DVD includes location film from all over Britain, from the picturesque Settle-Carlisle line and the elegant Forth Bridge to the site of the world's first railway station and London's teeming commuter network. Enhanced by rare archive film and historic images.

To see the full 1st Take DVD range visit www.1st-take.com

***** BUY BOTH VOLUMES FOR £19.90 (Save over £10) *****

Offer available until May 31st 2020

Order by post: complete below and send to 1st Take, PO Box 1840, Yate, Bristol BS37 4WB
Order by phone: call 01454 321614, quoting 'SFT0220'

DVD TITLE	POST TO	PRICE	QTY	£ TOTAL
The Subterranean Railway	UK	£12.95		
Fire and Steam	UK	£12.95		
Claim Both DVDs	UK	£19.90		
The Subterranean Railway	Europe, inc. ROI	£14.95		
Fire and Steam	Europe, inc. ROI	£14.95		
Claim Both DVDs	Europe, inc. ROI	£22.95		
The Subterranean Railway	Rest of World	£13.79		
Fire and Steam	Rest of World	£13.79		
Claim Both DVDs	Rest of World	£19.60		
			Postage and Packing	FREE
			GRAND TOTAL	

YOUR NAME .....

DELIVERY ADDRESS .....

Post Code ..... Tel No .....

Please accept payment by cheque made payable to '1st Take Ltd' to the value of .....

Or payment by MASTERCARD / VISA / DEBIT / AMEX CARD No. (delete as applicable)

Expiry Date ..... / ..... SECURITY CODE..... (Last 3 digits on back of card)

To see the full 1st Take DVD range visit www.1st-take.com

Prize crossword

£100 worth of Nostalgia Collection books to be won

Sponsored by

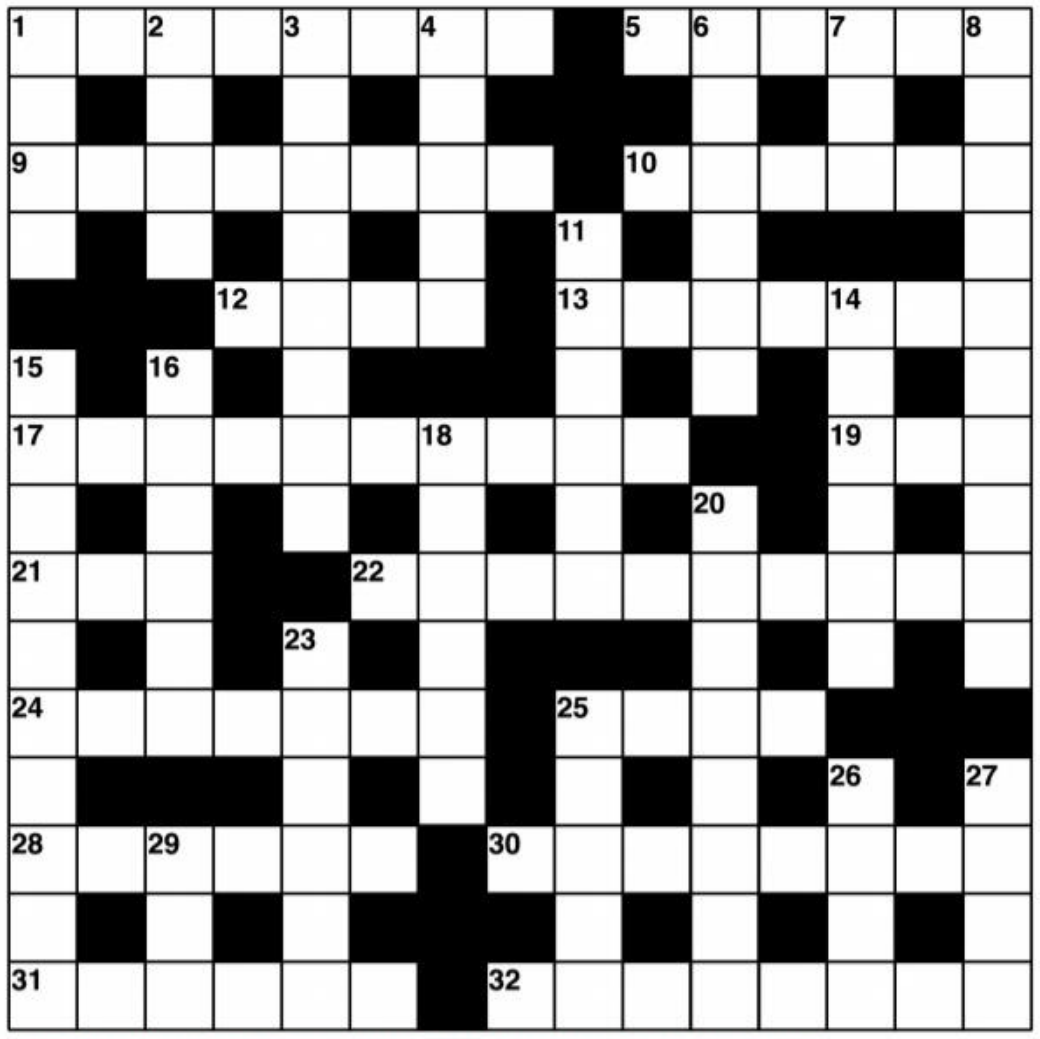
The NOSTALGIA Collection

Visit us at

www.nostalgiacollection.com

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection.

■ **Puzzle compiled by WILL ADAMS**



Across

1 and 5 Temporary name carried by No. 5972 *Olton Hall* (8,6)
9 'Lord Nelson' Class No. 30859 (4,4)
10 ___ Railway, heritage narrow-gauge line based at Machynlleth (6)
12 Covered goods vehicles (4)
13 Headquarters of the Bure Valley Railway (7)
17 Location of a Brunel river bridge whose arches were then the widest and flattest in the world (10)
19 Number appearing three times on Type 4 *Laconia* (3)
21 Company that claimed to be the largest joint stock organisation in the world (initials)
22 Junction of the Uckfield and East Grinstead lines (5,5)
24 Station on the 8 down branch (7)
25 J S ___, composer commemorated by Class 92 No. 92024 (4)
28 ___ 5 across, GWR No. 5080, preserved 'Defiant' (6)
30 *Sir* ___, 'King Arthur' No. 30781 (8)
31 ___ *Hall*, preserved No. 4936 (6)
32 S&C viaduct between Blea Moor and Rise Hill tunnels (4,4)

Down

1 City that had steam sheds at Alexandra Dock and Dairycoates (4)
2 ___ Bridge, on the GWR's Kingsbridge branch (4)
3 First station west of Halwill Junction on the Padstow line (8)
4 and 26 down Superhero's home on the Leek & Manifold Railway? (5,4)
6 'Britannia' No. 70015 (6)
7 *Yes* ___, 'West Country' No. 34026 (3)
8 Terminus of a branch from Sutton (5,5)
11 St ___ 5 across, No. 5067 (6)
14 ___ Green, Southern Region location of a serious railway accident in November 1967 (6)
15 Isle of Wight Steam Railway Junction (10)
16 The 'D' of DMU (6)
18 Holiday ___, annual GWR publicity publication (6)
20 Manchester steam shed, 26B (8)
23 ___ End, station on the Marlow branch (6)
25 Station on the Newquay branch (5)
26 See 4 down
27 Metal incorporated in a steam loco boiler's fusible plug (4)
29 *Isle of* ___, 'Patriot' No. 45511 (3)

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

February crossword entry form

Name .....

Address .....

.....

Postcode .....

Tel ..... Email .....

Send completed form (photocopies are accepted) to: February Crossword Quiz, The Railway Magazine, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle LN9 6JR. Open to UK entrants only. Winners will be announced in the April 2020 issue. The winners will be the senders of the first all-correct solutions opened in our office.

DATA: Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

Solution to the December issue.

Across: 1 Laira 4 Nimbus 7 Grosmont 12 Adams 13 Inn 14 Sandy 16 Sodor 17 Fat 18 Duchess of 19 Powis Castle 22 Ore 23 Rise 26 Barr 27 Tracery 28 Usk 30 Dee 31 Fishguard 33 Rat 34 Preston 36 Harpenden 41 Metro-land 48 England 49 LOR 50 Portmadoc 51 USA 52 Dai 53 Christ's 54 Roan 56 Aber 58 Ark 60 Wantage Road 61 Redbridge 63 ELO 64 Ralph 66 Steer 68 Yes 69 David 70 Hailsham 71 Merlin 72 Errol
Down: 1 Leander 2 Isaac 3 Austen 4 Nailsea 5 Minffordd 6 Sea 8 Roy 9 Sassaby 10 Old 11 Torre 14 St Peter's 15 Newcastle 20 Sleeper 21 Taunton 24 Irish 25 Esher 26 Bruce 29 King 32 Red 35 Eil 37 Anglian 38 PLA 39 Niddrie 40 Erlestoke 42 TPO 43 Olton 44 Apapa 45 Drove 46 Meld 47 Crusader 50 Park Royal 53 Coaches 55 Addison 57 Rheidol 59 Bridge 60 Worth 62 Dover 65 Lui 66 Spa 67 Elm

The central three letters from the answers to 53 down, 24 down, 50 across, 19 across and 41 across were CoACHes, IRISh, PorTMAdoc, PowiS CAstle, MetRO-Land; A Christmas Carol

December winner: Mr & Mrs N Lanagan, Barry, Vale of Glamorgan
Runners-up: Mr C Campbell, Dawlish, Devon and Mr P Jewel, Redborn, Hertfordshire
The closing date for this month's crossword is Friday, March 6, 2020.

Where is it? Our pictorial quiz, for fun only

THE mystery picture in *The RM* January issue (right) showed Ivatt '2MT' No. 46460 arriving at Ballachulish Ferry station with the 3.57pm Ballachulish (Glencoe) to Oban train on June 7, 1962.

The station was opened by the Callandar & Oban Railway on August 24, 1903, a branch from Connell Ferry with a single platform.

Ownership passed to the LMS and then BR's Scottish Region, but the branch was closed on March 28, 1966.

The ferry the station was named after became redundant in 1975 when a new road bridge was built, linking North and South Ballachulish.

Now, can you guess the location of this month's mystery picture (left)? Answer next month.

Next month The March issue will be on sale on March 4, 2020. Thank you for choosing *The Railway Magazine*

Hattons · MODEL RAILWAYS ·

Tel: **0151 733 3655** **info@hattons.co.uk**
17 Montague Road, Widnes, WA8 8FZ
Phones: **Mon - Sat** 7:30am to 6pm **Sun** 9am to 5pm
Shop: **Mon - Sun** 9am to 5pm

20,000+ items available on www.hattons.co.uk

OO Gauge (1:76 Scale)

Dapol - Diesel locos

4D-025-003 Class 21 D6116 in BR green small yellow panels £129.15

4D-025-001 Class 21 D6121 in BR green £129.15

DMUs

4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding NEW £125.76
4D-011-100D Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding - Digital fitted **NEW** £151.90

4D-011-101 Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding NEW £125.76
4D-011-101D Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding - Digital fitted **NEW** £151.90
4D-011-006 Streamlined Railcar 10 GWR chocolate and cream shirtbutton emblem **NEW** £125.76

4D-011-005 Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem NEW £125.76
4D-011-009 Streamlined Railcar 16 GWR chocolate and cream twin cities crest **NEW** £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream NEW £125.76
4D-011-008D Streamlined Railcar W8W BR crimson and cream - Digital fitted **NEW** £151.90

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue £64

Heljan - Steam locos

266221 Beyer Garratt 2-6-0 0-6-2 47971 in BR black no emblem and revolving coal bunker **NEW** £212

266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker NEW £212

266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker NEW £212

266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered NEW £221
266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered **NEW** £221

266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker NEW £212
266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered **NEW** £221

266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker NEW £212

266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker NEW £212
266216 Beyer Garratt 2-6-0 0-6-2 7973 LMS black revolving coal bunker **NEW** £212

Diesel locos

2718 Class 27 27029 in BR blue Highland Rail emblem NEW £118.96
2716 Class 27 27030 BR blue Scottie Dog emblem - lightly weathered **NEW** £127.46
2719 Class 27 5380 BR two tone green full yellow ends - weathered **NEW** £127.46

Hornby - Steam locos

R3804 Class 49xx 'Hall' 4-6-0 5972 "Hogwarts Castle" in Hogwarts Railways red - Harry Potter range NEW £99
R3803TTS Class 49xx 'Hall' 4-6-0 5972 "Hogwarts Castle" in Hogwarts Railways red - TTS sound fitted - Harry Potter range **NEW** £122.50

R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 ..... £157.50
R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (RRP £189.99)... **BARGAIN** £139.50
R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range £112.50
R3622 Class J36 0-6-0 65311 "Haig" BR black early emblem (RRP £139.99)..... **BARGAIN** £99

R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted (RRP £194.99)BARGAIN ..£139.50
R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (RRP £169.99)..... **BARGAIN** £124

R3729 Class O1 2-8-0 6359 in LNER black NEW £99
R3730 Class O1 2-8-0 63806 in BR black early emblem **NEW** £99

Diesel locos

R3774 Class 67 67024 in Belmond British Pullman umber and cream NEW £144

R3707 Ruston 48DS "Queen Anne" in Longmorn Distillery match wagon £72

R3706 Ruston 48DS Army 802 in War Department green match wagon. £72

Diesel train packs

R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches NEW £270
R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle £135

DMUs

R3773 Class 156 2-car 'Super Sprinter' DMU 156401 in Provincial **NEW** £112.50

EMUs

R3699 Class 2-HIL 2 car EMU in BR green NEW £126

R3700 Class 401 2-BIL 2 car EMU in SR green NEW. . £126

Bi-Modal Multiple Units

R3609 Class 800/0 IEP two-car pack 800003 in GWR green - "Queen Elizabeth" and "Queen Victoria" £243

Train sets - analogue

R1230 Starter train set - "GWR High Speed Train" ... £108

Train sets - digital

R1236 Starter Digital train set - "Mixed Traffic" **NEW**. £189

Wagons

R6909 ex-LMS D2068 20 ton brake van M731456 in BR bauxite **NEW** £21
R6909A ex-LMS D2068 20 ton brake van M731792 in BR bauxite **NEW** . . £21
R6913A ex-LSWR 24 ton brake van 55009 in SR brown red ends **NEW.** £22.50

R6913 ex-LSWR 24 ton brake van 55062 in SR brown red ends NEW £22.50
R6915A ex-LSWR 24 ton brake van S55032 in BR grey **NEW** £22.50

R6915 ex-LSWR 24 ton brake van S55040 in BR grey NEW . .£22.50
R6911 LSWR 20 ton brake van 9646 in LSWR bauxite red ends **NEW.** . £22.50

Peco Products - Model railway spares

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 ..... £2.20

N Gauge

Dapol - Diesel locos

2D-010-009 Class 67 67027 "Charlotte" in Colas Rail Freight £108.76

O Gauge (1:43 Scale)

Heljan - Steam locos

4311 Class 43xx Mogul 2-6-0 4358 in BR lined green early emblem. . . . £662.15

H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender £750
H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750

H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750
H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender. £750
H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender £750

H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender . .£750

Diesel locos

2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust NEW £335.75
2057 Class 03 shunter in BR green wasp stripes and 'flowerpot' exhaust - unnumbered **NEW** £335.75
4024 Class 50 50007 "Sir Edward Elgar" in GWR green £594.15

4026 Class 50 50008 "Thunderer" in BR Laira blue (1990s Railtour condition) - Exclusive to Hatton's £594.15

4027 Class 50 50015 "Valiant" in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's £594.15

4020 Class 50 in BR blue - unnumbered £594.15

4022 Class 50 in original Network Southeast - unnumbered £594.15

4023 Class 50 in revised Network Southeast - unnumbered £594.15

Any or Multiple Scales

Hattons Originals - Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF £16.50
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF . . £17
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF £16
DCR-8PIN-HarnessMini Box of 5 ..... £72
DCR-8PIN-HarnessMini Box of 10 ..... £128

DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF £120
DCR-8PIN-Harness Single £15
DCR-8PIN-Harness Box of 5 ..... £68

Hornby - Digital decoders

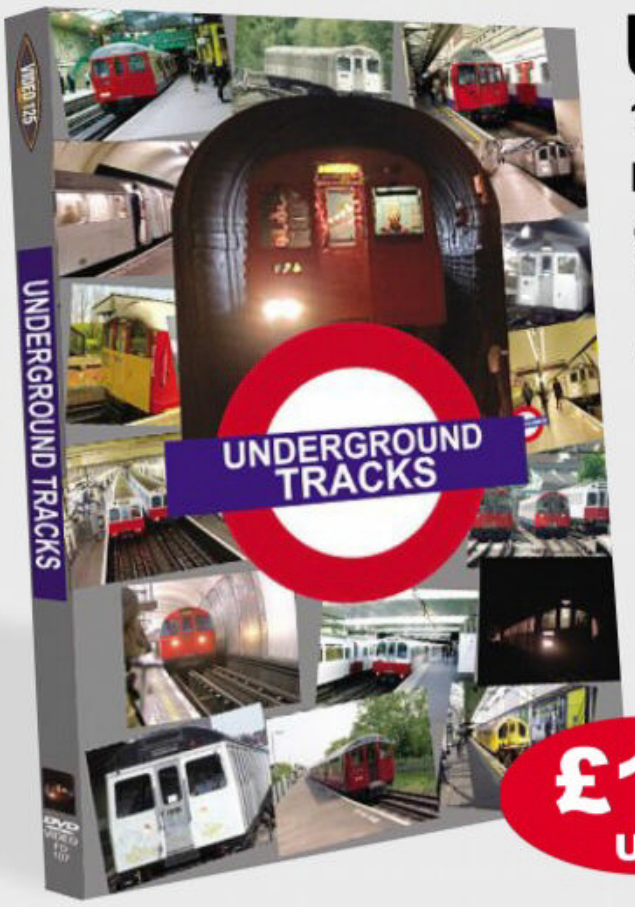
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder £16
R8249 Box of 6 ..... £92

£2.75 P&P for single diecast items
£7 P&P Next Day (Orders before 2pm)

UK P&P £4
(free for order values over £175)

All items in stock when advert created
Prices valid until **27/02/20** . Errors excepted

NEW DVD



UNDERGROUND TRACKS

100% stereo sound With pictures!

Long before the invention of YOUTUBE and smartphones, Video 125 cameras were out and about filming the London Underground for our Driver's eye view videos.

Although mainly filmed in standard definition, the sound was a different matter. 100% of the time we were using full broadcast television standard microphones and recording equipment. This means that long-since scrapped 1959, 1962 and 1967 tube stock on the Central, Northern and Victoria lines can still be heard in full stereo sound.The long-since scrapped A , C and D sub-surface stock on the Hammersmith & City, Circle, District and Metropolitan, lines also heavily feature in this unique video production filmed between 1988 and 2014. Not only can you relive the nostalgic sounds but you will also see the video footage too! Unpainted aluminium and mid-life refurbished stock as well as trains still in service in 2020. There are even a couple of surprises, such as the 1938 tube stock filmed on the Isle of Wight.

£10 UTK

Many shots have not been seen or heard since the day they were filmed. Others that were used in Driver's eye views are now shown in their entirety, rather than being edited.
Some shots linger long, to provide the unique atmosphere of the London Underground.

No Commentary. Running time 90 minutes. In stock for immediate despatch.

Money back guarantee

ALSO AVAILABLE

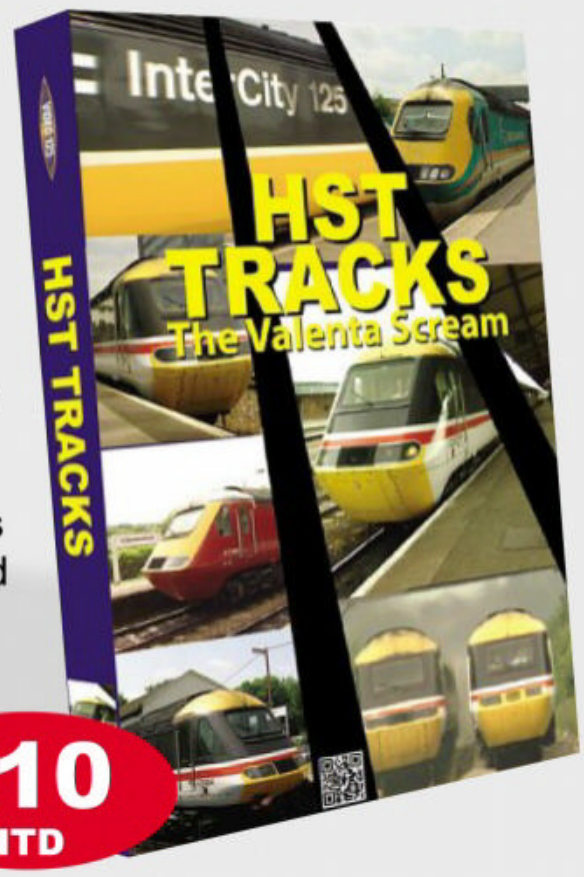
HST TRACKS

The Valenta Scream

From the 1970s to the 2000s, all Britain's best loved Intercity trains, (the ubiquitous HST High Speed Trains) were powered by Paxman Valenta diesel engines with their unique sound. Today, no longer can one hear the iconic HSTs "scream" past.

Video 125 cameras happened to capture the sounds (and sights) of these iconic trains during their heyday, and this programme is a compilation of dozens of shots taken from our archive depicting various locations around the country.

Running time is 84 minutes and includes dozens of locations, all featuring HSTs from BR, GNER, Midland Mainline, Virgin Trains and First Great Western filmed between 1986 and 2006. All soundtracks are 100% in broadcast-quality stereo.



Post free UK

Many of the shots have never been seen before.

No commentary. Running time 84 minutes. In stock..

£10 HTD

01344 628565

Video 125 Ltd Glade House High Street Sunninghill SL5 9NP

Post FREE UK. Please add £2.50 Europe, (£5.00 max for 2 or more) rest of world £5.00 (£9.00 max for 2 or more).

VIDEO 125

www.video125.com