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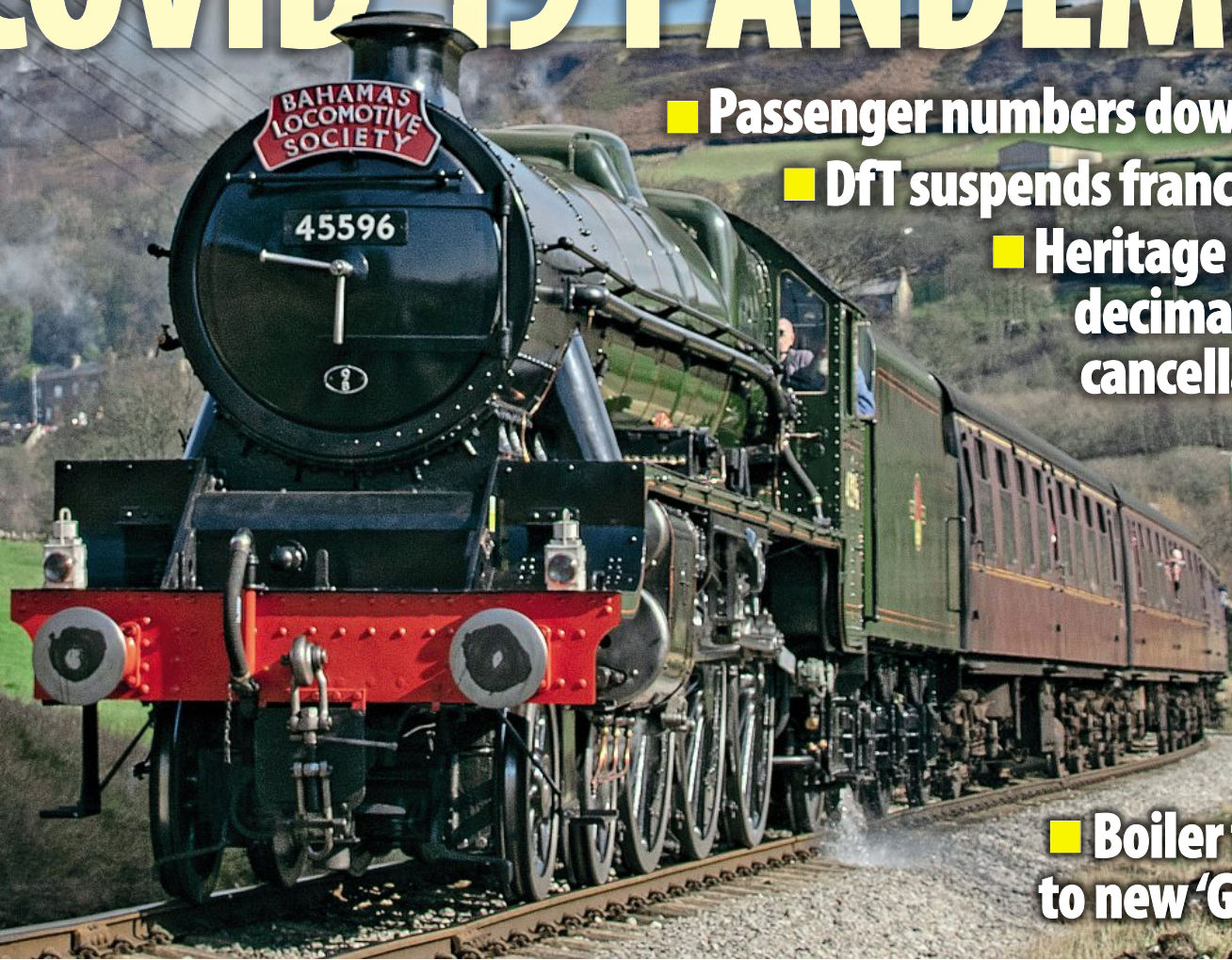
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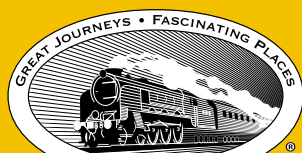
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Covid-19: A national and global health crisis the scale of which we have never faced before

The rapid spread of Covid-19 (coronavirus) around the world, said to be the worst public health crisis for a generation, has shocked everyone. Its spread shows how easy it is in an age of fast international travel for a pandemic to develop.

The real depth of the impact was beginning to be felt as *The RM* April issue closed for press, but the ramifications of the disease will ripple through society for many months, possibly years.

Planned events and galas over the spring, income for which the heritage railway sector rely heavily upon, have been wiped from the calendar so as not to spread the disease further. These are unprecedented and worrying times, and many heritage lines and museums will be left fighting for their very existence.

Despite a package of Government aid – which is admirable and a big help – it's only for three months, and no one yet knows just how badly – or for how long – the virus will impact the UK.

Not wishing to be the harbinger of doom, but some businesses may not survive the dwindling cash flows, but I'd like to be optimistic and think the majority will survive.

Many heritage lines have paid staff who will have job concerns, but large numbers of attractions are staffed and run by volunteers, many of whom are more than 70 and fall into the 'vulnerable' category; everything must be done to protect their health and well-being during the outbreak.

For large numbers, this virus will involve many weeks of self-isolation which will be really tough on them. If you know such people, don't ignore them – call them and chat regularly, keep their spirits up, as maintaining a good mental health is also vital.

Closing lines with the result of no income will also hit preservation projects, and while there may be no work taking place, this is an ideal time as an *RM* reader offer some financial support. Your donation, whatever the size, or in lieu of ticket money you'd have spent, will be most welcome.

Railtour companies also face an uncertain future, as do specialist railway holiday operators, which work with a small staff and to tiny profit margins.

There will be an impact on the supply chains, caterers, hotels and guest houses, restaurants, skilled engineering outlets – the economic impact of Covid-19 will be widespread and deeply felt.

Because of the social isolation aspect, there could even be a bonanza for mail order businesses, such as booksellers and model railway shops, as people find ways to occupy themselves.

On the national network, the downturn has been enormous too, with stations and many trains notably quieter. TOCs that have budgeted their business-based specific income plans have seen empty trains as the public are told to stay at home, and from March 23, emergency timetables were introduced, substantially cutting services. The Government has



taken the strategic decision to suspend franchises and manage them for the next six months.

Staff working for passenger and freight companies, the latter helping to keep the shops stocked, have been designated key workers, and rightly so. Everyone working in the rail industry, whatever their job, deserves our admiration and respect for keeping the wheels rolling – and the extra cleaning taking place, too.

As far as *The RM* is concerned, the magazine has been produced by staff working from home for many years, each of us linked via the internet and to our Lincolnshire HQ. We plan to continue this.

To ensure both continuity and safety, the editorial team and myself have entered a level of isolation for several weeks. While we will endeavour to bring you a mix of news and features, there will be some inevitable changes, such as no meetings page because all meetings have been cancelled, and no railtours or events listings, as these are also cancelled. They will return when the situation becomes more normalised.

If you are in a vulnerable group undertaking self-isolation and don't want to risk going out to buy *The RM*, please consider taking a subscription so each issue is delivered to your door? There are some great offers on page 46 or call 01507 529529. You can also call that number to order single copies and back issues for delivery by post.

No one knows how long this pandemic will last, what the longer lasting effects will be, nor the impact in both business or human terms.

It is a worrying time for everyone.

For the moment, remain safe, practice social distancing, listen to the latest advice and look after those nearest and dearest to you.

CHRIS MILNER, Editor

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April 2020. No. 1,429. Vol 166. A journal of record since 1897.

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With its boiler now in place, new-build GWR 4-6-0 No. 6880 *Betton Grange* stands at Tyseley Locomotive Works on March 17. QUENTIN MCGUINNESS

Government 'nationalises' all franchises for at least six months as Covid-19 sends passenger numbers into freefall, HS2 dig uncovers Curzon Street roundhouse, charity buys Weardale Railway, new era for Northern, 'Grange' boiler fitted, TPE MD departs.

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BRADLEY LANGTON

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INSET 2: The rise, fall and rise again of a Warwickshire railway.

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DRS Class 37 No. 37401 *Mary Queen Of Scots* approaches Shenfield on March 12 with the 08.42 Norwich Crown Point Depot-Newport Docks Sims Metals Working, conveying six ex-Greater Anglia Mk3 coaches for scrap. DR IAIN C SCOTCHMAN

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REVERSING BEECHING?: Rail reopening schemes - p36

Railways feel the massive

BRITAIN'S railways, both national and heritage, are feeling the widespread impact the Covid-19 pandemic is having on their day-to-day businesses.

As the number of virus cases has increased rapidly, large numbers of passengers have been heeding Government advice to work from home wherever possible as part of self-isolation and social distancing procedures, but some businesses have been forced to close because of lack of customers. However, there are still reports of packed Tube trains.

In a situation never before experienced, all train operators have seen their customer base evaporate in a matter of weeks.

From around March 14, there was a noticeable decline in main line passenger numbers, and within days, as more people stayed at home, many trains were running with lots of empty carriages. One Eurostar service to Amsterdam – before services ceased – was reported to have just 16 passengers on it, when it can carry 750.

Trains to Paris and Brussels have been drastically cut, too.

To further reduce the risk of the virus transmission, train

companies that offered catering stopped doing so, donating perishable food they had in stock to charities and food banks.

The massive downturn in passenger numbers has hit train operators very hard – one long distance operator said to be losing £2m per week – and from March 23, every operator introduced emergency timetables, cutting service frequency. There was also a hint from Government of further possible long-term reductions.

Reduction

The changes varied from operator to operator, with many ranging from a reduction of frequency from half-hourly to hourly or two-hourly. For example, CrossCountry curtailed its long-distance workings beyond Edinburgh to Aberdeen and Glasgow, stopped serving Doncaster and Guildford, while in the South West it terminated all services at Exeter or Plymouth.

LNER cut around 45 services to a number of destinations but also changed start locations, such as the Harrogate service beginning at Leeds. LNER also closed its First Class lounges and removed on-board catering from all trains, instead encouraging



The usually packed concourse of London King's Cross looking eerily deserted on March 19 as large volumes of passengers stayed at home. IAN LYALL

customers to either bring their own refreshments or to buy from station food retailers before boarding. This policy was adopted by other long-distance operators, too.

Caledonian Sleeper made substantial changes. The Aberdeen and Fort William portions of the 'Highlander' will be cancelled until May 30, with eight carriages from Glasgow joining eight from Inverness in Edinburgh and the 16-carriage train then working to London Euston, with a similar operation northbound. On all trains the club car will be closed.

Avanti West Coast was planning to run one train per hour to and from London for Wolverhampton, Liverpool, Manchester and Glasgow, with adjusted stopping patterns, and a limited North Wales and Chester service.

GWR was planning to run hourly services from London to Swansea, Worcester, Bristol Temple Meads and Plymouth, but cancelled the 'Night Riviera' sleeper until further notice. Other lines had service reductions.

Hull Trains was planning two weekday services from Hull to London (one extended to and from Beverley), with one train on Saturday and Sunday.

In Scotland, it was again

frequency changes, just two return trains from Glasgow to Mallaig, two return trains to Wick and Thurso, and one train to the Kyle of Lochalsh.

Nationally, the situation varied, and passengers need to check because of the changing situation.

Transport secretary Grant Shapps said: "We are taking decisive action to protect the public, which means reducing travel for the time being, while still ensuring key workers can get to their jobs to keep this nation running."

Essential

"For passengers in crucial roles, including essential workers in our emergency services and NHS, alongside people who need to attend medical appointments or care for loved ones, these changes protect the services they rely on."

The downside of the massive scaling back has hit train operator finances. Even before the pandemic took hold, there were two operators whose financial situation was a concern, but on March 23, the Government suspended all franchises for six months – see Stop Press.

The GWR and Southeastern franchises were due to

terminate on March 31 and are now temporarily under Government control.

What also can't be ruled out because of the substantial downturn in passenger traffic is the temporary warm store of some new rolling stock which has been in service, as clearly it won't be needed for a while.

At the same time, the situation could act as a catalyst to withdraw the remaining 'Pacers' and other non-compliant rolling stock, which is running under a time-limited dispensation. However, storage and withdrawal of old and new trains could lead to a shortage of storage locations too, although with no services, some heritage lines could possibly fill the gap. As part of the identification by Government of 'key workers', this includes passenger and freight.

The Rail Freight Group has also called on rail operations to be prioritised for movement of key freight trains and for financial support for private sector business to enable trains to keep running and increase volumes where required.

Transport for Wales has introduced free travel for NHS staff to and from work until April 30 on production of their ID card.



The bizarre sight of an empty LNER 'Azuma' First Class carriage on a King's Cross to Hull working on March 19. IAN LYALL

Heritage lines face hard times as services are suspended and events cancelled

THE nation's preserved railways, tramways and museums are facing an uncertain few months as almost all closed their doors during March and April in an effort to slow the spread of the coronavirus.

Many of the annual early season events have been cancelled or postponed, including the Severn Valley and West Somerset railways' big Spring Steam Galas and the Gloucestershire Warwickshire Railway's Cotswold Festival of Steam.

The East Somerset Railway hung on almost until the 11th hour to see if it could go ahead with its March 20-21 gala, but ultimately elected to stay safe and cancelled.

The railtour market has been similarly affected – all of the operators and promoters cancelling trains or postponing them until later in the year.

Loss of income

The resultant loss of income from running no trains or events has hit the industry extremely hard, with particular concerns raised over those lines and operating companies that employ salaried staff.

Volunteer staff, some safety-critical, are heeding advice on social distancing and self-isolation, leaving manpower in short supply. However, costs continue to come in, including insurance payments, utilities, salaries, rent and rates,

and loan repayments.

On March 20, the Chancellor of the Exchequer Rishi Sunak announced a raft of Government measures to support businesses and retain salaried employees, which came after earlier news of a business rates holiday for retail, hospitality and leisure businesses.

The announcement was broadly welcomed by the Heritage Railway Association, which has been working hard to ensure member organisations receive support on a par with that given to transport and holiday operators, hotel owners and theme parks.

"We have provided a business resilience action plan, to help railways plot a path through

the threats and risks posed by COVID-19. And we're talking to many of our members on a daily basis, providing advice and, equally important, gathering information," said HRA chief executive Steve Oates.

"We're calling on our members to work together, to share experiences and ideas, to work towards common solutions wherever possible, to provide practical aid to each other, and to form a single, powerful voice."

Support measures

A number of industry representatives attended a meeting of the Tourism Industry Council meeting on March 17, where specific support measures were called for and

relayed to the chancellor, including urgent access to funds, salary and redundancy support, relief on business rates, VAT and PAYE, and insurance support.

The issue of insurance has been a hot topic among railway management, and whether business interruption insurance will pay out as a result of the crisis. The Vale of Rheidol Railway publically said it has found it is not covered as Covid-19 is not directly mentioned in the policy.

"The new Coronavirus Business Interruption Loan Scheme will help some – but more than a few railways already have loans, and may not be able to cope with more," said Mr Oates.

"We're working with the

impact of Covid-19 virus

TfL faces £500million virus 'hit' on its finances

THE impact of the coronavirus is taking a heavy impact on Transport for London.

TfL said the underlying softness in demand and passenger revenue, largely caused by economic uncertainty, had been having an impact since last October, with both Tube and bus revenues trending at around 2% lower, year-on-year.

During February, revenue was further affected by three significant storms and a period of prolonged bad weather, but

the fluctuation was within TfL's financial forecasting tolerances.

At the beginning of March, there was a further 2% drop in ridership, coinciding TfL says, with growing public awareness of the Covid-19 virus.

However, since then, an increasing number of firms and individuals have changed their travel behaviour, with more people working from home. The result is a further drop in Tube passenger numbers by 19% year-on-year.

TfL says this substantial

reduction comes from a significant reduction in visitors to London, more staff working from home and an underlying softness in demand because of the subdued economy.

TfL has transformed its finances to make it much more resilient to financial shocks, but is delaying plans to upgrade Piccadilly Line signalling.

Simon Kilonback, TfL's chief finance officer, said: "Our best forecast, based on Government scenarios, is that the financial impact of the coronavirus could

be up to £500million.

"We have reduced our deficit hugely in recent years and this means that we can manage the impacts on our passenger numbers and finances that are currently envisaged.

"But, given the nature of the situation, we will be looking to the Government to provide appropriate financial support."

TfL has stepped up its cleaning regime and is planning what steps are needed to recover once the pandemic has subsided.

Network Rail provides cancels retailer rents

LANDLORD Network Rail is cancelling all first quarter rent payments due from tenants in its commercial estate portfolio.

This follows the drastic reduction of rail travel and Government closing bars, coffee shops, restaurants and gymnasiums.

This will provide significant relief for small businesses, which are worried about the impact of the virus on their customer numbers.

In addition, NR will cancel all base rent payments for retailers in its managed stations for the first quarter of the new financial year. Around 1,000 small and medium business tenants will benefit.

Transport for London has adopted a similar move, offering 100% rent relief to all retail tenants until the end of June.

Up to 40 TfL stations close and night services axed



Covent Garden, one of Central London's busiest tourist stations, is closed until further notice.

ON March 18, Transport for London took the decision to close until further notice 40 Underground stations that do not interchange with other lines.

In addition, the Waterloo & City line closed from March 20 until further notice, and the Friday and Saturday all-night Tube service and the all-night Overground service on the East London line was also cancelled.

TfL said this is to ensure the resilience of the regular Tube and Overground services, but also as part of the Government's advice to stop non-essential social contact.

From Monday, March 23, TfL gradually reduced the frequency of other services across its network to try and ensure the remaining services are not overcrowded.

TfL was aiming to run Tube trains every four minutes in Zone 1, but warned it could reduce further. The station

closures are as follows:

Bakerloo line: Lambeth North, Regents Park, Warwick Avenue, Kilburn Park, Charing Cross.

Central line: Holland Park, Queensway, Lancaster Gate, Chancery Lane, Redbridge
Circle line: Bayswater, Great Portland Street, Barbican.

District line: Bow Road, Stepney Green, Mansion House, Temple, St James's Park, Gloucester Road.

Jubilee line: Swiss Cottage, St John's Wood, Bermondsey, Southwark. Northern line: Tuffnell Park, Chalk Farm, Mornington Crescent, Goodge Street, Borough, Clapham South, Tooting Bec, South Wimbledon, Hampstead.

Piccadilly line: Caledonian Road, Arsenal, Covent Garden, Hyde Park Corner, Bounds Green, Manor House.

Victoria line: Pimlico and Blackhorse Road.

RAILTOURS AND MEETINGS PAGES

BECAUSE of the Covid-19 situation, all organisations have cancelled railtours, gala, events and society meetings until further notice as part of social distancing recommendations.

The Railway Magazine has suspended the publication of

these information pages until further notice.

Once the national situation becomes clear and self-isolation and social distancing is lifted, we will resume publication of these listings.

Tourism Alliance and DCMS (Department for Digital, Culture, Media & Sport) to confirm that heritage railways, tramways and cliff railways are included in the Government's definition of the leisure sector, and can thus benefit from the £330billion support being made available."

However, North Yorkshire Moors Railway general manager Chris Price noted that the chancellor's measures will only buy time, and will force many railways to drop their business into a 'care and maintenance' footing until they can reopen. This could be further compounded by the fact the bail-out initiative is only for three months. "This has not made our

problems go away, but it has bought us more time, although we will have to change our modus operandi," he said.

"The NYMR will still need the support of external funding beyond these measures if we are to get through relatively unscathed."

Resilience appeals

As a direct consequence, a number of railways, including the NYMR, Chasewater, Gloucs-Warks and Severn Valley, have launched online resilience appeals to help them through the coming weeks.

In the words of Chris Price: "We're not preserving a railway at the moment, we're fighting for livelihoods."

STOP PRESS

Government suspends franchises for six months

ON March 23, the Department for Transport temporarily suspended all rail franchise agreements for an initial six-month period under an Emergency Measures Agreement (EMA).

The move comes as the number of passengers using rail services has plummeted by 70% and train operators reduce the number of trains running.

The EMA will ease the financial burden, particularly for several struggling operators.

For running services operators will receive a maximum 2% management fee of the cost base prior to the virus outbreak, with the revenue and cost risk transferring to the Government.

The maximum fee payable will be far less than recent profits earned by train operators, the DfT says.

In the event an operator won't

accept the EMA, then the DfT will appoint an Operator of Last Resort.

Additionally, Transport Secretary Grant Shapps has said advance ticket holders will be able to get a refund free of charge, and all season ticket holders can claim a refund for the unused period on their ticket without charge too.

While industry commentators do not see this as re-nationalisation, they view it as a step towards proposals in the Williams Review. Some say it is the beginning of the end of franchising.

Open access operations seem set to continue with the owner bearing the risk.

With the situation rapidly changing, the latest news will be posted on www.railwaymagazine.co.uk and our Twitter and Facebook pages.

Heritage rail staff on standby to help NR

HERITAGE railways across the UK are on standby to provide experienced staff to Network Rail and to fill key worker shortages expected to be caused by the coronavirus.

Responding to a call for signalling staff, the Heritage Railway Association (HRA) is contacting its members to assess the availability of suitable skilled and qualified people. The initial requirement is for signalling staff, followed by station staff.

HRA chief executive Steve Oates said: "The proposal makes sense. Network Rail is expecting to suffer staff shortages, like many other organisations."

"Effectively all of the UK's heritage railways have now closed until further notice – yet we have experienced and skilled people available to help keep the nation's vital railways working."

Many volunteers and staff at heritage lines had BR or Network Rail careers and the overlap between the national network and heritage railways means the plan is logical and not as surprising as some may think.

NR said in the case of signalling staff, even if the experience was gained 10-15 years ago, refresher training will be provided.

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Weardale line bought by charity

NORTH East charity The Auckland Project has announced it has bought the Weardale line from the administrators and will embark on a campaign to return trains to the line.

The Auckland Project is a regeneration charity which works in Bishop Auckland and the surrounding area, and believes the purchase of Weardale Railway will be a further catalyst for change and consolidate its investment to date of £200million in the region.

The project admits it has no experience of running trains and to provide a service from Darlington westwards, but will be seeking a partnership with a train operating company.

The project will work with Durham County Council and continue to call on expertise provided by the staff of the former Weardale Railway Community Interest Company and volunteers of the Weardale Railway Trust, who operated the summer heritage service on behalf of its previous owner.

By working with new potential partners such as the NRM York and Locomotion Shildon, the project believes a new era for the railway will be born, and will build on plans to create a Rail Heritage Quarter in Darlington.

TransPennine MD leaves role after 'tensions' within group

FIRST Group announced on March 4 that TransPennine Express managing director Leo Goodwin would be leaving the business on March 5 "to pursue opportunities outside the group".

This follows several months of poor performance and the introduction of new trains still not completed.

Mr Goodwin had held various positions in First Rail since joining the group in 1999, including key roles in TOCs, and developing First's East Coast open access proposition.

He came under fire in the national press late last year when it emerged he had been awarded a 44% salary increase to £331,000 despite TPE being the second worst TOC for punctuality.

The *RM* understands significant tensions had developed within the senior management team at TPE as performance collapsed.

Liz Collins, currently TPE finance director, is acting as interim managing director while a permanent successor is sought.

Given the current situation across the industry it is expected it could be some time before a new appointee is in post.

Real Time Trains includes loco and set numbers

RECENT enhancements to information provided by the Real Time Trains (RTT) website is the ability to show multiple unit set or loco numbers.

RTT made its first agreement on providing trains type and number of carriages in real time with ScotRail.

A further planned enhancement will be the inclusion of on-board facilities such as wi-fi and where the accessible space is.

Currently, the information for ScotRail services applies to diesel or electric multiple units, not the InterCity 7 HST sets, as these can get swapped during the day.

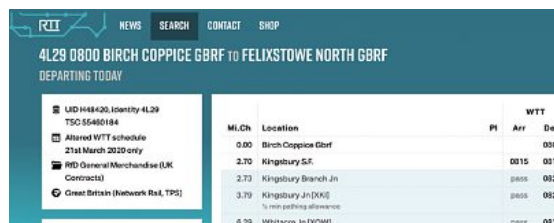
For some weeks now, GB Railfreight has allowed loco allocations to appear for its freight workings, which also appear with the full reporting number rather than obfuscating it.

From March 15, loco allocations for the Caledonian Sleeper services were included in the displays.

Tom Cairns, owner of Realtime Trains, said: "This has long been one of the most commonly requested pieces of information, from both commuters and enthusiasts alike, so it is great to be able to make this available online, on demand."



The RTT display of a ScotRail service, showing it is formed of set Nos. 385031 and 385008.



Information on the loco allocation for GBRF 4L29 Birch Coppice to Felixstowe intermodal.



With its boiler now in place, No. 6880 Betton Grange stands at Tyseley Locomotive Works on March 17. QUENTIN MCGUINNESS

'Grange' gets its boiler as project enters closing stages

NEW-BUILD GWR 'Grange' No. 6880 Betton Grange took a giant step closer to its first steaming on March 17 when the boiler was united with the frames at Tyseley Locomotive Works.

The overhauled boiler (ex No. 7927 Willington Hall) had its new ashpan fitted too, and the 6880 Betton Grange Society was hopeful the smokebox could be fitted by the time this issue of *The RM* went to press.

Work is underway on No. 6880's

cab fittings and getting the loco piped up. The steam pipes are in the process of being manufactured, having been left until last to ensure a perfect fit.

"Around £20,000 is needed to complete to loco and finish work on painting the borrowed tender," said spokesman Paul Appleton.

"Then we need to raise the remaining £170,000-plus to build our own tender to main line standards, for which we have a basic chassis."

East West Rail tenders for stock

EAST West Rail (EWR), which is rebuilding the line to connect Oxford, Milton Keynes, Bedford and Aylesbury, has invited tenders for multiple units for a short-term contract.

EWR is seeking a fleet of 12 or 14 three-car self-powered units, modified to include European Train Control System (ETCS) Level 2 and Driver Controlled Operation.

The requirement is to 'wet lease' them (the provision of a full maintenance package) for a four-year period, with an option of a two-year extension.

The contract is worth around £40million, and the first trains should be running between Oxford and Bedford

by the end of 2024.

By opting for a short lease, it allows EWR to get passenger services running as quickly as possible, but also allows more time to evaluate and explore green technologies to power trains, especially as several ideas are still under development.

The aim of EWR is to be a net zero carbon railway when the full line from Oxford to Cambridge opens, and electrification of the route could be back on the cards, too. In a written question in the House of Lords, Parliamentary Under-Secretary Baroness Vere confirmed electrification is being reconsidered after previously being dropped to reduce costs.

Critical Time for TPE 'Nova 3' fleet

IN respect of the 'Nova 3' fleet, industry sources have indicated that both TransPennine Express and rolling stock owner Beacon Rail are losing patience with manufacturer CAF over its failure to address faults across fleets that are hauled by Class 68 locomotives hired from DRS.

The majority of the order is still to be accepted into the TOC's fleet, with just two sets being diagrammed daily from March 23, despite the first set having entered service on August 24, 2019.

The reduction from four sets is as a result of an overall cut in services.

Manufacturing defects and in-service failures remain to be resolved, and repeated calls for action are understood to have

failed to bring any significant improvements.

According to one source, "all options are now on the table, right up to the rejection of the entire order".

This would be a very challenging decision as it is understood TPE is locked into the contracts for the hire of Class 68 locomotives from DRS and maintenance from Alstom until the end of the contract, but it shows the level of frustration that has now been reached, and the fact the cost of such a drastic step has actually been evaluated.

CAF is expected to report a loss of between €100m-200m in its annual accounts when these are published in the next couple of months.



'Nova 3' set hauled by Class 68 No. 68023 Achilles near Colton Junction with the 11.34 Scarborough-Liverpool Lime St on March 11. ROBIN STEWART-SMITH



LNER TRAIN RUNS AS 'FLYING SCOTSWOMAN': LNER rebranded its Edinburgh to London 'Flying Scotsman' service as 'Flying Scotswoman' for the whole of March. The move was part of celebrations to mark International Womens Day. DVT No. 82205 is seen leading the 09.00 Edinburgh Waverley-London King's Cross at Grove Road, Retford, on March 20. GARETH GRIFFITHS

Curzon Street work uncovers world's oldest railway roundhouse

By Ben Jones

HS2 Ltd has unearthed what is thought to be the world's oldest railway roundhouse during preparations for the construction of the new Birmingham Curzon Street terminus.

Archaeological work revealed the remains of the former London & Birmingham Railway roundhouse toward the south-eastern corner of the site.

The remains include evidence of the base of the central turntable, the exterior wall and the 3ft-deep radial inspection pits, which surrounded the turntable.

Stephenson

Built to a design by Robert Stephenson, the roundhouse was operational in November 1837 – pre-dating the current titleholder of 'world's oldest' in Derby by almost two years.

The 19th century station at Curzon Street is among the very



Excavations at Curzon Street, Birmingham, showing the foundations of the 163-year-old roundhouse. PICTURE: HS2 LTD.

earliest examples of main line railway termini, and the limited later development of the site means any surviving remains represent a unique opportunity to investigate a major

early railway terminus.

As HS2 prepares to start civil engineering work on the new station, the final archaeological excavations are now taking place. Curzon Street originally

consisted of two stations, serving the L&BR and the Grand Junction Railway (GJR), before being converted to a goods depot following the opening of New Street in 1854.

HS2 ready to start building Old Oak and Birmingham Interchange stations

By Ben Jones

HS2 Ltd has unveiled updated designs for its west London super-hub at Old Oak Common as work continues to prepare the site for construction.

The interchange between HS2 Phase, Crossrail and Great Western Main Line services will see an estimated 250,000 passengers each day, and will provide a gateway to the Old Oak and Park Royal regeneration sites.

As well as six 450m-long underground platforms for high-speed services, there will also be eight platforms on the GWML, providing direct links to the Thames Valley, west of England and Heathrow Airport.

A light and airy concourse will link the two halves of the station, unified by a vast roof inspired by the site's industrial heritage.

To the west of the station, above the HS2 platforms, there will be a new public park.

Work to prepare for construction of the station has been on-going since 2017, and the site is almost ready to be handed over to HS2's



A generated image of how Old Oak Common will look. Picture: HS2 Ltd.

station construction partner, Balfour Beatty Vinci Systra JV (BBVS).

Material excavated during work on the HS2 tunnels and Old Oak station 'box' will be removed by rail from the nearby former Willesden Euroterminal depot.

Major structures are also being

now put in place on the site of HS2's new Birmingham Airport Interchange. The 150-hectare site is located within a triangle of land formed by the M42, A45 and A452 roads. Initial work includes construction of modular bridges over the M42 and A446, and remodelling of the road network

in the area to facilitate access to the new station.

An Automated People Mover will provide a link to NEC, Birmingham International station and Birmingham Airport, carrying up to 2,100 passengers per hour in each direction, with a link every three minutes along a 2.3km route.

Copper theft at East Lancs shed

METAL thieves broke into the East Lancashire Railway's Baron Street shed on the night of March 21, getting away with an estimated £10,000-worth of copper. The items taken include locomotive components and fittings. The police have been informed.

Budget delivers £20m for Midlands Rail Hub

MIDLANDS Connect's flagship Midlands Rail Hub (MRH) plans were awarded £20 million in March's Budget statement, allowing the transport body to further develop its proposals for the £2billion package of improvements to rail services.

Government backing means Midlands Connect can now create an Outline Business Case (OBC), including detailed design, planning and costings for MRH.

Proposals include 24 extra trains every hour on commuter and inter-regional

services across the Midlands.

Some of the proposed improvements could start to be delivered from 2024, including the reopening of platform 4 at Birmingham Snow Hill, and line speed improvements between Leicester and Birmingham.

Industry pushes Shapps for electrification commitment

By Ben Jones

ORGANISATIONS representing thousands of railway-related businesses, passengers, freight, and community groups are pushing the Government to commit to an ambitious 'rolling programme' of rail electrification across the UK.

Groups including the Campaign for Better Transport and the Rail Freight Group are asking the Government to end the 'stop-start' nature of past electrification projects, and to introduce a ring-fenced investment fund for future schemes.

Air quality

Darren Shirley, chief executive of Campaign for Better Transport, said: "The scale and pace of rail electrification must increase if legally binding carbon emission targets are to be met and air quality improved in towns and cities.

"Rail is currently the greenest major form of transport, but will cede that leading position, undoing wider efforts to reduce carbon emissions unless the Government commits to a rolling programme of electrification."

Key routes

Maggie Simpson, director general of the Rail Freight Group, added: "Electrification is the only proven technology to decarbonise rail freight, and Government must start a rolling programme to electrify key routes, supporting private sector investment in new locomotives, and ensuring a low carbon future solution for freight customers and wider society."

Research conducted by the Rail Industry Association has shown the costs of electrification schemes can be lowered by up to 50% compared to the controversial Great Western Main Line upgrade, particularly if supported by a rolling programme of work, which allows staff and expertise to be retained and greater efficiencies to be realised.

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Northern under public ownership again after new MD appointment

By Tony Miles

THE government's Operator of Last Resort (OLR) took over the running of services across the Northern network from Arriva on March 1, following the early termination of the Arriva Rail North franchise. It should have run until 2025.

The new Northern Trains franchise will continue to be managed by Transport for the North monitoring performance, alongside the Department for Transport, through the Rail North Partnership.

With the transfer came confirmation former Northern that managing director (MD) David Brown was moving to the OLR holding company, with former TPE MD Nick Donovan replacing him.

Robin Gisby, chairman of Northern Trains and CEO of OLR Holdings Ltd, told *The RM*: "David had worked really hard in very difficult circumstances but we need a change of leadership now and Nick knows this railway well."

"He ran TransPennine Express successfully from 2011 to 2015, and he's chairman of the National Performance Board so his first-class insight into what needs to be done on timetable structure and basic operating issues means he's the right person for the next stage of this company."

Deep cleaning

Speaking at Northern's Newton Heath Depot on March 2 Transport Secretary Grant Shapps confirmed that while some changes, such as deep cleaning of all trains and improvements to Sunday timetables would come in immediately, passengers needed to accept "things won't change overnight".

Mr Shapps added: "It will take time. I'm asking the new leadership to give me a plan



New Northern managing director Nick Donovan.

Right: Northern Class 331 EMUs Nos 331011 and 331007 wait to depart Blackpool North station on March 2 with the 14.27 Blackpool North-Hazel Grove, alongside set No. 331005. PAUL A BIGGS



for the things that will make big, significant changes in the first hundred days. I want to get the service running much more smoothly.

"Things which have been bad have included poor industrial relations, and we've had problems with track and with train; some of those things we can tackle quickly, other things will take longer."

"Once the plan is delivered we can come back to people and say this is the plan, this is how we're going to improve your railway," Mr Shapps continued.

"Money is not so much the issue, it's coordination; working out how you take what is an incredibly congested railway, built for far fewer people than use it today and actually make that work for people."

For his part the Transport Secretary accepted some issues had been outside Arriva's control, but felt that the company itself had played a part in its demise.

"Part of the problem has been the infrastructure, part has been the late delivery of

trains, but there's also been a management issue as well, and the management is the thing which changes today."

Responding to the RMT demanding a commitment to keeping the business in public ownership, Mr Shapps said: "People should be able to rely on the trains, and I'm not really bothered about the ideology of whether it's run by the Government or by private companies."

"The main thing is people want the trains to turn up on time."

Overcrowding

The launch of the new company brought with it a commitment to set up a new stakeholder panel, led by Richard George, which will provide 'on-going strategic advice on the issues that impact on the operator.

Alongside the launch of new Northern Trains operation, the Government announced that overcrowding will be a priority focus for improvement, with new technology being trialled to identify crowding pinch points.

Work is underway to extend platforms at 30 stations across

the network to allow for longer trains and improve journeys for passengers.

Capacity will be further boosted with the roll-out of more electric trains across the network next year, in addition to the extra capacity already being delivered by the new fleets, but OLR is already of the view Northern will need more rolling stock.

There are no immediate plans to rebrand the identity left by Arriva, other than the removal of the "by Arriva" line below the Northern name.

Looking ahead, Mr Gisby confirmed some urgent work was needed alongside the 100-day review.

"We need to get on and invest in the business right now, to sort out the depot facilities, to do things about the uniforms and to make things better for the staff because they've had a pretty tough time."

"We need to focus on the operating basics; reducing cancellations, Sunday working and just running trains on time."

"We'll work with Network Rail and look at capacity issues. There will be a big focus on the December 2021 timetable and

there's a big issue with industrial relations to resolve, so we'll work with the unions and the staff on that as well."

He has been pressed over repeated industry suggestions that until significant infrastructure improvements are made to Manchester's Castlefield Corridor 'fewer but longer' trains may be the solution, but Mr Gisby was more evasive, accepting 'longer' but refusing to commit on 'fewer'.

Capacity

He said: "There's a capacity constraint, particularly between Piccadilly to Salford Crescent."

"We want to make the best use of that capacity, so 'longer trains' is a way of doing that, but we might look at some of the longer distance routes that go through the bottleneck and readjust some of that capacity."

■ In the year to March 2019, accounts for Arriva Trains North Ltd shows the company lost £222m, part of which is accounted for as a £180m 'onerous contract provision'. In the year 2017/8, a profit of £12.7m was reported.



Rail operators worldwide hit by coronavirus disruption and shutdowns

By Keith Fender

CHINA'S rail network, not surprisingly, was the first to feel the impact of the coronavirus outbreak, where much of the system was either shut or restricted in January and February. This included the well established freight services between China and Europe, with services resuming in many places in February.

In Hong Kong, MTR introduced an automated Vapourised Hydrogen Peroxide Robot for deep cleaning and decontamination of its metro trains and stations.

In Europe, rail services were initially restricted in northern Italy, and from March 8, movement and activity in all of northern Italy was further restricted before this was widened to the entire country the following day.

Restrictions

The decision to widen the restrictions came as large numbers of people headed to southern Italy to escape the restrictions.

Overnight trains from Turin and Milan to the south on March 7 were severely overcrowded with people

attempting to beat the restrictions. Police imposed stops en route for health checks.

Neighbouring EU countries also put in place new restrictions on movement, and by mid-March most international passenger rail services had ceased to operate.

Many European countries closed borders and restricted movements, and while countries imposed skeleton rail services, some (including Slovenia, Croatia and Ukraine) cancelled all passenger services for at least a month.

While the EU closed its external borders with the UK on

March 17 for a month, Eurostar was still operating, but on some days just one train each way between London and Paris was planned.

Reports suggest the trains were not busy, probably because of the French government's movement restrictions requiring anyone away from their home to carry documentation as to the reason.

Delays

Rail freight services have continued to operate in Europe but in many cases lengthy waits at border stations to change locomotives and disinfect entire

trains have added delays.

Road freight transport across Europe has also been heavily disrupted by the reintroduction of border controls and huge traffic jams at some previously invisible borders, such as between Germany and Poland.

Outside Europe, from Australia to the USA and Saudi Arabia, passenger services were being restricted or by late-March being withdrawn altogether.

This included an unprecedented shut down of the entire Indian Railways network from March 22 to 31.

In most countries freight services continue to operate.

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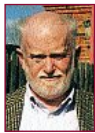
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A SAINTLY REVOLUTION



In this instalment of Practice & Performance, **Keith Farr** recalls the GWR 4-6-0 'Saint', an early design of 4-6-0, and a class that had a lifespan of slightly more than 50 years

CHANGING trains at Didcot Parkway one June morning in 2019, I was surprised and then delighted by the sight and sound of a high-stepping thoroughbred pacing back and forth outside the Didcot Railway Centre. It was, of course, No. 2999 *Lady of Legend*, newly completed through the skill and toil of Great Western Society members and their supporters in memory of a class of locos whose influence on future designs was unique.

The 'Saints' were not Britain's first 4-6-0s: those were the 'Jones Goods' of the Highland Railway, dating from 1894, followed by a Great Western goods loco designed in 1896 during Dean's regime as locomotive superintendent at Swindon, and Worsdell's passenger locos for the North Eastern Railway built from 1899. The GWR contribution, with its large Dean dome and outside frames, was followed by Churchward's 'Krugers', the first of which was a 4-6-0 with a Belpaire boiler, but retaining a hint of Dean in the form of outside frames. It was a mongrel of a locomotive, paving the way for a series of 2-6-0s, which became the 'Aberdares'.

What of the 'Saints'? The forerunner, but not strictly the prototype, was No. 100, a sleek 4-6-0, outshopped from Swindon in 1902 with a parallel boiler similar to but longer than those carried by the 'Atbara' 4-4-0s. In the style of broad-gauge locos, it had space above the firebox for steam to gather and obviate the need for a dome, reflecting Belgian practice.

Churchward's broad vision made him look beyond the British coastline for inspiration, and he followed North American policy in providing outside cylinders, for ease of maintenance, but inside valve gear. The 30in cylinder stroke, the longest used in Great Britain, aided steam



'Saint' No. 2934 *Butleigh Court* on shed in 1950 at Swindon, from which depot it was withdrawn two years later. TREVOR OWEN/COLOUR-RAIL

expansion and, with 200lb per sq in (psi) boiler pressure, contributed to a nominal tractive effort of 20,530lb, a high figure for the period.

In theory, it was William Dean, ageing and unwell, who was responsible for No. 100; although officially attributed to Dean, after whom it was named, the design was chiefly the work of George Jackson Churchward, his successor as locomotive superintendent and then chief mechanical engineer.

True prototype

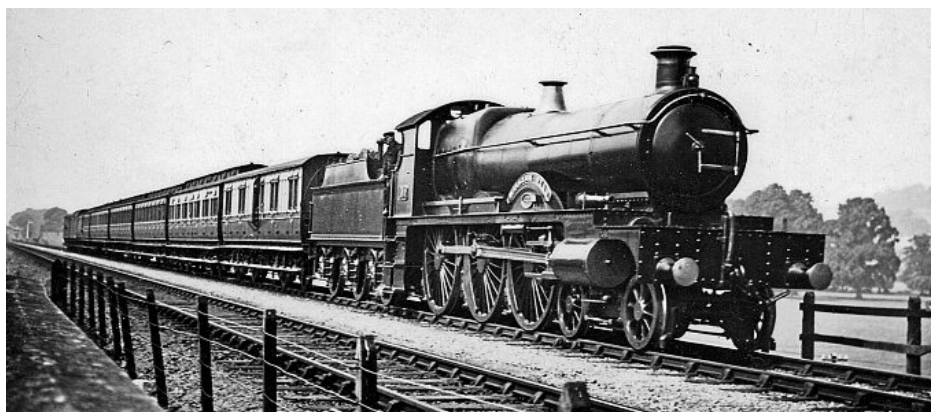
An improved version of No. 100 – No. 98 – was completed in March 1903 and was the true

prototype of what became known generically as the 'Saints'. The American influence was again evident, in the cylinder and steam chests combined with half the smokebox saddle, the two halves bolted together on the centre line of the loco. The 'half-cone' boiler, tapered from the rear ring to the firebox, became the basis for the Swindon No. 1, tapered from the smokebox to the firebox and eventually carried by the 'Saints', 'Stars', 'Halls', 'Granges' and '28XX' class 2-8-0s.

All these classes had Stephenson's link motion, with the 'lead' increasing as cut-off was reduced. The lead was the extent to which the admission ports to the cylinders were open at the start of each piston stroke. Steam for the return stroke was then admitted immediately before the end of the outward one, 'cushioning' the pistons as speed increased. This enhanced the loco's power for starting and climbing gradients.

While the piston valve diameter of No. 100 was initially 6½in, that on No. 98 was a full 10 inches, making for a free steam flow. Anonymous until March 1907, No. 98 then carried the appellation *Vanguard* but was renamed *Ernest Cunard* nine months later.

Churchward's roving eye for examples of best practice outside Great Britain also fell upon the compound locos of the Chemin de Fer du Nord, across the English Channel. To see if his own products would benefit from compound working, he obtained permission to order a de Glehn 4-4-2 from the Belfort works



The first of the 'Saint' class was No. 100 *William Dean* (later No. 2900), seen near Bathampton on a Bristol to Swindon train, taken around 1910. RM ARCHIVE

A delightful portrait of 'Court' series 'Saint' No. 2936 *Cefntilla Court* at Oxford circa 1932. RAIL PHOTOPRINTS



of the Société Alsacienne des Constructions Mécaniques. By October 1903, No. 102 *La France* had arrived in Britain, impressing Churchward by its performance. Two more compound Atlantics – *President* and *Alliance*, of the larger Paris-Orléans type – were then ordered, and by 1905 they were performing well between Paddington and Plymouth via the newly opened Westbury route.

Returning to the home-grown 'Saint' family, the third, No. 171 *Albion*, appeared in December 1903 and, to facilitate comparison with the 227lb boiler pressure of *La France*, had its boiler pressed to 225lb psi. It was also converted to a 4-4-2, a wheel arrangement it carried from October 1904 to July 1907.

Slight superiority

Comparative runs by *Albion* as a 4-6-0 and the 4-4-2 *La France* between Paddington and Bristol suggested a slight superiority in favour of the six-coupled loco. Hauling 305 tons as far as Bath, reduced there to 275 tons by slipping a coach, *Albion* made the 118.3-mile run non-stop in 113½ minutes net compared with the Nord Atlantic's time of 115min with 230/200 tons. Yet all three French locos, with their de Glehn bogies, rode more smoothly

than Swindon's products, particularly on the sharp curves in South Devon, and features of the Nord bogie design were incorporated, not only in the GWR 4-6-0s but in many other classes of loco up to and including BR Pacifics.

Swindon then produced 13 more convertible Atlantics, chiefly named after characters from the works of Sir Walter Scott; others constructed as 4-6-0s honoured GWR directors and various dignitaries.

The question now was whether the GWR should follow the French example and go for Atlantics or develop the 4-6-0 arrangement with its greater adhesion. In June 1905, tests on Hemerdon bank with 4-4-2 No. 172 *Quicksilver* and 4-6-0 No. 178 *Kirkland* showed the advantage to be with the six-coupled loco, although by a surprisingly narrow margin, and by 1913 the 'convertibles' had become standardised as 4-6-0s. The unique four-cylinder 4-4-2 *North Star* also metamorphosed into a 4-6-0, becoming the prototype for the 'Star' class before being converted to a 'Castle'.

The next 10 Churchward 4-6-0s, completed in 1906, honoured distinguished ladies and had high running plates from the rear of the cab to a vertical drop end just short of the bufferbeam, just as *Lady of Legend* has today. Numbering

was tidied up, with all the class grouped in the 2900 series, and No. 2901 *Lady Superior* was the first British loco to boast a superheater, of the Schmidt type; to save boiler wear and tear, its official boiler pressure was temporarily reduced from what had become the standard 225lb psi to 200lb. After experimenting with different types of superheater, Swindon produced a standard three-row version, first carried by Nos. 2913/20 from 1909.

Tip-top condition

To keep down the maintenance costs associated with very high boiler and cylinder temperatures, Churchward used a low degree of superheat. This relied on locos being in tip-top condition, aided by skilful firing and Welsh coal: all very well in the early years of the last century, but not during times of austerity. It took Hawksworth to recognise this in his 'Modified Halls' and 'Counties' some 40 years later.

Between 1911 and 1913 the final batch of the 'Saints' – the 'Courts' – was completed, numbering 2931 to 2955; an order for Nos. 2956-60 was replaced by one for four-cylinder 'Stars'. All the 'Courts' had superheaters and long-cone tapered boilers, while No. 2941 *Easton Court* was the first to have its cylinders ▶

“Churchward’s broad vision made him look beyond the British coastline for inspiration, and he followed North American policy in providing outside cylinders, for ease of maintenance, but inside valve gear. The 30in-cylinder stroke, the longest used in Great Britain, aided steam expansion...”

PRINCIPAL DIMENSIONS OF 'SAINTS' IN FINAL FORM

Loco Weight:	72tons 00cwt
Tender:	40tons 00cwt
Total Evaporative Heating Surface:	1,841.38sq ft
Superheater:	262.62sq ft
Grate Area:	27.07sq ft
Coupled Wheel dia.:	6ft 8½in
Boiler Pressure:	225lb psi
Nominal Tractive Effort:	24,395lb

TABLE I: SWINDON-PADDINGTON

		2998 <i>Ernest Cunard</i> 240/255 tons c. 1928 Unspecified			5010 <i>Restormel Castle</i> 240/255 tons c1928 Unspecified	
Miles	Timing Point	Sched min	Actual m s	Speed mph	Actual m s	Speed mph
0.0	SWINDON	0	0 00	-	0 00	-
5.7	Shrivenham		7 27	-	7 42	67
10.8	Uffington		11 47	76	12 15	67
13.4	Challow		13 55	74	14 35	-
16.9	Wantage Road		16 41	77	17 42	69
20.8	Steventon	20½	19 45	72	21 07	-
24.2	DIDCOT	24	22 23	77	24 02	-
28.8	Cholsey		26 14	-	28 07	69
32.6	Goring		29 28	68	31 22	-
35.8	Pangbourne		32 17	70	34 08	70
38.7	Tilehurst		34 43	69	36 32	-
41.3	READING	40	36 53	74	38 45	74
46.3	Twyford	45	41 05	68/60*	42 53	-
53.1	Maidenhead	50½	46 43	sigs	48 12	-
58.8	Slough	55½	51 53	72	52 45	74
64.1	West Drayton		56 21	67	56 55	75
68.2	Southall	64	59 59	69/72	60 20	74
71.6	Ealing		62 48	- * sigs - * tsr	63 00	74
77.3	PADDINGTON	75	70 40	-	70 00	-
Net times:			68¼min		69½min	

* = speed reduced by brakes. For gradients, see Table 2.



With a long train, No. 2982 *Lalla Rookh* restarts an Up express to Paddington from Dawlish in the early-1930s. This loco was rebuilt from 4-4-2 No. 182 and survived until June 1946. RAIL PHOTOPRINTS

bored out to 18½in diameter, increasing nominal tractive effort to 24,395lb, which became standard for the class. From December 1912, the earlier locos, including the one-time Atlantics, were renumbered from 2971 (*Albion*, formerly 171), to 2998 (*Ernest Cunard*, previously No. 98), while No. 100 became 2900.

With the ‘Courts’ came top feeds, similar to those used on the German Bergisch-Markische Railway and combined with the safety valve covers. In May 1931, under Churchward’s successor, C B Collett, No. 2935 *Caynham Court* received rotary cam poppet valve gear; but some drivers claimed this reduced the loco’s pulling power by about one coach compared with normal ‘Saint’ performance.

More successful had been the rebuilding in 1924 of No. 2925 *Saint Martin* as the prototype ‘Hall’, with 6ft 0in coupled wheels and a side-window cab but retaining the Swindon Standard No. 1 boiler. Renumbered 4900, *Saint Martin* was followed by 329 ‘Halls’ and ‘Modified Halls’, plus 80 ‘Granges’; Churchward had himself considered a similar mixed-traffic 4-6-0 with 5ft 8in coupled wheels but, sadly, had passed away long before his wish was granted.

When William Stanier, works manager, Swindon, was promoted to chief mechanical engineer of the LMS in 1932, he took the mixed-traffic 4-6-0 idea with him and developed it into the ‘Black Five’, arguably the most versatile steam type ever to run on British rails.

Returning to the ‘Saints’, we find No. 2903 *Lady of Lyons* acquiring a new front end with outside steampipes in 1930 but retaining a straight running plate to the rear of the

cab despite having curved drop ends to the bufferbeam. Most of her sisters by this time had fully tapered boilers, curved drop ends, and safety valve cover combined with top feed: the panel on page 15 gives the principal dimensions of the class in their final form.

Initially, the ‘Saints’ were based at such depots as Paddington (Old Oak Common), Plymouth and Wolverhampton, for working prime expresses to the West of England via the newly opened Berks & Hants route and to Birmingham by way of the Northolt to Ashendon Junction joint line, also new. In the 1920s some gravitated to the Hereford to Shrewsbury GWR/London North Western joint line, from which they had previously been banned by the LNWR civil engineer and which had relied on ‘County’ 4-4-0s.

Prestigious working

The ‘Saints’ were soon demonstrating their capacity for speed. On July 9, 1923, No. 2915 *Saint Bartholomew* gained three minutes with the inaugural ‘Cheltenham Flyer’ from Swindon to Paddington on its schedule of 75min for the 77.3 miles, averaging 77mph from Didcot to Reading with a nine-coach train. No. 2915 became a ‘regular’ on this prestigious working until it was further accelerated and taken over by ‘Castles’.

Table 1 summarises a couple of Swindon-Paddington runs, the first by No. 2998 *Ernest Cunard*, the ‘Saint’ prototype, which had received a standard Swindon superheater in September 1911 and was withdrawn in 1933. Following renumbering of the ‘Saints’ in

the 2900 series, *Ernest Cunard* had become the highest numbered of the class, while its predecessor, the original No. 100, had the lowest, 2900. Now, of course, there is an addition: No. 2999 at Didcot!

Reverting to No. 2998, we find ‘*Ernest*’ starting briskly from Swindon, with speed in the ‘mid-70s’ down the Vale of the White Horse and Didcot flashing by at 77mph. Despite easier progress east of Reading, with slight signal checks and one temporary speed restriction (tsr), the 255-ton train reached Paddington in 4min 20sec less than scheduled. Net time was about 68¼min.

Restormel Castle in column two must have been driven more easily with a maximum of 75mph at West Drayton and an overall time of just 70 minutes to Paddington or about 69½min net. Just because *Ernest Cunard*’s Swindon to Paddington net time was less than that of the ‘*Castle*’ doesn’t suggest a ‘Saint’ was superior, but does illustrate its free running capability. These logs and many others by ‘Saints’ may be found in the electronic archive of the Railway Performance Society (RPS), while those in Table 1 also appear in *The Railway Magazine* for September 1928.

Table 2 contains an even better example of a ‘Saint’ at speed, with No. 2980 *Coeur de Lion* shaving nearly four minutes off a two-hour Bristol to Paddington working in the early-1920s. Like the fastest Bristol (Temple Meads) to Paddington trains today, this one took the Badminton route, joining the South Wales main line at Stoke Gifford (Bristol Parkway); *Coeur de Lion*, incidentally, was one of the 13 ‘Saints’ built as 4-4-2s, but subsequently converted to 4-6-0s.

The 4-6-0 tackled the climb to Filton Junction at 28½mph, a reasonable speed with 255 tons on 1-in-75, but lost half-a-minute on schedule to that point. It then made amends by accelerating well up the 1-in-300 to Badminton, attaining 61mph on the brief level over Sodbury troughs and mounting the summit a minute early at 57.

East of Badminton, the line descends, again at 1-in-300, to the Avon bridge at Little

“More successful had been the rebuilding in 1924 of No. 2925 *Saint Martin* as the prototype ‘Hall’, with 6ft 0in coupled wheels and a side-window cab but retaining the Swindon Standard No. 1 boiler.”

Somerford, a location for high-speed exploits with 'Castles' on the 'Bristolian' in later years, and here *Coeur de Lion* was up to 85mph before slowing to 51mph for the junction at Wootton Bassett.

After maintaining 79mph from Wantage Road to Steventon, where driver James eased the loco, they were through Didcot five minutes early; notwithstanding a crippling tsr beyond Pangbourne, they were still ahead of time crossing the Thames at Maidenhead at a full 81mph. Despite sauntering in from Ealing, *Coeur de Lion* was in Paddington almost four minutes early in a net time from Bristol of 109 minutes for the 117.6 miles. Cecil J Allen waxed lyrical: "*Sixty-three miles out of one single journey at an average speed of seventy-five miles an hour!*" he wrote (his italics), adding, "Words really fail one in the matter of adequate comment".

Irresponsible experiment

Apart from a grossly irresponsible experiment when 2906 *Lady of Lynn* was driven 'light engine', her spartan cab packed with GWR 'brass', at something well in excess of 100mph on the Badminton line, one of the best examples of 'Saint' exuberance occurred in 1936 after No. 6015 *King Richard III* had run hot at Reading on the Down 'Bristolian', by then accelerated to a 105min booking from Paddington to Bristol. The 'King' was uncoupled and the Reading pilot, No. 2937 *Clevedon Court*, attached and ready to go in no more than 6min 57sec, and 'go' she did. Luckily, the late R E Charlewood, C J Allen's predecessor responsible for these articles, was on the train and the log is both on the RPS archive and in the November 1936 *RM*.

Old Oak Common driver Jones had No. 2937 up to 78mph in nine minutes from the Reading start before being checked to 60mph and, beyond Didcot, to 55. Although the train was only 'seven', for 225 tons full, *Clevedon Court* excelled herself by attaining 83mph beyond Shrivenham on 1-in-834, preceded by level track.

After easing to 78mph through the loco's birthplace, they touched '90' down the short 1-in-100 to Dauntsey, only to be checked by signal at Chippenham and, after



Hauling 12 bogie carriages, 'Saint' No 2971 *Albion* heads a Down Cheltenham express past Kensal Green Gasworks in the early-1930s. *RM* ARCHIVE

the mandatory slowing through Bath Spa, by a tsr and more adverse signals at the approach to Bristol (Temple Meads). Despite five checks of one sort or another, and starting from Reading instead of passing through at speed, the 'Saint' had all but kept the 'Bristolian's' 72min booking for the 82¼ miles, a schedule intended for a 'King'. *Clevedon Court's* net time would have been about 69 minutes.

What of 'Saints' with heavy loads? Back in July 1912, No. 2943 *Hampton Court* found itself at Paddington at the head of the down 'Cornish Riviera' grossing no less than 535 tons.

Incidentally, No. 2943 was named not after the royal residence on Thames-side but to commemorate the home of the Arkwright family near Leominster, a more apt location for a 'Saint', as we shall see.

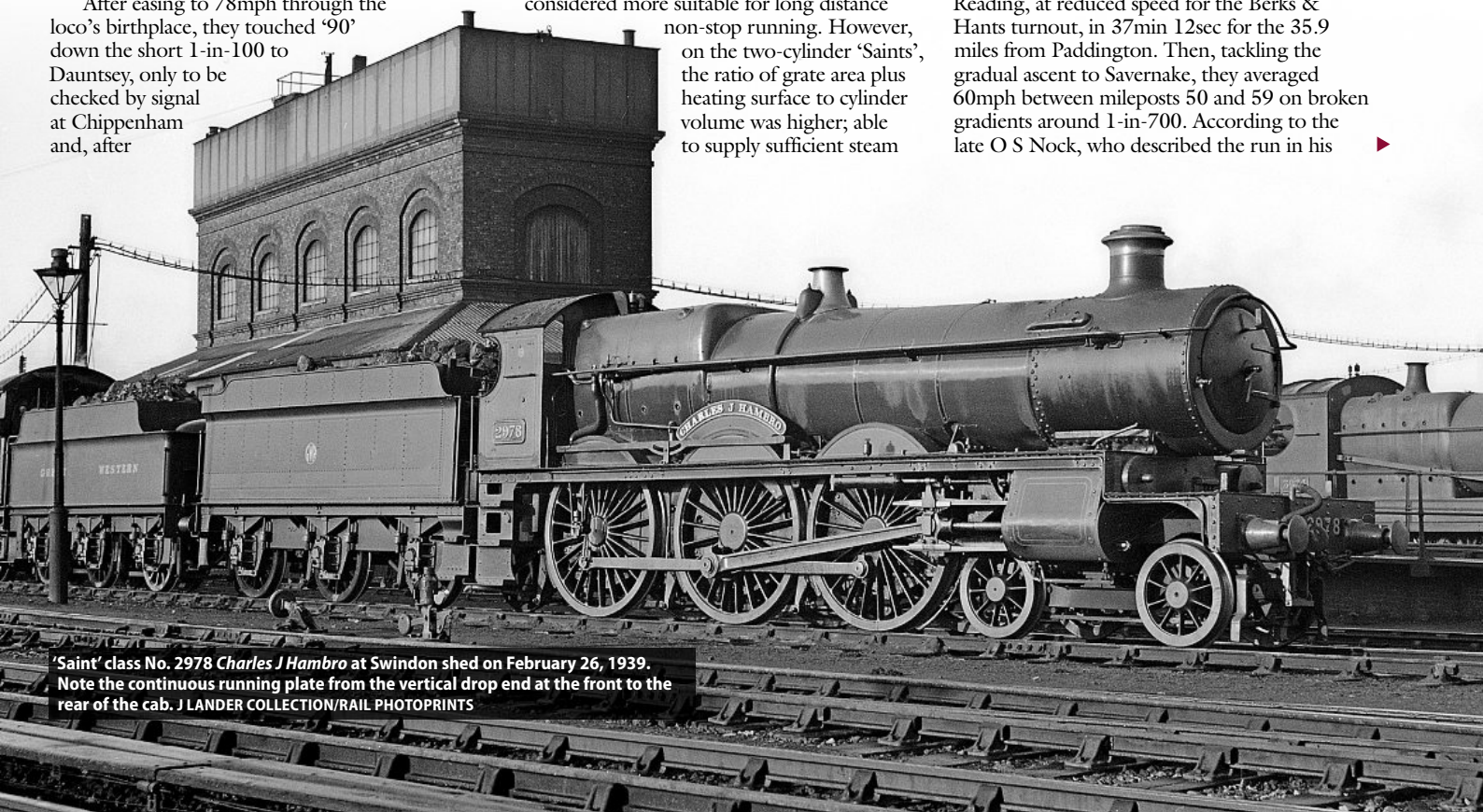
Normal power for the Paddington to Plymouth marathon would by this time have been Churchward's four-cylinder 'Stars', considered more suitable for long distance non-stop running. However, on the two-cylinder 'Saints', the ratio of grate area plus heating surface to cylinder volume was higher; able to supply sufficient steam

at the front end, they could be worked harder without detriment to performance.

In *The RM* for July 1929, Cecil J Allen quotes a letter from a Bristol fireman comparing the merits of the two classes. "You can pull a 'Star' right back," he wrote, "in fact she does her best at about 15 per cent cut-off and full regulator. If you try this on a 'Saint' she will... not steam at all well; about 30 per cent and partly closed regulator is the best working position in her case, whereas if you do that with a 'Star' you are down in coal and water at once. Punch a 'Saint' as much as you like and she will stand up to it...but not so a 'Star'. For really hard slogging give me a 'Saint' every time."

Gradual ascent

No. 2943 certainly demonstrated this ability. Timed by the Rev W A Dunn and with Plymouth driver Nork at the regulator, *Hampton Court* had its great train through Reading, at reduced speed for the Berks & Hants turnout, in 37min 12sec for the 35.9 miles from Paddington. Then, tackling the gradual ascent to Savernake, they averaged 60mph between mileposts 50 and 59 on broken gradients around 1-in-700. According to the late O S Nock, who described the run in his



'Saint' class No. 2978 *Charles J Hambro* at Swindon shed on February 26, 1939. Note the continuous running plate from the vertical drop end at the front to the rear of the cab. J LANDER COLLECTION/RAIL PHOTOPRINTS

book on the 'Saints' in the 'Classic Locomotive' series, the equivalent drawbar horsepower cdhp at Kintbury was some 1,340, a remarkable figure for a pre-Grouping locomotive.

In *The RM* for April 1927, however, Cecil J Allen was scathing in his assessment of timekeeping on the South Wales main line, on which 'Saints' then held sway despite the advent of the 'Stars' and the first 'Castles'. One particular run stands out, with No. 2942 *Fawley Court* on the 7.55pm from Paddington comprising no fewer than 14 coaches, including a London & South Western sleeping car (!) and totalling 485 tons gross. So it was not surprising *Fawley Court* lost nearly a minute to Reading, although time was then kept with 66mph through Didcot and a steady 61mph up the 1-in-660 to Shrivenham, where progress was interrupted by a tsr

Further delays, culminating in a signal check at Winterbourne and a stop at Stoke Gifford East to detach slip coaches for Bristol (Temple Meads), made them 15 'down' into Newport. Had it not been for the magnificent performance of No. 2942 and her crew even more time would have been lost.

It was on the climb from Little Somerford to Badminton that *Fawley Court* gave of her best, allegedly sustaining 55½mph on the 1-in-300 and, according to O S Nock, putting out 1,410 edhp in the process. However, the 1-in-300 ends at milepost 99 and is followed by a mile of level to Badminton, where the rate is shown as 55½mph, the speed claimed to have been maintained on the bank. And the pass-to-pass average from Little Somerford, passed at 64mph, works out at 55.8. This suggests the minimum was about 52-53mph and the maximum edhp not more than about 1,300. Nevertheless, *Fawley Court* had put up a performance superior to what one would normally expect from a 'Castle' and worthy of a Pacific.

A similar output by a loco of a class



No. 2920 *Saint David* was the last of the class to be withdrawn, in October 1953, but on June 15, 1952, the loco was used to haul a Stephenson Locomotive Society circular special from Birmingham Snow Hill via Worcester, Gloucester, Swindon and Oxford. The loco is being serviced at Banbury during a break in the tour.
K COOPER/COLOUR-RAIL

ultimately derived from the 'Saints' and of similar size was reported by Nock in one of his first – and one of his best – books, *British Locomotives at Work*. A 'Black Five' – No. (4)5378 – was deputising for a 'Royal Scot' with the 7.00am Euston-West Midlands train in 1938. The load was 'fifteen', 460 tons full, in the charge of "one of the finest Edge Hill drivers of the day, L Walls". Storming away from the Watford stop they attained 49mph by King's Langley, increasing to 56 on the 1-in-335 towards Tring, slightly less steep than the climb to Badminton and with a marginally lighter load, but a speed attained and maintained.

Brilliant climb

Back to 'Saints': during the 1929 Easter weekend, O S Nock recorded a brilliant climb into the Chilterns by No. 2906 *Lady of Lynn*. The train was the first part of the 2.10pm Birmingham line express, comprising 320 tons gross, which the 4-6-0 worked up to 72 mph in

the slight dip at Denham. The ensuing 1-in-175 reduced this to 63½mph at Gerrard's Cross, apparently increasing to 64½ on the 1-in-254 towards Beaconsfield.

However, Beaconsfield is nearly a mile over the summit on 1-in-460 down; so was the 64½mph recorded at the summit or at the station? Nock's claim of 1,400 edhp seems to assume the former. Again, we have a splendid run marred by a touch of ambiguity.

By the 1930s, plenty of 'Kings' and 'Castles' were available for top-line duty. The earlier 'Saints' had seen three decades of hard work, and 1931 saw the withdrawal of Nos. 2909 *Lady of Provence*, 2910 *Lady of Shallott* and 2985 *Peveril of the Peak*. The following year, four more were condemned, including No. 2900 *William Dean*, still with its non-standard cylinders.

Forty-one 'Saints' entered service with British Railways in 1948, many remaining active on fast as well as stopping passenger trains; thus *The RM* for April 1953 contains a photograph

TABLE 2: BRISTOL-PADDINGTON

Train:	12.00 Bristol-Paddington				
Loco:	2980 <i>Coeur de Lion</i>				
Load:	242/255 tons				
Date:	c1923				
Driver:	James				
Recorder:	H Baker				
Miles	Timing Point	Sched min	Actual m s	Speed mph	Gradients 1-in
0.0	BRISTOL (TM)	0	0 00	-	L/214R
1.7	Stapleton Rd		4 25	- /28½	220R/75R
4.8	Filton Junction	9½	10 06	-	300F
7.8	Winterbourne		13 54	56	300R
13.1	Chipping Sodbury		19 16	61	300R/L
17.6	Badminton	25	23 49	57	300R
23.4	Hullavington		28 43	80	300F
27.9	Little Somerford		31 59	85	300F/L
30.6	Brinkworth		34 02	78	300R/L
34.7	Wootton Bassett	41	37 47	51*	300R
40.4	SWINDON	47	43 31	64	660R/1320F
46.9	Shrivenham		48 30	74	834F
51.1	Uffington		52 35	76	880F
57.2	Wantage Road		57 22	79	754F/L
61.1	Steventon		60 19	79	754F
64.5	DIDCOT	68	63 01	72	754F
69.2	Cholsey		67 26	61	1508F/L
76.1	Pangbourne		74 59	52/15*	1320F
81.7	READING	84	82 43	55	1320R
86.6	Twyford		87 24	69	1320F
93.4	Maidenhead	94	92 42	81	1320F
99.2	SLOUGH	100	97 01	80	Level/1640
108.6	Southall	109	104 31	69	1320F
111.9	Ealing Broadway		107 46	59	1204F
117.6	PADDINGTON	120	116 07	-	1760/L

TABLE 3: READING-BRISTOL

Train:	'The Bristolian'				
Loco:	2937 <i>Clevedon Court</i>				
Load:	216/225 tons				
Date:	c1936				
Driver:	Jones (Old Oak Common)				
Recorder:	R E Charlewood				
Miles	Timing Point	Sched min	Actual m s	Speed mph	Gradients 1-in
0.00	READING	0¶	0 00	-	1320F
5.55	Pangbourne		6 32	-	1320R
8.80	Goring		9 15	78	Level
12.50	Cholsey		12 09	77	1508R
17.15	DIDCOT	13½	15 53	76/60* sigs	1508R
20.55	Steventon	16½	18 35	-/55* sigs	754R
24.45	Wantage Road		22 32	-	660R
28.00	Challow		25 34	75	754R
30.55	Uffington		27 34	76	880R
35.55	Shrivenham		31 21	82/83	L/834R
41.30	SWINDON	33½	35 34	78	660R
47.90	Wootton Bassett		39 57	80	660F
51.75	Dauntsey		43 19	90/* sigs	100F
59.00	CHIPPENHAM	47	48 18	46	660R
62.30	Corsham		52 15	72	660R
65 00	MP 101		54 28	76	100F
70.90	BATH SPA	58½	59 29	34*	Level
77.80	Keynsham		65 55	76/* tsr	1320F
80.75	St Anne's Pk		68 50	40/* sigs	1320F
82.80	BRISTOL (TM)	72¶	72 28#	-	264R

¶ Schedule from passing Reading at speed
Actual time from leaving Reading
Net time, Reading-Bristol start-to-stop, 69min.

of No. 2945 *Hillingdon Court* leaving Didcot with the 8.55am Cheltenham Spa to Paddington express. The end came with the withdrawal of No. 2920 *Saint David* in October that year.

One of the routes over which the 'Saints' excelled was the 'North & West' between Bristol and Shrewsbury, and we will close with *Saint David* working a 12-coach train from Pontypool Road northwards in 1950. While not in the same league as some we have examined, the performance was adequate for a loco in its last years; regrettably, the recorder omitted the train's tonnage and schedule, and some of his claimed speeds are not supported by the point-to-point averages, so I have not tabulated the log.

On the down grade from Pontypool Road, then junction for the Vale of Neath line across the Valleys, the 43-year old Churchwardian was soon travelling at 64mph before slacking for the curve at Penpergwm. Once over the River Usk, the line rises at 1-in-82 – the steepest grade on the route – although *Saint David*, doubtless with crisp Swindon vocals, was still making 46mph at Abergavenny, falling only to 30mph on the 1-in-95 continuation to Llanvihangel summit. The line is then downhill and gently undulating to Hereford, reached in just under 40min for the 33½ miles from Pontypool Road.

The route then follows the valleys of the rivers Lugg, Teme and Onny, on gentle grades apart from a brief 1-in-135 through Dinmore Tunnel where the Up (northbound) and Down tracks are on different alignments. On the easier sections, our 'Saint' was maintaining about 60mph, the rate falling off as the gradient steepened towards Craven Arms.

What a sight

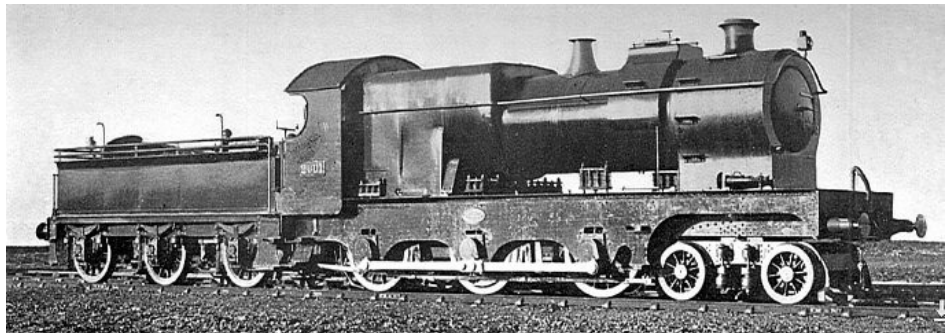
Here, the gradient steepens to 1-in-112, bringing down speed to 52mph, and on the final 1-in-110 to Church Stretton the minimum was fractionally under 30. What a sight it must have been: the 4-6-0 plugging steadily away through the Stretton hills, with the ridge of Long Mynd to the west and then the cone of the Wrekin across flatter country to the north-east. After nudging 70mph on the descent to the Shropshire Plain, *Saint David* clattered slowly past Abbey Foregate to come to a stand under Shrewsbury's (then) overall roof in the commendable time of exactly 63 minutes for the 51 hilly miles from Hereford. This compares with O S Nock's times in earlier days of 64min 20sec by 2954 *Tockenham Court* with 350 tons gross, 62m 49s by No. 2903 *Lady of Lyons* (380 tons) and 63m 30s by No. 2983 *Redgauntlet* (420 tons), suggesting that, in her final years, No. 2920 was still in good fettle.

The 'Saints' exploits on the North & West (the Marches Line) earned them the soubriquet 'Hereford Castles', and it is appropriate *Saint David's* final passenger duty, on October 1, 1953, was the 7.45am from Hereford to Worcester. Despite being the last surviving member of a class having unparalleled influence on subsequent designs, No. 2920 was condemned the same month. Yet her spirit lives on in the form of *Lady of Legend* so, at Didcot, we can still see and hear a representative of one of the finest British passenger class of its time. ■

■ Thanks for assistance to Michael Blakemore for permission to use material from my 2002 article in *Back Track*, to Frank Dumbleton of the GWS, to the RCTS, to Noel Proudlock of the RPS, and to former Swindon engineer Alan Wild. An account of *Lady of Legend's* origins may be found in *The RM* for April 2007.



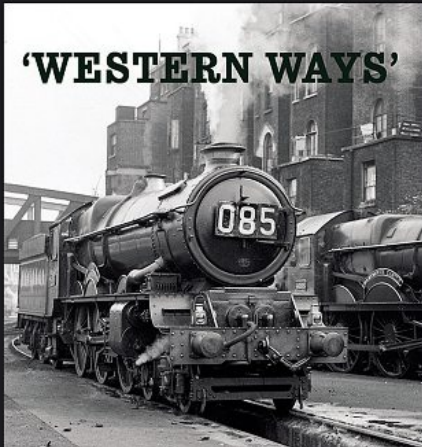
GWR 'Saint' No. 2980 *Coeur de Lion* seen on a Cardiff to Swansea local train in the 1930s. RM ARCHIVE



The first 4-6-0s on the GWR were designed by William Dean and appeared in August 1896. A second design of 4-6-0 was the 'Kruger' – No. 2601 is pictured. Later, 'Krugers' (2602-2610) were built as 2-6-0s but were withdrawn after only a few years service. WIKIPEDIA



The first 4-6-0s on the British Isles were the 'Jones Goods', at the time the most powerful locos in the country. A class of 15, the first appeared in September 1894, built by Sharp, Stewart & Company for the Highland Railway. Here, No. 17927 (ex-HR No. 114) calls at Achnashellach with the 10.45am Kyle of Lochalsh-Inverness in the early-1930s. Today, the station is a single platform. RM ARCHIVE

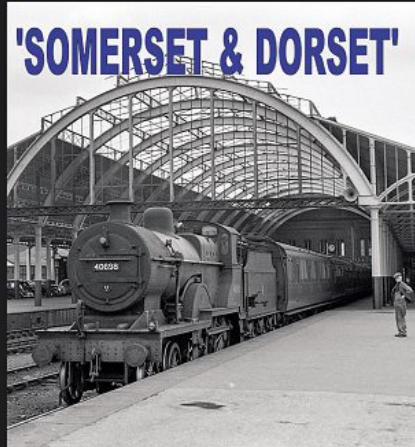


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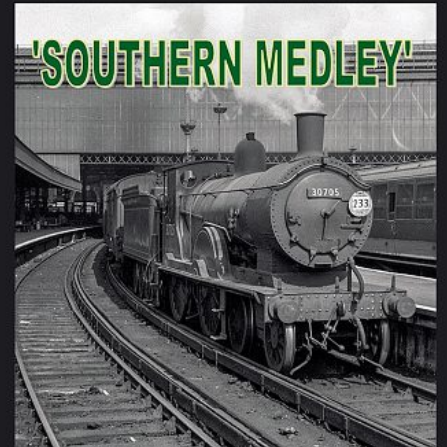


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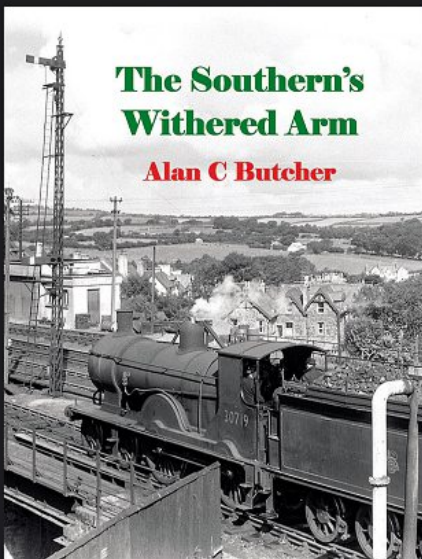


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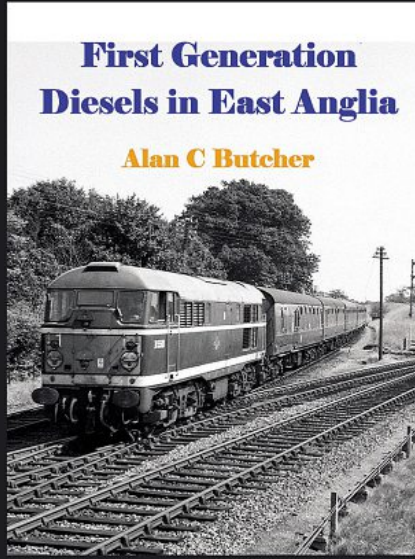


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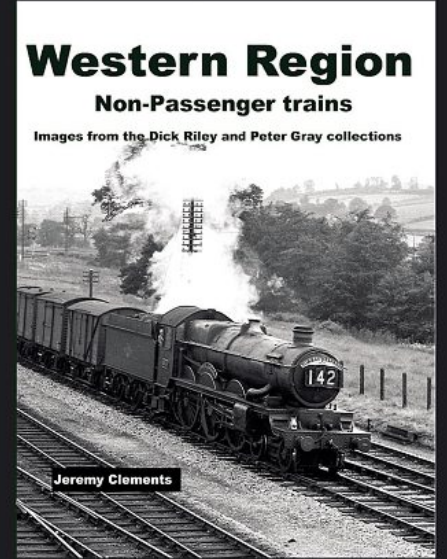


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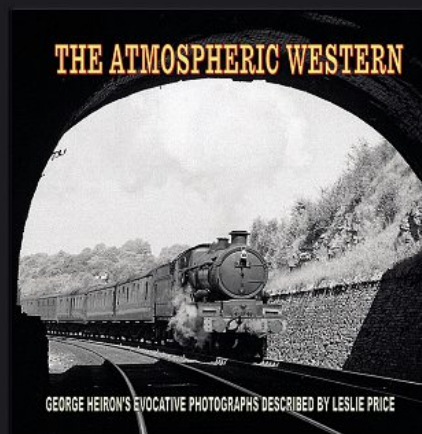
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HAPPY BIRTHDAY HULL TRAINS

This year marks the 20th anniversary of the Hull Trains (HT) open access operation, which has just successfully completed a £60million fleet transformation.

Chris Milner meets managing director **Louise Cheeseman** and looks at the company's origins, its development, and some of its future plans.

DESPITE being a city with a population of slightly more than 250,000, Kingston-upon-Hull, to use its correct name, had just one through inter-city passenger service to and from London in 1999.

Hull is famous for its cream-coloured public telephone kiosks, its City of Culture status in 2017, being the birthplace of slavery abolitionist William Wilberforce, aviator Amy Johnson and actor Sir Tom Courtenay, as well as being a key North Sea port.

Railways arrived in the city in July 1840 when the Hull & Selby Railway Company opened a terminus at Humber Docks, extended services to Bridlington in 1846, before opening a new terminus, Paragon station, in 1848. As was the case in Victorian times, the railway blossomed and connectivity widened for Hull.

In the mid-1960s, BR ran two trains each way on weekdays from London to Hull, with journey times ranging from 3½ hours (on the Hull Pullman) to four hours. By the mid-80s,

there were still two trains, but journey time for the fastest train had been cut to three hours thanks to use of InterCity 125s and improved line speeds.

Looking at the winter 2000 timetable, for London passengers, there was just GNER's 07.05 Up and 17.20 Down 'Hull Executive', with a fastest journey time of 2hr 39min. At any other time a change at Doncaster was necessary on a journey to or from the capital. With the single through train clearly aimed at business people, there was scope for an entrepreneurial operation under open access rules.

Partnership

Enter former BR managers John Nelson and Mike Jones. In 1999, they lodged an application with the Office of Rail Regulation (ORR) to begin an open access operation between Hull and London under their Renaissance Trains business.

The pair formed a partnership with GB Railways, which at the time was running



Hull Trains managing director Louise Cheeseman.

Anglia Railways, with GB taking an 80% stake, and the entrepreneurs 10% each.

Granted a four-year track access agreement by the ORR, operations began on September 25, 2000, using four three-car Class 170/2s 'borrowed' from Anglia. They operated three services per day, calling at Brough, Selby, Doncaster, Retford (some services initially, now all) and Grantham.

In less than two years, the ORR had extended the track access agreement for 10 years, allowing some positive future planning. Today, Hull Trains has access agreements until 2029, having been granted a further 10 years' rights last December.

Steady growth on the three services led to a fourth being added from December 2002, followed by a fifth in May 2004 and a sixth a year later. Today that total has increased to seven daily services.

As demand has grown, so has the need for more trains. Soon after the operation began, the then Strategic Rail authority changed its policy over allowing assets for a franchise to





Above: Diverted because of engineering work, 'Paragon' No. 802301 passes Beggar's Bridge, near Turves, on January 19 with the 11.19 Hull-Cambridge working. TOBY RADZISZEWSKI

Below: Hull Trains 'Paragon' set No. 802301 passes Rossington with 1A93, the 10.33 Hull-London King's Cross on December 11, 2019. GEOFF GRIFFITHS



be used by an open access operator. This led to an order worth £14.5m for four three-car Bombardier Class 170s – Nos. 170393-396 – delivered from March 2004 with a brand new livery.

Use of the '170s', as it turned out, didn't last long. In August 2003, First Group bought GB Railways for £22m and ordered four four-car trains from Bombardier, based on the 'Voyager/Meridian' Class 22x, already in service with Virgin and Midland Mainline, which would be called 'Pioneers'.

'Pioneer'

These sets – Nos. 222101-104 – arrived onwards from spring 2005, and with a 125mph top speed and faster acceleration, cut around 20 minutes off journey times.

Hull named the sets after 'a modern-day pioneer' with links to city. They are: George Grey, Professor of Organic Chemistry, University of Hull, instrumental in developing materials which made liquid crystal displays; Professor Stuart Palmer, who led a team

applying ultrasound to the diagnosis and monitoring of osteoporosis at University of Hull; Dr John Godber, playwright, writer/director of *Odd Squad* (filmed in Hull), and artistic director of Hull Truck Theatre Company; Sir Terry Farrell, architect, M16 building, The Deep Aquarium (Hull) and Beijing South and Guangzhou South stations.

After an incident at Crofton maintenance depot in January 2007, which resulted in No. 222103 falling from the jacks and two vehicles being substantially damaged, new vehicles were built. The set was out of traffic for two years, and in the interim a hired-in Class 86 and Mk3s worked between Doncaster and London on selected days.

Use of the Class 86 lasted three months, and in April 2008, two Class 180s were drafted in from sister company First Great Western – one to use, one as a spare. Eventually, HT switched all its services to 'Adelantes', with the 'Pioneers' moving to East Midlands Trains to work their new Corby services.

Use of 'Adelantes', with their extra carriage, has since been the mainstay of Hull's

operations, although the sets have not been without problems, as will be mentioned later. Now replaced by new bi-mode trains, the '180s' have followed their 'Pioneer' predecessors and at some future point will work services between London and the East Midlands.

In June 2008, the company was rebranded as First Hull Trains, adopting FirstGroup's corporate blue, pink and white colours; an adapted version of the scheme is still in use today, but the 'First' moniker was dropped in 2015.



No subsidy

Running a rail service under open access terms means the company takes the full commercial

risk. It gets no subsidy for running trains and has no financial protection, so it is an operation that has to make money to succeed. Being open access allows scope for innovation, personal touches often said to be lacking in the prescriptive franchise regimes.

Small things can go a long way to win the support and custom of a passenger.

Hull Trains is a small company too, headed by managing director Louise Cheeseman. The company has just 126 employees, 51% are



Hull Trains bi-mode No. 802304 passes under the Humber Bridge, just west of Hessle station, on March 11 with the 15.08 Hull-King's Cross train. ALL PICTURES: CHRIS MILNER (UNLESS STATED)

PAST HULL TRAINS FLEET



'Turbostar' No. 170394 passes Balderton, near Newark, on April 22, 2005, forming the 06.18 Hull-King's Cross. ROBIN STEWART-SMITH



Replacing the '170s' were the 'Pioneers'. Here, No. 222103 (which later fell off jacks) calls at Retford on June 16, 2005 with the 15.33 from Hull. ROBIN STEWART-SMITH



'Adelante' No. 180111 speeds north past Frinckley Lane, north of Grantham, on May 23, 2019.

female and so are many of the drivers who have risen through the ranks. The majority of the executive team are female, too.

The rise for Louise though, in what has traditionally been a male-dominated industry (but changing fast), is one of remarkable achievement, and a journey that others can aspire to.

From Louise's perspective, the rail industry needs more women and more equality. "I sit in a room full of guys and I'm sure they've all been to university, and as I haven't, it can be quite intimidating at times. But that just makes me even more determined to show them what we can do here at Hull Trains, what we can offer.

"I want us to be trailblazers for trends. I want us to be trailblazers as an employer for diversity. But equally, I want us to be trailblazers, to be really unique in the industry and offer little bit extra, something a bit more special, where people will want to travel with us. It's not just about price, it's about quality, the experience."

Back in 2000, Louise was a single mum with no qualifications, but wanting to support her daughters through university, so she applied for a job as a guard with Northern Rail. Despite scoring the highest of the other 25 candidates she was bluntly told "it's no job for a woman." Fighting her corner on why she should get the job at a time when there was little equality, the recruiter said "he'd give her three months."

Not only did she succeed in what can be a tough, public-facing role, after seven years Louise was a conductor team manager, and later became safety standards manager, based in York.

Moving to Newcastle, Louise took a role as operations delivery manager, before being asked in 2012 to move on secondment to the Docklands Light Railway on its Olympic delivery plan. The secondment became a permanent appointment of more than three years during which she supported Serco's bid for Sydney Light Rail and later the Dubai Metro.

Returning to the UK in 2015, Louise worked for Manchester Metrolink, before joining Hull Trains as service delivery manager in 2017. It was a homecoming for Louise, born and growing up in Hull, and less than a year later she became managing director. With an impressive career path, it is not surprising Louise is often asked to talk to schools and colleges about career choices and the importance of considering the rail industry – something students often dismiss.

Last summer, there were times Louise could be found on the platform loading bottles of water onto a train, "because we have to," she says.

She's a firm believer of 'walking the job', helping colleagues on the front line when short staffed, and it's a managerial trait that commands far more respect than being unapproachable in an ivory tower.

"I used to be a guard for seven years. So when people try and say to me, you don't know what it feels like to be on a train full of football supporters or race-goers, I absolutely do.

"I've been a woman on my own and sometimes in very challenging situations, but it's really helped me to understand what my people do at four o'clock in the morning or midnight, what that feels like and the need to get people – passengers and staff – home safely."

Today, Hull Trains is a far different company than it was, and that exciting transition has taken place in the past six months. Gone are the troublesome 'Adelante' units which generated so much bad press because of their reliability issues. Problems hinged around engine failures and an exhaust problem which was creating a lot of heat.

Louise explains: "It's been well documented that the 'Adelantes' were a challenging unit to maintain. We lost a couple of units and with it the resilience of contingency. There was negativity from the customers, from the press and from some of our key stakeholders. I know how impacting it has been on the people involved

"These trains are renowned in the industry for just generally being very complex. There's a lot to learn in them and there's a lot hidden so it's hard to get to things.

Problems

"Often, if something needed replacing, it was a case of dropping an engine and then putting it back up again only to find another problem such as a leak, and having to drop it again. Every time you touch something, you could end up damaging something else!

"I've always been really clear these problems are not one person's fault, it's something that we work through collaboratively with our stakeholders and with our maintenance providers, and it was a tri-party agreement. So rather than finger pointing, my approach has always been very much collaborative."

She continues: "You know, this is only going to get better by working together and getting that message across to the teams into different parts of the business.

"The problems were a shame as from a customer point of view, the '180' gives them everything they want – space, comfort, they're bright and airy. They were a good product and customers did like them, but ultimately



Set No. 802301 waits at platform 2 at King's Cross on December 15 to depart with the 18.48 to Hull.



The driver of the 15.08 Hull-King's Cross on March 3 sits in the cab running through various checks before departure.

customers want to get from A to B reliably and punctually. In the end, we did get the sets to a much better place, but it did take a lot of effort.”

Clearly proud of her Hull roots, Louise acknowledges the city isn't particularly well known in terms of visitor numbers or tourists compared to York 30 miles away, but to have 'Hull' on the side of a train in the setting of King's Cross is huge for its population. It's a sense of identity and everyone in Hull Trains is proud of it, she tells me.

Appointed managing director in February 2018, it quickly comes across in our interview how much of a people person Louise is. “As MD of the business, it's a massive weight of responsibility to get back to where it deserves to be, what the people of Hull deserve to have as a business.

“A lot of the work I had to do was to go out and try and educate councillors and MPs, Lords, and some of the really big influencers in the city about what it means to be open access and what's the difference to a franchise.

“People asked why we couldn't get another train. It's trying to make them understand there's some real benefits to open access, in terms of how we can be innovative, but equally, when things aren't going quite so well, it isn't that simple just to go out and get another train.”

At the height of the problems with the '180s', Hull took on a surplus HST set from sister company GWR, and that wasn't without its difficulties.

“We introduced an HST, which you'll know, is not that simple. We had to gauge the route, we have to familiarise drivers and on-board crew, but also there'd been incidents with slam door stock.

Education

“Our customers had never used slam doors and sadly a person was killed just as we were introducing it, so we had to do a whole piece around education. Using the HST ultimately saved us more than 300 cancellations, but introducing that one train with all the effort

involved, not many people understand how hard that was.”

While an HST was being prepared for introduction, efforts were being made to resurrect the Class 180 fleet, and plans were also being made for the introduction of the new Class 802 bi-mode trains, so there was a focus on several fronts simultaneously.

Working long hours is nothing new for Louise and her hard-working team, especially when Class 180 reliability hit rock bottom.

“There were many occasions where we've worked through the night, working on plans trying to get trains 'off deck'. But I think that's probably one of the key differentiators for us. Most of our people here are from Hull and incredibly proud to work for Hull Trains.

“We don't get a huge turnover of staff and they're very proud of the brand, so to get the negative feedback over fleet problems did hurt.”

There's mutual respect between staff and management. Louise acknowledges her team frequently go the extra mile when the situation



Graphics on one end of the 'Paragon' sets show London landmarks.



Trailer coach graphics show intermediate destinations, such as Selby, Howden and Brough.

demands. In return, she makes sure staff can view their family as a priority, and are able to take time off so as not miss a school sports day or Christmas nativity play.

“It’s two three hours out of out of our time, but if I need them to do anything when things go wrong, they never disappear.”

At the time of writing, Hull Trains had four of its new ‘Paragon’ bi-modes in service. It’s slightly more than three months since the first ‘802’ began working between Beverley, Hull and London, and they are beginning to revolutionise performance figures for the company.

Punctual

From one of the poorest performing operators because of the troublesome ‘180s’, Hull Trains is now one of the most punctual of longer-distance operators. However, like any operator, punctuality can be impacted by a train or infrastructure failure, and sadly, a fatality.

Leading the charge into a new decade for Hull Trains are its five Hitachi bi-mode Class 802 trains. They were ordered in September 2015 and built at Pistoia in Italy at a cost of

£60m. The first was introduced to service in December, and by early March, four sets had been accepted.

Calling the units ‘Paragon’ not only means ‘something which is the very best’, it also reflects Hull’s history. Paragon Street is opposite the station, with the Paragon name being adopted when the new terminus opened in 1848.

Today, the station and the nearby bus terminal are known as Paragon Interchange, though it would be nice for ‘Hull Paragon’ to appear as such on timetables. Louise says the name of the fleet aligns perfectly with the company’s core values.

Planning for the new trains was a complex business, with the contract for the trains having been signed before Louise took the MD’s position. Early in the process she visited Hitachi’s factory in Italy, which was building the AT300 model trains. One of the reasons Hull chose ‘802’ included the rescue ability between ‘Paragons’ and the LNER ‘Azumas’ on the East Coast Main Line.

“When I went to Italy, one of the first things I did was sit in a seat because I’d heard all the comments about the seats,”

Louise recalls.

“I’m tall and when I travel by air I have to put a leg either side of the seat in front, so the seats was one of the first things I tested. In fact there was a gap between my knees and the seat in front, and on a modern transport, train or bus, that’s a bonus.

“As for the delivery of these trains into service there was no plan, what colours they were going to be, or what the interior would look like. So for me what was absolutely critical for business and our Hull Trains culture was to get peoples’ opinions – from the external colour to the colour of the carpets, seats, tables, walls, everything.

“We ran it past people in the business, and said ‘what do you think?’, ‘Do you like this colour?’, ‘Do you like that colour?’. We’d give them five pieces of carpet and say ‘what does everyone think?’.

“The culture of this business is all about the people here and their engagement, so when it first arrived, it was *their* train, it was the train that they’d designed and it was the first time they’d ever seen it.

“So in terms of the interior and the colour of the seats, it was agreed among us all, and the selections blended together. We also wanted to be a bit different to sister company TPE, which is having some of the same bi-mode trains. Their colour scheme is blue, so we were mindful we had to be a little bit different.

“My aspiration for this business is to be the number one train operating company in the UK and people will choose to use us not just on price, but on the product and what they know they will get. And when you hear the name Hull Trains, the first thing that springs to mind is quality.”

When the first ‘Paragon’ was shown off to staff at Paragon station, it was an emotional occasion as some people shed tears; that’s how much the new trains meant to them personally.”

After the trials and tribulations of the ‘Adelantes’, here at last was a train with proven reliability and one to give the business a strong foundation.

Consistency

Louise adds: “With a state-of-the-art fleet, we can say ‘what’s our plan for the next three years’ because we’ve got that consistency, we’ve got the reliability, and it gives us the opportunity to build this business and grow it.

“When it comes to the on-board catering offer, we’ve specced it up more. For example, we’ve had different sandwich companies coming in and sharing the sandwiches with the head office staff and getting opinions.

“We’ve done a crisp test, putting lots of different types out for staff, but not saying which was which. We’ve also spent money employing a company that would detect a different demographic of customers, inviting retired passengers, students, families, to the Station Hotel in Hull where we gave them various menu samples, found out what they liked, what they didn’t.

“For us, this was our big opportunity to reinvent ourselves and to put behind us all the problems that we were better known for at the time.

“It’s almost like drawing a line under the past. I want people to fall in love with Hull Trains again. For us, it’s a new beginning, an



Above: The First Class section in Coach E, with its 2+1 seating style. Below: The standard Class in Coach B. Inset: The main socket and USB charging point between a pair of seats.





Making the station call at Grantham on March 3 is 'Paragon' No. 802304 with the 07.53 Beverley-King's Cross. Despite a late start, the service was right time at Grantham, partially helped by the superior acceleration of the sets.

amazing opportunity and how many other companies can actually say they've got brand new fleet?"

The new trains have a greater capacity than the Class 180s they replace, with 60 additional seats, and will provide an extra 5,500 seats per week.

Carriages A and E (First Class) have accessible toilets, while coach B has space for cycles. One coach, D, is a composite, with 18 first and 58 standard class seats. Passengers get at seat charging points, free wi-fi, an at-seat trolley service and an even greater choice and improved quality of hot and cold food. Feedback from passengers so far has been very positive.

Another change is services will use platform 7 at Hull instead of platform 2.

For Louise, it's more than seeing Hull Trains as merely a train operator serving the North Riding of Yorkshire. She views the company as an employer and educator, a business which supports charity, offers locally produced and sourced products, such as gin, chocolate and pies.

The company supports the city pantomime, works closely with Hull Children's University and takes groups of them to London several times per week. The company will also provide rail tickets for women who need to escape from violent partners.

In respect of local produce, Louise says: "With these trains, you've the attention of 250-350 people for two and a half hours, and I'm saying to local businesses and producers, if you want to impress them with a product from Hull, bring it on board and we'll do it for you."

When it came to staff training for the 'Paragons', the decision was for drivers to get familiar using simulators in Bristol first before driving the real train in a two-week traction training session.

Louise brought in Northern's former safety and standards manager Steve Pugh, and because sister company GWR had completed its training plan for the bi-modes, Hull took their plan and adapted it. For the practical

training, a TPE Class 802 was used.

Louise explains: "For us it was a challenge because we've only got 32 drivers, 22 on-board managers and 32 on-boars hosts and we've got to run trains at the same time as driver training. It was a real challenge to put together a roster that would allow us to still be able to run services and yet undertake the driver training as well.

"As part of the process, we introduced an instructor role which we hadn't had before. So at any one time, we'd have three drivers training, two in the classroom and one practical handling."

Even before training began, Hull Trains arranged with Hitachi for an '802' to visit the city so staff could take a look around it and get

"For us, this was our big opportunity to reinvent ourselves and to put behind us all the problems that we were better known for at the time."

an idea of what was in store.

I asked Louise about the impact the 'Paragons' had started to make. "Comparing MTIN (miles per technical incident) to the other Class 800 fleets, I think we're top at the minute."

She also adds that the trains are maintained at Bounds Green depot, which was taken over by Hitachi last year.

An external design feature of the 'Paragons' is the multi-coloured graphics below the window, showing destinations and nearby places of interest or iconic buildings, structures or features associated with destinations served.

So if HT changes its future stopping patterns then the train graphics can be easily adapted.

One of the small things the company has done is put battery packs on trains so passengers can recharge mobile phones if they've left chargers at home. They also have connecting cables, and for Louise, it's an inexpensive win.

Another open access operator on the ECML is Grand Central, with trains from Sunderland and Bradford to London. Louise says the two companies work closely together, and at times of disruption, carry each others customers.

The new 'Paragon's' are expected to grow the business even further, so there is scope for adding a sixth vehicle. As more and more new houses are built along its route, with scope for commuting, the company is working with local councils and looking at where it can expand car parks.

In the background, the company is now looking at how best to utilise its fifth train; one opportunity is to run peak-time services as 10-car trains. Other options under active consideration are extra services, particularly weekends, and HT is also looking at opportunities for additional services during the week, in particular a working arriving in London before 09.00.

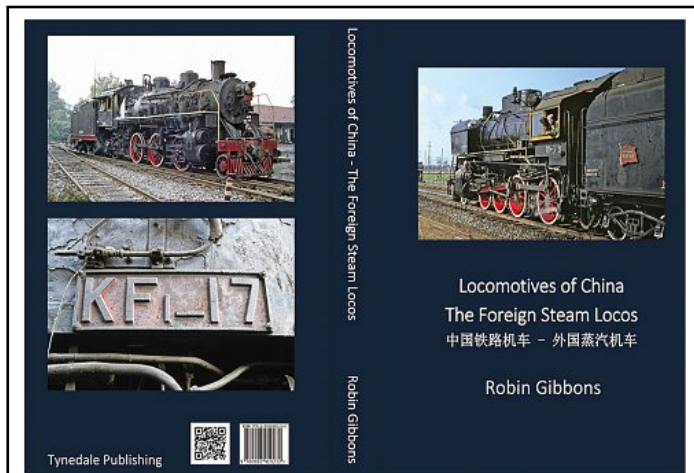
Along with these extra train aspirations in the three-year business plan, there is the possibility of serving new locations and the aim of expanding the fleet further.

Still awaiting the outcome of the Williams Review and the future of rail at the time of my interview, Louise has pragmatic views. "I think we just need to get back to basics. Whatever the Williams review says, it has to benefit the customer.

"We've got to get customers falling back in love with rail, but the industry needs to work together better, as it did for Storm Ciara travel advice."

In 20 years Hull Train has come a long way from three services with a three-car DMU, but there are clear signs the operator is not resting on its laurels and wants to expand and attract more customers. ■

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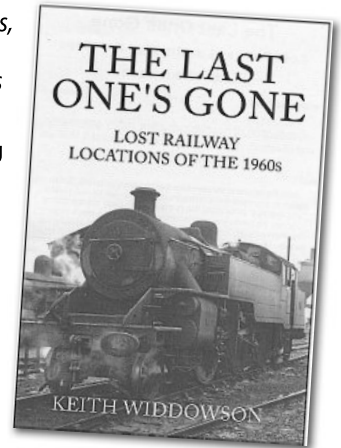
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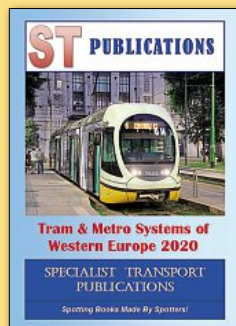
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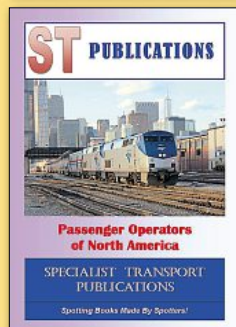
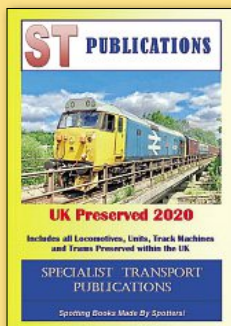
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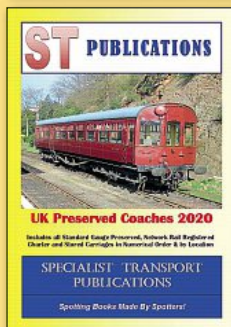
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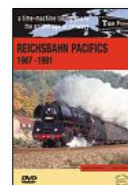
Here Ton takes a piece of classical music which has no connection at all with the steam locomotive or railways, and adds to it clips of railway scenes and steam locomotives to accompany the mood of the music. We were dubious as to how it could work, but work it does, very satisfyingly. The music is the Russian composer Modest Mussorgsky's most famous piece, "Pictures at an Exhibition" composed in 1874. The railway film segments come from Indonesia, India, Zimbabwe, Turkey, East and West Germany, Poland, Czechoslovakia, Hungary and Rumania. Mussorgsky's composition and Ton's film making and editing skills combine memorably in this lovely film. May be played with stereo sound, or Surround Sound if you have this.



Reichsbahn Pacifics 1967-1991

App 30 mins • B&W & colour • Stereo Sound • £19.32

The Deutsche Reichsbahn continued to modernise and develop its steam locomotive fleet into the 1960s. In particular there were the handsome, heavily rebuilt and modernised O1 locomotives of the O1.5 class, many with Boxpok wheels, some with Giesl ejectors and all semi-streamlined. All three classes of Pacific are seen at Berlin's *Ostbahnhof* and *Friedrichstrasse* stations, before we go to the frontier station of Eisenach where two "Interzonenzüge" are seen hauled by O1.5 Pacifics, helped by class 44 decapods. At Stralsund on the Baltic coast we see the oil-fired three cylinder Pacifics of class O3.10, before we see more of this class at Pasewalk, with arrivals and departures of express trains, and a lot of atmosphere. Finally we go to Dresden and surroundings in 1977 during the last weeks of express steam on the Berlin to Dresden line, with Pacifics of classes O1 and O1.5. App. 30 mins. Very well shot B&W and colour footage, with on location stereo sound dubbed in as only Ton Pruisen can do it.

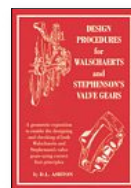


Clips from all these films may be found on our website

PLUS - TWO BOOKS FOR YOUR LIBRARY?

Design Procedures for Walschaerts' and Stephenson's Valve Gears • Ashton • £14.45

Don Ashton's final edition of his well known book on designing Walschaerts and Stephenson's valve gear is available again, reprinted by us. Originally published as two separate booklets back in 1976, this is the 2007 combined and much updated edition, the major change being the inclusion of much more information on the use of the computer to ensure any given layout gives the best possible valve events. To get the best from this book you will have to be reasonably proficient in mathematics and, ideally, be computer literate. With these you should be able to lay out top-notch Walschaerts or Stephenson's valve gear for any steam locomotive, traction or marine engine. 43 x A4 format text pages with numerous drawings, diagrams and tables. Softcover.



DIGITAL EDITION - must be ordered through the website • £ 6.00

Beyond '68 • Jamieson • £33.45

Lovely book of B&W photos, very largely of the Vale of Rheidol Railway, all taken during the period from 1968 up to 1988 when the railway was still part of British Railways, albeit reluctantly. Locations cover most of the accessible parts of the railway, and all three of the locomotives are seen in varying liveries. There are 104 pages 292mm x 273mm containing 85 monochrome photographs (virtually all one to a page) duotone printed on 170 gsm satin paper. And it is hardback. A huge amount of enjoyable browsing and lots of detail for modellers.



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A LINE OF TWO HALVES

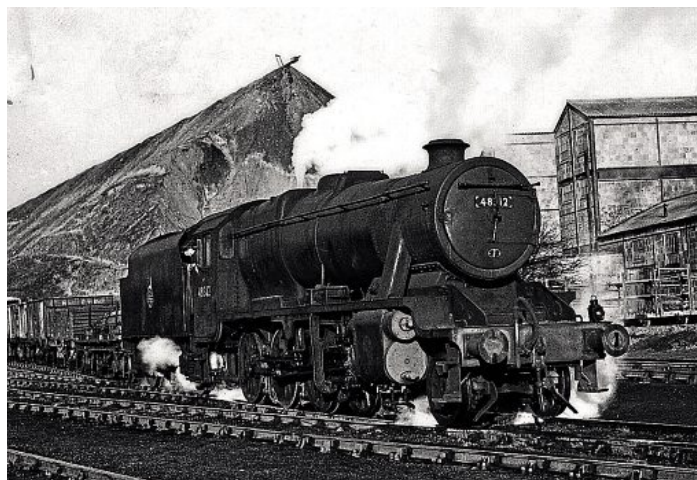
Although just 21 miles separate Nuneaton and Leamington Spa, the line between them historically is one of complete contrast. One half was littered with industrial connections, the other ploughing through rural Warwickshire. **Nicola Fox** takes a fascinating journey...

TRAVEL by train between Nuneaton and Leamington, and the first section to Coventry is rich in character and railway history, though you would hardly know to look at it now.

Originally, it was run as two separate railways, the first between Nuneaton and Coventry and the second between Coventry and Milverton (later extending to Leamington). The route itself was very nearly consigned to the history books, having been closed to passenger traffic by Beeching in 1965; fortunately, the line was kept open for freight, and in 1988 the Nuneaton to Coventry section reopened to passenger services.

The tiny rebuilt station of Bedworth was the only intermediate stop for more than a quarter of a century. Until recently the only passenger service was a single-car Class 153, jokingly named 'The Titfield Thunderbolt' by some, rattling from Coventry to Nuneaton. This was all set for change when, in 2014, work began on the Nuneaton 'NUCKLE'. This was a long awaited upgrade to connect Nuneaton with Leamington via Coventry and Kenilworth, hence the acronym.

The project would see new stations at



Left: Locally based Stanier '8F' 2-8-0 No. 48312 shunting wagons at Griff Colliery near Nuneaton on December 27, 1957. RM ARCHIVE/K J MORRIS

Below: A mid-1960s scene at Haunchwood Colliery with its bucket line and Andrew Barclay 0-4-0ST *Success* and Hunslet 0-6-0ST *Good Luck*, both out of service, the latter waiting for the scrapman's torch. TRANSPORT TREASURY

Bermuda Park and Coventry Arena opened in 2016 and the restored station of Kenilworth finally coming into use in 2018.

By 2019, the single '153' had been updated to a two-car Class 172 and the service extended all the way to Leamington. There are hopes in some quarters further stations on the line might

reopen, after more than 50 years of inactivity. Despite recent investment on the line, even if the additional stations hoped for were to be opened, the line would still be a shadow of its former self.

Opened as two separate lines by the London and North Western Railway, the





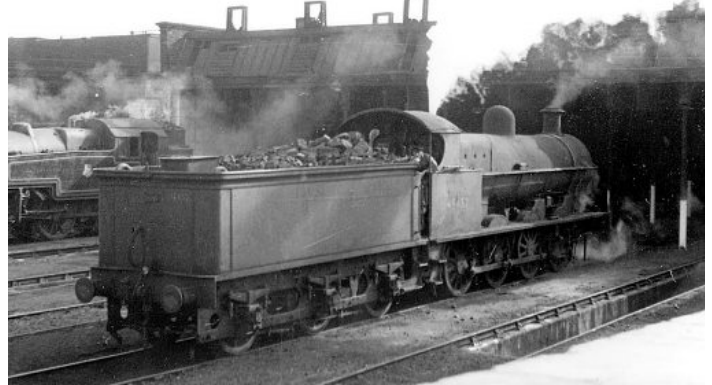
On December 16, 1963 Stanier '8F' No. 48263 ran through buffer stops and plunged down the embankment at Spon End. The photo shows the loco shortly after recovery and re-railing. NEVILLE SIMMS/RANWELL COLLECTION/RAIL PHOTOPRINTS



Coventry station with its brutalist architecture is where Stanier Mogul No. 42950 calls with the 5.48pm Birmingham New Street-Rugby Midland stopping train on April 25, 1963. PATRICK KINGSTON



An LNER 'Improved Precedent' 2-4-0 eases to a stop at the original Kenilworth station, which closed in 1965. WARWICKSHIRE RAILWAYS.COM



Former LNWR 'G2a' No. 49452 sits at the front of Milverton shed on September 28, 1956. WARWICKSHIRE RAILWAYS.COM

Coventry to Milverton route came into being in 1844 and the Nuneaton to Coventry line in 1850. The latter linked the two stations of Nuneaton and Coventry, ultimately providing a through route, conveying tourist trade to Kenilworth's historically important castle, and opening up an important corridor along which the rich pickings of the Warwickshire coal fields could be channelled.

The stations on the line started at Nuneaton, once named Nuneaton Trent Valley, with the building having been through three incarnations in its lifetime.

Upon the opening of the Nuneaton to Coventry line it was decided Nuneaton should have a locomotive depot, which grew in size from its humble wooden origins to an eight-road shed. According to the biographical account of J M Dunn, a railwayman based at Nuneaton in 1939, this shed was capable of supporting an allocation of 80 engines and employed 376 staff at this time.

Throughout its life Nuneaton was assigned the various shed codes 2D, 2B and 5E. Sadly, there is no trace of the engine shed left; a rough tree dotted wilderness and a housing estate now occupy the land, with not even a nod to the land's railway history in the road names.

Steaming out of Nuneaton, the next station was Chilvers Coton, a largely unremarkable village station, except for an incident in 1882, where the LNWR was being petitioned to provide a larger waiting room when the existing facility mysteriously burned down, forcing the LNWR's hand. Chilvers Coton's only other claim to fame was its award-winning gardens

and notably spick-and-span appearance, until the mid-late 50s, when BR decided tending the gardens was surplus to requirements and cut staff numbers.

The new station of Bermuda Park (opened in 2016 to serve the industrial estate of the same name) stands about 800 yards further down the track than Chilvers Coton, though sadly it lacks the original station's horticultural flair.

Bedworth station followed, as did the smaller stations of Hawkesbury Lane, Longford & Exhall, Foleshill, and Daimler Halt, a private stop for the Daimler factory.

Remnants of some of these stations survive: the distinctively chimneyed station master's house at Hawkesbury Lane, a hint of the platform at Foleshill. While the old crumbles, the recently opened Coventry Arena station sits between the site of Longford & Exhall and Foleshill to serve the Ricoh Arena and nearby retail park.

Radford Road mystery

Amusingly, the limited capacity of the service on the line at the time the station opened meant that on match and concert days the station had to be closed for safety reasons: the Ricoh has a capacity of 32,600, but the '153' could hold a mere 75!

Returning to the original line and stations below Daimler Halt, there follows the rather interesting tale of the Radford Road mystery.

A station is recorded as having been planned and built on this site but never opened to the public. In March of 1855 a letter to the

Coventry Herald refers to the station as having been 'constructed some time ago', lamenting that it had not yet been opened.

This issue was raised time and time again, yet never with a satisfactory answer given to the people of Coventry.

Among many letters to the *Herald* on the matter, one made the claim the reason the station has never been opened was that an inspector had refused to sanction it as a fit and proper place for a station. The correspondent, however, declined to give their name, so we are unable to add any validity to this claim.

And if that was the case, then why was it built in the first place? Its proximity to the next station on the line may have something to do with it remaining dormant, though popular opinion was in favour of the Radford station over its nearby counterpart.

Despite never selling a single ticket, the station building remained partly intact into the 1970s, (even after the platforms were long-since demolished) before it too was cleared. Is Radford Road unique in being a part of the overground railway network for more than 100 years yet never entering service?

After the mysterious Radford Road, comes Coundon Road, a station with many spellings to its name and not terribly beloved of its passengers; a letter to the editor of the *Coventry Herald* in 1855 describes the 'dirt and filth,' while another calls it 'dark, dirty and lonely'. Nonetheless, the station was so busy that the inaugural train from the station carried 30 passengers on the roof. In the late-1890s passengers complained frequently of



Above: On June 4, 1966, '8F' No. 48264 – the last steam loco to work off Nuneaton MPD – works the last scheduled steam freight, with coal for Webster's Siding (Cortaulds), whose Peckett Rocket (1722/1926) is seen on the right. The line to the left served the Daimler car factory. RM ARCHIVE

Left: Enthusiasts enjoy the final days of Peckett 0-4-0ST Rocket working at the Courtald's factory, situated on the Foleshill Railway. TRANSPORT TREASURY

the passenger accommodation at the station and were campaigning for it to be improved when – yet again – a fire broke out in the night, destroying two waiting rooms on the Down platform. Like the Chilvers Coton incident, the LNWR were then forced to rebuild the waiting rooms, and in doing so provide the improved passenger accommodation the passengers had been campaigning for.

These two incidents, on the same stretch of railway, back up local complaints that the station buildings were not fit for purpose, though they do make one wonder if canny Warwickshire locals merely took matters into their own hands?

1857 collapse

The rebuilt station buildings lasted until closure, and remnants survive once again in the form of the old station master's house, which stands by the level crossing.

After Coundon the line curved round to Spon Arches, notable for a collapse in 1857, which thankfully occurred during the night while no trains were running. When

LIST OF NAMES FOR WARWICK MILVERTON

- Leamington 1844
- Warwick (Milverton) 1854
- Warwick, 1856
- Leamington (Milverton)
- Leamington Milverton (Warwick)
- Milverton (For Warwick)

the masonry finally stopped falling, 23 arches had collapsed, with a horse-drawn omnibus providing a rail-replacement service for three years until the line was reopened.

The line then passes Albany Road, the site of another accident. This time four unbraked coaches ran away from an unbuffered siding and down an embankment to foul a road.

Another night-time incident meant no one was hurt, although crowds gathered to gawp in the morning and watch the rescue attempt, which was completed by 3.30pm, less than 12 hours after the carriages had rolled away.

Coventry is the next station, once home to an impressive goods yard, (now a retail park) and a very busy junction station. Modified over the years, Coventry was demolished in 1960 and rebuilt over the next two years in the as-mentioned controversial brutalist style.

The original 1838 loco shed was a part of the station buildings and survived until the rebuild in 1958, although it had long fallen out of use; a new locomotive depot had opened close to the station in 1860.

Several incarnations

Never a huge shed, Coventry Depot, (code 2D, 1950-58) went through several incarnations, first with a two-road shed, then later four. Facilities were basic and – positioned as it was between the junction of the Leamington line and the Rugby line – it was a very cramped shed.

Next on the line is Kenilworth, whose attractive station was closed in 1964, demolished a year later, only to be eventually reopened with a new station building in 2018 with some design cues to the original.



Above: Hawksworth '15XX' 0-6-0PT No. 1502 at Coventry (Keresley) Colliery on July 16, 1969. Nos. 1501 and 1509 were also at the colliery but out of use. RM ARCHIVE/J P BAILEY

Left: Former GWR 0-6-0PT No. 1509 shunting Coventry Colliery, Keresley, in the 1960s. GORDON EDGAR

MAP KEY:

- 1: The Griff Colliery Branch, including Griff Colliery, Stanley Brothers Brickworks and the nearby Haunchwood Brick and Tile.
- 2: William Griffiths Stone Quarry
- 3: Charity Colliery
- 4: Bedworth Goods Yard
- 5: Exhall Colliery
- 6: Murco Sidings (on the site of Exhall and Hawkesbury Colliery's own interchange sidings)
- 7: Hawkesbury Marshalling Sidings
- 8: Longford & Exhall

- 9: Coventry Gasworks
- 10: Foleshill
- 11: Brett's Patent Lifter Sidings
- 12: Spon End Arches - site of the collapse
- 13: Albany Road - site of the derailment
- 14: Street's Siding & Cherry Orchard Brickworks
- 15: Kenilworth Gas Works, Whitemoors Brickyard
- A: The Wyken Branch, leading to Victoria Colliery (later Coventry (Longford) Power Station)
- B: The Foleshill Railway serving White and Poppe, Coventry Ordnance Works and Courtaulds.
- C: The Coventry Loop Line



A view of Coundon Road station looking towards Coventry station. TRANSPORT TREASURY



All that survives at Coundon Road today is the former stationmaster's cottage, sadly bereft of its wonderful chimney pots. NICOLA FOX

Between Kenilworth and the next station on the line was a bridge named Crackley Bridge by locals because of the noises it made when the trains went over it. The LNWR would have done well to listen to these locals, as on June 11, 1861, the bridge gave way under the weight of a locomotive and mineral train, claiming the lives of both the young driver and fireman. Given the previous collapse of the Spon arches four years before, and the numerous complaints on passenger facilities, it could be said the LNWR was not noted for the quality of its infrastructure.

The next station – Warwick Milverton – was originally the terminus of the line and known by the name Leamington. It opened in December 1844, and was positioned halfway between Leamington and Warwick to balance costs, while still providing a service for both towns. Clearly this compromise didn't work because in 1854 the line extended to a new terminus, called Leamington Avenue, creating an identity crisis for the former terminus that lasted through many years and name changes.

The smart new brick-built terminus of Leamington Avenue was moderately sized and

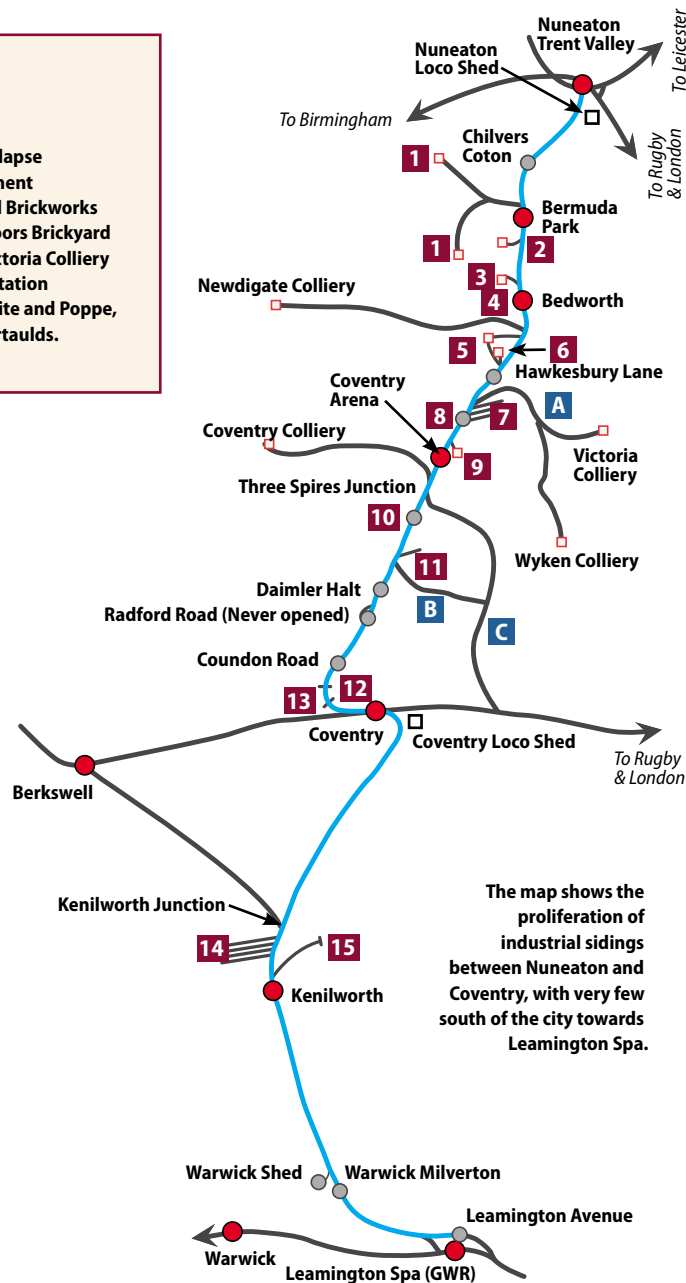
sat next to the GWR station (which still stands), though its elevation was several feet lower. Passengers wishing to interchange between the two stations could do so via an underpass. According to local rumour this underpass was a favourite meeting place for American airmen stationed nearby during the Second World War to meet the more... promiscuous local women!

Freight link

By 1864 a connection to the GWR at the eastern end of the station allowed for the interchange of freight trains. After the station's closure in 1965 this section of the line was kept open to maintain the freight link, until a connection was added at the west end of the station.

This released the track through Leamington Avenue station, which was subsequently lifted and the station demolished.

The remnants of these old stations are few and hard to find, and even less remains of the once-rich mining industry that flourished in this area from the Victorian era until closure in the late/mid 20th century. Yet during its heyday, amid the rolling farm land, this single



The map shows the proliferation of industrial sidings between Nuneaton and Coventry, with very few south of the city towards Leamington Spa.

line served more than a dozen collieries and industrial sites, transporting hundreds of thousands of tons of coal and other goods along this line and on to the wider network.

One of the largest collieries on the line was the Griff Colliery at the Nuneaton end of the line. Mined by land owners, the Newdigate family in the 1700s, the colliery originally relied on the canal for large-scale transportation of its output. Excavated in 1787, the Griff Arm of the Coventry Canal was superseded (though not wholly replaced) by a mineral branch constructed in 1848 off the LNWR Nuneaton to Coventry Line, which connected to the line near Chilvers Coton (very close to the current site of the new Bermuda Park station) and served the colliery until closure.

A whole book could be written about the colliery, which was so productive that by 1902 its annual output was half a million tonnes. Like many collieries in the area it also shared its site with a brickworks.

In addition to the mineral line, there was of course a dense network of railway within the colliery itself to serve the many pits.

The enormous site required first two and

LOCAL RAILWAYS

later three engine sheds, each a simple single-road building of wood or brick, the final shed being a run through type.

An aggregate plant and a housing estate occupy the sites of the original sheds, while the location of the last shed now boasts views over a man-made lake.

Although all evidence of the building is long gone, here at least, the origins have not been forgotten. A stone's throw away from where quarry locomotives were once stabled is a children's adventure playground, themed around mining tools, wheels and wagons.

Collection of tanks

The locos housed in these sheds were a collection of tanks by different builders: Hunset; Manning, Wardle; Hudswell, Clarke; and Sharp, Stewart to name a few. Many had emotive names such as *Good Luck*, *Success* and *Britannia*.

In total during its working life the colliery used 10 locomotives, while the neighbouring brickwork used eight. In addition to the site locos, main line engines from the Nuneaton depot would trundle in and out with their long complement of wagons.

Initially LNWR 0-8-0 tender engines, it was not uncommon in later years to see 'Jubilees', 'Patriots', 'Crabs', 'Black Fives' and Ivatt Moguls on these duties.

It is hard to imagine now, stood among the relative peace of the urban new-build estates, to

picture the sights, sounds and smells that must have dominated this area while the colliery was working.

The air would have been thick with the noise and bustle of industry, the grit of coal dust, the bark of engines starting away with their heavy loads, and plumes of smoke and steam rising up into the air.

The coal trains out of the Griff fuelled both local industrial sites – including the Foleshill Gasworks and Longford Power Station – as well as departing for further afield, heading as far as Oxford and London.

By the height of production in the early-1950s up to 150 wagons per day, full of coal, were leaving the colliery.

A little further down the line was the Charity Colliery, another site that turned from canal transport to rail when the LNWR metals arrived. The wagons on the Charity Colliery branch were marshalled by Manning, Wardles; Pecketts; and a Henry Hughes & Co locomotive, until closure in 1925. Another, more short-lived tramway connected the Mount Pleasant Colliery to a siding next to Bedworth station, though little evidence this existed remains as the tramway closed in 1865.

Another colliery served both by the canal and rail was one at Newdigate. A private agreement in 1897 allowed for sidings just off the Coventry Line and a two-mile line from the colliery to the LNWR line. Originally used to transport spoil during excavation, by 1901

the pit was up and running, with the branch populated by coal traffic, some of which departed for LNWR metals, some for a small wharf not too far from the junction with the main line. Here, working narrow boats would moor up next to a siding to be loaded from colliery wagons straight into the boat's hold.

The proximity of the rails to the water meant if a wagon overshot the siding, the consequences could be dire – and as it turns out, highly photographic!

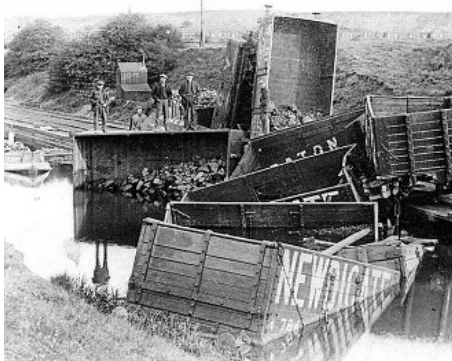
Such an event occurred in the early Edwardian era, and was captured on camera in a series of posed photographs where men – presumably colliery workers – stand among the wreckage of a train of wagons which overshot the sidings, derailed and mostly plunged in the canal.

Usual suspects

The canal wharf existed until the 1960s, so it is to be hoped this was not a common experience!

Internal wagon movements were carried out by more of the usual suspects, including Pecketts and Hunslets; a total of 17 locomotives that used a shed housed at the colliery end of the branch.

In addition to loading the canal boats, like fellow heavyweight the Griff, Newdigate also dispatched frequent trains onto the LNWR (later LMS) line; by 1937 1,500 tons a day was leaving by rail. Other pits all served by



An accident at Newdigate Colliery on May 21, 1885, resulted in several loaded coal wagons coming to rest in the Coventry Canal. As often happens, workers pose by the wreckage.



Hump shunting at Three Spires Junction on June 19, 1948. The lines to the left formed the Coventry loop line, but today the alignment is a busy dual carriageway. ARMSTRONG RAILWAY TRUST



Veteran Hunslet 0-6-0ST *Good Luck* (498/1890) after withdrawal from service at NCB Haunchwood Colliery in early 1963. It had been transferred there in September 1962 from Griff Colliery, Nuneaton, but was never used at Haunchwood and was finally scrapped in June 1965. GORDON EDGAR COLLECTION



North British-built 0-6-0T *Coventry No. 1*, in pristine condition, shunts mineral wagons at Newdigate Colliery. The loco survives at the Buckinghamshire Railway Centre. TERENCE DORRITY



A view of Ordnance Sidings situated on the Coventry loop line which connected the line from Nuneaton to the Coventry to Rugby line. ARMSTRONG RAILWAY TRUST

rail included the Exhall and Hawkesbury Collieries, which shared an exchange sidings, joined together in their twilight years; the Wyken Colliery, served by a branch line that passed by the Longford Power Station to Victoria Colliery (the site of which later became Coventry power station, which at its height consumed 130,000 tons of coal per year); and the Coventry Colliery (Keresley).

The Coventry Colliery Line is a rare survivor of this period, having seen use as recently as 2007 by freight trains destined for the industrial estate there.

In 2013, there was talk of the branch being used by the ProLogis Distribution Park, but nothing seems to have come of it, and the line is currently heavily overgrown, with small trees and bushes in the four foot, acting as nature's stop boards.

Despite this, the branch line can still be clearly seen leaving the Coventry line at Three Spires Junction, which is notable for having been once staffed by a euphonium-playing signaller, who took the opportunity of the isolation of his cabin to play this wonderful but often unsubtle instrument.

Serving the deepest mine in Warwickshire, the colliery line rails saw heavy traffic.

Production increase

An increase in production when men returned from the front in 1919 required double tracking the line and adding extensive sidings just off Three Spires.

By the time the Second World War arrived, Coventry Colliery was outputting an impressive one million tons per year and had a large locomotive fleet. During its lifetime, 25 locomotives (mostly all made by the usual suspects) managed the internal workings, which included a 2ft-gauge surface system used for coal stacking.

Sadly for enthusiasts, few of the locomotives working on the collieries and brickworks in this area survived; for instance Griff Colliery loco *Good Luck*, was only lucky by name and not by nature, falling foul of the scrapper's torch in 1965.

Coventry Colliery engine *Coventry No. 5* – an 0-6-0 Sharp, Stewart engine, that was popular with historians, enthusiasts and crews alike – suffered a similar fate. Built around 1888 for the Barry Railway, it amassed a hefty mileage there before arriving at Coventry in 1933, where it worked until replaced by a diesel and scrapped in 1962.

As the only member of her class to be



Nuneaton boasted an eight-road shed, and on shed in this view are '4F' No. 44039, 'Black Five' No. 45198, Ivatt '4MT' No. 43002 and Stanier Mogul 2-6-0 No. 42962. WARWICKSHIRE RAILWAYS.COM

“Sadly for enthusiasts, few of the locomotives working on the collieries and brickworks in this area survived; for instance Griff loco *Good Luck*, was only lucky by name and not by nature, falling foul of the scrapper's torch in 1965.”

altered by the GWR (GWR pattern smokebox, safety valve casing, and parallel chimney were added after a visit to Swindon works in 1922) *Coventry No. 5* was unique and worthy of preservation. Alas for this once Barry engine it was never to return home to the possibility of salvation. It does not even seem that any of the class survived, which makes this loss all the greater.

Coventry No. 6, a narrow gauge 0-4-0WT, built by German engineers Orenstein & Koppel (that would have looked similar to the Leighton Buzzard's No. 11 *PC Allen*) met a hastier fate.

Arriving second-hand in 1934 to operate the extensive coal stacking railway at the Coventry Colliery, it was replaced four years later by Fowler & Co diesel, and scrapped in 1942.

Similar tales can be told for most of the industrial motive power used around the pit workings, but thankfully, not all.

Survivors include *Coventry No. 1*, a North British-built 0-6-0T that worked at first Coventry and then Newdigate. It was then

sold into preservation in 1970 to the Quinton Railway Society, which would later open the Buckinghamshire Railway Centre.

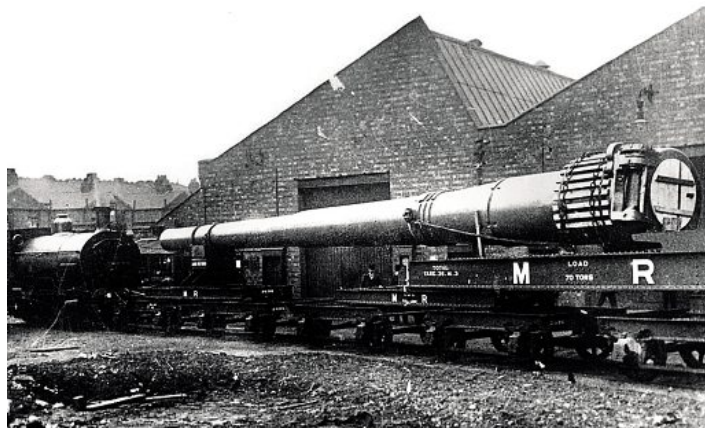
Currently awaiting overhaul, *Coventry No. 1* has had a busy preservation career, including touring other railways in the guise of Thomas the Tank Engine.

Short service

Another preservation survivor from Coventry is Hawksworth '15XX' No. 1501, a 1949-built 0-6-0PT that is based at the Severn Valley Railway. No. 1501 only saw short service, having arrived at the colliery in 1962, and had been preserved by 1970.

With so much coal traffic in such a compact area, marshalling sidings were needed, and the largest of these was about halfway between Coventry and Nuneaton at Hawkesbury, in the lee of the junction with the Wyken Branch.

Hawkesbury marshalling sidings served as an interchange point for coal from all the aforementioned collieries, where 756 wagons could be accommodated. Sensibly, services for ▶



A naval gun barrel is moved around the Ordnance factory, Coventry, by a diminutive Peckett 0-4-0ST. COVENTRY CITY LIBRARIES/WARWICKSHIRE RAILWAYS.COM



A colourised postcard view of Leamington Avenue station in Edwardian times as a train arrives from Rugby. WARWICKSHIRE RAILWAYS.COM

wagon repairs were also provided here and until the 1960s the marshalling yard was a very busy location.

Now mere remnants survive in a run round loop and two rather overgrown sidings. One of these was still used from 1976 until 2018 for freight train manoeuvres to enable access to a fuel unloading standpipes on Murco Sidings a little further north of Hawkesbury Lane station, on the site of the old Hawkesbury and Exhall collieries exchange sidings.

The rest of the once vast marshalling sidings are now a housing estate, which bear canal-themed names, but once again, sadly no nod to their railway heritage.

With such a heavy amount of coal traffic clogging the route, the LNWR opted to build another line to take the pressures of the existing system and bypass Coventry station.

A ruling gradient of 1-in-148 meant the line required some heavy civil engineering works. Fully opened in 1914, the Coventry Loop Line left the Coventry line at Three Spires Junction (at that time home of the euphonium playing Harry Addison) serving several depots along the way and curving around to Humber Road Junction on the Coventry to Rugby line.

The line saw rare passenger traffic when West Coast Mainline Engineering works caused diversions. Most of the loop line is now the A444, a dual carriageway that serves much the same purpose as the loop line, just with cars rather than trains!

Ricoh Arena

In addition to collieries, the Coventry Line also boasted a stone quarry near Bedworth, furnaces, tileworks, the Coventry Cotton Mill and a gasworks at Foleshill.

The Coventry Gasworks site, (once housing four steam locomotives and a diesel) is now home to the Ricoh Arena and shopping centre. Other industrial concerns in the Coventry area include manufacturers White and Poppe, whose munitions factory was vital to the war effort; Brett's Patent Lifter Co; and Dunlop. Car makers Daimler, which had its own private halt for employees, as mentioned earlier, also had their own sidings.

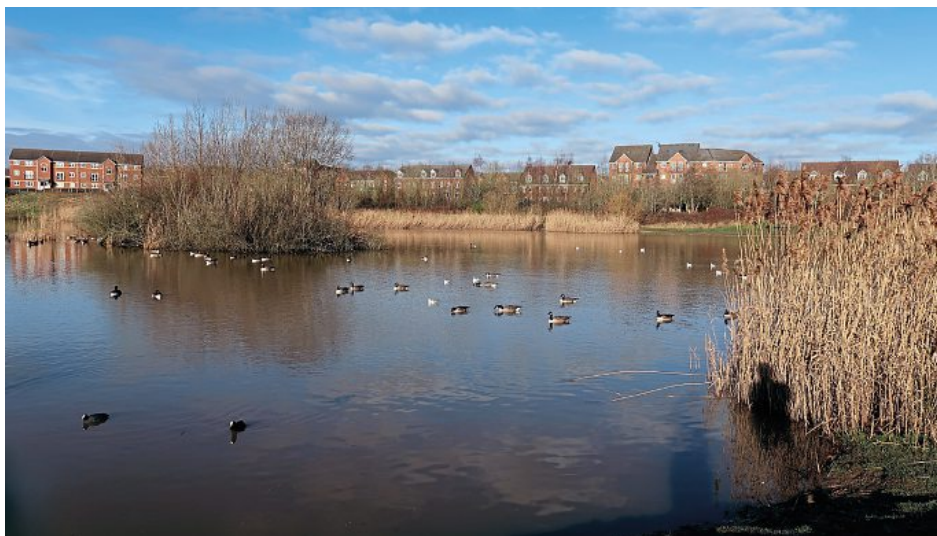
One of the most notable private railways that connected to the Coventry line, serving three separate industrial sites, was the Foleshill Railway.

Originally opened in 1901 to serve Webster's Brickworks, the line was extended first to serve the ordnance works and then again in 1905 to serve Courtaulds, manufacturer of artificial fabrics and chemicals.

The majority of locomotives used on the systems that served these factories were 0-4-0 tanks, their short wheel base suited to the tight curves of the line. At first, only conceived as a link to the Coventry line for private industry, the Foleshill Railway later become a through route, connecting to the Coventry Loop Line in 1914, giving it access on to the Coventry to Rugby line.

This connectivity and the proximity of the munitions factory meant the line saw significant traffic during the war years, carrying heavy ordnance traffic, including gunbarrels for the Dreadnought battleships.

The ordnance works closed after the war, and in 1922 the running of the Foleshill



The former Griff Colliery site has been redeveloped and now accommodates new housing. The site of Griff Colliery's third shed was on the opposite bank of the lake. NICOLA FOX



The overgrown platform is extant at what was once Chilvers Cotton station on the outskirts of Nuneaton. NICOLA FOX



A mock colliery winding wheel gives a nod to the past on the housing development on the site of Griff Colliery. NICOLA FOX

Railway was taken over by Courtaulds and was entirely steam worked until its closure 50 years later. Six weeks after closure of the railway, a final steaming was staged for around 100 enthusiasts on April 8, 1972.

Rocket was steamed for the occasion; a Peckett 'W6' 0-4-0ST (No. 1722), *Rocket* had been built new for the line in 1926, and on this final day was ceremoniously handed over to a local member of the Railway Correspondence & Travel Society for transportation to Tyseley's Standard Gauge Steam Trust.

It made its home here for a number of years until passing into the ownership of the Telford Steam Railway, where it is preserved to this day.

Upon leaving Coventry, the industrial sites became less dense as the line approaches Kenilworth, and the goods traffic would have rattled its dirty way through fresher air and farmland.

A handful of businesses were served by Street's Sidings, including Henry Street's Skin Works, Kenilworth Gas Light & Coke Co, and a number of other industrial concerns. Two nearby brickworks also operated sidings linked to the Coventry line.

For the remainder of the journey to Leamington Avenue Station, the only major piece of industrial infrastructure on this section of the railway was Warwick loco shed, now long since demolished and covered by an industrial estate.

Like the station, this depot was known by many names, variously called Warwick,

Milverton or Leamington shed; a sub shed of Rugby it was coded 2C or 2E in BR days.

Now the land surrounding the railway is a mix of houses, industrial estates and retail centres; very little remains to remind us of the coalfields and rich mining industries that once flourished here.

Unremarkable

During the operational years of the collieries, brickworks, gasworks, factories and power stations, more than 100 locomotives worked on the private railways, and nearly 500 more locomotives operated out of the depots of Nuneaton, Coventry and Milverton, carrying both passengers and freight along this short stretch of now unremarkable line.

Eight collieries, at least four brickworks, seven factories and a minimum of six other major industrial concerns populated this area, requiring a total of 14 private on site rail networks. These were fed by roughly 14 sidings, 13 branches (some that branched off existing branches) with one loop line to relieve the pressure.

Where once hundreds of locomotives filled the air with smoke and the rumble of thousands of wagons shook the ground, now only a two-car Class 172 gently trundles back and forth along the line, alone but for the through traffic from freight using the line to cut through from the Chiltern Main Line to the West Coast.

■ Thanks go to warwickshirerailways.com, without which the completion of the feature would have been impossible.

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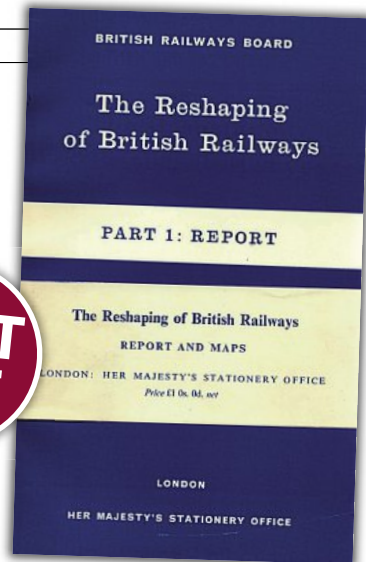
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RAIL REOPENING SCHEMES

£500million will be initially available towards schemes to reopen railway lines which closed in the 1950s, 60s and 70s. Here, **Graeme Pickering** looks at a number of the newer proposals, in the first of a two-part feature.

PART ONE



EVER since Britain's passenger railway network began to shrink as a consequence of 1964's infamous report entitled 'Reshaping of Britain's Railways (aka Beeching), there have been numerous calls for lines to be reinstated. While some campaigns have been successful (the Borders Railway, between Edinburgh and Tweedbank in 2016 being the longest to be reopened), there hasn't been

a sustained momentum to the delivery of railway renaissance.

However, with significant population growth in a number of areas, roads becoming ever more crowded and pressure mounting on local councils to come up with 'green' transport solutions, could there be a better time to prove the worth of restoring rail links?

The Department for Transport's Restoring

Your Railway Fund was set up to act as a catalyst for proposals in England and Wales. Mid-March was the deadline for the first round of applications. The £500million scheme will provide three separate streams of funding for refining ideas into more detailed business cases; accelerating the development and delivery of schemes that already have a business case and proposals for new or restored stations.

Brighton Main Line 2

Maria Caulfield, MP for Lewes in East Sussex, submitted an application on behalf of the Wealden Line Campaign for the Sussex and Kent phases of its Brighton Main Line 2 (BML2) project. BML2 ultimately aims to provide an additional route between the South Coast and London, providing extra capacity and relieving pressure on existing corridors.

For campaigner and BML2 project

manager Brian Hart it marks the latest stage of a 34-year push for services to be restored: "Our accountant estimates it's probably going to cost in the region of about £800million, which is a tiny bit of investment for what it will do. You're only putting back small links of railway but it connects huge conurbations.

"They've still got the same old network and they just keep piling more and more

passengers into tighter spaces on trains, and it's getting really serious. To put it into context, Network Rail say that they need five more train paths on the Kent Main Line and they don't know what to do.

"They can't expand the railway so we do need to get people from Tunbridge Wells to London via another route, which would be the Uckfield Line, and the same with the Brighton Line really."

The heritage Lavender Line operate on a mile-of-track line between Uckfield and Lewes, with its headquarters at Isfield station. The second Brighton main line project threatens their existence. Here, an Andrew Barclay 0-4-0ST works a demonstration goods train. COLOUR-RAIL



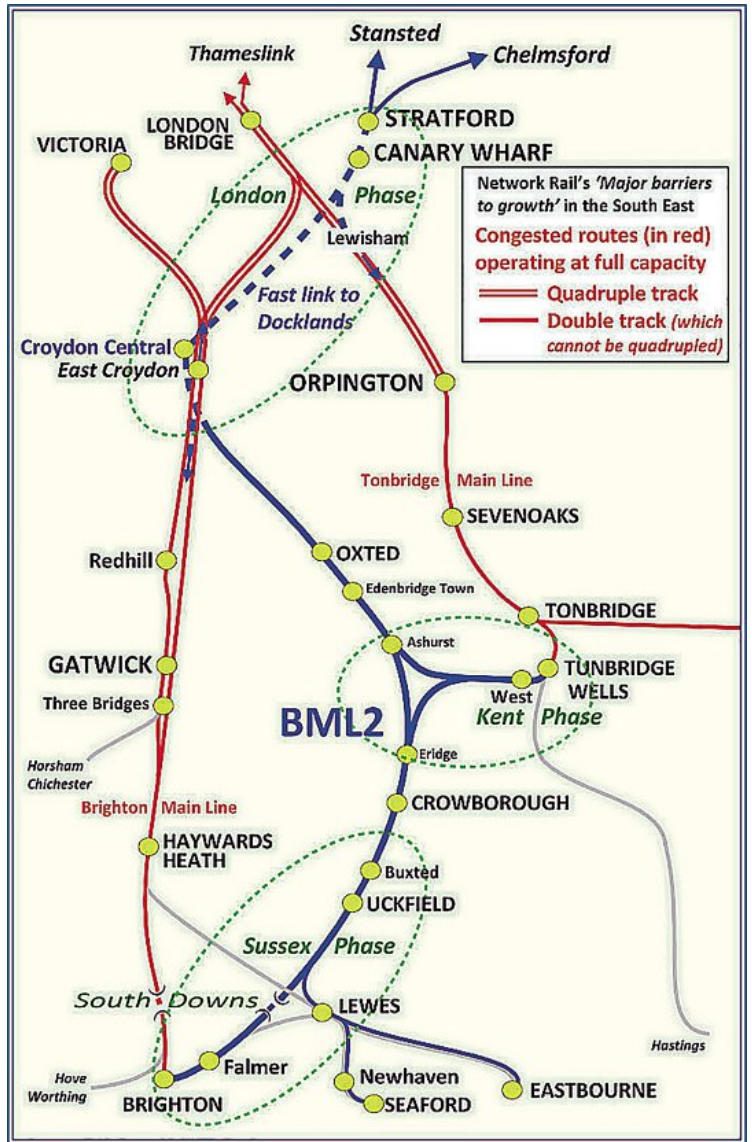


Additional capacity between London and Brighton is proposed by using the Wealden line beyond its current limit of Uckfield, where 'Thumper' unit No. 207001 arrives with a service from Oxted. This station was closed in 1991 and replaced with one built on the other side of the level crossing. The signalbox survives, in use as a taxi office. GORDON EDGAR/RAIL PHOTOPRINTS



Falmer is an intermediate station between Lewes and Brighton, hosting Class 313 No. 313201 on January 3, 2018, on the 11.40 Brighton-Seaford service. JOHN VAUGHAN/RAIL PHOTOPRINTS

Right: A map issued by the BML2 (Brighton Main Line 2) project showing its proposed route and connections.



The Kent phase of BML2 would consist of making the stretch of line between Grove Junction at Tunbridge Wells (where it connects with the Hastings route) and Birchden Junction on the Uckfield line (with spurs to Eridge and Ashurst) part of the main rail network once again. The Sussex phase would consist of reopening a seven-mile stretch of the Wealden Line between Uckfield and Hamsay, thereby making a new direct route through Lewes, connecting London with Eastbourne, Seaford and Newhaven. A connection avoiding Lewes and continuing via a new tunnel under the South Downs to Brighton would also be added.

However, as recently as 2017, and despite acknowledging a doubling in passenger demand was likely over the next 40 years, a study of the London & South Coast Rail Corridor for the DfT concluded there was “no need in capacity terms to start planning for a new line now, or to pursue the full ‘BML2’ scheme”, provided a timescale for Network Rail improvements to the Brighton Main Line was adhered to.

It added there “is a poor transport case for reopening the Lewes-Uckfield line, and for national rail services between Eridge and Tunbridge Wells”, but advised “a stronger case could potentially be built by harnessing the economic growth agenda, rather than just

traditional transport benefits”.

The leaders of the BML2 project believe they have a business case which is “extremely strong, with a high benefit to cost ratio”, which combines strategic opportunities and socio-economic benefits.

“Crowborough and Uckfield are particularly big places and we often get the charge against Lewes to Uckfield that it’s a rural area and that’s neither here nor there,” adds Mr Hart.

“The business case, if it’s looked at properly and sincerely and with enthusiasm, is robust and strong, and would do all the things that people have said it would do over the years.”

However, if the Kent and Sussex phases were to proceed in their entirety it would mean upheaval for two of the area’s heritage railways, the Spa Valley Railway (which currently operates the five and a half miles between Tunbridge Wells West and Eridge) and the Lavender Line (which runs along a mile of track between Isfield and Worth Halt, near Uckfield).

Mr Hart observes: “I think as long as we can find somewhere for them to relocate their trains we can come to a happy conclusion because they really shouldn’t have opened a preserved railway on what was a main line. I know they thought years ago ‘oh that’s never going to reopen’.

“Let’s hope that we can keep everyone happy because we don’t want to tread on toes, but we really do need this route back.”

Responding to the BML2 plans, the Spa Valley Railway stated while it wouldn’t comment directly on the effectiveness of such a scheme “it is our place to ask that consideration be given to how our operations might continue in the event of such a scheme going ahead, given our existence and contribution to the local economy”.

Lavender Line chairman Richard Hingley said he was sceptical about the case for reinstating services south of Uckfield and would await the outcome of BML2’s application to the DfT.

Within the Tunbridge Wells Borough Council area the route is protected from development in the Draft Local Plan, which states its reopening “would provide an opportunity to increase rail travel for commuting and shopping trips, reducing reliance on car-borne journeys”.

East Sussex County Council has indicated its support “in principle” for BML2, while Transport for the South East adds it “has identified Lewes to Uckfield as a strategic gap in the region’s transport network which, if filled, has the potential to deliver significant connectivity and wider social, economic and environmental benefits”.

REVITALISING THE NETWORK

Northampton-Bedford

Reopening of the 20-mile Northampton to Bedford line, closed in 1962, was investigated for Connex as part of its bid in 2000 for the Thameslink franchise, but it's a goal which is still no closer to being achieved.

"A modern Thameslink train could do the route end-to-end in about 35 minutes and you could have a regular timetable which would revolutionise public transport along the corridor," says Richard Pill, chairman of the English Regional Transport Association (ERTA), which has its roots in campaigning for improvements in Bedfordshire and surrounding areas.

"There's only an hourly bus. It's well-used but it takes an hour and twenty minutes to go from end-to-end."

ERTA also believes the route could have strategic value, particularly in connecting the area with points further east. A report published by Atkins in August 2014 for the East West Rail Consortium identified journeys between Cambridge and Northampton as "very high priority" in terms of future growth and suggested there would be potential passenger and economic benefits of improved rail connectivity between the two locations.

Hutchison Ports has indicated the Northampton to Bedford line would provide a "useful diversionary path" to the West Coast Main Line for freight from Felixstowe.

In the short term however, Mr Pill believes the relaying of around 3½ miles of track from Northampton station to Great Houghton for operation as a light railway (with a vehicle such as a Parry People Mover) would be the most practical and beneficial way forward. The University of Northampton's Waterside Campus and Brackmills would be served by intermediate stations.

The proposal has the backing of Brackmills Industrial Estate chief executive Sara Homer, who says it would provide an alternative to the car in an area that already struggles with congestion. However, a long-campaigned for £4m link road being planned by Northampton Borough Council, which it claims will ease traffic flow, would breach the alignment around a third of a mile south of Northampton station.

The council declined to comment on its current transport policy in relation to the Northampton to Bedford line or whether it would be prepared to investigate support for a light rail scheme or full reopening.

When asked about its stance, Northamptonshire County Council referred to its Rail Strategy, published in January 2013. This acknowledges that reopening (of both this route and the Northampton to Wellingborough line) "would be possible, at a cost, possibly by using light rail technologies", but adds "there is no evidence that this would come anywhere near generating a positive business case."

Milton Keynes Council, which also covers part of the Northampton to Bedford line, said it "would be open to consider any plans" for its revival, but conceded that as the line forms neither part of its own transport strategy nor that of Northamptonshire County or Bedford Borough Councils "it is unlikely that proposals to reopen this route will be progressed".

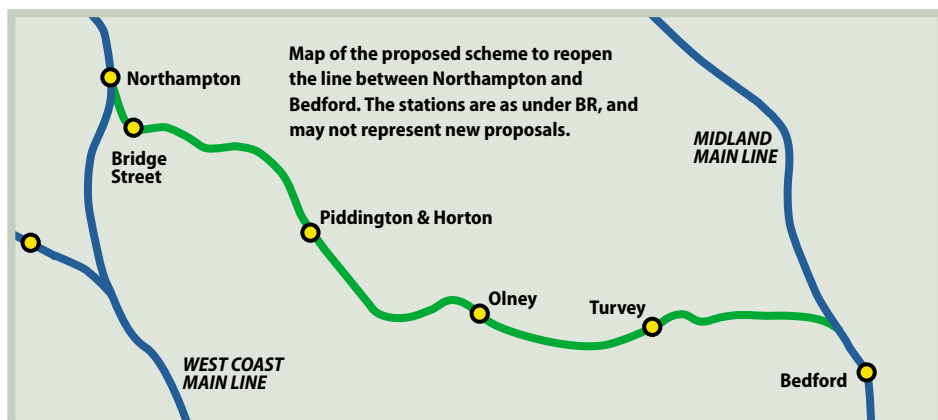
Right: A DMU slows for the station call at the remote Turvey station, some 14 miles west of Bedford.
COLOUR-RAIL



Above: Working a push-pull train, Ivatt '2MT' 2-6-2T No. 41225 waits for just two passengers at Turvey on March 3, 1962, a mere two days before the line closed.
TRANSPORT TREASURY



Right: A member of the station staff watches a push-pull train arrive at Piddington hauled by BR Standard '2MT' 2-6-2T No. 84005 on February 15, 1962.
K FAIREY/COLOUR-RAIL





Two trains pass on April 10, 1965, with BR Class 2 2-6-0 No. 78028 arriving, hauling the 'Bosworth' railtour. The shot was taken from Coalville station footbridge. COLOUR-RAIL

Leicester to Burton-on-Trent (Ivanhoe Line)

Formed in January 2019, the Campaign for the Reopening of the Ivanhoe Line (CRIL) has its sights on turning the 30-mile route between Burton-on-Trent and Leicester, which has been freight only since September 1964, back into a passenger railway.

A report by AECOM in May 2016 on behalf of Leicestershire County, Leicester

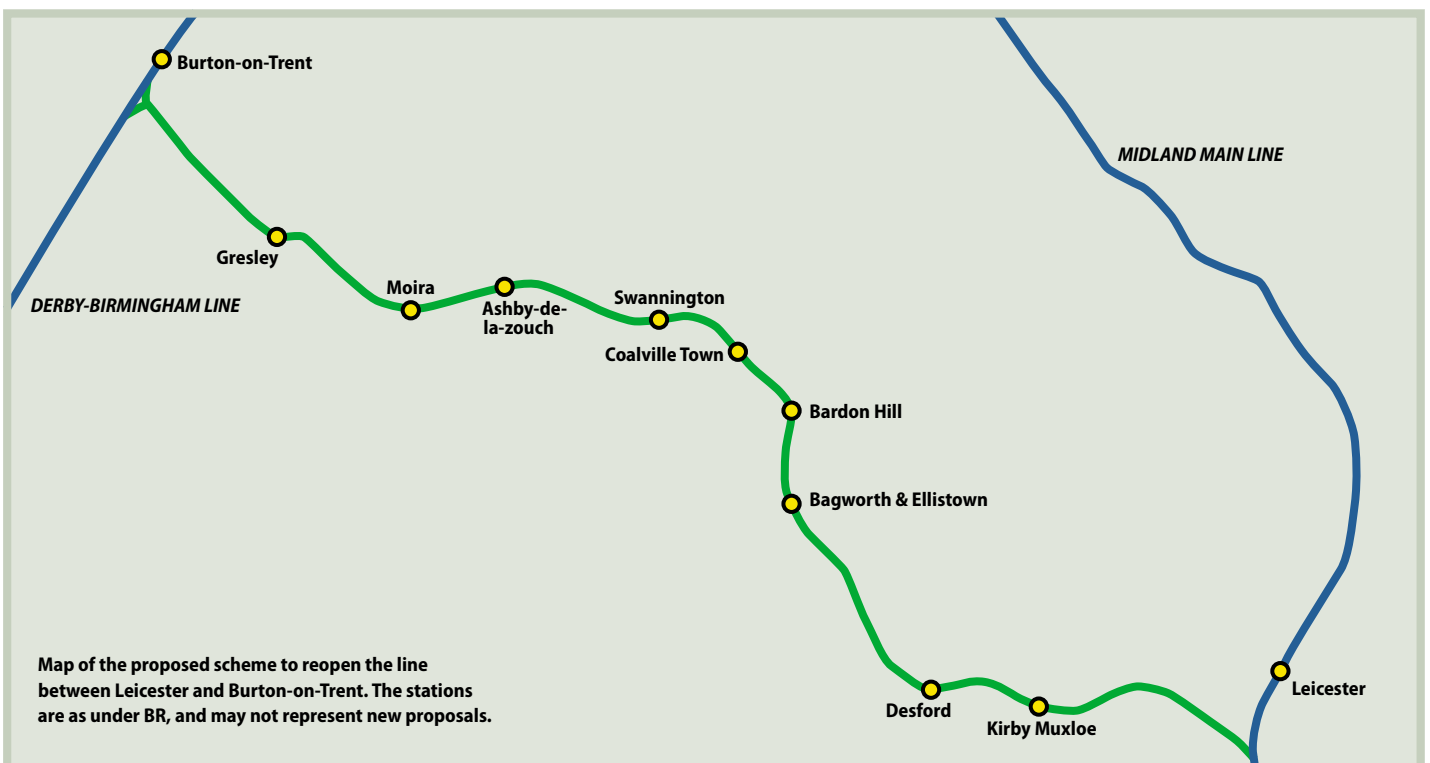
City and North West Leicestershire District Councils concluded further work might be beneficial in order to prove a business case. CRIL has submitted a bid to the Restoring Your Railway Fund for support in advancing that case.

"The wider economic benefits to the community. The regenerative effects. The impact on social mobility. I don't think any of that case has ever been made," says CRIL director Geoff Bushell. "I think with the two

[previous] reports the actual real case got lost. It's up to us to provide the balanced view and bring this out."

The DfT states that the assessment of plans to accelerate proposals through the Restoring Your Railway Fund "does not rely only on benefit cost ratios" (BCRs) and that "strong strategic cases (for example regeneration) with low BCRs can progress".

A "more friendly" approach from the Government towards BCRs is something that ▶



REVITALISING THE NETWORK



A view of Coalville crossing with its elevated signalbox, the station having been demolished some years earlier. COLOUR-RAIL

Leicestershire County Council leader Nick Rushton feels could help. He also points to an increase in house building that has made north-west Leicestershire one of the fastest growing districts in the country: “On the outskirts of Coalville there are about 6,000

houses going up. In Ashby there’s probably 4,000. We’re talking big numbers and big growth in population. We can show the growth in business and hopefully that’ll help the cost benefit analysis.”

Apart from starting from scratch with

stations (none have survived to be used again), the reinstatement of the north curve at Knighton would be required for trains to reach Leicester station; part of the former trackbed however, is now an industrial estate. Platform capacity both here and at Burton-on-Trent would also have to be assessed.

It is likely the line would only carry local passenger services initially, but Mr Bushell believes it could eventually fulfil a more strategic role: “Advice is that we should at this stage go for Burton to Leicester and sell the potential. You could have peak-time Burton to St Pancras trains for instance, once you’ve got it up and running and demand comes to show people are using it.

“Why would you go to Burton station to change for Derby when you could go straight through? This will come from demand. The pressure will build up and then paths will be found in the fullness of time.”

Mr Bushell’s priority at the moment is working on putting forward the best case for the line to reopen to passengers. If that is successful, he hopes a partnership can be formed to take the scheme forward and identify sources of funding. As things stand though, it seems unlikely the county council will take on the lead role.

“It’s not for a council to do unfortunately,” says Cllr Rushton. “We’re just that constrained for money. We’ve all chucked in £10,000 so CRIL have got £60,000 from various councils to do the study, but it does need picking up by the Government really or whoever it is who builds rail or looks at rail. It’s beyond the wit of a county council. Even the design of it. We just haven’t got the expertise.”



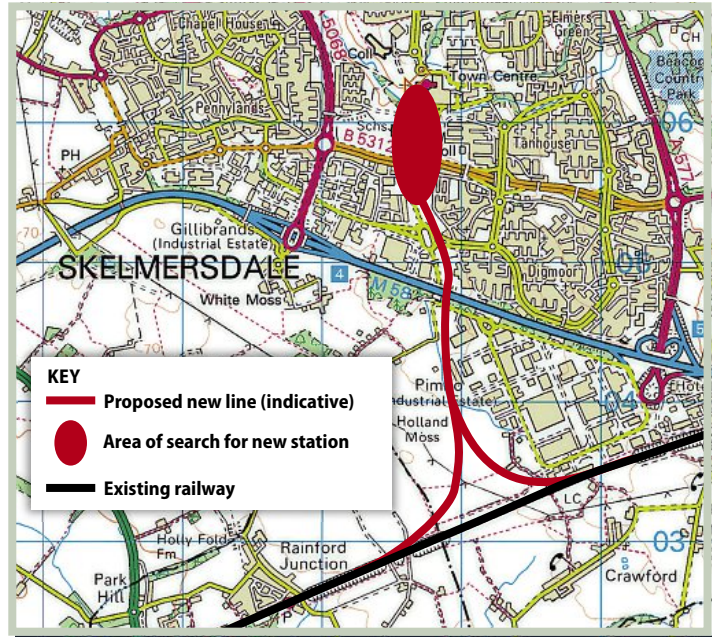
Left: Fowler ‘4F’ No. 44047 pauses at Ashby with a goods train on May 29, 1958.
TRANSPORT TREASURY

Below: The neo-classical style station at Ashby-de-la-Zouch, which closed in September 1964 and today is the offices of an aerial survey company.
TRANSPORT TREASURY





On July 12, 2017, the driver of 'Pacer' No. 142032 surrenders the token at Rainford Junction, from where a proposed line to Skelmersdale would leave the Liverpool to Wigan line. DOUG BIRMINGHAM



An outline showing route proposals for a new line to Skelmersdale and the possible location for a terminus. ©Crown copyright 2019 Ordnance Survey. Media 050/20.

Reconnecting Skelmersdale

With a population of around 40,000, Skelmersdale in Lancashire is the second largest town in the north west of England without a railway station. Its original station, on the now closed Rainford Junction to Ormskirk line, shut to passengers in 1956.

Designated a new town in 1961, as Skelmersdale expanded, it was planned with the car in mind. The station site itself is now part of a main road. However, Lancashire County Council's West Lancashire Masterplan highlights that, with low car and ownership, high unemployment and slow bus connections, access to employment and training is a major issue. The nearest station, Upholland (on the Wigan-Kirkby line) has just an hourly service and is difficult to reach without a car.

"A lot of people in Skelmersdale don't have access to transport. They don't have their own car or friends and family with cars so they're virtually trapped with their work area in Skelmersdale," says West Lancashire Council

leader and portfolio holder for economic regeneration Ian Moran.

"This will give people opportunity to work in the Liverpool City Region or Manchester as well, open opportunities for anyone who wants them, especially our youngsters. It's a bit of a cut-off town.

"We've got fantastic motorway and road networks but not everybody has got that opportunity to get in the car, and also we need to get more people out of the cars and using more viable and economic forms of transport."

Various options for reinstating a rail link have been discussed since the original route closed. The current proposals would involve building around two miles of new line from the Wigan to Kirkby line between Rainford and Upholland to serve a new station on a former college site close to the centre of town.

East- and west-facing spurs to the new route would allow Skelmersdale to be served by trains to and from Wigan and Liverpool and it would become the new eastern

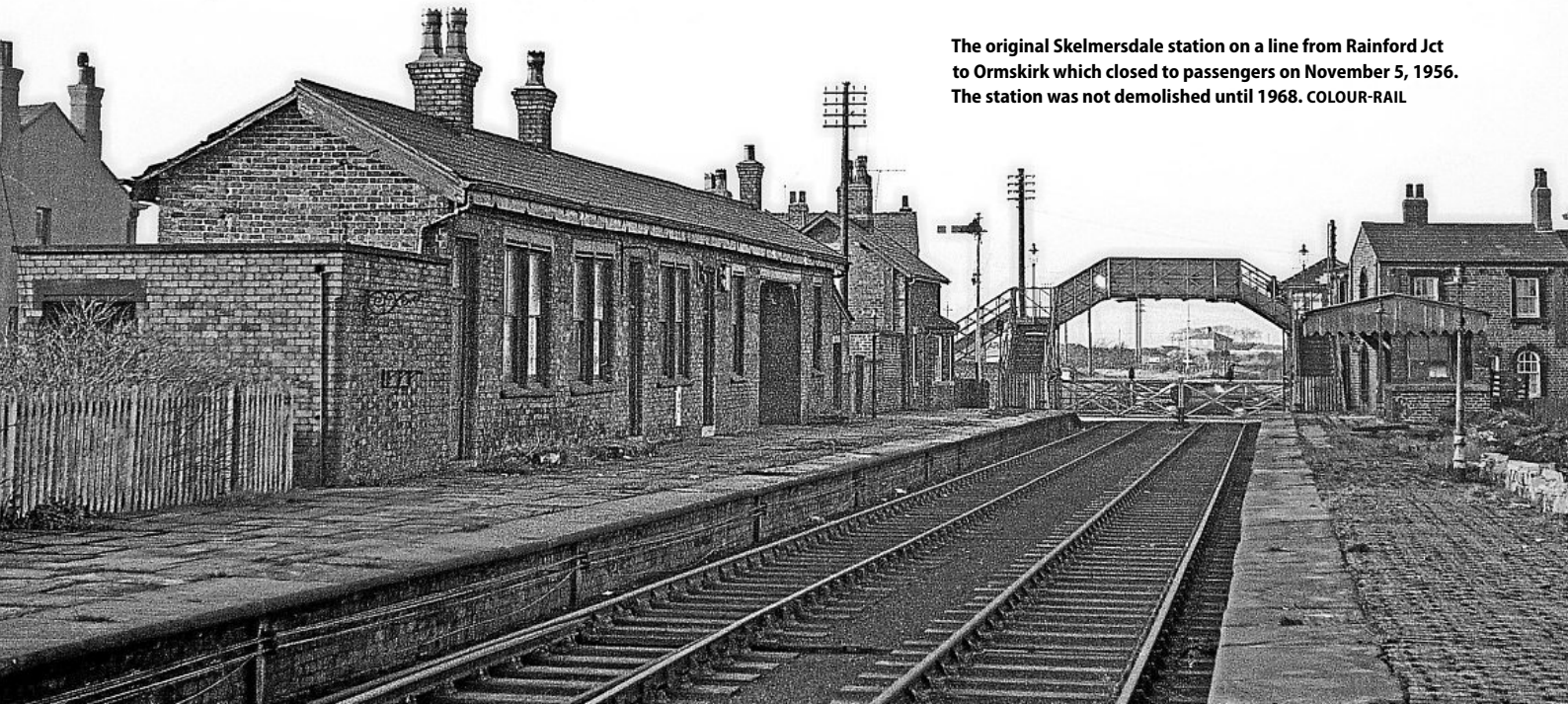
boundary of the Merseyrail network.

The appraisal process is currently at GRIP (Governance for Railway Investment Projects) stage 3. Lancashire County Council will appoint consultants to prepare a strategic outline business case once this is completed so the project can be considered for delivery as part of the rail network enhancements pipeline process (RNEP).

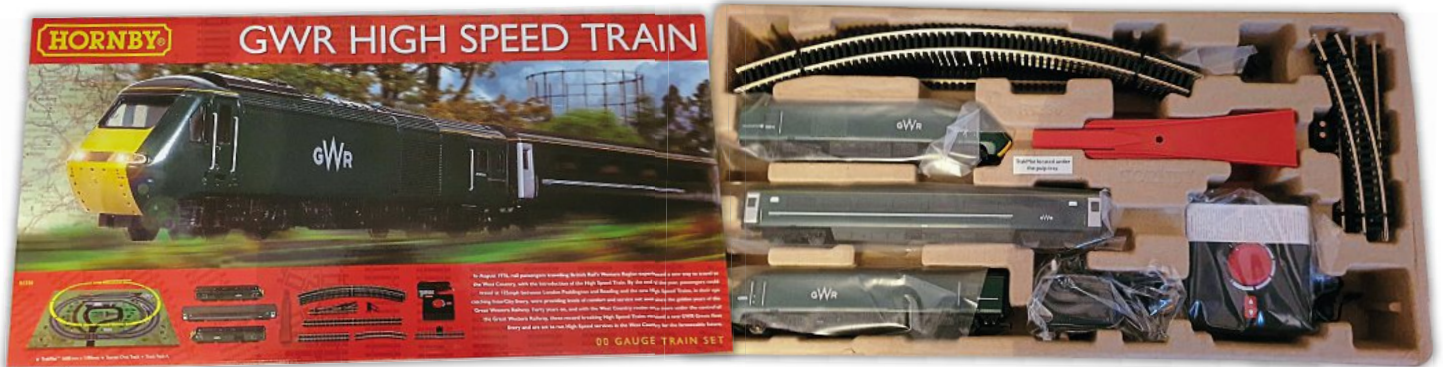
GRIP 3 had been expected to be completed last year, but the council, which is leading the project in partnership with the Liverpool City Region Combined Authority and Transport for the North, says a "number of small elements" are still outstanding.

"It's not a matter of 'if', it's 'when'," says Cllr Moran. "People of Skelmersdale have heard promises for years and years and things don't happen, so this really does need to happen to show people Skelmersdale is important and we're doing everything we can to help them." ■

■ Part 2 next month will look at other reopening schemes, including Matlock to Buxton.



The original Skelmersdale station on a line from Rainford Jct to Ormskirk which closed to passengers on November 5, 1956. The station was not demolished until 1968. COLOUR-RAIL



A good time to begin railway modelling?

Last year Mortons made the decision to stop publishing *The Railway Magazine Guide to Modelling* after three years. The latest *Railway Magazine* reader survey shows 70% of readers are building, have a model railway layout or collect models. To support this interest, a modelling section will appear every quarter, written by **Craig Amess**.

RAILWAY modelling has taken on a much higher profile after musicians Rod Stewart and Jools Holland revealed their extensive layouts to the public.

TV shows such as the Great Model Railway Challenge have also encouraged many people 'on the fence' to start building their own layouts. This page will provide tips and suggestions to help you.

Building model railways is an evolving hobby. Years ago, you may be given a 'train set' which would have an oval layout, a locomotive, a couple of coaches and a controller. Although the starting point is similar today, model railways have evolved, can be incredibly lifelike, and include realistic sound, as well as using a computer or tablet to control multiple trains. To support the demand for realism are a mass of specialist suppliers.

Building a layout isn't a quick job. Hundreds of hours need to be invested and it can become an expensive hobby but if you're going to do it, don't just buy cheap and find you need to replace things at a later date. Buying carefully can save you money down the line.

What gauge to choose?

The first thing to consider is what gauge to model. Many modellers choose a size and stick with it. Other choices will be what era you model, whether you opt for analogue or digital control. Analogue train sets are simple and perfect for beginners. Each set has everything you need to set up and run. You are able to run one engine at a time with each controller.

Most analogue locomotives come ready to be upgraded to digital control and are marked 'DCC ready'. A digital loco has a digital chip in each engine meaning from a central control centre – a digital controller or even a PC programme – you can run several locomotives at the same time at various speeds and in different directions. Line accessories can also be controlled such as points, signals and even lights in buildings

There are many gauges available to model in, and the most popular and widely available are:

■ **'T' gauge** - this is the smallest commercially ready-to-run sets available, although it isn't widely stocked in the UK and is much more

continental. It has a scale of 1:450 (0.002 inch to a foot) and has a track gauge of just 3mm - the gauge size is the measurement between the inner faces of the load-bearing tracks.

■ **'Z' gauge** - double the size of 'T', 'Z' gauge has a scale of 1:220 and a track gauge size of 6.5mm.

■ **'N' gauge** - perhaps the best known of the very small scale sizes. It has a scale size of 1:148 and a track gauge of 9mm. It is readily available and increasingly popular, particular when space is at a premium.

■ **'OO' gauge (inc. 'OO9')** - the best known of the gauges and the most popular in the UK, although it is slightly out of scale because when it came to the market, electric components were bigger than the size of the locomotive that was originally planned. 'OO' scale is 1:76 (4mm per foot) on a track gauge of 16.5mm ('OO9' track 7mm). Across the world 'HO' is used, which has a scale of 1:87 (3.5mm per foot) and uses the same size track. Calls for the UK to drop 'OO' and adopt 'HO' have been resisted.

■ **'O' gauge** - 'O' gauge has a track size of 32mm and a scale of 1:43 in the UK (7mm to the foot). Modellers using this size tend to build kits themselves.

Larger scales are available with 'live-steam' models often pulling specially built wagons to allow a modeller to enjoy the ride as well as controlling the train.

Where should I build a layout?

You can run a model railway anywhere. Just be wary of dust and never run on a carpeted floor – this only introduces fluff into the moving parts and causes breakdowns. Build a layout on a firm baseboard (more on construction will appear in the July 2020 issue) at least a metre above the floor. You can build a layout anywhere each, location having its own pros and cons.

Although spacious especially in older buildings, lofts can be a problem. They have extreme temperatures, little or no lighting or power. Floorboards or boarding strong enough to support at least two adults will need to be put down. Pipework and cables will have to avoid too. Lofts though can be converted by experts who will be able to advise you about whether yours is possible.

A garage usually has power and lighting already and a level floor. They are usually built with single bricks without cavity filling so can be colder in winter. Any construction would have to be done carefully. Garages have extreme temperatures that will need to be regulated throughout the year. Dust and insects will also be a problem.

Very similarly, a shed will have even more problems with insects, dust and cobwebs. Every daily running might need a thorough line sweep to ensure nothing gets into the gearing. The temperatures are perhaps more extreme than a garage and no lighting or power is usually available in a shed so will have to be provided. A shed is often remote from the house and isn't always fully secure from thieves.

One of the best locations possible is a spare room. It will have power and lighting, a controllable temperature and you shouldn't have major insect worries. Be aware of buried cables or pipework that maybe hidden in walls.

Also consider a PVC sheet or tarpaulin to protect the flooring. Similarly, an extension can be built to give you the same benefits but at a much higher cost, although it will add future value to the property. Outdoor offices are now available commercially and can be a good option as an extension, but not connected to the house. They can be built from most materials and be very economical.

In the UK, basements tend to be rare, and the risk of flooding and damp can be an issue. Lighting, heating and power can be easily installed from the above rooms.

A garden railway can be a fantastic attraction. Beautiful surroundings, plenty of fresh air and you can make your layout as big as you wish.

A layout can be built in 'OO/HO' upwards to G scale scales and tend to be a lot more specialised with a smaller number of retailers. Practical DIY skills are a bonus for building a garden railway.

Plan and check several times, your intended layout will fit the space, and their specialist software is available to design layouts, ideal if your space is tight. And don't rule out a layout that is hinged or slides away if you can't have permanent space.

Next time we'll look at baseboards, track types and tools you may need.

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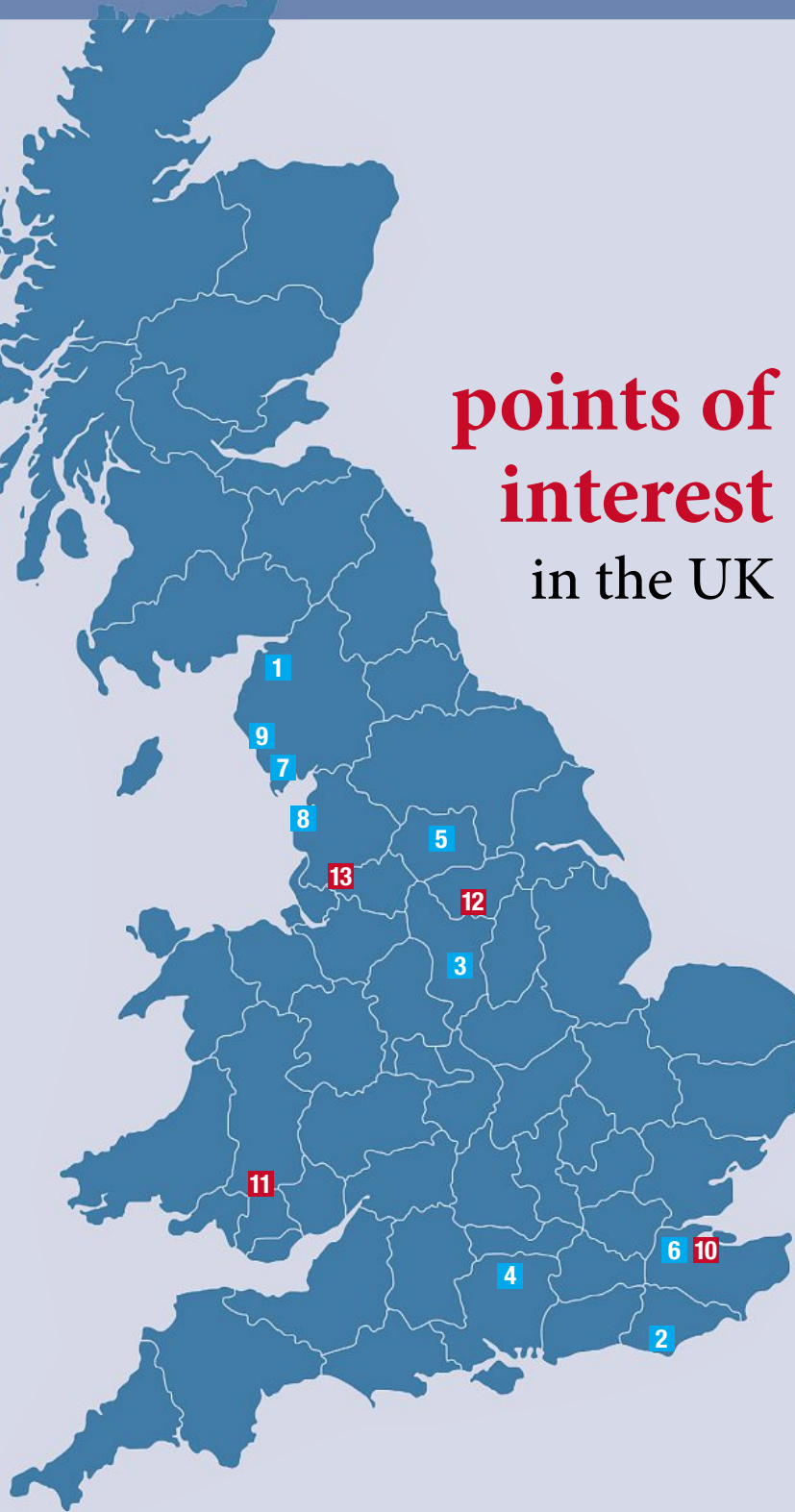
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NB. Publication of a letter does not imply that the Editor or staff of *The Railway Magazine* necessarily agree with its contents.

TALKING POINTS

Signalling film archive

CAN I let your readers know that videos of The Esk Valley Line have recently been added to the FARSAP signalling film archive.

This free resource is yet another film in the series, which is the result of five years' work by volunteers from Friends of the NRM and Signalling Record Society, working with the co-operation of Network Rail and heritage lines.

We've also recently added a film of Winchcombe on the Gloucestershire Warwickshire Railway.

There are now around 150 signalling locations that can be viewed on the FARSAP website.

Mike Peart
FARSAP team, Friends of the NRM,
York

How much?

IT IS good to learn that Worcester Parkway is finally opened at a reported cost an eye-watering £22 million.

It would be interesting to see a breakdown of costs; if this is what we have to pay for just one station then HS2 must still give cause for concern.

Neil Ewart
By email

★ STAR LETTER

Basking in the nostalgia....

I AM of the older generation and found your Nostalgia article (*RM March*) to be a fascinating, spot-on critique of the changing railway scene over the past 50 years and more.

Looking back with my rose-tinted specs, steam days were indeed full of interest and variety, a sort of time capsule of a bygone age, essentially operated in the same way since Victorian times.

However, for the non-enthusiast the railways were more likely to be seen as dirty, inefficient, labour intensive and badly in need of being brought up to date to compete with, or at least supplement, road transport.

We are lucky that a lot of what we took for granted and was swept away so quickly has been preserved in heritage lines that future generations to enjoy.

Maybe *The RM* would consider an article predicting what the railway scene might be like in 50 years time!

Chris Weavers
Bicester

✉ *It would be a wise man with a crystal ball to make predictions for 2070! – Ed.*

I WOULD just like to say how much I enjoyed the article by Nick Pigott (*RM March*).

It brought a lot of happy memories in the early-70s. I could agree on every point he made.

I was back then a member of the Dalescroft Railfans Club, and we made numerous trips around the country visiting sheds and stabling points.

I have also enclosed an image taken at Ely of D200 (below) with the 'Whistler Farewell Tour' I travelled on.

It shows just how much freedom we had, even in 1985.

Nigel Cockburn
By email



MULTIPLE Aspects is right (*RM March*): the hobby is changing and it is not the happy-go-lucky pastime it was.

It's also very boring these days, and we are lucky to have so many books and publications to remind us of the old days.

However, one book I could never do without was the loco shed book, as it was usually out of date before the ink was dry!

Locos moved about so much, or seemed to.

Jerry Robertson
By email

WHAT a superb nostalgic article by Nick Pigott (*RM March*).

The picture of Grantham and the goods train could well have been my pal Phil and me at Stowmarket in Suffolk awaiting the passing of the 'Britannias', 'B1s' and even a 'J15' (for the Mid-Suffolk line.)

We lived in Bury St Edmunds at the time and used Stowmarket or Cambridge for our train spotting.

They were great, smoky days.

Ray Wade
Felixstowe

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✓ PUTTING THE RECORD STRAIGHT

■ The caption of 6201 (*RM March*, p15) stated it was at at Newton-le-Willows station. In fact the station was Earlestown.

My two very special encounters with *Pendennis Castle*

I WAS very interested to read the feature about *Pendennis Castle* in the *March* issue.

It reminded me of two encounters I had with the locomotive.

On May 9, 1964, I was fortunate enough to be at the lineside near Savernake to see the first leg of the Ian Allan Special celebrating *City of Truro's* feat in 1904.

With a few friends, I had been driven there by Kenneth Leech, the railway photographer and author.

Mr Leech was the mentor to our group of schoolboy enthusiasts, where we usually gathered on the platform

ends at Chippenham station.

Cameras were readied and I had my little Phillips reel-to-reel tape recorder set up. Then we became aware of the train approaching. The sound was like no other steam loco I had ever heard – more like a jet aircraft.

Sounding whistle

I held up my homemade 'SW' board and the crew obliged by sounding the whistle as *Pendennis Castle* flashed by.

Of course within a few miles this high-speed running had to be brought to a halt because a number of firebars had collapsed, and the locomotive limped to

Westbury, where it was replaced.

Fast forward to July 2000, and my wife and I were heading towards London.

Driving down the slip road to join the M4 I checked in my mirrors and was amazed to see the unmistakable shape of a Great Western 'Castle' on a low-loader. What timing – 'Pendennis' was back in this country.

Great to hear that No. 4079 will be running again to celebrate its 100th anniversary, but I suggest that very high-speed running probably should not be attempted!

Andrew Tucker
Evercreech, Somerset



Railways in Parliament

by Jon Longman

Passenger survey confusion

BRIGHTON Kemptown MP Lloyd Russell-Moyle asked what steps the Department for Transport (DfT) is taking in response to the finding by the Office for Statistics Regulation that the National Rail Passenger Survey (NRPS) does not reflect passengers' experience of rail travel, and for what reasons some TOCs are provided with survey results in advance.

The MP asked if the DfT will take steps to ensure that the survey collects data on passenger support for the presence of on-train and station staff.

Transport Minister Chris Heaton-Harris replied: "The DfT welcomes the Office for Statistics Regulation report and will work with Transport Focus to help it meet the recommendations in the report.

"As set out in the Code of Practice for Statistics, some individuals can access official statistics before their public release for the production of the

statistics, preparation of the release, and for quality assurance purposes.

"The survey collects information on passenger satisfaction with rail services, including satisfaction with various aspects of the service delivered by staff.

"The NRPS would not be the appropriate survey to ask about support for the presence of staff given it is focused on specific journeys, rather than general attitudes to rail.

"The survey collects data on the experiences of disabled rail passengers via a special module of questions every Autumn. This data is available to view from the Transport Focus data hub on its website.

"The Secretary of State has been clear that he wants the railways to lead the way on accessible travel."

● Transport Focus has published its plan to address the recommendations at: <https://tinyurl.com/sz2k7lu>

It has also carried out research, for example: <https://tinyurl.com/ssq26r9>

Better mobile coverage plea

BARONESS Randerson asked the DfT to ensure that franchise holders improve mobile phone signal coverage on trains.

Transport Minister Baroness Vere of Norbiton said: "The DfT recognises the importance of providing mobile connectivity and has sought improvements when franchises are renewed.

"In both the new East Midlands and West Coast Partnership franchises, the operators have committed to improving mobile connectivity on trains and at stations.

"Beyond these franchises, we continue to seek opportunities to enhance mobile connectivity across the rail network.

"The DfT is working with Ofcom, Network Rail and others to improve

the data available about mobile phone signals along rail corridors so that operators can take this into account."

North Wales upgrade

DELYN MP Rob Roberts asked what plans the DfT has to ensure better connectivity along the North Wales line.

Mr Heaton-Harris replied: "The DfT has funded extensive development work, through a series of Strategic Outline Business Cases (SOBC) announced at the 2017 Budget, to identify where further investment into the Welsh rail network could make a real difference to the people and economy of Wales.

"Based on SOBC findings, we are taking enhancement proposals, including journey time improvements between Llandudno and Chester, through the Rail Network Enhancement Pipeline, subject to a better understanding and assurance of likely costs."

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VOLUNTEERING

Volunteering has many positives, not least for the organisation benefiting from the extra hands, writes **Craig Amess**.

The coronavirus pandemic has led to many heritage railways and museums closing temporarily. The situation is constantly being reviewed. The decision has been taken because many visitors, volunteers and staff are over the age of 50 – one of the most vulnerable groups. Unfortunately, this means many scheduled events may have to be postponed until later in the year, so please contact the railway and websites to ensure your journey isn't wasted. *The Railway Magazine* will do its best to keep you updated with closures via our website www.therailwaymagazine.co.uk and at www.therailwayhub.co.uk, our downloadable app and website. The 'hub' also includes our sister titles *Heritage Railway* and *Rail Express*. Hopefully, we can all enjoy the railways once again in the near future.

THE dictionary definition of a volunteer is simple: a person who does something, especially helping other people, willingly and without being forced or paid to do it.

In the modern world it can be very difficult to volunteer. Work, family life and home commitments, along with other factors, can leave you with just a few spare hours a week.

However, if you're looking for a great way to make new friends and develop and learn new skills – in life and trade – volunteering could be the answer.

It could even lead to a new career path and help you feel happier and healthier.

Volunteering helps you connect to others, and these like-minded people, who have the same interests and passions, can become lifelong friends.

A sense of purpose and direction is achieved when getting involved – this can be vital for someone who has lost a loved one or is out of work.

Why not spend more time with family and get involved together. It is a selfless way to make

memories – your volunteering can also help a child to gain an interest in your hobby.

Depression, anxiety, stress and anger can be tackled if you take part in group activities or work in a team.

Researchers have scientifically proven hormones and brain activity is increased through volunteering as humans are hard-wired to give to others; the more we give the happier we feel.

It doesn't matter if you're fully able-bodied or have limited mobility: railways and heritage centres need ticket inspectors, drivers, cafe workers, engineers and a whole host of other positions, all ready to be filled by the right person.

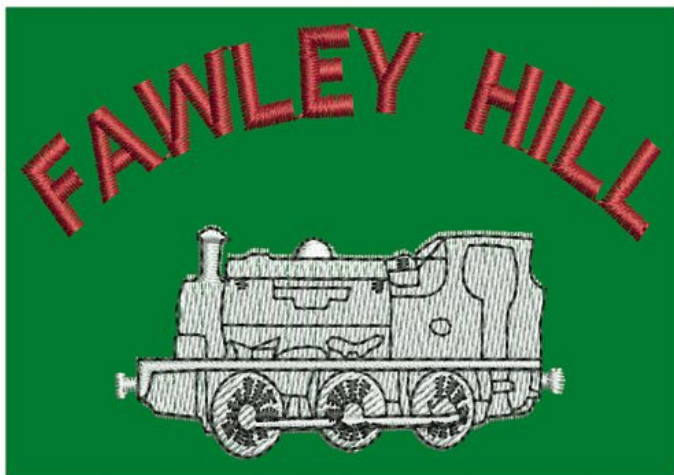
Don't just visit the railway, get involved and see it from another perspective.

All you need is a positive attitude, an open mind, a willingness to work hard and a smile.

You can help keep alive the preservation sector because without the thousands who freely give their time, they just couldn't survive.



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Centenary Works open days are on EVR diesel galas: Apr 24-26 & Aug 7-9

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Join the F&WHR Volunteers



Have you ever wondered about volunteering on the Ffestiniog and Welsh Highland Railways? Have you ever thought about guarding trains, firing locomotives or working on the track? You don't need previous experience or special skills, as full training will be given. This could be the dream you never thought would come true!

To help you find out more we are holding a "Join the F&WHR Volunteers" weekend, when you can visit us on Saturday April 25th and we will take you behind the scenes, show you what you can do and answer all of your questions. There will be something that appeals to everyone and if you are still undecided, we will let you have a go in our additional 'hands on' day on Sunday April 26th.

For further information or to sign up, please email:
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We are looking for two roles, that of Chief Mechanical Engineer and Head of Infrastructure, who will be responsible for the day to day delivery of the Locomotive and Rolling Stock and the Infrastructure respectively. These are both important roles in the development of the railway and key to the delivery of a safe and sustainable railway for the long-term. They will both report to the General Manager.

The prospective job holders will need to show previous experience in the technical aspects of the role and staff management capability, and they will need to be prepared to lead and manage change. Railway experience is a requirement, but this does not have to be solely in the Preserved Sector.

Prospective candidates should submit their CV (on no more than 2 pages) and application form with a short covering note to: HR, WSR PLC, The Railway Station, Minehead, Somerset, TA24 5BG.

A more detailed role profile and application form can be obtained from Sam Eastaugh (hr@wsrail.net).

For informal discussion about the post please contact Jonathan Jones-Pratt on 01634 700408 or email direct to jon.jones-pratt@wsrail.net.

Closing Date – 31st May 2020

Details of the WSR can also be found on www.west-somerset-railway.co.uk

FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
 APRIL 1920

Midland punctuality

THE Midland Railway has produced some striking figures showing the punctuality of its trains during 1919. Out of a total of 29,967 express passenger trains, 25,819, or 86 per cent, were either punctual or not more than five minutes late, the great majority, namely, 20,752, being actually on time. Of the local trains, numbering in all 411,398, 297,671 were on time, and 73,996 not more than five minutes late. In other words, 90 per cent were either punctual or not more than five minutes late.

Scottish fish traffic

FISH has ever been an important traffic to the Great North of Scotland Railway. During June, July, August and September, 1919, this company ran 432 special fish trains with a corresponding number of empty trains conveying 8,469 wagons carrying 24,052 tons of fish.

50 YEARS AGO
 APRIL 1970

Weaver Jct-Glasgow electrification approved

APPROVAL has been given by the Minister of Transport, Fred Mulley, to the proposals for extending electrification of the West Coast main line beyond Weaver Junction to Glasgow Central, at a cost of about £25 million. Work will



INDUSTRIAL STEAM FOCUS: Steam may have ceased on BR, but there was attention on industrial locations. Wemyss Private Railway Bagnall 'Austerity' 0-6-0ST No. 16 passes Denbeath Washery with empties from Methil-Lochhead colliery on February 23, 1970. M J FOX

start immediately on the scheme to electrify the 235 route miles (612 track miles). The project is expected to take between four and five years to complete

Punctuality on BR worst for two years

CONCERN is expressed by the Central Transport Users Consultative Committee in its annual report for 1969 about the

punctuality record of British Railways express passenger trains last year. Only 53 per cent arrived on time, against 61 per cent in 1967.

Anglo-Scottish container service inaugurated

COMPANY container trains linking the Rootes car manufacturing plants at Linwood, west of Glasgow, and

Coventry are expected to reach an operational level of eight trains – five day and three night – in each direction weekly by this month. First full train, of 16 freightliner wagons carrying 32 containers, each 30 ft. long and in distinctive light blue livery, left Rootes private siding at Linwood, routed via Crewe and Nuneaton. Trains return reloaded with components for Scotland. The five-year contract is valued at £2½m.

20 YEARS AGO
 APRIL 2000

Scotsman at St Pancras

OVER the period of February 20 to 23, A3 No. 4472 *Flying Scotsman* made its first appearances in steam at London's St Pancras station since the late 1960s. The loco was there to appear in at the new Walt Disney film '102 Dalmations'.

Rebuild could spell the end for Peak Rail

PEAK Rail volunteers have been given the stark warning by new chairman Mick Thomas that if the Railtrack plan to rebuild the Matlock-Buxton main line goes ahead, and if it becomes a commercial success, it could leave no choice but to sell the assets of the Peak Rail company and divide the proceeds between the shareholders. In a newsletter to the volunteers, Mr Thomas said if the rebuild went ahead, four possible options would be open.



The RCTS: then and now

OVER the decades the *Railway Observer* has kept the RCTS membership informed of current, future and historic classes of locomotives.

Volume 17 for 1947 alone covered such diverse subjects as Steel Fireboxes and the GWR Gas Turbine, The Earlier Locomotives of William Dean, Locomotives of the L&SWR and various classes of ex-NER locomotives of the LNER.

So when the transition from steam to diesel and electric traction gathered momentum in the 1950s the *RO* covered these in some detail.

The Western Region's independence in opting for hydraulics was given due prominence when the Swindon-built 'Warship' B-Bs began to enter traffic. The first, D800, was accorded an official photograph as the first main line diesel to be built at the works.

As the Swindon and North British batches were released to traffic a monthly update was provided at the head of the Western Region section.

Volume 29, 1959, reported in August that the first of the 'Hymek' B-Bs were on order from Beyer, Peacock, and in the following year Volume 29 No. 369 announced 74 2,700hp C-C hydraulics, the 'Westerns', were to be built at

Swindon and Crewe works.

When the first of the class emerged from Swindon it created considerable interest in that its sleek design was unlike any other class of diesel hydraulic or diesel electric that had entered service, plus it was painted in unlined desert sand livery.

The *RO* for February 1962 contained a photograph of No. D1000, which begged the question, why paint a diesel locomotive in desert sand livery?

The 74 'Westerns' were put into traffic between December 20, 1961 and December 3, 1963, and quickly acquired a following. The *RO* duly reported failures and outstanding performances along with the varied liveries carried by the class – desert sand, green, maroon and even golden ochre – before standard rail blue was adopted.

When British Rail decided to standardise on electric traction the Western Region's hydraulics were effectively condemned, and although they remained on top-link passenger work until 1969, withdrawals began in May 1973 with No. 1019.

As the class declined so the *RO*'s reporters increased their observations, encouraging the growing following of the 'Westerns'. Between 1975 and



The replacement of 'Pacers' is finally happening at a rapid rate. At Halifax, four Class 195s were recorded in a five-minute period on March 14. Here, westbound CAF No. 195007 meets 195119 heading for Leeds. P CHANCELLOR/COLOUR-RAIL

1977, the active 'Westerns' were in great demand for rail tour duties, with No. 1052 working to and from Derby and 1023 taking a 'Western Locomotive Association' special to and from York on November 20, 1976, with a final outing on February 26, 1977, when Nos. 1013 and 1023 worked British Rail's 'Western Tribute' special.

Throughout history things that are new or about to disappear have attracted the attention with the 'everyday workings' in the years in

between generally getting scant attention, but the *RO* has bucked that trend to continue to record such things for posterity.

Today, the demise of the 'Pacers' and the operations of their replacements are the subject of many reports. Hopefully, the history that is being made will still be reported despite millions being told to 'stay at home' to avoid Covid-19.

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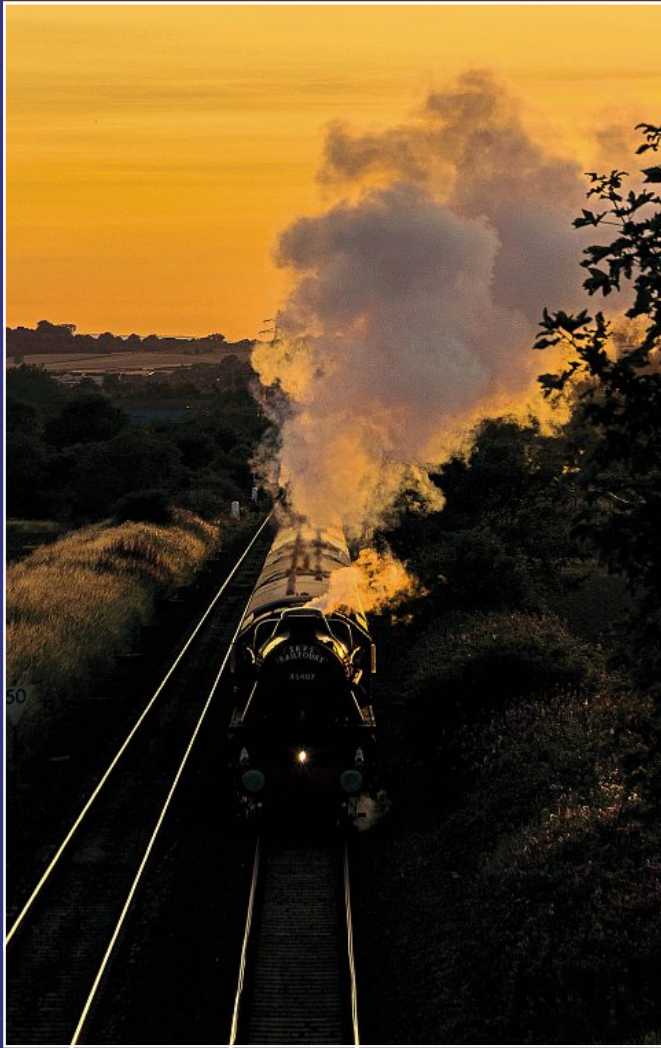
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Panorama



Nose to nose are DRS Class 20 Nos. 20308 and 20305 at Matlock with a Barton-under-Needwood to Peak Rail railtour at Matlock on April 12, 2015. ROBERT FALCONER

'Black Five' No. 45407 climbs towards Dalgety Bay, working the empty SRPS charter carriages back to their Bo'ness base on September 6, 2015. COLIN IRWIN

Lancashire & Yorkshire Class 23 0-6-0-ST No. 51456 (L&Y No. 752) passes through Burrs Country Park with a short pick up goods train, during a 3P20 photo charter on the East Lancashire Railway on February 26. LIAM BARNES



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Two Southeastern Class 376 EMUs pass at Borough Market Junction, between London Bridge and Cannon Street, on September 15, 2014. Taken from The Shard, in the bottom right-hand corner is Southwark Cathedral. CHRIS MILNER

Locomotive Services Class 47 No. 47593 *Galloway Princess* has just crossed Glenfinnan Viaduct, assisted by No. 47501, with the 'Statesman' railtour, working back to Fort William from Mallaig on March 24, 2019. JAMIE SQUIBBS





Panorama

The majestic Forth Bridge celebrated its 130th anniversary at the beginning of March. It will soon boast a viewing platform on the top, 361ft above the water. Here, an LNER HST forges north with the 07.08 Leeds-Aberdeen service on August 7, 2019. GEOFF GRIFFITHS



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TRACKRECORD

The Railway Magazine news digest



On a crisp morning near the Polish and Czech borders, 1929-built BMAG 2-10-0T No. 99 1748 catches the first rays of rising sun on the climb to Olbersdorf Niederdorf with a freight working on April 22, 2018. MELVYN HOPWOOD



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S&D Trust told to quit



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'Pacers' arrive in Scotland



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First Class 720 on test

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➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Western Prairies are gala stars as season gets underway

The humble Great Western Prairie tanks may have been ordinary workaday locomotives in their pre-preservation careers, but when it came to the 2020 Spring Gala season these non-glamorous 2-6-2Ts have become stars at railways across the country.

Friends are reunited at South Devon Railway despite coronavirus fears

PERHAPS the most eagerly anticipated Prairie visit was that of the Dartmouth Steam Railway's newly overhauled 'flat-top' Small Prairie No. 4555 to the South Devon Railway (SDR) for its Spring Steam Gala on March 14-15.

This was a visit filled with nostalgia as the '45XX' returned to the railway it once called home, reuniting with ex-GWR panniers Nos. 6412 and 1369 for the first time in 47 years.

No. 4555 was the first locomotive to arrive on the newly preserved Dart Valley Railway (forerunner of the SDR) in 1965 and went on to haul the official reopening opening train four years later. It had not been seen at Buckfastleigh since 1972 when it was transferred to Paignton.

The 1924-built loco returned to service for the first time since 2007 earlier this year, sporting an elaborate early-20th century GWR livery with garter crest on the tank sides, a copper-capped chimney, and CHN (for Churston) at the front of the running plate.

Overhaul

As expected it proved to be a popular performer at the gala, sharing duties with Nos. 6412 and 1369, as well '4575' 2-6-2T No. 5526.

Ex-Weymouth No. 1369 has recently been the subject of a major overhaul at Buckfastleigh, and looked resplendent in its new GWR livery with 'shirt button'

roundel on the tanks.

The intensive timetable included full line passenger turns between Buckfastleigh and Totnes Riverside, 'auto-trains', mixed sets and goods services; the three-coach GWR set being the photographer's favourite.

During the two days prior to the gala No. 4555 and this set were in demand for photo charters, and an evening shoot on the 12th also included out-of-ticket 'Collett Goods' No. 3205 to add to the timeless GWR ambience.

Concerns

More than 1,000 people travelled on the trains over the weekend despite the increasing concerns over the spread of the coronavirus, while many more were at the lineside taking photographs or recording the proceedings.

The Saturday was the busier of the two days; several visitors were heard to comment they wanted to enjoy the chance to visit a gala before such opportunities were cancelled or even banned.

However, poor weather, coupled with the Saturday evening's coronavirus media coverage, meant visitor numbers were noticeably down on the Sunday. A number of visitors actually called the railway to say that they would no longer be attending as planned owing to the potential risks.



Above: No. 4555 runs along the straight at Stretchford on the South Devon Railway with a short rake of GWR coaches during a photo charter on March 13. DON BISHOP



Left: Re-liveried '1366' 0-6-0PT No. 1369 trundles along at Hood Bridge with the 13.42 Bishops Bridge-Buckfastleigh service on March 14. COLIN WALLACE

"Overall, given all the current external influences, we think the weekend went as well as could be expected and we certainly made the right decision to run it," said SDR spokesman Dick Wood.

"Had it been scheduled for a couple of weeks further on, we may have been having different conversations about it."

The Buckfastleigh crews would have welcomed No. 4555 to stay

on after its brief homecoming, but it left the SDR immediately afterwards to take up residence at the East Somerset Railway, where it also starred in the line's March 21-22 gala.

NO. 4555 – A SOUTH DEVON PIONEER

CHURCHWARD '45XX' 2-6-2T No. 4555 was built at Swindon in 1924 and was first allocated to Tyseley depot.

During its career it worked all over the GWR/BR(W), including spells at Machynlleth and Pwllheli, Westbury, Newton Abbot (occasionally working over the Ashburton branch), St Blazey and Plymouth Laira, from where it was withdrawn in November 1963.

Yet fate smiled on No. 4555 and it was bought directly from BR by Pat Whitehouse and Pat Garland for the princely sum of £750, which included a light overhaul at Swindon, a spare boiler and a number of spare parts.

It subsequently made its new home back at Tyseley shed, but in late-1965 it travelled under its own steam to Totnes, being the first locomotive to arrive on

the newly preserved Dart Valley Railway (now the South Devon Railway).

The loco went on to haul the official DVR opening train in 1969, but after Dart Valley Light Railway plc bought the former Kingswear branch from Paignton in 1972 to become the Torbay Steam Railway (later the Paignton & Dartmouth Steam Railway), No. 4555 was 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*.

An overhaul was begun in 2017 with the bottom end being rebuilt at the DSR and the boiler at Tyseley.

It returned to service in early March, with the loco due to spend the next two years on hire to the East Somerset Railway.



No. 4555 passes Saltern Cove with the Dartmouth Steam Railway's 12.00 Paignton Queens Park-Kingswear service on March 3. ROBERT SHERWOOD



Visiting Large Prairie No. 4144 powers up the bank from Keighley with the 13.55 service to Oxenhope during the Keighley & Worth Valley Railway gala on March 7. KENNY FELSTEAD

Didcot Prairie breaks new ground at Worth Valley

THE Worth Valley has echoed to the sound of Great Western two-cylinder locomotives before, but the visit of the Great Western Society's 2-6-2T No. 4144 from Didcot Railway Centre in early March was a true 'first' for the Keighley & Worth Valley Railway.

The Large Prairie arrived in Yorkshire on February 28 and successfully underwent steam testing and gauging on March 3.

Intensive

It joined 'Jubilee' 4-6-0 No. 45596 *Bahamas* and a host of locos from the home fleet at the March 6-8 gala, with up to eight engines in action each day working an intensive timetable that included regular double-heading, a local three-coach LMS service, and a demonstration goods service.

On Friday 6th, the Prairie and 'Jubilee' shared duties with red Ivatt '2MT' 2-6-2T No. 41241, 'Black Five' No. 45212, USATC 'S160' No. 5820, and Taff Vale Railway 0-6-2T No. 85, with BR '2MT' 2-6-0 No. 78022



Ex LMS 'Black Five' No. 45212 and 'Jubilee' No. 45596 *Bahamas* approach Oakworth on the first day of the Keighley & Worth Valley Railway Spring Gala, with the 15.30 departure from Keighley to Oxenhope. BARRY MARTIN

serving as the standby loco.

The 'S160' sat out on the Saturday, allowing No. 78022 to join the roster alongside Midland '4F' 0-6-0 No. 43924.

The line-up remained similar for the Sunday, although on that day it was No. 41241 that remained at Haworth as the big 2-8-0 re-joined the gala roster.

The weekend was largely dry, which after the havoc wreaked by

Storm Dennis in February was an undoubted relief. The coronavirus scare had not fully taken hold either, and enthusiasts were still out and about and enjoying this early season spectacle.

Highlights

Notable highlights included an 'S160' and 'Black Five' double header on the Friday, while *Bahamas* and No. 78022 joined

forces the following day.

No. 4144 on the early morning goods was popular with photographers, and the presence of Lancashire & Yorkshire Railway 'Blackpool Club Car' No. 47 in the passenger set proved a draw for those travelling.

■ No. 4144 moved from the KWVR to the Kent & East Sussex Railway after the gala on March 13 ahead of a season-long hire.

Llangollen appeal to complete No. 5532

THE Llangollen Railway Great Western Locomotive Group (LRGWLG) has launched a £20,000 Tube Appeal to complete the restoration of the boiler from '4575' 2-6-2T No. 5532.

This will enable it to return to steam for the first time in the preservation era.

A total of 195 small diameter tubes are required at a cost of £100 each, together with six large tubes at £275 each.

The appeal invites people to sponsor one or more tubes, payable in a lump sum or in £25 instalments.

Alternatively, shares in the locomotive are also available at £25 each. Tube sponsors will receive a certificate of acknowledgement and be invited on the first service train hauled by No. 5532.

The boiler is the last major hurdle in the restoration and thus represents the final phase of the project that began when the LRGWLG acquired No. 5532 in 1987. Since then almost all of the work has been completed on the 'bottom end' at Llangollen, with the bunker, cab, tanks and smokebox now fitted.

Nearly all of the fittings have been bought and are in store, ready to be installed when the boiler is complete.

Royal train

No. 5532 was built at Swindon in 1928 and, after running-in at Reading, was first allocated to Stourbridge Junction.

After a spell at Worcester the loco was transferred to Newport Ebbw Junction, during which time it had the honour of hauling the Royal Train from Hereford to Monmouth Troy and Ross-on-Wye on October 22, 1941.

Later sheds included Aberbeeg, Pontypool, Oswestry, Bristol Bath Road, Swindon, Westbury and Plymouth Laira, from where it was withdrawn in July 1962.

The next two decades were spent at Barry, but in 1981 it was acquired for preservation at the Dean Forest Railway, from where the LRGWLG acquired it nine years later.

If you would like to sponsor a tube and help return No. 5532 to traffic, send a cheque payable to 'LRGWLG' to: Paul Bailey, Dolwen, Bryneglwys, Corwen, Denbighshire LL21 9LY or call 01490 450271.

No. 5526 is East Anglian Museum's shining star

THE South Devon Railway's '4575' 2-6-2T No. 5526 was one of four locomotives in steam at the East Anglian Railway Museum's Spring Steam Gala on March 14-15.

It was the Small Prairie's first visit to Chappel & Wakes Colne, where it joined resident Andrew Barclay 0-4-0ST No. 11 (1047/1905), ex-Bowaters Bagnall 0-4-0ST *Jubilee* (2542/1935), and 'Thomas'-outline Robert Stephenson & Hawthorns 0-6-0ST

No. 54 (7031/1941).

The foursome performed passenger turns and shunting demonstrations along with double- and triple-heading to an extended timetable that ran into the hours of darkness on the Saturday evening.

No. 5526 passes Chappel North signalbox with a mixed goods as it enters platform 3 at Chappel & Wakes Colne during a 30742 Charters event on March 13. JAMES KINDRED



Steam & Heritage Track Record

Western pannier sneaks into East Lancs Railway's L&Y reunion

THE South Devon Railway's Collett '64XX' 0-6-0PT No. 6412 was the sole visiting locomotive at the East Lancashire Railway's (ELR) Spring Steam Gala on March 6-8.

The GWR interloper attended what was primarily a celebration of the Lancashire & Yorkshire Railway.

The pannier may have provided Western Region interest in this London Midland heartland, but the undoubted star of the event was the Lancashire & Yorkshire Railway Trust's (L&YRT) newly overhauled Aspinall 'Class 23' No. 752, which was making its gala debut, and hauling some of its first revenue-earning trains since 1982.

Fabrication

The 1881-built loco was turned out for the event wearing BR black livery and the number 51456, which perfectly complimented Andy Booth's L&Y 'A' 0-6-0 (Class 27) No. 52322.

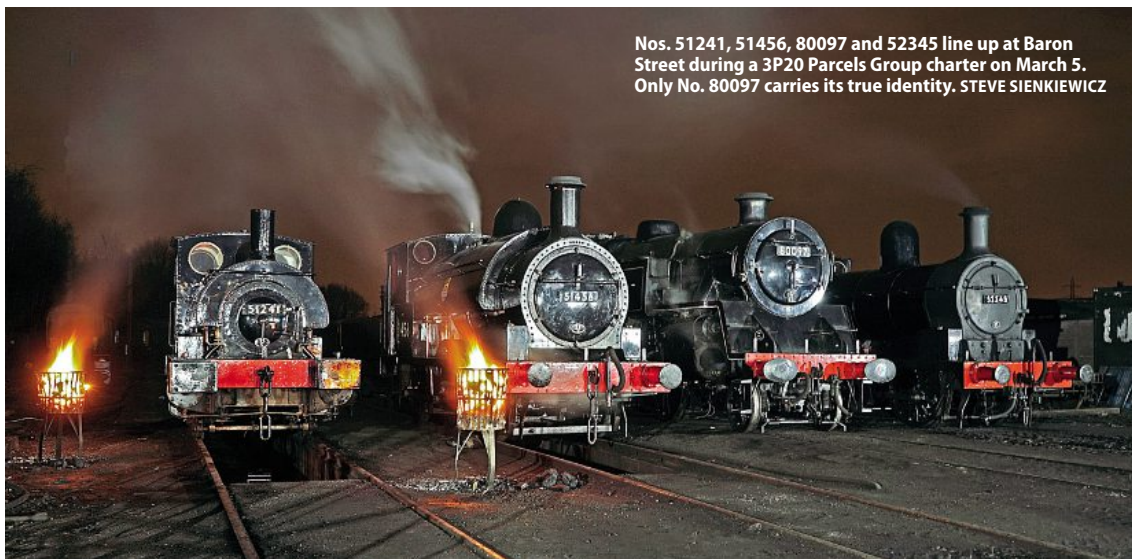
It may have looked the part, but No. 51456's identity was a fabrication as the loco never made it into BR stock, having been sold by the LMS into industrial service.

In fact, there was more than one example of fictitious identities and number swapping at the event, with the railway having a bit of fun in the process.

No. 52322 had actually shed its own number in favour of that of long-lost classmate No. 52345, while former Hunslet 'Austerity' 0-6-0 (and 'A' class lookalike) No. 2890 was turned out as... No. 52322.

More than one visitor was caught out by the swap, believing the ex-'Austerity' was in fact the real No. 52322.

There was a certain irony to



Nos. 51241, 51456, 80097 and 52345 line up at Baron Street during a 3P20 Parcels Group charter on March 5. Only No. 80097 carries its true identity. STEVE SIENKIEWICZ

seeing No. 2890 running as an L&Y loco – it having been rebuilt from a saddle tank to a tender loco, whereas No. 752 started life as a tender loco, but was later rebuilt as saddle tank in 1896.

On the subject of saddle tanks, the final piece of identity swapping took place on the L&YRT's diminutive 'Pug' 0-4-0ST No. 19, which arrived at the ELR from the Ribble Steam Railway in January.

It was temporarily renumbered as BR No. 51241 for the event, but like the BR identity of No. 752 was totally inauthentic as No. 19 also ended its days in industrial service after being sold by the LMS. The real No. 51241 was a former Goole and Agecroft engine, which ended its days in 1962.

No. 19 is currently a non-runner, but it took part in

a special evening photo charter at Baron Street shed on March 5.

Other locos in action during the gala were Ian Riley's 'Black Five' No. 44871, BR '4MT' 2-6-4T No. 80097 and ex-Manchester Ship Canal 0-6-0T No. 32 *Gothenburg*.

Popular

A packed timetable saw the smaller locos working double-headed or top-and-tailed and passenger and freight turns – the Aspinall pairing of Nos. 51456 and 52345 proving especially popular.

No. 752 is now expected to remain at the East Lancashire Railway for the next 10 years, although it is likely to make visits to the L&YRT's home base at the Keighley & Worth Valley Railway, as well as occasional visits to other preserved railways.



Visiting pannier No. 6412 approaches Irwell Vale during the East Lancashire Railway's Spring Gala on March 8. ROBERT FALCONER

NO. 6412 ARRIVES AT CHINNOR FOR SEASON-LONG HIRE



PANNIER No. 6412 arrived at the Chinnor & Princes Risborough Railway on March 17 following its appearance at the East Lancashire Railway gala. The '64XX' last visited the line in 2017 and is booked to be the primary motive power for the bulk of the 2020 season. However, despite plans to operate its Mother's Day services on March 22, the railway was to suspend all running until at least April 26 as part of the wider coronavirus containment measures. No. 6412 is pictured on arrival on March 17. PHIL MARSH



An 'A' class double-take double-header as No. 52322, running as 52345, leads No. 2890 (running as No. 52322) through Burrs Country Park on March 8. KENNY FELSTEAD

Rugby-themed appeals launched for Taff Vale 20 restoration at Gwili

THE Welsh Railways Trust's project to return the National Railway Museum's ex-Taff Vale Railway 'O1' 0-6-2T No. 28 to steam moved forward on March 1 with the launch of three new appeals.

All the fundraisers are on a rugby theme with the aim of raising the £160,000 needed to overhaul the loco.

As the name suggests, the 'Kick-Off' appeal has been set up to raise the £32,000 required to carry out the first stage of the project, which will focus on overhauling the loco's 'bottom end' and getting it to the rolling chassis stage.

The trust has already received an £18,000 grant from the Association for Industrial Archaeology towards this first stage, which with donations already received put the appeal's current total at £25,030.

The 'Grand Slam' appeal will be the primary fundraiser, and is seeking to encourage supporters to donate £1,000,

either as a lump sum or regular monthly £40 instalments for 25 months.

A range of incentives is being offered for those who sign up to the 'Grand Slam', including behind-the-scenes tours as the restoration progresses, free and discounted No. 28 merchandise, and invitations to an exclusive preview day before the official return to service.

The third appeal – the 'Triple Crown' – is similar to the 'Grand Slam' but for those on a more restricted budget. This aims to secure donations of £250 through 25 monthly instalments of £10.

As part of the overhaul agreement with the National Railway Museum, no dismantling work can take place until the trust has raised the initial £32,000 (20% of the £160,000 target).

If you would like to support any of the appeals visit: www.taffvalerailway28.co.uk/Fundraising/

Firm appointed to build new NYMR carriage shed

THE North Yorkshire Moors Railway (NYMR) has awarded the contract to build the new carriage shed facility near Pickering to Hull-based contractors Hobson & Porter.

The four-road single-storey carriage shed is part of the railway's £10million Yorkshire's Magnificent Journey (YMJ) appeal, and when completed at the end of this year will provide accommodation for up to 40 carriages for the first time, and enable servicing and cleaning tasks to be completed undercover.

The building will feature a cantilevered roof and feature direct platform access to carriages and an inspection pit. The official opening is taking place at Easter 2021.

Contractors have moved in to carry out work on another aspect of the YMJ project – the new volunteer development

and accommodation centre. This is to be located within the former Ken Ather Outdoor Centre at Stape, Pickering.

The NYMR has announced that through a combination of donations and grants, it had raised more than 90% of the £10m required to complete the wider YMJ project. This includes the on-going renewal of Bridge 27 at Goathland and the creation of a number of fully accessible coaches.

Around £800,000 needs to be raised over the next three years. For details visit: www.nymr.co.uk/yorkshires-magnificent-journey

■ The NYMR has replaced Bridge 8 at Trout Farm, close to the location of the new carriage shed. The £200,000 renewal is not part of the YMJ project and has been funded by the railway's foundation scheme.

Keighley & Worth Valley retires 116-year-old Ingrow bridge

BRIDGE 11 on the Keighley & Worth Valley Railway is being replaced after carrying trains over the Rover Worth for 116 years.

The structure is located close to Ingrow West station and dates back to 1904, but its deteriorated condition has resulted in its £150,000 renewal by KWVR volunteers.

The new concrete deck was expected to be lowered into position by the Bahamas Locomotive Society's ex-LMS

Cravens 50T steam crane on March 24.

"We're extremely lucky to have a dedicated and qualified group of volunteers helping with this project. We wouldn't be able to deliver this project for £150,000 without them," said KWVR chief civil engineer James Barlow.

"Planning for the project began over a year ago, with volunteers starting physical preparation work on site during the first weekend of 2020."

Swanage re-wheeled at Mid-Hants Railway

BULLEID 'West Country' Pacific No. 34105 *Swanage* was re-wheeled at the Mid-Hants Railway during February, marking another milestone on the locomotive's comeback journey.

The three couple wheelsets and trailing truck were lifted into place using the Ropley works wheeldrop, but the bogie has not been reinstated yet while work progresses on the replacement of No. 34105's middle cylinder.

The existing cylinder is in need of repair, and the railway has decided a replacement makes better economic sense in the long-term.

A replacement will be cast

using a polystyrene pattern, and drawings for this are being prepared. However, no date has yet been set for casting.

No. 34105's boiler is currently under overhaul at Ropley where a new firebox tubeplate is being fitted.

New air-smoothed casing and a new cab have also been manufactured and fitted to the loco, giving it the false appearance of a near-complete loco.

It is hoped *Swanage* will return to service at the MHR during the latter half of next year, having last turned a wheel under its own steam at the end of the 1990s.

New firebox takes shape for Canadian Pacific



A NEW inner firebox for Mid-Hants Railway-based 'Merchant Navy' No. 35005 *Canadian Pacific* is pictured taking shape at Ropley on March 7.

The steel 'box is the first to be manufactured for a 'Merchant Navy' in preservation, and is being

assembled from parts made at the South Devon Railway, including the inner backplate, tubeplate and throatplate.

A jig was built to assist with the assembly, including installing the thermic syphons, which have themselves been heavily rebuilt. KEITH FENDER

73050 ready for wheeling at Nene Valley Railway

By Gareth Evans

THE overhaul of the Nene Valley Railway's BR 'SMT' No. 73050 *City of Peterborough* continues to make steady progress at the railway's Wansford workshops.

The 4-6-0's 6ft 2in coupled wheels are practically complete. Apart from a weld repair to one of the horn guides, they are otherwise ready to go back under.

Following the return of the springs from overhaul, the bogie is also nearly complete.

Intensive work continues on the main frame. The drag box has been removed and work to replace the thinned

lower plate is scheduled.

A start has been made on dismantling the cab. This will be transported off-site for shot-blasting and initial overhaul, before being returned to Wansford for reassembly.

The selection of overhaul contractor for the boiler is still in progress. Tests on the welded section from the firebox side are delayed because of a faulty weld.

Withdrawn on the expiry of its boiler ticket in 2014, work began on *City of Peterborough* in early 2017.

Its tender is currently running behind BR '9F' No. 92134 at the North Yorkshire Moors Railway.

SIDELINES

Alton footbridge for Mid-Hants?

THE 1892-built covered wooden footbridge that once spanned the main line at Alton station was removed by contractors for Network Rail (NR) on March 7.

It has been closed to pedestrians since 2015. The main span has been saved for preservation by the Friends of Alton Station thanks to a £50,000 grant from the Railway Heritage Trust.

The eventual aim is to relocate it to the western end of the Mid-Hants Railway's Alton platform once it has been restored, at an estimated £80,000 cost.

However, the original staircases were destroyed during the bridge's removal, NR claiming they were too rotten to be retained.

Gwili to re-create lost Swansea dock tank

THE Gwili Railway Preservation Society plans to out-shop its ex-Earley Power Station RSH 0-4-0ST *Olwen* (7058/1942) in the guise of a lost Swansea Harbour Trust (SHT) loco when it returns from overhaul.

The loco will emerge as BR No. 1144 – the original of which was built by Hawthorn Leslie for the SHT in 1909, and was scrapped in 1960.

Progress on 1466 overhaul

WORK to return Didcot Railway Centre's GWR '14XX' 0-4-2T No. 1466 to steam is making good progress at the Dean Forest workshops of Western Steam Engineering.

Re-staying of the firebox is under way, with the back seams having new rivets fitted in the laps, while the valve gear is cleaned and repaired where necessary.

The wheelsets have also returned from South Devon Railway Engineering, compete with new tyres, along with the new front tubeplate for the boiler.

The back end of the frames is being rebuilt with new gussets and angles, the cab steps repaired and a new rear bufferbeam on the way.

5526 returns to Battlefield Line

SMALL Prairie No. 5526 returned to the Battlefield Line on April 18 as the principle motive power for the coming season.

The '4575' 2-6-2T is on loan from the South Devon Railway, having previously visited the line in January for the Battlefield Line's Winter Warmer Gala on January 4-5.

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S&D Trust responds to West Somerset Railway's notice to quit Washford

THE Somerset & Dorset Railway Trust (S&DRT) has released a public statement in response to the West Somerset Railway's decision to terminate the trust's current 50-year lease on its base at Washford – just two years after both parties signed it.

The S&DRT was given legal notice by West Somerset Railway plc's solicitors on February 7 (RM March) that its agreement for the use of the site at Washford will be terminated on February 10 next year.

The trust has occupied the station since 1975, turning the station building into a museum and erecting a three-road shed opposite to house a number of former S&DJR goods wagons and six-wheel coaches, together with Peckett 0-4-0ST *Kilmersdon* and a variety of signalling equipment.

A statement issued by the plc at the time cited the "severe financial and operational crises" it faced last year as the prime catalyst for the decision, stating:

"Despite the efforts of other WSR groups who helped raise funds away from their own specific interest areas, the Somerset & Dorset Railway Trust is governed in such a way that it meant they felt unable to assist us financially other than by allowing the WSR to hold and retain the modest profits from a Real Ale Festival last year.

"They wished to pursue their own specific agenda and, in our crisis period, acted rather like a 'cuckoo in the nest', which the plc found unacceptable.

"As a result of this and other



The S&DRT's '7F' No. 88 (53803) and Peckett *Kilmersdon* meet at Washford on March 30, 2014. CLIFF THOMAS

concerns, they have been served with a year's notice to remove themselves from the Washford site completely."

Site rent

The WRS plc statement also referred to the issue of site rent, claiming the rent paid by the S&DRT was "much lower than any other organisation occupying space elsewhere on the railway" and that "none of the monies that they raise there comes to help the WSR, but it is raised to help their own station and other causes they support."

"The WSR had sought to raise the S&D Trust rent to a more

meaningful level," the plc said, adding, "this issue has been raised with the S&D Trust before during their long occupation of the site, but they refused to consider a two-way deal to benefit both parties. That had to change."

The response by the S&DRT was issued on February 22 and said the termination notice was issued without warning or prior discussion with the trust.

"It is regrettable that the WSR have embarked on this confrontational and negative approach. The WSR have made no contact with us prior to their letter of 7th February, which was

a complete 'bolt [out] of the blue.'"

The trust also responded to the plc's claim that the S&DRT was unable to assist the railway financially during the crisis of 2019. It said: "We have assisted the WSR in recent years with their great financial crisis, even to the extent of giving them most of the proceeds from the 2019 Real Ale Festival held on our site at Washford, and furthermore have purchased items from them to help satisfy their urgent cash requirement.

"We are unable to 'give' actual cash to a plc in any other way due to the charity restrictions we have to work within."

Public opinion has been divided since the announcement was made, and many have questioned what the parting of ways will mean for the S&DRT's '7F' 2-8-0 No. 53808, which is a regular performer on WSR trains and covered by a separate agreement. The WSR plc said of the locomotive: "As a railway, we are committed to this popular engine, and we propose to honour this contract as a separate and free-standing hire agreement, and it is hoped will be unaffected."

'No comment'

The trust, meanwhile, had nothing to add, saying: "Our locomotive No. 53808 is under a separate agreement with the WSR and we have no further comment to make at the present time."

What the longer-term ramifications of the split means for the S&DRT collection remains to be seen.

The trust has confirmed it is seeking legal advice, with chairman Ian Young, commenting: "Whatever the outcome might be, it will put the trust under severe stress and cause a great deal of concern to our dedicated membership, if not the heritage movement generally."

As for Washford, the WSR said it plans to develop the site to better meet its needs. This could include additional PW vehicle and equipment storage, workshops and covered winter accommodation.

"We are also planning to attract a new station master to Washford station, which will itself be developed further," the plc said.

"We also plan to expand the museum facility there and are looking into possibly further developing the site as a visitor attraction with some small farm animals."



'7F' No. 53808 eases up the grade towards Crowcombe Heathfield, past Nornvis Bridge, with the 12.35 Bishops Lydeard-Minehead service on December 30 last year. TOM NOBLE

£32,000 appeal launched for new Swanage Railway carriage shed

THE Swanage Railway Trust (SRT) has launched a new appeal to meet a £32,000 shortfall in its fundraising for a new £220,000 two-road carriage shed to the east Herston Halt.

The SRT has allocated £153,000 towards the total cost of the new building and is applying for grants for a further £35,000, leaving £32,000 still to find.

When completed the shed will house some of the Swanage Railway's carriage fleet, including the SRT's 1930s Maunsell and 1940s Bulleid stock.

The building will be 131m long and 9.26m wide, providing almost 1,000sq m of covered accommodation – enough to house four carriages on one road and six on the other.

Full height walls will be built on the south side to protect the stock from the ravages of sun, wind and rain, while the north side will feature a half-height wall, with the lower half being open.

Work on the new building began in January and will continue throughout the year, during which time the SRT hopes to raise the remaining £32,000 through donations.

Full details on how to help can be found at: <https://tinyurl.com/t2yohky>



Visiting No. 4612, running as No. 6779, heads the mixed goods over Yacht Club Crossing as it works away from Overton station at the Nene Valley Railway on March 8. JAMES KINDRED

Nene Valley resurrects lost Swindon pannier

SEVENTY years ago this year the last '57XX'/'8750' pannier tank to be built at Swindon – No. 6779 – rolled out of the works, marking the end of a locomotive class production that had started 21 years earlier.

The original No. 6779 was scrapped in 1960 after just 10 years' service, but on the weekend of March 7-8 the Nene Valley Railway celebrated the 70th anniversary of the loco's construction with a gala event starring the Bodmin & Wenford Railway's No. 4612, renumbered as its long-lost classmate.

Historically, the livery worn by No. 4612 was

inaccurate for No. 6779, as the latter carried British Railways livery, whereas No. 4612 is painted in GWR green.

However, the NVR fitted wooden replica cabside numberplates to the loco, and covered the number on the front bufferbeam.

The re-created No. 6779 worked passenger trains and a mixed goods over the two days, sharing duties with Class 14 diesels Nos. D9520 and D9529, which represented Swindon's great hope, albeit misguided, as the diesel replacement for the ubiquitous panniers.

Simon Baggott takes the reins at Watercress Line

THE Mid-Hants Railway (MHR) has appointed long-time volunteer Simon Baggott as its new general manager.

He succeeds the line's previous incumbent Jason Holders, who stepped down from the post last summer.

Mr Baggott has been a volunteer on the MHR since 1998, starting out in the workshops at Ropley before

training for footplate duties.

He qualified as a driver in 2007 and acted as one of the line's loco inspectors before serving two stints as a director.

Most recently, following Jason Holders' departure, Mr Baggott undertook certain aspects of the general manager's role while the search for a replacement was underway.

Professionally, Mr Baggott has a background in production engineering and marketing of engineering services at senior management and director level.

However, railways has long been a passion of his, and as well as volunteering on the MHR he has also worked on the Welshpool & Llanfair Light Railway, where he fulfilled a

range of duties from fireman to signalling engineer.

Richard Lacey, chairman of Mid-Hants Railway, said: "The MHR board considers that the line is fortunate to have someone of Simon's experience and knowledge of its workings taking the helm at an important point in its history to help drive the business forward."

Churnet Valley line secures £1.4million for Leek extension

THE Churnet Valley Railway (CVR) has been given the green light to return passenger services to Leek for the first time since 1965 after securing a grant worth more than £1.4million.

A total of £1,427,906.83 has been awarded to the CVR by the European Agriculture Fund for Rural Development (EARDF), which will provide around 80% of the cost of constructing the one-mile extension from Leekbrook Junction to Leek, a parallel footpath and associated infrastructure.

A new Leek station will be built off Barnfield Road, on the southern edge of the town.

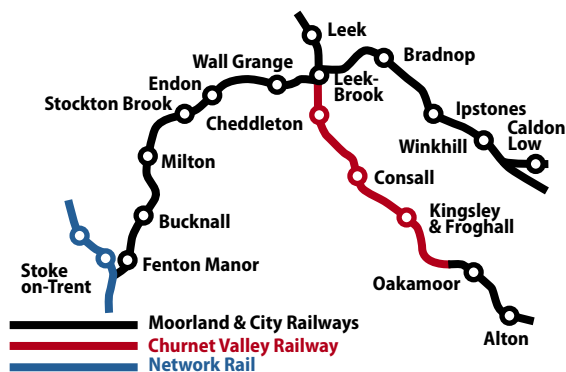
The project will include the reinstatement of the northern side of the Leekbrook Junction triangle, thereby offering three different destinations – south to Cheddleton, Consall and Oakamoor, east to Ipstones and Caldon Low, and north to Leek.

The only other heritage line to have a triangle with three different destinations is the Downpatrick & County Down Railway in Northern Ireland.

However, the announcement of the award came amid growing concerns over the spread of Coronavirus, prompting the CVR to suspend all services as of March 23 until May 8, although this date remains subject to review.

It has meant the railway has had to cancel its two 'Borders Explorer' events on April 5 and 18-19. These special trains, top-and-tailed by 'S160s', were to traverse almost every inch of track currently accessible to CVR trains, including the 'Leek Stub', completed last October, and part of the of the Stoke line west of Leekbrook Junction to the Network Rail boundary.

The trains were to serve as fundraising specials to help the



A map of the Churnet Valley Railway showing the current operational lines and the location of the planned Leek extension

railway raise the remaining 20% it requires to complete the Leek extension.

Anthony Hancock, chairman of the not-for-profit heritage railway, said: "Re-instating the line to Leek has been the ambition of so many people for many years – and thanks to support from Staffordshire Moorlands District Council and

its leader, the dedicated effort from CVR volunteers and this fantastic funding award, this ambition is going to be fully realised.

"Although we have secured this fantastic amount, we also need to raise the final 20% ourselves, so we hope to welcome as many visitors as possible in 2020 to help raise funds."

SIDELINES

'Austerity' joins Severn Valley steam fleet

THE Severn Valley Railway (SVR) has taken delivery of RSH-built 'Austerity' 0-6-0ST No. 71516 *Welsh Guardsman* (7170/1944), which arrived from the Gwili Steam Railway on February 27.

The SVR has agreed to host the former Gwili stalwart while the owner, Felinfoel Brewery, makes a decision regarding future hire opportunities for the loco.

The Bridgnorth works team is to undertake some maintenance work on the loco in return for the potential use of the locomotive, which is the first 'Austerity' on the SVR since Hunslet No. WD193 *Shropshire* left for the Bulmers Railway Centre at Hereford in January 1981.

Bluebell planning 60th anniversary extravaganza

THE Bluebell Railway has announced plans to mark the 60th anniversary of its preservation this summer with a commemorative event on August 7-9.

Full details have yet to be released, but the railway has said it hopes to run its most intensive timetable ever, with six trains operating on every day of the weekend. Other festivities are planned along the length of the line.

Prisoners to restore Foxfield wagon

FOXFIELD Railway-based Knotty Coach Trust has linked up with a local prison, HMP Dovegate, near Uttoxeter, to enable prisoners to restore Derby-built First World War ammunition wagon No. 46370.

A group of male prisoners will learn new skills to help them gain jobs after their sentences, including woodwork, metalwork, painting and project management.

More than £6,000 of timber has been delivered to the prison for the project, which will cost £19,600. The money is being provided by five sources, including the National Lottery Heritage Fund, the Garfield Weston Foundation and The Trusthouse Charitable Trust, plus substantial private donations.

KESR 'Terrier' boiler steams

THE Terrier Trust's overhaul of Stroudley 'A1X' 0-6-0T No. 2678 is on target for a return to steam this spring after the boiler steamed at the Kent & East Sussex Railway (KESR) on February 23.

The boiler successfully passed its hydraulic test on January 22, while work on the rolling chassis is virtually complete at the KESR's Rolvenden Loco Works.

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Galas cancelled as coronavirus closes down industrial lines

OPERATORS of preserved industrial steam locomotives have been hit by the coronavirus outbreak the length and breadth of the country, with rail services suspended and Easter trains and galas cancelled or postponed.

The Ribble Steam Railway was one of those to temporarily cancel its March 28-29 Spring Steam Gala when it elected to close its door during the final two weekends of March.

The much-anticipated event had been expected to feature ex-Kiveton Park Colliery Hudswell, Clarke 0-4-0ST *Waleswood* (750/1906) from the Chasewater Railway, turning the clock back to the days when the loco was resident at Steamport, Southport.

The Chasewater line also decided to close for an indeterminate period in mid-

March, cancelling all events until June. The railway was monitoring the situation closely, but it meant that the Pits to Power Stations Gala on April 4-5 will not be going ahead.

Closed

Similarly, the Middleton Railway will not be reopening on April 4 as originally planned and, like Chasewater, will remain closed until further notice. This has come as a particular blow for the Middleton line, which is celebrating its 60th anniversary this year.

Over in Scunthorpe, the Appleby Frodingham Railway cancelled all brakevan tours around the British Steel site during March and April, the Elsecar Heritage Railway, Mangapps Railway Museum and

Lincolnshire Wolds Railway are closed until further notice, while the Northampton & Lamport and Embsay & Bolton Abbey railways planned to run no services at all during March, and possibly into April, too.

In the North East the Aln Valley Railway has cancelled its Greenrigg Halt Opening Day on April 3 and will not open to the public until the end of April at the earliest, also cancelling its Music Festival on May 25-26.

Tanfield Railway operations are suspended until April 9 at the earliest, and have cancelled their Easter services and Coals to Newcastle events. However, the railway has said it hopes to still operate a train service during these dates if it is safe to do so.

The Stephenson Railway Museum/North Tyneside Steam

Railway will not open during April and has cancelled all events until May 1. It is hopeful the SCOW Bagnall Reunion event on May 8-10 will still be able to take place (see separate story).

Postponed

The Buckinghamshire Railway Centre has said it plans to keep its doors closed until the end of June, and is rescheduling as many events as it can.

Further east the Mid-Suffolk Light Railway (MSLR) cancelled all immediate opening days and has postponed events scheduled for the spring and early summer.

However the MSLR's treasurer is confident the railway will survive the loss of income from the 2020 programme.

SIDELINES

Austin No. 1 steams at Llangollen Railway

FORMER Austin Motor Company Kitson 0-6-0ST *Austin No. 1* (5459/1932) has returned to service at the Llangollen Railway following an extensive overhaul. The locomotive made its first test runs at the beginning of March.

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Newstead group seeks original works plate

THE group restoring 'forgotten' Hunslet 0-6-0ST *Newstead* (1589/1929) at the Spa Valley Railway is trying to track down one of the locomotive's missing original works plates in order for it to be reunited with the loco.

The plate was sold by Kidlington Railwayana Auctions (now Great Central Railwayana) for a modest £100 back in April 2002, during the period many believed *Newstead* lost to preservation.

The former Woolly Colliery loco was then still in the ownership of the late Malcolm Saul and kept at his home in Hertfordshire, where it was thought it had been scrapped in the 1990s.

Since *Newstead's* rediscovery in 2015 and transfer from the Nene Valley Railway to Tunbridge Wells West, the project group, led by

Alex Alder, has been keen to track down the missing plate (they have the other) in the hope that it can be acquired for the loco.

Anyone with information on its whereabouts should contact Alex Alder on contact@thelostengine.co.uk or 07710 750366.

Work on the loco's restoration is progressing well.

In early February the wheelsets returned from the South Devon Railway where they had undergone tyre turning, and axle testing and turning.

Vacuum brake and steam heat pipework has been fitted and the boiler prepared for lifting.

It is hoped that this can be done at the same time that the boiler from Andrew Barclay 0-4-0ST *Lady Ingrid* (2315/1951) is returned to the frames.

SCOW livery for Tyneside Bagnall 401

FORMER Steel Company of Wales (SCOW) Bagnall 'New Standard' 18' 0-6-0ST No. 401 (2994/1951) will have its original livery reapplied at the North Tyneside Steam Railway (NTSR).

The NTSR/Stephenson Railway Museum has engaged the team from Heritage Painting to return No. 401 to the livery it carried between 1951 and 1957, ahead of its reunion with Lakeside & Haverthwaite Railway-based sister engine No. 403 at the NTSR on May 8-10.

The repaint will see No. 401 shed its current black paintwork and replace it with maroon, complete with 'THE STEEL COMPANY OF WALES' in lemon italicised capital letters along each side of the tank and the number 401 on the cabside.

It will be the first time since the two locos were sold to the Austin Motor Company in 1957 that either has carried the original livery.



No. 401 is seen during the repaint on March 18. STEVE THORNTON

However, No. 403, better known by its Austin name *Victor*, currently carries a maroon livery and wore a deep maroon paint scheme during its time at the West Somerset Railway in the late-1970s and 1980s.

In addition to the repaint the NTSR is hoping to fit No. 401 with false bufferbeam extensions for the reunion

event. All three of the SCOW Bagnalls had these heavy extensions down to just above the railhead during their time at Port Talbot, but Nos. 401 and 403 had them removed after they were sold by Austin to the West Somerset Railway.

Further details on the *Victor* & *Vulcan* reunion gala can be found at: <https://tinyurl.com/sg95gb9>



HORDEN ALMOST READY FOR TANFIELD RETURN: Restoration of the Tanfield Railway's Andrew Barclay 0-6-0ST *Horden* (1015/1904) was almost complete as this issue of *The RM* went to press. The ex-*Horden* and *Shotton Collieries* loco was back in one piece and fully repainted into the green livery it carried when new. This has included the application of the loco's name in gold leaf on the tank sides, which was carried out at the end of February. *Horden* is pictured at Marley Hill in early March with just the chimney, tank filler lid and handrails still to fit. KYLE ALLSOPP

More industrials get the Heritage Painting treatment

BAGNALL No. 401 is not the only former industrial locomotive to receive the attention of the Heritage Painting team in recent weeks.

Former Fry's Chocolate Sentinel 4wVBT No. 7492 has undergone a full repaint into the original sign-written blue livery it carried at the Somerdale factory near Keynsham.

The Avon Valley Railway-based loco returned to Bitton in time for the line's aborted Mixed Traffic Gala on March 21.

Hunslet 'Austerity' 0-6-0ST *Swiftsure* (2857/1943) was recently rolled out in full Longmoor Military Railway blue livery at the Mid-Norfolk Railway. The livery is historically inaccurate

Hunslet 'Austerity' No. 75008 Swiftsure shows off its Longmoor Military Railway livery as it takes water at Dereham on the Mid-Norfolk Railway on March 15. HAYDEN SHEPHERD



as the former Cadley Hill Colliery loco was never a part of the Longmoor fleet and was never so painted, although it did carry War Department number 75008.

That said, the Longmoor livery does suit the loco and is a fine homage to the many 'Austerities' that did work on the Hampshire system (*RM* Oct 2019).



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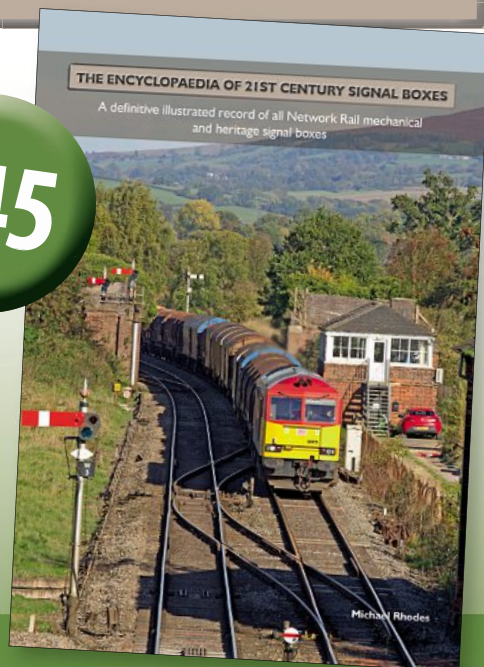
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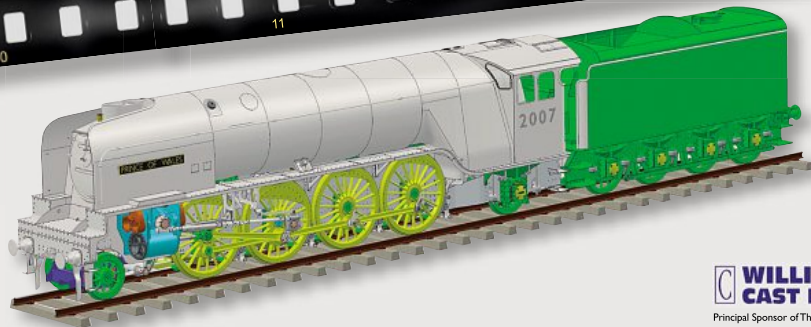
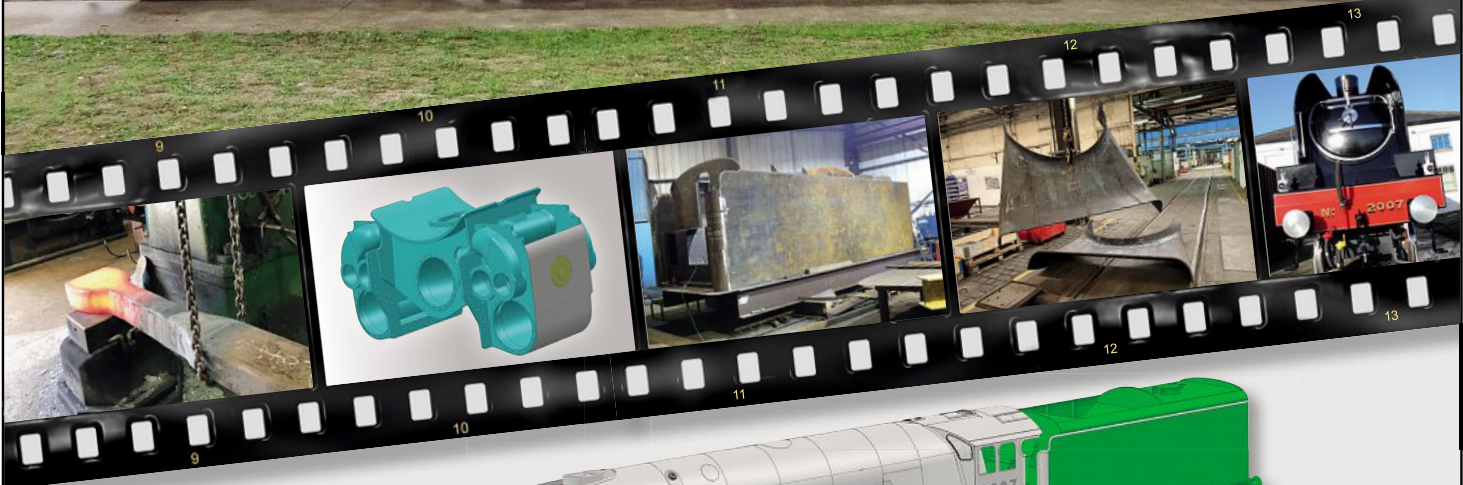
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Steam Portfolio Track Record



'Black Five' 4-6-0 No. 45212 steams through Bathampton with a returning Steam Dreams excursion from Bath to Clapham Junction on March 12. GLEN BATTEN

Carnforth 'Jubilee' No. 45699 *Galatea*, masquerading as sister engine No. 45562 *Alberta*, passes through Blackrod with 1Z11 14.10 Blackburn-Lancaster 'Cotton Mill Express' on February 29. MICK LANGTON

L&Y 0-6-0ST No. 752 (as No. 51456) leads 0-6-0 No. 52322, running as 52345, past Burrs during the East Lancashire Railway gala on March 8. ROBERT FALCONER





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Plans for steam at Maam Cross... and it's narrow gauge

Work begins on new station at Pelletstown

CONSTRUCTION of Ireland's first new station in seven years got underway in late-February at Pelletstown, between Ashtown and Broombridge in Dublin.

Work on the €10million station, next to the Royal Canal on the Maynooth line, had been expected to begin at the end of last year, but it was February 26 before the formal 'first sod' cutting took place.

The official ceremony was conducted by Dublin's Lord Mayor Coun Tom Brabazon, together with the chief executive of the National Transport Authority Anne Graham, and Iarnród Éireann-Irish Rail (IÉ) chief executive Jim Meade.

Pelletstown is the first new station to be built on the IÉ network since July 2013, when the 'park-and-ride' station at Oranmore opened in County Galway. Funding has been provided by the National Transport Authority, together with levies collected by Dublin City Council from the nearby Royal Canal Park development.

The station is set to open during the third quarter of 2021, and will be served by Maynooth and M3 Parkway services.

This line is one of those scheduled for electrification as part of the DART Expansion Programme.

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THE Connemara Railway Project's (CRP) grand vision to reopen a stretch of the Midland Great Western Railway's long-closed Galway to Clifden branch took a step closer to fruition in mid-February when 5ft 3in-gauge track returned to Maam Cross station in County Galway for the first time since 1935.

Six 40ft track panels on wooden sleepers have been laid on the original alignment at the western end of the station site, between the platforms and the Maam Cross to Maam Village road, where a temporary, but original, MGWR buffer stop has been put down.

In due course the project group intends to reinstate the level crossing over this road, and extend the track towards Clifden; the formation is clear for the next three miles.

Galway County Council granted planning permission for the Maam Cross revival last summer, which includes rebuilding the signal cabin (with an 18-lever McKenzie & Holland lever frame from Mogeely), restoration of the water tower, goods shed and cattle dock, and the re-laying of track to the 1930s layout.

In parallel with the 5ft 3in track laying, the group has also laid



Above: Rails returned to Connemara on February 18 when the Connemara Railway Project began track laying at Maam Cross, 85 years after the last train ran.



Right: Work underway on the temporary 3ft-gauge railway at Maam Cross, which will carry steam-hauled trains later this year. BOTH: CRP

a temporary 3ft-gauge 'pop up railway' through the station from the eastern boundary, allowing trains to return to Connemara later this year.

Negotiations are currently underway for a visit by an Ireland-based narrow-gauge steam locomotive and privately owned carriages, which will be the first steam-hauled train to operate at Maam Cross for 85

years, and 125 years since the line opened.

"Once we have successfully launched the project with the return of a steam-hauled train, we will remove the temporary rails and complete the permanent 5ft 3in layout," CRP spokesman Jim Deegan told *The RM*.

"Hopefully we will have the track down by the end of the

year."

To help fund the revival of the Republic of Ireland's only 5ft 3in-gauge heritage line, the Connemara Railway has launched a €300,000 GoFundMe appeal to help maintain this early momentum.

Full details of how to donate can be found at: www.gofundme.com/f/connemara-railway-project

Loaded trials for 'Hibernian' loco after bogie repair



IARNRÓD Éireann's unique blue 201 Class No. 216 underwent loaded testing in late-February in order to trial its newly refurbished bogies, following work at Inchicore. The locomotive is the usual dedicated motive power for the luxury Belmond 'Grand Hibernian'. It is seen at Clondalkin with the 10.05 Ballina-North Wall IWT liner train on February 20, ahead of a return to Belmond duty in April. It was the first time No. 216 had worked a freight service since 2016. JAY MONAGHAN

New DART fleet to enter service in three years as part of extension programme

By Hassard Stacpoole

IARNRÓD ÉIREANN-Irish Rail (IÉ) has confirmed it expects the first tranche of new electric vehicles to replace 1980s DART (Dublin Area Rapid Transport) fleet to be delivered in 2023 as part of the DART expansion programme.

The procurement process started with a notice for tender on December 19.

In early February, *The RM* understands the process was threatened with significant delay, before CAF withdrew an application to the Irish High Court, having failed to make the shortlist to tender.

Six manufacturers – Stadler, Siemens, Hitachi, Alstom, Bombardier and CRRC – have

been short listed for the initial order of 150 vehicles of a potential 600 vehicle order, which will include bi-mode and battery powered vehicles to allow operations beyond the wires.

IÉ expects to identify a preferred bidder by the middle of the year, with the contract signed by the end of 2020 or early 2021.

Electrification

The first phase of the DART expansion programme will see the electrification of the Maynooth/M3 Parkway line.

Irish Rail spokesperson Jane Creegan told *The RM* an application for the railway order to allow the electrification of the route will be completed by the end of 2020, having appointed

IDOM as the multi-disciplinary contractor.

As part of phase 1, the line will be resignalled, all level crossings abolished, and a new DART maintenance and stabling depot will also be built in the Maynooth/Kilcock area, on a site yet to be identified.

It is expected the Kildare route via Phoenix Park Tunnel as far as Hazlehead will follow, with the final phase extending electrification and signalling upgrade of 38km of the Northern route from Malahide to Drogheda, including the upgrading of Drogheda depot for electric traction.

The programme will see the expansion of the network at 1500 DC, though new rolling stock will

be capable of 25kv operation.

It will also see a number of infrastructure and signalling upgrades, including a reversible junction at Glasnevin to allow trains from the Phoenix Park tunnel to access the former Midland Great Western Line to Newcomen Junction and Docklands in addition to the route via Drumcondra, with a new interchange station for the Luas and Metro North in the Glasnevin/Phibbsborough area.

Connolly

The programme will also include enhancement and remodelling of Connolly station to limit conflicts between the Western and Northern lines, including the possibility of

reserving platforms 5 & 6 for Northern through services, and allow Western services to use platform 7 and new platform 8.

South of Connolly, on the route to Greystones, it hopes to abolish all level crossings between Lansdowne and Merrion and provide a high-frequency turnback at Dun Laoghaire or Bray.

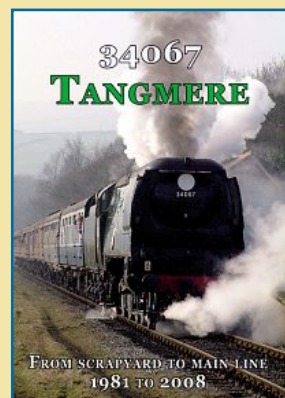
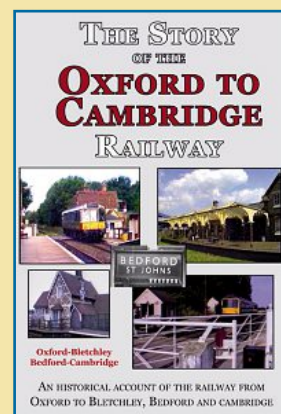
On the Kildare route the programme will also see bridges rebuilt, re-signalling and the four-tracking of the route from Park West to Heuston (4km), plus the construction of additional platform by platform 9 to allow DART trains to call west of Heuston.

It is hoped to deliver the completed programme by 2027, subject to funding.

New Titles from Kingfisher

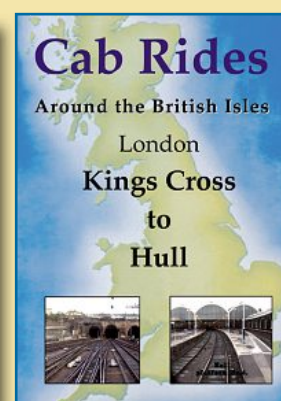
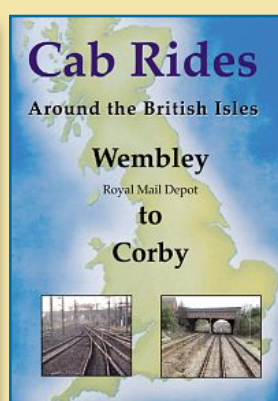
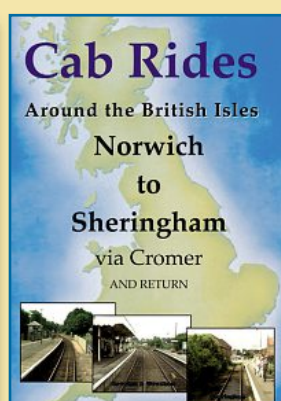
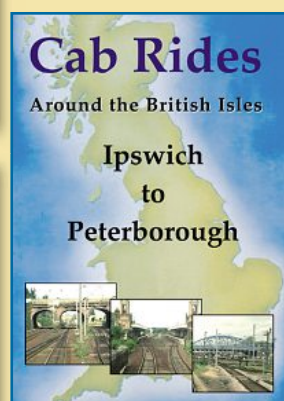
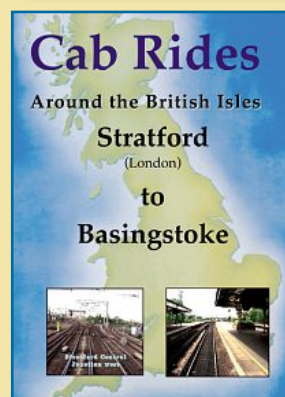
'The Story of the Oxford to Cambridge Railway'

Oxford, Bletchley, Bedford and Cambridge' With the impending re-building of the line between Oxford, Bicester, Bletchley to Bedford and eventually Cambridge, this DVD looks at the history of the route by visiting the stations and structures and the existing section of the railway that survived between Bletchley and Bedford from the 1967 closure period. **Approximately 120 minutes duration £16.95**

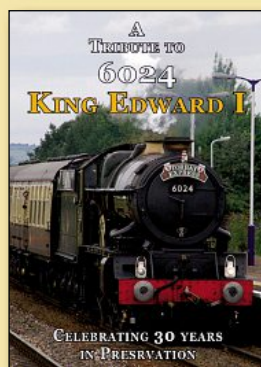


'34067 Tangmere - From the scrapyards to main line operations - 1981 to 2008' 'Battle of Britain Class' Pacific *Tangmere* has been the only original Bulleid Pacific to operate on the main line in recent years. We follow its remarkable story of survival from Barry scrapyards through to its restoration and first main line operations. The programme culminates in *Tangmere* operating through Devon and Cornwall to Penzance and also along the now-closed Folkestone branch. **Approximately 120 minutes duration £14.95**

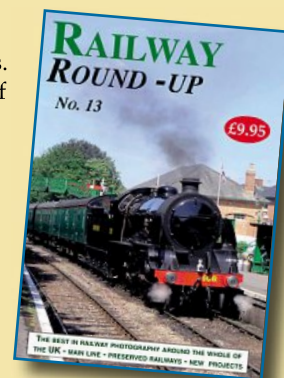
New series of Cab Rides - with more to follow



Our new series of Cab Rides add to our already extensive list of over 50 covering Britain. These interesting routes were filmed for training purposes for Anglia Railways and EWS and cover motive power classes such as Class 47 and 150 haulage. More will be added every month, so keep a watch on our web site for further releases. **All approximately 120 minutes duration £17.95 each**



'Railway Round Up No. 13' Our latest edition in the long-running series. This edition includes - * The return of Urie S15 No. 506 at the Mid-Hants, * The launch of the Saint, *Lady of Legend*, at Didcot, * the Bluebell and the recent return to service of No. 80151, * Main line operations to Kingswear with a variety of steam, * Galas at the West Somerset, Swanage and South Devon's 50th anniversary and much more. **120 minutes duration for just £9.95**



'A Tribute to 6024 King Edward I' The story of 'King' Class No. 6024 *King Edward I*. Celebrating 30 years of preservation from Barry scrapyards condition and a return to the main line. Footage from its re-entry into service and its main line operations until its recent overhaul. **70 minutes duration £14.95**

Coming Soon - Spring 2020 'The Building of the Saint'

Produced in tribute to the launch of GWR Saint, No. 2999 *Lady of Legend*. We follow the story of the project initiated by the Didcot-based GWS and how they built a long-lost Saint from the shell of 'Hall' Class No. 4942 *Maindy Hall*. Film of the rebuilding process from the beginning through to the launch of the locomotive in 2019 at the Didcot Railway Centre. **60 minutes duration £14.95**

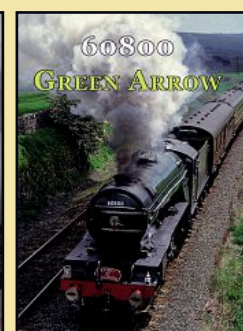
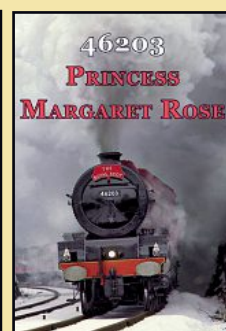
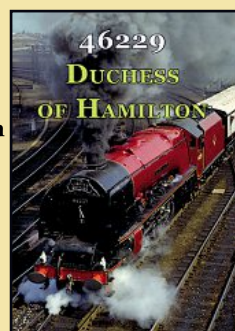
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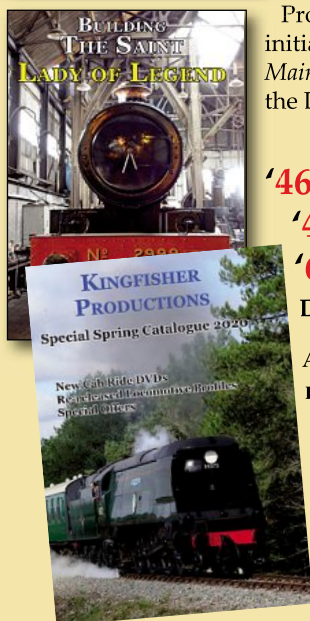
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Edward Sholto becomes static exhibit to conserve originality

ANDREW Neale's Hunslet 0-4-0ST *Edward Sholto* (996/1909) has been placed on display in Beamish's Colliery Engine Works and will remain a static exhibit for the foreseeable future.

Edward Sholto was repatriated in June 2006 and restored to steam in March 2010. It went on long-term loan to Beamish in 2012, where it worked until spring 2016. With leaking boiler tubes, the boiler was sent away for attention, but examination revealed it had worn to the stage where further boiler and firebox repairs to keep it in working order were impossible.

Minimal

During restoration following repatriation it was realised *Edward Sholto* remained in remarkably original condition, retaining its 1909 boiler and firebox and a high percentage of as-built material.

A new front tube plate was fitted and some repairs made to the copper firebox, but minimal changes were made since the owner never intended to modify



Edward Sholto has appeared at the head of passenger trains, but this has always been double-heading with a loco equipped that has appropriate train braking. This September 29, 2012 image, taken during a visit to Bressingham, illustrates how owner Andrew Neale, on the footplate, wanted the loco to operate – working short demonstration trains of slate wagons, as in its working days. CLIFF THOMAS

Edward Sholto for passenger use as most other 'Quarry Hunslets' have been.

Placing it on loan to Beamish meant it could operate shunting demonstrations on the museum's short industrial railway, thus largely replicating

its working days at Penrhyn slate quarry.

Funding

Mr Neale has said it is possible another rebuild to working order will be considered should funding become available

at some future time. "In the meantime however, on the basis that one can only destroy originality once, it is being conserved in its original state so those interested can see a Hunslet locomotive exactly as it was built," he commented.

SINGLE LINES

■ DOUGLAS Bay Horse Tramway's new Strathallan Depot will be officially opened on April 13. The replacement building is constructed in the style of the original structure at the site, and includes covered accommodation for 13 historic tramway cars.

■ BALA Lake Railway will lay a length of temporary track at its proposed new town terminus over which Hunslet 0-4-0ST *Winifred* and a quarryman's coach will offer rides on June 13-14.

■ CORRIS Railway's new-build 0-4-2ST 'Falcon' No. 10 became an actual 0-4-2 following fitting of the trailing pony truck at Alan Keef Ltd's works.

■ THE refurbished boiler for Eddie Draper's 50hp O&K 0-4-0WT 7529/1914 has returned to Golden Valley Light Railway following a steam test at North Norfolk Railway's Weybourne works in December. The loco has never steamed in preservation.

■ THE boiler for Old Kiln Light Railway's (OKLR) O&K 0-6-0T *Elouise* has returned to the Tilford, Surrey line following repairs at Herston Works. The boiler has been away for two years, during which the chassis has been undergoing overhaul at OKLR.

■ THE overhaul of South Tynedale Railway's Chranow 0-6-0WTT *Naklo* has reached the stage where the loco is back on its wheels, the boiler has returned to the frames, and air braking pipework is being installed in the tender. *Naklo* should return to service this season.

■ RAVENGLASS Railway Museum Trust's Bassett Lowke 4-4-2 'Little Giant' *Synolda* has been moved into Ravenglass & Eskdale Railway's (R&ER) works for the second stage of a three-stage overhaul project. *Synolda* is being stripped down for assessment and attention to its running gear, including checking it meets R&ER standards. The boiler for the 1912-built locomotive was overhauled last year.



A new chassis/body frame for a *Snaefell Mountain Railway* tram pictured at Douglas harbour on February 20. This frame followed a similar one that arrived two weeks previously, which was taken to Laxey SMR shed. RICHARD BOOTH

New frames for Snaefell cars delivered to IoM

TWO new chassis/body frames for *Snaefell Mountain Railway* (SMR) tram cars were delivered to the Isle of Man during February.

One will be utilised to rebuild SMR No. 3, which was effectively destroyed in a March 2016 runaway incident.

It seems the other will be employed to rebuild SMR No. 6, which is currently out of service.

These followed the February 10 delivery of reconditioned frames for carriage F.49, the body of which has been refurbished in Douglas shed.

The carriage should return to service later this year.

Rebuilding of 1894 Brown, Marshalls-built composite F.15, which last ran in 1999, is also approaching completion.

HNGRT donation boost for Peter overhaul fund

HAMPSHIRE Narrow Gauge Railway Trust (HNGRT) has donated £2,500 to Amberley Museum's appeal to finance the overhaul of Bagnall 0-4-0ST *Peter* (2067/1918).

The donation follows the decision to wind up HNGRT and distribute its assets to suitable organisations.

HNGRT's Hunslet 0-4-0ST *Cloister* and Bagnall 0-4-0ST *Wendy* (now donated to Staffold Narrow Gauge Museum Trust) regularly performed at Amberley in the past.

Peter's boiler is being rebuilt by Bennett's Boilers in Somerset.



'La'al Ratty' level crossing collision

RAVENGLASS & Eskdale Railway's (R&ER) 12.30 departure from Dalegarth on February 23 was involved in an incident at Eskdale Green level crossing at around 12.45.

A brief company statement confirmed there were no injuries to passengers, staff or members of the public, that the locomotive was not derailed and later returned to Ravenglass with its train, and that the incident had been reported to RAIB (Rail Accident Investigation

Branch) and the Office of Rail and Road.

The statement said the R&ER company would make no further comment until investigations are completed.

From the limited information available it appears Davey Paxman 2-8-2 *River Esk* struck the rear right side of a van operated by delivery company DPD, which was crossing the minor road at this location in front of the train.

Picture: MODEL-R via FACEBOOK

Wanlockhead extension receives planning approval

LEADHILLS & Wanlockhead Railway (L&WR) has received planning consent to extend the line to Wanlockhead East, where a new station will be constructed with parking for 10 cars.

The project now needs to be scoped in detail and a budget prepared prior to starting fundraising.

Work will be phased over at least three years.

L&WR's Hunslet 4wDM HE6347/1975 No. 6 *Clyde*, out of action for three years, is ready to return to service following completion of major work on the transmission, wheelsets and brakes.

Clyde will work passenger trains this year, alternating

weekends with Hunslet Barclay 0-4-0DM LD9348/1994 No. 10 *Menock*, which was L&WR's sole passenger-capable loco during 2018 and 2019.

Graham Morris' newly overhauled Kerr, Stuart 0-4-0ST 'Wren' *Peter Pan* has been provisionally booked to produce a Steam Event weekend over July 25-26.

'NG/G13' to debut in VoR service this summer

THE overhaul of Hanomag 2-6-2+2-6-2 Garratt 'NG/G13' (10551/1927) No. 60 in Vale of Rheidol Railway's works at Aberystwyth is now concentrating on the power bogies.

The wheelsets of the front bogie have been turned, with new brake blocks and piping

for the air braking system fitted during reassembly.

Work has also started on the rear power unit.

Boiler work has been virtually completed and it has been temporarily moved out of the works into storage.

No. 60 is projected to enter service by the summer.



The leading power unit pictured on February 6 following removal of the driving wheelsets. With these subsequently refurbished and refitted this bogie has now been reconnected to the boiler cradle while work on the cylinders and motion continues. In the background is Welsh Highland Heritage Railway's Baldwin '10-12-D' 4-6-0T WDLR No. 794 (BLW44699/1917), undergoing restoration as Welsh Highland Railway No. 590, a project which could be completed by the end of the year. CLIFF THOMAS

Caledonia to steam at Laxey

FORMER Manx Northern Railway Dubs 0-6-0T No. 15 *Caledonia* will steam at Laxey on July 30.

Laxey is the 3ft-gauge Manx Electric Railway (MER) station that is also the terminus of 3ft 6in-gauge Snaefell Mountain Railway (SMR).

The 3ft-gauge loco was employed during construction of the Snaefell line, utilising a temporary additional rail.

Caledonia will be in steam during the day and into the evening at Laxey amid celebrations for the SMR's 125th anniversary.

The 1895-built loco appearing at Laxey is the highlight of Isle of Man Transport's July 29-August 2 Manx Heritage Transport Festival.

Caledonia will also be displayed at the site of the

former Knockaloe Internment Camp on August 2.

The line to Knockaloe, which housed 24,000 prisoners during the First World War, was built in 1915 and totally dismantled within 10 years.

This will be the first time *Caledonia* has been at the location for more than 100 years.

The extensive programme of festival events includes special operations, tours of the MER and SMR car sheds and the steam shed at Douglas, bus tours of closed Manx lines, and an evening photo opportunity featuring four SMR cars at the summit of Snaefell.

During the festival, Groule Glen Railway will operate on July 29, August 1 and a gala day on August 2, with The Great Laxey Mine Railway operating on August 1.



Ffestiniog Railway's (FR) carriage No. 15 has been unveiled in its restored original-style livery. This carriage, and No. 16, were the first bogie carriages to be built in Britain. Both the 1871-built carriages were restored some years ago, but the bodywork had deteriorated in the sea air environment around Porthmadog. Other winter carriage work at Boston Lodge includes constructing new carriage No. 2048 for Welsh Highland Railway (due for Easter completion), overhauling WHR carriage No. 2045 and FR carriage No. 103, and FR Pullman Observation No. 152, which is being re-varnished and named *Eryri-Snowdonia*. FF&WHR/CHRIS PARRY

Port St Mary station building destined to become toy museum

PLANNING permission has been granted for Isle of Man Railway's Port St Mary station building to be converted into a toy museum, tea room and office accommodation.

The platform and some parts of the ground floor of the 1898 Port St Mary station building are used by the IoM Steam Railway, while much of the rest of building, declared surplus to operational requirements by Isle of Man Transport some years ago, has long been empty, with a history of failed conversion plans.

The buildings were placed

on the Isle of Man's Protected Buildings Register last year.

The platform side of the station will remain a railway waiting area with toilets, with the cafe to be at the Douglas end of the platform.

The museum will be run by a local businessman, who intends to relocate his offices to the station building.

The goods shed was included in the planning application, but this element was dropped following concerns raised by organisations, including the Isle of Man Steam Railway Supporters' Association.

Beamish to return Dundee Gasworks No. 2 to steam

DUNDEE Gasworks Kerr, Stuart 0-4-0WT No. 2 (721/1901) will be restored to steam at Beamish, where it has been on loan since July 2017.

A restoration proposal prepared following exploratory dismantling of the 1ft 11 1/2-in-gauge loco late last year has been approved by the loco's owners, Tywyn-based Narrow Gauge Railway Museum Trust.

Further dismantling will include removal of the front tubeplate and tubes, followed by dismantling of the frames and coupled wheels.

An issue Beamish is confident it can deal with concerns a puncture of the cast well tank, which acts as a frame stretcher.

With no timescale for a return to steam, work will progress according to resources.

Port Erin museum movement: Mannin out – Sutherland in

COSMETICALLY restored Isle of Man Steam Railway's Beyer, Peacock 2-4-0T No. 1 *Sutherland* (last steamed around 2003) was moved into Port Erin museum in mid-February.

Rearrangement of the exhibits prior to opening the museum for the new season on March 6 also saw Beyer, Peacock 2-4-0T (6296/1926) No. 16 *Mannin*

moved out. It is now in the carriage shed where the potential for restoring it to steam (*RM* July 2019) will be further assessed.

Mannin is significantly larger than the other Manx 2-4-0Ts.

It last steamed in 1964, and returning it to operation would be a major attraction to celebrate the steam line's 150th anniversary in 2022.

SINGLE LINES

■ TODDINGTON Narrow Gauge Railway anticipates Arn Jung 0-4-0WT *Justine* (939/1906) will return to service this year following extensive boiler work. *Justine* will effectively replace privately owned Chrzanow LAS 3512/1957 *Tourska*, which is now withdrawn on expiry of its boiler certificate, to work in company with Hunslet 0-4-2T 2075/1940 *Chakaskraal* No. 6 (*Chaka*).

■ CONSTRUCTION of a two-road locomotive and stock shed for the railway at Westonzoyland Pumping Station Museum has been boosted by a £2,500 grant from Sedgemoor District Council. The outcome of other grant funding bids towards raising the £20,000 needed to start construction is awaited.

■ FFESTINIOG Railway Society (FRS) has funded the purchase of standard gauge sleepers made from recycled plastic, which are cut in half following delivery, for use on Ffestiniog Railway. They have been used to relay 500metres of track previously employing wood sleepers, the first 200metres being undertaken prior to Christmas with the remainder due for completion by the end of March. FRS has also financed two new turnouts to replace life-expired turnouts in Boston Lodge yard.

■ A 1936-vintage 12hp Ruston diesel built for Maenofferen slate quarry has been donated to Ffestiniog Railway by Llechwedd quarry. It was located in an old slate mill above Blaenau Ffestiniog for many years, and although in need of restoration, after some oiling the wheels revolved enabling it to be towed on Ffestiniog metals after recovery.

■ A small 'pit pony' locomotive from Kellingly colliery has joined the Lancashire Mining Museum collection at Astley Green. These locos had rubber wheels and replaced pit ponies in many collieries. It joins two 2ft 6in-gauge Hunslet six-ton underground diesel locos recovered from Kellingly Colliery in December.

■ LISTER 40407/1954 *Pylon*, which arrived at 15in-gauge Perrygrove Railway in 2011, has left following its sale to a private line in southern England. Perrygrove is applying the sale proceeds to construction of a new diesel, based on a 1994 Jenbach-built donor loco.

■ WELSH Highland Railway Society is raising money to finance construction of a new third class saloon for the railway which will become carriage No. 2050. Previous society appeals have financed building Nos. 2046 and 2047 and observation carriage *Gwyrfai*, which entered service last year.

■ THE official launch of nine defibrillator machines along the Ffestiniog & Welsh Highland Railway (FF&WHR) took place at Harbour station on February 17. The defibrillators are located at Blaenau Ffestiniog, Porthmadog Harbour and Caernarfon stations, Boston Lodge works and in the guard's vans of FF&WHR's five main carriage sets.

■ MANX Electric Railway trailer No. 42 is being repainted into 'as-new' 1903 ivory and teak livery to match Winter Saloon No. 19. Restoration of 1894-built trailer No. 36 continues.

Welsh Slate landscape bid submitted to UNESCO

THE Government submitted a bid in January to UNESCO (United Nations Educational Scientific and Cultural Organisation) for The Slate Landscape of Northwest Wales to be granted World Heritage Site status.

The bid has been prepared by Gwynedd Council (*RM* Nov

2018) and encompasses the town of Blaenau Ffestiniog and its surrounding slate quarries, which were served by the Ffestiniog Railway, together with Bryneglwy's Slate Quarry, and the nearby village of Abergynolwyn, for which the Talyllyn Railway fulfilled a similar role.

Heritage Trams Track Record

£20,000 appeal to complete 'Railcoach' restoration



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Tramways and museums close amid Covid-19 pandemic

ALL of the UK's heritage tramway operators are to remain closed during April as the nation steps up measures to slow the spread of the coronavirus.

Crich Tramway Village will not open to the public until at least May 22, while Heaton Park Tramway will stay shut until further notice, postponing its 40th anniversary event until later in the year.

Beamish Museum, the Black Country Living Museum and the Wirral Transport Museum and Tramway are not expected to reopen until May 1 at the earliest, and the East Anglia Transport Museum is shut during April.

Finally, all heritage tram operations on the Blackpool system are suspended until further notice.



Above: As they were: 'Railcoach' No. 283 was part of the same batch as No. 279 and is pictured in Blackpool service during 1956. C BANKS COLLECTION/COLOUR-RAIL

Left: 'Railcoach' No. 279 as seen on March 12 with its re-streamlined front ends almost complete and the new domed roof sections now permanently fitted. FYLDE TRANSPORT TRUST

THE Fylde Transport Trust has launched a £20,000 appeal to complete the restoration of its English Electric 'Railcoach' No. 279, which when finished will fill a void in the ranks of operational trams on the Blackpool system.

No. 279 was built by English Electric (EE) at Preston as one of 45 single-deck streamlined 'Railcoaches' (Nos. 264-283) constructed between 1933 and 1935, which together with the famous 'Balloons' formed part of general manager Walter Luff's five-year modernisation plan for the Blackpool tramway.

It entered service in July 1935 and operated from Rigby Road depot on the Promenade and Lytham Road routes.

From the late-1950s a number of the 'Railcoaches' were rebuilt into trailers or modified to become towing cars, losing their

distinctive streamlined cabs in favour of flat-nosed front ends.

Others were rebuilt as illuminated trams or 'One Man' trams, and several were scrapped. As a consequence an original-style EE 'Railcoach' (not to be confused with the later Brush-built examples) has not been seen on the Blackpool system since 1974.

Renumbered

No. 279 was rebuilt as a towing car between June 1960 to April 1961, entering service the following May with trailer No. T9.

It was renumbered as 679 in 1968, and four years later became a single car once again after its trailer was withdrawn.

Overhauls were carried out in 1991 and 2004, with it being withdrawn in November of that year as part of a fleet reduction.

In 2008, No. 679 was acquired

by the Lancastrian Transport Group, forerunner of the Fylde Transport Trust (FTT) which, recognising the historical significance of the 'Railcoaches', decided to restore it to original condition at Rigby Road.

The project has involved the fabrication of new cab underframes and cab-end framework to the original streamlined profile, the manufacture of new roof domes, with new windscreen frames being made, using those from surviving sister car No. 298 at Crich as a template. Additionally, new half-drop windows have been installed and the interior woodwork refurbished.

A complete re-wire to modern standards is being carried out, which will also include a re-wiring of the lighting and auxiliary circuits. However, there

is still some way to go before the tram can re-enter service with the heritage fleet, such as the provision of new windscreens, re-panelling, painting and the re-upholstery of the seating; hence the new appeal.

Budgeted

The £20,000 target has been divided into budgeted sections – £6,000 for seating re-upholstery, £6,000 to complete the re-wiring work, £2,000 for re-creating the windscreens, £2,000 for re-panelling the body sides and £4,000 for painting.

A JustGiving appeal page has been set up to raise the required sum, which at the time of going to press had reached the £3,500 mark.

For more information on how to donate visit: <https://tinyurl.com/tnfp89h>

Countdown begins for Southend Pier fleet as renewal gets green light

SOUTHEND-ON-SEA Council has approved a £3.25million project to replace the coastal town's ageing pier trains with new eco-friendly designs.

Severn Lamb, which built the current 3ft-gauge Southend Pier Railway fleet in the mid-1980s, has been awarded the contract to construct the two new trains, each of which will consist of two bi-modular trains that can split in to two smaller trains should the pier choose to run at a reduced capacity



Sir William Heygate has slightly more than a year left in service on the Southend Pier Railway as it heads away from Shore Station on February 8. STUART CHAPMAN

during off peak times.

This will help reduce running costs and provide the council with more freedom when planning yearly schedules.

The specification for the new trains will see capacity increased from 180 to 244, with additional wheelchair capacity (six spaces per train).

Features such as panoramic roofs on one or more cars is being considered, while modern conveniences such as on board wi-fi, USB charging points, GPS-triggered audio announcements, and a hearing loop system and braille driver alert are expected to be incorporated.

Construction of the new trains is set to begin this summer, with a phased introduction taking place in 2021.

The two current trains - Sir John Betjeman and Sir William Heygate - were introduced in 1986 to work the 1.34-mile railway.

Each train comprises a diesel-hydraulic locomotive car at the southern end, five trailer coaches and a driver unit, with passenger space at the northern end.

Summerlee celebrates quarter century of Lanarkshire No. 53

SUMMERLEE Museum and the Summerlee Transport Group (STG) are celebrating 25 years since Lanarkshire Tramways No. 53 returned to operational service following restoration at the Coatbridge attraction.

The open-top double-deck car was built in 1908 by the United Electric Car Company in Preston and delivered new to the Lanarkshire Tramways Company's 'Traction House' depot on Hamilton Road, Motherwell.

It was primarily used on the Hamilton, Motherwell and Wishaw routes until being involved in a crash in 1917.

No. 53 was subsequently withdrawn and rebuilt with modified windows and improved truck, re-entering service in 1921. It continued to be used for the next 10 years, surviving until the closure of the tramway system in 1931. The body was then sold to a farmer in Beith, Ayrshire, where it was used as a hay store.

Preservation came in 1985 when the remains of the saloon were acquired by Summerlee and taken to the Bo'ness & Kinneil Railway where restoration began.

It transferred to Summerlee in June 1988, receiving the modified truck and electrical equipment from ex-Oporto



Sole-surviving Lanarkshire Tramways car No. 53 rounds the curve near the Summerlee memorial drinking fountain on September 15, 2018. TREVOR HALL

No. 150, and having the platforms and upper-deck and steps fitted. The fully restored No. 53 entered service on the Summerlee tramway on April 1, 1995.

The STG had hoped to run No. 53 for a celebratory weekend this month, but this has been postponed owing to the museum's closure during the coronavirus outbreak.

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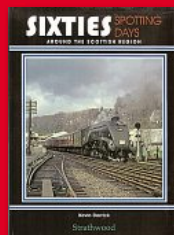
Sixties Spotting Days around the Western Region



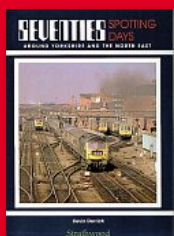
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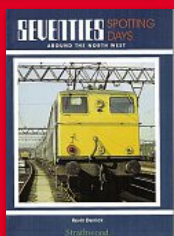
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Seventies Spotting Days around Yorkshire & the North East



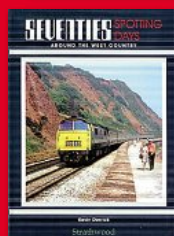
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Seventies Spotting Days around the Midlands



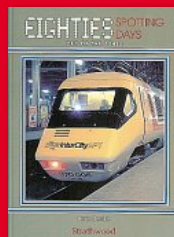
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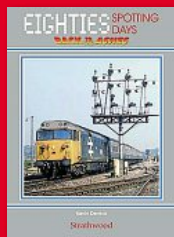
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Eighties Spotting Days Out of the Ashes



Eighties Spotting Days Back to the Ashes



Eighties Spotting Days Back to the Ashes III



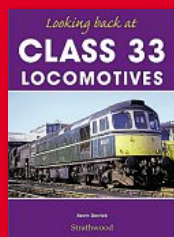
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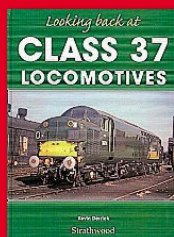
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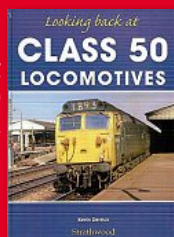
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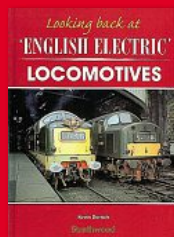
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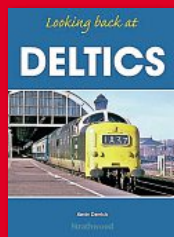
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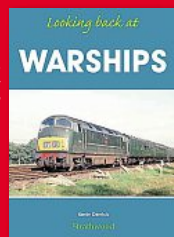
Looking Back at English Electric Locomotives



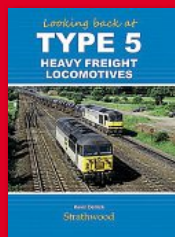
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ECML to be part of new high-speed parcels plan?

REGULAR parcels trains could return to the East Coast Main Line under a plan launched by new operator Varamis Rail in March.

According to the company's website, it will provide high-speed freight services on main electrified routes from late-2020, carrying parcels, temperature-controlled and palletised goods between London, Doncaster and Newcastle.

Varamis plans to extend operations to a circular route serving Edinburgh and the West Coast Main Line and later to East Anglia and Bristol/South Wales.

The new operator plans to use rebuilt Class 365 EMUs, half of which are currently stored awaiting new operators after being released by Great Northern and ScotRail.

Varamis plans to operate a series of 'hubs' at major distribution centres, towns and cities along electrified routes, with road vehicles being used for 'last-mile' transfer to and from customers.

Calvert waste trains return

GB RAILFREIGHT'S Cricklewood to Calvert waste trains are operating again after a lengthy hiatus. Trains carrying up to 1,500 tonnes of spoil and rubble from major construction projects, such as the Brent Cross redevelopment in north London, operate five times a week between Cricklewood and FCC Environment's landfill site in Buckinghamshire.

Since the Cricklewood site opened in 2015, more than a million metric tonnes of waste material has been moved out of London by rail. Each train removes around 60 heavy goods lorries from the roads of the capital.

MoD traffic returns to Mid-Norfolk Railway

THE Mid-Norfolk Railway welcomed the return of military freight traffic after an 11-year gap on March 4 when a train of 16 armoured vehicles operated between Wymondham and Dereham, writes *George Saville*.

The vehicles, including Jackal and Panther-wheeled patrol cars, were transported via the MNR for the 1st The Queen's Dragoon Guards, based at Robertson Barracks, Swanton Morley, just north of Dereham.

They were being returned to base after exercises on Salisbury Plain, and were hauled by GB Railfreight's No. 66778 *Cambois Depot 25 Years* from Ludgershall to Wymondham.

Soldiers

Preserved Class 47/3 No. 47367 then hauled the 12 loaded 'Warflats' and the '66' to Dereham Yard, where the vehicles were unloaded via the recently built maintenance shed.

Soldiers from Robertson Barracks then refreshed their skills loading and unloading their vehicles before returning to base.

Transporting the vehicles by rail avoided 16 long-distance low-loader trips.

The MNR has been used to transporting military vehicles before, starting in 1998 when the 9th/12th Lancers were based at Swanton Morley, although the last such operation was in 2009.



Above: GB Railfreight Class 66 No. 66778 *Cambois Depot 25 Years* stands alongside Sonic Railway Services' No. 03197, which was used to shunt the loaded 'Warflat' wagons into place for loading and unloading practice. INSET: No. 47367 stands in the platform at Dereham with 'Warflats' carrying Jackal armoured patrol vehicles. FRED CHAPMAN



Drax power station to stop burning coal in March 2021

ENERGY company Drax will stop burning coal at its North Yorkshire power station from March 2021 – providing another blow to UK railfreight operators.

The facility's coal-fired plants will close in September 2022 with the loss of 230 jobs, ahead of a Government ban on coal-fired electricity in 2025.

"Ending the use of coal at Drax is a landmark in our continued efforts to transform the business and become a world-leading carbon negative company by 2030," said chief executive Will Gardiner.

Coal represented about 3% of

Drax's power generation in 2019, down from 30% in 2016.

Nationwide, the country's dependence on coal for generating electricity has rapidly diminished, with National Grid now able to meet demand without it for long periods. Coal now provides less than 2% of national energy requirements, with natural gas filling the gap at around 50% and wind power on the rise at 17%.

Drax also uses large quantities of imported biomass, much of which is delivered from ports by rail.



The 08.10 Tuebrook-Drax loaded biomass train passes the remains of Healey Mills Yard, near Dewsbury, on March 12, hauled by GBRf's No. 60085. Since closure in 2012 most of the tracks and sidings at Healey Mills have remained in situ, and trees are now maturing through the once busy tracks. JOHN VAUGHAN

GBRf expands Peterborough base with £3m ops and training facility

GB Railfreight (GBRf) has unveiled plans for a new £3million operations and training facility in Peterborough.

The freight operator already has a big presence in the Cambridgeshire city, employing dozens of drivers and

maintenance staff as well as its fleet management and control centre.

This will be expanded with a new three-storey office building housing a control centre, classrooms, a boardroom and staff facilities at Maskew Avenue,

on the outskirts of the city centre.

Built on a former Network Rail brownfield site, it will replace temporary offices in Peterborough Yard that have been in place for many years.

It is expected to be complete in November.

GBRf has appointed Liam Day as its new commercial director. Mr Day was previously the company's Head of Contracts and joined GBRf in 2014 as terminal development manager. He replaces Lee Armstrong, who is joining Associated British Ports.

Rail Minister opens East Midlands Gateway terminal

THE new East Midlands Gateway intermodal terminal, one of a number of Strategic Rail Freight Interchanges (SRFI) under construction, was formally opened by Rail Minister Chris Heaton-Harris on February 28.

The terminal, situated on land just north of East Midlands Airport, has been developed over the past 15 months by Segro on a 700-acre site, offering six million square feet of logistics space, some of which has been taken by online retailer Amazon.

There has been no external funding for the terminal

Within the site, the rail complex comprises 17 acres, with rail sidings, hardstanding for 5,000 containers and the

capacity to handle up to 16 775m-long container trains per day.

The terminal is connected to the freight-only Sheet Stores Jct to Stenson Jct freight line at Gateway West Jct, where a new connection has been laid.

The terminal is being served by one daily train from Felixstowe. The inbound train currently runs via North London, Coventry, Bescot and Tamworth to access the freight-only line.

The return working takes a circuitous route via Barrow Hill, Doncaster and Sleaford to get to the Suffolk port, after an initial run-round in the nearby M&S terminal at Castle Donington.

Over the next few months, more businesses in the East



A gathering of Class 66s from three companies at the official EMG opening on a very wet February 28 – from the left, DB Cargo's Nos. 66117, 66047 Maritime Intermodal Two, Freightliner's No. 66419 and GB Railfreight No. 66788 Locomotion 15. CHRIS MILNER

Midlands are expected to take up capacity on trains, which is expected to lead to additional services.

Maritime operates the rail freight aspects of the terminal but, despite its close

relationship with DB Cargo UK, has not allied itself to any rail freight operator and is an open access site, something evident at the event with the display of four Class 66s from DB Cargo, Freightliner and GB Railfreight.

DRS scrambles '37' for Tees Tesco train

DRS No. 37218 thunders through Barrow-upon-Trent, north of Leicester, with 4M51, the 09.30 South Bank Tees Dock-Daventry Tesco containers on March 15. It was working alone in place of the more usual Class 66. STEVE DONALD



'70s' take over Boulby potash work

Freightliner's No. 70014 powers out of Middlesbrough Goods Yard with 6F33 to Boulby Potash Mines on a damp March 9. This was the first day of Class 70 haulage on these trains, which have been dominated by Class 66s for many years, and were famously hauled by Thornaby-based Class 56s, 37s and 31s in decades past. ANDREW JEFFERY

Scotland targets freight growth - and more electrification

SCOTTISH Government Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP has reaffirmed the country's commitment to shifting more freight to rail and further electrification of its rail network.

Mr Matheson told delegates at the Rail Freight Group's annual Scottish conference on March 4: "I cannot stress enough the opportunity for rail freight in the current environment."

He highlighted the case for further electrification and the Scottish Government's commitment to decarbonising the transport network by 2035.

Conference delegates also heard of Network Rail's progress on delivering rail freight growth in Scotland, and new rail schemes, including the Mossend International Rail Park and Highland Spring's terminal at Blackford.

However, Mr Matheson also warned more needed to be done to encourage an expansion in Anglo-Scottish rail freight, saying: "These



DB Cargo Nos. 90028 Sir William McAlpine and 90040 pass Beck Foot in Cumbria on March 5 with the 06.06 Mossend Euroterminal-Daventry intermodal for W H Malcolm. This is an example of the type of electrically hauled freight the Scottish Government would like to encourage. PAUL BIGGS

benefits would be increased even further with the full electrification of end-to-end rail freight routes between Scotland and England, with the Department for Transport also needing to play its part."

Maggie Simpson, RFG director general, added: "It is great to see the on-going support from the Scottish Government, which is helping to convert this into additional trains on the network.

"Modal shift to rail is already helping reduce transport emissions, and we support the minister's aims to decarbonise the sector through greater use of electric traction, including on our cross-border services."

Tarmac wins £1.5m Scottish freight grant

CONSTRUCTION materials producer Tarmac has won a £1.49 million Freight Facilities Grant from the Scottish Government.

The funding will assist Tarmac with the cost of upgrading track at its Oxwellmains plant, near Dunbar, and installing a storage silo and a pneumatic pipe to feed the cement across the railway line.

It will allow Tarmac to increase its use of rail and lead to the removal of more than 7,000 lorry journeys per year from Scotland's roads.

Scottish Cabinet Secretary for Transport, Infrastructure and Connectivity Michael Matheson announced the on March 4.

He said: "This award is the first Freight Facilities Grant for rail for a number of years and will help ensure rail remains the key mode of transport for much of Tarmac's operations."

China-UK intermodal back in action after short interval

DAVIES Turner's intermodal freight service linking China with the UK resumed on March 11 after a short suspension.

Tony Cole, head of supply chain services at the UK's leading independent freight and logistics company, says: "In keeping with normal practice, our Express China Rail Service did not operate during the Chinese New Year holiday break and its suspension was further extended due to the Covid-19 outbreak."

The weekly service makes use of rail between the major industrial centre of Xi'an in China and Duisburg in Germany, from where containers are moved by road to Rotterdam, transported by ferry to Purfleet and then by road again to DT's base in Dartford, Kent.

The transit time between Xi'an and Duisburg is about 18 days.

Containers are loaded with plastics, metal parts, tooling and fashion goods manufactured in China for UK companies, with rail offering a faster transit time than shipping and a more competitive cost than air freight.



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SIDELINES

Congestion 'taskforce' for Piccadilly platforms 13/14

PLATFORMS 13 and 14 at Manchester Piccadilly are now being treated as a station within a station to improve the rush-hour experience for commuters.

A dedicated team of 12 new customer relations staff and four supervisors has been tasked with keeping up to 40,000 passengers a day moving safely and providing travel information.

New information screens have also been installed in the upstairs 'satellite lounge' and for station staff on the platforms.

Charging points, extra seating, free water points and free toilet facilities are now available in the departure lounge.

DB's Knottingley depot shuts down

DB CARGO'S Knottingley depot in West Yorkshire closed on March 14, another victim of the decline in railborne coal traffic.

The final train to visit was the Branch Line Society's 'Power of Aire' railtour which, unusually, ran through the depot building with Class 66s Nos. 66017, 66164 and 66174 coupled at the head of the tour locomotive.

Passengers trains for Boulby line?

REDCAR & Cleveland Council has commissioned a feasibility study into the possible reintroduction of passenger trains over the line between Saltburn and Boulby in North Yorkshire.

Halts are proposed at Saltburn West, Skelton, Brotton, Loftus, Carlin How and Easington. The line is currently used by up to six freight trains a day from Boulby Mine to Middlesbrough (see Freight).

It was once part of a through route to Whitby, but closed in May 1958.

£20m funding for better accessibility

THE latest tranche of Government 'Access for All' funding will see £20m allocated to improve accessibility at 124 stations across Britain.

The enhancements will include new lifts, accessible toilets and customer information screens.

Since 2006 the scheme has contributed towards providing step-free access at more than 200 stations, as well as accessibility improvements at more than 1,500.

Siemens and Atkins win ECML digital signalling contracts

NETWORK Rail has awarded Siemens contracts worth more than £1 billion to introduce in-cab digital signalling on the southern section of the East Coast Main Line.

Engineering consultant Atkins has also won a £55million deal to manage the programme.

Siemens won both the Train Control Partner (TCP) and Traffic Management Partner (TMP) framework contracts, worth £900m and £180m, respectively.

Siemens will design, build and maintain the new European Train Control System (ETCS) equipment and associated infrastructure for the lifetime of the assets.

The Traffic Management contract has a wider remit than just the East Coast Digital Programme (ECDP), working with the Eastern and North West & Central regions, developing traffic management systems for the TransPennine route upgrade as well as the ECML.

The East Coast Digital Programme (ECDP) will transform the ECML into the first inter-city digital railway in



A Thameslink Class 700 EMU leaves London King's Cross, passing contractors preparing for the reinstatement of tracks through the currently disused eastern bore of Gasworks Tunnel. Over the next five years, Network Rail and Siemens will install new in-cab signalling and traffic management technology on this route, replacing and eliminating traditional lineside signals. NETWORK RAIL

the UK, installing ETCS in-cab signalling technology and removing lineside signals.

Signallers will be able to communicate with trains continuously, instructing and responding in real time and reducing delays and significantly improving performance.

The ECDP covers 100 miles of the route from King's Cross to Stoke Tunnel, just south of

Grantham. Currently operating with life-expired 1970s signalling, it will now see a staged transition to ETCS Level 2 with no lineside signals.

Around 300 passenger trains and freight locomotives will be fitted with the new technology over the next few years.

NR has also awarded five framework contracts, worth up to £3.6bn, for signalling renewals over the next six

years. Alstom has won the Southern and Eastern Region contracts, with Siemens taking the Scotland and North West & Central regions, and a joint venture between Hitachi Rail STS and Linbrooke Services has been awarded the Wales & Western Region.

The contracts run until the end of Control Period 6 in March 2024, but have an option to extend for a further two years.



Market Harborough platform extensions complete

EAST Midlands Railway 'Meridian' No. 222007 calls at Market Harborough's newly extended Up platform on February 27, working the 14.12 Nottingham-St Pancras International.

Platform 2 has been extended to 265 metres to allow 250-m trains to stop.

Work has also taken place to

reduce the stepping distance between the train and the platform.

The work is part of a major reconstruction of the station, including realignment of the Midland Main Line through the town to eliminate a severe speed restriction and a new car park. CHRIS MILNER

New Dawlish sea wall takes shape

NETWORK Rail contractors are making progress on the new sea wall and promenade at Dawlish in Devon despite delays caused by recent severe weather.

Many of the concrete panels for the new outer wall are now in position. The project will deliver a wider promenade and higher, stronger sea defences for the West of England line at this vulnerable location.

Here, CrossCountry's Nos. 43207 and 43378 power the 06.11 Leeds-Plymouth west along the sea wall on March 2. DAVID HUNT



£7.5million paint job for 130-year-old Forth Bridge

NETWORK Rail is about to begin a £7.5million renovation of the Forth Rail Bridge, which celebrated its 130th anniversary in early March.

The northern approach spans will be grit blasted to remove old paint and any damaged steelwork repaired before repainting with a glass flake

epoxy paint system to protect them from the elements.

They were last painted in 2011.

Here, 'Black Five 4-6-0 No. 45407 crosses the northern approaches with a Thornton Jct to Fort William empty stock working on October 10, 2016.

MICHAEL DENHOLM



New track in place on the rebuilt section of embankment at Edenbridge, on the Redhill-Tonbridge line. INSET: More than 6,000 tonnes of rock had to be brought in to reinforce the Dumfries to Kilmarnock GSW route after heavy rain caused the nearby River Nith to flood and erode the embankment. BOTH: NETWORK RAIL

Edenbridge landslip repairs completed early as NR fights back against deluge

TRAINS returned to the Redhill to Tonbridge line on March 16 after a three-month closure to allow repairs to a collapsed embankment at Edenbridge.

The line reopened two weeks earlier than expected, despite the remote site of the 30m-long landslip, one of the largest in southern England for many years.

Thousands of tonnes of clay moved under the 1836-built railway after more than a month's worth of rain fell in a week in December. A further 400m of railway is being shored up to prevent any further problems in the area.

Repair work includes removing an entire section of the failed earthworks to create access to both sides of the site, and the delivery (by rail) of 40,000 tonnes of new material to build up a new structure to support the line.

Network Rail has also completed work to reopen the Glasgow & South Western (GSW) line between Kilmarnock and Dumfries following damage caused by Storm Ciara in

February. Passenger services resumed on March 16 after more than a month's gap.

A section of line near Holywood in Dumfries & Galloway had to be closed after high winds and extreme rainfall caused the nearby River Nith to erode an embankment beneath the railway.

Battered

More than 1,700 tonnes of debris slipped from beneath the railway, with much of it spilling into the river and taking out a retaining wall in the process.

Around 6,000t of new stone had to be brought to the site to reconstruct and strengthen the embankment.

Other lines affected by storm damage in February include the Conwy Valley in North Wales, which remains closed to passengers, and the Cumbrian Coast Line, which required emergency repairs in early March after 60mph winds and huge waves, driven by 10m-high tides, battered a

railway bridge at Parton.

Onshore swells hurled rocks from the beach cracking the walls and ceiling of the bridge and destabilising the railway above.

Emergency repairs were also required to shore up a railway embankment on the West Coast Main Line near Warrington on March 2-3.

The wettest February on record, followed by Storm Jorge, caused sodden ground to move at Dutton Viaduct, near Acton Bridge, closing the WCML for two days.

Overnight on March 2, hundreds of tonnes of rock was used to reinforce the embankment where the earth slipped.

Work goes on to repair many smaller landslips at various locations across southern England, where heavy rainfall throughout the winter has saturated embankments and cuttings, causing them to fail and pose a danger to railway operations.

South Yorkshire submits formal proposal for Doncaster Airport rail link

SHEFFIELD City Region, Doncaster Council and the owners of Doncaster Sheffield Airport (DSA) have submitted an outline business case to the Department of Transport for the construction of a new rail link connecting the airport to the East Coast Main Line.

If authorised, the £300million link could help generate up to 33,000 new jobs for the region as part of ambitious expansion plans.

Just 4.5 miles of new track are required from a grade-separated junction on the ECML near

Bawtry to a triangular junction on the Doncaster to Lincoln GN&GE Joint Line. The proposal could help the UK's fastest growing airport to expand further, adding an electrified high-speed passenger service, and alleviating congestion on the ECML.

Freight traffic is also part of the proposals, with sidings envisaged to the north of the airport terminal.

The plans quadruple the number of people with airport access via sustainable transport modes, from 2.4m to 9m within a 90-minute rail journey.

Southampton freight loop extended

NETWORK Rail contractors have extended the run round loop west of the terminal, as far as Redbridge Junction.

The move will allow movement of 775-metre long intermodal trains serving Southampton Maritime container terminal.

Freightliner's No. 66589 is seen passing the newly laid track at Redbridge on March 12 after a route-learning run to Bournemouth and back in connection with engineering work on the westerly stretch of the South Western Main line. STEVE STUBBS



Transport secretary Shapps blocks Queensbury Tunnel destruction

SECRETARY of State for Transport Grant Shapps has unexpectedly prevented local authorities in West Yorkshire from starting the controversial £7million project to fill in the long-closed Queensbury Tunnel between Bradford and Halifax.

Mr Shapps said: "I've taken a specific personal interest in Queensbury Tunnel.

"The official advice was to fill it in, but I have specifically prevented that from happening and will work with local leaders to come up with a better solution.

"It's an asset but at the moment it's unclear what the tunnel would do and what would run through it. Is it bicycles or a light train or a tram?"

The news delighted local campaigners who have been fighting to prevent the abandonment of the tunnel by Highways England for more than five years and want to see it refurbished and opened as part of a 'greenway' linking Bradford and Halifax.



Campaigners gather outside the threatened Queensbury Tunnel, which could become a 'greenway' linking Bradford and Halifax if plans to abandon it are reversed. QUEENSBURY TUNNEL SOCIETY

However, Mr Shapps' suggestion of using the 1.4-mile tunnel for light rail is a new development posing much greater challenges, not least the extra cost of refurbishing it to modern rail standards, ownership of the land at each end of the tunnel, and the topography of the area.

A decision is expected shortly on West Yorkshire Combined Authority's bid for £23m of Government funding towards the Bradford to Halifax Greenway,

incorporating Queensbury Tunnel.

Highways England is under fire for spending almost £5,000 a week to operate a CCTV camera, floodlighting and a generator inside Queensbury Tunnel, despite preparatory works for the filling-in of the tunnel being suspended since October 2019. Critics say that in 2019, Highways England spent £1.2m pumping floodwater out of the tunnel, but the water is now at the same level as when work started.

Scarborough residents angry over TPE depot noise

TRANSPENNINE Express (TPE) has promised to tackle overnight noise levels at its £7million servicing depot in Scarborough, after local residents complained it was making their life a misery.

The Seamer Road depot opened in 2019 to service TPE's new 'Nova 3' fleet, powered by Class 68 diesel locomotives.

However, noise from the powerful V16 diesel engines of the '68s' is far less popular with locals than it is with rail enthusiasts.

Trains arrive late in the

evening and shunt around the depot for refuelling and cleaning between 23.00 and 00.30, before starting to move off depot for the following day's diagrams from around 04.30.

TPE blames locos being left in 'fast idle' mode for the noise, and has said it will issue instructions for noise to be kept to a minimum during overnight servicing. The operator says it also looking at options for reducing noise from the '68s' and installing soundproofing at the depot.

Lancashire repairs completed

NETWORK Rail staff worked through heavy rain and 80mph winds to complete a nine-day programme to repair, replace and renew infrastructure at various locations in east Lancashire in late-February.

The biggest element of the £3.95million project was the replacement of a bridge over

the Leeds & Liverpool canal at Oswaldtwistle.

A second bridge over the canal was strengthened at Rose Grove, track replaced at Townley and Gannow Junction, and new drainage installed at Rose Grove, before the Blackburn-Accrington-Burnley/Colne line reopened on February 24.



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Recycled Tube air keeps homes warm

WARM air extracted from London Underground tunnels is being used to heat more than 1,000 homes, and the idea could be extended across the LU network.

The Bunhill 2 energy centre, built on the site of the long-closed City Road Underground station in Islington, was opened in early March.

It uses a large fan to extract warm air from the Northern Line tunnels, which then passes over a series of pipes to heat water that is then pumped to nearby buildings via a distributed heating system.

Tower block

Electricity is also generated for use by LU and a nearby tower

block. The fan can also be reversed in summer to help cool the Tube tunnels if required.

The extracted heat would normally be wasted, and reusing it this way is estimated to save around 500 tonnes of carbon dioxide a year – equivalent to taking 340 cars off the road.

The idea, which is claimed to be

a world's first, is a collaboration between Islington Council, Transport for London and the Mayor of London.

56 shafts

TfL says it has identified another 56 ventilation shafts across the Tube network where similar systems could be installed.

Sheffield bids for renewal funding

THE Sheffield City Region Mayoral Combined Authority has put the cost of renewing the city's Supertram system at £439million, and looks set to ask the Government to foot most of the bill.

The scheme includes a new fleet of 28 trams to provide an enhanced service, track renewals, improved passenger facilities, refurbishment of the depot at Nunnery Square, renewal of control and signalling systems, and improved power supply.

The plan covers the tram network only, so excludes the tram-train service to Rotherham, which uses some of the tram network.

The SCR will apply for a Government grant to cover most of the capital costs, with a local contribution under 10%.

Supertram opened in 1994 and is currently run by Stagecoach on behalf of the South Yorkshire PTE. This contract is due to run out in 2024, after which the operation could be returned to the public sector.

TfL marks 20 years with royal visit

TRANSPORT for London celebrated its 20th anniversary on March 4 when the Prince of Wales and Duchess of Cornwall unveiled a plaque at the London Transport Museum.

TfL was set up in 2000 to bring London's transport network under one body. Since then, it has modernised much of the Underground network with rebuilt stations, new trains and upgraded signalling systems. It also established and expanded the London Overground service, including the outer orbital route.

Other innovations included

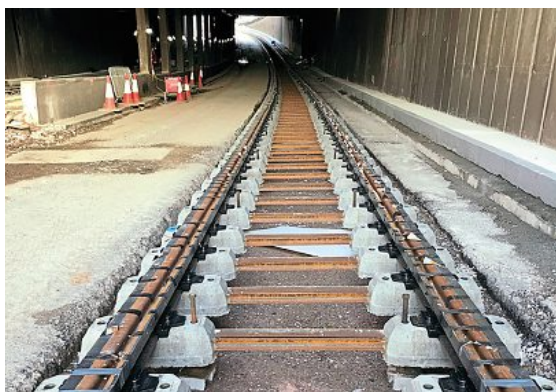
the Oyster card and contactless payments, and the more recent introduction of a Night Tube service at weekends.

The royal couple met with the future generation of staff who will help shape London's next 20 years, including engineering apprentices working on signalling and interns from TfL's scheme to improve diversity in the workforce.

After unveiling the TfL20 plaque, London's Transport Commissioner Mike Brown presented the royal couple with personalised 'Prince of Wales' and 'Duchess of Cornwall' roundels.



The Prince of Wales and Duchess of Cornwall unveil a plaque at the London Transport Museum on March 4 to mark 20 years of TfL. TFL



BATTERIES INCLUDED: A rare view of a London Underground battery loco in action in one of the tunnel sections, as No. 53 heads a northbound engineering train at Euston during engineering works on the Northern Line City Branch over the weekend of February 22-23. The branch was closed between Moorgate and Kennington for upgrade work at Bank. FRASER HAY

TRACKS LAID AT FIVE WAYS: As part of the Birmingham Westside Metro extension to Edgbaston, 330 yards (300 metres) of track was installed at the Five Ways underpass at the end of February. The line is a continuation from the recently opened extension to Centenary Square in Birmingham, and is due to open in 2021, with new stops at Brindley Place, Five Ways and Edgbaston. COLAS



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Government to fund bulk of £100million Tyne & Wear project

THE Government has agreed to fund most of a £100 million scheme to increase service frequencies and reduce journey times on the Tyne and Wear Metro.

The 'Metro Flow' project includes upgrading and electrifying the freight line that runs parallel to the Metro between Pelaw Junction and Jarrow on the South Shields

branch, effectively eliminating remaining single-track sections of the South Shields branch and therefore removing bottlenecks.

Other work will see service frequency outside central areas increased from one every 12 minutes to one every 10 (six trains an hour instead of five), increasing capacity for an extra 30,000 passengers a day, and improving reliability to allow

for better recovery from major disruptions. This will be backed by an order for four extra new trains on top of the 42 new trains already funded.

The South Shields branch still has three sections of single track, totalling two miles (3km), that will be dualled. These are between Pelaw and Hebburn, Hebburn and Jarrow, and Jarrow and Bede, and are the

last remaining sections of the Metro network like this.

They can hamper service recovery at times of disruption if trains have to wait for another to clear the section.

Freight trains would continue to run, sharing tracks with the Metro in the same way they do on the Sunderland route.

■ The Metro is 40 years old this year, and a summer of

community events had been planned before the coronavirus outbreak. The system has been used by an estimated 1.5 billion people since opening in August 1980. Events included an open day at the South Gosforth depot, plus exhibitions and a number of community dance and drama performances at stations – many or all of which must surely now be in doubt.



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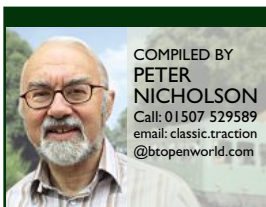
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SIDELINES

Helston Railway receives half a DMU

CLASS 127 DMU DMBSs Nos. 51516 and 51622 have been sold to the Helston Railway through Grinston Rail.

No. 51616 arrived from long-time storage at the Great Central Railway, Quorn in January.

The other car has been delayed because of access problems encountered in Cornwall, which need to be resolved before transport can be arranged.

Model railbus correction

THE Airfix/Dapol railbus plastic construction (*RM Feb*, p89) of the similar Park Royal vehicle. The AC type has been modelled by Hejlan as 'O'- and 'OO'-gauge ready-to-run models.

'Wizzer' Type 4 heads for North Yorks Moors

THE Diesel & Electric Preservation Group has accepted an invitation from the North Yorkshire Moors Railway for its Class 47 to visit the railway for the coming year.

The loco has received bodywork attention and a repaint in BR blue at Williton, West Somerset Railway (*RM Nov*, p92).

Previously in two-tone green as No. D1661, the Class 47 has taken up its TOPS identity of No. 47077 *North Star*.

It has had to leave the Somerset line because it is not within the railway's current weight restriction.

In addition to being available as a 'Thunderbird' emergency rescue loco it will work trains on the NYMR in its own right on occasions.

■ Our thanks to contributors: Ian Bell; Don Bishop (WSR); Josh Brinsford; Ben Bucki; Deltic Preservation Society; DEPG; Alistair Grieve; Phil Civil; Graham Lomax; Andy Marrison and Phil Marsh (C&PRR).

PHILIP (Phil) Civil has received the Heritage Railway Association's prestigious Lord Faulkner Award for the Young Volunteer of the Year (*RM March*, p12).

This is given for significant achievements by heritage railway volunteers aged under 26.

Phil, a Chasewater Railway volunteer, has been recognised for his outstanding work in restoring 0-4-0DH Bagnall 3211/Robert Stephenson & Hawthorns (RSH) 8366.

This was one of three locos supplied to Royal Ordnance Factory, Pembrey, South Wales in 1962. The cross-over of builders occurred because they were designed and started by Bagnall, just when the company was taken over by Brush.

The parts, in kit form, were moved to RSH, Darlington for completion. At least two of the locos later moved to ROF Glascoed before retiring and purchase by loco dealer Alan Keef.

No. 3211 was sold to Tarmac for work on the London Underground Jubilee line extension in London. For this it was heavily modified by contractors in South Wales, who lowered the cab, narrowed steps and buffer beams and fitted various safety features. It also picked up its Welsh name *Myfanwy*.



Bagnall No. 3211 now looks entirely different from when it arrived at Chasewater in 2016. Myfanwy has been restored to original condition and livery, complete with R.O.F. Pembrey No. 10 plates, as seen at Chasewater Heaths on March 7. ALISTAIR GRIEVE

After the London contract, the Bagnall ended up in Carillion's Rugby yard, but was deemed too small and light for shunting duties so was parked up.

In September 2003, Phil's dad Mark, who worked at the depot, bought the loco, saving it from being scrapped. It was moved to the Foxfield Railway, and used for general shunting and the occasional gala, still in its cut-down form.

Mark and Phil planned to rebuild the loco back to its original style, and a start was made on patterns and sketches for a new cab.

Sister loco No. 3209, still in commercial use at Brush Traction, Loughborough, was used as a template. Some components had been located, but sadly, Mark passed away suddenly in March 2016, and the project stalled.

Later in the year, Phil and some friends at Chasewater decided to get the project off the ground again, and the loco was moved there in the summer.

It ran at a few events before the work started. The project has taken around three years and required a lot more than just the new cab.

An official launch had been planned for April.



The three Class 142 'Pacer' cars are seen in dismal weather at Whitrope Sidings shortly after delivery on February 19, with No. 55610 to the fore. Class 26 No. D5340 can be seen in the distance. IAN BELL

Northern 'Pacers' head north to Scotland

THE remote Waverley Route Heritage Association (*RM March*, p93) took delivery of former Northern Class 142 'Pacer' No. 142020 (DMS No. 55561 and DMSL No. 55611) and one car from set No. 142019 (DMS No. 55560), on February 19.

The other half of No. 142019 (DMSL No. 55610) was due to follow soon after.

The group's Whitrope Heritage Centre base is located just off the B6399, between Hawick and

Newcastleton, Roxburghshire.

There are two carriages containing a collection of railway relics from the Waverley Route and other Borders railways.

The short running line from Whitrope Siding station has been operated with prototype BRE-Leyland railbus No. RB004.

Class 26 No. D5340 is stored here; Ruston & Hornsby '48DS' 4wDM No. 411319 is operational; and 0-6-0DM Fowler No. 4240015 is undergoing overhaul.

New stabling places for Severn Valley diesels

AMENDED timetables for trains between Bewdley and Bridgnorth were operated while the Severn Valley Railway line between Kidderminster and Bewdley was closed because of work being undertaken on Falling Sands Viaduct.

To cover some of these services, diesels normally kept at Kidderminster were stabled at other locations along the line.

Trains were run during half-term week, and a visit on February 20 found Class 33 No. 33108 stabled at Bewdley station on a siding normally the preserve of steam locos.

MARTYN TATTAM



Chinnor Class 58 visit called off after 'transit' issues

THE Chinnor & Princes Risborough Railway nearly had a major coup for its March 27-29 diesel gala when it was mooted Class 58 No. 58023 was due to appear.

However, in mid-March, the hire arrangement was cancelled because of 'transit certification issues' which prevented it being hauled by rail from its base at UKRL, Leicester.

The gala would have been the first use of loco of this class in the UK for 18 years.

The loco, owned by Chawton

Junction Railway Co, has been restored at the Battlefield Line and turned-out in BR Mainline blue livery.

The same company's Class 33 No. 33053 arrived at Princes Risborough from Leicester about 03.00 on March 9, sandwiched between DC Rail Freight Class 56s Nos. 56091 and 56103.

It was put into operation on Network Rail crew-training duties the next day, and is booked to stay for the coming season.



Class 33 No. 33053 pauses at Thame Junction on March 10 while on Network Rail training duties. It was based at Chinnor 15 years ago, but was never operated following the death of owner Richard Floyd, one-time C&PRR chairman. It was later based on the Mid-Hants Railway for a while, moving to the GCR(N) last autumn, and then to UKRL, Leicester. PHIL MARSH



Attendance at the Somerset & Dorset Railway's March 7-8 diesel gala at Midsomer Norton was better than expected despite the star attraction – Class 26 No. D5343 – not appearing. Trains were worked on the now mile-long track by two ex-BR locos, Class 08 No. D4095 and Class 03 No. D2128. The latter is on an extended visit from Andrew Briddon, Darley Dale. It is seen on March 8, leading the 08 on the 14.10 departure from Midsomer Norton South, a three-coach push-pull train. JOSH BRINSFORD

Somerset & Dorset gala goes ahead without Sulzer star

CLASS 26 No. D5343 from the Gloucester Warwickshire Railway (*RM* Dec, p94) was unable to appear at Somerset & Dorset Railway's Midsomer Norton diesel gala on March 7-8 because of an engine fault.

The railway tried to source a replacement loco, but the notice was too short to find anything suitable for an acceptable fee and conditions.

The gala went ahead with the three resident diesel locos, and the Wickham trolley for £1.

English Electric 0-6-0DH No. D1120 *David J. Cook* was withdrawn from the line up when it suffered an oil leak. This loco was due to have vacuum brakes fitted last October, but still awaits transport to Darley Dale for this work to be undertaken.

Last Hunslet in Halifax



EUREKA! The National Children's Museum houses 70/77hp 0-4-ODM Hunslet No. 2641 of 1941.

It was previously at Royal Naval Armament Depot Crombie, Fife, and was sold to Bargate Motor Spares (Huddersfield) for scrap around 1984.

It was later bought by Eureka!

in 1992, with the museum being formally opened by HRH Prince Charles in July that year.

The loco is on display, as seen here on January 20, with BR Mk2C TSO coach No. 5524, in Northern's old colours, which is used as a group lunch space.

The museum is located on Discovery Road in Halifax, West

Yorkshire, on the formation of the old Great Northern Railway line to Queensbury. It occupies the old goods yard and a demolished part of Halifax station.

EUREKA! is a charitable interactive educational museum for young children, which focuses on learning through play. **BEN BUCKI**

First Chasewater 'Pacer' enters service

THE first running day of the season at the Chasewater Railway was on March 8.

This was due to be diesel-hauled, but with one of the carriages not quite ready following maintenance, it was decided it was a good opportunity to try one of the newly acquired 'Pacers' (*RM* Feb, p89).

Set No. 142030 ran five return trips after an initial test run, all without fault.

The service also doubled up for training, with other crews watching how it operates and drives.

It is seen waiting at Chasewater Heaths with a service for Chasetown Church Street. **ALISTAIR GRIEVE**



National Collection Southern electric repaint continues



THE sole-surviving Class 71 Bo-Bo electric loco – No. E5001 – is being repainted from BR green into BR blue with TOPS number 71001. This was the stage reached at Locomotion, Shildon on March 4, slightly behind schedule as it was expected to be completed by last September (*RM* Oct, p94). STEVEN BARKER



GCR-N 'Gronk' earns its keep

THE Great Central Railway (Nottingham)-owned Class 08 No. 08784 is seen at Brownhills West, Chasewater Railway on March 7.

It had just completed a brakevan trip for the public to Chasewater Church Street and back.

No. 08784 was undergoing tests as it has been hired to RSS, before departing the railway on March 11 for use at Electro-Motive Diesel Ltd, Longport, Staffordshire.

It replaced No. 08922, which was taken to Chasewater.

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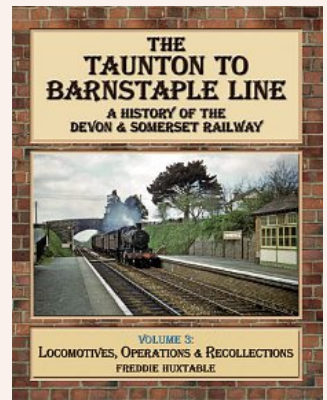
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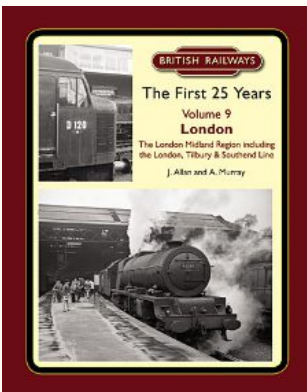


British Railways The First 25 Years Vol. 9: London

The London Midland Region including the London, Tilbury & Southend Line
J. Allan & A. Murray

The ninth in the series of books depicting the first 25 years of British Railways, this volume covers the London Midland Region lines in the London area, from the terminus stations at Euston and St. Pancras out as far as Watford and St. Albans respectively, the North London Line from Broad Street and the former London Tilbury & Southend Railway (LT&SR) lines out of Fenchurch Street. We look at the steam age Euston station and its rebuilding for the West Coast electrification in the 1960s. We visit the four principal motive power depots serving the Western and Midland Divisions, Camden, Willersden, Cricklewood and Kentish Town, and also Devons Road on the North London Line and Ripple Lane, Plaistow, Tilbury and Shoeburyness on the London Tilbury & Southend. A variety of locomotive types are featured, including 'Jubilees', 'Royal Scots' and Stanier Pacifics, English Electric Type '4's, 'Peak' diesel-electrics, Sulzer and BRC&W Co. Type '2's and ex-L&NWR 0-8-0s alongside '4F' 0-6-0s and '8F' 2-8-0s together with Fowler and Stanier 2-6-4Ts. On the North London Line the EMU-worked passenger services from Broad Street to Watford and Richmond contrasted with the variety of steam classes on cross-London freights. The LT&SR was the LM&SRs busiest commuter line into the Capital and there was also a healthy summer traffic of day trippers, primarily to Southend. The 'Tilbury' was almost exclusively a tank engine line with the LT&SR-designed 4-4-2Ts working alongside the LM&SR 2-6-4Ts until electrification in 1962. As with the previous London volumes, we have included detailed maps of the principal stations and depots showing how they fit into the Capital's streets. Platform layouts are also provided for each of the termini.

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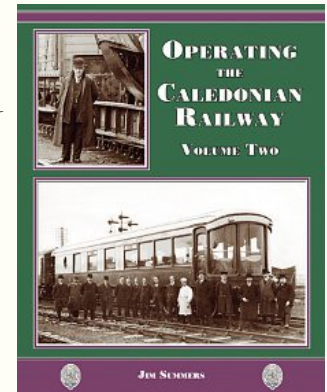


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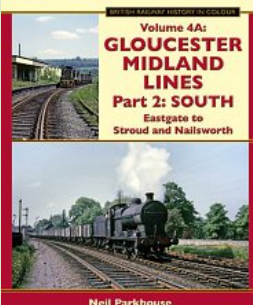
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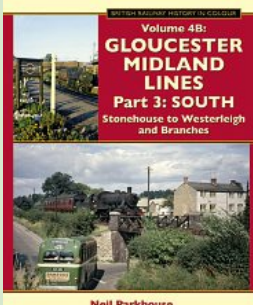
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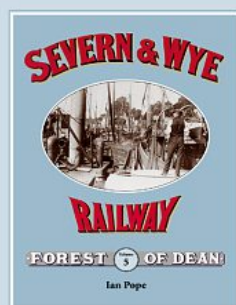
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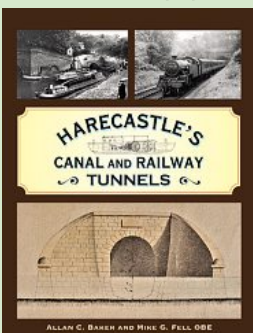
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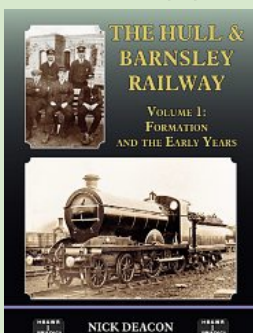
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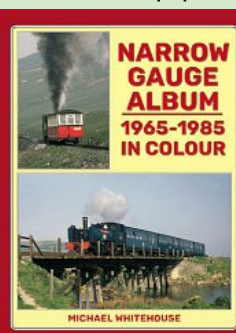
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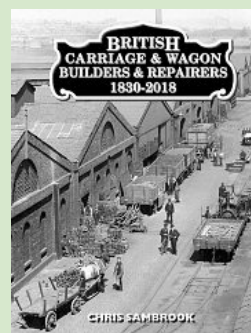
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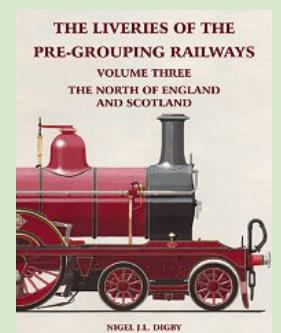
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Austria's Achenseebahn to close?

THE 6.8km Achenseebahn part-rack railway linking Jenbach and the Achensee lake in the mountains 440 metres above the town may not reopen in 2020 after the Tyrol regional government declined to offer any more funding to the line in early March.

For many years it had no government funding but in 2019 a €1.2million funding deal was agreed – and in return the Achenseebahn planned to introduce year-round services rather than just summer trains.

Since 1991 the railway has been largely owned by the local councils in the area it serves.

The metre-gauge line opened on June 8, 1889, as far as Seespitz on the lake's edge.

It was extended in 1916 by the Austrian army rebuilding a short 600mm-gauge lakeside line which had been built by the owners of the lake – the monks of the Klosters Fiecht monastery – to ensure they received some revenue from the new rail passengers arriving at their lake.

This section was rebuilt by the army to metre gauge, although passenger services on it didn't begin until 1929.

The line starts on the north side of Jenbach main line station (on the Innsbruck to Kufstein mainline); on the south side of the station is the 760mm Zillertalbahn, making Jenbach unique in Austria as the only



Achenseebahn No. 4 Hannah seen waiting to leave Jenbach on August 20, 2018. This loco, while carrying the original builders plates from 1889, was rebuilt from some original components and a new boiler in 2005. KEITH FENDER

station with three gauges in operation.

Operations at the railway are still carried out by its original steam locomotives, dating from 1889, although they have been rebuilt multiple times.

Three of the locos are the original Wiener Lokomotivfabrik 0-4-ORTs, while the fourth, No. 4, is a 2005 rebuild using some old parts and a new boiler.

The original No. 4 was dismantled in 1956, having been withdrawn in 1930.

The railway's operation is unusual in that ascending trains

leave Jenbach with the loco pushing the train up the 3.6km Riggensbach rack section to Eben, where they run around and continue to the lakeside terminus.

In 2019 the Achenseebahn bought five second-hand EMUs from Swiss operator Appenzellerbahn, with the intention of converting them to DEMUs to operate year-round services.

Part of the motivation for this was to offer an alternative to congested roads, but also to attract subsidies available to public transport operators which

the summer only steam operation is excluded from.

Ambitious plans to modernise infrastructure were also drawn up and €400,000 of bespoke pointwork bought in 2019 – but the railway now has no money to install it.

It is unclear how the coronavirus lockdown will affect the railway's future – it is very unlikely to open as planned on April 25, although this is because there will probably be no tourists in Jenbach for the first time during peacetime since the line first opened in 1889.

New Hamilton to Auckland commuter service

A NEW commuter service connecting Hamilton and Auckland is planned from August 3.

The service will be hauled by KiwiRail Class DFT diesels and comprises ex-BR Mk2F coaches formerly used for local Auckland services.

The Waikato Regional Council is funding the service of two train pairs on weekdays and one on Saturdays for five years.

Hyderabad Metro opened

THE new 69km automated metro network in the Indian city of Hyderabad opened on February 7.

The system, which partially opened in 2017, now has three lines, and was already used by 400,000 passengers daily before the last 11km section opened.

Keolis is responsible for operating services using a fleet of Hyundai Rotem-built EMUs.

Several extensions are being planned.

TGV derails at high speed

A FRENCH TGV Euroduplex double-deck set derailed when it hit a landslide at 270kph on the LGV Est Européenne high-speed line near Ingenheim, north-west of Strasbourg, on March 5.

The driver was seriously injured and airlifted to hospital, but only 20 of the 348 other people onboard the 06.38 Colmar-Paris Est service were hurt.

Fortunately, much of the large landslide did not block the track completely, so the TGV set remained upright with only the first four vehicles derailed, although the leading power car ended up fouling the opposite line.

New lease of life for ex-BR coaches in New Zealand

KIWI RAIL has begun using ex-BR Mk2F coaches, converted to luggage vans, on its Auckland to Wellington 'Northern Explorer' service.

The vehicles are from a batch previously used for suburban services around Auckland (as type SA with sliding doors) and later bought by KiwiRail.

The coaches were part of the first batch of 69 similar vehicles exported from the UK in 1996.

In total the Auckland area services used 104 ex-BR Mark

II vehicles, all fitted with new bogies, until replaced by EMUs in 2015; most have now been sold, with KiwiRail buying 39.

Now designated as type AKS, the luggage van has a large baggage storage area with two hoists for lifting bags into the van from low level platforms.

In addition, the van also has storage space for the cafe car, with three tall fridges and a large freezer, plus a crew rest area space, which has retained a window (all others being



With Canadian-built EMD 'GT22MC' loco DFB 7282 leading, the newly converted AKS 5926, in new 'Great journeys of New Zealand' livery, is seen in the consist for the Northern Explorer at Rangiriri on March 15. Mk2F TSO 5926 was built at BREL Derby in 1973 as part of lot 30846, originally used by the BR Eastern Region. ROBERT SWEET

replaced by steel).

KiwiRail also plans to use the converted coaches on the Coastal Pacific and TranzAlpine services on the South Island.

The previous luggage van on all these trains could not cope with the large volume of overseas tourist groups' luggage, which as a result had to go by road.

GoAhead hires replacement trains in Germany

GO AHEAD's German subsidiary GoAhead Deutschland began operating regional contracts in Baden-Württemberg in the south-west of Germany in December.

Loco-hauled trains were used, provided by several private companies, including a mixture of normally freight-only 'Traxx' electric locos or Class 111 electrics hired from DB.

The move came about after delays in training drivers and commissioning the new Stadler 'FlirtXL' EMUs that have been delivered for the RE90 Stuttgart to Nuremberg route.

The disruption was due to end in March, but has been extended

until at least May.

In addition, up to 12 trains daily from April 11 (until at least June 13 and probably until October) will revert to loco haulage on the Stuttgart to Würzburg route, with DB Regio sub-contracted to provide trains and drivers.

GoAhead has been operating the service with new 'Flirt' EMUs since December.

This short-term arrangement is because the Stuttgart to Mannheim high-speed line will be closed for engineering work from April 11-October 31, and many passengers will travel via Würzburg to connect with ICE services to cities elsewhere in Germany.



Railpool-owned Bombardier 'Traxx' AC loco 185 677 arrives in Nuremberg on March 1 from Stuttgart with the RE90 service, operated on behalf of GoAhead by WFL. KEITH FENDER



The Polish city of Poznań withdrew almost all of its old 'Helmut's' (helmutów) – as the Duewag trams were known – in November 2019. Operator MPK has retained six bi-directional ex-Frankfurt am Main GT8 trams, dating from 1969, for use during engineering work or at busy times. Tram 904 – still in its Frankfurt livery more than 15 years after it left Germany – is seen near Poznań Główny station on November 22, 2019. KEITH FENDER



De Lijn PCC 7159 seen in service in Antwerp on April 18, 2010. KEITH FENDER

Europe's classic trams fading away

MANY classic European tram designs are slowly disappearing.

They are now being replaced by new vehicles, both where they are still in service with their original operators and also in mainly Eastern European cities to which they had been sold second-hand after withdrawal in their original home city.

In Belgium the last remaining PCC (Presidents' Conference Committee-Car) single-car bogie trams are in service in Antwerp, but will probably be replaced from 2022 by 23 new CAF-built 'Urbo's' LRVs, ordered last year.

The PCC design originated in the USA in 1929 and was licensed to Belgian manufacturers, which built them for Dutch, French and Belgian cities in the 1950s/60s.

The remaining PCC cars in use in Antwerp date from 1960-75; a small number of PCC vehicles remain with Belgian operator De Lijn in Ghent as well, although they are rarely used.

In Germany, the classic Duewag 1960s/70s articulated designs are now mostly extinct, being used in peak hours only in most of the few cities where they are still used.

Würzburg has six GT8 trams, but has new trams on order from German manufacturer HeiterBlick for delivery in 2022-2024, which will replace them, along with more modern vehicles.

In Düsseldorf 32 GT8SU trams dating from 1973 and rebuilt around a decade ago remain in use with Rheinbahn operating U-Bahn services on weekdays; route U75, connecting Düsseldorf and Neuss, normally has several each day.

The Gotha tram system in eastern Germany has several second-hand ex-Mannheim Duewag vehicles, but these are now being partly replaced by slightly more modern second-hand Swiss Be4/8 vehicles from Basel.

Duewag-design trams, built under license in Austria, remain in service in Vienna as type E1, but these are now being replaced by new Bombardier 'Flexity' LRVs.

In Heidelberg and Ludwigshafen, the local operators re-introduced stored

or withdrawn Duewag-design trams in January 2020 because of a shortage of serviceable vehicles and road works splitting existing fleets up.

This is likely to be short-lived as 114 new Skoda Transportation-built 'ForCity Smart' LRVs are on order for delivery in 2021 for use across the entire Rhine to Neckar area (Ludwigshafen/ Mannheim/ Heidelberg).

In Poland, many cities bought Duewag-design trams cheaply from West German cities in the 1990s, and have used them for another 20 years, although in many cases they are now being replaced by modern, often Polish-manufactured LRVs.

Poznań withdrew most of its old Duewag vehicles in 2019. They are known locally as Helmut's, after former German Chancellor Helmut Kohl.

Krakow has large numbers of ex-Düsseldorf GT8s as well as ex-Vienna type E1 vehicles, but many will be replaced by 50 new Stadler-built 'Lajkonik' LRVs in 2020/21.



Both surviving Heidelberg GT8 trams seen together in May 2015. No. 204 (on left), approaching Heidelberg Hbf, is actually owned by a local preservation group, but is still available for service use. KEITH FENDER

SRPS lines up *Tornado* for August tours



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Coronavirus halts railtours in UK and Ireland

ALL of the UK and Ireland's railtour operators have suspended the running of tours as a result of the coronavirus pandemic, although when these may resume is constantly under review.

As this issue went to press the following tour operators had said:

■ **A1 Steam Locomotive Trust** – 'Fen and Fells Flyer' on April 4 cancelled.

■ **Pathfinder Tours** – tours postponed until early June.

■ **RPSI** – all April tours postponed.

■ **Railway Touring Company** – all trains and holidays cancelled up to and including May 2.

■ **Saphos Trains** – trains up to May 10 cancelled.

■ **Steam Dreams** – April tours postponed until later in the year.

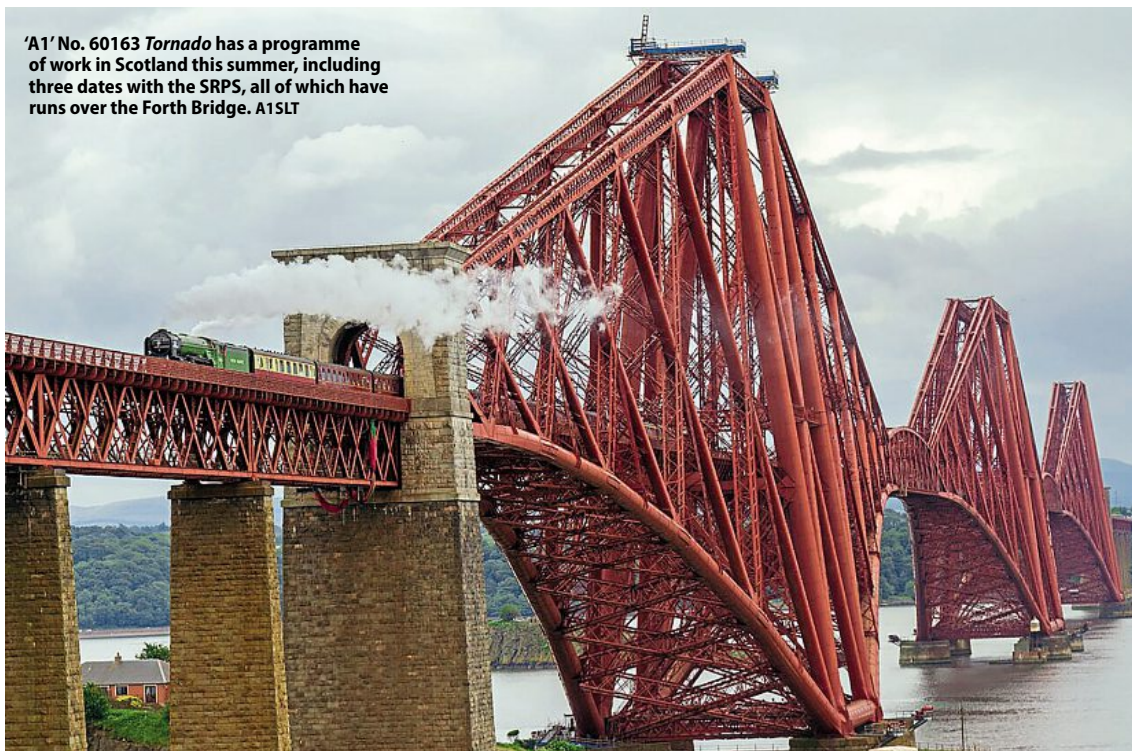
■ **UK Railtours** – no tours during April.

■ **Vintage Trains** – no railtours until at least the end of June.

■ **West Coast Railways** – all tours cancelled until May 1. 'Jacobite' season to begin on May 1.

See individual websites for details on cancellations and postponements, refunds and vouchers.

'A1' No. 60163 *Tornado* has a programme of work in Scotland this summer, including three dates with the SRPS, all of which have runs over the Forth Bridge. A1SLT



THE Scottish Railway Preservation Society will be taking advantage of 'A1' No. 60163 *Tornado's* extended stay in Scotland during the summer with three tours lined up for haulage by the A1 Steam Locomotive Trust's Peppercorn Pacific.

The 'Forth Circle' on August 9 will involve two trains, a morning departure from Linlithgow and an afternoon working from Dalmeny and Inverkeithing.

Both will take in the Forth Bridge and run along the Fife Coast and round the Fife Circle, then head through Culross, Kincardine and Alloa to Stirling. The return will be via Falkirk.

A week later, on August 16,

No. 60163 will work its second train for the SRPS, again originating at Linlithgow. This will also include a run over the Forth Bridge and through Fife to Perth. From there it will proceed over the Highland Line via Blair Atholl, Drumochter, Aviemore and Culloden to Inverness.

Waverley

The last of *Tornado's* SRPS trips take place on August 23 when the 'A1' works two trains (morning and afternoon) from Edinburgh Waverley and around the Fife Circle. As before, these will take in the Forth Bridge and the Fife Coast, then on to Dunfermline and back across

the Forth Bridge and round the Edinburgh South Suburban Circle to Waverley.

Details of all the SRPS tours can be found online at www.srps.org.uk/railtours, or alternatively write to SRPS Railtours, 82 Busby Road, Carmunnock, Glasgow G76 9BJ (enclosing an SAE) or email railtours@srps.org.uk

■ Two of the SRPS' early season tours – May 2's 'West Highlander' and May 30's run to Dunrobin Castle – have both been cancelled because of Covid-19 precautions. However the society is hopeful its June 20 tour to York and Scarborough will go ahead.

The train is booked to leave Dunfermline Town at 06.15 and

calls at Glenrothes, Kirkcaldy, Dalgety Bay, Edinburgh Waverley, Drem and Berwick-upon-Tweed before a fast dash over the East Coast Main Line to York, arriving at midday.

Those who elect to stay in the city will have four hours to see the many historic sights, while the train continues on towards Scarborough and the coast.

Arrival is expected at 13.30, giving passengers a couple of hours before the return leg departs at 15.30.

The York departure will be at 17.00, with final arrival in Dunfermline expected at 22.30. Once again prices are as per the previous trips.

End of the line for 'Number Nine'

JOHN Cameron's Gresley 'A4' No. 60009 *Union of South Africa* worked its last main line railtour on March 7 when it headed the Railway Touring Company's (RTC) 'Yorkshireman' from Ealing Broadway to York.

The locomotive is being permanently retired on April 22 when it comes to the end of its current extended boiler certificate; Mr Cameron states it will not be put through another overhaul.

Instead, the 'A4' is destined to return to Scotland at some point for permanent display alongside 'K4' Mogul No. 61994 *The Great Marquess* in a purpose-built visitor centre on Mr Cameron's Balbuthie estate.

There had been some hope No. 60009 might bow out with a final run over the Settle & Carlisle line after RTC requested to use the 'A4' on a March 28 'Winter Cumbrian Mountain Express', which would have also included a run over Shap. However, the

cancellation of all RTC tours in late March and throughout April ruled this idea out and the 'Streak' will retire with little more than a whisper.

Many photographers and enthusiasts turned out to see 'Number Nine' on the March 7 run, believing it may be the last opportunity to see the loco at work. The run began with an on-time 06.36 departure from Ealing Broadway, running via Acton and Neasden to join the Midland Main Line.

The 'A4' hugged the timetable closely, leaving St Albans just four minutes down and Bedford bang on time. Six minutes were dropped at Kettering, and the train stayed between 3 and 6min down until after Toton, when it started to claw back the minutes. A passing stop at Colton Junction saw it gain 11min on the timetable, resulting in a 7min early arrival at York, where many more were present to witness the scene.



'A4' No. 60009 *Union of South Africa* races through Derbyshire at Staveley with the 'Yorkshireman' on March 7, in what may well have been its last main line railtour. ROBERT FALCONER

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West Anglia 'Aventras' now in service and working in multiple



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'Pacer' for Worth Valley

THE Keighley & Worth Valley Railway has secured Class 144 'Pacer' No. 144011 from Porterbrook.

The unit will move to Haworth on its retirement from the national network, and is expected to be in operation on the line from late-May.

Matt Stroh, chairman of the Keighley & Worth Valley Railway Preservation Society, said: "Offering a 'Pacer' a home on a West Yorkshire heritage railway is very fitting, because these units have been the mainstay of operation in the area for over three decades."

Last Class 802 'Paragon' arrives in UK

THE fifth and final Class 802 'Paragon' for Hull Trains has arrived in the UK.

It has been moved to Hitachi's Newton Aycliffe factory to be prepared for commissioning.

Set No. 802305 was built at Pistoia in Italy.

It is not known when the set will be handed over following cutbacks of Hull Trains services because of the coronavirus epidemic (see *Headline News*).

■ Last month's issue incorrectly stated the fifth set had arrived – this was the result of a misunderstanding.

Unrefurbished Class 373 withdrawn

EUROSTAR'S last unrefurbished Class 373 set has been withdrawn.

Half-set Nos. 3223/3224 worked the 12.58 London St Pancras International to Brussels Midi and 17.00 return on March 16, its last working after 25 years in traffic.

Eurostar still operates eight Class 373 sets, with all having been through a refurbishment programme.

By Keith Fender

TRANSPORT for London (TfL) 'Overground' services began operating on the West Anglia route from London Liverpool Street to Chingford or Cheshunt with pairs of new Bombardier 'Aventura' Class 710/1 EMUs on March 3, replacing ex-BR Class 315 EMUs, dating from 1980/81.

London Deputy Mayor for Transport Heidi Alexander rode on one of the first services with media and regular passengers.

An earlier test passenger service with the trains had been operated on February 24.

TfL ordered the new 'Aventura' fleet in June 2015 for delivery from late-2018 in a contract worth £260million, but were delayed by software problems.

The Class 710 order included options for a further 96 vehicles, and subsequently, six additional five-car trains have been ordered, for use on London Euston to Watford and North London Line Overground services.

For West Anglia workings, TfL will have a fleet of 31x4 car 25kV AC-only Class 710/1 with 18 four-car Class 710/2 sets for Gospel Oak to Barking and Watford DC lines operation.

The first Class 710/2 trains entered service six months late in May 2019 between Gospel Oak and Barking.

In respect of West Anglia services, TfL expects to have introduced all Class 710/1 trains by June 2020 replacing an equal number of Class 315 and 317 EMUs. However, TfL admits it is undecided whether Class 710 will be used on the Romford to Upminster shuttle service because retaining an older EMU remains an option.

The 'West Anglia' Class 710 units will be based at Ilford, with overnight stabling and light maintenance facilities for around half the fleet taking place at Chingford, where an Automatic Vehicle Inspection System (AVIS) system has been installed at a cost of around £7m.

AVIS will measure damage and wear to wheels, pantographs, brake pads and discs and the profile of the train itself.

The approval of the 'Aventura' design for multiple-unit operation represents a major step forward for Bombardier, which is building more than 1,500 'Aventura' vehicles for several UK operators.

Bombardier has confirmed that software development delays – in particular around multiple unit working – had delayed the introduction of the Class 710/1 trains by more than a year, with in excess of 40 software versions tested before approval was obtained.



TfL 'Aventura' Nos. 710108 and 710121 arrive at Bethnal Green in a multiple-operating 13.15 London Liverpool St-Cheshunt service on March 3.



West Anglia Overground transition at Chingford on March 3 – from left Nos. 710117, 315807, 317714, an unidentified 317 and 317732. BOTH: KEITH FENDER

Mainline testing begins for Anglia Class 720s

MAINLINE testing of the first Bombardier Class 720 for Greater Anglia finally began on March 17 following lengthy delays.

Set No. 720509 worked between Stratford and Southend Victoria, before working back to Ilford Depot, where the sets will be maintained.

Because the sets are new and unproven, a number of tests such as testing of signalling immunisation, ride, acceleration, braking and infrastructure interfaces have to be carried out.

Once these proving tests have been completed, the set will be handed to Greater Anglia to allow the driver training process

to begin. Entry into service is expected later in the year once sufficient units have completed their proving mileage and staff trained to crew them.

Bombardier is building 89 five-car sets, which will have 544 seats, and 22 10-car sets with 1,145 seats. The sets will be used on services to Cambridge, Clacton, Harwich, Colchester and Southend Victoria, replacing Classes 317, 321 and 360.

They are fitted with plug and USB sockets, air conditioning, under-floor heating, in addition to improved passenger information screens.

More than 230 vehicles of the 665 order have been completed by Bombardier, which has two



Greater Anglia 'Aventura' set No. 720509 at Southend Victoria during the first main line test run for the class on March 17. GREATER ANGLIA

of the six production lines at Derby Litchurch Lane factory dedicated to the build.

The company has recruited

400 extra staff since December to help reduce the delay to the project, which has been caused by a range of factors.



New sidings open at Norwich

COMPLETION of the new Norwich Victoria sidings for stabling Greater Anglia trains at Norwich was completed on March 1.

Work on the project began in May 2019, with the first train entering the sidings on March 3.

Greater Anglia is going through a complete fleet replacement programme, with 169 new train sets on order,

several already in traffic.

The stabling comprises four sidings capable of holding 12-carriage trains.

Three new sets of points were installed and an existing set of points on the mainline at the entrance to the sidings underwent heavy maintenance, to be brought back into use for the first time in 15 years.

Picture: GREATER ANGLIA



LSL Class 37s used for Mk3 move to Crewe

TWO immaculate Locomotive Services Class 37s – Nos. 6817 and 6851 (37521/37667) – collected three Mk3 HST trailers from Tyne Yard on March 11. They were moved to Crewe

for (it is understood) component recovery in connection with LSL's plans for a high-quality HST charter train. The ensemble is seen at Colton Jct. The three vehicles in the consist,

along with two others, were then hauled by the same pair of locos and barrier vehicles to Sims Metals, Newport on March 19 for disposal. CHRIS MILNER

Sellafield orders Clayton hybrid locos – Tata buys two more

BURTON-ON-TRENT-based locomotive manufacturer Clayton Equipment Ltd has won two orders for new hybrid locomotives from industrial customers.

Two type CBD80 locos have been ordered by Sellafield Ltd, a wholly owned subsidiary of the Nuclear Decommissioning Authority.

The CBD80 is a switcher-style loco weighing 80 tonnes, and is fully self-contained, with on-board battery charging technology.

They are similar in style to the CBD90 (RM March, p100), which Clayton has built for Tata Steel.

Having taken delivery of its three new locos, Tata has placed a follow-on order for two more CBD90 hybrid locos, taking the total for the Port Talbot site to five.

All will replace life-expired diesel shunters.

GWR Paddington ceremony honours world war heroes

GWR has named the first of six trains after Second World War heroes.

A ceremony was held at London Paddington on March 6 in the presence of HRH The Princess Royal to mark the 75th anniversary of the end of the war.

GWR set No. 800314 was named *Odette Hallowes*, a French citizen who became a Special Operations Executive, and the most highly decorated spy of the war.

The ceremony was also attended by Marianne Bates, daughter of Odette.

The ceremony was organised to mark International Women's Day, and afterwards formed the 11.32 London Paddington-Bristol Temple Meads, which was operated by an all-female crew.

Other planned namings will honour Harry Billinge MBE from St Austell, in Cornwall, a veteran of D-Day; Wing Commander Ken Rees, from Wales, Wellington Bomber pilot, who was imprisoned in Stalag Luft III; and Alan Turing, who was responsible for the breaking of German ciphers at Bletchley Park. PICTURE: GWR



RAIB urgent advice after Tyseley death

THE Rail Accident Investigation Branch has issued urgent safety advice to train drivers and other operational staff passing between or close to the end of stationary rail vehicles when walking and working in depots, yards and sidings.

The move follows an incident at Tyseley on December 14 when a driver suffered fatal injuries while passing between two trains.

On alighting from his cab, the driver crossed the depot yard over several sidings. He passed between two stationary trains positioned closely together, the gangways about 540 mm apart.

A second driver was in the cab of one of the trains, next to the gap. As the first driver was passing between the trains, this second driver attempted to couple them together, trapping the first driver.

RAIB's reconstruction showed that the second driver would not have been able to see the first driver as he crossed the yard and entered the gap between the trains.

RAIB says staff who walk and work in depots, yards and sidings have to be aware of the risk of passing between or close to the end of stationary vehicles.



Ex-LNER Class 91 Nos. 91122 and 91128 were moved from storage at Leicester to Crewe in early-March as part of preparations for a new test train for the Midland Main Line electrification. The pair are seen in sidings at Crewe on March 9. BRAD JOYCE

LNER Class 91s to run in top-and-tail mode?

LNER is considering running Class 91 and Mk4 sets in top-and-tail mode with two locomotives at some future point.

This follows the company's decision to retain the sets for at least two years.

The RM understands 10 Mk4 sets will now be retained, but the number of Class 91 has not been confirmed; it could be as many as 15.

The Mk4s will continue

working alongside the 'Azumas', but by running a seven-carriage formation with a loco at each end, it provides better acceleration, as well as reducing the risk of failure between the current DVT and loco.

Some years ago, East Coast told *The RM* there were 300 single points of failure on a Class 91 and Mk4 set.

It is possible LNER could retain Class 91s until the end of 2023.

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Upgrades for two Northern depots

NORTHERN has spent a total of £26million upgrading two of its main north western depots: Allerton and Newton Heath.

At Newton Heath, £20m has been spent to increase the maintenance capability of the depot, therefore improving reliability of its DMU fleets.

Work began last July on a new maintenance area with examination pits and heavy lifting equipment.

The new shed is due for completion in June and will have 16 15-tonne power jacks fitted, capable of lifting a four-carriage, 96-metre-long train.

Previously, these carriages

would have to have been split to allow undercarriage components such as engines and wheel sets to be replaced. Having the ability to lift a whole train in one go will speed up renewals, meaning trains can re-enter service sooner.

Over at Allerton, on Merseyside, £6m has been invested in high-level access platforms and a crane for overhead maintenance, a bogie drop and shore supplies, which provide power to trains undergoing maintenance.

It takes Allerton's stabling capabilities to 118 trains.

Maintenance turnround times have been improved, too.



BI-MODE CLASS 769S BEGIN TESTING IN WALES: Testing of Class 769 bi-mode units for Transport for Wales is underway, set No. 769008 working a test run from Canton to Rhymer and back on March 16. However, it had technical problems at Heath Jct during the run and returned to Canton for investigation. The smart-coloured set is seen arriving at Cardiff. MARTIN TURNER

Grand Central sets up new base in Blackpool

GRAND Central has signed a lease with Blackpool Council for a 2,500sq ft of office space at Bickerstaffe Square, which will be used as a hub for train crew, customer service assistants and management for its service to London Euston.

The crew hub, has been leased until 2026.

The ground floor unit, next to Blackpool North railway station,

will house 50 Grand Central staff. The first batch of new recruits has already started training in a temporary space at Bickerstaffe Square.

Grand Central will operate up to five direct weekdays services between Blackpool North and London Euston.

Services are due to start in May, but may be revised because of coronavirus.



LNOR TO START SERVICES TO HUDDERSFIELD: LNER is to begin a direct Huddersfield to London King's Cross service from May 18, with one return working. Driver training over the route has begun. On February 26, 'Azuma' set No. 800210 was used on a working from Neville Hill depot and back. RUSSELL WYKES

WAGON REPORT

by S F Lappage

CEMENT traffic has enjoyed a resurgence in recent years. Earlier this century cheap imports from Southern Europe were landed at ports close to the end users, with rail unable to compete with road for short-distance deliveries.

Larger 44-tonne lorries also ate into rail's market share.

Domestic production has since grown, with a new Tarmac kiln at Tunstead quarry starting production. Hanson has also recently completed a forwarding terminal at Penryffordd in North Wales.

Significant investment has also been made in new JGA/JPA bogie hoppers supplied by Arbel and Feldbinder. Despite this there are still more than 300 two-axle PCA wagons in daily use. They include Nos. BCC 10738-837, unusually for private owner stock built by

BREL Ashford in 1981 to design code PC 009P. In the past PCAs were also used to transport a variety of industrial minerals, including alumina, barites, soda ash and tripolyphosphates.

DC Rail has received a new batch of JNA bogie box opens from Astra Rail, Romania – Nos. 81 70 5500 669-3 to 703-0.

Leased from VTG Rail UK, they have Cappagh blue livery and are based at Chaddesden, Derby. They carry recycled ballast.

Notable recent arrivals at Long Marston for storage have been Nacco/CIT-owned JGA covered aggregate hoppers Nos. NACO 19170-195/197/199.

Built in France in 1994 to design code JG 014A, they were initially hired to Tilon for services from Swinden Quarry at Rylestone operating to terminals at Hull Dairycoates, Goole and Leeds Hunslet.

Railvac machines RAUK 5/6 – Nos. 99 70 9515 005-5/006-3 – were stabled in Bescot Up sidings on February 25. Also present was another Railcare UK vehicle, YDA ballast feeder wagon No. 99 70 9552 020-8.

During the later British Rail period brakevans were often used for propelling movements, as an aid to safety. Dee Marsh, Hereford and Plymouth Cattewater were locations that saw such operations.

The most comprehensive usage took place in Sunderland. Two air-piped vans – No. B 954552 and No. B 955204 – were modified in 1985 at York, for working to a new Petrofina oil terminal at South Dock, reached via a steep incline from Hendon Junction.

Alterations included an anti-glare visor, twin air horns, plus air- and vacuum- control



PCA Cement Tank No. 10755 at buffers stops at Pleck, Walsall on February 7, awaiting repairs. S F LAPPAGE

handles on the verandah. Only one end of the vans was treated.

A further pair of vans were converted in 1986 for propelling moves from Seaham colliery to Dawdon signalbox – Nos. B 955049/120.

Irregular use of standard brakevans for such operations also took place, for example from Walsall to Birchills power station, on the former Midland Railway route from Wolverhampton.

Propelling movements still take place in North America, where street-running converted cabooses, known as

showing platforms, are employed.

Disposals have included VGA van No. 210610, HTA coal hopper No. 310133, MTA opens Nos. 395073/088/215/277,

MHA 'Coalfish' opens Nos. 396011/050, SPA steel coil carrier No. 460631, SSA scrap open No. 470148, FNA nuclear flask carriers Nos. 550042/057/060 and TIA bogie petroleum tanks Nos. 33 70 7899 050-0/058-3.

It is reported that YLA 'Mullet' flats Nos. DC 967531/559/576/613 are not scrapped, but are in use at Celsa Steel UK's Tremorfa steel works, in Cardiff.



Railcare YDA Ballast Feeder wagon No. 9970 9552 020-8 seen stabled in Bescot yard on February 25. S F LAPPAGE

Traction Portfolio Track Record



DB Cargo Class 90 No. 90036 passes flooded fields on the approach to Kirkham with the 09.19 Crewe-Blackpool North training run for Grand Central Trains on March 6. STEVE SIENKIEWICZ.



Normally a Class 66 duty, DRS turned out No. 37218 to work a Tesco train from South Bank Tees Dock to Daventry freight terminal on March 15. It is seen passing Danesmoor Bank, Clay Cross. ROBERT FALCONER



DRS Class 37 No. 37401 *Mary Queen of Scots* approaches Shenfield on March 12 with the 08.42 Norwich Crown Point Depot-Newport Docks Sims Metals working, conveying six ex-Greater Anglia Mk3 coaches for scrap. DR IAIN C SCOTCHMAN

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ROG Class 47 No. 47813 heads south through Highnam, west of Gloucester, on March 10, with a rake of redundant GWR Mk3s from Long Marston on their last trip to Sims Metal, Newport Docks for scrap. JACK BOSKETT

DEPOT CODES

EROG Class 91s on hire to the Rail Operations Group

LOCOMOTIVES

Allocations

20096 HQ/GBEE-CD/LSLO
20107 BH/GBEE-CD/LSLO
57310 KM/XHAC-LR/GROG
66063 TO/WBAE-WQ/WQAA-TO/WBAE
66094 TO/WBAE-WQ/WQAA-TO/WBAE
66117 TO/WBAE-WQ/WQAA-TO/WBAE
66119 WQ/WQAA-TO/WBAE
66130 TO/WBAR-WQ/WQAA-TO/WBAR
66139 TO/WBAE-WQ/WQAA-TO/WBAE
66144 WQ/WQAA-TO/WBAR
66149 TO/WBAE-WQ/WQAA-TO/WBAE
70004 FD/DHLT-LD/DFGI
86101 CP/GBCH-CD/LSLO
87002 CP/GBCH-CD/LSLO
91122 IECA-EROG
91128 IECA-EROG

Liveries

DC Rail grey: 60029
Grand Central black & yellow: 90026
InterCity Swallow: 86101, 87002
RSS grey: 08784
Transport for Wales: 67014/17

Named

43098 *Walton Castle*
43155 *Rougemont Castle*
43192 *Trematon Castle*

Name reapplied

60029 *Ben Nevis*

Names removed

20096 *Ian Goddard 1936-2016*
43156 *Dartington International Summer School*
43160 *Sir Moir Lockhead OBE*
43162 *Exeter Panel Signalbox 21 Anniversary 2009*

Sold

AV Dawson, Middlesbrough: 08410
Locomotive Services Ltd: 08483
WCR: 86401

Stored/stopped locations

Crewe TMD: 91122/28
Ely: 43023, 43313

Operational

66119/44, 70004

Disposals

Sandbach Commercial Dismantlers, Crewe: Cut date: February 86229

MULTIPLE UNITS

Allocations

71963 off registration - scrapped
195005/06/16/17/19 HQ-NH
195126/27/28/29 HQ-NH
313018/24-33/35-64 HE/ETHQ-HQ/SAXU
319380 AN/EDHQ-HQ/SBXH
321901 HT/EDHQ-HQ/SAXU
321902 NL/EDHQ-HQ/SAXU
331020/21 HQ-AN
331027/28 newly delivered HQ/EDHQ
397001/03/04/07/11 HQ/EAHQ-MA/TPEC
710108/21 HQ-WN
710126/27 newly delivered HQ/EKHQ
710271 HQ-WN
720505/10/19/20/30 newly delivered HQ/EBHQ
745002/06/09 HQ-NC
755326/29/30/34/38 HQ-NC
755407/08 HQ-NC
801214 newly delivered HQ/HBHQ
801215/23/24 HQ/DR
802304 HQ-BN

Numbers allocated

Class 196
196001-12: 121001-12, 124001-12
196101-14: 121101-14, 122101-14, 123101-14, 124101-14

Liveries

EMR purple/white: 156922, 158773
Northern: 150201, 158792/97, 158907, 323236/42, 333005/06
Transport for Wales: 158853, 769002

Names removed

158797 *Jane Tomlinson*
158910 *William Wilberforce*

Formations

144008: 55808+55857+55831
144021: 55821+55844

Now in passenger traffic

195005/06/16/17/19
195126/27/28/29
331020/21
345053/54
397004
710108/21
710271
745002/06/09
755326/29/30/34/38
755407/08
801215/23/24
802304

Preserved

East Kent Railway: 142017
Mid Norfolk Railway: 142038

Stored/stopped locations

Doncaster Wabtec: 769007
Eastleigh Works: 442412/21
Gascoigne Wood: 142011/13/35/36/41/43/45/47/51/55/61
Heaton: 144008
Northampton: 317891/92
Workshop: 710124/26/27, 720503/05/10/19/20/30

Disposals

C F Booth, Rotherham:
Cut date: February 14: 71963

HAULED COACHING STOCK

Allocations

6722 off registration - scrapped
9711 TM/TLWS-HQ/MBCS
10301/18/21/30 BN/HBHQ-HQ/ECHQ
10329 SAXH-ECHQ
10597 PO/ESHQ-HQ/MBCS
11074 HQ/ICXH-HQ/MBCS
11237 off registration - scrapped
11241/44/90/91 BN/HBHQ-HQ/SAXH
11319-22 BN/HBHQ-HQ/ECHQ
11330 SAXH-ECHQ
11419-22 BN/HBHQ-HQ/SAXH
11427/28/29 off registration - scrapped
11998 off registration - scrapped
12092 HQ/ICXH-HQ/MBCS
12210/11/22/24 BN/HBHQ-HQ/ECHQ
12216 SAXH-ECHQ
12310/16/23/26 BN/HBHQ-HQ/ECHQ
12331 SAXH-ECHQ
12400/39/40/41/60/70/73/76 BN/HBHQ-HQ/SAXH
12434/52/61/77 BN/HBHQ-HQ/ECHQ
12438/57/66 off registration - scrapped
12449 SAXH-ECHQ
12538 off registration - scrapped

40701/02/08 EC/HBHQ-NL/EMHQ

40732 EC/HBHQ-HQ/SBXH
40805 off registration - scrapped
41083/95 EC/HBHQ-NL/EMHQ
41062 EC/HBHQ-HQ/SBXH
41068 off registration - scrapped
41112 off registration - scrapped
41115/59/65/85/90 EC/HBHQ-NL/EMHQ
41154 EC/HBHQ-HQ/SBXH
42109/10/30/59/60 EC/HBHQ-NL/EMHQ
42117/23/25 EC/HBHQ-HQ/SBXH
42194 off registration - scrapped
42228/37/86 EC/HBHQ-NL/EMHQ
42205/10/29 EC/HBHQ-HQ/SBXH
42225/27 off registration - scrapped
42306 EC/HBHQ-HQ/SBXH
42307/22/26/30 EC/HBHQ-NL/EMHQ
42335 EC/HBHQ-HQ/SBXH
44050/57/75 EC/HBHQ-NL/EMHQ
44073 EC/HBHQ-HQ/SBXH
44027 off registration - scrapped
82115 HQ/SBXH-HQ/MBCS
82127/39 NC/EBHQ-CD/LSCO
82200/01/27/30 BN/HBHQ-HQ/ECHQ
82203 SAXH-ECHQ

Liveries

GWR green: 48128/31/32, 49110
ScotRail InterCity: 40603/18, 42014/21, 42143, 42297, 42555/57
+ International Woman's Day 2020 vinyls: 82205

Renumbered

41006-40603
41016-40618
42024-48128
42042-48131
42202-48132
44014-49110
48131-48130

Formations

GW10: 48131+48132+48128+49110
HA13: 40603+42021+42557+42143
HA14: 40618+42297+42555+42014

Modifications

Fitted with sliding doors:
40603/18, 42014/21, 42143, 42297, 42555/57, 48128/31/32, 49110

Sold

Meridian Generic Rail:
96602/03/05/07

Stored/stopped locations

Carnforth: 975682/85/86/87
Crewe: 42123/25, 42335
Derby RTC: 10237, 10688, 82138
Ely: 41022, 42010/30, 44010
Locomotion, Shildon: 40732
Wembley: 10301/18, 11319/22, 12210/11, 12434/52, 82201/30
Wensleydale Railway: 10531
Workshop: 10315, 11287/90/91, 11316, 11416/19/22, 12213, 12304/10/16, 12400/28/33/45/60/70/73, 82222

Disposals

C F Booth, Rotherham:
Cut dates: February 10: 11237; February 11: 82148; March 6: 6722, 12101
David Morton Demolition at Bo'ness: Cut date: February 19: 10535.
Sims Metals, Newport:
Arrival dates: February 20: 12005/37/42/82/89, 12143; February 21: 42233, 42303/05/81/83, 42518; February 25: 42108/15/66/78, 42294, 42519; March 4: 42092, 42105, 42232, 42364/82, 42520; March 10: 40101/02, 42169, 42247, 42308/21; March 12: 10402, 12013/40/60/66, 12109



In new EMR livery, 'Sprinter' No. 156922 (was Greater Anglia 156422) works past Oddingley (near Worcester) on a working from Llandore to Etches Park, Derby, following modifications. BOB SWEET

Operations Track Record



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YET to enter revenue earning service, Class 800 No. 800101 has been reported on mileage accumulation turns on a number of occasions, being noted on January 28 on the 5Q66/10.08 Craigentenny-Doncaster Carr IEP empty stock move. It was later reported at York on February 17 working in from Doncaster IEP depot.

HITACHI Class 801/2 nine-car 'Azumas' Nos. 801222 and 801226 were noted on 5Q82 Peterborough-Darlington, returning as 5Q83 Darlington-Doncaster Carr IEP Depot on January 28 and February 19, respectively.



BACK-to-back GWR HST Power Cars Nos. 43187 and 43122 passed through Abbotswood Junction on February 5 on the 0E23/08.55, from Plymouth Laira to Doncaster Wabtec Works.

GWR suffered a difficult day on Monday, February 10. There was overhead damage near Theale, resulting in diversions over the Berks & Hants single line from Bradford Junction to Thingley Junction. Between 09.00-10.00 this section was utterly overloaded causing numerous delays and the wish that the line was still double tracked!

FOLLOWING a landslip between Southampton and Salisbury the diagram working for the GWR service along the West coastway



Three-car Class 195 No. 195117 runs down grade at Copy Pit towards Hebden Bridge with the 11.20 Blackpool North-York train on February 29. STEVE SIENKIEWICZ

was the 07.09 Portsmouth Harbour- Brighton followed by the 09.00 Brighton-Portsmouth Harbour vice Great Malvern. Then the same unit worked the 14.54 Portsmouth Harbour-Brighton and 17.00 to Fratton vice Bristol Temple Meads, then e.c.s. to Fratton Sidings.

CLASS 166s have started running along the Sussex West coastway route. On February 27, No. 166215 was noted on the 09.00 Brighton-Portsmouth Harbour instead of Great Malvern. The following day, No. 166207 was on the same service, noted passing Lancing.

PORTERBROOK is beginning to dispose of its redundant HST vehicles from store at Long Marston to Sims Metals, Newport. The first rake of six left on February 21. On Monday afternoon, February 24, Class 57s Nos. 57312+57305 arrived from Leicester to collect a further six former HST coaches for scrapping at Sims Group Metals at Newport. The pair left the following morning top-and-tailing coaches

Nos. 42108/15/66/78, 42294, 42519. (see Stock Update for full details of further deliveries).



FEBRUARY was a difficult month for GA as they continued to introduce new Class 755 units into traffic.

Typically, teething problems still seemed to be bugging the fleet, as experienced aboard No. 755409, on the 13.50 service from Peterborough-Ipswich on February 12. At Bury St Edmunds the doors failed to open and the driver had to power-off the on-board computer at both ends of the unit before attempting to reboot it, a process that took about 10 minutes, but did succeed in activating the door-opening procedure. Apparently, it was the second such occurrence of the day on this unit.

Bury St Edmunds was left 12 minutes late, but such is the power and acceleration available when under electric from Stowmarket that Ipswich

was reached only six mins late. To assist with failures, Class 37 Nos. 37611 and 37800 were observed at various times on 'Thunderbird' duties.

CLASS 90 No. 90013, with its rake of MK3 coaches and DVT No. 82136, was noted as being in Harwich Parkeston Quay yard on February 12 for more than a week. It is believed to be held here as a reserve set for the GE mainline Norwich to London Liverpool St service now that the Stadler 12-car Class 745 units are in regular service on the route.

GREATER Anglia has suffered numerous problems introducing its new Class 755 units to traffic, but by early March observations of the services were far more positive and reliable, much to the relief of passengers and the train company. Just four units were still to enter traffic, namely Nos. 755325, 755401/05/06, along with No. 755403 still to be delivered to the UK.

CLASS No. 745002 entered service on March 3 on the

07.40 Norwich-Liverpool Street followed the next day by No. 745006 reported on the 16.30 from Norwich to London Liverpool Street. These moves followed the introduction into traffic in January for Class 745 Nos. 745007 and 745010.



THE UK was hit by Storm Ciara between February 8-11.

With the advance warning of the severe weather, Network Rail (Scotland) and ScotRail put contingency measures in place, including ensuring that all culverts were free of obstructions.

Because of the forecast wind speeds and rainfall totals a decision was made to suspend services on the West Highland routes on Sunday-Monday, February 9-10. The lines were reopened following a complete inspection.

Concern for the two coastal sections of railway at Saltcoats and near Craigmadoran saw watchmen put in place, and at



London Overground Class 710 No. 710269 nears South Kenton with the 13.48 Watford Junction-London Euston on February 22, providing variety to the Class 378 units. JAMIE SQUIBBES



A Locomotive Services Class 47 pairing of Nos. 47593 Galloway Princess and D1924 Crewe Diesel Depot (ex-47810) pass Kirkby Stephen signalbox with a 'Statesman' railtour on March 14. JULIEN KING

about 18.10 on Saturday, February 8, services between Dumbarton and Helensburgh were suspended after the wind was pushing salt water onto the OHLE.

Shortly afterwards reports of a substantial tree blocking the railway between Keith and Elgin saw Network Rail organise a visit from the chain saw gang.

Saturday was also the day when the Calcutta Cup rugby union international between Scotland and England at Murrayfield was held. With the forecast for Sunday and the decision by LNER to operate a very limited service an additional service was operated, leaving Edinburgh at 21.00 and calling at Dunbar, Berwick-upon-Tweed, Alnmouth, Morpeth and Newcastle.

Sunday, February 9, saw services between Helensburgh and Dumbarton remain suspended because of the usual problems at Craigendoran, and buses replacing trains between Kilwinning and Largs, again as a result of sea water contacting the OHLE.

Wind speeds were gusting to 90mph and a decision was made to suspend the rail-replacement bus service between Dundee and Aberdeen from about 15.50.

Services were disputed between Aberdeen and Inverness after an HST struck a fallen tree near Insch at about 16.30. As the team were en route to clear the line a fallen electricity power cable was discovered.

Monday, February 10, saw heavy snowfall throughout South Lanarkshire and the borders, with Avanti West Coast services remaining suspended until the 13.40 departure from Glasgow Central.

Services between Balloch and Airdrie were disrupted as a result of speed restrictions because of the wind speed until about 09.00.

Also, on Monday, severe disruption befell the Highland Main Line after Class 66 No. 66431, working the 4D47/13.07 Inverness-Mossend Up Yard, expired at Aviemore, standing foul of the single-line section at the north end of the station. Rescue came in the form of Class 37 No. 37685.

ScotRail quickly sourced a number of buses to operate between Aviemore and Inverness.

The heavy rain in Ayrshire resulted in a landslip, which affected services on the GSW between Kilmarnock and Dumfries from mid-afternoon, with this disruption continuing for a number of days.

All in all, given the advance warning issued by the Met Office, and the actions taken by Network Rail (Scotland) management, and the efforts of the orange army, the effects of Storm Ciara on Scotland's railway system were minimal.

STORM Dennis hit the UK over the weekend of Saturday-Sunday February, 15-16. The wind speeds were not as great as Storm Ciara, but the volumes of precipitation were as bad as forecast.

On Saturday, February 15, both Saltcoats and Crigendoran saw issues with saltwater contacting the OHLE, which led to service suspensions either side of the



GB Railfreight's Caledonian Sleeper loco No. 92006 passes South Kenton with empty car flats from Garston car terminal to Wembley Yard. The move was to position the wagons ready for DRS to take over the workings the following day. JAMIE SQUIBBS

high tides, with the now standard emergency timetables put in place.

On the Highland Main Line, exceptionally highwater levels in the Inver Viaduct area (north of Dunkeld) caused the suspension of rail services, with normal working restored at 14.30 on Sunday, February 16.

Flooding caused by the overflowing of an aqueduct near Bishopton, saw services between Glasgow Central, and Gourrock & Wemyss Bay suspended from 16.15. Shotts line services were suspended between 17.30 and 19.00 because of flooding at Fauldhouse. Services operating via Glasgow Central Low Level were suspended from about 18.00 following flooding at Dalmarnock station.

At about 18.20 ScotRail advised passengers in the West of Scotland to avoid travelling. The ECML saw delays of up to 20 minutes from about the same time because of unspecified signalling fault.

By Sunday, February 16, the situation had eased considerably, but with the Glasgow to Wemyss Bay/Gourrock services remaining suspended, and because of high and fast-flowing water at Mill O'Keir Viaduct, near Dunblane, the line between Stirling and Dunblane was closed, pending an inspection from a water craft. The line was reopened with the 16.26 Inverness-Glasgow service.

Apart from a couple of early morning cancellations of the West Highland Lines All ScotRail services were operating as normal on Monday, February 17.

A SWAP of ScotRail units that had been trapped at Carlisle because of the closure of the GSW as a result of a landslip, saw no fewer than six class 156 units on the WCML. The 5Z90/08.35 Corkehill CS&MD-Carlisle, comprised of Nos. 156435/508/513, and the return 5Z91, comprised of Nos. 156458/503/457, took place on Sunday, March 1.



THE 1525/21.00 Caledonian Sleeper service from London Euston arrived at Inverness

four minutes early on February 12, headed by Class 73 Nos. 73970+73971. The previous day's service had arrived 35 minutes late because of the severe weather impacting on the country from Storm Ciara. The service had in fact been 69 minutes late at Edinburgh and then 66 minutes late at Perth before making up 26 minutes on the run north to Inverness. At least these two services reached Inverness, the service on Monday, February 10, being cancelled because of 'high winds'.



TWO separate e.c.s. CrossCountry Class 170s arrived into platform 3 at Bristol Temple Meads just after 23.30 on Wednesday, February 12. They arrived separately and left separately shortly afterwards, departing some five minutes apart.



THE era of the Class 142 'Pacers' in the North West is rapidly coming to a close. A correspondent only identified two active 'Pacers' while on his travels on February 7, both in the Greater Manchester area: No. 142058 together with a 158 unit, and No. 142035 coupled to Class 150 No. 150150. Observed at Manchester Piccadilly at 17.00 on February 28 was No. 142045 coupled to No. 150103 at the buffer stops.

CLASS 142 Nos. 142028+142060 ran from Gascoigne Wood on February 10 to a new life on the Wensleydale Railway.

In a move on February 16, Nos. 142047+142055+142035+142041 ran from Newton Heath to Heaton.

A further unit to enter preservation - No. 142038 - was moved from Gascoigne Wood to the Mid-Norfolk Railway on February 29.

Further moves to Gascoigne Wood saw Nos. 142036+142061+142011 head south from Heaton on March 7, followed the next day by Nos. 142045+142051 from Newton Heath, with

Nos. 142041+142013+142043 arriving on March 10 from Heaton.

OBSERVATIONS at Leeds on February 19 found new-build Class 195 replacing the usual Class 158 as follows: No. 195003 on the 08.26 Lincoln-Leeds service and No. 195128 on the 12.29 from Lincoln. Class 144 'Pacers' were noted as follows: No. 144023 on the 10.16 Knottingley-Leeds service and No. 144016 on the 14.02 Sheffield-Castleford-Leeds local service.

CLASS 150 No. 150228 was observed passing Thankerton, on Saturday, February 29, while working the 5E31/10.14 Kilmarnock Brodies-Newton Heath. It was being returned via the WCML, on completion of its usual GSW route, which was still closed by a landslide.

CLASS 769 No. 769450 was observed heading northwards at Wigan North Western on March 2 on a training run. At Wigan the unit appeared empty, with no-one on the train other than the crew in the driving cab.



THE Class 802/2 five-car units are largely running in TransPennine blue livery. However, Nos. 802211/218 and Nos. 802203/219 were noted still in un liveried grey on January 28 and February 19, respectively.

CLASS 185 'Desiro' Nos. 185106/116/118 reversed at Darlington station on February 19 while working services 1P67/1P69/1P70, respectively. The 08.35/09.36/11.40 Manchester Airport-Redcar Central was diverted because of a failed freight at Yarm Station.

FLOODING between Penrith and Carnforth closed the WCML on the morning of February 20. Many services were cancelled, but TransPennine Express 1M91 Edinburgh to Manchester Airport did run, formed of LNWR-liveried Class 350 No. 350406. It left Lancaster at 10.56 some 148 minutes late,

having left Carlisle on time. This train then terminated at Preston at 11.12.

AN UNUSUAL occurrence at Mirfield station on February 22 involved Class 68 No. 68026 and its rake of coaches working wrong line through platform 2. It is understood this was because of a failed TPE train at Heaton Lodge Junction just a little further east. At the same time, another Class 68 plus coaching stock was moving though the slow loop via platform 3 at Mirfield. This too was most unusual, but also presumably to get around the failed train at Heaton Lodge.

CLASS 66 No.66512 passed through Lancaster at 13.07 on February 27 pulling a TransPennine set of 'Nova 3' coaching stock No. TP02 from store at MoD Longtown to Crewe.



CLASS 180 No. 180104 passed through Darlington station on the 1N90/08.27 King's Cross-Sunderland on February 19, diverted because of a failed freight at Yarm Station.

TEST runs involving Class 90s top-and-tailing a short rake of former LNER Mk4 coaches are taking place to Blackpool in preparation for a new upcoming service. On March 4, Class 90 Nos. 90036+90019 were observed passing Euxton on a test run.



ALL trains through Machynlleth were suspended from February 9 because of storm damage.

The flooding was so severe at Welshpool that at times replacement coaches could not reach Shrewsbury.

There was track damage near Tywyn which was repaired on February 14. Services ran normally on February 20 for one day before more rain stopped services.

The next weekend saw Shrewsbury cut off except for the line to Crewe. On February

Operations Track Record

26, services resumed west of Machynlleth, with coaches to Shrewsbury entering the town from the north.

Nothing ran from Shrewsbury to Wellington, passengers being diverted via Crewe. By mid-afternoon trains ran from Birmingham to Shrewsbury and Chester, and from 17.30 the line to Machynlleth reopened.

A CORRESPONDENT travelled from Chester to Liverpool Lime Street on Sunday, February 16, on the 13.47 TfW service, formed of Class 158 No. 158818. Before the train had even departed the station, the driver couldn't get the doors to open. This was resolved by the guard accessing the train through the front-end gangway door. Once all the doors had opened and the passengers were on board the train departed two minutes late, with the guard making an announcement apologising for the delay. He explained the problem with the doors not opening was because of a pneumatic problem.

The train took the Frodsham Curve, but before reaching Halton Junction the passengers were informed the wires had come down in the Runcorn area because of Storm Dennis.

After waiting around 20 minutes the train returned to Chester, calling at Frodsham and Helsby, forming an unadvertised service.

On arrival at Chester passengers for Liverpool transferred onto Merseyrail Class 508 No. 508123 to Liverpool, eventually arriving at Liverpool Lime Street at 16.13 rather than 14.34.

Chiltern railways
by arriva

IT SEEMS the rolling stock shortage that plagued Chiltern throughout 2019 continued well into 2020. The 06.43 from Oxford to Marylebone regularly runs with one and sometimes two carriages missing, leading

to the majority of passengers at Beaconsfield being left behind on the platform, unable to squeeze onto the train.

DVT No. 82302 was moved from Wembley to Bristol Barton Hill by Class 60 No. 60046 on February 8. It was returned to Wembley on February 22 by Class 56 No. 56091, its place being taken by No. 82303, which was delivered by the Class 56.

EMR

FEBRUARY 6 proved to be a problematic day for EMR with damaged overhead wires at Luton Airport Parkway initially causing delays. Soon after this issue was cleared there was a points failure at Harrowden, just north of Wellingborough, and then a problem with the 1D41/14.05 London St Pancras-Nottingham at Desborough, just north of Kettering, which in the end terminated at Leicester 78 minutes late.



THE Gospel Oak-Barking line reopened on February 19 following the completion of repairs between Barking and South Tottenham. The line was damaged on January 23 when a DB Cargo train derailed.



OVER-RUNNING of overnight engineering work at Worthing on February 4 saw a number of delays, cancellations and a diversion.

Services from Littlehampton were worst affected.

The 05.14 to London Victoria, formed of Class 377 Nos. 377137+377118, had a right



TransPennine Express 'Nova 2' No. 397003 passes Beck Foot, between Tebay and Oxenholme, in the Lake District, on March 5, with the 10.12 Edinburgh-Manchester Airport service. PAUL A BIGGS

time start but was noted passing Worthing 55 minutes late.

The 05.44 to London Victoria, with Class 377 No. 377126, was diverted via the Arun Valley fast to Three Bridges. The following 05.52 to Bedford was cancelled and the stock was used for the 06.52 service as the original stock was trapped. The 06.16 to London Victoria was also cancelled, but started from Worthing, formed of Nos. 377140+377424+377464.

Finally, the 07.22 to Brighton was also cancelled as the unit No. 313203 was trapped at Brighton. Later that evening, the 20.05 stock movement from Littlehampton to the carriage sidings failed in the station with numerous faults on units Nos. 377475+377115, leaving Littlehampton short of rolling stock for the following morning.

On February 5, the 05.39, 06.01, 06.11 and 06.36 Brighton-Hove shuttles and 06.47 Brighton-Littlehampton were formed of eight coaches – Nos. 377161+377424 – instead of the normal Class 313.

On arrival at Littlehampton the stock formed the 07.42 service to London Victoria, meaning the 07.59 service to Brighton was cancelled as Class 313 No. unit 313203 was berthed at Brighton for the 08.22 service to West Worthing.

THE 17.55 Littlehampton-Portsmouth & Southsea failed between Bedhampton and Hilsea on February 15 with an air leak, causing major disruption to SWT & GWR services, not forgetting Southern.

Class 313 No. 313214 was the culprit and as it was the only unit of its class in the area, assistance had to wait for the 18.55 service from Littlehampton which terminated at Barnham. It then ran as e.c.s. to the failed train, which wasn't easy as there were Class 377s between Chichester and Havant.

No. 313214, with a build up of air, managed under its own power to make it to Fratton, where it terminated 45 minutes late. Class 377 No. 377418 covered the rest of the diagram, starting with the 21.05 Bognor-Littlehampton service.

SOUTHERN services were diverted to London Bridge on February 16 because of engineering works between Croydon and Victoria, meaning Class 377/2s were noted in Sussex. No. 377201 was seen on a Bognor Regis to London Bridge diagram working, while Nos. 377203+377213 were paired, forming the 11.14, 15.14 and 19.14 Littlehampton-London Bridge services, and later berthed overnight at Littlehampton for the

next morning.

The line between Bexhill and Eastbourne/Polegate was closed over the weekend of February 29-March 1 for engineering work.

In relation to this, Colas Rail Class 66 No. 66850 passed through Ore with a Hoo Junction to Pevensy & Westham engineers' train, carrying a load of new concrete sleepers.

Also because of the line closure, Southern services were only running to/from Bexhill or Hastings, including the 11.33 Ore-Bexhill (normally Ore-Brighton), comprised of Class 377 No. 377422.

Another truncated service was the 11.26 Hastings-Ashford International (normally the 10.49 Eastbourne-Ashford International), comprised of Class 171 No. 171721.

South Western Railway

CLASS 442 No. 442415 was moved from Eastleigh Works to Wolverton by Class 57 No. 57305 and Class 47 No. 47815 on February 7 where re-tractioning will take place.

STORM Ciara brought high winds across the country on February 9, with significant disruption across most of the railway network.

In south-west London a tree blocked the railway at Strawberry Hill on the line towards Twickenham. A week later it was Storm Dennis, with strong winds and heavy rain. South-west London avoided the flooding, which saw train services cancelled elsewhere, but a fallen tree on February 15 at Feltham did disrupt South Western Railway services.

A landslip between Salisbury and Romsey cut the route used by the Southampton to Garston container trains.

Charter Trains

CLASS 67 No. 67013 was observed on January 25 passing Healey Mills, heading the 1Z72/08.10 Euston-York, UK Railtours charter, 'The Robert Burns', with Class 67 No. 67002 at the rear. The charter had started at Euston because of engineering work at King's Cross, from where it was booked to originally leave.

TWO steam-hauled charters



New 'Nova 3' rolling stock for TransPennine on the move on February 27 from storage at MoD Longtown, north of Carlisle, to LNWR Crewe, where it will be prepared for service. Hauling the CAF-build five-car rake is Freightliner's No. 66512, and is seen passing Balshaw Lane Junction, Euxton. PAUL BERRY

visited Carlisle on February 29. First to arrive at 12.40 was a 'Winter Cumbrian Mountain Express' over Shap, hauled by MN Class No. 35018 *British India Line*. It departed back south via the Carlisle to Settle line. Once platform 3 had been vacated 'Royal Scot' No. 46115 *Scots Guardsman* arrived early at around 14.25, again via Shap, with the 'Cumbrian Mountain Steam Special' which originated from Peterborough.

This train had WCRC Class 47 No. 47746 on the tail to reverse for onward travel via Low Fell to Peterborough.

DB Cargo



CLASS 66 No. 66199, in shabby EWS livery, was seen coming off the Greenford loop towards Hanwell at the head of bin-liner train 6C09 from Northolt Sidings on February 1. A further observation at Hanwell on February 7 saw Class 66 No. 66176 on a Brentford Town Day & Sons to Acton Terminal Complex service.

DB Class 66 No. 66118 passed through Lancaster at 13.13 on February 5 with a short train of two containers from MoD Longtown to MoD Fenny Compton. Two days later, Class 66 No. 66167 passed through Lancaster at 17.09 with a single Network Rail crane en route from Carlisle to Crewe. A further observation at Lancaster on February 11 was Class 66 No. 66009, passing through at 16.35 with a Seaforth (Liverpool) to Mossend 'runs-as required' container train.

DB CARGO Class 66 Nos. 66019, 66044, 66069 and 66103 were noted at Barnetby on February 8 on the Immingham docks to Drax power station biomass services.

CLASS 66 No. 66018, in grubby DB red livery, was observed passing Barnes station on a train of JNA bogie wagons from Cliffe Brett Marine to Neasden Engineers' Sidings on February 11.

NOTED on the Boston steel trains have been Class 60 No. 60074 on February 12, working from Wolverhampton to Boston and back. The following day, No. 60007 worked Toton-Boston-Wolverhampton.

The same loco was used again on February 17 on a Bescot to Toton, returning to Swindon and Boston the following day. Also on February 18, No. 60001 worked a Wolverhampton-Boston-Wolverhampton diagram.

A change on February 25 found No. 60019 on the regular Wolverhampton-Boston-Wolverhampton diagram. No. 60007 was back on March 2 working Bescot-Boston-Toton, with No. 60019 in use again on March 3 and 4 on a Wolverhampton-Boston-Wolverhampton.

CLASS 60 No. 60092 hauled the empty oil tanks, forming the 14.22 Neville Hill-Lindsey Oil Refinery service on February 19.

CLASS 66 No. 66124 failed at Yarm Station while working the Scunthorpe BSC to Lackenby BSC on February 19, causing northbound Durham Coast traffic to be diverted via Darlington. Classmate No. 66164 came to the rescue, and the consist proceeded 117 minutes late.

EWS-liveried Class 66 No. 66068 was seen passing Hanwell on Friday, February 21, working light engine from Southall Terminal Complex to Acton Terminal Complex.

CLASS 66 No. 66502 *Basford Hall Centenary 2001* was noted in Harwich Parkeston Quay yard on February 6 with ballast wagons from Whitmoor.

It was due to return later that evening, but failed to do so, with its diagram 'cancelled through unknown cause'.

Fellow class member No. 66528 *Madge Elliot MBE Border Railway Opening 2015* then made the same trip from Whitmoor with a rake of loaded and empty ballast wagons the following day.

Minutes after its arrival at noon it had coupled onto No. 66502, manoeuvred into Harwich International station, and then towed its stricken classmate out on the Harwich Branch line, bound for the Freightliner Depot at Ipswich.

CONTAINER service 4L36 from Wentloog to Felixstowe North Freightliner Terminal was seen passing Hanwell on Friday, February 7, behind Class 66 No. 66415 *You Are Never Alone*, in the new Freightliner orange livery.

On the same day, a Southampton Marine Container Terminal to Garston Freightliner Terminal was seen passing Hanwell behind No. 66526. Heavy haul Class 66 No. 66620 also worked through Hanwell Theale Lafarge to Hope (Earles Sidings), formed of empty cement tankers.

OBSERVATIONS at Hanwell of the Merehead Quarry to Acton Terminal Complex produced Class 59 No. 59001 *Yeoman Endeavour* in Aggregate Industries livery on Friday, February 7. The same train was seen again on Friday, February 21, running around 30 minutes late behind Class 59 No. 59205, still in DB red, but without logos.

CLASS 86 Nos. 86612 and 86612 were seen passing Caledonian Road & Barnsbury on February 12 at the head of container train 4L41 from Crewe Basford Hall SSM to Felixstowe North Freightliner Terminal.

CLASS 66/5 No. 66557 was noted in Parkeston Aggregate sidings in the early morning of February 12 with HBOC units in tow awaiting the imminent



No shortage of power as Colas 'Grids' Nos. 56096 and 56078 pass Thorne South with the 10.07 Preston Docks-Lindsey oil refinery on March 4. GEOFF GRIFFITHS.

loading. HOB work at Hockley, Essex, is at the moment scheduled overnight most days. Classmate No. 66572 was in the nearby Harwich Parkeston Quay yard at the head of a rake of loaded ballast wagons which arrived overnight.

By mid-afternoon, No. 66572 was back in Harwich Parkeston Quay yard. It was noted attached to a now empty rake of ballast wagons and ready to leave for Whitmoor in the early evening.

A bit of colour was added to the HOB units in Harwich Parkeston Quay over the weekend of February 15-16 when new orange-liveried No. 66415 and pink and white ONE Network No. 66587 were noted top-and-tail these units.

They worked overnight in the Shenfield area, where they had a problem with the HOB at Hatfield Peverel on February 16, and spent the following day in Colchester Goods loop before making it back to Harwich Parkeston Quay yard by February 18.

THE Wentloog to Felixstowe North Freightliner Terminal container train was seen at Hanwell on Friday, February 21, hauled by Class 66 No. 66524, carrying a recruitment poster.

THE line from Romsey to Salisbury has been closed because of a landslip, resulting in cancellation of both GWR and South Western Railway services on that part of the railway.

It was, therefore, a surprise to see Freightliner Class 66 No. 66559 with aggregate trucks pass through Chandler's Ford on February 26 in the direction of Romsey at 12.57.

It was presumed the train would reverse at Romsey and go towards Millbrook, although it seemed strange to use the line through Chandler's Ford if it was headed for Southampton.

A LONG ballast cleaning train from Vitriol Works to Crewe, top-

and-tailed by Class 66 Nos. 66568 and 66552, was seen working south past Euxton at about breakfast time on March 4.



CLASS 37 No. 37401 *Mary Queen of Scots* was seen passing Hanwell station light engine on Friday, February 21, working from Bristol Temple Meads to Norwich.

A LIGHT engine movement took place on February 24 from Motherwell TMD to Kingmoor depot, comprised of Class 37 Nos. 37405+37409+37423+37424.

GB Railfreight

CELEBRITY Class 66 No. 66779 *Evening Star* enlivened the 4D08/09.33 Tees Dock-Doncaster iPort intermodal on January 24, 27 and 28.

CLASS 66 No. 66775 *HMS Argyll F231*, was observed on January 29 passing Horbury, as it worked light engine on the OM17/11.34 Doncaster Down Decoy-Fiddlers Ferry PS.

CLASS 66 No. 66715 *'Valour-In memory of all Railway Employees Who Gave Their Lives For Their Country'* was rostered on the Harwich Refinery to North Walsham run w/c February 3. It ran empties to the latter site on February 3 and 5 and brought full loads back on February 4 and 6.

CLASS 66 No. 66711 *Senec*, in Aggregates Industries livery, was seen between Barnes and Putney on Tuesday, February 4, heading train 6071 from Neasden Charrington to Tonbridge West Yard. A week later the service was observed between Barnes

and Putney, hauled by No. 66759 *Chippy*.

EASTBOUND engineers' train 6Y48 Eastleigh East Yard to Hoo Junction Up Yard was seen four times during February: On Tuesday, February 4, Class 66 No. 66737 *Lesia* was seen between Barnes and Putney, running almost an hour late on the train, which consisted of two empty wagons.

The train was seen again on Monday, February 10, passing Richmond station, hauled by Class 66 No. 66718, and included Kirow KRC810UK Heavy Duty Diesel Hydraulic Crane number No. DRK81602.

On Thursday, February 20, the train was seen again at Richmond, hauled by No. 66721 *Harry Beck*, in tube map livery. The same loco was again at the head of the train on Wednesday, February 26, when it was seen at Richmond, but this time Freightliner Class 66 No. 66621 was double heading with *Harry Beck*.

EMPTY gypsum train 4Y19, from Mountfield Sidings to Southampton Western Docks, was seen passing St Margarets behind Class 66 No. 66724 *Drax Power Station* on Thursday, February 6.

CLASS 66 No. 66758 *The Paviour* was observed on February 6 heading the 6D28 Rylstone to Dewsbury stone train, along the Dewsbury Branch at Saville Town, where it would be unloaded.

THE Cricklewood North End to Calvert waste train was seen passing Acton Main Line behind Class 66 No. 66764 on Friday, February 7. It is understood the services from Cricklewood to Calvert resumed in December 2019 and are now operated five times a week between the Walsh and Sons waste transfer station at Cricklewood and FCC Environment's landfill site in Buckinghamshire, transporting building and construction waste.

Operations Track Record

GBRF Class 73 Nos. 73107 *Tracy* and 73965 were seen passing through Hastings on Friday, February 7, on a Tonbridge West Yard to St Leonards Depot movement. Unusually, this movement was routed from Tonbridge to Ashford on the Kent Robertsbridge, with a reversal at Hastings to get to St Leonards Depot.

GBRF Class 66 No. 66784 was waiting to exit Hope sidings, Salford, at 15.00 on February 7, with its rake of empty HYA wagons.

MoD TRAFFIC reports included Class 66 No. 66710 on a Carlisle to Kineton on February 11.

The following day it worked a Kineton-Marchwood-Kineton diagram, followed by a Kineton to Bicester turn on February 13. A change of loco on February 17 had No. 66701 on a Kineton to Ludgershall move. A further change on February 25 found No. 66781 on a Bicester to Ludgershall diagram.

A Marchwood to Kineton working on March 2 was powered by No. 66778, followed the next day when the Class 66 worked a Ludgershall to Dereham, Mid-Norfolk Railway diagram, returning to Ludgershall the following day, before coming back to Dereham with a further train on March 5, and then going to Kineton on March 6.

CLASS 66 Nos. 66704 and 66775 passed through Egham Station 'light engine' at 11.05 on February 17 on the 0Y62 Eastleigh to Tonbridge.



COLAS Rail Class 70s No. 70808+70814 passed through Lancaster, running light from Crewe to Carlisle, at 13.37 on February 24. A further move involved No. 70812 passing through Lancaster at 08.37 on March 4, running light from



GBRF Class 66 No. 66744 Crossrail passes Colton Junction with 09.33 Tees Docks-Doncaster iPort on March 11, and a colourful rake of container boxes. Local enthusiasts call this the 'Ikea' train. ROBIN STEWART-SMITH

Bescot to Carlisle.

Locomotive Services Ltd

LOCOMOTIVE Services Class 47 No. 47593 *Galloway Princess* was observed on January 28 passing Dudfleet Lane, Horbury, heading the 5Z77/07.53 Crewe HS-Bishops Auckland. It consisted of a mixed rake of e.c.s., including Caledonian Sleeper coaches and an Anglia coach, heading to the Weardale Railway. The loco was again seen the following day, passing the site of Horbury & Ossett station, working the 5Z90/10.14 Tyne SS-Crewe HS, consisting of a rake of three mixed coaches.



CLASS 60 No. 60046 was noted on a 0Z60/09.10 Chaddesden Sidings-Kingmoor light engine move on January 28. It was later seen on Saturday, February 1, passing Hanwell station, hauling Chiltern DVT No. 82309 from Bristol Barton Hill Wagon Repair Depot to Wembley Light Maintenance Depot.

Later in the day, it was seen again at Acton Main Line taking Chiltern DVT No. 82305 from Wembley LMD to Bristol Barton Hill WRD.

DVT No. 82305 returned on Friday, January 7, and was

seen at Acton Main Line, again behind No. 60046.

DC Rail-liveried Class 56 No. 56091 ran light from Bristol Barton Hill to Preston carriage sidings on February 23.

Workshop storage yard

With numerous moves in and out of the yard, the following were reported in the period under review.

On February 11, Class 710 No. 710272 was collected by Class 37 No. 37608 and Class 57 No. 57305 and taken to Old Dalby.

Two days later, No. 37608 and Class 57 No. 57305 delivered No. 710128 from Litchurch Lane before No. 37608 took No. 345018 from Worksop to Ilford.

On February 17, Class 66 No. 66779 delivered Mk4 set BN 22 from Bounds Green. On the same day, Class 47 Nos. 47727 and 47749 brought No. 720503 in from Old Dalby, while Class 37 No. 37608 took No. 345023 to Old Dalby.

The following day, Class 37 No. 37608 returned to take No. 345058 south to Old Oak Common, and Class 47 Nos. 47727+47749 brought new No. 720519 in from Litchurch Lane.

The next reported move, on February 19, saw Class

57 No. 57305 and Class 47 No. 47813 take No. 710130 to Old Dalby.

Class 47 Nos. 47727+47749 were back again on February 20, delivering new No. 720520 from Litchurch Lane.

Three moves on February 28 found Mk4 set BN19 delivered from Bounds Green by Class 66 No. 66766; the regular Class 47s delivered new No. 720530 from Litchurch Lane; while Class 57 No. 57305 and Class 47 No. 47813 delivered No. 710126, also from Litchurch Lane.

Two moves on March 4 found the regular Class 47s deliver new No. 720507 from Litchurch Lane, while Class 57 No. 57305 and Class 37 No. 37800 took No. 710128 to Willesden.

The following day, No. 37800 took No. 345060 to Old Oak Common. Class 66 Nos. 66750+66722 moved a rake of six Mk4 coaches, including DVT No. 82203 away to Crewe.

On March 6, the Class 47s brought in the next new Class 720 No. 720510 from Derby.

On March 10, Class 57 No. 57305 and Class 37 No. 37800 took No. 710125 to Old Dalby, with the same pair delivering No. 710127 from Derby on March 11, before taking No. 710124 to Old Dalby. On the same day, the regular Class 47s brought No. 720505 from Derby.

Derby RTC & Network Rail

GBRF Class 73 Nos. 73963+73965 top-and-tailed the 1Q71/19.23 Derby RTC-Tonbridge test train through Market Harborough on February 3.

CLASS 37 No. 37254 was noted leading the regular monthly Ferme Park to Cambridge TRSMD engineers' test train through Harwich International station on February 5 with classmate No. 37219 on the rear.

STABLED in Carlisle station sidings during February 26 was an ultrasonic test train, consisting of Class 37 No. 37612 and vehicles 99666+72630+62384+9801 and DBSO No. 9714.

Our thanks

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Working one of Network Rail's test trains on February 25, Colas Class 67 No. 67023 *Stella* top-and-tails No. 67027 *Charlotte* past Chellaston with 1Q48, the 09.14 Derby RTC-Tyseley train working on February 25. STEVE DONALD

Soldiering on 55 years since they first entered service, Class 86 Nos. 86622/86608 pass through Shenfield with the 22.09(MX) Coatbridge-Felixstowe North intermodal train on March 12. DR IAIN C SCOTCHMAN

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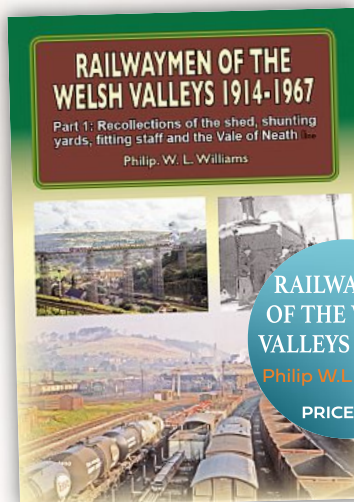


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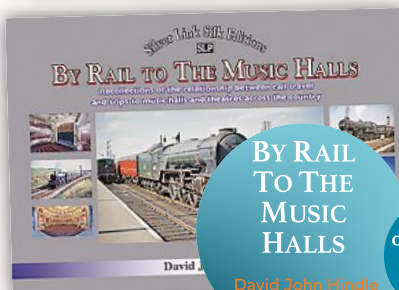


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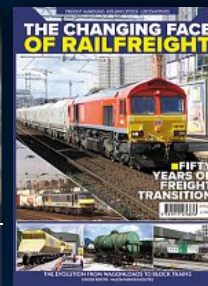
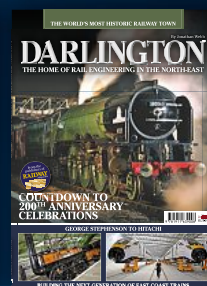
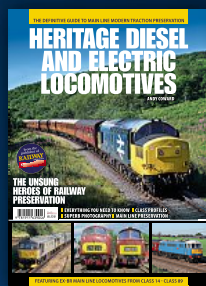
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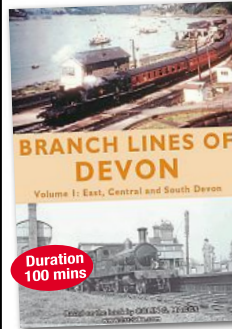
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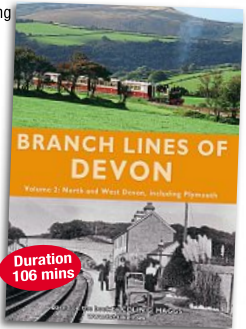
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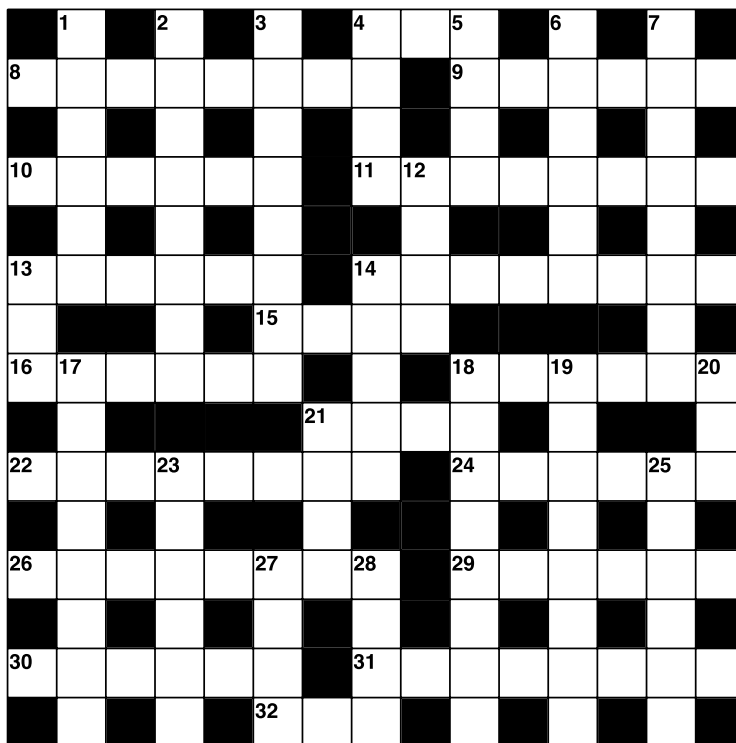
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Across

- 4 River, and GWR station between Monmouth and Pontypool Road (3)
 8 and 9 ___ & Welton, classic Somerset & Dorset station (8,6)
 10 Station and Junction outside Scarborough (6)
 11 East Kent Railway station (8)
 13 Ystrad ___, station and junction on the Rhymney branch (6)
 14 Station between Warrington and Chester (8)
 15 Robert ___, Class 60 No. 60007 (4)
 16 'Warship' No. D813 (6)
 18 River, and former station between Ipswich and Felixstowe (6)
 21 Nine ___ (4)
 22 ... and ___ Lane, south-east London 13 downs (4)
 24 Seaside terminus of the Esk Valley Railway (6)
 26 Isle of Wight Central Railway junction station (8)
 29 ___ Road, 'Waverley line' station (6)
 30 Station standby locos (6)
 31 ___ Cross, Chiltern Railways station (8)
 32 Terminus of a short GER branch from Mellis (3)



Down

- 1 Station between Leicester and Loughborough (6)
 2 ___ Kingdom Brunel (8)
 3 Buckinghamshire Metropolitan Line terminus (8)
 4 Robert ___, LSWR Locomotive Superintendent, 1912-22 (4)
 5 Armorial device that gave the North Staffordshire Railway its nickname (4)
 6 Clebury Mortimer & Ditton ___ Light Railway (6)
 7 Preserved LNWR 2-2-2 No. 3020 (8)
 12 Station and viaduct between Stockton and Northallerton (4)
 13 Loco shed, in short (1,1,1)
 14 Rheidol ___, station on the Vale of Rheidol Railway (5)
 17 'Warship' No. D825 (8)
 18 Cambrian Railways headquarters (8)
 19 William ___, 'A4' No. 60004 (8)
 20 Glen ___, ex-NBR 'Glen' class No. 62496 (3)
 21 'Schools' class No. 30900 (4)
 23 Buckhorn ___ Tunnel, east of Templecombe (6)
 25 NBR station between Kinross and Alloa (6)
 27 River crossed by Balcombe Viaduct on the London to Brighton line (4)
 28 Axe ___, Class 60 No. 60085 (4)

April crossword entry form

Name _____

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Send completed form (photocopies are accepted) to: April 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 June 2020 issue. The winners will be the senders of the first all-correct solutions opened in our office.

You can email entries to RMcomp@mortons.co.uk Please list the answers to the clues for across, then down.

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Solution to the February 2020 issue.

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Down: 1 Hull 2 Gara 3 Ashwater 4 Thor's 6 Apollo 7 Tor 8 Epsom Downs 11 Fagans 14 Hither 15 Smallbrook 16 Diesel 18 Haunts 20 Agecroft 23 Bourne 25 Bugle 26 Cave 27 Lead 29 Man

February winner: D Swift, Redcliffe, Bristol

Runners-up: G Salt, Fareham, Hampshire and P Gower, Cinderford, Gloucestershire

The closing date for this month's crossword is Friday, May 8, 2020.

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.

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OUR mystery photo (right) in the March-dated issue of *The RM* was of Coalville Town station, taken in September 1956.

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sees regular aggregate traffic every weekday. Now, for this month, can you identify where this through station is (left)? Answer in *The RM*'s May issue.

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B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue. £64

Wagons



4F-027-015 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 064-3 - weathered. £29.71

Signals

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms. £55.50

Hattons Bundles - Diesel train packs



H4-B-J-002 Janus bundle 0-6-0 Janus diesel shunter in ICI maroon three matching open wagons (RRP £129.90). BARGAIN. £69.50

Heljan - Steam locos



266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker. £212

266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered. £221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker. £212

266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered. £221



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered. £221



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker. £212

Diesel locos

1721 Class 17 'Clayton' D8502 in BR green small yellow panels. £118.96

3360Hel Class 33/1 33119 in BR blue white cab surrounds NEW. £126.65



3361Hel Class 33/1 33110 in BR blue orange cantrail stripe NEW. £126.65



3440 Class 33/0 twin pack 33050 'Isle of Grain' and 33051 'Shakespeare Cliff' in Railfreight Construction Sector triple grey NEW. £253.30

Diesel train packs



1095 Class 33 trainpack Class 33/0 33010 in BR blue and four A tank wagons in grey fuel oil - weathered NEW. £203.15



1096 Class 33 trainpack Class 33/0 D6535 in BR green and four 'A' tank wagons in Esso silver NEW. £194.65

Hornby - Steam locos

R3408 Class 6000 King 4-6-0 6016 'King Edward VI' in GWR Green shirtbutton emblem (RRP £182.99). BARGAIN. £129

R3413 Class S15 4-6-0 30831 BR black late crest (RRP £154.99). BARGAIN. £99

R3414 Class J15 0-6-0 5444 in LNER black (RRP £127.99) BARGAIN. £79



R3417 Class K1 2-6-0 62065 in BR black late crest (RRP £155.99). BARGAIN. £99

R3423 Class 415 Adams Radial 4-4-2T 30583 BR black late crest (RRP £140.99). BARGAIN. £79



R3452 Class 6800 'Grange' 4-6-0 6825 'Llanvair Grange' in BR lined green late crest (RRP £155.99) BARGAIN. £109

R3621 Class J36 0-6-0 722 in LNER black (RRP £139.99) BARGAIN. £99

R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (RRP £169.99). BARGAIN. £124

R3663TTS Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted. £122.50

R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (RRP £189.99). BARGAIN. £139.50

R3679 Class W4 Peckett 0-4-0ST 74 in Port of London Authority lined blue. £90

R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (RRP £204.99) BARGAIN. £144



R3709 Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake - Digital fitted NEW. £171

R3709X Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake - Digital fitted NEW. £184.50

R3738 Class A3 4-6-2 4472 'Flying Scotsman' in LNER green - 1969 USA tour condition two tenders - Gold plated. £234

Steam train packs



R3397 LMS Suburban Passenger Train Pack - Ltd Ed (RRP £266.99). BARGAIN. £169

Diesel locos

R3774 Class 67 67024 in Belmond British Pullman umber and cream. £144

Diesel train packs



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (RRP £241.99). BARGAIN. £149

R3750 Belmond Pullman Train Pack Class 67 67021 Pullman and three pullman coaches. £270

HSTs

R3685 Pair of Class 43 HST Power Cars 43041 'Meningitis Trust Support for Life' and 43005 in GWR green (RRP £289.99). BARGAIN. £228

EMUs

R3699 Class 2-HIL 2 car EMU in BR green. £126



R3813 Class 395 'Javelin' 4-car EMU 395013 'Hornby Visitor Centre' in Southeastern - Ltd Ed. £144

Train sets - digital

R1236 Starter Digital train set - 'Mixed Traffic'. £189

Oxford Diecast - Buses



76S8005 Saro Bus Ulster Transport Authority NEW. £17

N Gauge

Dapol - Diesel locos



2D-028-004 Class 26 26037 in Railfreight grey red stripe NEW. £112.76

O Gauge (1:43 Scale)

Heljan - Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering. £662.15



H7-A3-002 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Grass green unstreamlined corridor tender - 'Record Breaker'. £750

H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue 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 BR green wasp stripes and 'flowerpot' exhaust. £335.75



2071 Class 03 shunter 03107 in BR blue 'flowerpot' exhaust NEW. £335.75

3394 Class 33/0 in BR green small yellow panels - unnumbered. £466.65



3400 Class 33/0 33012 in BR blue - weathered. £466.65

3402 Class 33/0 33030 in EWS red and gold. £466.65

3403 Class 33/0 33035 'Spitfire' in Network SouthEast blue. £466.65

4020 Class 50 in BR blue - unnumbered. £594.15



4024 Class 50 50007 'Sir Edward Elgar' in GWR green. £594.15

5286 Class 52 D1061 'Western Envoy' BR maroon small yellow panels. £509.15

Any or Multiple Scales

Hattons Originals - Digital decoders

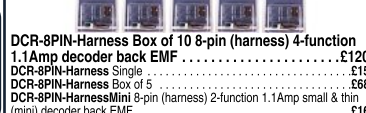
DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF. £16.50

DCR-6Pin-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF. £17

DCR-8Pin-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF. £17

DCR-8Pin-Direct Box of 5. £72

DCR-8Pin-Direct Box of 10. £136



DCR-8Pin-Harness Mini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF. £16

DCR-8Pin-Harness Mini Box of 5. £72

DCR-8Pin-Harness Mini Box of 10. £128

Hornby - Digital decoders

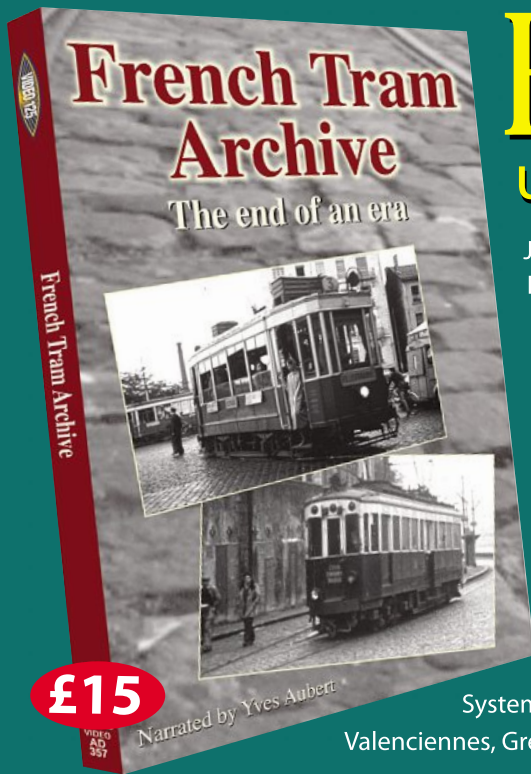
NEW DIGITAL (1:5 SOUND) Steam Princess Royal 4-6-2

R7147 TTS digital sound decoder - LMS 'Princess Royal' steam loco NEW. £39

R8121 TTS DCC Sound Decoder 8-pin plug - Class 66 diesel. £38

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder. £16

R8249 Box of 6. £92



French Tram Archive

Unique film capturing the end of an era...

Just as in the UK, tram systems in France reached a peak between the wars. However, only 24 systems out of a grand total of 130 were still running in the 1950s.

This motivated a number of amateur cine cameramen to travel the length and breadth of the country to record them for posterity before they closed. What they filmed are remarkable in many ways and very different to those in Great Britain. For example, many routes ran far out of town, often on single track serving small outlying villages. All vehicles were single deck often pulling trailers. Some were interurban such as from Marseille to Aix-en-Provence.

The archive was compiled by French video company Les Editions du Cabri and first released in France on DVD. It includes cine film taken from the 1930s to the 1970s complete with soundtrack. The video also features a number of fascinating old postcards.

Systems featured include Marseille, Lyon, Toulouse, Dijon, Lille, Fontainebleau, Versailles, Valenciennes, Grenoble, La Ciotat and Toulon.

Narration is expertly delivered in English by native Frenchman Yves Aubert.

POST FREE UK

VIDEO REVIEW by Peter Middleton:

Because Video 125 didn't film, research, write or produce this French Tram Archive, I believe I can legitimately offer my personal opinion as to its contents.

This came from our friends in France who have taken many Video 125 productions over the years. When I first saw this, the first thing I noticed, as a life-long tram enthusiast, was how different the tramways were to those in Britain. How I wish I could travel back to that era when the roads were nearly empty and those, often first generation trams, were still running. For example, those in Toulon have to be seen to be believed and to think they were still running when I was born!

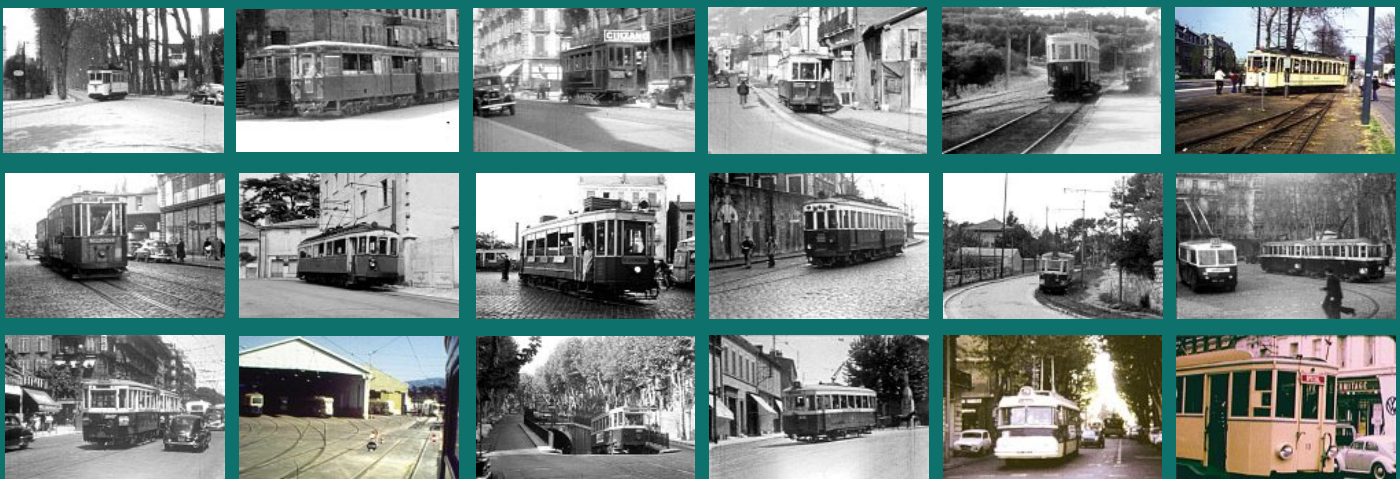
The DVD has been well researched making it interesting and evocative. Most of the amateur footage consists of short sequences and to be honest the picture quality is not great, but the footage is unique! We simply can't go back and film them again. Assuming that all the film was silent, the dubbing of appropriate sounds has been well done and adds to the atmosphere. I also found the use of picture postcards, to show the various systems in their 19th century beginnings, a nice addition. I couldn't give this production 5 stars because of the amateur film, but overall I would give it four. After all, I've put my money where my mouth is and released an English language version! We've also given it a realistic price to reflect that.

French Tram Archive is available on DVD for £15 or as a download for £12.

Narrated by Yves Aubert
Running time 75 minutes



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FROM THE ARCHIVES

This month we delve into the Tracks North photographic archive and take a nostalgic look back to the 1980s and 90s.



1 Afternoon sun catches Class 37 No. 37408 *Loch Rannoch* as it noisily restarts a Mallaig to Fort William train from Glenfinnan station in August 1988.

2 The unique Class 89 No. 89001 was bought by GNER and usually found on workings from King's Cross to Leeds, Bradford or Skipton. This 1988 view shows it at Shipley on a London-bound train, passing an ageing Class 308 EMU on its way to Bradford.

3 The driver of Class 47 No. 47196, in its red stripe Railfreight livery,

shunts tanker wagons into sidings at Nuneaton in August 1988. In 2004, two new platforms – Nos. 6 and 7 – were built exactly where the train is seen.

4 A very short and lightly loaded container train speeds north through Nuneaton on April 6, 1990, with Class 85 No. 85110 in charge.

5 'Peak' No. 45060 crosses from the Down relief to Down main line at Wellingborough on June 12, 1986, with a rake of HAA empty merry-go-round hoppers returning to Toton.

Pakistan loco fleet transition

PAKISTAN Railways (PR) is currently renewing part of its diesel loco fleet, with new locos ordered from GE Transportation (now Wabtec) being delivered from 2017-2019.

PR operates a network around 7,400km long, and started replacing steam locos with diesels from 1951, and historically bought from North American manufacturers; GE, Alco and EMD building almost all PR's diesel locos until the 1970s.

PR switched to Chinese-built locos in the first decade of this century, with several batches supplied by CRRC from its Dalian and Ziyang factories between 2003 and 2014.

PR had previously worked with both Hitachi and European manufacturer Adtranz (later Bombardier), sometimes assembling locos in Pakistan.

GE diesels

PR received 55 'Evolution' GE-type ES43ACi six-axle locos during 2017, equipped with a 12-cylinder 4,563 HP GEVO12 engine, numbered as PR Class 9000. These are primarily used for freight traffic, especially working trains of imported coal from Karachi to power stations, although some passenger use also occurs.

During 2019, Wabtec delivered 20 lighter-weight, lower-power 2,000HP type C20EMP, which were ordered in 2017 and built in the USA at the former GE plant in Erie, Pennsylvania.

The locos – numbered 4551-4570 by PR – are designed for mixed traffic use, principally between Karachi and Lahore, with some locos working to both Peshawar and Quetta.

PR has abandoned use of its sole electrified line, the 276km route between



New GE C20EMP loco 4552 at Gujar Khan station with the 'Awam Express' from Peshawar to Karachi, which it worked from Rawalpindi on January 12. MARK TORKINGTON



In the early-1980s, Hitachi built 88 model HF-22A locomotives equipped with ALCO 12-251C engines for PR. Several years later a follow-on order was agreed for Pakistan Locomotive Factory to produce another 23 of them locally. No. 8309 – one of the locally built examples, dating from 1989/90 – is seen on arrival at Rawalpindi station with the 'Hazara Express' from Karachi to Havelian on January 11. MARK TORKINGTON



One of the older PR diesels still in use, dating from the early-1960s, is classic ALCO DL535-design loco 3752. It is seen under the now disused electrification, shunting the freight yard next to Lahore Junction station, coupled to a Hitachi-ALCO on January 14. The DL535 design was exported to many countries, including Spain, Peru, Argentina and India. MARK TORKINGTON

Lahore and Khanewal, with diesel locos working all trains.

Twenty-nine electric locos designated BCU30E (standing for British Consortium Universal,

3000 HP Electric) were delivered from the UK in 1969 for the 25kV AC electrification of the line, which went live in 1970.

The locos – numbered

7001-7029 – were built by a consortium, including English Electric and AEI, with the loco bodies being subcontracted to Metro Cammell in Birmingham.

Some remained in use until 2009. One (7027) has been preserved by the railway museum at Golra Sharif (near Rawalpindi).

Privately operated trains introduced in India

THE Indian government is restructuring Indian Railways, and is planning to offer concessions of up to 35 years to private operators on major inter-city routes, such as Delhi to Mumbai and Kolkata.

The new private operators will be allowed to set fares and service levels, but will rely on Indian Railways for motive power

Indian Railways subsidiary Indian Railways Catering and

Tourism Corporation (IRCTC) started running the first 'private' trains on the network on October 4, 2019, when it introduced a Tejas Express limited-stop day train service between Lucknow and New Delhi. The service, which is operated on a commercial basis, is aimed at tourists and business travellers.

A second route from Ahmedabad to Mumbai began on January 17.

More Intercity EMUs for Indian Railways

THE launch of the first Indian-manufactured 'Train 18' or 'Vande Bharat Express' EMU took place in February 2019, leading to the Indian government announcing an international tender for up to 40 more similar 16-coach, 160kph units to replace loco-hauled daytime trains on electrified routes.

The 'Train 18' prototype was built by the Integral Coach Factory at Perambur (Chennai) and cost around \$14million.

The original unit is currently in use on the Delhi to Varanasi route, where journey times have been reduced to around eight hours.

Despite being designed for 160kph operation it is currently limited by the infrastructure to a maximum speed of ??? kph.

A second unit was introduced between New Delhi and Katra, in north-west India, on October 3, 2019.



The second Train 18 EMU set seen working train 22439 – the 06.00 New Delhi-Shri Mata Vaishno Devi Katra – at Ludhiana on November 14, 2019. JULIAN HILL

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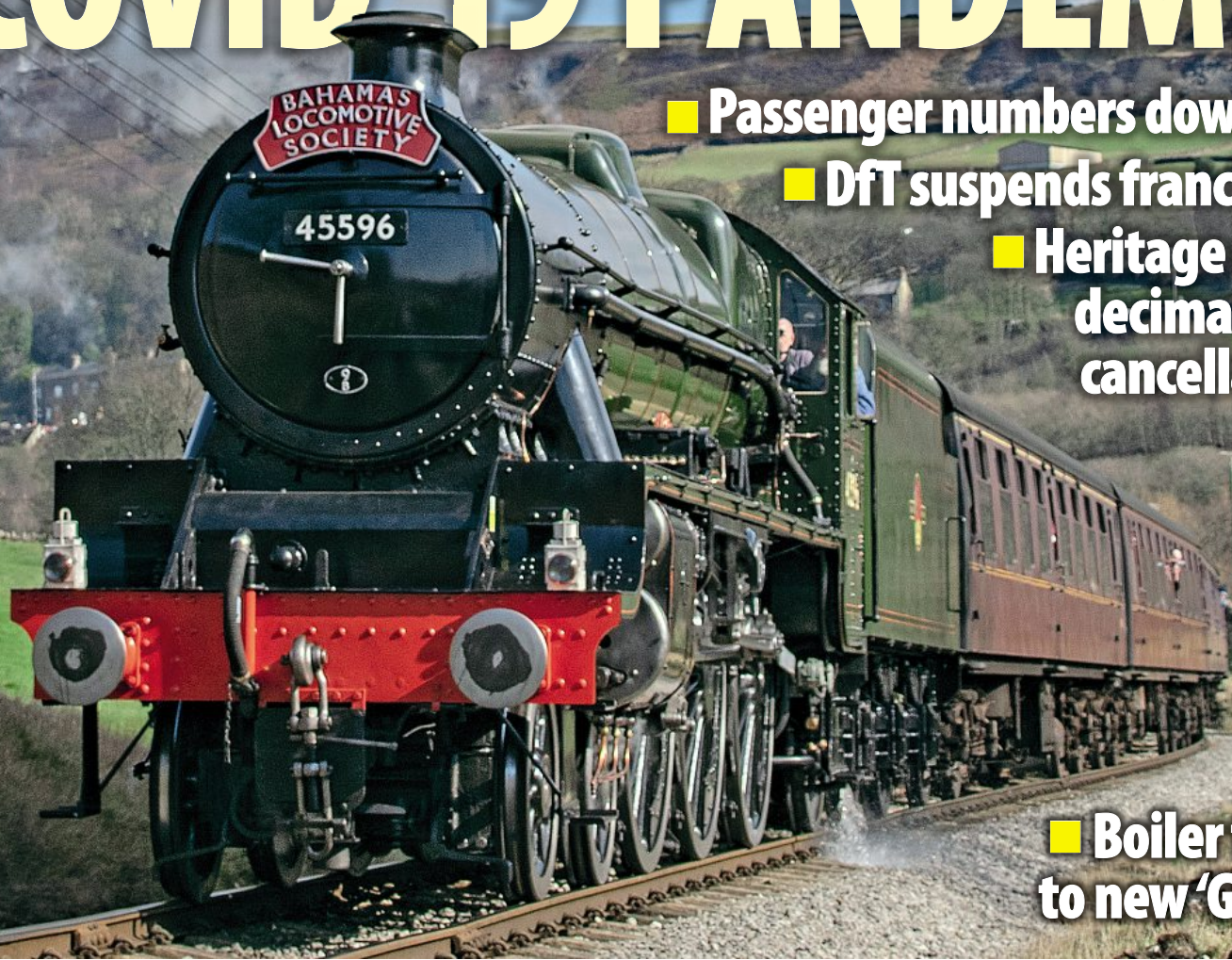
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